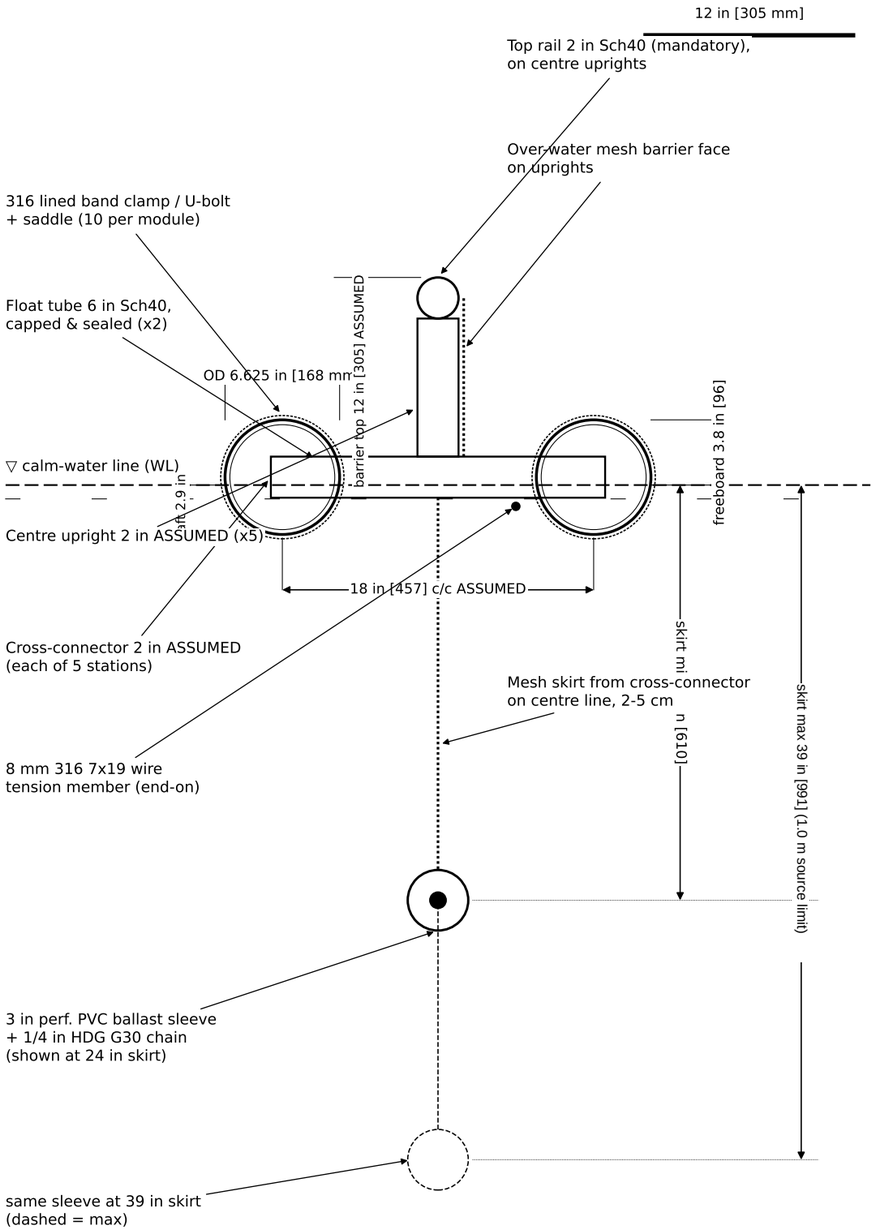
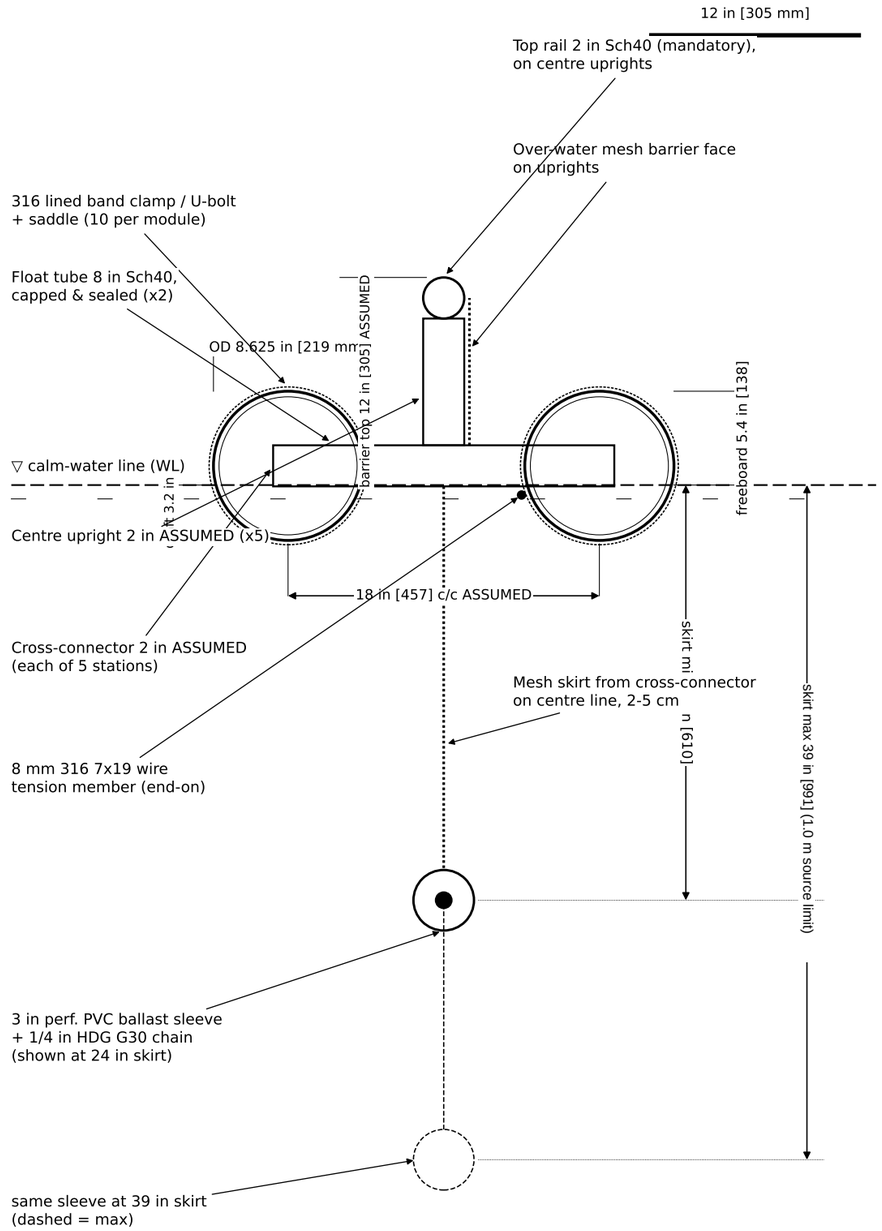
OPTION A: TWIN 6 in Sch40 PVC (OD 6.625 in)



