

Old Lyme Fire Department

FY2009 Capital Budget Request

Marine Risks: Assessment and Response

Appendix



Boat Fire, Sound View Beach, Sumer, 2007

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Old Lyme Firefighters with Marine Qualifications & Certifications

Coast Guard Captain License (2)
US Sailing Certified Instructor for Power Boats (1)
Qualified as OLFM Marine 38-1 and 38-2 Operators (33)
Connecticut Safe Boater Certificate (42)

Old Lyme Firefighters with Medical Qualifications & Certifications

MD - Medical Doctor (1)
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Issue Date: November 2006

Barge blockade on the Connecticut River

Jason Fell

An oil barge snarled boating traffic near the mouth of the Connecticut River for hours after its hawser parted with the tugboat that was pulling it and struck the protective pilings of the Amtrak railroad bridge, damaging the 75-foot fender below the raised drawbridge.

“Accidents happen, but these tugboat captains are good. They know what they’re doing,” says Mark Yuknat who captains RiverQuest, a 54-foot twin-hulled tour boat based in Essex, Conn. “I’d be very surprised if any individual on that boat caused the accident. It’s lucky that no one was hurt.”

Shortly after 3 p.m. Sept. 9, the tugboat Turecamo Girls was pulling the 310-foot barge, named Connecticut, downriver from Middletown, Conn., headed to New York, says Lt. Chris Tsairis, an incident manager with the Coast Guard’s Sector Long Island Sound. About 100 yards from the bridge the barge became separated from the tugboat.

“When that happens, the tide is still carrying this barge downriver,” Tsairis says. “Environmentally, we’re fortunate that the barge was empty at the time of the incident.”

The Turecamo Girls crew dropped the barge’s anchor to try to slow it down, Tsairis says. The anchor became caught on debris from the bridge’s fender system and contributed to pinning the barge against the bridge.

Yuknat says he headed downriver not long after the accident happened.

“I can only imagine being on a boat nearby and seeing that barge come down the river,” he says.

Amtrak trains were delayed for more than 30 minutes after the accident, Tsairis says. Several hours after the incident the tide eased and another tugboat towed Connecticut from the bridge. A state dive team, using sidescan sonar, was deployed to make sure debris from the incident had not created a navigational hazard. Recreational boat traffic was not permitted to pass the bridge until about midnight.

“This, I’m sure, was an inconvenience for a lot of the boaters who were stuck on both sides of the bridge,” Tsairis says. “But safety comes first. We, along with other local agencies, needed to be 100 percent sure the river was safe to transit.”

The day after the accident RiverQuest captain Yuknat says he heard a boater call the Coast Guard about the incident over VHF radio. “I was on [RiverQuest] when I first heard the transmission. I perked right up once I heard what it was about,” Yuknat explains. “He owned a sailboat and was wondering if the Coast Guard was looking for any witnesses.”

Yuknat says the boater reported he was heading north up the river when he noticed a tug and barge near the bridge.

“He said he turned his boat to starboard to watch the tug,” Yuknat says. “Shortly after, the tug turned to starboard and there was some big commotion at the stern. Then he thought he saw a line snap and the barge was free.”

Yuknat says he would not be surprised if a recreational boater was possibly to blame for the incident on that busy Saturday afternoon on the river.

The specifics of how the tug and barge parted remained unclear at press time. A Coast Guard Investigation of the incident was expected to take “a number of weeks,” Tsairis says.

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Issue Date: September 2007

Runaway boat kills woman on Connecticut River

Jason Fell

A Connecticut man has been charged with reckless operation of a vessel while intoxicated

What was supposed to be a pleasant day sailing the Connecticut River turned tragic for four Connecticut boaters when an unmanned center console ran over their 14-foot sailboat, killing one passenger and injuring the other three.

The operator of the 20-foot Everglades center console, Gregory Siege, 44, of Madison, Conn., was arrested in connection with the July 8 accident and charged with one count of first-degree reckless operation of a vessel while intoxicated, the state Department of Environmental Protection says in a statement. He was released on a promise to appear in superior court later that month.

