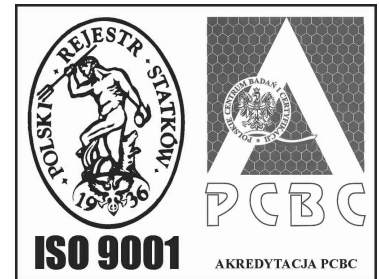


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WELDING INSTRUCTION FOR WATERTIDE AND HOOSE-PROOF SHIP DOORS

Date: 2007-03-21

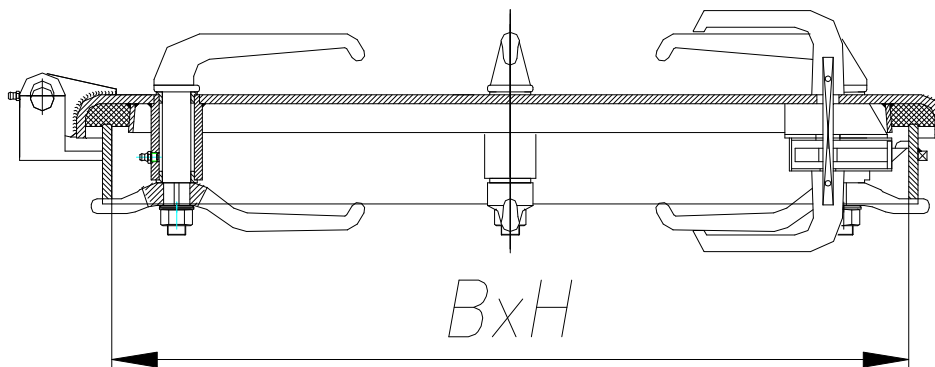
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Division of operations and their detailed course are usually done by the shipyard according to its own instructions. The mode of assembly presented below is helpful in its development. Bohamet does not give guarantee for assembly performed by other companies using other instructions.

I. GENERAL REMARKS:

1. Functional sizes it is clear opening of door frame $B \times H$, are made within the bounds of tolerance IT-16.



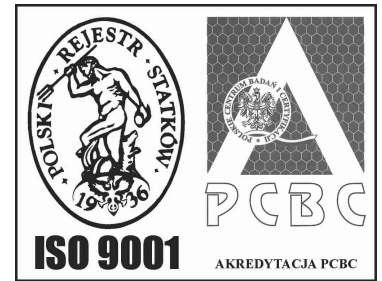
2. Transport of the door from stock on place of installation to be made on the pallet making an integral part of the door. The door leaf is additional secured whit steel tape against the opening. This tape to be removed before the preparation for installation.

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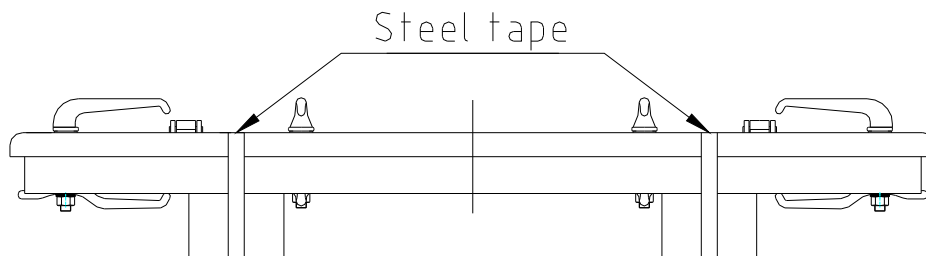


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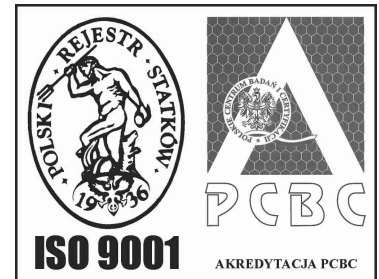
3. Vertical transport of the door (on deck) should be made on transporting pallet using the crane. Do not belong to transport the door on steel.
4. Please remember during the manual transport about securing the closed position of the door to prevent the opening and stroke in the legs of the worker. The door is delivered whit the fastening tape secured against the opening of the frame.

