



Sliding link 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 for existing ships but also for new vessels – is the installation of flood prevention doors.

SLIDING LINK DOORS

One of a number of ingenious solutions from TTS is the sliding link door. In this design, the door, which is built in three or more sections, stows very neatly against the side shell, or alternatively against an inboard casing.

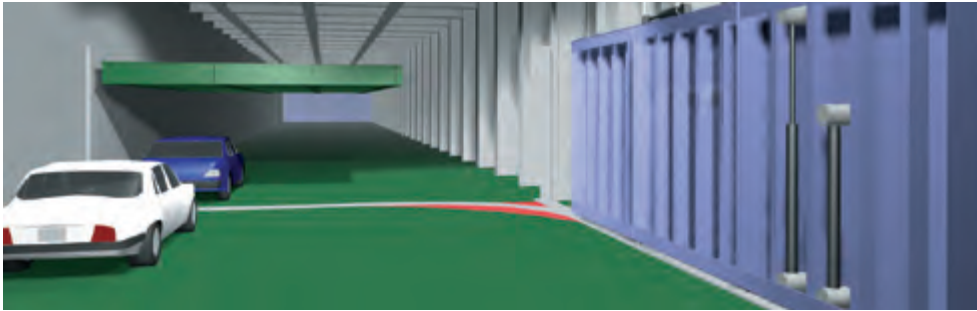
To deploy one of these sliding link doors, it is moved through 90 degrees on a radiused track until it reaches its active position, forming a transverse barrier across the vehicle space. Movement can be made by hydraulic motor with a rack and

pinion, or by jigger winches and wires. Joints between sections are locked hydraulically when the door is in its operational position to allow the door to accept horizontal loads.

Any hoistable car platforms above a door can easily be

accommodated by placing the door so that it slides between two platform sections. An important feature is that all operational systems are integral with the panels, and the only outside connection is to a power supply. Thus, a complete system can be built, tested, and adjusted in TTS Ships Equipment's factory, and installation time is minimised.

An attractive feature for sliding link doors is that a complete deck can be filled with vehicles before they need to be positioned. Depending on the design and size of an individual ferry, two or more doors may have to be fitted along a vehicle deck's length, and if two inboard casings are included, then all sections should have doors installed.



Sliding link door in open position (top), during closing operation (centre) and in closed position (right)

Principal arrangement for operation of sliding link door

