
Marine evacuation system – VIKING, VEMC 1.32, MiniChute

Item no.: VEMC

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 15 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 A-pack NAY system with shock absorber

The VIKING Mini Slide system, VEMC, consists of a special stiffened frame, a chute-pack, a 101-person liferaft packed in a special strong container, and a bowsing winch. The liferaft containers are mounted on the frame by means of lashing straps. Additional liferafts can be positioned near 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 made available for long international voyage (A-pack)

STOWAGE HEIGHT	Min 7 – max 15 m above waterline in lightest seagoing conditions
EVACUATION CAPACITY	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
LIFERAFT	Approved with 101 persons self-righting S30 liferaft with a SOLAS A emergency pack
LENGTH	2170 mm
DEPTH	150 mm
HEIGHT	2250 mm
WEIGHT	1580 kg
APPROVALS – SYSTEM	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. Shock/vibration tests according to German Navy (WTD71-Bundesmarine) standard for frigates (corresponding to NATO STANAG requirements)
APPROVALS - LIFERAFTS	SOLAS, IMO, USCG, MCA, EC and other national authorities
MATERIALS	
SYSTEM FRAME	Steel, metallized and painted
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
WIRES	Galvanized or stainless steel
INSULATION PLATES	Nylon, PEDH
LIFERAFTS	Nylon webbing covered with natural rubber
LIFERAFT CONTAINER	GRP
SHOCK ABSORBER	Hook: Steel – Rope: Polyamide
INTERFACE TO SHIP	The system is bolted to the ship's structure for foundation points. At each foundation point a sea-water resistant shock/vibration wire damper is or can be mounted.



Passenger

DESIGN CRITERIA

The structure is designed with safety factor 4.5.

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.