Siege, who was not wearing a lanyard kill switch, apparently fell overboard off Old Saybrook, Conn., on the Connecticut River just north of its confluence with Long Island Sound. The center console continued on, running in circles until it struck the sailboat at 3:50 p.m., sending its four passengers into the water, the DEP says. The passengers were Leland and Susan Brandes, 69 and 53, of South Windsor, Conn., and Franklin and Joan Spector, who are both 61 and of Monroe, Conn. Susan Brandes was pronounced dead at the scene. The other passengers were transported to area hospitals for treatment.

“It was a violent accident,” says Paul Uccello, operations manager of TowBoatU.S. of Old Saybrook. Three of Uccello’s boats responded to the accident.

“You could see the prop marks across the deck and down the gunwale on the starboard side [of the sailboat],” Uccello says. “It looked like the boat went right over at full speed, and broke the mast.”

When Uccello arrived at the scene, the crews of two of his boats and a recreational boat had hoisted the stricken sailors from the water. The center console, however, was still “circling out of control,” he says. A boat from Sea Tow also responded, Uccello says. Tom Kehlenbach, owner of Sea Tow Old Saybrook, did not return calls for comment.

As the crews attempted to corral the runaway boat, Uccello noticed a dog standing on the bow. “We were trying to throw a tow line over the boat in hopes of it fouling the prop,” Uccello explains. “After the fifth or sixth try, the dog got scared and jumped off. That boat ran right over where the dog landed in the water. I was sure he was dead.”

The dog reappeared moments later, still alive. “He was paddling like I never saw,” says Uccello. “What a survivor.”

After several more attempts, one crewmember managed to board Siege’s boat and turn off the engine and tow it to shore. “There were a lot of people around watching, and everyone was blowing their horns and screaming once we managed to stop that boat,” Uccello says.

As of mid-July, the state DEP’s boating accident reconstruction unit was still working on the case and has requested people with information for investigators or the state’s attorney’s office to call (860) 424-3333. If convicted of first-degree reckless operation of a vessel while intoxicated, Siege faces up to two years in jail and a maximum fine of \$5,000.

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Boat Fire – Sound View Beach - Summer, 2007

The incident began when one of the two boats, moored to the same mooring ball, caught on fire. The immediate objective was to eliminate the threat to the boat that was not burning. To accomplish this objective the Old Lyme Fire Department launched Marine 38-1 from the Cross Lane Fire Station. The two man crew was able to remove the mooring line from the burning boat and move it way from the boat that was not on fire. This action in all likelihood saved the other boat from burning.



Once the burning boat was pulled away from the other boat no further action, other than watching the boat burn, was possible. The boat continued to burn until the Old Saybrook Fire Department’s fire/rescue boat arrived and put out the fire.



Old Lyme Firefighters with Marine Qualifications & Certifications

Coast Guard Captain License (2)

Brown, Tom
White, Peter

US Sailing Certified Instructor for Power Boats (1)

Cashman, Robert

Quasified as OLFM Marine 38-1 and 38-2 Operators (33)

Bayer, Keith
Besier, Kurt
Brown, Tom
Cashman, Robert
Clark, David
Clark, Troy
Costigan, John
Currier, Edward
Dell, Dayton
Doyen, Robert
Haskins, Mark
Jewett, Dave
Jewett, Ellis
Jewett, James
Kathe, Glenn
Kerop, Adam
Landry, Gregg
Machnik, Todd
McCarthy, John
McCarthy, Micheal
McCarthy, Michael, Jr.
McCarthy, Robert
Mittelman, Jon
Nickerson, John
Phaneauf, Brian
Risom, Thomas
Rozanski, Thomas
Spears, Peter
Super, Stephen
Swaney, Ken, Jr.
Swaney, Michael
Swaney, Thomas
Yuknut, Bridget

Connecticut Safe Boater Certificate (42)

Bayer, Keith
Besier, Kurt
Brown, Tom
Cashman, Robert
Chasse, Paul
Clark, David
Clark, Troy
Costigan, John
Currier, Edward
Davis, Roger
Dell, Dayton
Dow, Brian
Doyen, Robert
Harris, Jeffery
Haskins, Mark
Jewett, Dave
Jewett, Ellis
Jewett, James
Kathe, Glenn
Kerop, Adam
Landry, Gregg
Machnik, Todd
McCarthy, John
McCarthy, Micheal
McCarthy, Michael, Jr.
McCarthy, Robert
Mittelman, David
Mittelman, Dan
Mittelman, Jon
Nickerson, John
Montenez, James
Nickerson, Paul
Phaneauf, Brian
Risom, Thomas
Rozanski, Thomas
Smith, Harry
Spears, Peter
Super, Stephen
Swaney, Ken, Jr.
Swaney, Michael
Swaney, Thomas
Yuknut, Bridget

