

FENDER SELECTION

This catalog will give you an idea of the broad range of laminated fenders available. The uses and applications for laminated rubber are exhaustive, and we at Schuyler continually work with our customers to develop an **enhanced** product.

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“Fendering the Future”

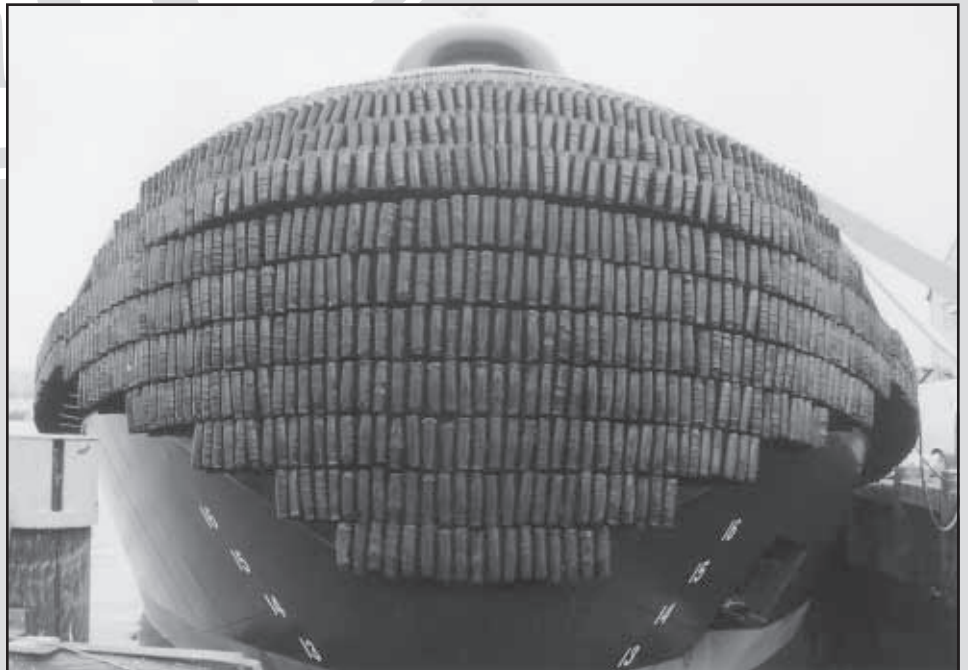
SCHUYLER MODEL SR3D-1/2/3™ SOFT FENDERS

IDEAL SHIP-ASSIST FENDER

- Soft and Energy-Absorbant on contact (Up to 400% greater deflection vs. solid extruded, molded or laminated rubber)
- Superior Holding and “Sticking” ability
- Faster and Safer Ship Docking

MANY PROVEN APPLICATIONS

- Stern Fenders of Tractor Tugs
- Bow Fenders of Reverse Tractor Tugs and Conventional Harbor and Inland Tugs
- Side Fenders
- Underwater Submarine Fenders
- Any Situation Requiring “Soft” and Energy Absorbing Performance



See insert for Load/Deflection/Energy Absorption test results and architectural specifications.

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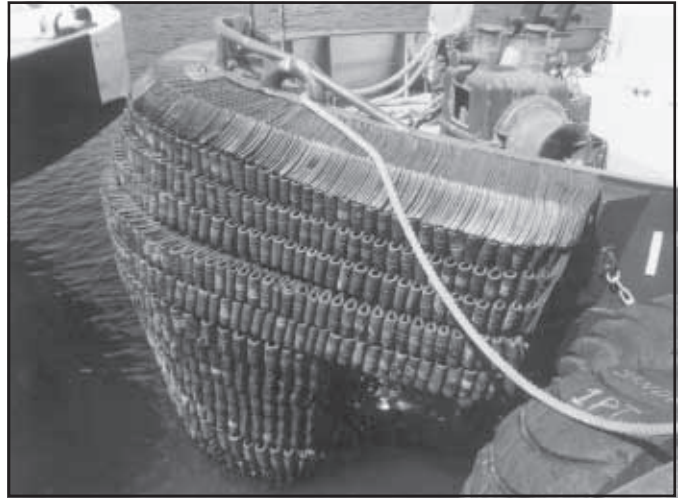
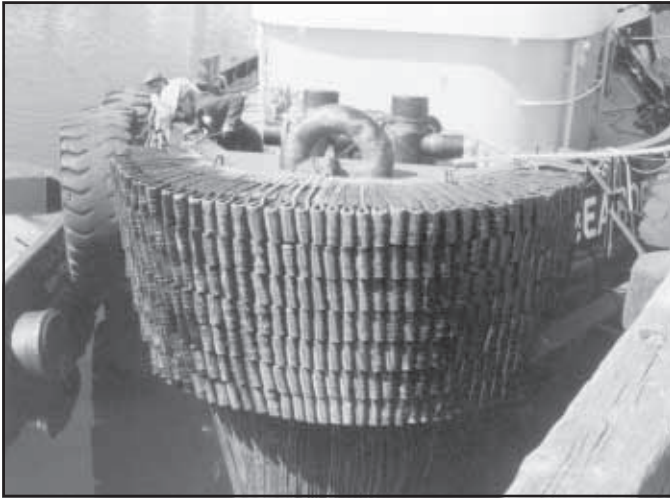
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MODEL SR3D™ BOW FENDERS



SCHUYLER MODEL SR3D™ SOFT FENDER

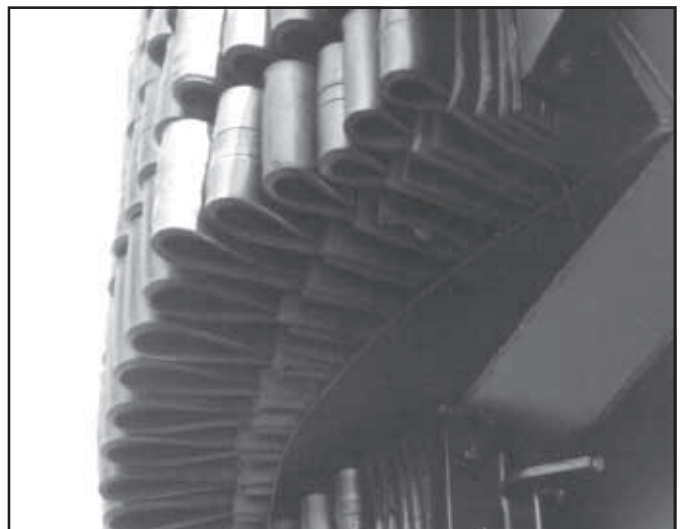
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SEE INSERT FOR LOAD DEFLECTION/ENERGY
ABSORPTION TEST RESULTS AND ARCHITECTURAL
AND DESIGN SPECIFICATIONS



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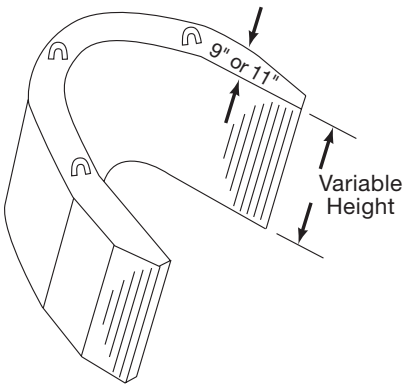
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LAMINATED BOW FENDERS

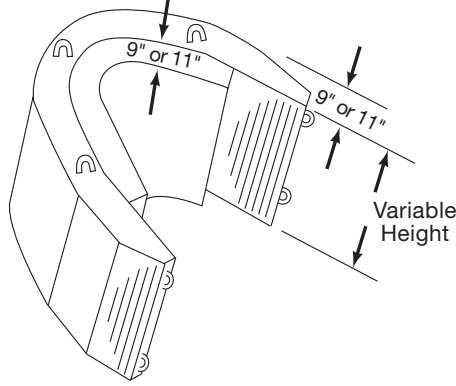
SINGLE LAYER BOW

Model 100 A



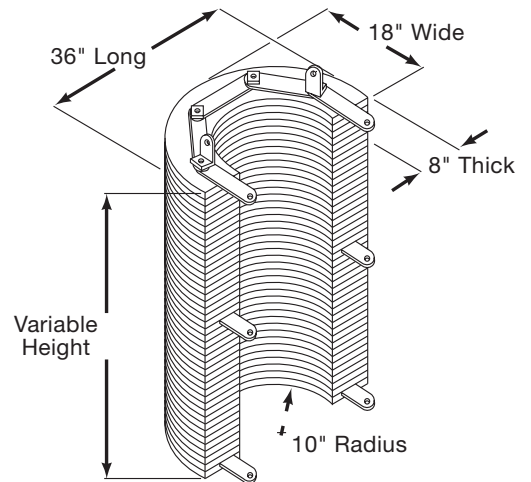
DOUBLE LAYER BOW

Model 100 C



HALF ROUND BOW

Model 105

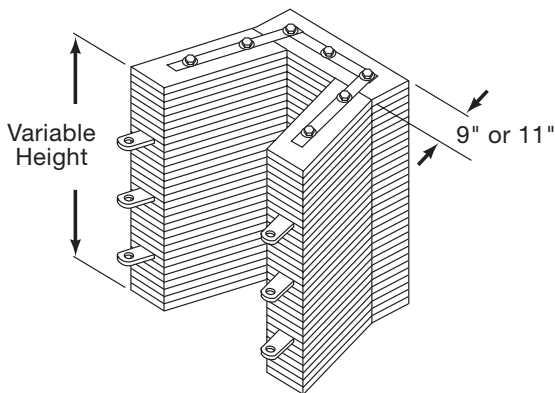


These fenders were originally designed by Schuyler, and are custom built of durable, laminated rubber — no other rubber is stronger. The rubber laminates are compressed onto high quality steel rods, welded or attached with nuts to end plates. The steel rod and plate frame is allowed to flex through the use of a patented hinge type assembly system. Chain links are installed top and bottom as specified, and the end plates can be flat bar or angle. Our fenders are manufactured for a tight hull fit. These models are also available with weld tabs.

This fender takes the place of old tires in tire type bow fender. This fender is versatile and can be used in a number of places, including push knees.

TURK'S HEAD

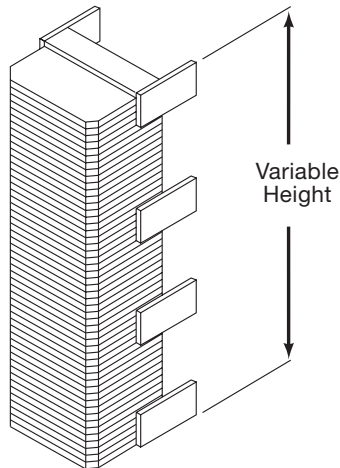
Model 112



The turk's head is a universal bow fender, designed principally for the lower bow. It fits most any bow as it is adjustable and takes the shape of the boat as it is being drawn into place.

VERTICAL BOW

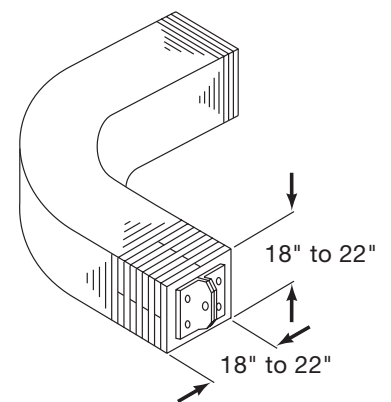
Model 106



More durable and economical than extruded rubber. All weld tabs fit over and are welded to existing bow box.

CROSS BLOCK BOW

Model 100 D

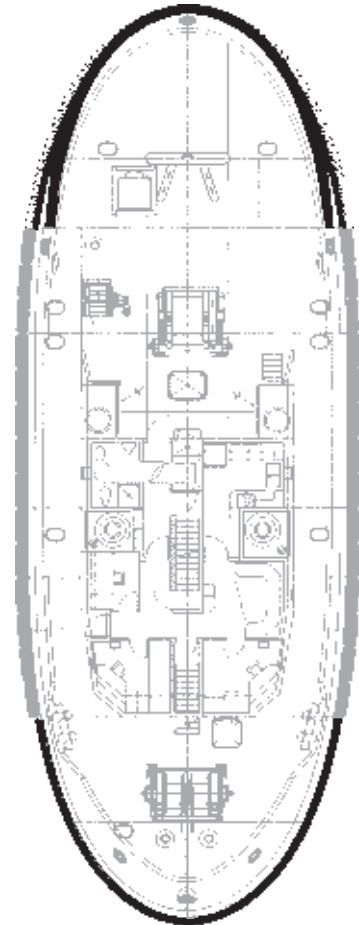
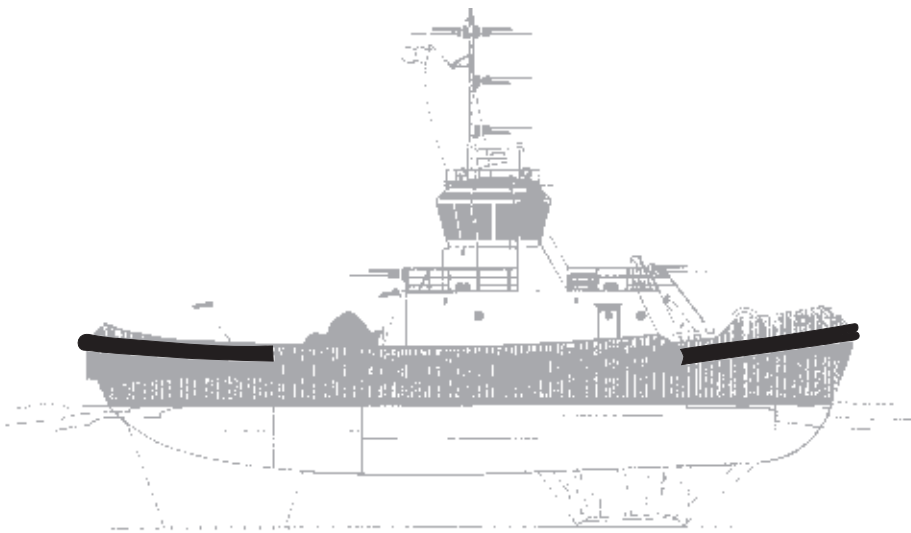
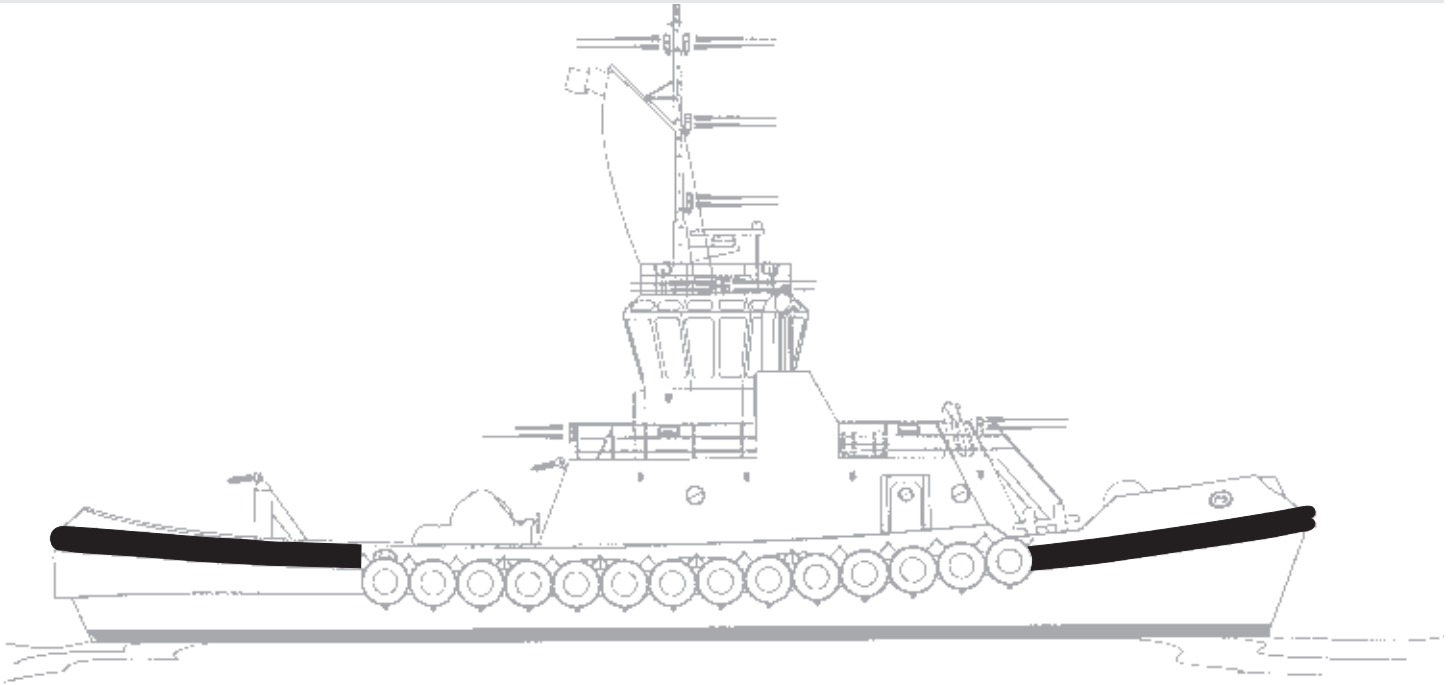


The rubber laminates are laid at 90° to each other and retained with a combination of steel rods and/or cable. This fender was designed for increased strength and durability required by large radius bows and remains the most economical and durable alternative to extruded rubber.

