

平胶条/橡胶密封圈

Flat Strip/Weathertight Seal

上海中升科贸有限公司

Cargo Securing Systems Centre

安全 方便 快捷

SAFE·CONVENIENT·QUICKNESS



公司简介

上海中升科贸有限公司成立于1998年，专业从事于船舶舾装设备设计和销售。公司秉承“精心设计，精诚服务，国际水平，顾客至上”的方针为客户提供优质的产品和服务。作为国内首家专业绑扎件公司——昆山吉海实业公司的唯一销售代理，公司立足于船用系固产品，致力于船舶货物系固系统和货物系固产品设计等方面的研究，在集装箱船、木材船和滚装船等船型货物系固方面有多年的设计经验，在2012年设计完成集装箱外绑扎系统，并为APL10700TEU专用集装箱船配备了全套系固产品，成功跨入了可以完成超大型专用集装箱船货物系固系统设计的行列；在2014年，公司又在大型滚装船系固系统上进一步突破，完成了8000PCTC车辆系固系统和系固产品的设计。

全面的技术服务

公司拥有专业的设计团队，并与国内多个科研机构合作，遵循安全、方便、快捷的原则为用户提供货物系固系统设计、产品设计以及其他技术咨询服务。包括集装箱船钢结构(导轨，支柱和绑扎桥等)设计，舾装设备结构分析和强度计算，特殊绑扎产品设计等。

卓越的品质保证

公司有完善BV认证的ISO9001质量管理体系BV认证、齐全的检测设备、专业的产品设计和制造基地。产品能提供各个船级社的证书。国际化贸易平台。公司具有丰富的信息和业务渠道，拥有大量的货源，可以充分满足国内外客户的采购需求，提供全球化的贸易服务。

INTRODUCTION

Cargo Securing Systems Centre, established in 1998, is specialized in the design and sales of ship outfitting equipment. In a policy of "Careful Design, Sincere Service, International Level and Customer First", we provide high-quality products and services for the customers. As the exclusive distributor of Kunshan Luckysea Industrial Co., Ltd. – China's first professional lashing company, we have been based on ship securing products and are committed to the research of ship cargo systems design and cargo securing product design. So far, we have accumulated many years of experience in the design of cargo securing products for container ships, timber ships, Ro-Ro ship and other types of ships. In 2012, we completed the design of external lashing system, supplied full sets of securing products for APL10700TEU special container ships, and successfully edged into the rank that can complete the design of super-large container ship cargo securing systems independently. And later in 2014, we made further breakthrough in large Ro-Ro ship securing system and completed the design of 8000PCTC vehicle securing systems and products.

Comprehensive Technical Service:

We have a professional design team, cooperating with many scientific research institutions in China, and provide users with cargo securing system design, product design and other technical consulting services in a principle of safe, convenient and professional. Design services we provide include container ship steel structure (guide rail, strut and lashing bridge) design, outfitting equipment structure analysis and strength calculation, and special lashing product design.

Excellent Quality Assurance:

We have ISO9001 Quality Management approvals from BV, complete inspection devices, and a professional product design and manufacturing base. Our products can be provided with certificates of various classification societies. An international horizon, abundant information and business channels, as well as sufficient source of goods enable us to fully meet the domestic and foreign customers' purchasing demands and to provide global trade services.



平胶条/橡胶密封圈

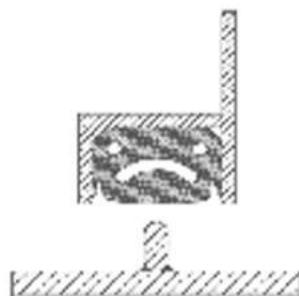
Flat strip/Weathertight seal



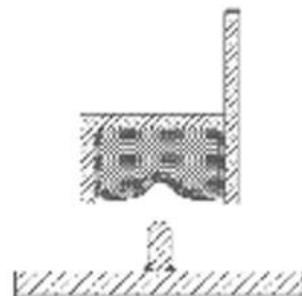
All-weather hatch cover sealing, A number of years ago, developed its patented profile rubber gasket to meet the challenges of effective sealing in demanding marine environments. Throughout this time, the flexible seal has proved to be successful. The rubber gasket shapes itself against its opposite surface and works equally well on cover/coaming and cross joints. It adapts to coaming deflections and needs no flat-bar.