Old Lyme Firefighter with Medical Qualifications & Certifications

Medical Doctor (1)

Mittelman, Jon

EMT - Emergency Medical Technician (8)

Brown, Tom
Burlingham, Jeremy
Clark, Troy
DelBiondo, David
Harris, Jeffery
Musto, Dave
Phaneauf, Brian
Swaney, Tom

MRT - Medical Response Technician (11)

Bonnelli, Jesse
Bonnelli, Tara
Brown, David
Davidowsky, Philip
Dell, Dayton
McCarthy, Nick
McCarthy, Michael, Jr.
McCarthy, Rob
Pearson, Heather
Rozanski, Thomas
Swaney, Ken, Jr.

Old Lyme Fire Department
Marine Operator Training

Name: _____

Marine _____

	<u>Instructor</u>	<u>Date</u>
Review of Basic Boating Manual	_____	_____
Review Chart of Old Lyme Waters	_____	_____
Basic Overview of Boat	_____	_____
- Donning Cold Water Rescue Suit		
- Life Jackets		
- Life Ring		
- Ice Rescue Ropes		
- Pontoon Inflation		
- Trailer		
- Motor Operation (Gas/Oil)		
- Post Operation		
o Flushing Motor		
o Hose Off		
o Draining Bilge		
o Refuel		
o Pontoon Pressure		
Launching/Hauling Procedure	_____	_____
Starting Procedure	_____	_____
Vessel Operation	_____	_____
Knowledge of Old Lyme Waters	_____	_____
Assistant Chief	_____	_____
Deputy Chief	_____	_____
Chief	_____	_____

Training: Rescue Boat Operations for Fire Departments

- I. The Right Head Set
 - a. Attitude
 - b. Fear – the mind killer
 - c. Natural knowing
 - d. Risk vs. Reward

- II. Terminology
 - a. Directions
 - b. Commands

- III. Personal Protective Equipment
 - a. Immersion
 - b. Flotation

- IV. The Boat(s)
 - a. Characteristics
 - b. Suitability
 - c. Pre and Post Checks
 - d. Maintenance
 - e. Trailer Operation

- V. Navigation and Position

- VI. Rules of the Road
 - a. Navigation Lights
 - b. Lights
 - c. Sound Signals

- VII. Towing
 - a. Head
 - b. Stern
 - c. Hip

- VIII. Weather and Sea Conditions

- IX. Man Overboard Recovery

- X. Yacht Types and Characteristics
 - a. Power
 - b. Sail
 - c. Fuel
 - d. Electricity
 - e. Mooring and Anchoring

- XI. Marine Firefighting

Training: Rescue Boat Operations for Fire Departments – (Continued)

XII. Licensing and Certification

XIII. Additional Resources

- a. Northern Pacific Fishing Vessel Owners Association
- b. Zodiac Maritime Academy
- c. American Society of Naval Engineers

Note #1: This training course, for the operation of a fire/rescue boat has been developed and taught, over the past 18 years, by Tom Brown. Tom is a member of the Old Lyme Fire Department, an EMT and Vice President with Old Lyme EMS, and an officer on and the Lyme Fire Department. Tom has an extensive marine background. He holds a Coast Guard Captain’s License and has spend many years as Captain of Pilot Boats in Long Island Sound. Working now as a marine surveyor, Tom is often tasked by insurance companies to evaluate and train pilot boat crews.

Note #2: The portion of this training program devoted to “Rules of the Road” is taught to the level of proficiency that is required to pass the Coast Guard Captain’s License Examination. It’s important to emphasize that a fire/rescue boat does not enjoy any special privileges while underway.

Note #3: The ideal time for training operators in boat handling skills is the early spring and late fall due to the likelihood of more challenging weather and sea conditions, and the absence of pleasure boats.