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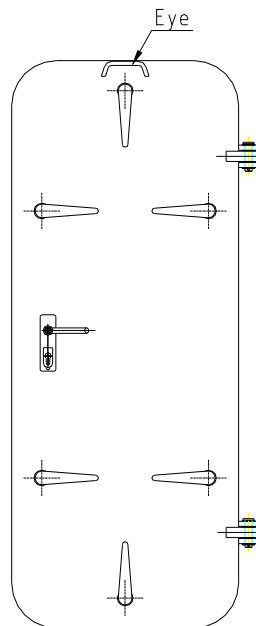
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II. PREPARING FOR INSTALLATION:

1. Take the door including the pallet on the place of installation after checking of the door number.
2. It is recommended to weld mounting eye, into the door leaf, which is made of bar $\varnothing 12$, at the top side to make easy for installation of door leaf into the coaming which is mounted in the bulkhead.



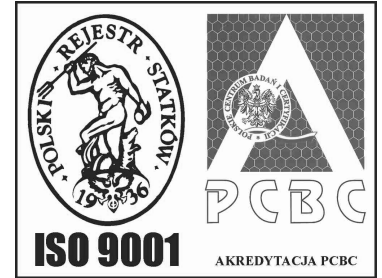
3. Trace the hole in to the wall (acc. To plan) with the maintenance of precision IT-14.
4. A size of the slot between the edge of the burned hole and the adjacent plane of the frame must not exceed 2mm on sides and 3mm in round corner area for rectangular windows.

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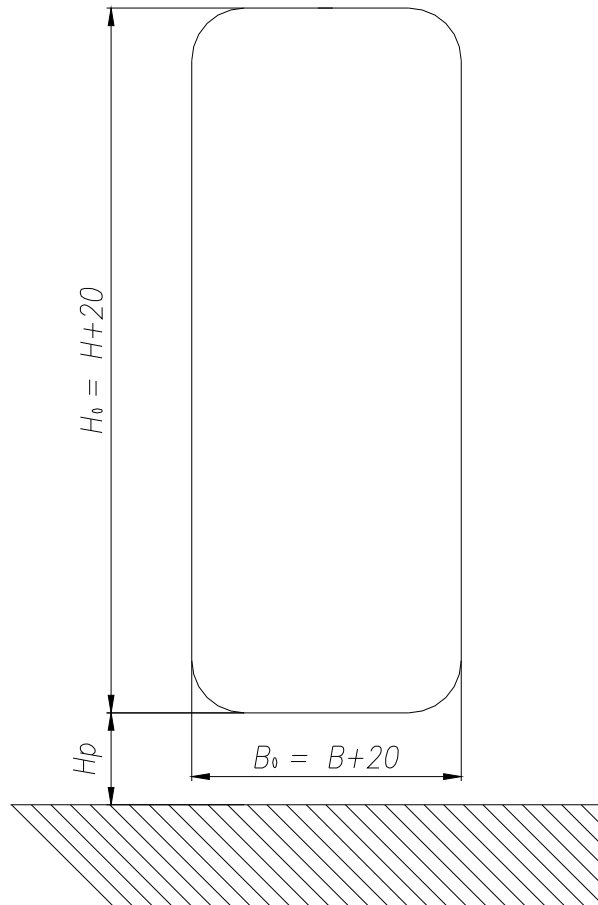
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5. Cut the hole acc, to trace. After burning of the hole please check the actual size of the hole, which should be executed with deviations (+2) (-1)mm. the rim of the hole after burning to be polished on circumference. The surface clean from chips and hails using the grinder with flexible tape.