For a long and trouble-free lifetime, Thanks to the combination of special rubber material and profile geometry, the seal manages any movements between hatch cover and coaming. The profile's hardwearing rubber material does not absorb water, so there is less chance for corrosion inside the retaining channel due to, for example, excess moisture. This solution ensures virtually maintenance-free performance – year after year. The optimised compression force keeps adverse changes on the profile nose to an absolute minimum and eliminates compression-related ageing. And since there is no need for a raised compression bar, installation is cheaper and cleaning the coaming top is fast and easy.

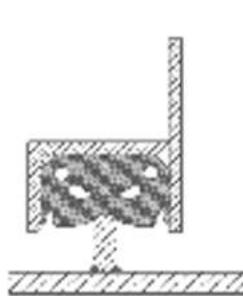
FlexSeal



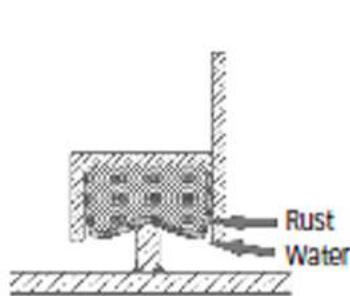
Conventional gasket



FlexSeal



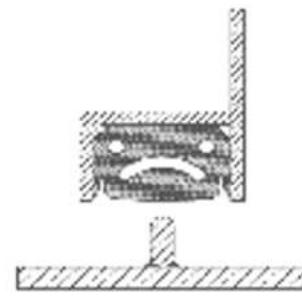
Conventional gasket



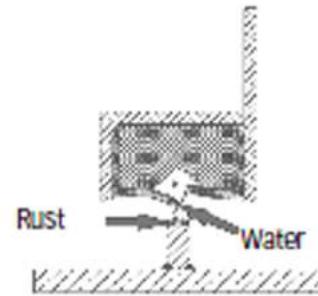
FlexSeal is made of solid rubber – it keeps its original shape and maintains initial tightness.

The compression bar forces the sides of the FlexSeal against the walls of the retaining channel, for a perfectly weathertight seal. The seal remains in place when the cover and coaming move in relation to each other at sea. This also prevents the retaining channel rusting.

FlexSeal



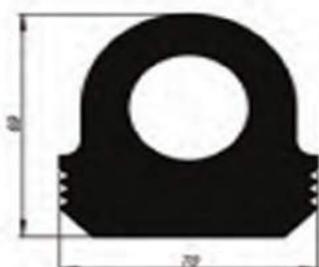
Conventional gasket



There is no risk of FlexSeal absorbing any water, so no risk of freezing. The retaining channel and compression bar are not prone to rust.