Derived (to confirm in shop mock-up): module ~57 kg in air; twin displacement ~139 kg;
buoyancy:weight ~2.42:1 (unverified reference floor 2:1); tubes ~41% submerged by volume; freeboard ~3.8 in - BELOW Ted 4-6 in target

OPTION B: TWIN 8 in Sch40 PVC (OD 8.625 in)



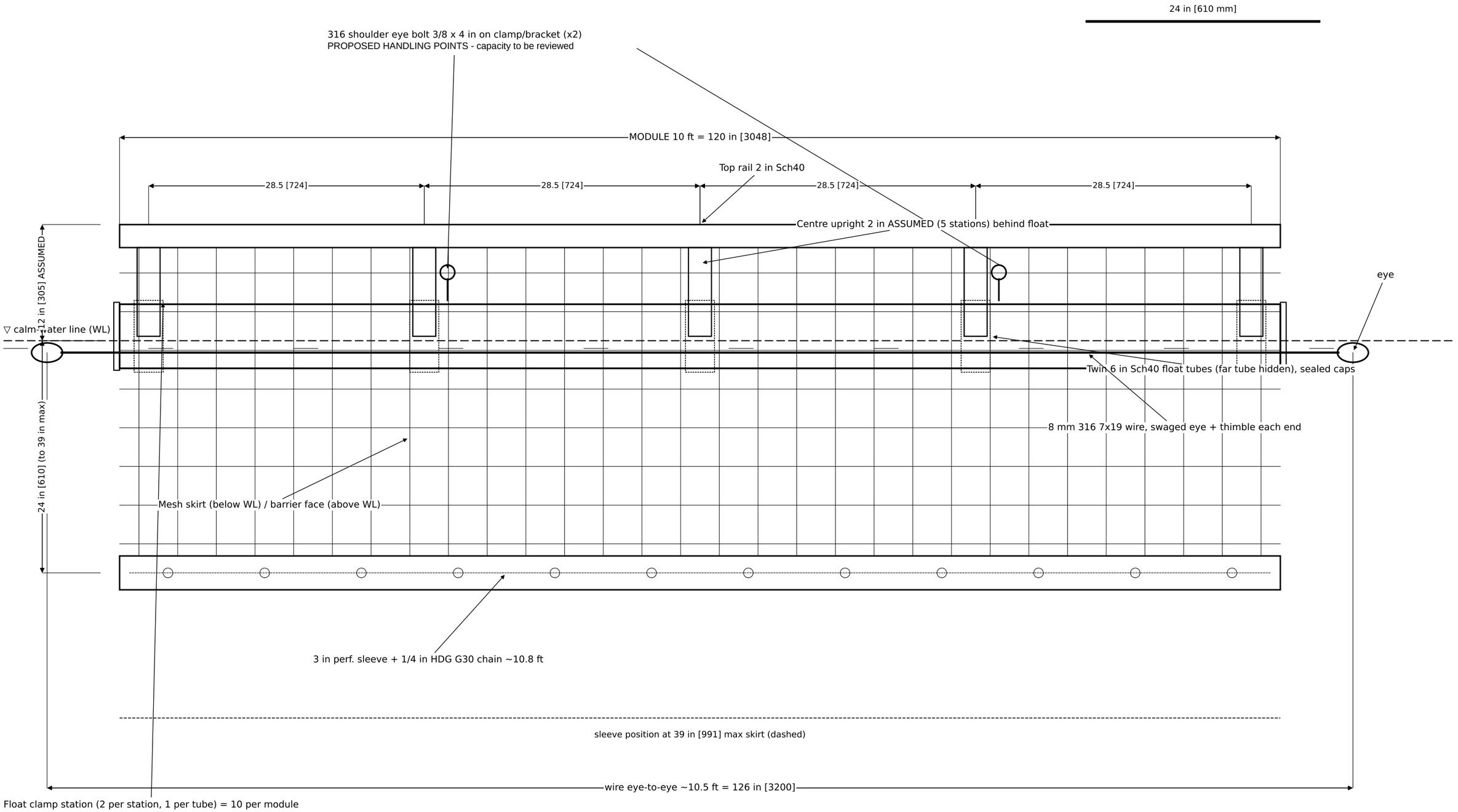
Derived (to confirm in shop mock-up): module ~80 kg in air; twin displacement ~236 kg;
buoyancy:weight ~2.96:1 (unverified reference floor 2:1); tubes ~34% submerged by volume; freeboard ~5.4 in - within 4-6 in target

NOTE: Barrier height limited by wind load and stability, to confirm in shop mock-up. Calm water, no sargassum load. All dead weight assumed carried by the float tubes (skirt/sleeve displacement ignored = conservative). Mat loading will reduce freeboard. Skirt depth measured from WL (nominal reference).

Dimensions in inches [mm]. "nominal" = value chosen for drawing, not yet fixed in design files. Diversion boom (not a barrier wall). No capture-rate claim is made.

