RG SEASIGHT FENDERS

- a part of RG Group

Rubber fenders, beyond comparison

"What is the difference between rubber fenders and polyurethane fenders?"

People often ask us to explain the difference between our rubber fenders and polyurethane fenders in general. Before going any further, it is important to emphasize that the focal point for the following is bow fenders, as our entire range is made from rubber. Off course, we manufacture foam filled polyurethane fenders as well, though only for corner and side fenders for purposes where the fenders are not subjected to any significant pressure, and where friction is of no importance.

Back to the question, the fastest way to answer it is to state that they are like apples and pears or not comparable at all. That being said, we will hereby try to explain the differences by giving some examples.

When used, the foam inside the polyurethane fenders deforms and becomes flat. Eventually, it will be difficult to comply with the safety regulations, as the distance between vessel and wind turbine gets smaller along with the deformation. Rubber fenders on the other hand are solid and keep the shape; also in the long term.

Damaged polyurethane fender

This polyurethane fender is cracked multiple places. The end is popping out, and the foam hangs through the cracks. It is not possible to renovate the damages, which means that this fender is ready to be thrown away.

[From another fender company]

Friction, a crucial factor

Rubber fenders ensure twice as much friction than polyurethane fenders leading to a safer transition from vessel to wind turbine even at a lower thrust. This gives lower fuel consumption and minimizes vibrations throughout the vessel.

Another advantage of the larger friction is the possibility of sailing in severe weather conditions giving a better utilization of the vessel with more effective days at sea. Furthermore, a small but significant fact is that the rubber fenders do not wear out the paint on the boat landings.

As the friction coefficient is lower for polyurethane fenders, they easily cause the vessel to slide when berthing wind turbines. To avoid this, the skipper has to apply a higher force to the boat landing, which creates high friction heat that wears the fender down.

Renovation
At the time of renovation, this fender had been used for a period of well over three years, which equals more than 15.000 berthings. The fender is still sailing and we have not seen it since it was renovated in 2013.

The numbers speak for themselves

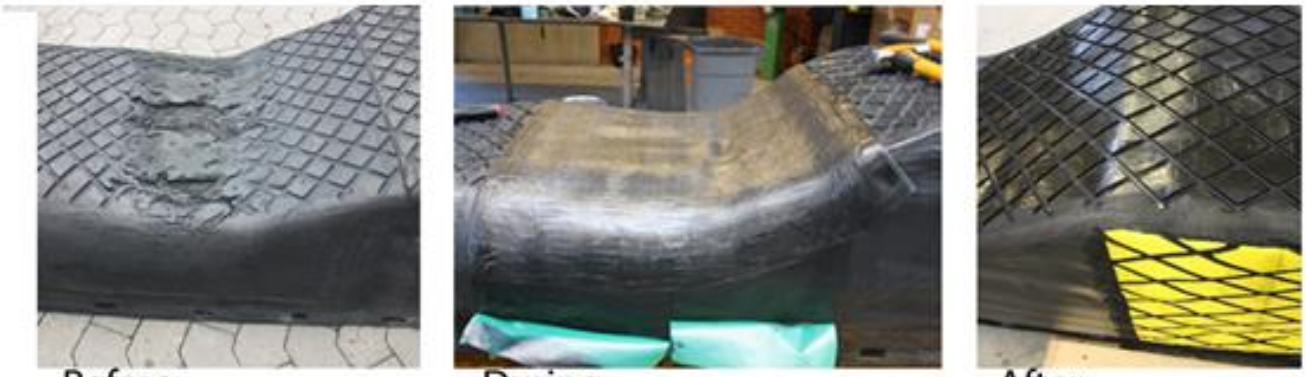
RG Seasight Fenders has fenders on fifty percent of the vessels on the marked and has delivered more than 250 quality rubber fenders since 2008. Only five are discarded, and the rest are still in use either in the original shape, modified, or renovated.

Multiple purposes in one fender

Why throw something away that is not broken? In our opinion, rubber fenders are cost-effective as they, due to their solidness and durability, can be modified and renovated when needed. On the other hand polyurethane fenders only have one duration.

When we deliver a brand new rubber fender, it is custom made according to the customer's actual needs and requirements. Later on, we modify or renovate the rubber fender if needed for an example for a new charter on a differently designed wind farm. The possibilities are endless as every aspect of the fender is changeable; nipple, depth, width, height and so on.

Time is money and every workday at sea counts. That is why we offer a very rapid service. It only takes from 24 to 48 hours from we receive the rubber fender until we ship it off again.



Before During After

Renovation: Our fenders last long due to the special wear resistant rubber quality we use. As a bow fender is a working tool subjected to a great pressure, even our fenders eventually become worn out too. When that happens, our fast service and the possibility of renovating ensure a cost effective and great long term solution.

Modification

Changing the shape of a rubber fender is rather straightforward, also with multiple modifications like this where all three nipples were modified. The nipple in the middle was lowered, and the inclinations of the two nipples at the ends were made steeper as well as the tips were rounded.

What is the difference then?

From our point of view, we are back to apple and pears, as a polyurethane fender as bow fender is a short-term solution, whereas a rubber fender is a long-term solution. Therefore, it is up to the individual shipping company or skipper to decide which solution to choose.

Please do not hesitate to contact us with any questions you might have.
Best regards,

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