Please specify hot rolled, cold rolled, alloy, or stainless steel construction. Aluminum and hot-dip galvanizing also available.

See insert for Load Deflection, Energy Absorption, and Architectural Specifications.

SSR SERIES WORKBOAT FENDERS



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SSR SERIES WORKBOAT FENDERS

About Model SSR-WB

Introduction

The fender for a work boat must not only absorb the berthing energy but also must resist the strong pushing pressure exerted by the ship after berthing. In addition, it must minimize any possible damage to both the work boat and the ship while redistributing the pushing force to the ship with as little damage as possible.

SSR fenders for work boats have been produced after taking into consideration all of the above factors. The selection of materials and the shape and construction of the fender are based on long experience. All SSR fenders incorporate the latest technology. The reputation of the SSR fender among its customers is testimony to its superiority.

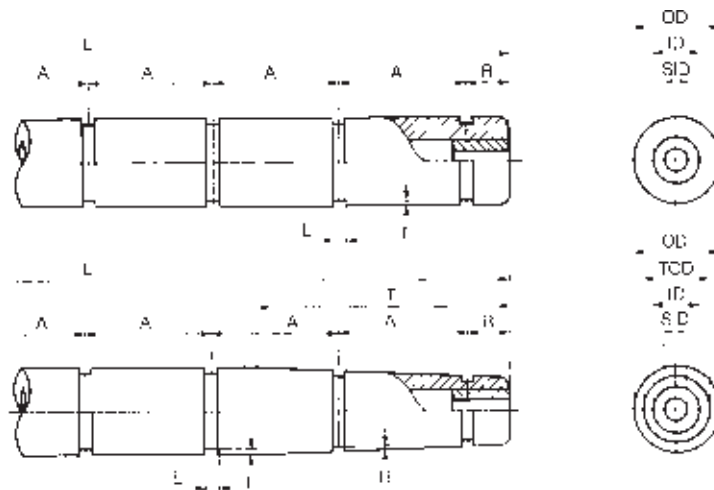
SSR also produces fenders for pusher boats, barges, plying boats and supply boats and in each case applies the latest technology and knowledge gained in the manufacture of its fenders for work boats.

Features

- 1) The rubber material used for the fender is weather resistant.
- 2) Fenders are designed and manufactured with the performance levels necessary for each intended use.
- 3) Curved-type fenders to fit the shape of a ship are a SSR specialty.
- 4) Large type fenders which are difficult to transport are manufactured and delivered in sections. They are then finished at the installation area by a SSR-developed "complete insertion adhesion system."
- 5) Fenders are available in three colors: black, white and grey. Fenders can be made in a customer ordered color if the quantity needed is large.



SSR SERIES WORKBOAT FENDERS



	L	OD											
		250	300	350	400	500	600	700	800	900	1,000	1,100	1,200
B A	4,000	$\frac{145}{530}$	$\frac{145}{530}$	$\frac{180}{520}$	$\frac{250}{700}$	$\frac{250}{700}$	$\frac{250}{700}$	$\frac{350}{660}$	$\frac{400}{640}$	$\frac{425}{1,050}$	$\frac{425}{1,050}$	$\frac{425}{1,050}$	$\frac{425}{1,050}$
	5,000	$\frac{115}{530}$	$\frac{160}{520}$	$\frac{190}{660}$	$\frac{225}{650}$	$\frac{225}{650}$	$\frac{225}{650}$	$\frac{350}{860}$	$\frac{400}{840}$	$\frac{400}{840}$	$\frac{400}{840}$	$\frac{400}{840}$	$\frac{400}{840}$
	6,000	$\frac{140}{520}$	$\frac{140}{520}$	$\frac{210}{620}$	$\frac{210}{620}$	$\frac{210}{620}$	$\frac{210}{620}$	$\frac{340}{760}$	$\frac{375}{750}$	$\frac{450}{1,020}$	$\frac{450}{1,020}$	$\frac{450}{1,020}$	$\frac{450}{1,020}$
	7,000	$\frac{120}{520}$	$\frac{145}{610}$	$\frac{200}{600}$	$\frac{200}{600}$	$\frac{260}{720}$	$\frac{260}{720}$	$\frac{350}{700}$	$\frac{385}{890}$	$\frac{385}{890}$	$\frac{385}{890}$	$\frac{400}{1,240}$	$\frac{400}{1,240}$
	8,000	$\frac{100}{520}$	$\frac{165}{590}$	$\frac{165}{590}$	$\frac{205}{690}$	$\frac{260}{680}$	$\frac{260}{680}$	$\frac{355}{810}$	$\frac{400}{800}$	$\frac{400}{800}$	$\frac{430}{1,020}$	$\frac{430}{1,020}$	$\frac{430}{1,020}$
	9,000	$\frac{165}{510}$	$\frac{150}{580}$	$\frac{150}{580}$	$\frac{210}{660}$	$\frac{210}{660}$	$\frac{275}{650}$	$\frac{320}{760}$	$\frac{360}{920}$	$\frac{405}{910}$	$\frac{405}{910}$	$\frac{405}{1,170}$	$\frac{405}{1,170}$
	10,000	$\frac{155}{510}$	$\frac{155}{570}$	$\frac{155}{570}$	$\frac{200}{640}$	$\frac{200}{640}$	$\frac{255}{730}$	$\frac{325}{850}$	$\frac{380}{840}$	$\frac{410}{1,020}$	$\frac{410}{1,020}$	$\frac{410}{1,020}$	$\frac{410}{1,020}$
	11,000	$\frac{145}{510}$	$\frac{180}{560}$	$\frac{180}{560}$	$\frac{230}{620}$	$\frac{230}{620}$	$\frac{250}{700}$	$\frac{300}{800}$	$\frac{300}{800}$	$\frac{440}{920}$	$\frac{440}{920}$	$\frac{415}{1,130}$	$\frac{415}{1,130}$
	12,000	$\frac{135}{510}$	$\frac{225}{550}$	$\frac{205}{610}$	$\frac{220}{680}$	$\frac{220}{680}$	$\frac{220}{680}$	$\frac{300}{760}$	$\frac{410}{860}$	$\frac{445}{1,010}$	$\frac{445}{1,010}$	$\frac{445}{1,010}$	$\frac{445}{1,010}$
	13,000	$\frac{125}{510}$	$\frac{175}{550}$	$\frac{200}{600}$	$\frac{230}{660}$	$\frac{230}{660}$	$\frac{295}{730}$	$\frac{350}{820}$	$\frac{350}{820}$	$\frac{390}{940}$	$\frac{390}{940}$	$\frac{450}{1,100}$	$\frac{450}{1,100}$
ID		125	150	175	200	250	300	350	400	450	500	550	600
SID		60	75	75	90	90	100	100	100	100	150	150	150
E		50	50	50	50	60	60	60	70	70	80	90	100
F		12	18	18	18	24	30	36	42	42	48	54	60
TOD	4~6m ^L	200	225	260	300	375	450	525	600	675	750	850	900
	7~13m ^L	230	255	290	330	405	500	575	650	725	820	920	970
TF		6	12	12	18	24	30	36	42	42	48	54	60
T	4~5m ^L	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	6~13m ^L	1,000	1,000	1,250	1,250	1,250	1,500	1,500	1,500	1,500	1,500	2,000	2,000

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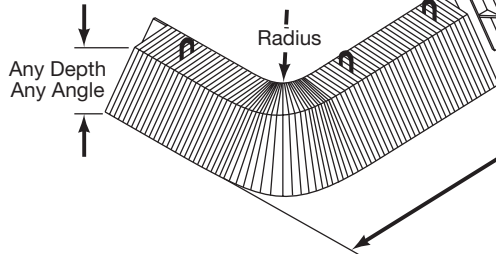


LAMINATED STERN FENDERS

SINGLE LAYER STERN

MODEL 101 A

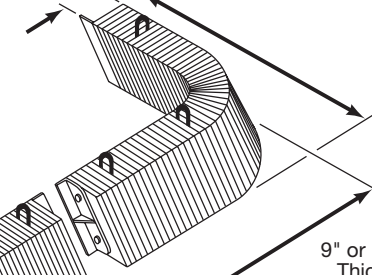
The standard stern fender can be designed to fit any hull configuration. The units are pre-curved for a tight fit.



DOUBLE LAYER STERN

MODEL 101 C

9" or 11"
Thick



To Fit Hull

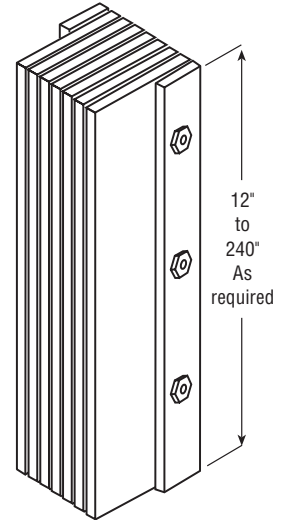
Any Depth
Any Angle

Width To Fit Hull

Inner and Outer Layers are joined together with internal straps through the length of fender to prevent separation.

VERTICAL STERN

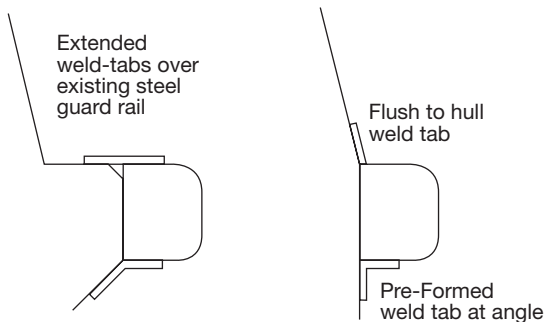
MODEL 105



Simply weld to tumblehome hull or lower stern for barge and scow protection. More durable and economical than extruded rubber.

D-GUARD STERN

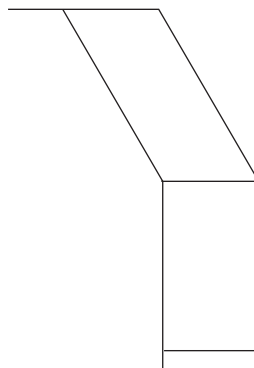
MODEL 130



Schuyler D-Guard is designed to be welded directly to the existing steel rub rail or bullworks, welded into channel, or chain hung to hull. The pre-curved sections come ready for installation — no need to scarf rail, build channel, or drill holes.

TUMBLEHOME

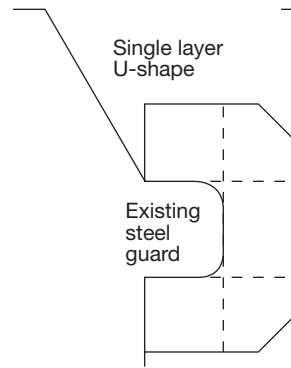
MODEL 131



These special design stern fenders can be chain-hung or welded-on. Schuyler can design the fender to compliment the tug's task and hull design.

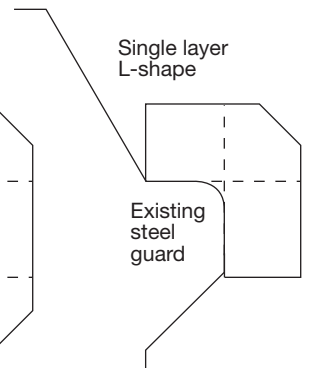
U-GUARD

MODEL 132



L-GUARD

MODEL 133



The stern fenders are custom built of durable, nylon reinforced, synthetic rubber. The rubber laminates are compressed onto high quality steel rods welded or attached to end plates. The steel rod and plate frame is allowed to flex through the use of a patented hinge type assembly system. Chain links are installed top and bottom as specified, and the end plates can be flat or angle. Our fenders are manufactured for a tight hull fit. These models are also available with weld tabs.

Please specify hot rolled, cold rolled, alloy, or stainless steel construction. Aluminum and hot-dip galvanizing also available.

See insert for Load Deflection, Energy Absorption, and Architectural Specifications.

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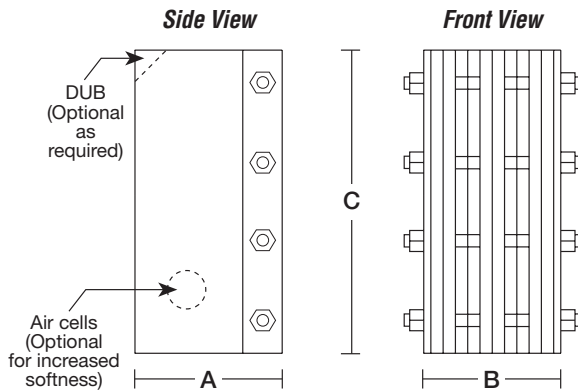
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VERTICAL PUSH KNEE FENDER

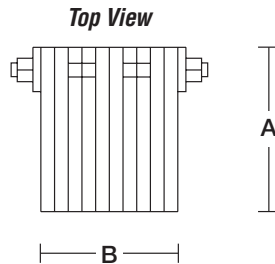
MODEL 115 — DESIGN SPECIFICATIONS



Attachment Systems

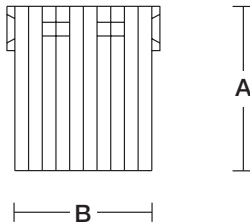
A. STANDARD

- (as shown above)
- securing flatbar welded directly to knee



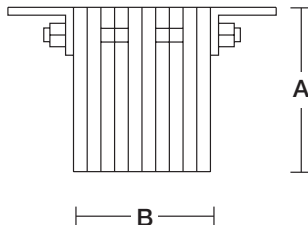
B. COUNTERSINK

- same as A except through rods are countersunk and welded into flatbar
- welded or bolted into existing channel



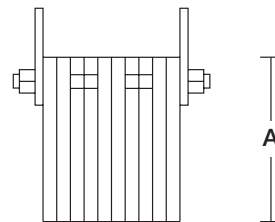
C. ANGLE

- securing angle welded or bolted directly to knee



D. EXTENDED

- securing flatbar extends over knee structure for welding or bolting



Features

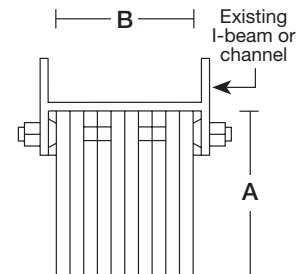
- Reinforced laminated rubber sections compressed onto 1¹/₄" or 1¹/₂" steel rods and secured with heavy-duty steel flatbar or angle
- Entire length of fender can be welded directly to push knee structure
- Provides up to 550% more rubber protection (11" vs. 2") as compared to molded rubber
- Tough plies of reinforced rubber virtually eliminates chipping, unlike molded rubber or wood plank bumpers
- Compression tests have demonstrated maximum impact absorption and reflection (see insert for load deflection/energy absorption)
- Air cells can be punched into rubber sections to increase "softness"
- Unaffected by salt water, ozone, and oil
- 100% of rubber content is certified to be recycled

PART NO.	A	B	C	WT LBS PER SQUARE FT
SR 115 V	6" to 11"	6" to 240"	12" to 120"	6" – 43
				7" – 47
				8" – 52
				9" – 56
				10" – 61
				11" – 65

Specify attachment system when placing order.

E. WELD-LESS

- countersink style with pre-punched through ways
- attachment bolts pass through I-beam or channel and pre-punched through ways in fender
- no welding required



See insert for Load Deflection, Energy Absorption, and Architectural Specifications.

