Marine evacuation system – VIKING, VU 150, Undertun

Item no.: VU000

The Undertun system is certified by DNV in accordance with SOLAS/MED requirements and relevant flag state approvals. The walkways motion is controlled by an accumulator given the door upwards lift to stabilized and absorb the motion between the ship and raft.

- Ability to evacuate 153 persons within 30 minutes
- Evacuees can walk or slide directly into the liferaft
- Easy to install – Stowage box is bolted to the deck and ready to go.
- Integrated 12V battery – Electrical connection to the ship is not necessary
- Embarkation with the max of 2.5 meters above waterline
- Automatically launched by the push of a button from stowage box or the bridge

Passenger

Technical Data, Undertun 1x150 A/B-pack system

The VIKING Undertun is an autonomy compact, open gangway system for walking or sliding directly into the liferaft. Half of the gangway has friction surface for walking down low angles, the other half has a plane surface that allows evacuees to slide into the liferaft. The system gas an integrated 12V battery and is launched at the push of a button on the box or from the bridge.

STOWAGE HEIGHT	Max 2.5 m above waterline in lightest seagoing condition	
EVACUATION CAPACITY	153 persons within 30 min. (SOLAS regulation) 153 persons within 17 min. 40 sec. (SOLAS-HSC regulations)	
LIFERAFT	Approved with 153 persons open reversible liferaft with reduced emergency pack Approved with 153 persons within 17 min. 40 sec (SOLAS-HSC regulations)	
	DKR	DKS
WIDTH	1629 mm	1629 mm
DEPTH	592 mm	592 mm
HEIGHT	2684 mm/2913 mm Short / Long	2684 mm/2913 mm Short / Long
WEIGHT	815 kg/ 851 kg Short / Long	1075 kg/1111 kg Short / Long
APPROVALS – SYSTEM	Reg. III/4 & III/34, as amended by IMO Res. MSC 48(66) and IMO Res. MSC 81(70) EC type approval acc. to EC Directive 96/98/E	
APPROVALS - LIFERAFTS	SOLAS, IMO, USCG, MCA, EC and other national authorities	
MATERIALS		
Frame	Aluminum	
Tension parts	Stainless steel	
Gangway	Glassfiber	
Liferafts	Nylon webbing covered with natural rubber	
INTERFACE TO SHIP	The system can be fixed to the deck of the ship with bolts. The frame can be fastened by welding or glue, depending on which is the right procedure for the different type of hull material. For ships with a steel hull it can be delivered with a stainless frame to put between the system and the hull as an option. The shipyard must ensure that the strength and stiffness of the shipside is maintained after the hole for the system has been carried out-	

Passenger

DESIGN CRITERIA	The structure is designed with safety factor 2.2 (Static Load Test)
ACTIVATION	The system consists pf a frame that is attached to the hull and a door/walkway with a raft fixed to it at the end by two shackles. It has its own hydraulic system, electrical control and power source. Connection to the ship is only for charging of the power source by 230VAC. The operation of the system on deck. After the rafts has been deployed the door/walkway's motion is controlled by an accumulator giving the door upwards lift to stabilized the raft and absorb the motion between ship and raft at sea.