TECHNICAL DATA SHEET

integral tank linkspan

The first integral tank linkspan was developed in 1989 and installed on the Tees, UK. The integral tank linkspan offers the greatest stability and flexibility in accommodating vessels that are unrestricted in their beam, freeboard and ramp configuration. With the use of TTS' integral tank linkspan structure the revenue generated by a RoRo berth can be maximised and the need for the involvement of port management reduced.

Both the gradient and the transition angles can be specifically designed for any location, enabling the structure to be tailored to significantly reduce turnaround times. The integral tank linkspan, with no permanent support structure or portal at its outer end provides a clear, safe smooth transition between quay and ship.

Many integral tank linkspans have been installed around the world, TTS having designed and supplied a good proportion of these, all of which meet the customers' required performance and safety criteria.

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The integral tank linkspan is supported at its widened outer end by a floating section that is part of the bridge structure. This section is deep enough to float at a level to match the freeboard of the vessel using it. The level is adjusted by a simple but rapid ballast system. The floating section also has a large water-plane area that limits the immersion due to traffic load to within manageable proportions. The increase in the width of the outer end also creates a large landing area onto which ship's ramps, unrestricted in width or length, may be lowered. In addition to being able to accept all RoRo vessels regardless of their freeboard, beam or ramp size, the passage of vehicles is much smoother than with other floating types. There are only two managed articulated junctions at the hinge and at the ship's ramp allowing the transition angles to be optimised.

Integral tank linkspans can be supplied with upper decks and in skewed configuration. Extendable flaps may also be supplied to allow use by female ships (those without ramps). These flaps stow flush with the deck, so as not to interfere with the ramp of any other ship using the berth.

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