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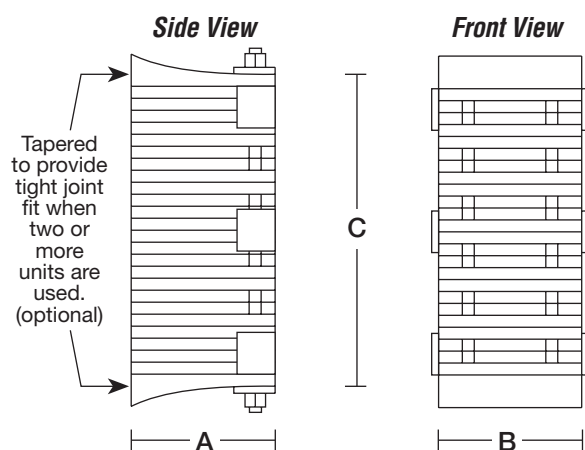
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D-GUARD PUSH KNEE FENDER

MODEL 114B — DESIGN SPECIFICATIONS



Features

- Reinforced rubber D-guard sections are compressed onto 1 1/4" steel rods and secured with heavy-duty flatbar or angle
- Weld tabs are compressed onto steel rods and are welded directly to hull
- Each weld tab floats and works independent of other weld tabs thereby providing quick installation on irregular and damaged hulls
- Rubber is tapered at ends to provide tight joint when two or more units are used (optional)
- Provides up to 500% more rubber protection (10" vs. 2") as compared to molded rubber
- Tough plies of nylon reinforced rubber virtually eliminates chipping, unlike molded rubber or wood plank bumpers
- Fenders come complete with weld tabs — no need to incur costs associated with pinning extruded rubber into channel
- Mounted vertically on push knees
- Mounted horizontally as side, stern, and bow fenders
- Compression tests have demonstrated maximum impact absorption and reflection
- Unaffected by salt water, ozone, and oil
- 100% of rubber content is certified to be recycled

PART NO.	A	B	C	WT LBS PER LINEAL FT
SR 114 B 0609	6"	9"	12" to 480"	36
SR 114 B 0808	8"	8"		37
SR 114 B 0810	8"	10"		42
SR 114 B 1010	10"	10"		46

Specify attachment system when placing order.

Attachment Systems

A. FLUSH WELD-TAB

- (as shown above)
- welded directly to knee or welded into channel

B. EXTENDED WELD-TAB

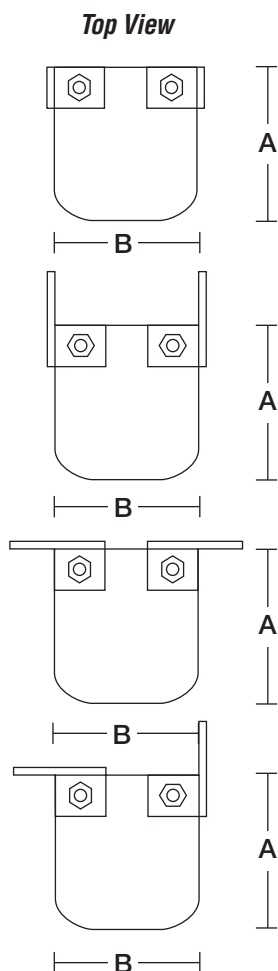
- welded over existing structure, guard rail, or sponson

C. BROADMOUNT WELD-TAB

- welded directly to hull
- increased area of weld for added strength

D. COMBINATION

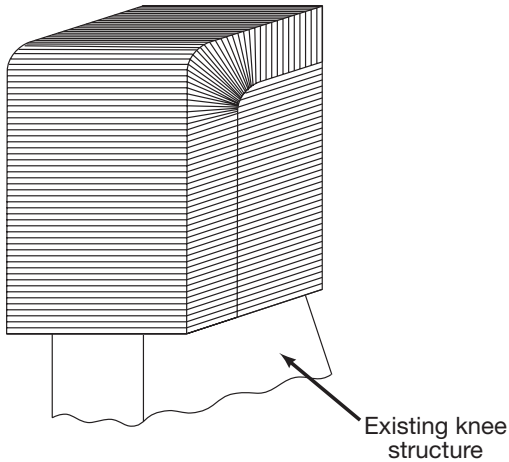
- any combination of weld tabs are available for custom fit



See insert for Load Deflection, Energy Absorption, and Architectural Specifications.

SHIP ASSIST WRAP AROUND PUSH KNEE

MODEL 140



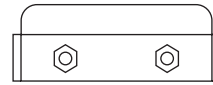
Covers top and one or both sides of knee structure — prevents damage during ship assist and empty barge service



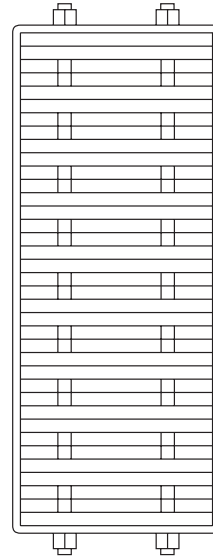
TOWKNEE PADS

MODEL 142 & 143

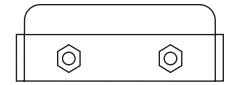
Super Duty Towknee Model 142



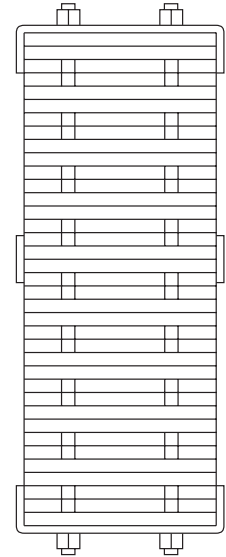
B



Heavy Duty Towknee Model 143



B



Compressed rubber pads and steel bars or rods are totally enclosed with $\frac{3}{8}$ " steel plate to form an integrated steel box which is welded directly to knee.

Fully integrated weld tabs every 12" allow for quick and easy installation.

PART NO.	A	B	C	WT LBS PER LINEAL FT
SR 142 and SR 143	4"	4"	12" to 240"	10
	4"	5"		11
	4"	6"		14
	4"	8"		20
	4"	10"		26
	4.5"	10"		27
	4.5"	12"		32
	6"	6"		23
	6"	10"		36
	6"	12"		38

Laminated rubber sections are compressed onto $\frac{3}{4}$ " steel rods.

See insert for Load Deflection, Energy Absorption, and Architectural Specifications.

11

SCHUYLER MARITIME COMPANY, LLC.

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email: sales@schuylermaritime.com

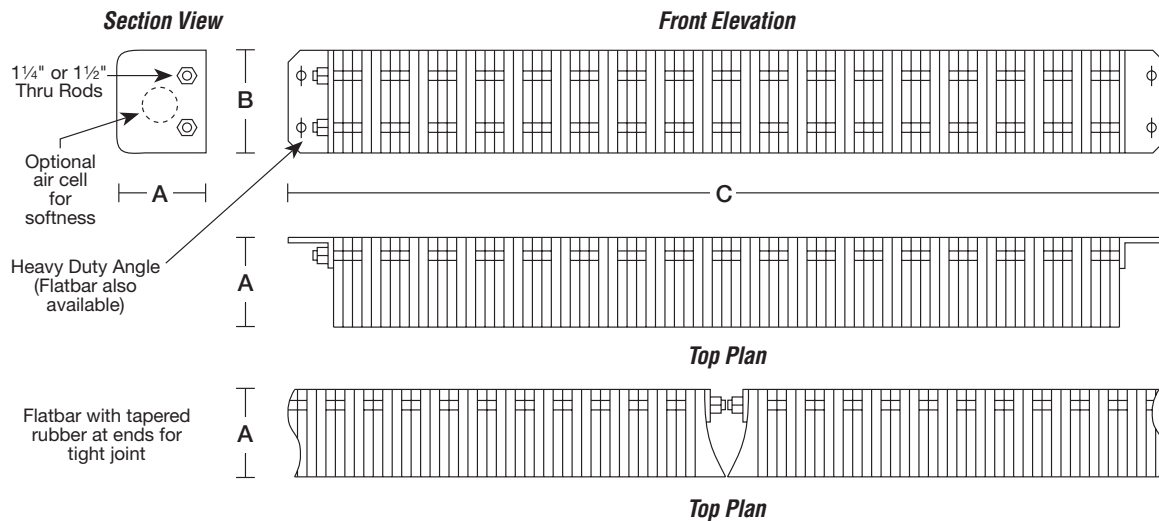


PROTECTION
SINCE 1950



LAMINATED D-GUARD FENDERS

MODEL 114D — DESIGN SPECIFICATIONS



Features

- More economical, durable, and practical than virgin rubber products
- Reinforced rubber D-guard sections are compressed onto steel rods and secured with heavy-duty flatbar or angle
- Weld tabs are compressed onto steel rods and are welded directly to hull (see page 17 for weld-tab specifications)
- No need to incur costs associated with pinning extruded rubber into channel
- Each weld tab floats and works independent of other weld tabs thereby providing quick installation on irregular and damaged hulls
- Rubber is tapered at ends to provide tight joint when two or more units are used
- Tough plies of reinforced rubber virtually eliminates chipping, unlike extruded and molded rubber
- 100% of rubber content is certified to be recycled from post-consumer waste
- Pre-curved sections available

Standard Sizes

- Schuyler manufactures D-Guard Fenders with or without a cylindrical or D-shaped bore. The variable size and shape of the bore, if required, will give you the specific physical characteristics needed.
- Standard Sizes are noted below. Please specify size of bore, if required, when ordering. Also note that Schuyler has the capability to manufacture non-standard D-Guard Sizes.

PART NO.	A	B	C	WT LBS PER LINEAL FT
SR114D 0606	6"	6"	12"	25
SR114D 0609	6"	9"		36
SR114D 0707	7"	7"		33
SR114D 0808	8"	8"		40
SR114D 0810	8"	10"	240"	44
SR114D 0909	9"	9"		45
SR114D 1010	10"	10"		50

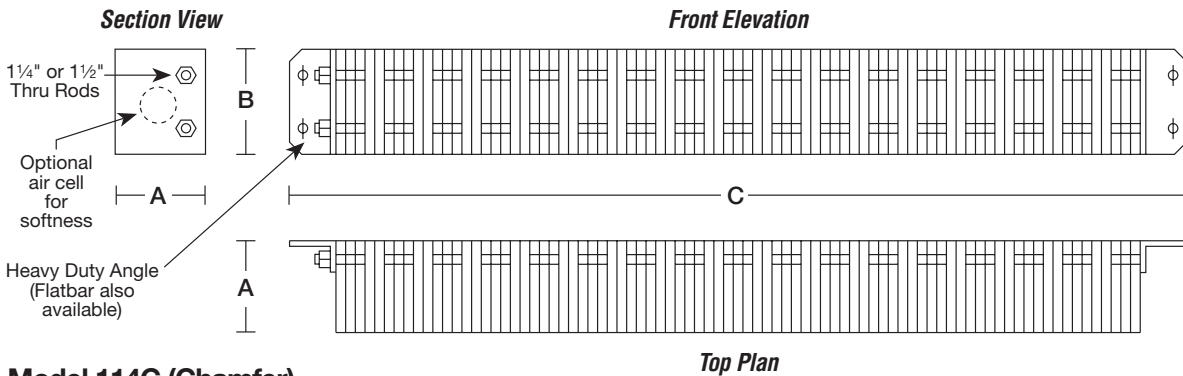
PART NO.	A	B	C	WT LBS PER LINEAL FT
SR114D 0404	4"	4"	12"	10
SR114D 0405	4"	5"		11
SR114D 0406	4"	6"		14
SR114D 0408	4"	8"		20
SR114D 0410	4"	10"	240"	26
SR114D 4510	4.5"	10"		27
SR114D 4512	4.5"	12"		32
SR114D 0606	6"	6"	240"	23
SR114D 0610	6"	10"		36
SR114D 0612	6"	12"		38

See insert for Load Deflection, Energy Absorption, and Architectural Specifications.

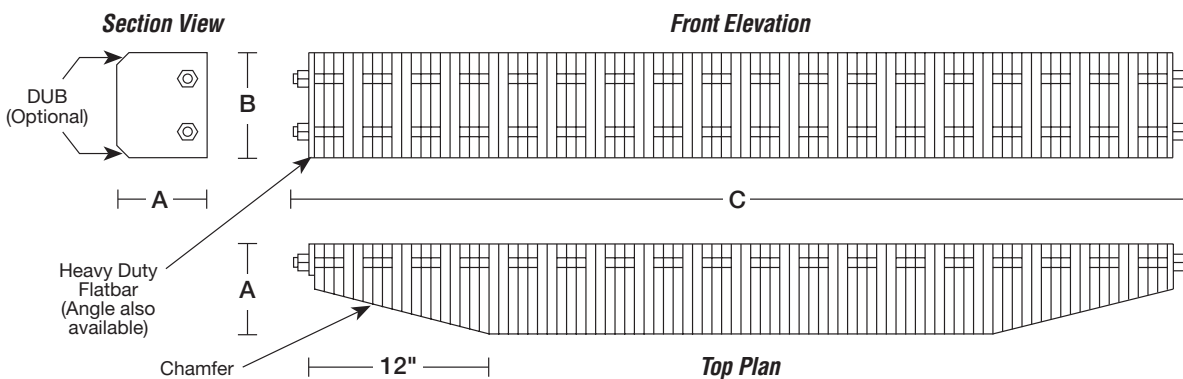
RECTANGULAR SIDE FENDERS

MODEL 114 SERIES — DESIGN SPECIFICATIONS

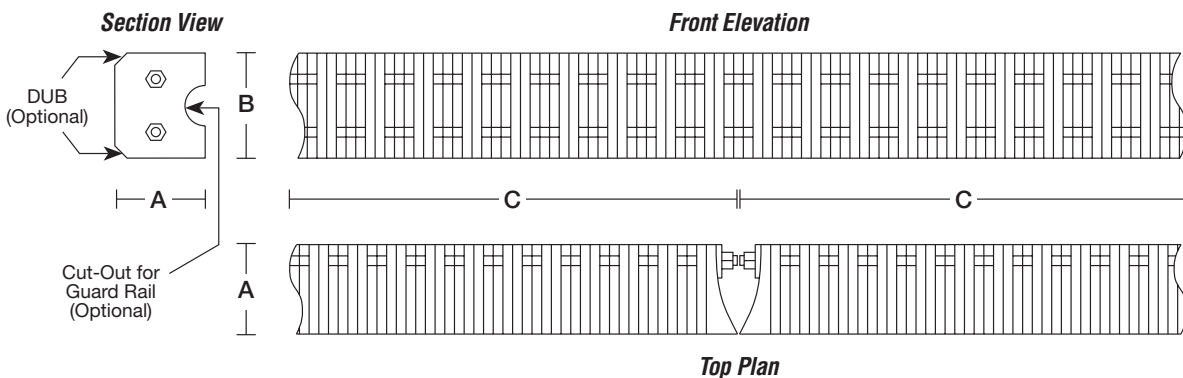
Model 114S (Standard)



Model 114C (Chamfer)



Model 114TJ (Tapered Joint)



- Schuyler manufactures Model 114 fenders with or without air cells. The variable size and shape of the air cells will give you the specific physical characteristics required.
- Tough laminated rubber sections are compressed onto steel rod and secured with heavy-duty angle or flatbar.
- Specify attachment system detail when placing order (see page 17)
- Sections can be pre-curved to fit radius of any corner.
- See insert for Load Deflection, Energy Absorption, and Architectural Specifications.

