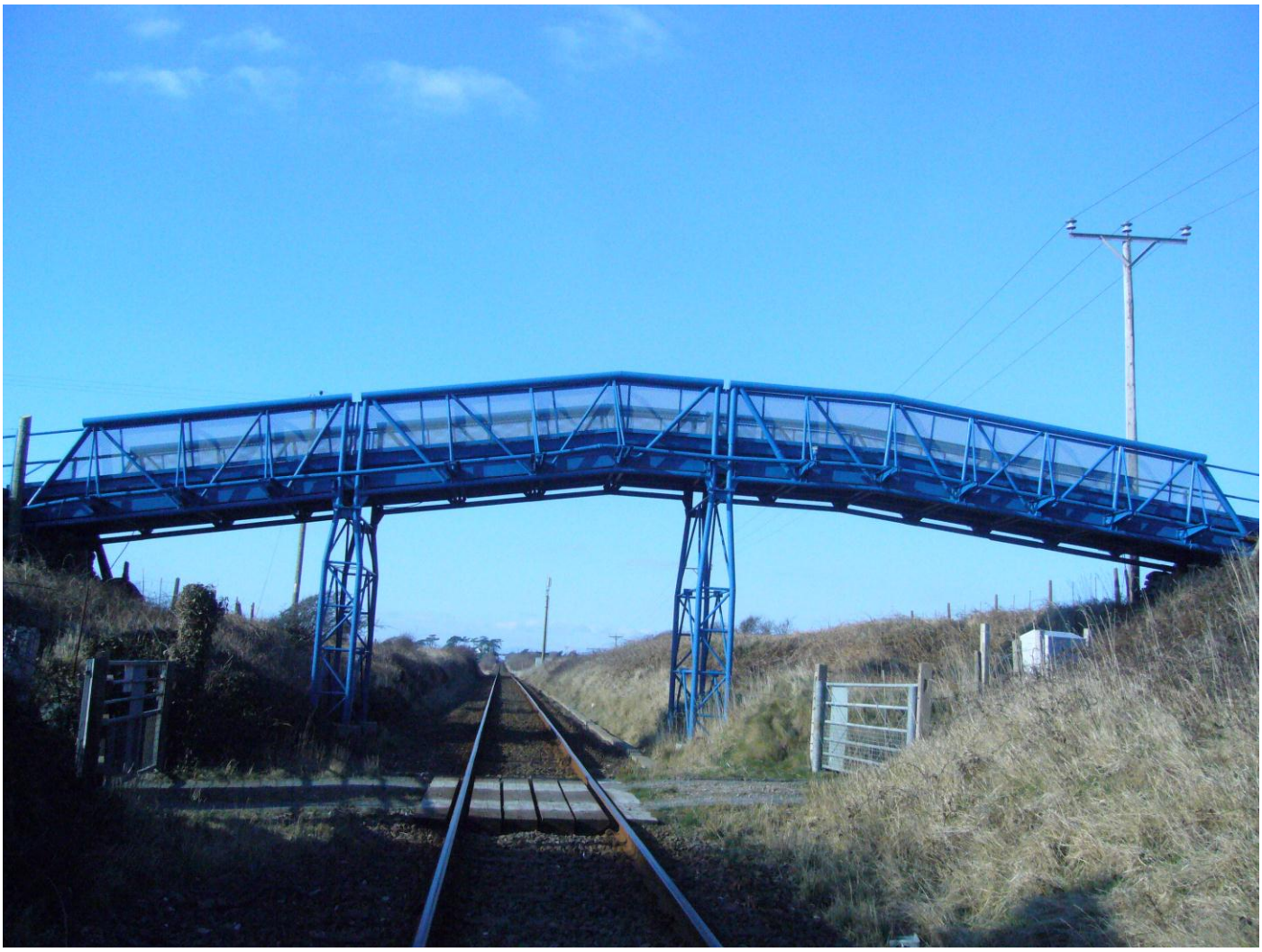
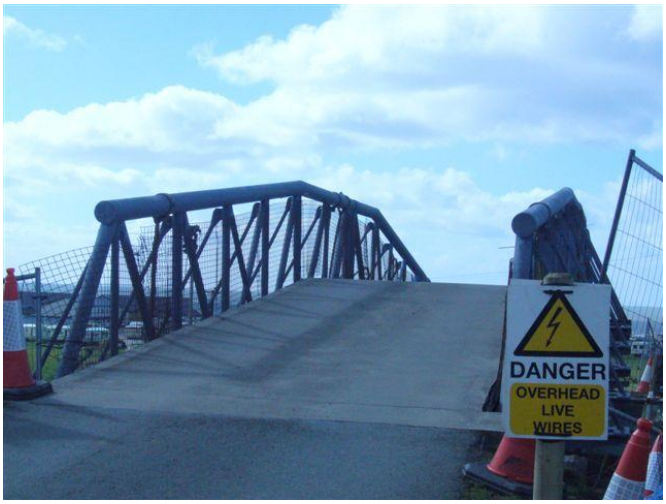
Project Study (11)

