*Town of Fairhaven*

 *Department of Marine*

 *Resources*

 *Office of the Harbormaster /*

 *Shellfish Warden*

 *Timothy Cox 40 Center Street Fairhaven, MA 02719*

 *Harbormaster/*

 *Shellfish Warden*

 **Town of Fairhaven**

 **Marine Resources**

**Emergency Response**

**Plan**

Submitted by: Timothy Cox

Harbormaster / Shellfish Warden

Fairhaven, MA

**Personnel Listing**

**Harbormaster/ Shellfish Constable**

Timothy Cox

Town Hall Office: 508 984-4529 ext. 124

Field Cell: 508-962-1416

**Principal Office Assistant**

Sheri Souza

**Deputy Harbormaster/ Shellfish Constables**

1. Todd Cox Fairhaven \* Boat Qualified
2. Steve Riley Fairhaven \*Boat Qualified
3. Steve Botelho Fairhaven \*Deckhand/Boat Ramp Security
4. Thomas Lafreniere Fairhaven \*Deckhand/Boat Ramp Security

**Natural Emergencies:**

**The following procedures have been designed for natural storm emergencies. In addition to hurricanes, this plan will be used to respond to winter storms, blizzards, tornadoes, flooding, and earthquakes.**

**The Harbormaster and the Marine Resource Department’s main responsibility during a natural emergency is the organization, control and safety of mariners along the shorelines of Fairhaven.**

**It should be understood that all deputies and shellfish constables will carry all the authority of the Harbormaster before, during, and after the storm event.**

**Severe Natural Storm Watch Period**

1. The Harbormaster and his/her assistants will take inventory notes of locations of all vessels docked in harbors, coves, surrounding waters (see Check List). They will also make every effort to communicate potential dangers and risk to boat owners and property owners through the town’s website, social medical, and emergency notification software.
2. Establish communication and coordination with the City of New Bedford.
3. All moorings will be inventoried. Residents are only allowed to use their moorings for their vessels. The harbormaster will be responsible to assign other vessels to available moorings after a risk assessment is performed (see anchorage plan).
4. All vessels that are at risk or being damaged or causing damage based on the nature of the storm will be ordered to safe harbor or removed from the water per the Harbormaster’s order.
5. The Harbormaster and/or their designee will take control of all boat ramps and ensure an organized and efficient removal of all vessels. The harbormaster can refuse the launching of vessels during this time.

**Severe Natural Storm Warning Period**

1. The Harbormaster and his/her assistants will be posted on waterfront location and will maintain communications with the EOC. Positions will only be maintained if any risk is acceptable to the person assigned and the Harbormaster.
2. The Harbormaster will recall all people to safe areas.
3. Vessels will be confirmed to be properly secured or removed.
4. Boat ramps will all be secured and removal of vessels will cease upon the Harbormaster’s order.
5. No vessels, unless involved in an emergency response, will be allowed to launch during a storm warning period.

**Severe Storm Active Period**

1. The Harbormaster/Shellfish will be stationed at Emergency Operations Center and/or the shelters to carry out any required duties from the EOC.

**Severe Storm Recovery Process Response**

1. The Harbormaster will recall all assistants.
2. The Harbormaster will conduct the following recovery efforts:
* The Harbormaster will meet with designated Town Officials to develop a post response plan based on the current storm.
* The Harbormaster and their assistants will assess damage and report to the EOC the following areas:
	+ All boat ramps
	+ Shellfish Beds
	+ Union wharf
	+ Hoppy’s Landing
	+ Vessels that have washed ashore or have sunk
		- Identify ownership of these vessels and order owner to hire a salvage/recovery company.
		- Including an assessment of environmental damage from oil and gas.
	+ Assist in determining damage to town owned property upon the order of the EOC.
* The Harbormaster and his/her assistants will be available to assist all agencies within the Town or so designated as determined by the EOC command.

**Fires/Hazardous Material Emergencies**

**The following procedures have been designed for response to Fires and Hazardous Material emergencies on the water or along the coast line. In the event that the Fire or Hazardous Material Release occurs within the Town, the Harbormaster shall assist from a safe distance and not be the primary responder to the area unless directed by the Incident Commander:**

**Note: The Harbormaster and the Marine Resource Department’s main responsibility during a Fire and Hazardous Material emergency is the organization, control and safety of mariners along the shorelines of Fairhaven.**

**Note: The Harbormaster shall be considered one of the primary responders to oil and diesel spills in the harbor or along the shoreline in conjunction with the Fairhaven Fire Department.**

**The actual response to a Fire or Hazardous Material emergency will be the responsibility of the Fairhaven Fire Department and the United States Coast Guard.**

**It should be understood that all deputies and shellfish constables will carry all the authority of the Harbormaster before, during, and after the storm event.**

**Fire/Hazardous Material Emergency Active Period**

1. The Harbormaster/Shellfish will be responsible to help provide a secure area around the Fire/Hazardous Material event.
2. The Harbormaster/Shellfish Department will secure any and all boat ramps. Ramps will be secured and only open after an assessment is performed by the IC.
3. The Harbormaster/Shellfish Department will ensure the safety of all personnel within its department.
4. Any evidence found or noted shall be properly secured at its location and the Fairhaven Fire Department and/or the Fairhaven Police Department.
5. Assist the Fairhaven Fire Department with the deployment of boom if needed.
6. Assist with transport of other departments to the fire/hazardous material location.
7. All Fire/Hazardous Material events on land, the Harbormaster Division will report to the incident commander for support role assignments.