Standard Sizes

A	B	C
6" to 22"	10" to 120"	12" to 240"

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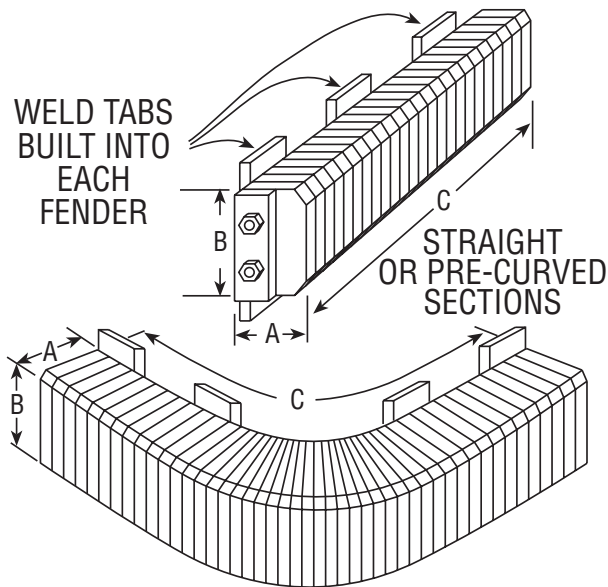


PROTECTION
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D-GUARD & RECTANGULAR CORNER FENDERS

MODEL 114



SIMPLY POSITION AND WELD –
NO FAB REQUIRED

D-Guard Standard Sizes

1 1/4" RODS* PART NO.	A	B	C	WT LBS PER LINEAL FT
SR 114 DC 0606	6"	6"	12" to 240"	25
SR 114 DC 0609	6"	9"		36
SR 114 DC 0707	7"	7"		33
SR 114 DC 0808	8"	8"		40
SR 114 DC 0810	8"	10"		44
SR 114 DC 0909	9"	9"		45
SR 114 DC 1010	10"	10"		50

Rectangular Standard Sizes

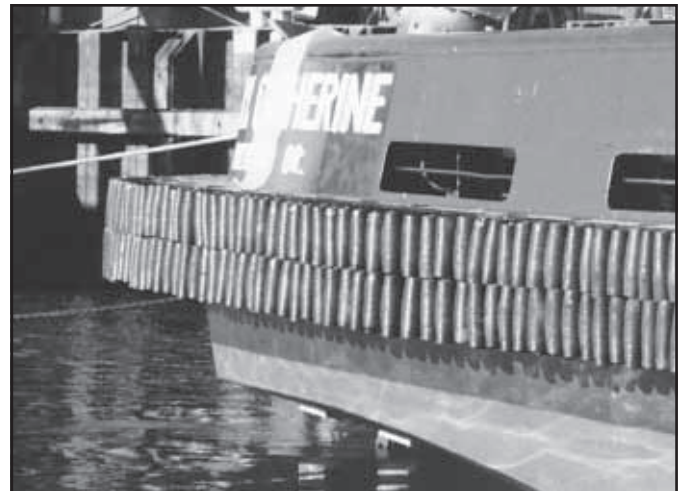
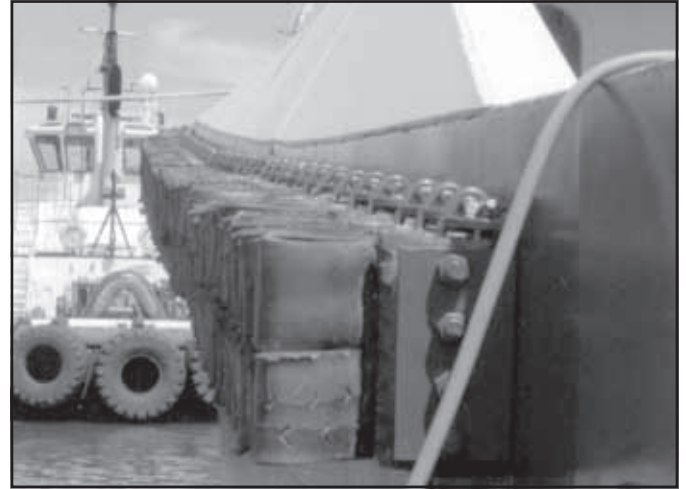
PART NO.	A	B	C	WT LBS PER SQUARE FT
SR 114 RC	6" to 22"	10" to 120"	30" to 480"	*

* Weight varies depending upon thickness.

- See insert for Load Deflection, Energy Absorption, and Architectural Specifications
- Specify radius of corner
- Specify weld tab attachment system detail (see page 17)

SIDE FENDERS

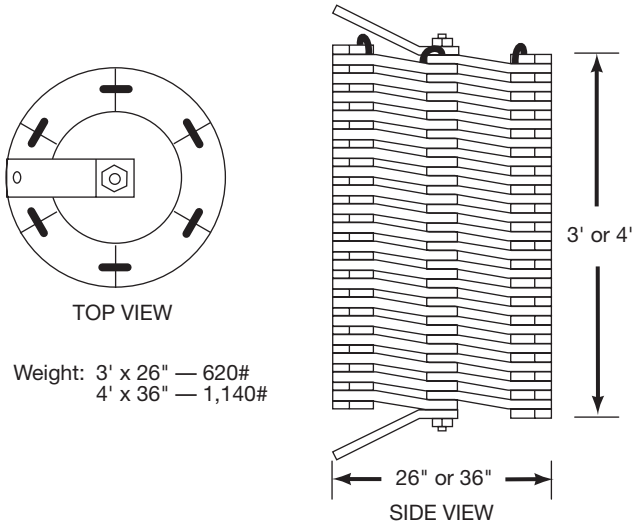
MODEL SR3D



SIDE FENDERS

CYLINDRICAL (BUCKET) FENDER

MODEL 116 A

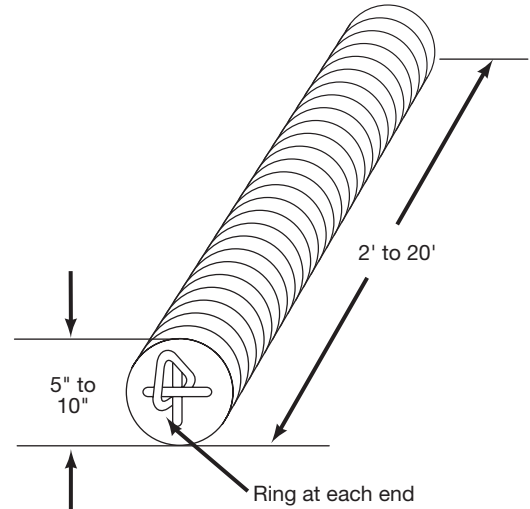


Weight: 3' x 26" — 620#
4' x 36" — 1,140#

Primary usage of the cylindrical fender is concerned with year-round protection of the pilot house. Fiber reinforced inner-core offers energy-absorbing protection and fastening plates allow easy accessibility with 360 degree swivel action.

CYLINDRICAL SIDE FENDER

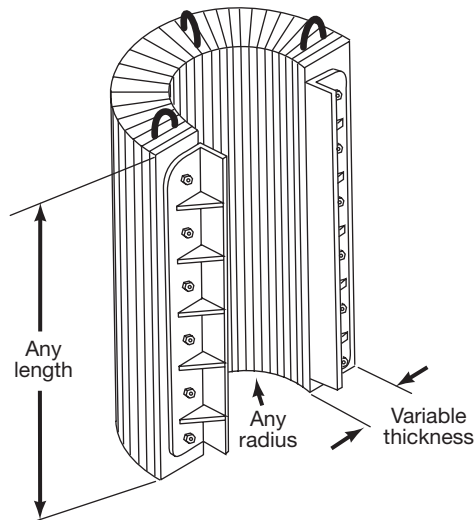
MODEL 152



Compressed rubber retained with galvanized cable in variable lengths can be used for many uses — retractable side fenders, additional bow and stern coverage, and so on.

WRAP AROUND FENDER

MODEL 153

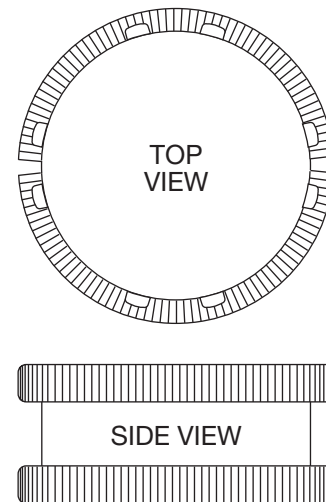


These fenders are excellent for boat dock, barge mooring areas, and pile cluster fendering. The 180° coverage provides protection for offshore support legs and structures. These fenders can be fabricated to fit any number of shapes and lengths.

Please specify hot rolled, cold rolled, alloy, or stainless steel construction. Aluminum and hot-dip galvanizing also available.

BUOY FENDERING

MODEL 154

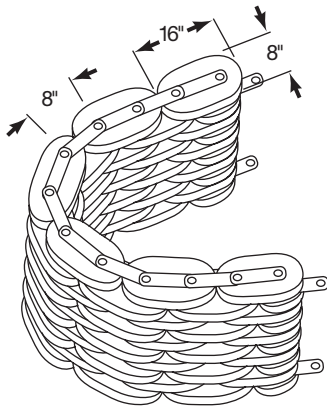


Pre-curved laminated rubber sections are welded directly to buoy body or existing steel rub rail. Provides for lifetime protection unlike wood or other fendering materials. Many sizes and lengths are available. Let Schuyler design the right system for you.

SIDE FENDERS

UNIVERSAL CHAIN LINK

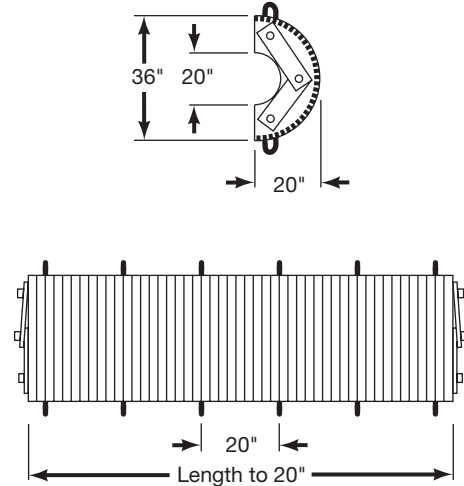
MODEL 103



This model is designed to fit anywhere on the boat. It's basically a fit all (flat, curved, rounded, concaved, over guard rails, etc.). Comes in multiple lengths of 16" or 8" centers of chain length concept.

GUARD RAIL SIDE FENDER

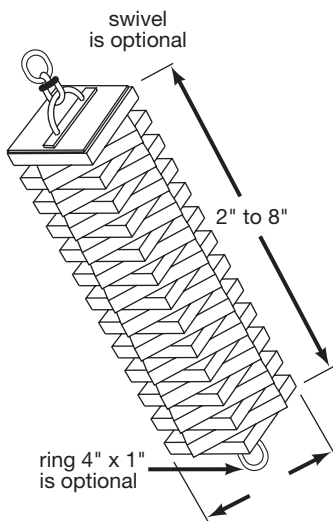
MODEL 104



Designed for either vertical or horizontal mounting to cover the guard rail up to a 20 inch radius. Manufactured in lengths to 20 feet.

PIGTAIL SIDE FENDER

MODEL 109

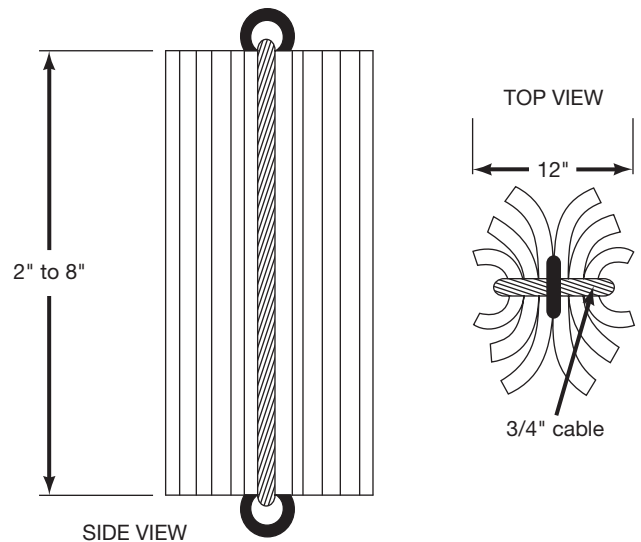


These side fenders protect the vulnerable sides and gunwales exposed to docking fixtures. Easily removable, these side fenders never lose their shape and are virtually maintenance free. Manufactured in lengths from 2' to 8' with optional swivels. Easy to handle and store.

Please specify hot rolled, cold rolled, alloy, or stainless steel construction. Aluminum and hot-dip galvanizing also available.

STRIP SIDE FENDER

MODEL 110



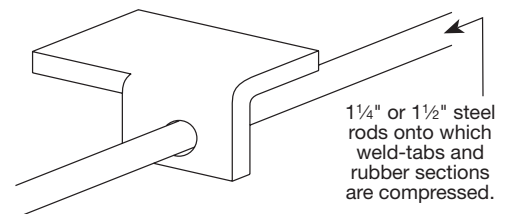
Constructed of cut lengths of truck tire treads, these side fenders are very versatile and flexible. Easy to handle and store. Ideal for light to moderate compression.

ATTACHMENT SYSTEM DETAIL

	Section View	Front Elevation	Top Plan
A. FLUSH WELD-TAB – welded directly to hull or into existing channel			
B. EXTENDED WELD-TAB – welded over existing structure, guard rail, or sponson			
C. BROAD MOUNT WELD-TAB – welded directly to hull – increased area of weld for added strength			
D. COMBINATION EXTENDED AND BROADMOUNT WELD-TAB – any combination of weld tabs are available for custom fit			
E. CHAIN LINK HANGER – pinned, chained, or turnbuckled to hull			
F. FLAT BAR HANGER – pinned, chained, or turnbuckled to hull			

Features

- Each weld tab and hanger is compressed onto steel rods at required intervals between laminated rubber sections
- Floats and works independently for ease of welding to damaged and irregular hulls
- Allows for increased movement of fender through weld-tab



Weld-tabs are constructed of 3/8" or 1/2" steel angle with no welds for maximum strength.

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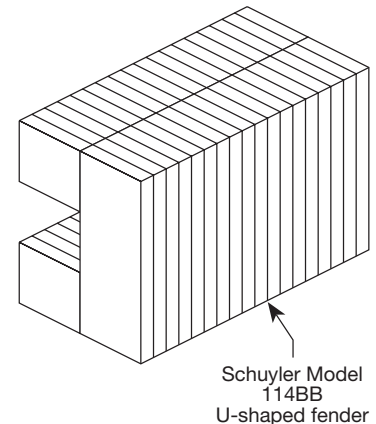
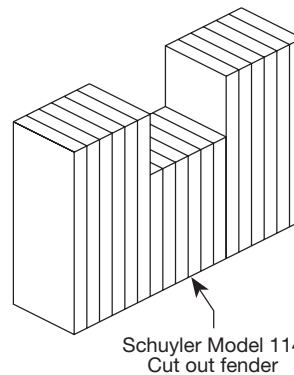
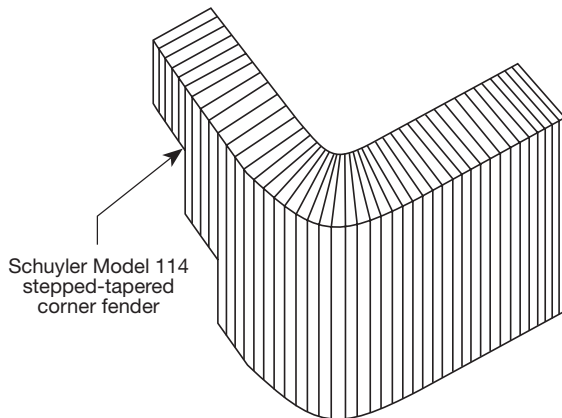
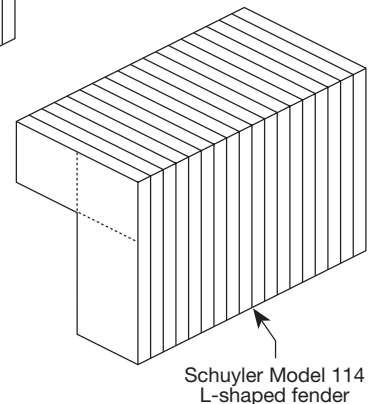
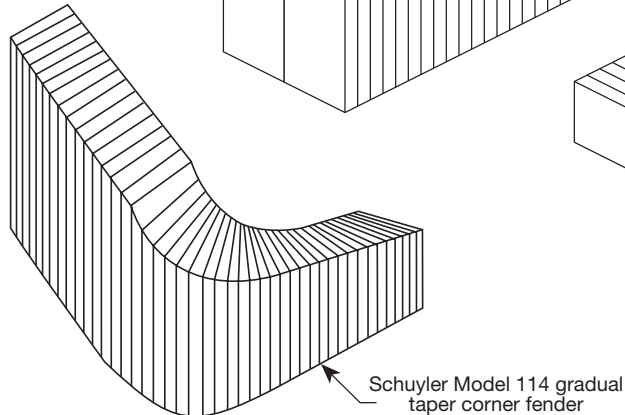
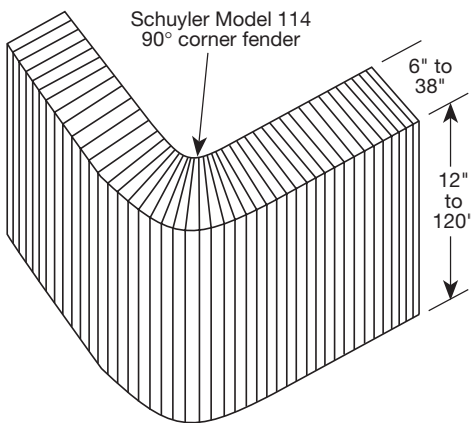
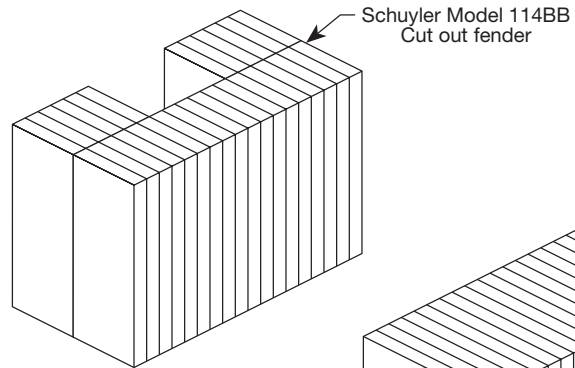
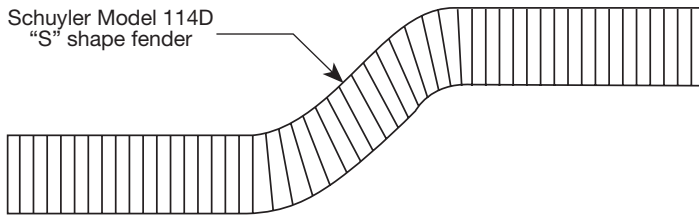
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CORNER AND SHAPED FENDERS

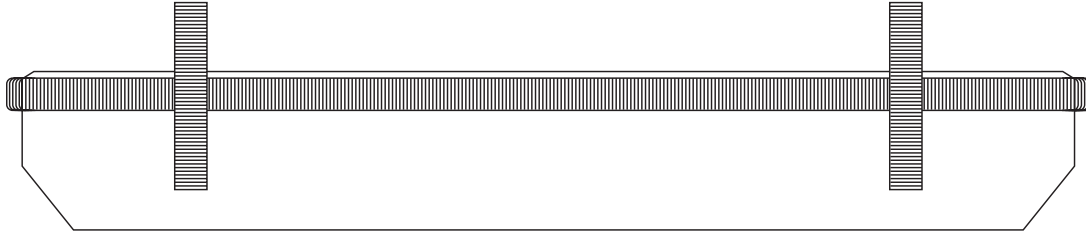
Features

- Corners, transition areas, and odd shaped marine structures are difficult and expensive to properly fender with conventional timber and extruded rubber products.
- The Schuyler Model 114 and 114D can be pre-curved or specifically shaped at the factory for quick installation and effective protection at these troublesome areas.
- The fenders reach the job site complete with hangers, and are properly shaped for effective performance and streamlined looks.
- There is no drilling, pinning, or fabrication required by the contractor in the field.
- In some cases, the fenders can be hung at the factory or workyard before arriving at the job site. Time and money are saved as a result.
- Because of the tight and proper fit, the fenders wear longer and provide the best protection.
- The size and softness (solid or SR3D) varies to satisfy particular design requirements.