Sunnysands Railway Bridge and Beach Gates

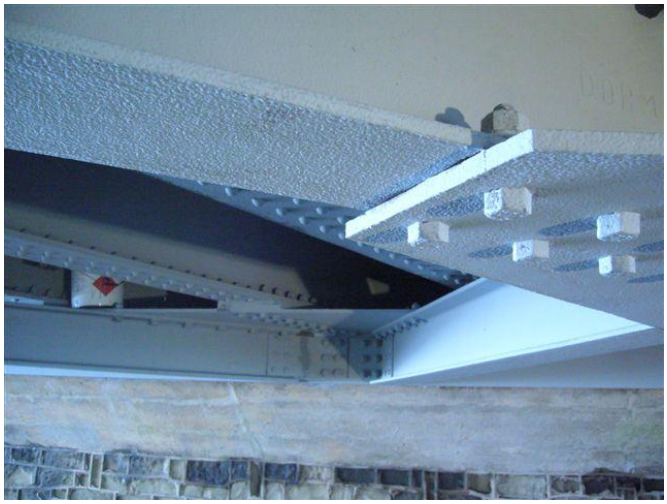
(Completed May 2008)



A view of the completed bridge over the railway track



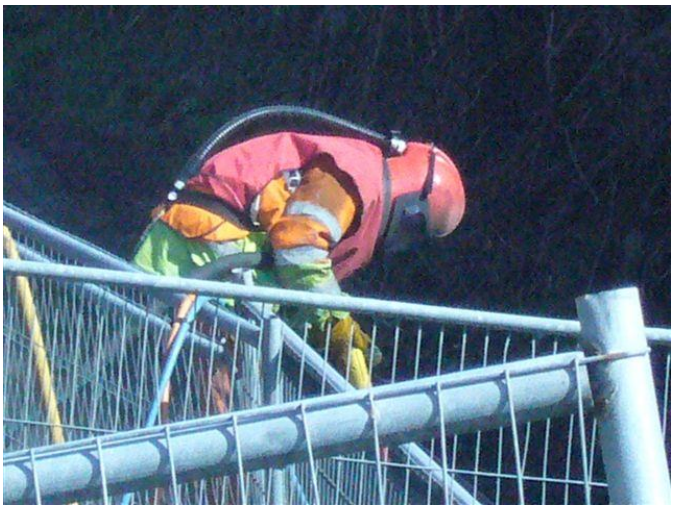
A view of the approach by road



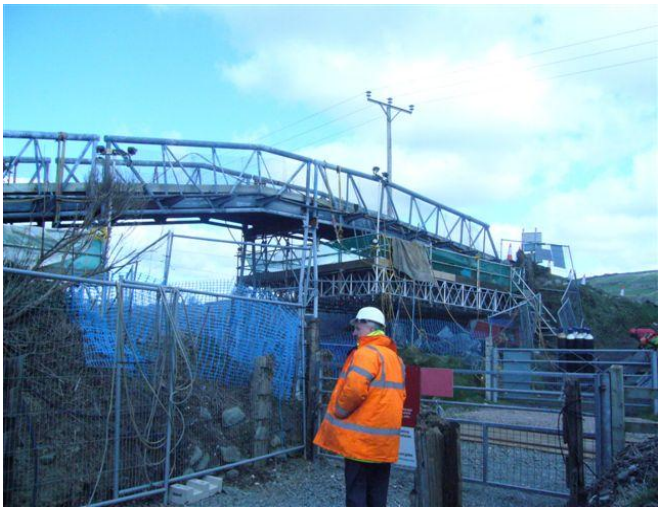
A view of some zinganised beams and fasteners

