

SeaCushion

The SeaCushion is the toughest floating fender on the market, perfect for ship-to-ship operations and offshore structures. SeaCushion will not deflate, burst or sink.

SeaCushion fenders are designed for hard work. The superior grade of foam core, an extra tough skin plus chain-tyre net make SeaCushions the most rugged floating fender on the market.

This means the SeaCushion is perfect for the most demanding applications: open water ship-to-ship operations, offshore structures or anywhere needing absolute fender reliability. Whatever else happens, SeaCushion will not deflate, burst or sink.

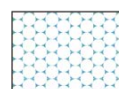
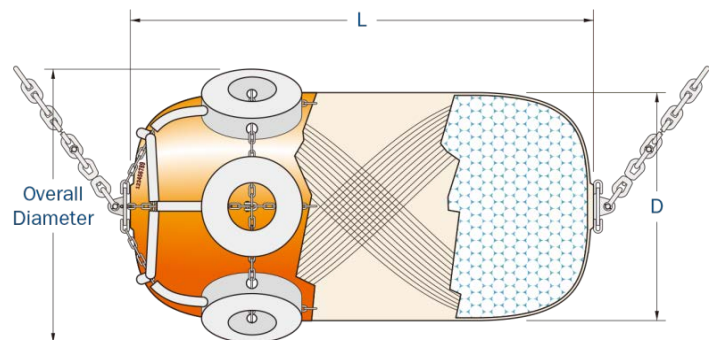
Efficiency is excellent too. For the same energy, SeaCushion fenders have lower reactions than pneumatic types. Hull pressures are very low too at just 172kN/m² for STD-grades (even less for LR-grades) – well within PIANC guidelines for LNG vessels.

Features

- Ultra-tough, unsinkable design
- Wide range of standard and custom sizes
- Low reaction and high energy options
- Low hull pressures
- Maintains safe stand-off distances
- Low maintenance
- Well proven design

Applications

- LNG and oil terminals
- Ship-to-ship operations
- Offshore boat landings
- Shipyards
- Military applications



Unsinkable foam core



Chain-tyre net



Filament reinforcement matrix



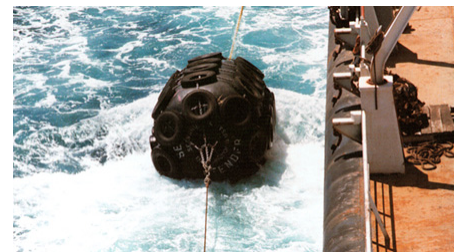
Various mooring options



Tough polyurethane skin



Unique serial number

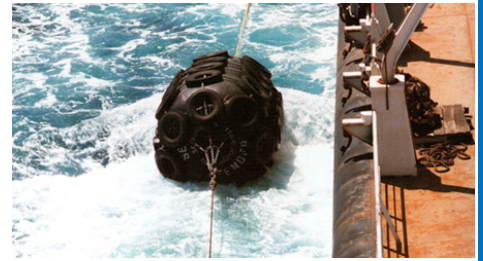


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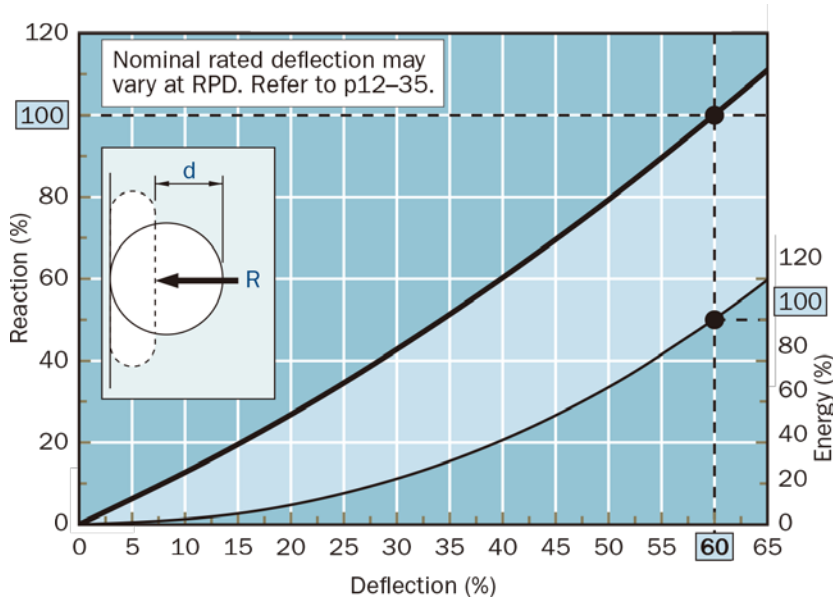
Performance at 60% defl ection, STD Grade, 3rd cycle

