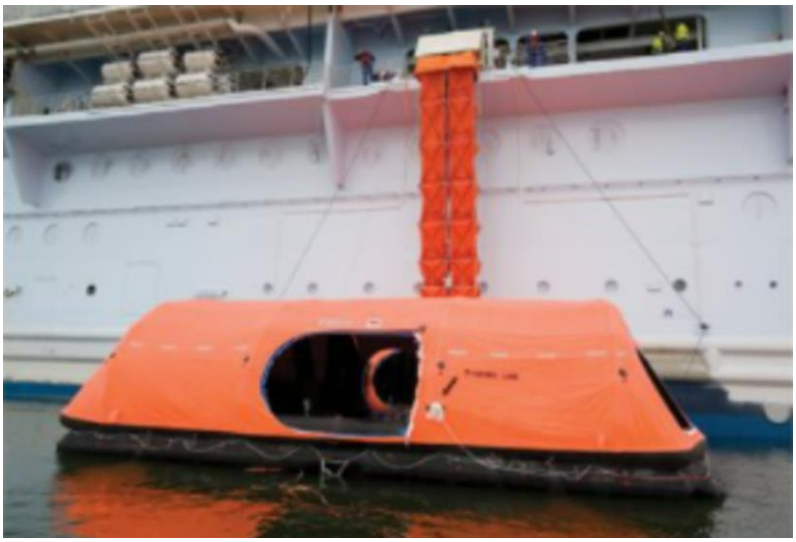
Passenger

Marine evacuation system – VIKING, VEDC, Dual Chute

Item no.: VEDC

The VEDC system is certified by DNV in accordance with SOLAS/MED requirements and relevant flag state approvals. Activated - the chute is pulled out of the box and the chute-liferaft will automatically pull the chute into the liferaft when inflating.

- Embarkation heights between 8.9 and 16.8 meters above waterline
- Ability to evacuate 908 persons within 30 minutes
- Requires minimum service handling
- Available with either A or B SOLAS emergency pack
- Easy to deploy, even under extreme conditions
- Available with high capacity of two 153 person liferaft



Passenger

Technical Data, VEDC (2.2) 2x150 B-pack system built-in.

The VIKING Evacuation Dual Chute system, VEDC, consists of an A-frame, a chute-box, a sledge for liferaft containers, a bowsing winch and a lowering winch. The liferaft containers are mounted on the sledge by means of lashing straps.
Additional liferafts can be positioned near to the VEDC system and released by means of a remote release system. A connection line ensures connection between additional liferafts and the inflated VEDC system.

STOWAGE HEIGHT	Min. 8 – max. 16.8 m	
EVACUATION CAPACITY	908 persons within 30 min. with 2 EscapeWay™ chutes	
LIFERAFT	Approved with 153 persons self-righting liferaft with a SOLAS B-pack	
LENGTH	3300 mm*	*) Maximum
DEPTH	2800 mm*	*) Maximum
HEIGHT	2500 mm*	*) Maximum
WEIGHT	3800 kg	
APPROVALS – SYSTEM	SOLAS 74, Reg. lll/4 & lll/34, as amended by IMO Res. MSC 48(66) and IMO Res. MSC 81(70) EC type approval acc. to EC Directive 96/98/EC USCG acceptance/approval by MRA	
APPROVALS - LIFERAFTS	SOLAS, IMO, USCG, MCA, EC and other national authorities	
MATERIALS		
A-FRAME, CHUTE BOX AND SLEDGE	Plates : Aluminium, AMg 4,5 Mn Profiles : Aluminium, AMgSi 0,5	
CHUTE SECTIONS	Outer and inner liner of synthetic fabric Each section mounted on stainless steel rings	
BOWSING WINCH	Andersen 58 ST Stainless steel, SISI 329	
LOWERING WINCH	Brivini, modified with modified with hydraulic brake Steel 37, fully painted	
WIRES	Galvanized or stainless steel	
INSULATION PLATES	Nylon, PEDH	
LIFERAFTS	Nylon webbing covered with natural rubber	
LIFERAFT CONTAINER	GRP	
INTERFACE TO SHIP	The system and lowering winch is bolted to the ships structure with galvanized bolts	
DESIGN CRITERIA	The structure is designed with safety factor 4.5 and the falls, links, blocks are designed with safety factor 6	
ACTIVATION	The system is activated by Nitrogen filled steel bottles.1 primary bottle and 1 for spare. The bottle activates a pneumatic/hydraulic cylinder, which pushes out the sledge with the liferaft containers. By the movement of the sledge the chute box is tilted and the chute is pulled out of the chute box. When the sledge is waterborne the sledge sinks away and pulls the inflation lines for the liferafts. The “chuteliferaft” will automatically pull the chute into the liferaft when inflating.	