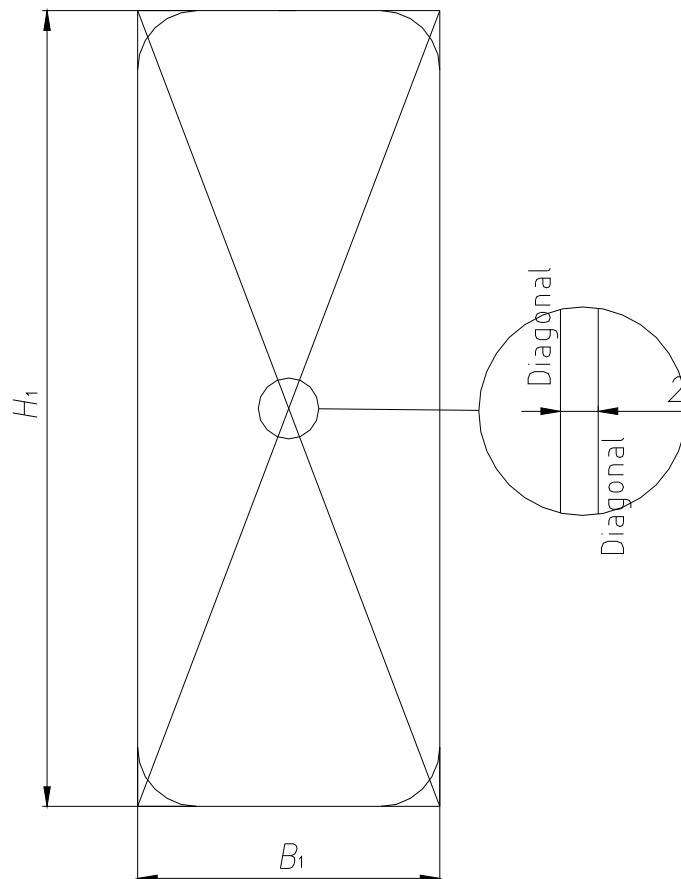
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6. Check a rectilinearity of walls around the holes and flatness of the wall in place of hole execution. Straighten all curvatures in order to obtain the adhere of the frame to wall with slits max to 1 mm. The flatness of frame hole should be checked at cross – diagonals. Distance between the diagonals at place of crossing can not be bigger than 2mm.



7. Dismantle door – remove the frame from the leaf and take out all hinge bolts.

WELDING INSTRUCTION FOR WATERTIDE AND HOOSE-PROOF SHIP DOORS

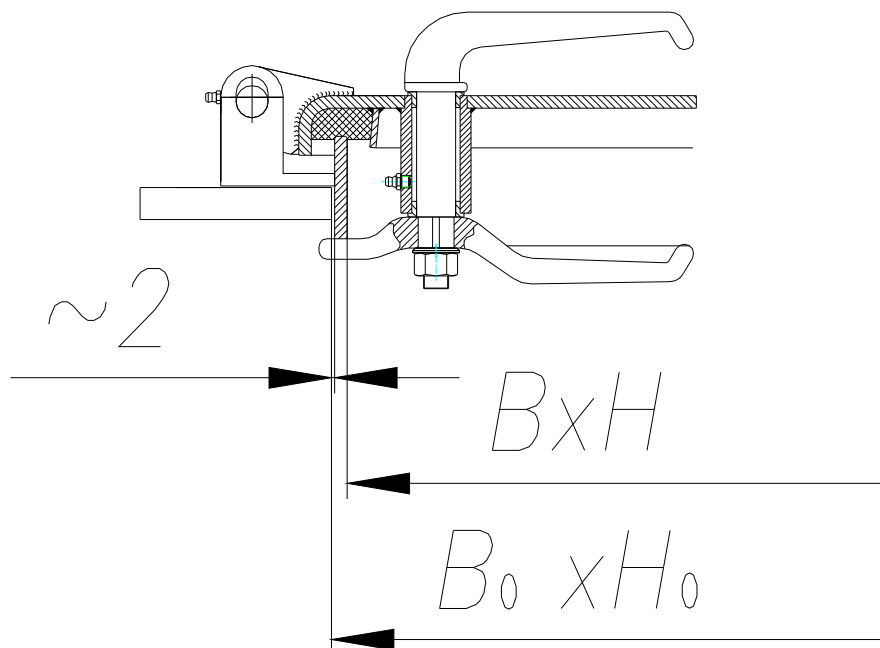
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III. INSTALLATION OF THE DOOR FRAME.

1. Door frame put in hole in bulkhead. Place them in correct position, if it is necessary block door frame whit wedges or separators.
2. The slit between walls of superstructure and door frames does not should be bigger than 2mm. In case of bigger slits, please reiterate the straighten the wall.



3. Weld the frame to the wall acc. to scheme. First welding should be done on the outside, than the welding on the inside also acc. to below scheme. A tack weld has to be made acc. to direction and sequence as shown on the sketch, keeping 200mm between. Proper welds 70 to 100mm has to be made acc. to direction and sequence as shown on the sketch, till obtain full welds around whole frame. Quantity of tack and proper welds is depending of size of the door's frame.

