

Comments on fender design and rubber compound for the Port of Mykonos Tender “Upgrade of Fender Systems in the Port of Mykonos”.

Rubber Compound: The above mentioned chemical composition of the rubber is designed to meet one specific supplier. All other suppliers who use their own rubber compound are forced to change the composition to meet the requirements mentioned in the design. It drives up the prices and gives a huge advantage to a certain supplier, which creates unfair competition.

It is important to outline that the mentioned standards are only applicable to the procedure of the specific test, but do not determine the needed amount in the rubber compound, therefore the information is misleading.

The quality of a fender can only be measured by its performance and physical properties. Therefore the compounding should be the responsibility of the fender manufacturers who are highly experienced in mixing high-quality source materials to achieve the best result fitting to the individual project for which the fender is required.

Inverted Fenders: It is not recommended to use inverted cone fenders for standard installation on a concrete superstructure.

The conventional way of installing a cone fenders with the wider flange connected to the concrete gives the fender a lot more stability. Excess weight and irregular compression on inverted fenders may lead to cracks and permanent deformation of the rubber unit. If there is not enough space on the front of the superstructure for the installation of desired fender sizes there are different possibilities to avoid problems:

1. Rework the front vertical face of the superstructure to get more space for fender installation
2. Use smaller fenders with a higher rubber grade to reach similar energy absorption on a smaller size (only applicable in some cases)
3. Use 2 smaller fenders behind 1 steel panel (horizontally next to each other).

All these 3 possibilities should be carefully considered to avoid the installation of inverted fenders.