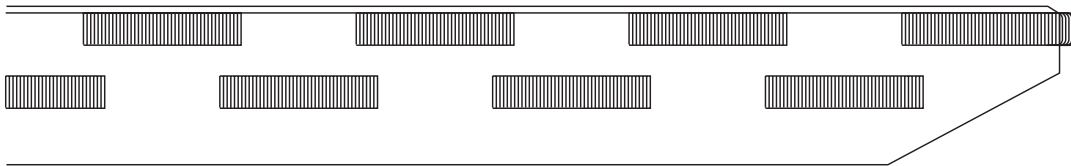


BARGE - WORKBOARD - SCOW FENDERS

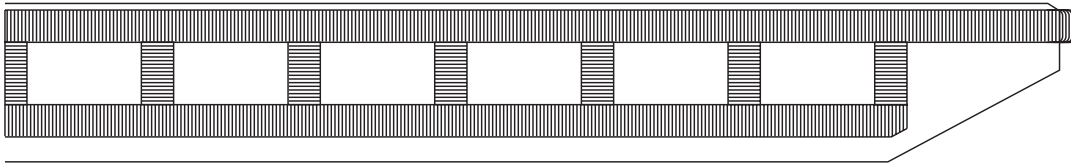
Tough Schuyler rubber can be manufactured in any size and shape to fit around the corners and staggered horizontally and/or vertically to fit the sides or rake ends of a barge or workboat. Rectangular or D-guard rubber can be adapted to solve your fendering problem — in lengths up to 20'. The laminated rubber sections can be welded, bolted, or chain-hung to the bullworks of the vessel. Unlike extruded rubber, Schuyler rubber comes in standardized lengths which can be easily removed if damaged without disturbing the “healthy” rubber.



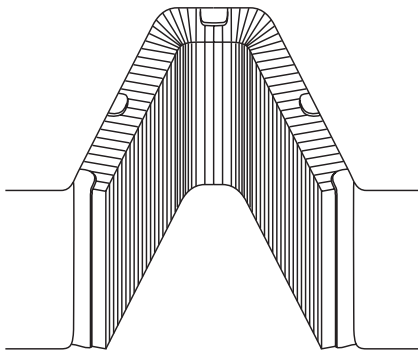
Horizontal bow/stern fenders with push knee verticals



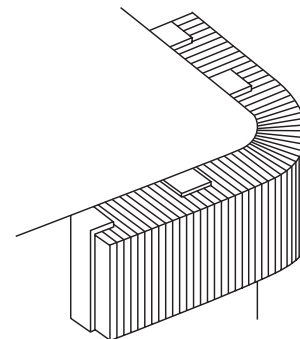
Staggered horizontal coverage



Continuous horizontal and vertical coverage



Pre-formed
barge notch fender
with weld tabs



Pre-formed
barge corner fender
with weld tabs

Please specify hot rolled, cold rolled, alloy, or stainless steel construction. Aluminum and hot-dip galvanizing also available.

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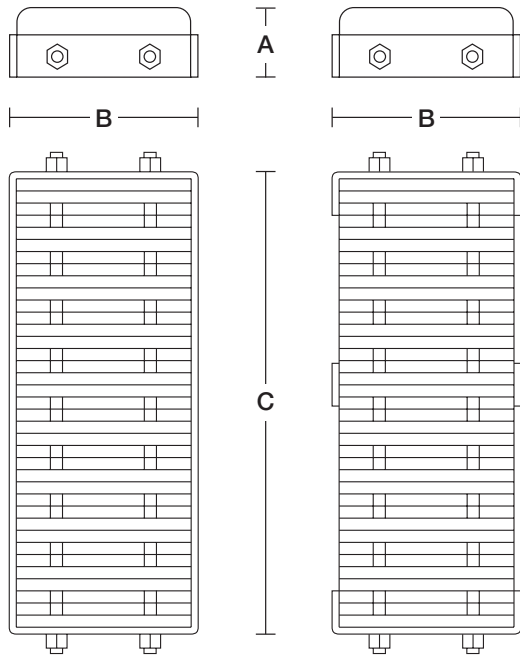
TRAWLER FENDERS

MODEL 180

Easy to install weld on trawler fenders provide **Hull** and **Trawl Door** protection, and eliminate door impact noise and abrasion. Our rubber provides increased protection over steel half rounds.

Bolt on models are available for fiberglass vessels.

Short trawl fender pads can be welded to deck and just inside rail to support trawl doors while not in use. Decreases trawl door damage and deck damage.



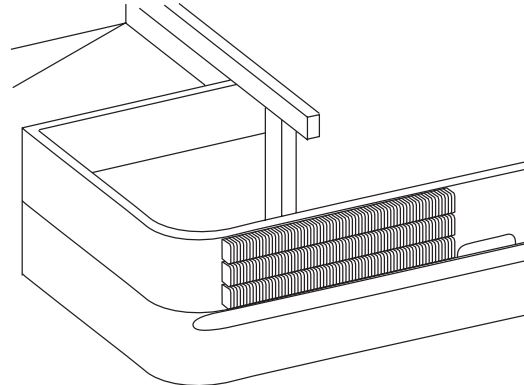
Compressed rubber pads and steel bars or rods are totally enclosed with $\frac{3}{8}$ " steel plate to form an integrated steel box which is welded directly to knee.

Fully integrated weld tabs every 12" allow for quick and easy installation.

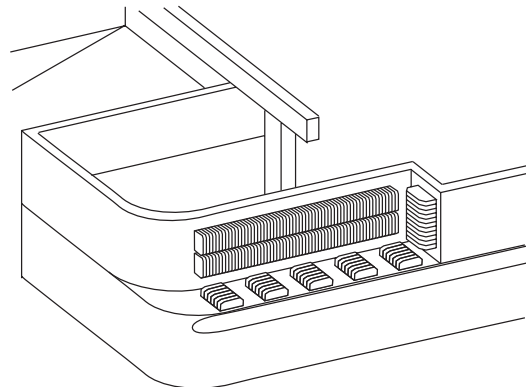
PART NO.	A	B	C	WT LBS PER LINEAL FT
SR 142 and SR 143	4"	4"	12" to 240"	10
	4"	5"		11
	4"	6"		14
	4"	8"		20
	4"	10"		26
	4.5"	10"		27
	4.5"	12"		32
	6"	6"		23
	6"	10"		36
	6"	12"		38

Laminated rubber sections are compressed onto $\frac{3}{4}$ " steel rods.

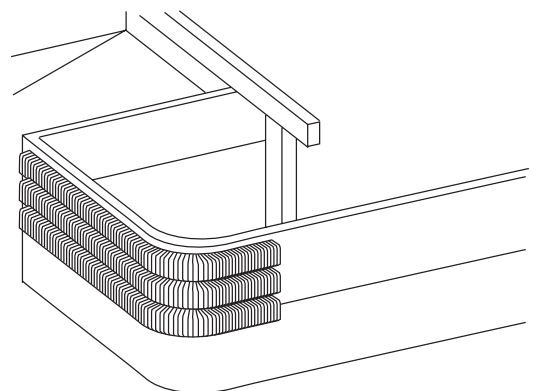
Please specify hot rolled, cold rolled, alloy, or stainless steel construction. Aluminum and hot-dip galvanizing also available.



Horizontal pads welded to exterior of vessel at door impact areas.



Horizontal, vertical, and deck pads welded within door pocket.



Horizontal pads welded to stern of processor/catcher with stern draw doors.

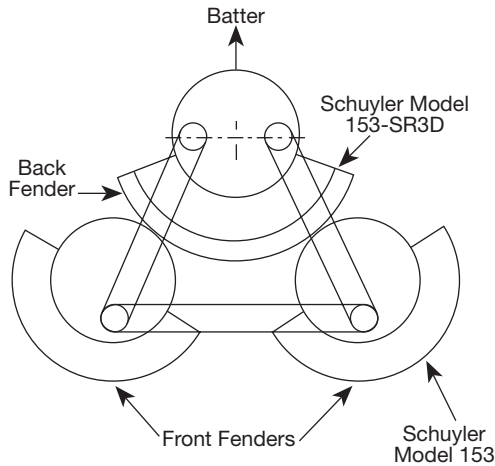


MARINE FENDERS

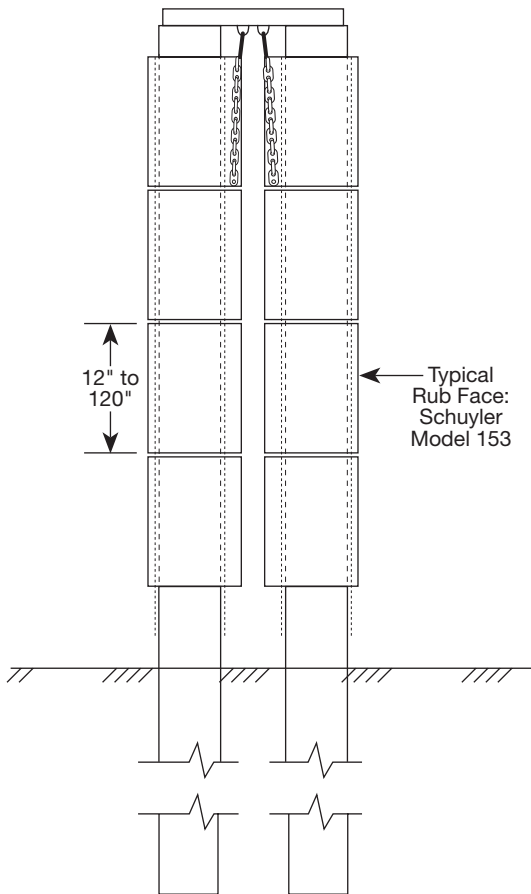
OFFSHORE
AND
DOCKSIDE

DOLPHIN PIPE PILE FENDERS

MODEL 153 — DESIGN SPECIFICATIONS



Pile Cluster Plan View



Dolphin Pile Elevation

Features

- Schuyler Model 153 Fenders are manufactured in pre-curved units ready to hang. Fenders can be hung prior to pile driving to save field time.
- The Model 153 can either be welded, bolted, or clamped to steel dolphin piles, or bolted or clamped to concrete piles.
- The size and softness (solid or SR3D-2) varies to satisfy particular design requirements.
- Area of coverage depends upon batter and number of piles in cluster.
- Applications include ferry landings, barge mooring dolphins, bridge foundations, landing dolphins, etc.

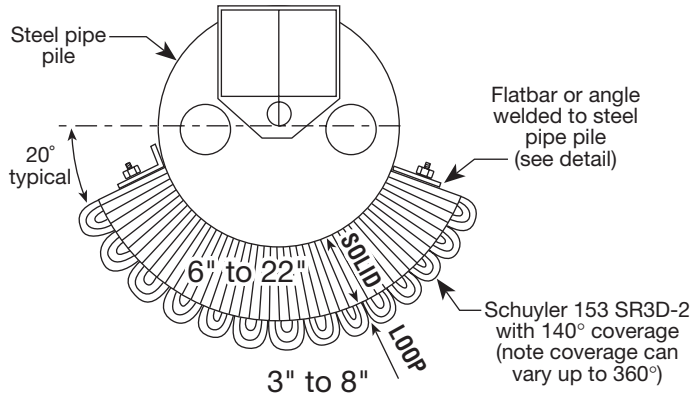


DOLPHIN PIPE PILE FENDERS

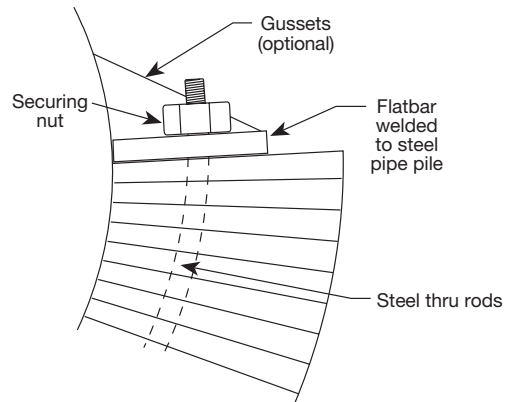
MODEL 153

Type A Mounting Detail: Weld-On

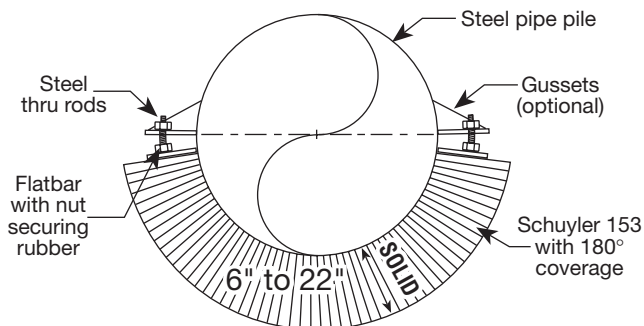
Note: Degree of coverage on pile, thickness of rubber, and SR3D-2 soft loop vs. solid rubber configuration as required.



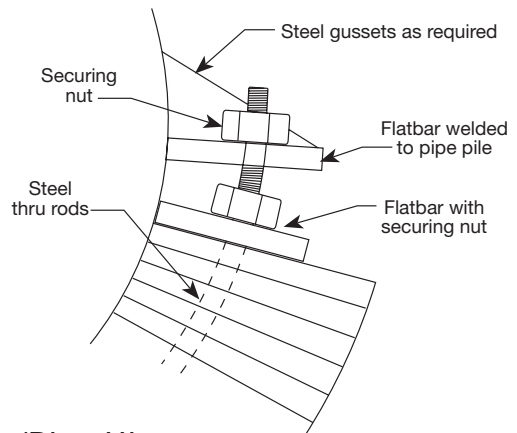
Weld-On Detail



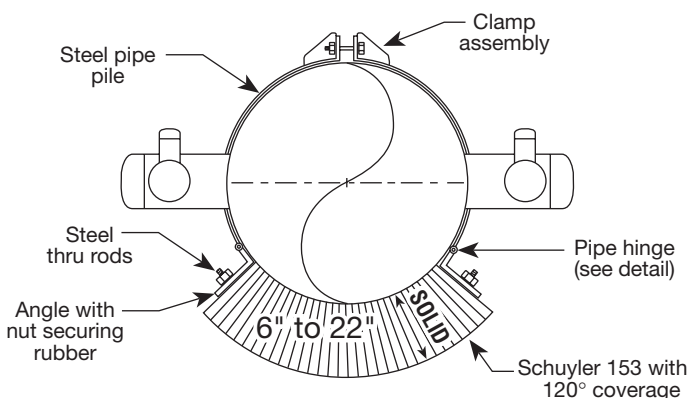
Type B Mounting Detail: Bolt-On



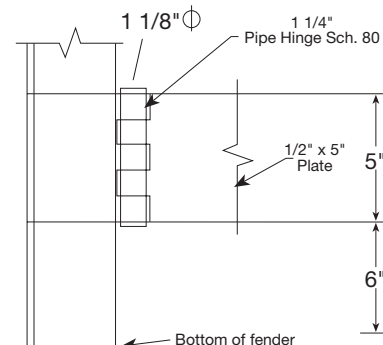
Bolt-On Detail



Type C Mounting Detail: Straps/Pipe Hinge



Pipe Hinge Detail



23

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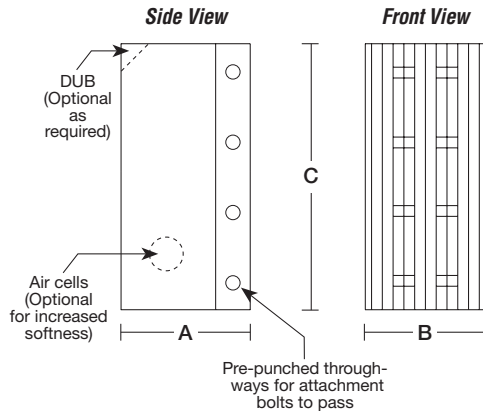
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Fax: 337/837-3610
Website: www.schuylermaritime.com
email: sales@schuylermaritime.com

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DOLPHIN I-BEAM/STRUCTURAL FENDERS

MODEL 115 — DESIGN SPECIFICATIONS

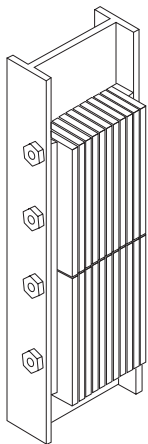


Features

- Schuyler Model 115 Fenders are manufactured and designed for quick and reliable installation in the field.
- Various attachment configurations available – bolt on or weld on.
- Tough plies of reinforced rubber eliminates chipping, unlike molded rubber or wood timbers.
- Size and softness (solid or SR3D-2) varies to satisfy particular design requirements.
- Vertical or horizontal mounting.