2008 - Fire/Rescue Boat Grant Request (EMW-2008-FV-07422) – Narrative

Writing in the October 2005 Issue of 'Windcheck', Captain Peter Boynton, Commander of Sector Long Island Sound and Captain of the Port Long Island Sound, described the Ports and Waterways Safety Assessment (PAWSA) for Long Island Sound held in May of 2005.

“The PAWSA employed a systematic process to identify major waterway safety hazards, estimate risk levels, and evaluate potential mitigation measures to reduce risk for Long Island Sound and approaches to Long Island Sound. This report identifies risk factors to waterways safety as well as a number of possible mitigation strategies. One waterway risk addressed during the PAWSA was the proposed Broadwater Liquefied Natural Gas (LNG) Project” The PAWSA also identified several areas where existing mitigations did not adequately balance risk areas. For instance, PAWSA participants did not feel that there were adequate marine firefighting resources available throughout Long Island Sound.

Our proposed purchase of a Fire/Rescue Boat with the Fire Act Grant will help meet this stated need, amongst several others.

Need for Fire/Rescue Boat

Old Lyme is home to elements of our nation’s critical transportation infrastructure: the Connecticut River bridges for both I-95 and the NorthEast Rail Corridor, as well as the river itself. Over the last 14 years, two serious fires broke out on the railroad bridge spanning the Connecticut River.

On 15 November 1992 fire broke out in the center of the span, requiring 3 hours to control, shutting down all rail traffic between New York and Boston for over 4 hours. Mutual aid from 3 surrounding towns was called to assist, including their marine units.

Just 5 years later, another fire broke out on the Old Lyme side of the bridge, requiring 2 hours to control. The US Coast Guard provided assistance in the form of a portable fire pump in the back of a pickup truck. They explained that the sea state that night made a marine response from New London (18 nautical miles away) impossible.

In 2006 a cable connecting a tugboat and its barge separated just upriver of the Old Lyme Railroad Bridge. The barge slammed into the bridge, shutting down rail traffic for hours. Fortunately, no injuries or fire resulted. The OLF D was unable to respond due to lack of a boat.

There are more fatalities in the waters surrounding Old Lyme than occur on the 5 mile segment of I-95 we are responsible for. Last year an unmanned center console fishing vessel ran over a 14-foot sailboat, killing one occupant and severely injuring three others. There was no Fire/Rescue boat available to respond; the SeaTow vessel responding overturned, adding 3 more victims to the catastrophe. (watch: <http://www.watchlocalvideos.com/watch-40198.htm>)

The Old Lyme Fire Department is therefore making their 2008 Assistance to Firefighters Grant request for a 25 foot Fire/Rescue boat. The need for this boat goes beyond protection of the critically important NE Rail Corridor Railroad bridge. This new Fire-Rescue boat will meet critical needs such as water rescue operations in inclement weather and firefighting operations that our two small inflatable boats cannot support both in our town and in our area of mutual aid responsibility.

**2008 - Fire/Rescue Boat Grant Request (EMW-2008-FV-07422) – Narrative
(Continued)**

Old Lyme, located on the east bank of the mouth of the Connecticut River where it meets Long Island Sound, is a community of 7406 permanent residents which increases to between 16,000 and 17,000 in the summer months because of the shoreline complex of summer residences.

The beach communities are a focus of aquatic sports, involving numerous kayaks, canoes, sailboats of all sizes, small and large powered watercraft, including jet-skis, some of which result in misadventures. Every Spring, Summer and Fall, the OLF D engages in numerous search and rescue operations. Additional rescue operations have occurred in the winter months during which duck hunting takes place within the tidal marsh and island areas. However, we are limited in capabilities with the small inflatable boats.

Old Lyme has 4 marinas, while its mutual aid responsibilities include 15 more, with a mix of commercial and pleasure craft. Boat fires in the river require us to call upon our neighbors, who are equipped with limited sizes of marine fire-fighting craft. While one mutual aid vessel is available immediately across the river, additional aid is a minimum of 15 to 20 minutes away.

Fuel oil and fireworks barges regularly transit the Connecticut River. Fireworks displays are held regularly throughout the summer in all of our neighboring towns.

The Connecticut river experiences high volumes of boat traffic throughout the summer months including a mix of small, medium, and large pleasure craft. A narrow channel and closable railroad bridge structure creates a condition where the vessels operate in close proximity and sometimes uncertain travel directions. Additionally, large cruise boats (50 - 100+ passengers) frequently transit the Connecticut River from upriver.

