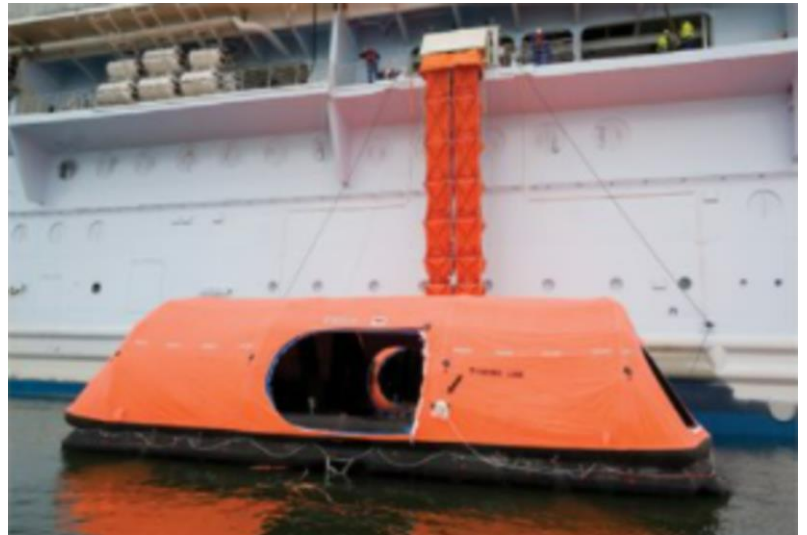


## Marine evacuation system – VIKING, VEDC, Dual Chute

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 (2.7) 2x150 A-pack desalter, system built-in.

The VIKING Evacuation Dual Chute system, VEDC, consists of an A-frame, a chute-box, a sledge for liferaft containers, a bowing winch and a combines lowering and serviceability 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.

<b>STOWAGE HEIGHT</b>	Min. 8.9 - max. 16.8 m above waterline in lightest seagoing condition	
<b>EVACUATION CAPACITY</b>	908 persons within 30 min. with 2 EscapeWay™ chutes	
<b>LIFERAFT</b>	Approved with 153 persons self-righting liferaft with a SOLAS A emergency pack	
<b>LENGTH</b>	3300 mm*	*) Maximum
<b>DEPTH</b>	3000 mm*	*) Maximum
<b>HEIGHT</b>	2800 mm*	*) Maximum
<b>WEIGHT</b>	4300 kg	
<b>SERVICEABILITY WINCH</b>		
<b>LENGTH</b>	810 mm	
<b>DEPTH</b>	1500 mm	
<b>HEIGHT</b>	1500 mm	
<b>WEIGHT</b>	800 kg	
<b>APPROVALS - SYSTEM</b>	SOLAS 74, 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/EC USCG acceptance/approval by MRA	
<b>APPROVALS - LIFERAFTS</b>	SOLAS, IMO, USCG, MCA, EC and other national authorities	
<b>MATERIALS</b>		
<b>A-FRAME, CHUTE BOX AND SLEDGE</b>	Plates	: Aluminium, AMg 4,5 Mn
	Profiles	: Aluminium, AMgSi 0,5
<b>CHUTE SECTIONS</b>	Outer and inner liner of synthetic fabric Each section mounted on stainless steel rings	
<b>BOWING WINCH</b>	Andersen 58 ST Stainless steel, SISI 329	
<b>LOWERING/SERVICEABILITY WINCH</b>	Brivini, modified with modified with hydraulic brake Steel 37, fully painted	
<b>WIRES</b>	Galvanized or stainless steel	
<b>INSULATION PLATES</b>	Nylon, PEDH	
<b>LIFERAFTS</b>	Nylon webbing covered with natural rubber	
<b>LIFERAFT CONTAINER</b>	GRP	

<b>INTERFACE TO SHIP</b>	The system and lowering winch is bolted to the ships structure with stainless steel bolt AISI 316 bolts.
<b>DESIGN CRITERIA</b>	The structure is designed with safety factor 4.5 and the falls, links, blocks are designed with safety factor 6
<b>ACTIVATION</b>	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 the A-frame forward on the sliding foundation. Another cylinder activates 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 "chute-liferaft" will automatically pull the chute into the liferaft when inflating