PENDING SURVEY, SHOP MOCK-UP AND PULL TEST - NOT FOR FABRICATION

HOPKINS SARGASSUM DEFENSE PROJECT - DIVERSION BOOM	
SHEET 1 - END VIEW / CROSS-SECTION: TWIN 6 in vs TWIN 8 in	
Scale as shown / drawn to scale. 1:6 (both views same scale)	Sheet 1 of 4
HSDP concept, Oct 2026; author unverified	Rev P1 (concept)



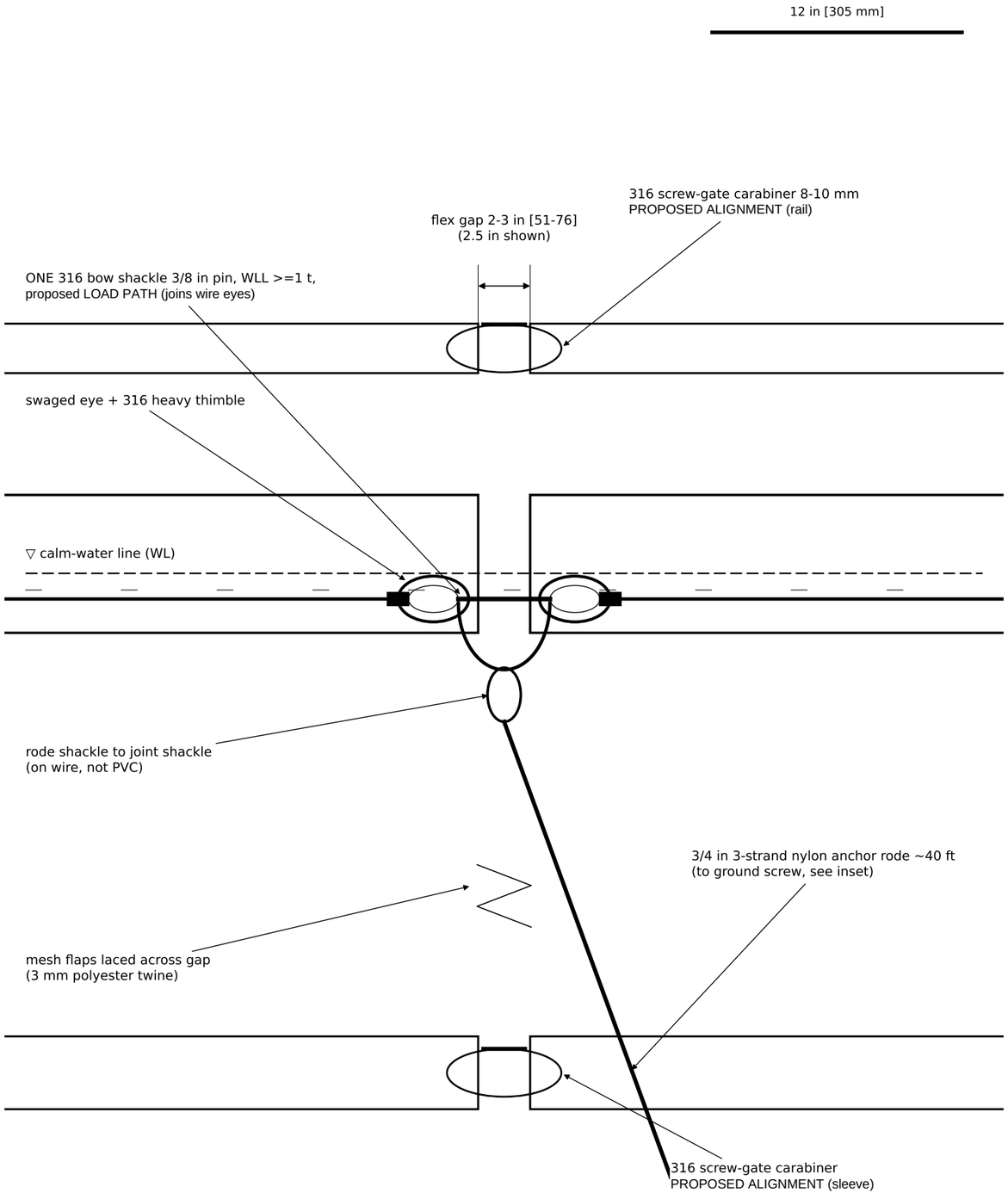
Stations: 3 in from each end, then 28.5 in [724] c/c (nominal; files give ~2.5 ft). Eye bolts at stations 2 & 4 (nominal).

