NEW OIL CONTAINMENT TECHNOLOGY: FOR FAST AND NARROW WATERS

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Abstract[*]. It is a well known fact that conventional oil booms towed in U-, J- as well as V-configurations will lose oil when towed in more than 0.9 knot through the water. The low towing speed makes boom towing a challenging exercise for any kind of dedicated or non-dedicated pair of towing vessels. Towing in narrow waters (or in between ice patches) becomes a futile effort when one has to make sharp turns with oil in the boom. A turn usually causes an acceleration of the outside boom arm – and the oil contained gets lost! This paper will discuss how new oil containment technology, commercially known as the Buster Technology, has made both boom towing in fast waters and quick manoeuvring fully acceptable. Following extensive testing in oil in the world's largest onshore test tank, the Current Buster has since been involved in four real life oil spills ranging from diesel to heavy fuel oil. One of the spills took place in very narrow waters and clearly demonstrated the usefulness of the system's high manoeuvrability. And in two of the spills oil was safely contained and controlled at towing speeds of 3.5 knots.

Keywords: oil spill response, current buster

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[*] Full presentation available in PDF format on CD insert.

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