平胶条/橡胶密封圈 Flat strip/Weathertight seal

船用舱口盖实心橡胶条/HATCH COVER SOLID PROFILES/EPDM SOLID PROFILES



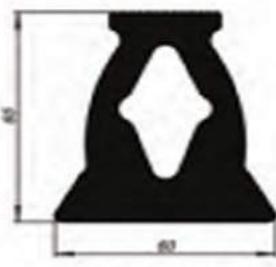
69x70cm



67x72cm



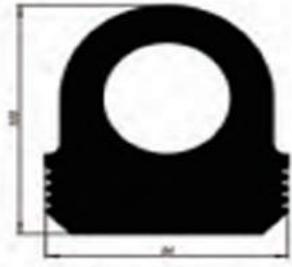
105x128cm



65x60cm



56x190cm



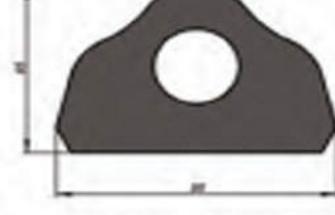
100x94cm



60x90cm



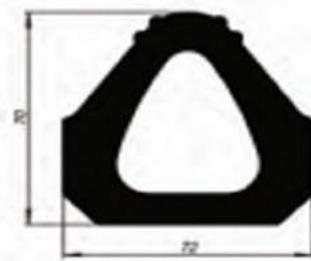
34x120cm



65x95cm



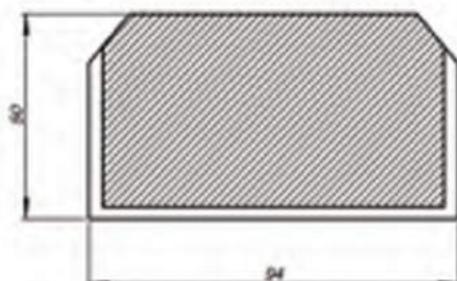
50x94cm



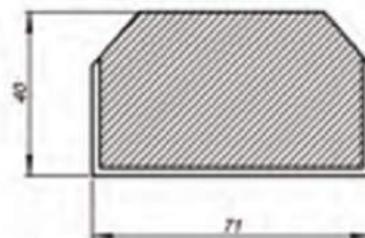
70x72cm

平胶条/橡胶密封圈
Flat strip/Weathertight seal

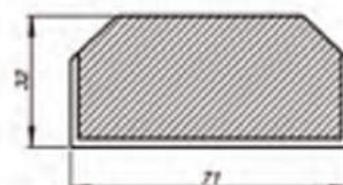
船用舱口盖海绵橡胶条/HATCH COVER SPONGE PROFILES



50x94cm



40x71cm

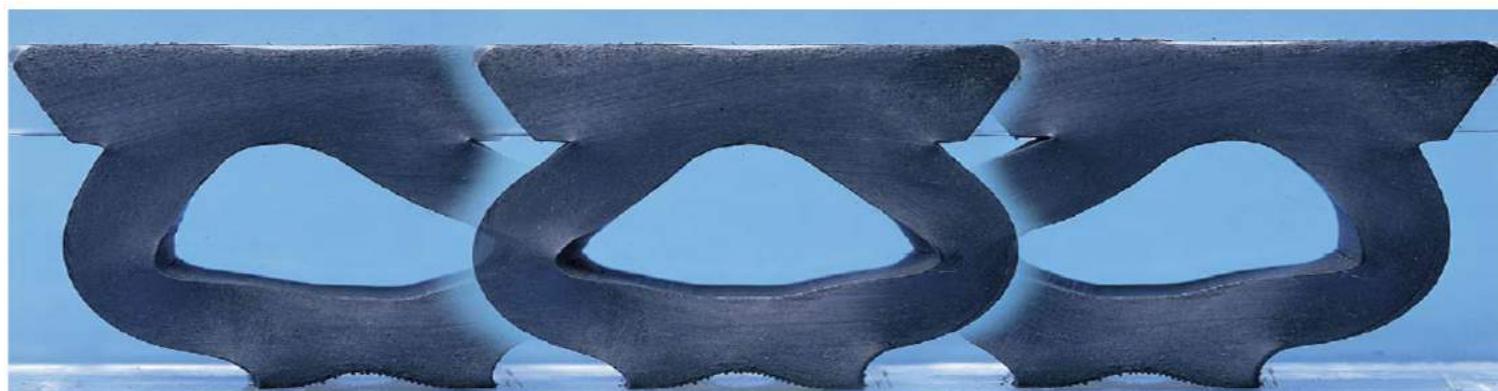


32x71cm

实心和海绵橡胶角件/ SOLID AND SPONGE RUBBER CORNERS

模压角和胶水连接橡胶角件/ MOULDED CORNERS AND GLUED CORNERS





Figs.1 & 2: The double lip seal has been developed specifically for OBO vessels. Of very compact dimensions, this seal is made of nitrile to provide maximum resistance to gas and oil. It is available in two designs to cater for different loads.

Figs.3 & 4: The single lip seal is Ships Equipment's multipurpose seal design. It is produced in different shapes according to loading requirements, and in different materials depending on the cargo to be carried. Versatile in its application, the single lip seal can be employed on RoRo equipment, such as water- and gastight ramps or side shell doors, as well as on folding hatch covers.