NOTE: Barrier height limited by wind load and stability, to confirm in shop mock-up.

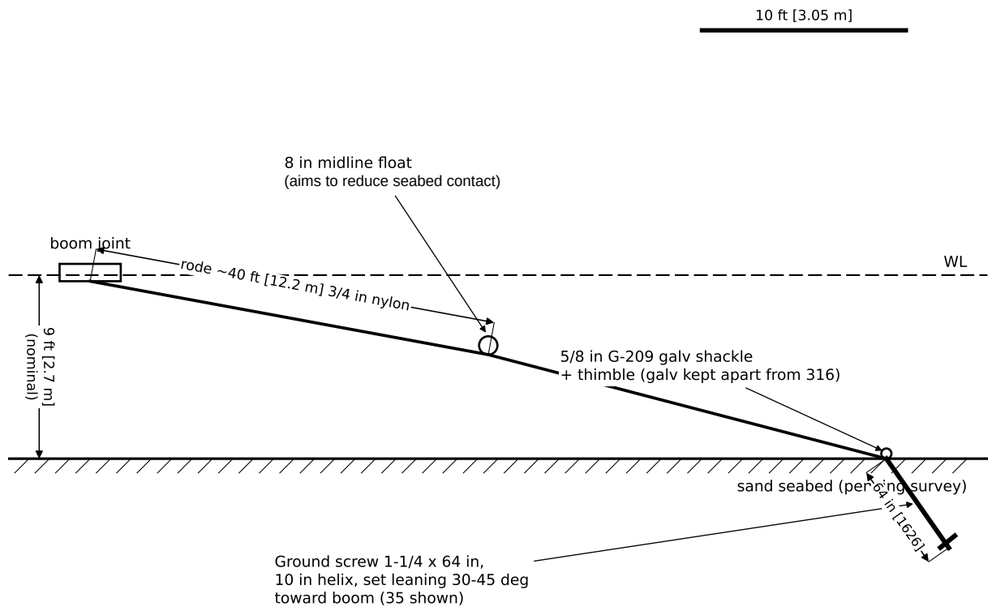
Dimensions in inches [mm]. "nominal" = value chosen for drawing, not yet fixed in design files. Diversion boom (not a barrier wall). No capture-rate claim is made.

PENDING SURVEY, SHOP MOCK-UP AND PULL TEST - NOT FOR FABRICATION

HOPKINS SARGASSUM DEFENSE PROJECT - DIVERSION BOOM	
SHEET 2 - SIDE ELEVATION OF ONE 10 ft MODULE (twin 6 in shown)	
Scale as shown / drawn to scale. 1:10	Sheet 2 of 4
HSDP concept, Oct 2026; author unverified	Rev P1 (concept)



