

USCG LIS Bridgeport Geographic Response Strategy

Ash Creek BH01B

Tactics Legend

- DF** Deflection Booming
- DV** Diversion Booming
- EX** Exclusion Booming
- FO** Free Oil Recovery
- PR** Passive Recovery
- SR** Shoreside Recovery
- S** Staging Area
-  Boat Ramp
- TG** Tide Gate
-  Protected-Water Boom
-  Open-Water Boom
-  Snare/ Sorbent Boom



Equipment - All Tactics

Boom(ft)	300
Marine anchors	2
Shore anchors	4
Sorbent Boom(ft)	0
FO Recovery Sys	0
Shore Responders	2
Boat Responders	2
Boats	1

Response Trailer and GIS Data Information

CT DEEP has 6 pre-positioned oil spill response trailers, each with 1,000 ft (one with 5,000 ft) of boom and other equipment. Contact CT DEEP Emergency Dispatch for more information.

Location

Latitude: 41° 9' 43"
Longitude: 73° 13' 42"
NOAA Chart # 12369




Version

10/11/2023

NY DEC has pre-positioned oil spill response trailers equipped with boom, absorbent material and other equipment. Contact NY DEC Oil Spill Hotline for more information.

Geographic Response Strategy

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Tactic #	Purpose	Response Equipment	Deployment Resources	Deployment Notes
DV-01 	Redirect spilled oil from one location or direction of travel to a specific site for recovery.	150 ft protected water boom 1 marine anchor system 2 shoreline anchor system	2 shore responders 1 response boats 1 boat operators	Tend through tidal changes. Deploy boom as depicted to divert incoming oil to the collection site. Anchor every 200-300'. Adjust angle as necessary to reduce entrainment. Set up shoreside recovery and tend throughout tide. Deploy shoreside anchor first.
		09/06/23 Testing Date	Y Tested	
DV-01alt 	Redirect spilled oil from one location or direction of travel to a specific site for recovery on an ebb tide.	150 ft protected water boom 1 marine anchor system 2 shoreline anchor system	2 shore responders 1 response boats 1 boat operators	Tend through tidal changes. Deploy boom as depicted to divert incoming oil to the collection site. Anchor every 200-300'. Adjust angle as necessary to reduce entrainment. Set up shoreside recovery and tend throughout tide. Deploy shoreside anchor first.
		09/06/23 Testing Date	Y Tested	
SR-01 	Remove spilled oil that has been diverted to a designated recovery site accessible from shore.	1 skimming system 1 storage tank or bladder 1 hoses, pumps, fittings	1 shore responders	Set up shoreside recovery tactic at general location depicted on map. Some access points located at private residences. Access may be difficult
		N/A Testing Date	Tested	

Local contacts

Audubon Connecticut	203-869-5272
Bridgeport Fire Department	203-337-2070
Bridgeport Harbormaster	203-576-8288
Bridgeport Emergency Mgmnt	203-579-3822
Bridgeport Fire Department	203-337-2070
Bridgeport Harbormaster	203-576-8288
Bridgeport/PJ Steamboat Co.	888-44-FERRY
Bridgeport/PJ Steamboat Co.	631-473-0286
Fairfield Fire Department	203-254-4899
Santa Energy	800-937-2682
Sprague Terminal	203-336-2136
Stratford Dispatch Center	203-385-4100
Stratford Emergency Management	203-650-9510
Stratford EM	202-270-2700
Stratford Fire Department	203-385-4070
Long Island Soundkeeper	203-854-5330
Safety Kleen	203-466-2002
CT DEEP Emergency Dispatch	860-424-3338 (24 hr)
CT Dept. of Agriculture/Shellfish	203-874-0696
CT State Emergency Response Commission	860-424-3373
USFWS N.E. Field Office	603-223-2541
USCG Sector Long Island Sound	203-468-4401
National Response Center	800-424-8802



Site of DV-01 (flood) looking southeast



Looking southeast across Ash Creek towards recovery location (Batting Cage parking lot)

Resources Protected

See most current data in NOAA Environmental Sensitivity Index (ESI) Map 16 or reference applicable data layer in NOAA Environmental Response Management Application (ERMA)

Navigational Hazards

River conditions including flow rate and flood stage vary depending on time of year and heavy rain snowfall and/or tidal conditions. Vessel operators should have local knowledge and experience operating in riverine environments.

Special Considerations

Survey site prior to deployment and modify deployment tactics and techniques as appropriate based on observed river conditions. If ice is present GRS tactics and strategies must be reevaluated. Vessels may be unable to navigate this area due to shallow waters. The validation of tactics in this GRS (2023) involved deployment of boom without the aid of vessels.