Fig.5: The sliding seal was introduced for use where there is a larger side movement in a ship's hull. To accommodate this movement, the seal is made to slide over a steel plate (Ships Equipment recommends stainless steel) incorporated in the coaming.

Figs.6 & 7: The vacu-seal employs a vacuum system which uses an air pump to extract air from the interior of the seal. The partial vacuum produced causes the seal profile to deform, retracting the seal's lip from its mating surface and enabling the hatch cover to be removed or replaced. Although designed for use on lift-on/lift-off hatch covers to allow non-sequential opening of the hatches on container ships, the vacu-seal also has other applications.

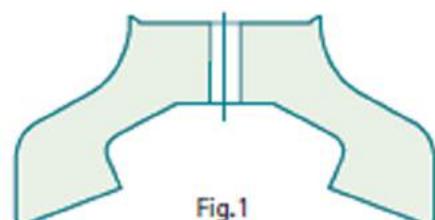


Fig.1

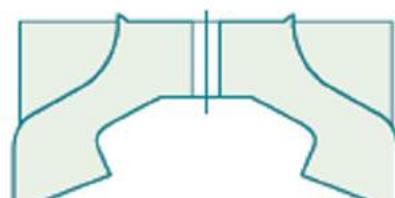


Fig.2

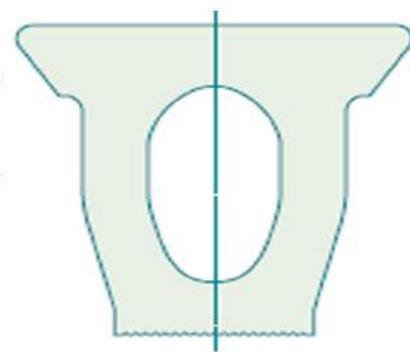


