



  
TRELLEBORG

GB

# FORSHEDA

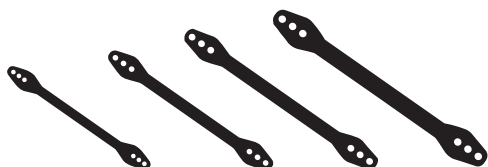
## Mooring compensator



### Safe and gentle mooring with rubber mooring compensators

Made of **EPDM rubber**, the mooring compensator is easy on mooring fittings and boats. It is impervious to the elements, strong sunlight, salt water and obstinate moorings. It is easy to fit, and requires no extra fittings.

### The Compensator is available in four sizes:



| Compensator No             | 1     | 2     | 3     | 4     |
|----------------------------|-------|-------|-------|-------|
| For line diameter, mm      | 10-12 | 14-16 | 18-20 | 22-24 |
| For line circumference, in | 1 1/2 | 2     | 2 1/2 | 3     |

First determine what line thickness you need on the basis of the size of the boat and situation of the moorage. For secure mooring, we recommend a three-stranded line of synthetic material.

In choosing the proper line thickness, the following examples may serve as a guide. (Recommendations of Swedish boat insurance companies.)

| Boat type                                     | Protected mooring | Exposed mooring |
|---|-------------------|-----------------|
| Rowboat with outboard motor, sailing dinghy   | 10 mm             | 12 mm           |
| 5 m boat with outboard                        | 12 mm             | 16 mm           |
| Motorboat or sailboat up to 3 tons<br>3-6 ton | 16 mm<br>20 mm    | 20 mm<br>24 mm  |

### Locking the line

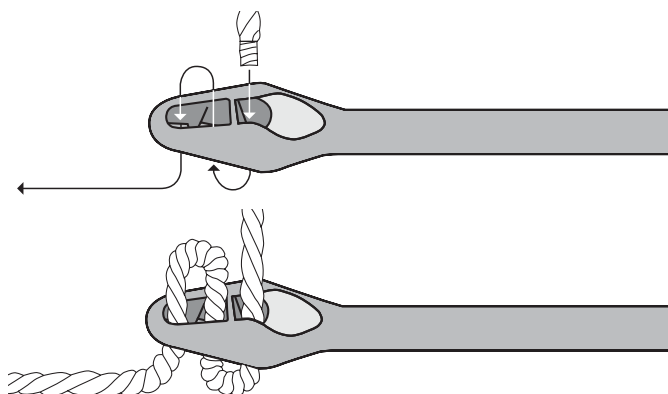
"The Original FORSHEDA" has a unique reinforcement moulded into the weather-resistant EPDM rubber.



It is essential to lock the line securely for the compensator to work properly. Forsheda mooring compensators are equipped with locking elements at both ends which are vulcanized into the compensator. The lock elements, which are injection-moulded and made of polyamide 6 (nylon), lock the line securely without causing wear.

### Easy to fit

The mooring line is threaded through the holes, as shown in the drawing.



The extension of the compensator can be varied by changing the number of times the line is wound around it. The more turns, the further the compensator can extend.



You can set the extension you want. In narrow mooring places, e.g. between Y booms, one or two turns is usually right.



In exposed moorings, you should wind the line three times. You might also consider going up one size in mooring line diameter and compensator.

### Compensating movement and force

The table gives the maximum movement in mm for different numbers of turns and the force which the compensator takes up when a line which is wound three times around the compensator is straightened out completely. More than three turns permits such a large compensating movement that the life of the compensator can be greatly shortened.

| Size  | Length of the compensating movement, mm |        |        | Max. force with three turns of line |         |
|-------|---|--------|--------|-------------------------------------|---------|
|       | 1 turn                                  | 2 turn | 3 turn |                                     |         |
| No. 1 | 50                                      | 150    | 250    | 2000N                               | (200kp) |
| No. 2 | 120                                     | 225    | 325    | 2500N                               | (250kp) |
| No. 3 | 175                                     | 300    | 425    | 3500N                               | (350kp) |
| No. 4 | 200                                     | 335    | 470    | 5000N                               | (500kp) |