Standard Sizes

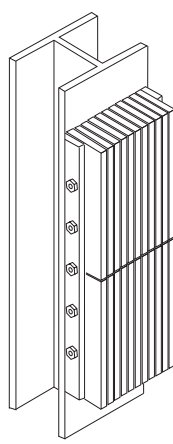
A	B	C
6" to 22"	6" to 240"	6" to 120"



Type A

A. WELD-LESS

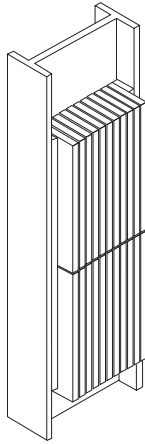
- Countersink style with pre-punched through-ways
- Fender is positioned into I-beam with attachment bolts passing through I-beam or channel and prepunched through-ways in fender



Type B

B. STANDARD

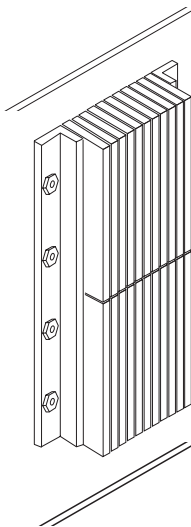
- Securing flatbar welded directly to steel fascia



Type C

C. COUNTERSINK

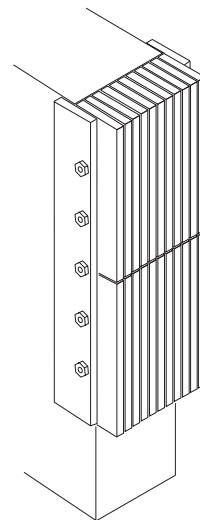
- Through rods are countersunk and welded into flatbar rather than nutted
- Fender is welded into existing channel



Type D

D. ANGLE

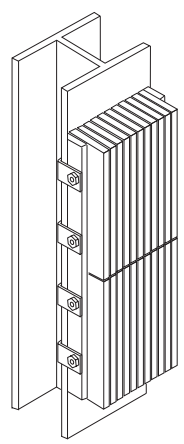
- Securing angle welded to steel fascia or bolted into concrete fascia



Type E

E. EXTENDED

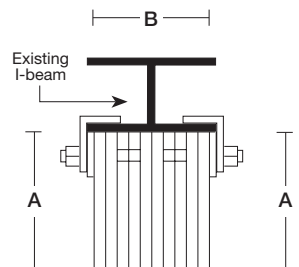
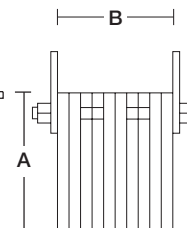
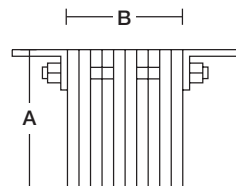
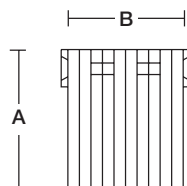
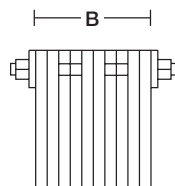
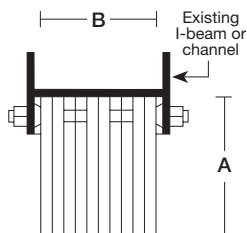
- Securing flatbar extends over steel or concrete box structure for welding or bolting



Type F

F. CLAMP

- Steel clamps secure fender to backside of I-beam



LARGE DIAMETER / CIRCULAR CELL FENDERS

MODEL 114LDC — DESIGN SPECIFICATIONS

Figure A

Large Diameter Turning Dolphins or Lock and Dam “Bull Nose”

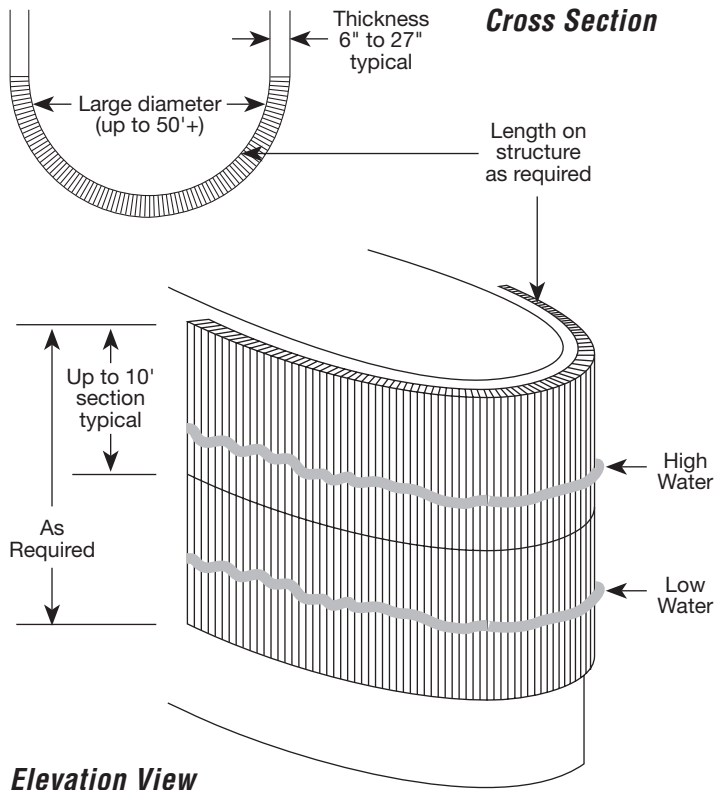
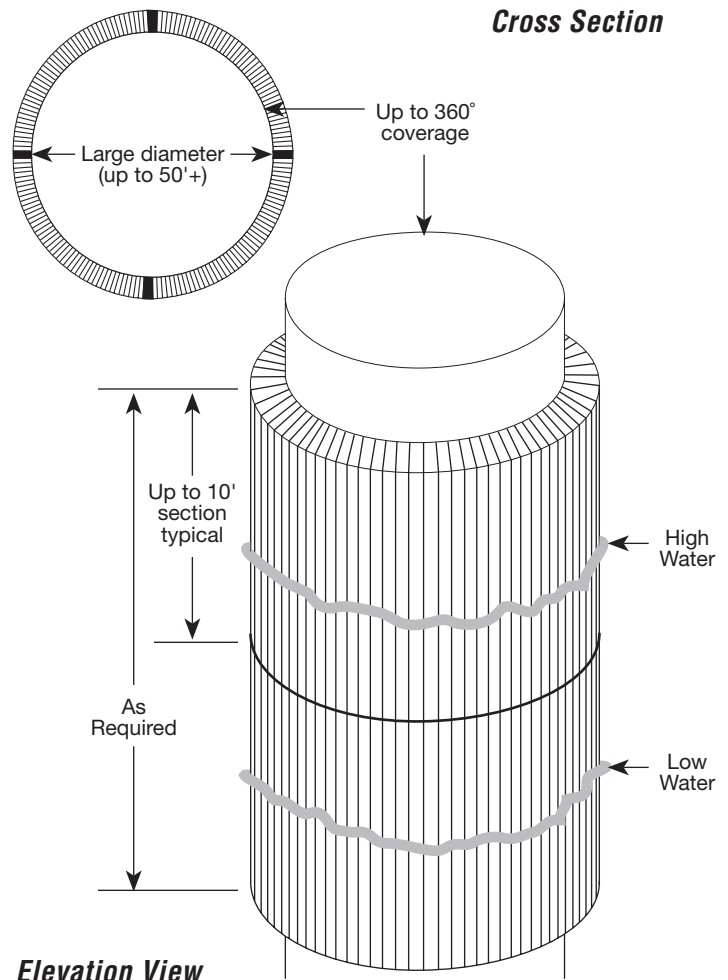


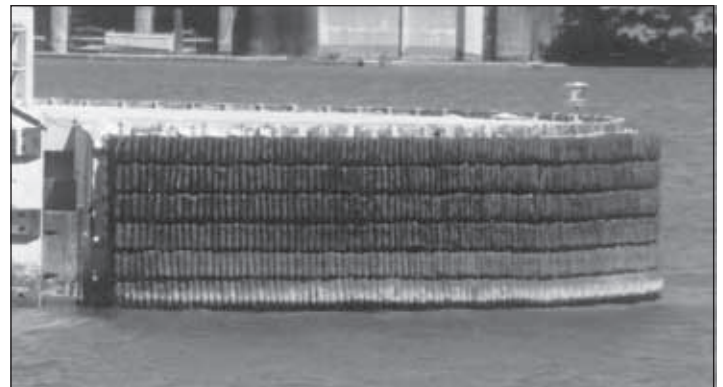
Figure B

Ferry Landing Structures or Bridge Foundations



Features

- The Schuyler model 114LDC fenders are manufactured in pre-curved lengths ready for installation on large diameter concrete or steel/concrete structures such as:
 - Turning Dolphins (Figure A)
 - Lock and Dam entrance “Bull Nose” (Figure A)
 - Ferry Landing Structures (Figure B)
 - Bridge Foundations (Figure B)
- Varied bolt on or weld on installation techniques.
- Size and softness (solid or SR3D-2) varies to satisfy particular design requirements, and area of coverage depends upon tidal activity (if any) and intended working area of structure.



U.S. Army Corps Turning Dolphin

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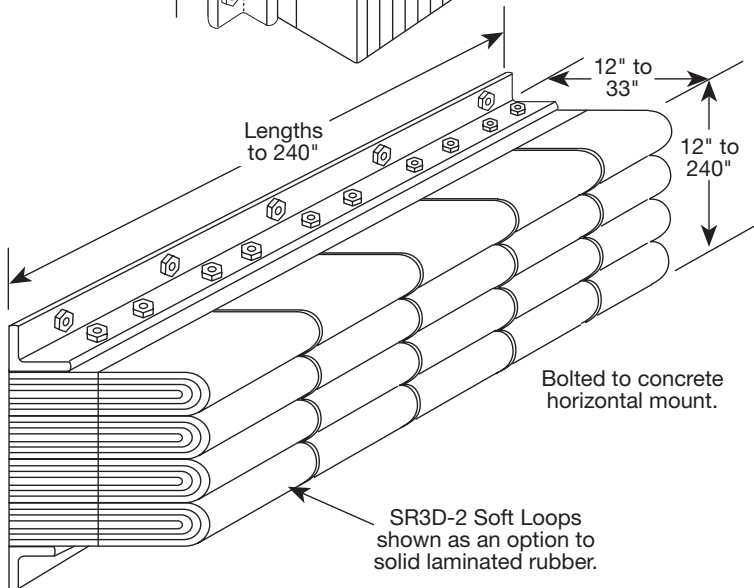
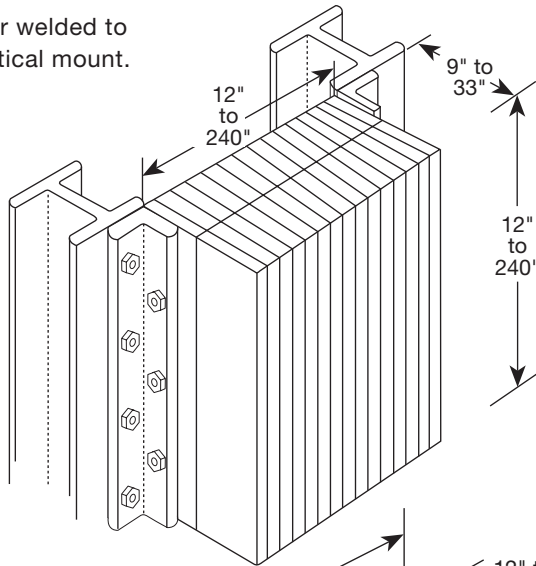


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BLOCK FENDERS

Bolted or welded to steel vertical mount.

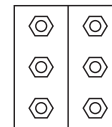


U.S. Navy Application - Everett, WA

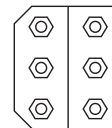
Features

- Designed as economical replacement for large molded/extruded V-shaped fender for U.S. Navy
- Considerably more durable than extruded rubber because the reinforced rubber sections resist tearing and cracking
- Can be mounted vertically or horizontally onto concrete, steel, or wood
- Units can be bolted on or welded on
- Can be used as economical replacement for molded button and circle fenders.
- The size and softness (solid or SR3D-2) can vary to satisfy particular design requirements.

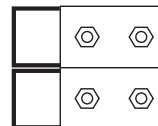
Options



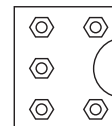
→ Solid block



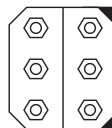
→ Tapered corners for transition and to eliminate hang-up



→ SR3D-2 loop style for maximum softness and energy absorption



→ Cutout for attachment over structural component

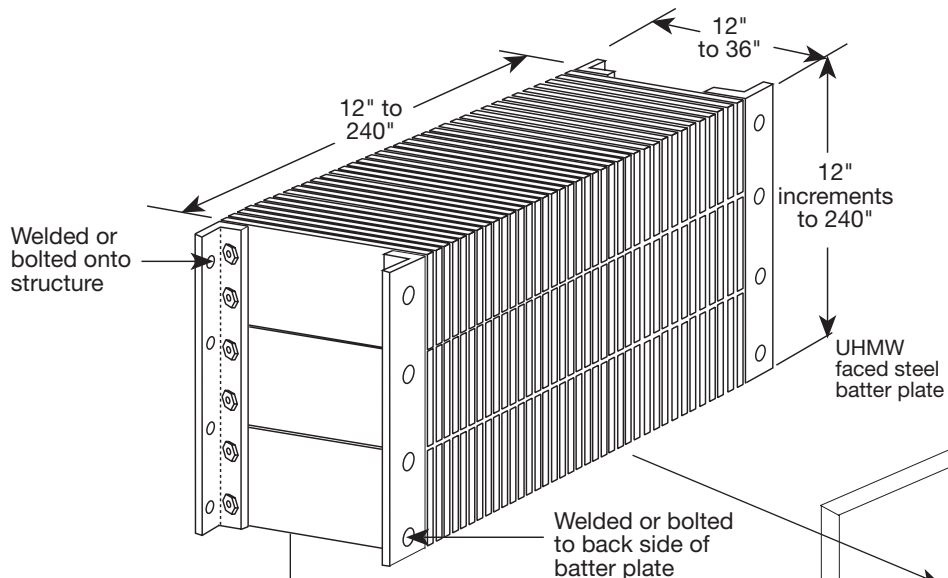


→ Channel lock-rubber fender built into structural c-channel

BLOCK AND BATTER PLATE FENDERS

MODEL 114BB

Batter Plate Support Block Fender



Schuyler Model 114 energy absorbing Batter Support Block Fenders attached to structure and back side of Batter Plate

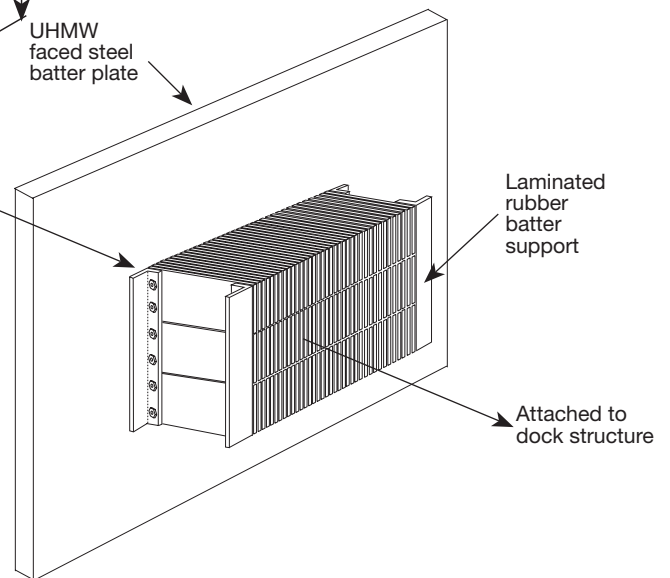
Schuyler Model 114 Batter Plate Fenders attached to Batter plate Support Fender

Structure

Waterline

Features

- Schuyler Model 114 Batter Block Fender dissipates energy applied to batter plate.
- Economical and durable alternative to large molded and extruded rubber fenders.



