

# *CONVENTIONAL DOCK FENDERS*

*TUG CYLINDRICAL FENDER (HTCT)*



Where  
**Innovation**  
is Tradition



## TUG CYLINDRICAL FENDER (HTCT)

Large cylindrical fenders are often used as the primary pushing fenders on the bow or stern of modern tugs. Their round shape is ideal for working with large bow flares (like container ships), but are equally good for pushing flatsided vessels.

Tug cylindricals come in diameters to 1000 mm and in very long continuous or spigot joined lengths. A longitudinal chain runs down the centre of the fender, supplemented by circumferential straps or chains which are recessed into grooves. Tapered ends are also available.

### FEATURES

- Heavy-duty design
- Soft, flexible face
- Grooved for extra grip
- Low weight per m<sup>2</sup>
- Fits around tight bends

### APPLICATIONS

- All types of tug
- Pontoon protection
- Special corner fenders
- Ocean-going tugs
- Pontoon yokes

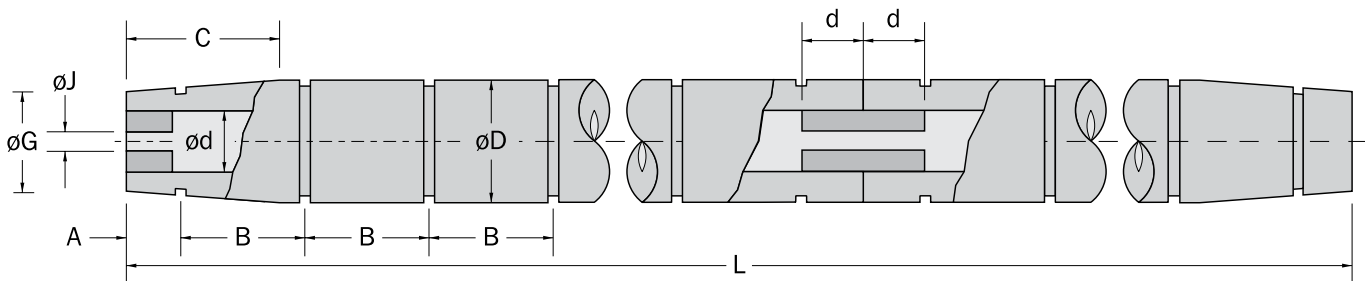
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## DIMENSIONS

ØD	Ød	d	A	B <sub>max</sub>	C	ØG	ØJ	WEIGHT
250	125	125	200	570	500	190	75	45.5
300	150	150	225	600	700	225	75	65.2
380	190	190	280	650	800	280	100	105
400	200	200	300	670	800	300	100	116
450	225	225	300	700	850	350	100	147
500	250	250	300	730	900	375	100	181
600	300	300	350	800	900	450	125	255
800	400	400	350	930	1000	600	125	453
900	450	450	350	1000	1100	675	150	573
1000	500	500	350	1060	1200	750	150	707

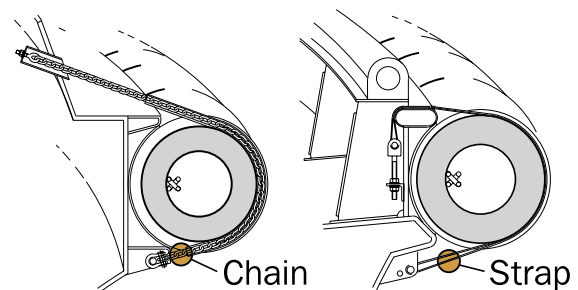
Groove size varies according to attachment method.  
Lengths 2 – 10m in one section, spigot joined for longer lengths.

[Units: mm, kg/m]



## ATTACHMENT

Smaller fenders ( $\leq 500$  mm diameter) are usually fixed by a longitudinal chain through the bore of the fender, connected to the hull by turnbuckles to tension the chain. Larger fenders often use supplementary chains or straps around the fender.



## CURVE RADIUS

Tug cylindrical fenders are made in straight lengths but can be pulled around the bow or stern radius.





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**WHERE INNOVATION IS A TRADITION**

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