Diameter × Length		Overall Diameter		Energy	Reaction	Pressure	Energy	Reaction	Pressure	Weight (with net)	
(ft)	(mm)	(ft)	(mm)	(kNm)	(kN)	(kN/m ²)	(ft-kip)	(kip)	(ksf)	(kg)	(lb)
3'×6'	915×1830	4.9	1500	49	249	172	36	56	3.6	687	1515
4'×8'	1220×2440	5.9	1800	115	436	172	85	98	3.6	1120	2470
5'×10'	1525×3050	7.3	2200	222	676	172	164	152	3.6	1850	4080
6'×12'	1830×3660	8.3	2500	382	965	172	282	217	3.6	2222	4900
7'×14'	2135×4270	9.3	2800	603	1308	172	445	294	3.6	3157	6961
8'×12'	2440×3660	10.3	3100	630	1192	172	465	268	3.6	3108	6853
8'×16'	2440×4875	10.3	3100	896	1695	172	661	381	3.6	4285	9448
9'×18'	2745×5490	11.3	3400	1270	2135	172	937	480	3.6	5989	13206
10'×16'	3050×4875	12.3	3700	1323	2002	172	976	450	3.6	5360	11819
10'×20'	3050×6100	12.3	3700	1735	2624	172	1280	590	3.6	6893	15200
11'×22'	3350×6700	13.3	4100	2301	3163	172	1697	711	3.6	8391	18503
12'×24'	3660×7320	14.3	4400	2977	3754	172	2196	844	3.6	12298	27118
13'×26'	3960×7920	15.3	4700	3775	4390	172	2784	987	3.6	14649	32300
14'×28'	4270×8535	16.1	4960	4581	5018	172	3379	1128	3.6	16538	36466

Diameter × Length		Overall Diameter		Energy	Reaction	Pressure	Energy	Reaction	Pressure	Weight (with net)	
(mm)	(ft)	(ft)	(mm)	(kNm)	(kN)	(kN/m ²)	(ft-kip)	(kip)	(ksf)	(kg)	(lb)
1000×2000	3.3'×6.6'	5.2	1600	65	298	172	48	67	3.6	741	1634
1200×2000	3.9'×6.6'	5.8	1800	87	338	172	64	76	3.6	956	2108
1350×2500	4.4'×8.2'	6.3	1900	140	485	172	103	109	3.6	1197	2639
1500×3000	4.9'×9.8'	7.2	2200	210	649	172	155	146	3.6	1810	3992
1700×3000	5.6'×9.8'	7.9	2400	266	721	172	196	162	3.6	1995	4399
2000×3500	6.6'×11.5'	8.9	2700	430	988	172	317	222	3.6	2346	5173
2000×4000	6.6'×13.1'	8.9	2700	503	1152	172	371	259	3.6	2566	5658
2200×4500	7.2'×14.8'	9.5	2900	678	1428	172	500	321	3.6	3341	7367
1000×2000	3.3'×6.6'	10.5	3200	733	1357	172	541	305	3.6	3371	7433
1200×2000	3.9'×6.6'	10.5	3200	1075	1988	172	793	447	3.6	4684	10329
1350×2500	4.4'×8.2'	12.1	3700	1645	2540	172	1213	571	3.6	6808	15012
1500×3000	4.9'×9.8'	13.1	4000	1365	1913	172	1007	430	3.6	5521	12174
3300×6500	10.8'×21.3'	13.1	4000	2144	3003	172	1581	675	3.6	8073	17800
4200×8400	13.8'×27.6'	16.1	4900	4504	4933	172	3322	1109	3.6	16330	36008



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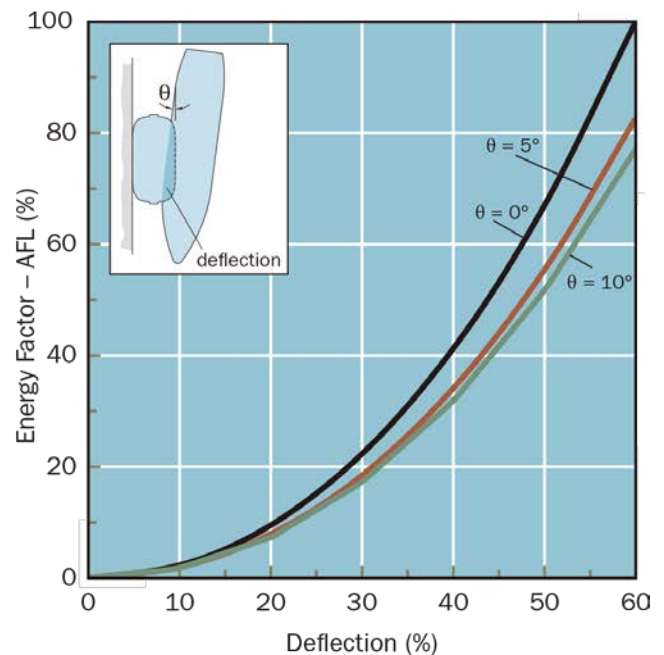
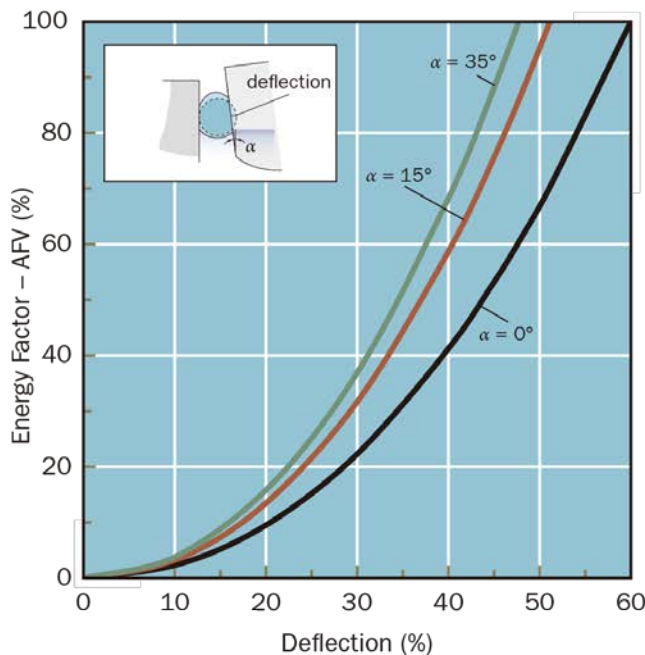