Laminated rubber batter support

Attached to dock structure

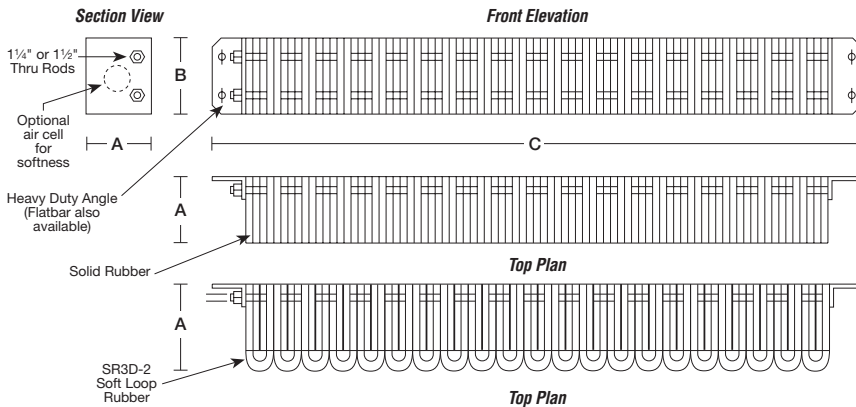
Features

- Schuyler Batter Plate Fender is more durable than molded and extruded rubber.
- Quick, easy installation.
- Unlimited sizes available.

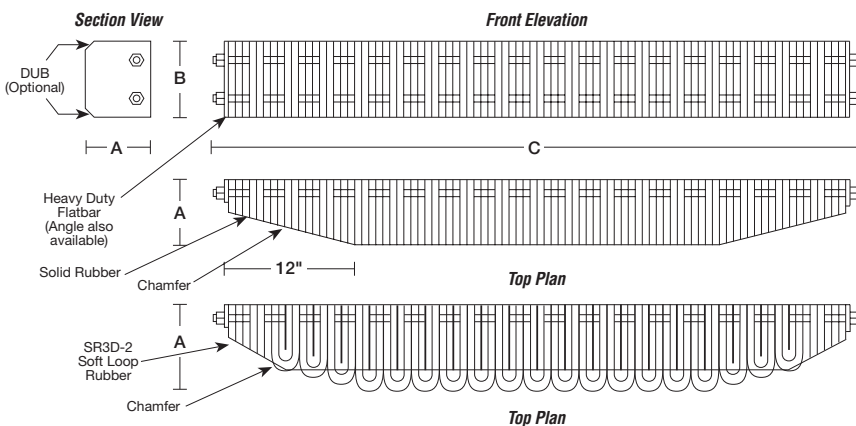
RECTANGULAR PIER / DOCK FENDERS

MODEL 114 SERIES — DESIGN SPECIFICATIONS

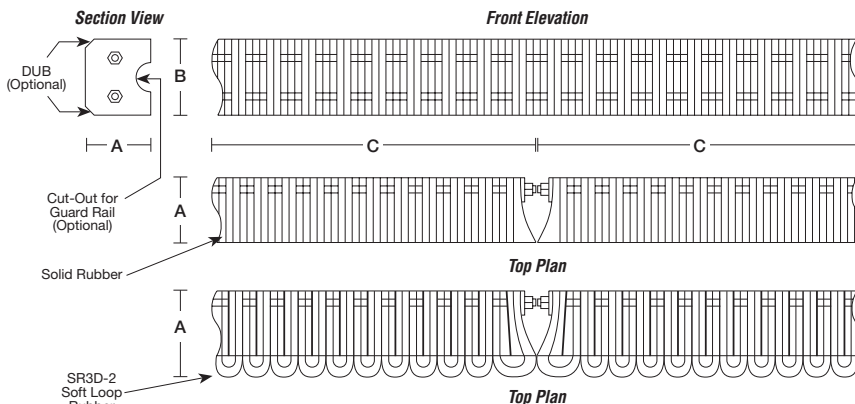
Model 114S (Standard)



Model 114C (Chamfer)



Model 114TJ (Tapered Joint)

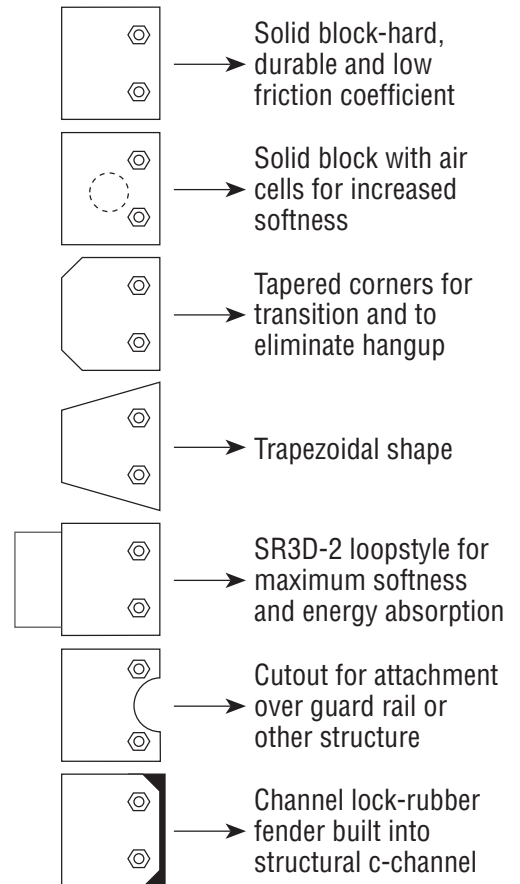


See next page for attachment
system details.

Features

- Schuyler Model 114 Fenders are manufactured with all installation hangers built into each unit – ready for bolting to concrete fascia or welding to steel.
- Units can be hung vertically, horizontally or a combination of both.
- Most economical alternative to molded rubber and timber fenders.
- The size and softness (solid or SR3D-2) can vary to satisfy particular design requirements.
- Pre-curved corner sections available.

Options

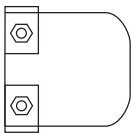
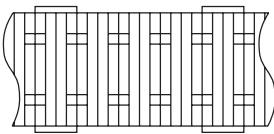
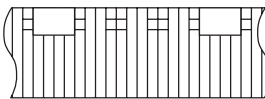
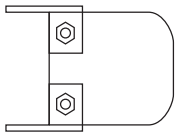
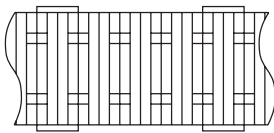
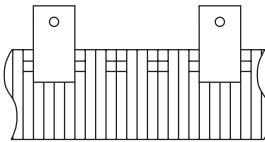
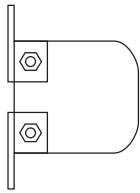
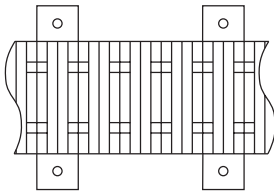
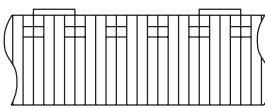
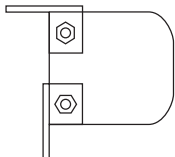
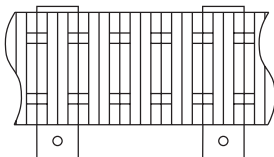
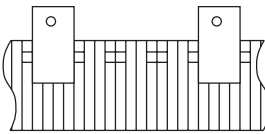
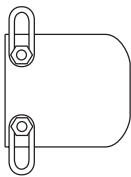
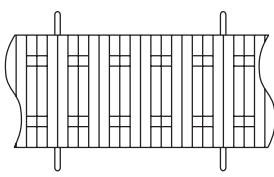
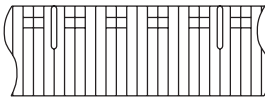
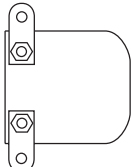
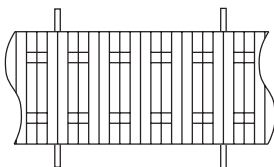
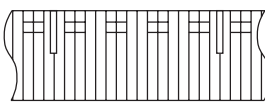


Standard Sizes

A	B	C
6" to 39"	10" to 120"	12" to 240"

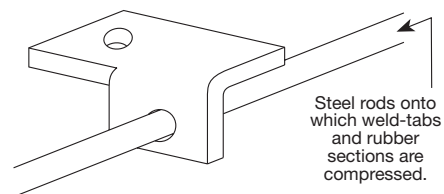
RECTANGULAR PIER / DOCK FENDERS

MODEL 114 SERIES — ATTACHMENT SYSTEM DETAIL

	Section View	Front Elevation	Top Plan
A. <u>FLUSH WELD-TAB</u> – welded directly to steel structure or into existing channel			
B. <u>EXTENDED WELD-TAB</u> – welded over existing steel structure, guard rail, or sponson, or bolted to concrete or wood fascia			
C. <u>BROAD MOUNT WELD-TAB</u> – welded directly to steel structure or bolted to concrete or wood fascia			
D. <u>COMBINATION EXTENDED AND BROADMOUNT WELD-TAB</u> – any combination of hangers are available for custom fit			
E. <u>CHAIN LINK HANGER</u> – pinned or chained to structure			
F. <u>FLAT BAR HANGER</u> – pinned or chained to structure			

Features

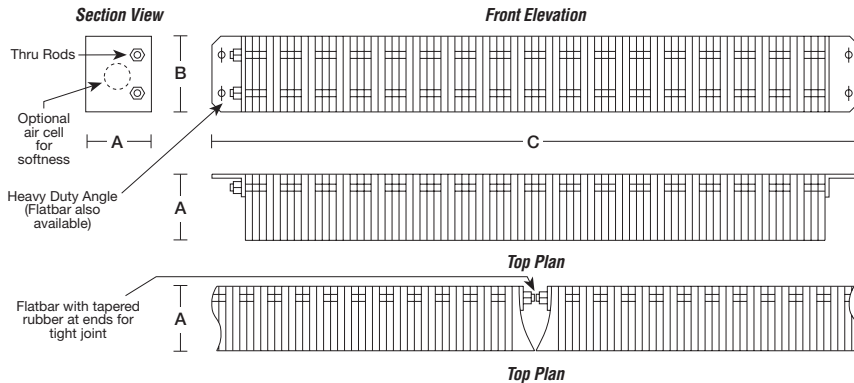
- Each hanger is compressed onto steel rods at required intervals between laminated rubber sections.
- Floats and works independently for ease of attachment to damaged and irregular surfaces.
- Allows for increased movement of fender.



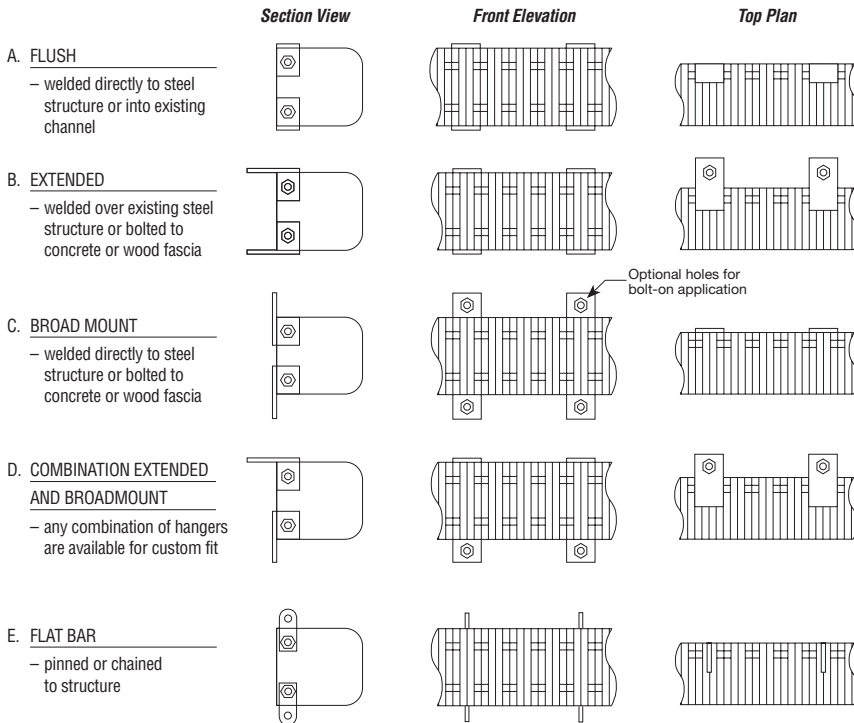
Weld-tabs are constructed of structural steel angle with no welds for maximum strength.

D-GUARD PIER / DOCK FENDERS

MODEL 114D — DESIGN SPECIFICATIONS

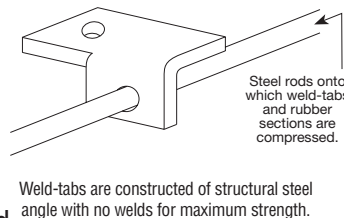


ATTACHMENT SYSTEM DETAIL



Features

- Each hanger is compressed onto steel rods at required intervals between laminated rubber sections.
- Floats and works independently for ease of attachment to damaged and irregular surfaces.
- Allows for increased movement of fender.



Features

- Schuyler Model 114D Fenders are manufactured with all installation hangers built into each unit – ready for bolting to concrete fascia or welding to steel.
- Units can be hung vertically, horizontally or a combination of both.
- Most economical alternative to molded rubber and timber fenders.
- The size and softness (solid or aircells) can vary to satisfy particular design requirements.
- Pre-curved corner sections available.

Standard Sizes

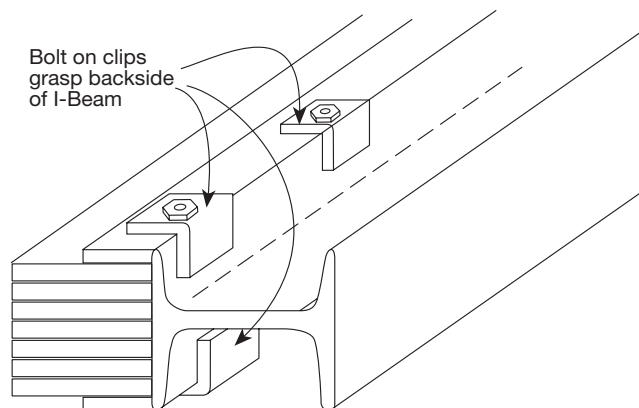
- Schuyler manufactures D-Guard Fenders with or without a cylindrical or D-shaped bore. The variable size and shape of the bore, if required, will give you the specific physical characteristics needed.
- Standard Sizes are noted below. Please specify size of bore, if required, when ordering. Also note that Schuyler has the capability to manufacture non-standard D-Guard Sizes.

PART NO.	A	B	C	WT LBS PER LINEAL FT
SR114D 0606	6"	6"	12"	25
SR114D 0609	6"	9"		36
SR114D 0707	7"	7"		33
SR114D 0808	8"	8"		40
SR114D 0810	8"	10"	240"	44
SR114D 0909	9"	9"		45
SR114D 1010	10"	10"		50

PART NO.	A	B	C	WT LBS PER LINEAL FT
SR114D 0404	4"	4"	12"	10
SR114D 0405	4"	5"		11
SR114D 0406	4"	6"		14
SR114D 0408	4"	8"		20
SR114D 0410	4"	10"	240"	26
SR114D 4510	4.5"	10"		27
SR114D 4512	4.5"	12"		32
SR114D 0606	6"	6"	240"	23
SR114D 0610	6"	10"		36
SR114D 0612	6"	12"		38

WELD-LESS I-BEAM FENDERS

MODIFIED MODEL 115W



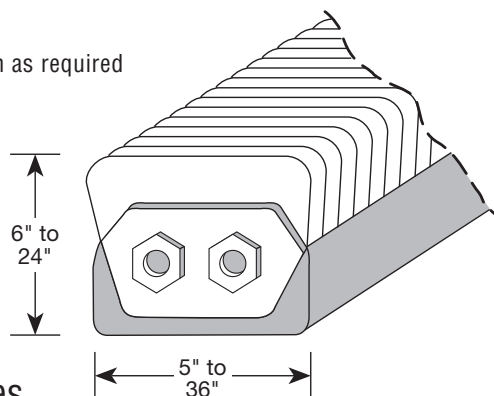
Features

- Standard Model 115 with special weld-less bolt-on clips.
- Designed for spark-less, weld-less application at refinery mooring dolphin.
- Easy to install and remove as required.

