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Related Art The loading opening of a ship is opened or closed by operation of a lid or a door connected to each other. The loading opening is so constructed that no water or food, nor any other dangerous material enters into the ship.

The doors are required to be therefore individually sealed. FIG. 1 of the accompanying drawings shows a typical loading opening construction of a ship. This loading opening has a front wall 2 and a rear wall 1 facing each other. The rear wall 1 is provided with a stop 3 against which a door 4 is biased by a spring 5.

The door 4 is normally fitted in a passage defined between the front and rear walls 2,1, but is lifted from the passage by an operating handle of the door 4 or an operation of a lock cylinder. A large force is required to lift the door 4 from its fitted position to a locking position where it is kept locked. The force needed to lift the door 4 increases proportionally with the size of the door 4. Therefore, the handle of the door 4 is so shaped as to give a force less than the maximum lifting force of the door 4. Therefore, the operating handle of the door 4 is applied with a force smaller than the maximum load that the door 4 receives by each opening and

closing operation. This can cause the door 4 to be worn even through the operating handle is lightly actuated. There is a case where the inside of a cabin and the loading opening of a ship are crowded. In this case, an opening operation of the door 4 gives a torque to the locking mechanism of the door 4. This torque causes the locking mechanism to jam and become unable to c6a93da74d

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