Passenger

Marine evacuation system – VIKING, VEC PLUS, 2B.1 Chute

Item no.: VEC PLUS

The VEC PLUS 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.

- Available with either A or B SOLAS emergency pack
- Ability to rotate the systems by simply removing containers
- Minimum maintenance required
- Embarkation heights between 5 and 20 meters above waterline
- Ability to evacuate 565 persons within 30 minutes (SOLAS) and 317 persons within 17 minutes (SOLAS-HSC)
- Gravity-launched with built-in float free functionality

Passenger

Technical Data, VEC PLUS™ (2B.1) 2x100 B-pack system.

The VIKING Evacuation Chute system, VEC PLUSTM, include a system frame with aluminium covering, 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 VEC PLUSTM and released by means of a remote release system. A connection line ensures connection between additional liferafts and the inflated VEC PLUSTM system.

STOWAGE HEIGHT	Min. 5 – max. 20 m above waterline in lightest seagoing condition
EVACUATION CAPACITY	565 persons within 30 min. (SOLAS regulation) 317 persons within 17 min. 40 sec. (SOLAS-HSC regulations)
LIFERAFT TYPE	101 persons self-righting liferaft with a SOLAS B emergency pack
LENGTH	2720 mm
DEPTH	2940 mm
HEIGHT	2300 mm
WEIGHT	4000 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
APPROVALS - LIFERAFTS	SOLAS, IMO, USCG, MCA, EC and other national authorities
MATERIALS	
SYSTEM FRAME, CHUTE	Plates : Aluminum, AMg 4,5 Mn Steel S235JR galvanized
BOX AND SLEDGE	Profiles: Aluminum, AMgSi 0,5 Steel S235JR galvanized
COVERING	Aluminum, AIMg 4,5
CHUTE SECTIONS	Outer and inner liner of synthetic fabric Each section mounted on stainless steel rings
BOWSING WINCH	Andersen 52 ST Stainless steel, AISI 329
LOWERING WINCH	Brivini, 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

Passenger

INTERFACE TO SHIP	The system is bolted to the ships structure with 16 pieces M20 galvanized bolts. The lowering winch with 4 pieces M16 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 release handle which unleash the sledge with the liferaft containers. The sledge is deployed by gravity and the descent is control by the hydraulic brake. During the deployment the chute box slides forward and release the chute. The chute is pulled out of the chute box by the sledge. 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.