**Fire/Hazardous Material Recovery Process Response**

1. The Harbormaster will recall all or some assistants as needed or requested.
2. The Harbormaster will conduct the following assessments:
	1. Assessment of opening boat ramps
	2. Assessment of shellfish beds in coordination with the Board of Health, Department of Environmental Protection, and any other state or federal agencies.
	3. Union wharf
	4. Hoppy’s Landing Building
	5. Assist in determining damage to town owned property upon the order of the EOC.
3. The Harbormaster will meet with designated Incident Commander (IC) and Town Officials to part develop a post response plan based on the assessments.
4. The Harbormaster and his/her assistants will be available to assist all agencies within the Town or so designated as determined by the EOC command.

**Civil Disturbance/Hostile Events.**

**The following procedures have been designed for response to Hostile Events on the water or along the coast line. In the event that the Hostile Event or a Civil Disturbance occurs within the Town, the Harbormaster shall fall under the Fairhaven Police Incident Command System. They will provide assistance as requested by the Incident Commander.**

**Note: The Harbormaster and the Marine Resource Department’s main responsibility during a Hostile or Civil Event is the control and safety of mariners along the shorelines of Fairhaven in a safe manner under the direction of the police department.**

**The actual response to a Hostile or Civil Event emergency will be the responsibility of the Fairhaven Police Department, the Massachusetts State Police (including the Massachusetts Environmental Police, and the United States Coast Guard.**

**It should be understood that all deputies and shellfish constables will carry all the authority of the Harbormaster before, during, and after the event.**

**Civil Disturbance/Hostile Event Active Period**

1. The Harbormaster/Shellfish will be responsible to help provide a secure area around the Civil Disturbance and Hostile Event with the assistance of a police officer.
2. The Harbormaster/Shellfish Department will secure any and all boat ramps as requested by the Fairhaven Police. Ramps will be secured and only open after an assessment is performed by the IC.
3. The Harbormaster/Shellfish Department will ensure the safety of all personnel within its department.
4. Any evidence found or noted shall be properly secured at its location and the Fairhaven Police or other law enforcement agency notified.
5. Assist the Fairhaven Fire Department with first aid and medical as needed.
6. All Civil Disturbances/Hostile Events on land, the Harbormaster Division will be stationed at Emergency Operations Center and/or the shelters to carry out any required duties from the EOC.

**CBRNE Recovery Process Response**

1. The Harbormaster will recall all or some assistants as needed.
2. The Harbormaster will conduct the following assessments and provide feedback as needed to the EOC:
	1. Assessment of opening boat ramps
	2. Assessment of shellfish beds in coordination with the Board of Health, Department of Environmental Protection, and any other state or federal agency.
	3. Union wharf
	4. Hoppy’s Landing Building
	5. Assist in determining damage to town owned property upon the order of the EOC.
3. The Harbormaster will meet with designated Incident Commander (IC) and Town Officials to part develop a post response plan based on the assessments.
4. The Harbormaster and his/her assistants will be available to assist all agencies within the Town or so designated as determined by the EOC command.

**CBRNE Emergencies:**

**(FEMA: Chemical, Biological, Radioactive, Nuclear, Explosive Events:)**

**The following procedures have been designed for response to CBRNE emergencies on the water or along the coast line. In the event that the CBRNE emergency occurs within the Town, the Harbormaster shall assist from a safe distance and not be the primary responder to the area unless directed by the Incident Commander:**

**Note: The Harbormaster and Marine Resource Department’s main responsibility during a CBRNE emergency is the organization, control and safety of mariners along the shorelines of Fairhaven.**

**The actual response to a CBRNE emergency will be the responsibility of the Fairhaven Police and/or the Fairhaven Fire Department along with the Massachusetts Statewide Hazmat Teams, Massachusetts State Police, and the United States Coast Guard.**

**It should be understood that all deputies and shellfish constables will carry all the authority of the Harbormaster before, during, and after the storm event.**

**CBRNE Active Period**

1. The Harbormaster/Shellfish will be responsible to help provide a secure area around the CBRNE event.
2. The Harbormaster/Shellfish Department will secure any and all boat ramps. Ramps will be secured and only open after an assessment is performed by the IC.
3. The Harbormaster/Shellfish Department will ensure the safety of all personnel within its department.
4. Any evidence found or noted shall be properly secured at its location and the Fairhaven Police or other law enforcement agency notified.
5. Assist the Fairhaven Fire Department with the deployment of boom if needed.
6. Assist with transport of hazardous material team members and state and federal response
7. All CBRNE events on land, the Harbormaster Division will be stationed at Emergency Operations Center and/or the shelters to carry out any required duties from the EOC.

