SHIPBOARD
HANDLING
EXCELLENCE

External side-hinged doors

Doors in the side shell can be seen on almost every type of ship and are used for various duties, the most common being for passengers, pilot entry, and for bunker hoses. The opening mechanism can be either sliding, top-hinged or, as described here, side-hinged. Side-hinged doors can be arranged to open inwards or outwards, and can be built with either one or two leaves.

Opening and closing of external side-hinged doors is by manual or hydraulic means, but the most common is inward opening using a hydraulic cylinder. The door is cleated by a cylinder fitted with an internal mechanical lock for secure fixing.

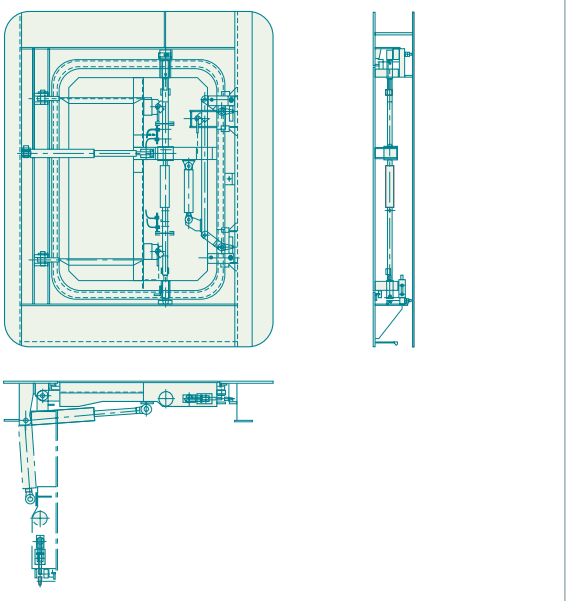
Different types of manoeuvring valve can be specified – either manually actuated or automatic push-button types. If required, a small pump kit can be simply mounted on the door itself with a minimum of hydraulic piping.

External side-hinged doors are equipped with TTS rubber gaskets to ensure the highest standards of weather-tightness, according to the latest rules. In addition, a lamp indicating system on a local panel shows if a door is open, or closed and cleated. A cable link to a remote panel on the bridge is also provided.

Shell doors can be built of steel or aluminium plate and profiles, using classification society-approved materials, and are designed to fit flush with a flat or curved hull section.

Generally, such doors are delivered as complete units, including their own coaming; the latter comprises approximately 500mm of surrounding plate with any necessary stiffeners welded in position. This makes it possible for a shipyard to fit a door into a hull quickly and efficiently. TTS also designs external top-hinged doors (see separate product documentation).

Examples of TTS external side-hinged doors can be seen in operation on cruise liners, RoRo ferries and many other types of ship worldwide.



A shipyard can install the external side-hinged door as a complete unit if required