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## Marine evacuation system – VIKING, VEMC 1.30, MiniChute

Item no.: VEMC

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The VEMC system is certified by DNV in accordance with SOLAS/MED requirements and relevant flag state approvals. When the system is activated the liferaft will automatically pull the chute into the liferaft when inflating.

- Available with either reduced emergency pack, A or B SOLAS emergency pack
- Embarkation heights between 7 and 20.2 meters above waterline
- Can be combined with wide range of liferaft types
- Few crew required and minimal specialized training
- Quick and simple mounting and dismounting for service
- Model available for Navy and Polar conditions
- Ability to evacuate 582 persons in 30 minutes (SOLAS) and 326 person in 17 minutes (SOLAS-HSC)
- Flexible and stable, even in very rough seas





Passenger

Technical Data, VEMC 1x100 S30 B-pack system

The VIKING Mini Chute system, VEMC, consists of a special stiffened frame, a chute-pack, a 101-person liferaft packed in a container, and a bowsing winch. The liferaft containers are mounted on the frame by means of lashing straps. Additional liferafts can be positioned near to the VEMC system and released by means of a remote release system. A connection line ensures connection between additional liferafts and the inflated VEMC system. The system is available for short international voyage. (B-pack)

<b>STOWAGE HEIGHT</b>	Min 7.0 – max 20.2 m above waterline in lightest seagoing conditions
<b>EVACUATION CAPACITY</b>	582 persons within 30 min (SOLAS regulation) with 1 EscapeWay™ chute 326 persons within 17 min. 40 sec. (SOLAS-HSC regulations) with 1 EscapeWay™ chute
<b>LIFERAFT</b>	Approved with 101 persons self-righting liferaft with a SOLAS B emergency pack
<b>LENGTH</b>	2170 mm
<b>DEPTH</b>	1520 mm
<b>HEIGHT</b>	2250 mm
<b>WEIGHT</b>	1500 kg
<b>APPROVALS – SYSTEM</b>	SOLAS 74, Reg. III/4 & III/34, as amended by IMO res. MSC 48(66) and IMO res. 81(70) EC type approval acc. to EC Directive 96/98/EC
<b>APPROVALS - LIFERAFTS</b>	SOLAS, IMO, USCG, MCA, EC and other national authorities
<b>MATERIALS</b>	
<b>SYSTEM FRAME</b>	Steel, metallized and painted
<b>CHUTE SECTIONS</b>	Outer and inner liner of synthetic fabric Each section mounted on stainless steel rings
<b>BOWSING WINCH</b>	Andersen 52 ST Stainless steel, AISI 329
<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 is bolted to the ship's structure with 6 x M20 galvanized bolts



Passenger

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#### **DESIGN CRITERIA**

The structure is designed with safety factor 4.5.

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#### **ACTIVATION**

The system is activated by pulling the slip-hook or alternative be the remote release system, type Hammar (optional). By gravity acting on the liferaft container, the container will start moving down the frame and start tilting the chute package. The liferaft's inflation is activated manually by pulling the painter line from the installation deck. The liferaft will automatically pull the chute into the liferaft when inflating.