**CBRNE Recovery Process Response**

1. The Harbormaster will recall all or some assistants as needed.
2. The Harbormaster will conduct the following assessments:
	1. Assessment of opening boat ramps
	2. Assessment of shellfish beds in coordination with the Board of Health, Department of Environmental Protection, and any other state or federal agency.
	3. Union wharf
	4. Hoppy’s Landing Building
	5. Assist in determining damage to town owned property upon the order of the EOC.
3. The Harbormaster will meet with designated Incident Commander (IC) and Town Officials to part develop a post response plan based on the assessments.
4. The Harbormaster and his/her assistants will be available to assist all agencies within the Town or so designated as determined by the EOC command.

**SAFE ANCHORAGE POLICY:**

Persons wishing to seek safe anchorage within the New Bedford Hurricane Barrier do so at their own risk. Anyone seeking safe anchorage understands that the prescribed areas as determined by the duly authorized Fairhaven Harbormaster are for the purpose of establishing order and does not imply that using said areas will protect any property or parties using safe anchorage areas.

It is further understood that this policy represents waters normally covered by the duly authorized Harbormaster of Fairhaven, MA and does not intend to make policy for water normally covered by the City of New Bedford and its agents.

**ANCHORAGE IS PROHIBITED SOUTH OF THE FAIRHAVEN BRIDGE, WITHIN EXISTING MOORING FIELDS UNDER ALL CONDITIONS**

 ***AREAS FOR SAFE STORM ANCHORAGE***For vessels less than 50 feet in length must anchor north of the Fairhaven Bridge roadway east of the old Fairhaven Hardware continuing north but not within 300 feet of the Slocum Cove Marina. Note water depth is relatively shallow in this area.

All vessels anchoring shall leave at least 2 boat lengths from any other vessel anchored. Allow for slack in anchor line when calculating distance between vessels.

All vessels shall have enough scope on their anchor lines to ensure the vessel does not rise above the anchor.

All anchored vessel shall use a correctly sized anchor with a second line attached to the anchor. Lines shall be connected in such a manner to produce a bridal type connection to the bow of the vessel. Owners shall use properly sized lines in excellent condition.

Owner’s should call the Harbormaster Office and register their name and name of the vessel with location (Log and Lat if possible) with a contact number.

Vessels over 50 feet please call the Harbormaster’s Office at 508 -962-1416.

**Boat Ramp Policy:**

**Purpose:**

Fairhaven has three boat ramps that the public and commercial companies can use to remove boats before a storm adversely influences our weather conditions. Access to these ramps is limited, with only one vessel at a time able to be serviced on two of them. The other can accommodate two at a time. This presents a potential problem due to high traffic by people trying to remove their boats before the storm or after an event hits.

The Harbormaster or his designee will implement the following plan in the event of a sever weather event or a CBRNE emergency. This plan will maximize the ramps use therefore ensuring as many people as possible can remove their vessel safely in a timely manner.

**Goals:**

* Maximize use of boat ramps
* Maintain Order
* Expedite vessel removal
* Ensure safety
* Ensure fairness
* Ensure equal access opportunities

**PLAN COMPONENTS:**

***Maximize Ramp Use:***

To maximize use, boat owners will be allocated a number on site creating a logical sequence that allows all to get access in a fair manner. Numbers will be handed out to by Assistants or Deputies. The next number will be posted as the previous number backs the trailer into the water. The next number is expected to be ready to back in as soon as the previous trailer exits.

Vessels will be allocated 10 to 15 minutes to secure and remove their boats. No single person will be allowed to bring their boat up to the ramp and then go get their vehicle. All boat owners will be instructed to use a team approach again to maximize ramp traffic.

Prior to the storm the Office of the Harbormaster will ask local radio / TV and print media to notify potential users of the 2 person rule.

***Maintain Order:***

Each ramp will have an appropriate number of personnel to ensure order, safety, and timeliness is upheld. All personnel will be clearly visible with official uniforms. All personnel will have cell phone communications available.

In the event order can’t be maintained by Deputies or Assistants local police will be used to bring the situation into a condition where order can be maintained. Local police will be used only as a last choice.