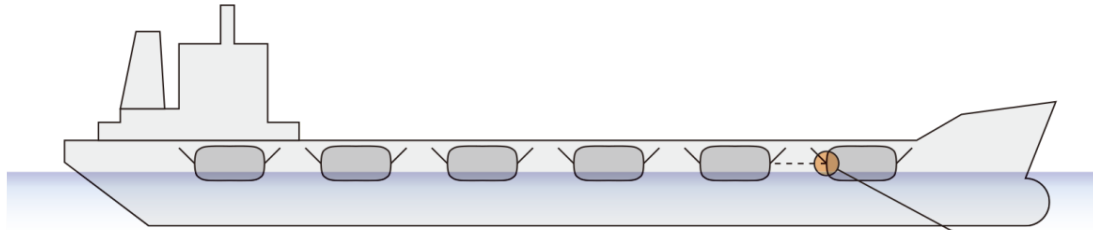
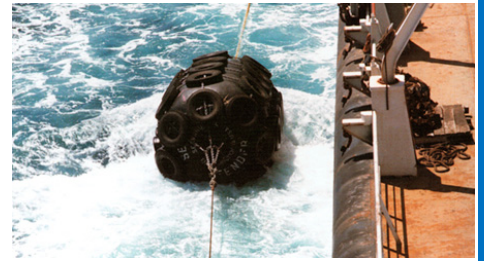
For increased energy use High, Extra High or Super High capacity foam grades. For reduced hull pressure use Low Reaction foam grade.

Foam grades	E	Ratio
Low Reaction	LR	0.6
Standard	STD	1.0
High Capacity	HC	1.4
Extra High Capacity	EHC	1.9
Super High Capacity	SHC	2.6

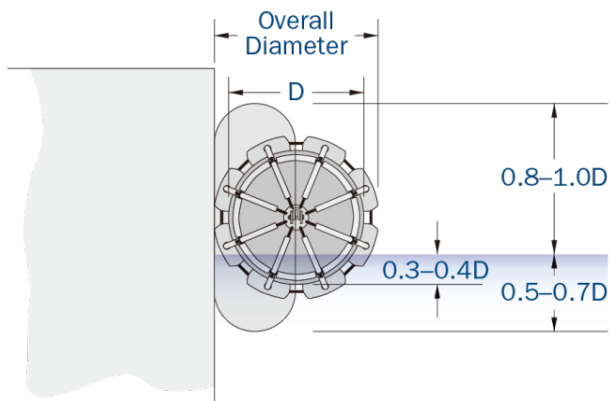
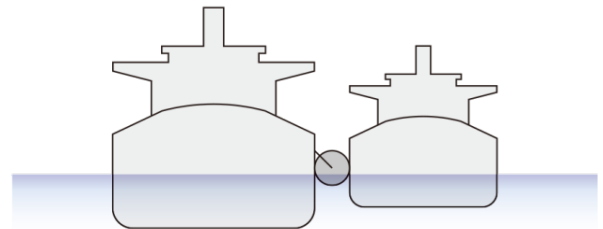
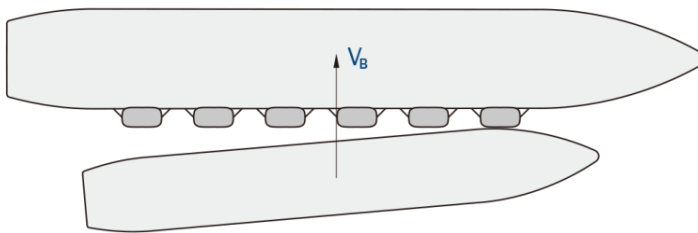
Refer to SeaGuard (p5-6) for nth cycle performance correction factors.

Angular compression factors





Fender-to-fender mooring and other variations are also possible



Many other methods of mooring and attachment are possible. Please ask for further details.