Long Island Sound is a major route for the transportation of hazardous substances, as well as proposed LNG transport. All shipping to New Haven, New London, Groton and Bridgeport, the major Connecticut seaports, must pass along our shoreline with the possibilities of groundings, oil spills, and large vessel-fires.

Millstone Nuclear Power Station is located only 5 miles to our east. Millstone has two active nuclear reactors, and three spent fuel rod pools. Plum Island, 6 miles to our south on Long Island, is home to a Biohazard Level 4 laboratory. Homeland security needs are a priority concern for our town and region.

When boaters in distress are in neighboring towns, all available marine units are called by our mutual aid association. Old Lyme possesses some 14 miles of coastline, including the Long Island Sound (4.35 miles), the Connecticut River (5.25 miles) and estuaries. In addition, mutual aid responsibilities include another 23 miles of shoreline adjoining East Lyme, Old Saybrook, Essex and Lyme.

All of these shorelines are densely populated with residential housing without hydrant water supply. We are currently meeting these needs with our tanker-shuttle capability, allowing 700 gallons per minute flow for fire-suppression activities. However, this presumes easy access to the site of the fire, which is often not the case. An important lesson was learned on 11 September 2001, when it was the FDNY fireboats that supplied the water necessary for fire-suppression that horrible day when the water supply infrastructure was demolished by terrorist attacks. Conditions exist in Old Lyme where a marine-based pump could be utilized to supplement water supply at a structure fire on land.

**2008 - Fire/Rescue Boat Grant Request (EMW-2008-FV-07422) – Narrative
Continued)**

Any events or incidents in our response area including mutual aid coverage calls for a response of all available marine units. Currently, Old Lyme cannot support fire suppression activities for such events. This leaves a major gap in our ability to protect our shoreline communities and our numerous risk points as outlined in this request.

Search and rescue operations also call for all available units. The OLFD responds with its two small, open inflatable boats which are unsuitable in any sea-state over minor chop. In addition, their uncovered nature makes them unsuitable for operations in inclement weather and during cold-weather periods of the year. This new Fire-Rescue boat will also enable us to potentially utilize new fixed mount thermal imaging technology, which will greatly increase our effectiveness during search and rescue operations.

Besides the stated needs for adequate fire department and rescue operations, the Old Lyme Fire Department has a number of additional reasons for this purchase:

1. Homeland security responsibilities requiring responses to Long Island Sound, the Connecticut River, the NorthEast Rail Corridor and I-95.
2. According to the Connecticut Department of Environmental Protection Boating Education Division, the State of Connecticut has over 117,000 vessels registered. The State responds to over 80 marine accidents on an annual basis.
3. The proposed fireboat will provide a quicker, properly equipped response to marine incidents. This will give the OLFD a better chance to save lives and protect property.
4. As described previously, our mutual aid responsibilities to both the Valley Shore Mutual Aid Association and the New London County Fire Chiefs Association represent over 37 miles of shoreline and 125,000 people.
5. The Old Lyme Fire Department is responsible for initial Hazmat response to I-95, the Northeast Rail Corridor, the Connecticut River and Long Island Sound. Establishing incident command, available Hazmat assets would be mobilized through the State Department of Environmental Protection and CERRIT (Connecticut Eastern Region Response Integrated Team).

Proposal

The Old Lyme Fire Department is seeking this \$165,000 grant to purchase a 25 foot multi-purpose rapid intervention fire-rescue boat designed to provide fire-fighting and rescue capabilities to both marine craft and shore-side installations. This request is based on quotes from leading manufacturers of fire/rescue boats. The request amount reflects purchase of a new boat, electronics, radios, and trailer, as well as all necessary firefighting equipment as specified in NFPA 1925 for a Type V Fire/Rescue vessel. Specifications include:

- Powered by twin 115 HP 30 inch shaft Evinrude outboards
- Hale fire pump with output 500 GPM with foam capacity
- 3 sided cabin to allow winter and foul-weather response

**2008 - Fire/Rescue Boat Grant Request (EMW-2008-FV-07422) – Narrative
(Continued)**

- Radio communications consisting of low band for mutual aid, high band for department communications as well as VHF capabilities for marine communications. A previous Fire Act Grant enabled us to equip our apparatus and fire-fighters with high band radios coupled with repeaters on apparatus and on land that extend our interoperability and communication capabilities.
- Medical/Rescue equipment
- Radar, GPS chart plotter and sonar to assure safe navigation in all forms of weather, light and sea conditions.
- Dual axle trailer allows winter storage in quarters with the ability to launch rapidly.