This was a total refurbishment project, and the entire structure was blast-cleaned and film-galvanised with Zinga.
As the bridge is on the coast, the system used was: **Zinga:** 80µm DFT + **Alufer N:** 160µm DFT + **2K PU:** 60µm DFT
Zinga (galvanising layer) + **Alufer N** (one component MIO PU sealer) + **2K polyurethane (**UV resistant finishing coat)

The bridge during the blast-cleaning and coating phases

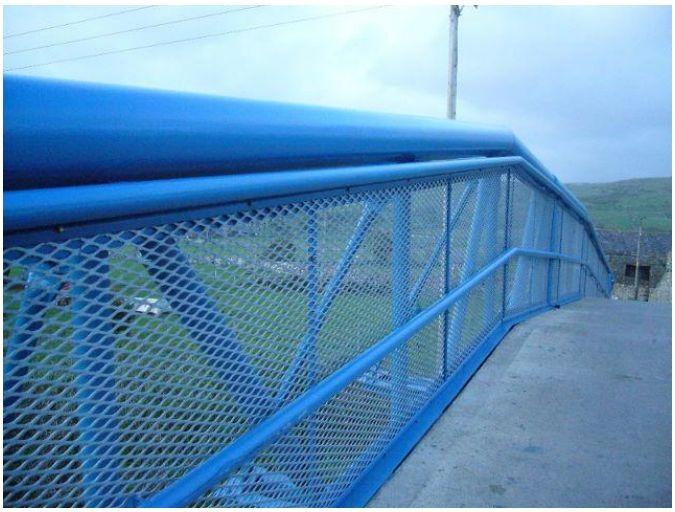


Blast-cleaning the bridge steelwork



A view of the bridge during blast-cleaning operations

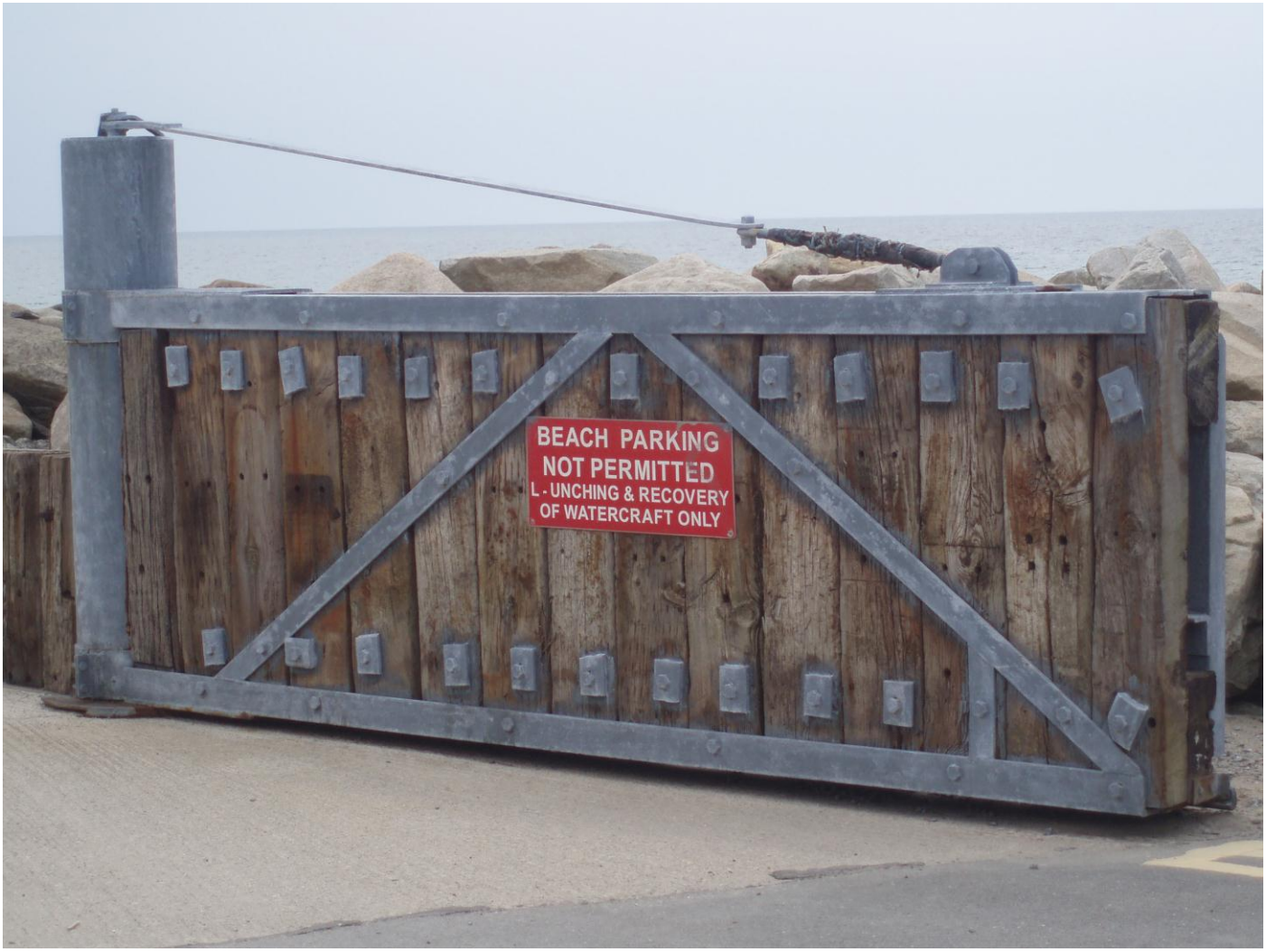
The Zinga layer has been applied on the hand-rails