Fig.3

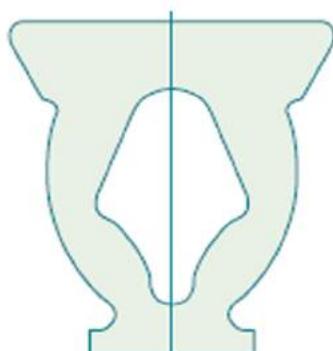


Fig.4



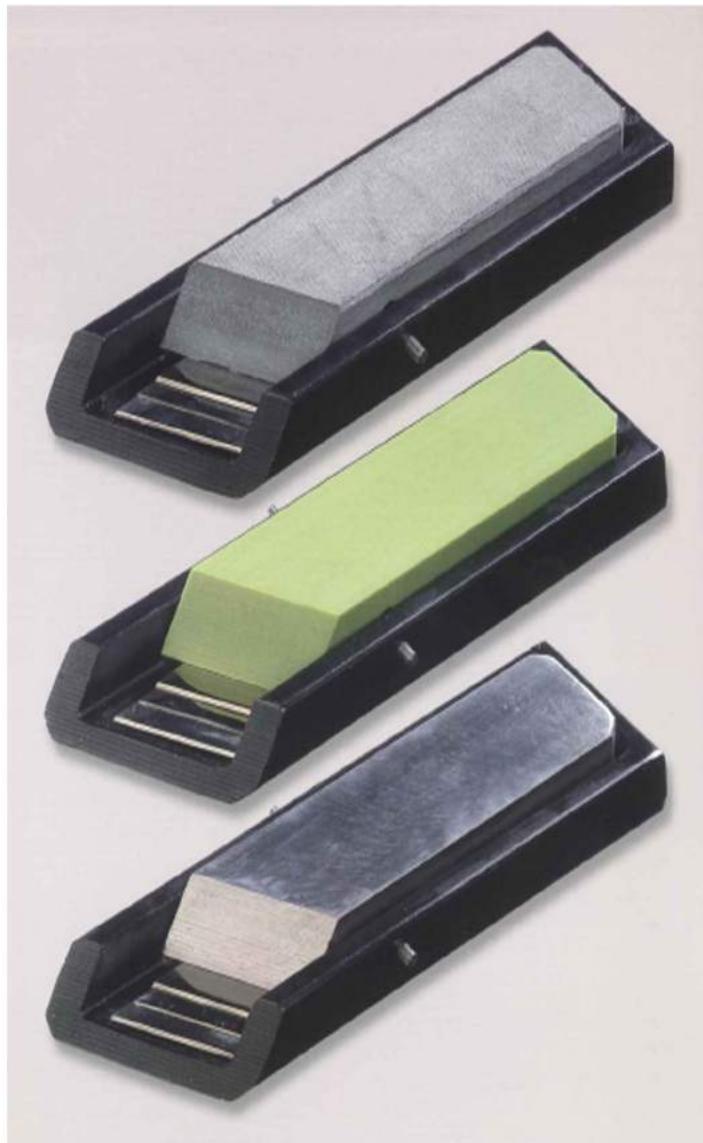
Fig.5



Fig.6



Fig.7

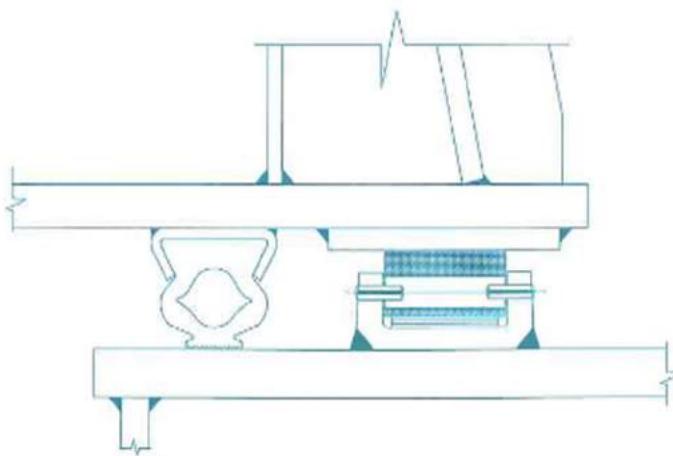


The Pad have three types are:

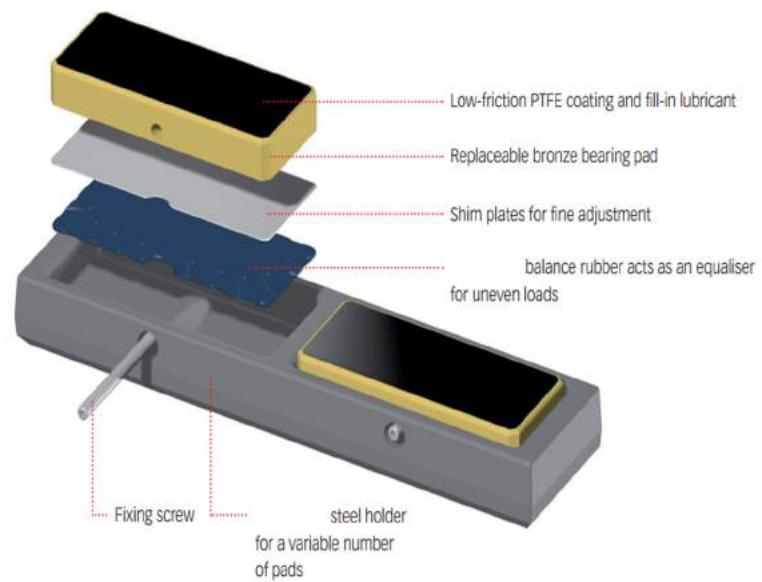
Optipad use is made of PTFE in the front of a 'weave' fabric which results in a highly efficient bearing pad able to absorb very high loadings while accommodating considerable movement of the hatch cover/coaming interface.

Medipad :employing a polymer composite material for one component,frictional resistance is decreased so that wear-down is considerably reduced and bearing life greatly extended .

BasicPad: this unit has bearing faces employing high tensile steel of haedox 500/weldox 700.



Bearing pad arrangement (pad on hatch cover)





CSST

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