Cost Summary:

25' Fire/Rescue Boat & Trailer \$105,500
Two 115 hp Outboard Motors \$18,500
Marine Electronics \$11,500
Fire Suppression \$10,500
Rescue Equipment \$1,500
Medical Equipment \$2,500
Crew Equipment \$1,500
Misc. Marine Equipment \$13,500

Funding Shortfalls Hamper Acquisition Plans

We have been unable to provide the funding for this essential capital purchase, either from operational funding or from our capital budget. The Town's Board of Finance has struck our request for this Fire/Rescue Boat from the Capital Budget for the last four years. The current operating budget of the OLFD is \$191,000, all of which is derived from property taxes. Residential and vehicular property taxes represent 91% of the Town's tax revenue. Only 3.65% of our budget comes from the State of Connecticut. We have, until recently, received from the State of Connecticut \$100 for every response made to I-95. The state budget eliminated this funding, amounting to a loss of some \$6000 annually. The need for replacing our 29 year-old high school is the "big elephant" in our town, causing cancellation or postponement of other capital expenditures. Every year is a struggle to meet the previous year's request for operational funds, let alone capital items.

In summary, our needs for a Fire/Rescue boat are:

- Protection of essential transportation infrastructure: the NorthEast Rail Corridor Bridge, the I-95 Bridge and the Connecticut River.
- Fire suppression activities involving both transiting craft on the Connecticut River and Long Island Sound as well as the numerous marinas in the area.
- Search & Rescue Operations

In conclusion, once in receipt of the Fire Grant Act funds, the Old Lyme Fire Department will be able to properly and safely meet its obligations to Homeland Security to protect the vital transportation infrastructure, as well as fire-protection and rescue activities within our jurisdiction and area of mutual aid responsibility.

COMMITTEES:
ARMED SERVICES
SUBCOMMITTEES:
READINESS
SEAPOWER AND EXPEDITIONARY FORCES
EDUCATION AND LABOR
SUBCOMMITTEES:
HIGHER EDUCATION
HEALTH, EMPLOYMENT, LABOR, AND PENSION



Joe Courtney
Congress of the United States
2nd District, Connecticut

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ENFIELD, CT 06082
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F (860) 741-6036

April 7, 2008

Mr. Corey Gruber
Acting Assistant Secretary
Office of Grants and Training
U.S. Department of Homeland Security
245 Murray Lane – Building 410
Washington, DC 20528-7000

Dear Mr. Gruber:

I write this letter in support of the Town of Old Lyme Connecticut's Assistance to Firefighters grant proposal for a NFPA 1925 Type V fireboat. In Old Lyme's AFG application, submitted to you on April 4, 2008, the Department detailed the benefits of funding a new 25 foot fireboat with rescue capabilities. I endorse the Town's findings and recommendations.

The town of Old Lyme faces a number of homeland security concerns including their close proximity to both Millstone Nuclear Power Plant and Plum Island a Biohazard Level 4 laboratory. Additionally, Old Lyme is just a few towns away from the U.S. Naval Submarine base and Electric Boat. These facilities create a number of homeland security concerns for the region.

What is particularly striking about Old Lyme is that they currently experience more fatalities on the water than they do on their 5 mile stretch of Interstate 95. Over the past 14 years, there have been several serious fires over the Connecticut River and the fire department was unable to respond due to lack of resources. Old Lyme is the home of 4 marinas and approximately 17,000 residents in the summer months. With their two small inflatable boats they cannot possibly respond to every incident..

I thank the Department of Homeland Security and the Federal Emergency Management Agency for facilitating the Assistance to Firefighters Grant review process. Please do not hesitate to contact my office if I can be of any further assistance to the Town of Old Lyme's application. If you have any questions please contact Jenny Contois of my Norwich District Office at 860-886-0139.

Thank you for your attention to this matter.

Best Wishes,


JOE COURTNEY
Member of Congress

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