SHIPBOARD
HANDLING
EXCELLENCE

Side-hinged and sliding doors

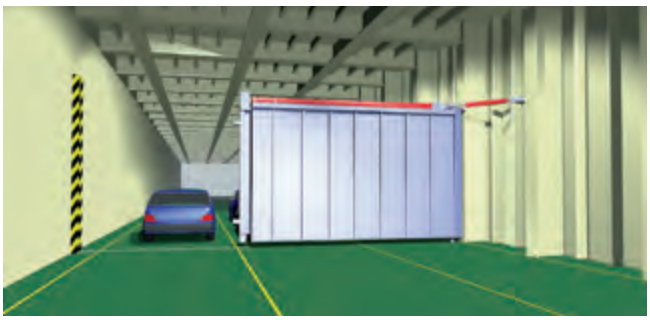
During the last few years, a number of important regulations regarding water accumulation on RoRo decks have been put into force. One of the principal means of complying with the new regulations – particularly on existing ships but also on new vessels – is installation of flood prevention barriers.

A number of pioneering solutions are offered by TTS, including the side-hinged and sliding door, which is fitted with a sliding end section.

Depending on an operator's needs and the ferry design, one of two alternatives can be chosen:

- 180 deg side-hinged and sliding door
- 90 deg side-hinged and sliding door

In the first type of door, the compact design – which is under 1m thick – is hinged at the outboard end and stows neatly alongside the shell. When a block of vehicles has been loaded, the door is swung through 90 deg to form a barrier, and the next block of vehicles moved up against it. When discharging, the door is opened after the block of vehicles ahead have moved off the ship, to complete the 180 deg swinging movement.



Manoeuvring is by hydraulic cylinders. If required, the inboard end can be fitted with a telescopic section to allow vehicles through one lane.

It is not necessary for the side-hinged door's depth to extend the full height of the deck, but prior to operation it is essential to first lift the door 100mm to free a lower packing seal that ensures tightness. As the door can swing through 180 deg, it does not matter from which end vehicles are loaded.

Several examples of the 180 deg side-hinged and sliding door, and also a special 90 deg version, including versions with telescopic end sections, have been successfully installed by TTS on both existing and new ferries.

Closing phases of the side-hinged and sliding door