CHANNEL LOCK FENDERS

MODIFIED MODEL 114 & 114D

Length as required

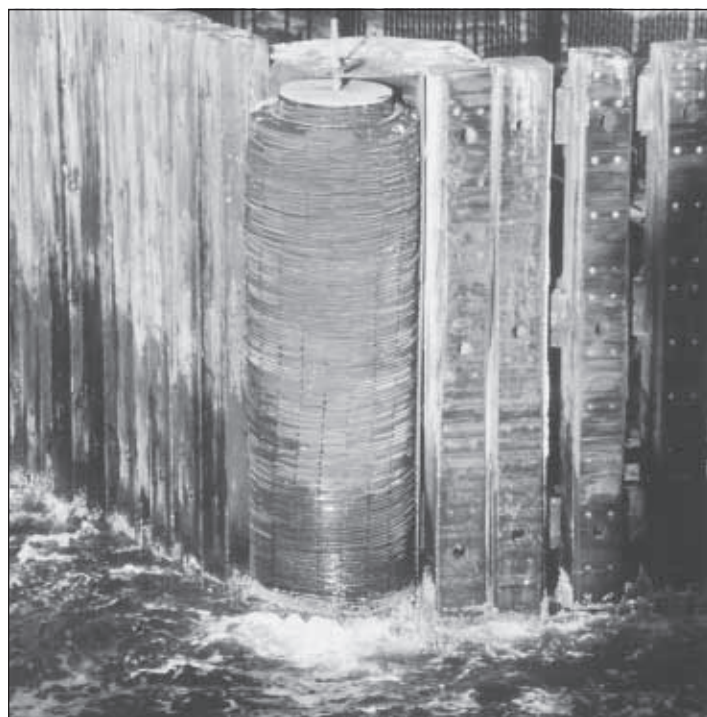
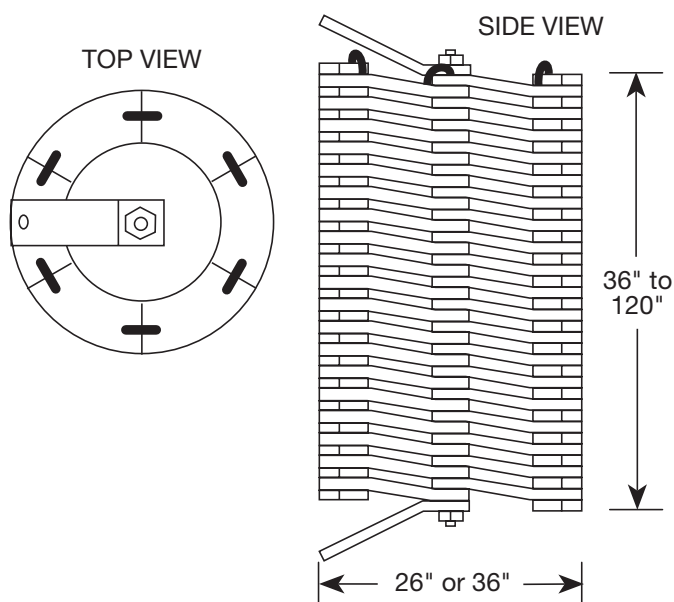


Features

- Laminated rubber sections or punched to precisely fit the structural c-channel and then compressed onto steel rods and retained by flat bar clips welded into the channel.
- Units come complete and ready for welding horizontally or vertically to any steel structure.
- Ideally suited to provide lateral support between I-beams.

CYLINDRICAL FENDERS

MODEL 116



W.S.F. WINGWALL

Features

- Solid rubber sections fabricated with 26" or 36" diameter cross section in lengths up to 120".
- Designed as energy absorbing corner fender vertically mounted (as shown in picture) or horizontally mounted into saddle.

SCHUYLER MARITIME COMPANY, LLC.

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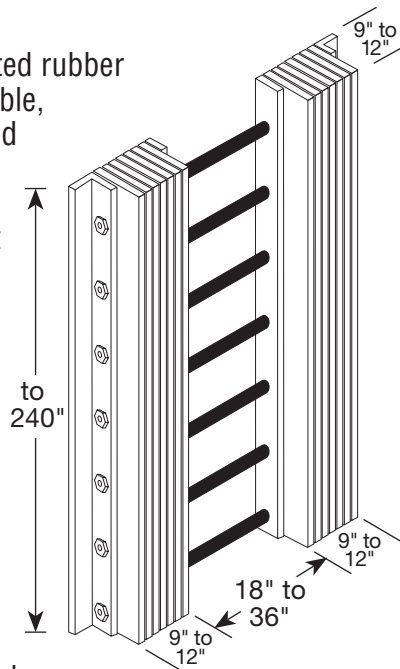


RUBBER LADDER

TAPERED FENDERS

Features

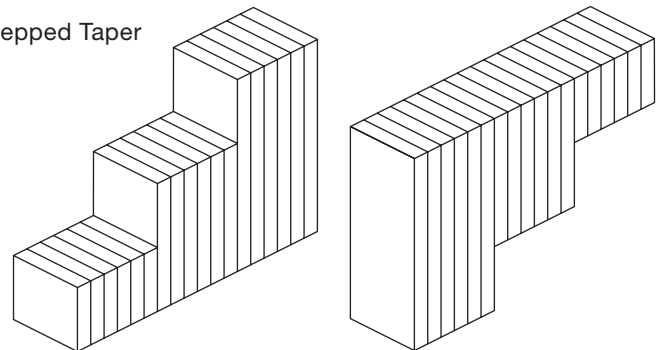
- The Schuyler laminated rubber ladder is tough, durable, weather-resistant, and able to absorb considerable contact from vessels without damage.
- Ladder rungs are 1 1/4" steel rods which are an integral part of the rubber end supports.
- Ladder units can be bolted into concrete, steel, and wood, or welded directly to steel.
- The length, width, and rung placement can vary to fit your particular requirements.



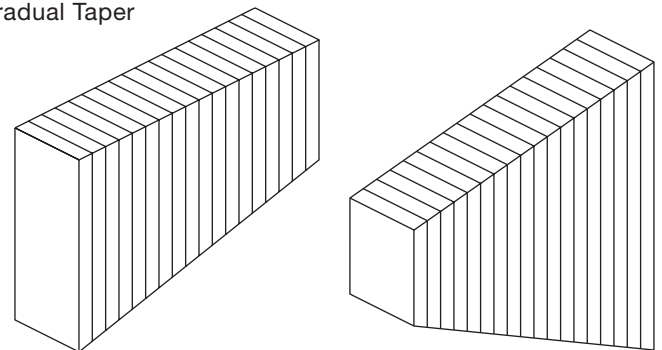
Features

- The Schuyler Model 114 fender can be tapered to fit any area as required.
- The tapered fender can be used as transition from a larger fender to a smaller fender, or as a filler (generally more economical than alternative).

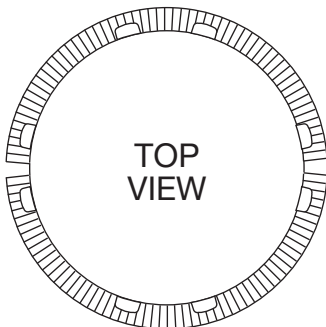
Stepped Taper



Gradual Taper



BOUY FENDERS



Features

- Pre-curved Schuyler Model 114D or 114 fenders are manufactured in two or more sections to cover 360° of the bouy.
- Units can be welded on or bolted on.
- Size, coverage, and pattern can vary to meet your requirements.



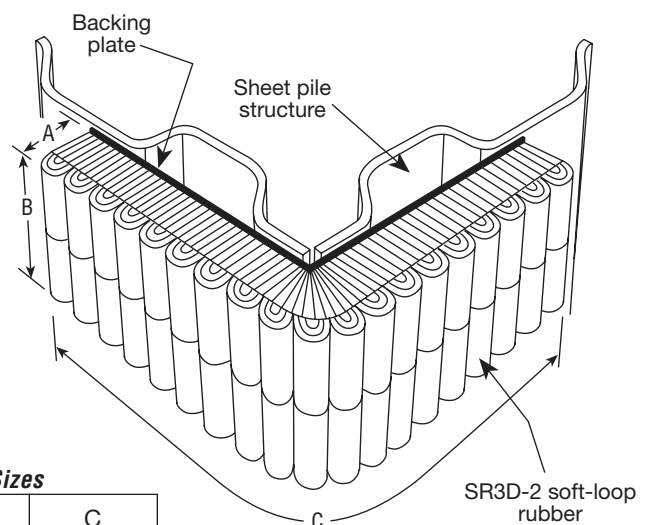
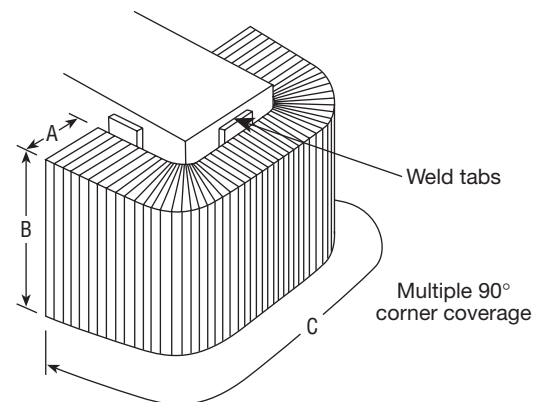
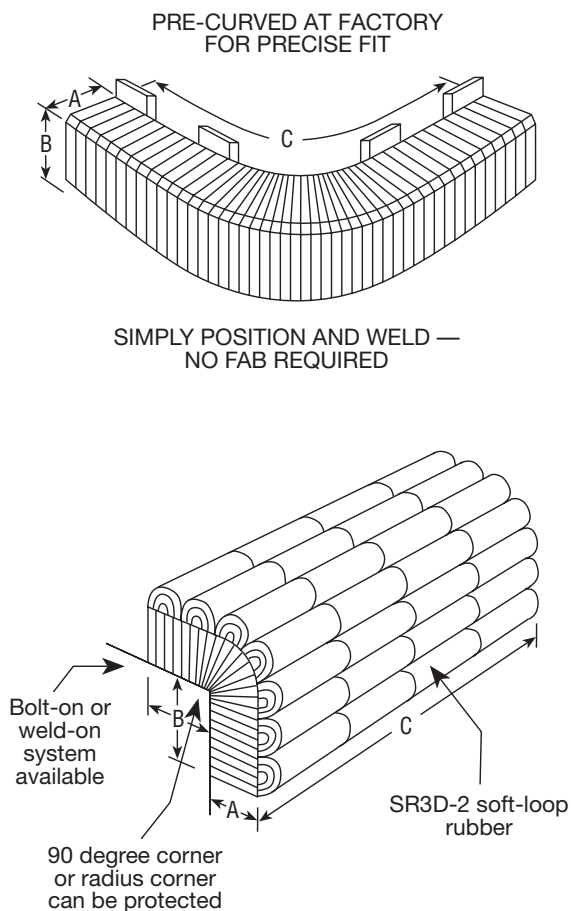
U.S. Army Corps Lock Wall

CORNER FENDERS

MODEL 114 AND 114D

Features

- Corners, transition areas, and odd shaped marine structures are difficult and expensive to properly fender with conventional timber and extruded rubber products.
- The Schuyler Model 114 and 114D can be pre-curved or specifically shaped at the factory for quick installation and effective protection at these troublesome areas.
- The fenders reach the job site complete with hangers, and are properly shaped for effective performance and streamlined looks.
- There is no drilling, pinning, or fabrication required by the contractor in the field.
- In some cases, the fenders can be hung at the factory or workyard before arriving at the job site. Time and money are saved as a result.
- Because of the tight and proper fit, the fenders wear longer and provide the best protection.
- The size and softness (solid or SR3D-2) varies to satisfy particular design requirements.



Standard Sizes

A	B	C
4" to 39"	6" to 120"	12" to 240"

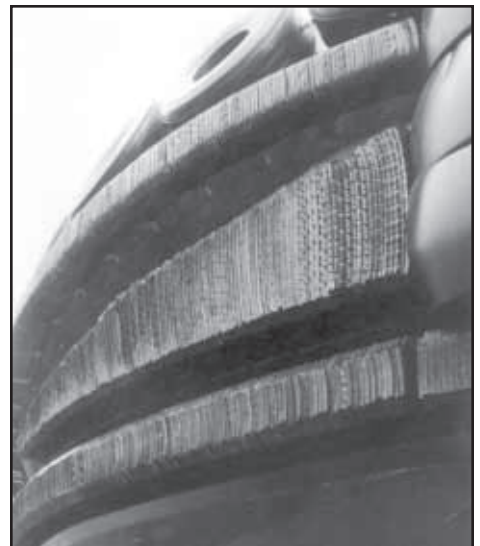
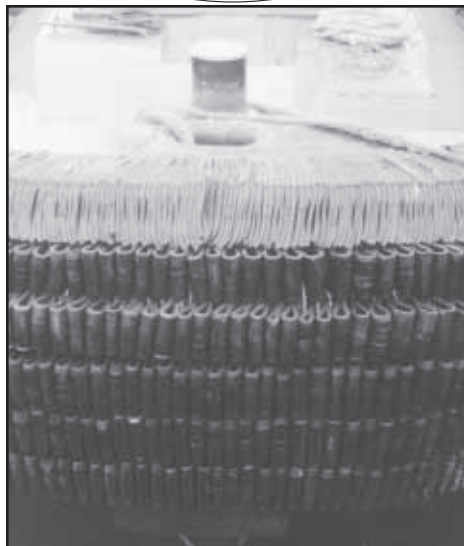
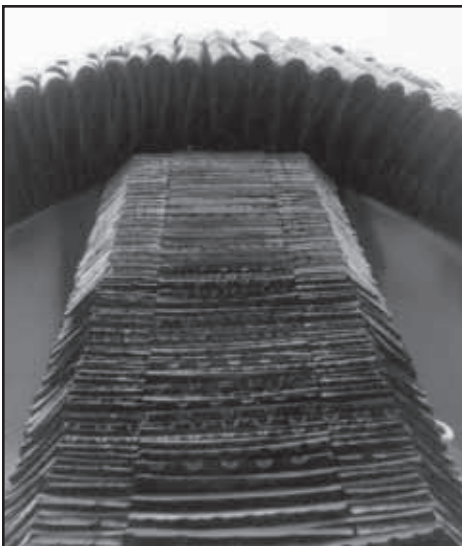
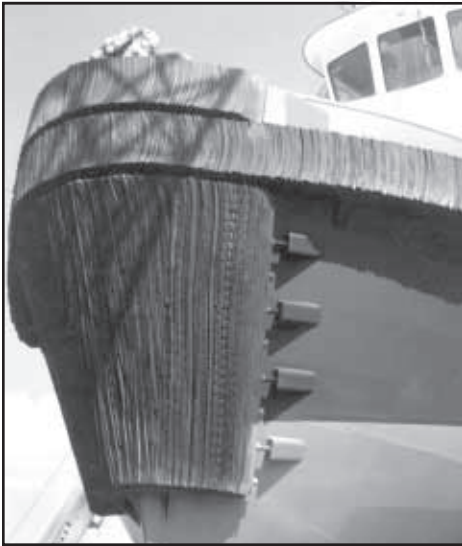
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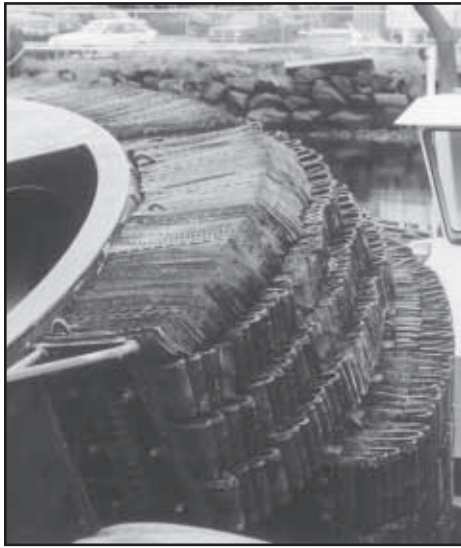


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