

Hanging Tyre Fenders Using Rope

1. Drill holes in tyres offset near the inside wall.
2. Holes to be 100mm diameter so as to take the neck of the splice.
3. By having the neck of the splice in the hole doubles the wear area and helps to resist tearing of the tyre.
4. If possible use old 12 strand HMPE 40mm or 44mm rope, far stronger than any other new rope.
5. If not possible use 40mm 12 strand Polyester type rope.
6. Use a 6t shackle in the middle of the tyre by reeving it through 6 of the 12 strands of each rope leg. This is to ensure if one rope leg breaks you do not lose the tyre fender entirely.
7. Use light lanyard type rope to serve the connection end where the rope legs shackle into the bulwark pad eyes. This is to protect the towline when recovering it onto the winch.
8. If required a short strop type rope can be fitted on to the rope at the bottom of the tyre and shackled into a hull mounted pad eye to stop the fender riding up onto the bulwarks.
9. Measure the length of rope strop required by using a light line to run through the holes one drilled and then add the distance from the holes to the bulwark padeyes, while allowing for the length of the shackle.

Advantages

1. No metal chains or coat hangers to go metal to metal onto a clients ship.
2. The weight of the tyre fender is taken by the bottom of the tyre, hence very little likelihood of the tyre fender getting ripped or damaged around the upper holes.
3. Tyre fender can full compress rather than only being able to parcelly due to internal metal coat hanger.
4. Webbing straps tend to cut into the tyre due to sharp edge profile, where this option is a round profile.
5. Is the cheapest option available.
6. Looks to last longer than anyother option.



