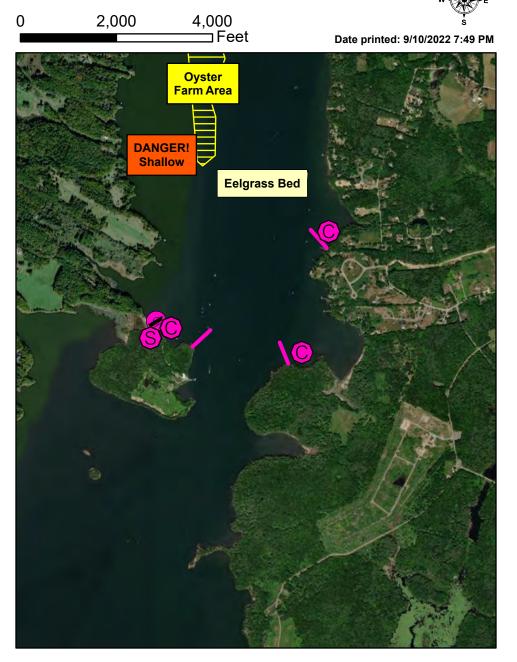
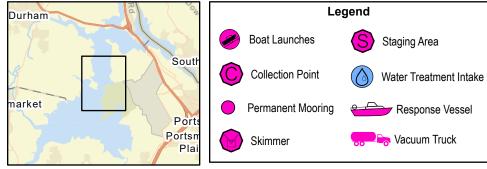
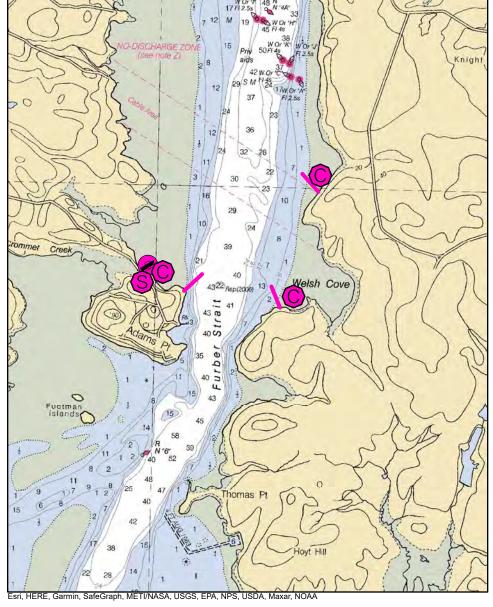
A-13-3

Fuirber Strait: Great Bay Protection Option 2 Newington / Durham, NH







Furber Strait: Great Bay Protection Option 2

Newington / Durham, NH

New Hampshire and Southern Maine Port Region

Latitude 43° 5.843' N Approx. Tidal Range (feet)

Longitude 9

70° 51.631' W

NOAA Chart # 13285 1 ESI Map # 55B

Max Current (knots)

Flood

Ebb

Source

EVI Map # 2 (Part)

DeLorme Map # (2019) 30 (NH); 1 B2,C2 (ME)

Resources At Risk

ESI Primary Shoreline Type

Sheltered tidal flats (9A)

ESI Secondary Shoreline Type

Environmental Concerns

Great Bay contains extensive sensitive resources: shorebird and waterfowl habitat, shellfish beds, salt marsh, tidal flats, eelgrass, etc. Contact NH Dept. of Fish & Game, 603-271-3421

Archaeological Conflicts

Strategy Information

Strategy Purpose

Backup strategy for A-13-2. Purpose is to divert oil into coves for collection.

Staging Areas

Adams Point boat launch and/or Jackson Lab dock.

Site Access

By water or deploy from Adams Point boat launch (high tide only): From Route 4, Take Route 108 south and turn

left on Durham Pt. Road. Left onto Adams Point Road to boat launch.

Nearest Boat Ramp

Adams Point (high tide only), Fox Point boat ramp or Great Bay Marine, 61 Beane Lane, Newington

Collection Points

Via skimmers in coves.

Special Instructions

Water intake at Jackson Lab. Be aware of Cable Area at northeast leg.

Work Assignment

This is a backup strategy for A-13-2. Place three 500 foot long lengths of harbor boom as shown in the vicinity of

Furber Strait to direct oil into coves for collection.

Recommended Equipment / Resources

Length of Boom (feet)

1500

Type of Boom 12" to 18" containment boom

Recommended **Equipment**

3 - anchor systems: 35 lb. Danforth or equivalent and line for 3:1 scope plus tag line with buoys. 3 - shoreside connections.

(Minimum)

3 - skimmers and storage

2 - workboats with minimum 90 hp

2 - boat operators

4 - laborers

Unless otherwise indicated, the boom length given is the distance measured on the chart. Actual length required may vary with conditions.

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