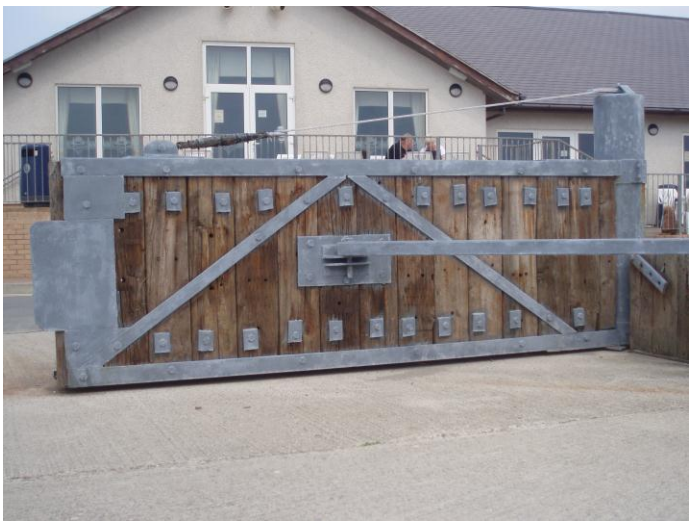
The hand-rails completed with the three-coat system

Two views of the completed bridge deck showing both the underside and the side of the deck

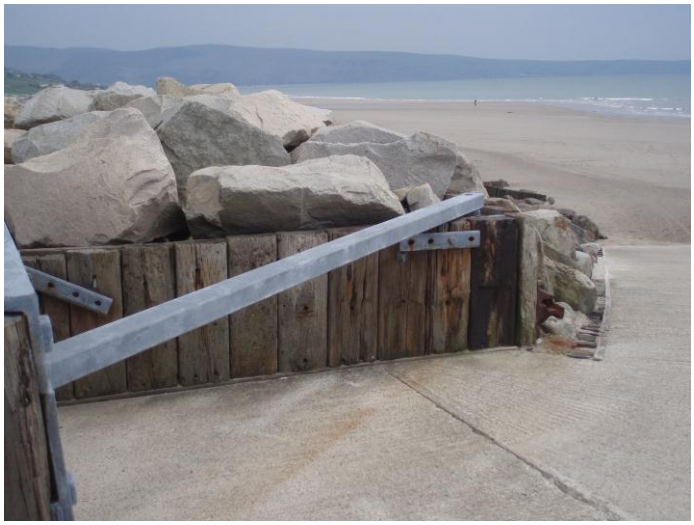
The above views illustrate that with the Zinga film-galvanising system the surface finish is as smooth as an automotive finish and any subsequent primers and topcoats will follow on to give a perfect, flaw-free finish every time.



Sunnysands Beach Tide Gate
A view of the tide-gate and the heavy supporting pillar on the Sunnysands beach. An excellent reference for in-situ galvanising
The timbers were removed for blast-cleaning the steel gate-frame and application of the 150µm DFT Zinga.
The steel timber-fastening plates were also film-galvanised with Zinga.



Another view of the tide-gate, showing the locking bar



A view of the film-galvanised locking-bar

This unique tide-gate prevents high tides from coming over the sand and spilling onto the public road. The locking bar is to provide additional support due to the hydraulic pressure generated at high tides from the waves.

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