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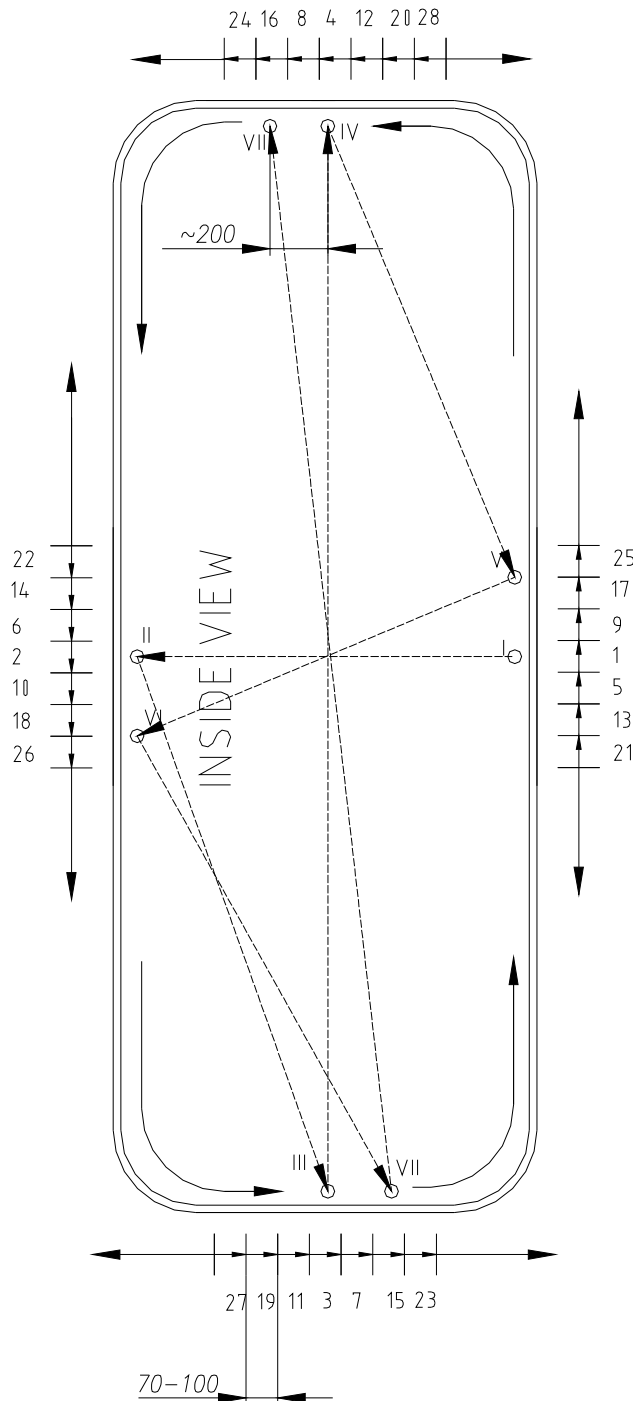


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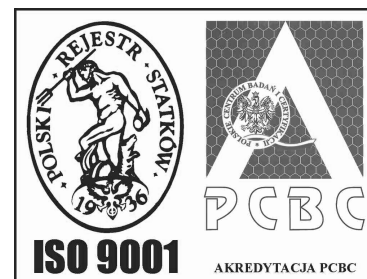


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4. After the application of operating /tack/ glasses, it should be checked for example with the "chalk trace" if the opening part is adjacent symmetry
5. Clean all welds. Remove all welding defects and complements welding.
6. Check the flatness of door frame. The section of two diagonals can not be bigger than 2 mm(like in point II.5).

IV. INSTALATION OF DOOR

1. Hing the door leaf on the frame, calling your attention to position of closure bolts. Hinge bolts should be freely pulted, without using a force.
2. Secure the seal against the accidental painting by glue the self – caressing tape.
3. It is possible to regulate the interference of the frame into the seal by polishing of the area of the wedge or by increasing of the wedge (surfacing by welding and polishing of the film).

NOTE:

Doors in accordance whit standards DIN83101/102/103 for transport time have loosen nuts of clamping. This is necessary to avoidance deformation gasket in transport time. After montage ship doors it is necessary to regulate position of nuts in clamping. This regulation is necessary to correct functioning of this type doors.