***Expedite Vessel Removal:***

Each vessel will have 10 to 15 minutes to secure their vessel to their trailer in a safe manner allowing them to pull off the ramp area. Once off the ramp area boat owners can secure their boats for over road travel out of the way from people trying to use the ramps.

Again dedicated areas will be provided for this purpose with all being encourage to secure their vessels as quickly as possible to allow others room.

Commercial haulers will have an area dedicated to them where they will be able to take down mast and secure the vessel for travel.

Boat owners will not be allowed to tie up ramp use while getting their vessel or trailer. All boaters will be required to have a driver for their vehicle and one for their vessel. This will enable everyone to expedite the time they tie up the ramp. The only exceptions will be if the ramp is idle.

***Ensuring Safety:***

Only people with a direct connection to a vessel being hauled will be allowed on the boat ramp. Others will be instructed to leave the ramp area while being encouraged to make room for people who actually need to use the ramp.

All people using the ramp will be allocated the time to perform their task in a safe manner. No one will be asked to put safety aside.

Lighting if required will be provided if available.

Hauling will be allowed until it is deemed unsafe by the Harbormaster. All vessels will be required to leave the area once on the trailer. Once a declaration that it is unsafe to haul is made boat owners will be advised not to haul and that any expense incurred to the facility due to damage caused by them or their vessel may be charged to them.

***Ensuring Fairness:***

It is the goal of this department to ensure every boat owner has an equal opportunity to haul their vessel to safety. We will not allow any vessel to step up out of order. The only exception is if they are taking on water and endanger of sinking.

***Equal Access:***

To ensure equal access to our ramps once this plan is implemented we will issue numbers. Numbers will be posted on dry erase boards to notify the next number to be hauled. The next boat to be hauled will be posted as the present number is being backed into the water. At that time the next number will be instructed to get in their vehicle and be ready to get into position.

During this exercise the number system will explained by people on duty at the site.

***Implementation:***

Implementation will be done in stages using accepted storm status reports with their associated titles.

***Hurricane Watch:***

This period starts Emergency Preparedness Plan implementation as written by this department.

In regards to this Ramp Plan it will signal the time we as a department will ask different media to let the public know that there is ramp access plan for people wishing to haul their boats.

* **Port Condition WHISKEY**

This condition once declared will signal this department to gather personnel and equipment for actual on-site duties. Again local media will be notified with messages on the answering machine of the Harbormaster’s Office.

* **Port Condition XRAY**

This condition once declared will cause deployment of personnel during daylight hours for implementation of this plan. If traffic is significant extra hours will be used to ensure the plan success. More local media notification from the office of the Harbormaster.

* **Port Condition ZULU**

At this point in time we will anticipate a reduction in traffic at the ramps. Personnel will stand by until any safety issue arises. They include storm surge, access restrictions and potential threats from wind generated debris.

**Public Health Hazards:**

All parties involved are to comply with the current state and government guidelines regarding all public health hazards.

**Summary:**

It is the intent of this office to ensure the maximum availability in regards to ramp use before hurricane conditions arrive. To do so we will implement a practice that brings order to a system as opposed to chaos. This will be accomplished by using proper personnel being deployed in significant numbers, trained and equipped to carry out the mission.

At no time will safety of people or property be compromised. Any action taken by designated personnel shall and will not compromise safety in any manner.

**2019 Harbormaster Equipment List**

* 1 Ford 3/4 Ton 4 wheel drive pick-up equipped with lights and radios as an emergency vehicle - with TOW Package.
* 1 Ford ½ Ton 4 wheel drive pick-up equipped with lights and radios as an emergency vehicle - with TOW package
* 1 Harbormaster 23’ Alcar Pump-out Boats.
* 1 Natural Resource Boat, 23’ Carolina Skiff
* 1 Harbormaster 21’ Whaler Revenge
* 1 Shellfish 25’ Whaler Frontier
* 1 Harbormaster 27’ Whaler Vigilant
* 4 Hand held Multi Agency handheld radios
* 2- In vehicle Multi Agency radios
* 2-VHF handheld radios
* 4 Boat trailers
* 1- 8 ft. inflatable with 4 hp motors

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**Storm Check List**

* Check Hoppy’s for loose equipment.
	+ Make plans to remove equipment
	+ Secure building, including the removal of Hoppy’s dock.
* Set-up plans for Seaview boat ramp/dock.
* Get numbers and dry erase boards for ramps.
* Set up deputy schedules and get numbers for all of them.
* Signage at ramps.
* Make sure boats are scheduled to be taken out.
* Secure boats left in water.
* Check with all boat owners at Union Wharf.
* Tie up regulations at Union Wharf.
* Get dinghy rack owner information and notify (low priority)
* Gas up all vehicles and boats. (Arrange for future gas)
* Equip vehicles with safety equipment and first aid kits.
* Have extra life jackets on vehicles during storm.
* Ask all deputies to have their Cell Phones with them when on duty.