INSET - ANCHOR PROFILE (units: ft [m]), scale 1:60

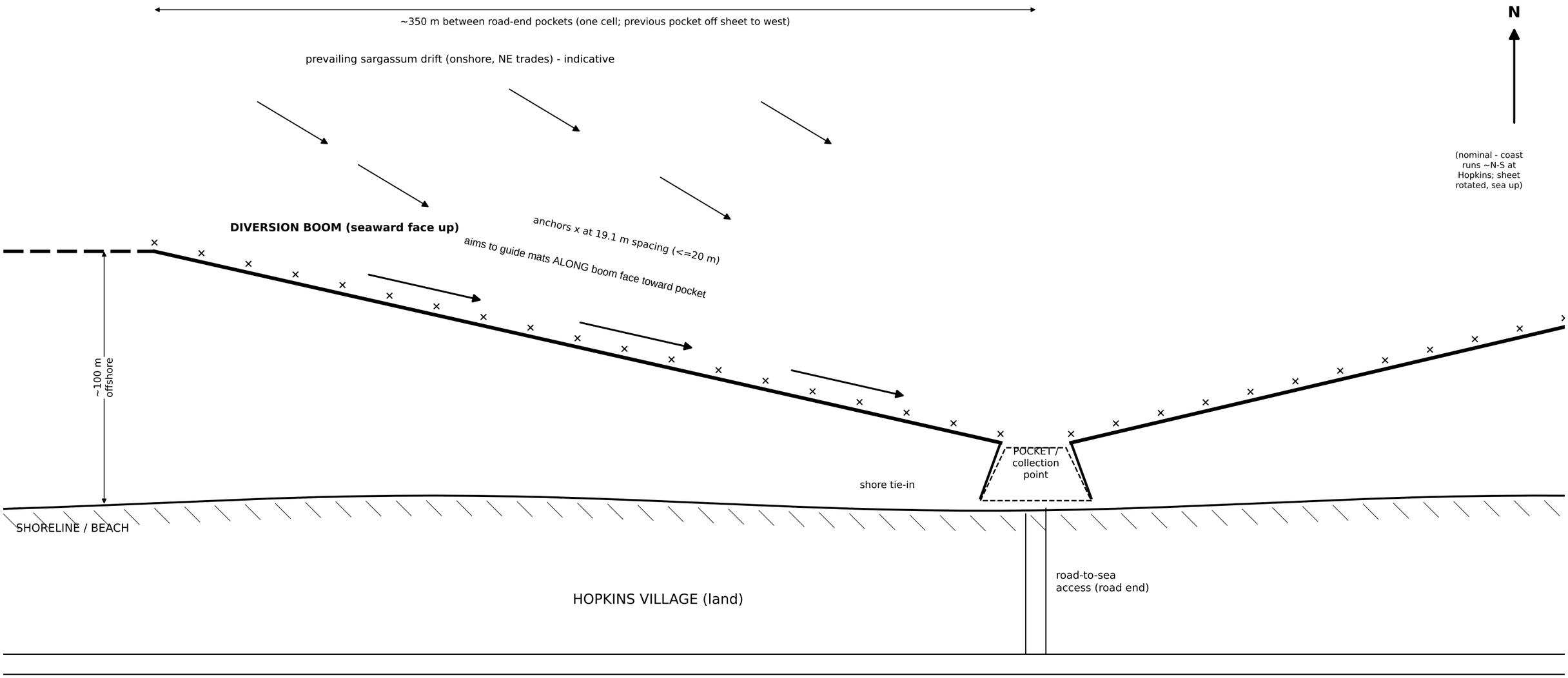


Line anchors <=20 m [66 ft] apart along boom; 2-anchor bridles at ends + landward anchors for drift reversal.
Proposed proof ~1.5-2x working load: reviewer to set test method, load and acceptance criteria.

Dimensions in inches [mm]. "nominal" = value chosen for drawing, not yet fixed in design files. Diversion boom (not a barrier wall). No capture-rate claim is made.

PENDING SURVEY, SHOP MOCK-UP AND PULL TEST - NOT FOR FABRICATION

HOPKINS SARGASSUM DEFENSE PROJECT - DIVERSION BOOM	
SHEET 3 - JOINT DETAIL + ANCHOR PROFILE	
Scale as shown / drawn to scale. Joint 1:3; inset 1:60	Sheet 3 of 4
HSDP concept, Oct 2026; author unverified	Rev P1 (concept)



Proposed shore collection; operator to be agreed; storm retrieval plan requires review.

0 — 125 m

CONCEPT ONLY - NOT SURVEY-BASED. Geometry from system architecture (pockets ~every 4th road end, ~350 m apart, boom ~100 m offshore). No capture percentage is claimed. Boat lap gaps (G1-G4) not shown on this cell.

Dimensions in inches [mm]. "nominal" = value chosen for drawing, not yet fixed in design files. Diversion boom (not a barrier wall). No capture-rate claim is made.

PENDING SURVEY, SHOP MOCK-UP AND PULL TEST - NOT FOR FABRICATION

HOPKINS SARGASSUM DEFENSE PROJECT - DIVERSION BOOM	
SHEET 4 - PLAN VIEW OF A SHORT RUN TO A ROAD-END POCKET (CONCEPT)	
Scale as shown / drawn to scale. 1:2500 at A3 (see scale bar)	Sheet 4 of 4
HSDP concept, Oct 2026; author unverified	Rev P1 (concept)