



Trelleborg Marine Systems design, manufacture and install bespoke fender systems, docking and mooring equipment, oil and gas transfer technology and vessel efficiency technology for marine environments all over the world. Our polymer engineering expertise also extends to our range of general marine products, including navigation aids and buoys.

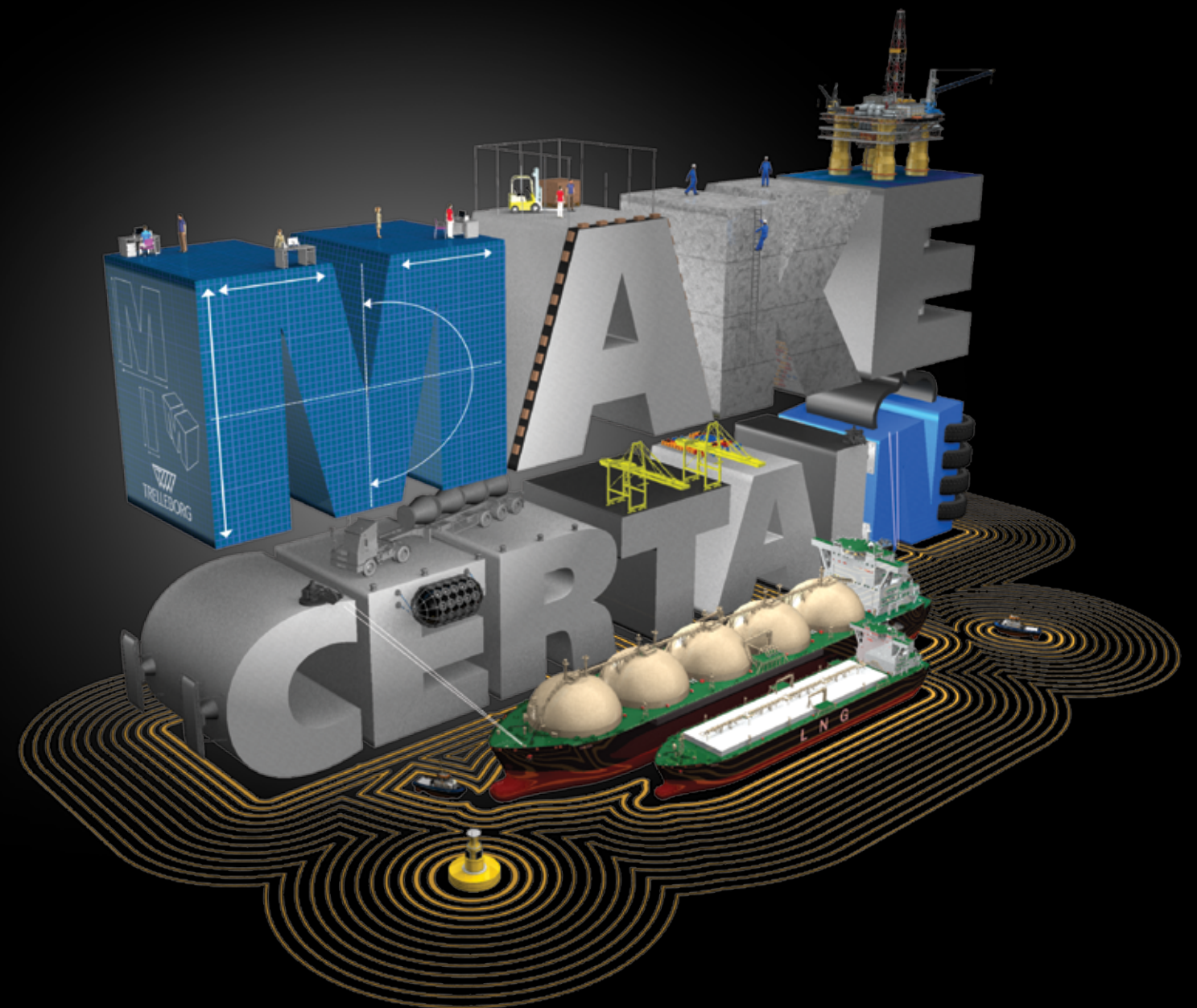
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Guide to Foam Fenders



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This guide is about Foam Fenders and how they are best deployed, including the latest research on the use and effectiveness of Foam Fenders across the marine industry. Rubber is the traditional material of choice for fenders, with solid and pneumatic designs covering a multitude of uses. However, floating foam fenders have significant advantages over both types of rubber fenders in many cases. Make Certain you use the very best material for your application with our guide to foam fenders and our easy-to use Fender Selector.

Why foam?

SPEED

Foam fenders can be produced more quickly than solid rubber equivalents, making them ideal for new projects or temporary applications.

DURABILITY

Closed cell polyethylene construction means water ingress and punctures are impossible. Trelleborg foam fenders benefit from a unique construction method leading to an ultra tough skin, they can even be re-skinned after many years of service to gain a new lease of life.

LIGHTWEIGHT

Foam fenders are easier to install and transport due to their relatively low density. Even large fenders can be moved without using a crane.

VERSATILITY

Low or high reaction force options are available and surfaces are non-marking. These properties plus their buoyancy and compliance with many Navy specifications make Trelleborg foam fenders suitable for just as wide a range of applications as their solid rubber counterparts.



State of the market report

In late 2012, Trelleborg Marine Systems conducted a survey into the current state of the foam fender market, with the results indicating that foam fenders may be somewhat underutilised globally.

These hull conforming, easily installed fenders are not specified as widely as they should be and this could be leading to decision makers specifying rubber fenders when, in fact, foam would have been a more cost effective material, or better suited to the requirements of the project.

Of the port owners, contractors and consultants surveyed, only 13.8% have specified a foam fender, whereas over 60% have specified rubber. This reticence in the market with regards to specifying foam is somewhat surprising as, conversely, over 25% of those surveyed believe that foam is a suitable material for all applications, citing the primary benefits of foam it's low hull pressure and quick installation and redeployment times.

So, why not specify?

With so many specifiers used to stipulating rubber fenders in their project tenders, they're more inclined to stick to the status quo when purchasing replacements or installing new systems.

Although rubber fenders remain the preferable solution for some applications, Trelleborg wants to raise awareness of the viable alternative that foam can offer and the applications in which a foam fender might be a more cost effective, low maintenance or quickly installed solution.

Fender Selector

