



South Shore Geographic Response Plan Kingston SS-11



BB Beach Berm	DF Deflection Booming	TG Tide Gate	Map Legend
CB Culvert Block	EX Exclusion Booming	Boat Ramp	
DV Diversion Booming	SR Shoreside Recovery	Beach Berm Material	
PR Passive Recovery	FO Free-oil Recovery	GRP Trailer Locations	
		Protected-water Boom (Flood Tide)	
		Snare or Sorbent Boom	





A total of 2 State Response Trailers are required to implement all of the tactics in this GRP. Responders should always consider on-scene conditions before deploying GRP tactics. Tactics may not be safe or effective under certain conditions. Responder safety should always be the first priority. The strategies contained within this plan have been designed to mitigate a potential off-shore or off-site release that could impact the subject plan area. When responding to other types of spills these tactics will likely require significant modification.





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ID	Location and Description	Response Strategy	Implementation
SS-11-01 	Mouth of Jones River Lat. 41°59'53.33"N Lon. 70°42'33.49"W	Divert and Collect – Shoreside On a flood or ebb* tide, divert incoming oil to collection site to allow for shoreside collection. * - On an ebb tide, the booming configuration remains the same. The shoreside recovery location is shifted from the western shoreline to the eastern shoreline (see SR “alt” on map).	Deploy 700ft of boom at the proper angle to divert oil to the collection site. Line the collection site with passive recovery to minimize leakage. Set anchor mid channel.
SS-11-021 	a.) Hwy 3 Bridge Lat. 41°59'49.50"N Lon. 70°43'15.27"W b.) Fish Creek Lat. 42° 0'24.80"N Lon. 70°42'41.48"W	Exclusion Booming Exclude oil from entering Fish Creek. In the event of a spill originating from Hwy 3, prevent oil from migrating throughout the Jones River.	For 01a, deploy two segments of boom, 150ft each, on each side of the Hwy 3 bridge. This will prevent oil from moving throughout the Jones River. For 01b, deploy 250ft of boom across the entrance to Fish Creek. At low tide, the creek is reduced to about 20ft across. Line the shore with passive recovery material. Tend boom throughout the tidal cycle.
SS-11-03 	Jones River Lat. 41°59'45.73"N Lon. 70°42'36.32"W	Passive Recovery Place passive recovery tactics to recover oil and prevent it from entering sensitive areas.	Place snare or sorbent boom along marsh front to minimize damage and facilitate recovery. Replace as necessary to maximize the recovery.
SS-11-04 	Kingston Harbor	Free-Oil Recovery Maximize free-oil recovery in the offshore & nearshore environment of Kingston Harbor depending on spill location and trajectory.	Deploy free-oil recovery strike teams upwind and up current of the area. Use aerial surveillance to locate incoming slicks. Ensure that responders have experience with on-water free-oil recovery.





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ID	Response Resources	Staging Area Site Access	Resources Protected	Special Considerations
SS-11-01 	Deployment Equipment 700 ft 12" or 18" boom 1-2 anchor systems 4 anchor stakes 100ft sorbent material Vessels 2 skiffs Personnel/Shift 6-8 total (1 vessel operator + 1 responder per vessel, 4 shoreside responders) Tending Vessels 1 skiff Personnel/Shift 3-4 total (1 vessel operator + 1 responder per vessel, 2 shoreside responders)	For the ramp at the Kingston Harbormaster's office at the end of River Street: From Rt 3A, turn onto Landing Road. Continue on Landing Road and bear right onto River Street. (EX- 01b may be accessed from the intersection of Landing Road and Maple Street.) NOAA Chart 13253	Fish – Anadromous Fish, Finfish Invertebrates – Lobster, crab, shrimp, shellfish Birds – Seabirds Human Use – Boat Ramp, Commercial Fishing, Marina, Recreational Fishing Land Management – State Management Area Habitat - Beach, Marsh, Rocky, Riprap, Tidal Flats	Vessel master should have local knowledge. Consider the time of year and relative presence of recreational boats when preparing to implement these strategies. Consult with the local harbormaster to develop a plan to address the presence of recreational boaters. Consider encouraging the immediate removal of recreational boats from target areas in the event of a spill if time allows. There are a significant amount of aquaculture plots located in the area. Spills may originate from the Hwy 3 bridge. Tested: DV01 tested 9/16/15
SS-11-02 	Deployment Equipment 550 ft 12" or 18" boom 12 anchor stakes 500ft sorbent material Vessels 2 skiffs Personnel/Shift 6-8 total (1 vessel operator + 1 responder per vessel, 4 shoreside responders) Tending Vessels 1 skiff Personnel/Shift 3-4 total (1 vessel operator + 1 responder per vessel, 2 shoreside responders)	Same as SS-11-01	Same as SS-11-01	Same as SS-11-01
SS-11-03 	Deployment Equipment 1000 ft. of snare or sorbent boom 10 anchor stakes Personnel/Shift 6 shoreside responders	Same as SS-11-01	Same as SS-11-01	Use snare boom for persistent oils and sorbent boom for non-persistent oils. Responders should determine if attempting to deploy the boom would do more harm to the marsh.
SS-11-04 	Deploy multiple free-oil recovery strike teams as required to maximize interception of oil before it impacts sensitive areas.	Same as SS-11-01	Same as SS-11-01	Vessel master should have local knowledge. Free-oil recovery should only be attempted if conditions permit and by experienced responders.





Site Photographs and Contact Information



Hwy 3 Bridge. (EX-01a)



View looking west towards the boat ramp at the end of River Street and the location of -01.



View looking east towards Hwy 3 bridge. (EX-01a)

Contacts:

Kingston Conservation Commission: 781-585-0537
Kingston Dept of Emergency Management: 781-585-3135
Kingston Fire Dept: 781-585-0532
Kingston Harbormaster & Shellfish Constable: 781-585-0519
Mass. Dept of Environmental Protection (24 Hours):
888-304-1133
U.S. Coast Guard (24 Hours): 617-223-5750

Mutual Aid is available from other communities within the Buzzard's Bay GRP region that have state response trailers. More information can be found on the following MassDEP web site: <http://www.mass.gov/eea/agencies/massdep/cleanup/marine/#5>

Additional information regarding State Response Trailers, including locations and inventories can be found here: <http://www.mass.gov/eea/agencies/massdep/cleanup/marine/oil-spill-training-and-equipment-resources.html>

