



## Marine evacuation system – VIKING, VU 100, 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 stabilize 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 1x100 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 has an integrated 12V battery and is launched at the push of a button on the box or from the bridge.

<b>STOWAGE HEIGHT</b>	Max 2.5 m above waterline in lightest seagoing condition	
<b>EVACUATION CAPACITY</b>	101 persons within 30 min. (SOLAS regulation) 101 persons within 17 min. 40 sec. (SOLAS-HSC regulations)	
<b>LIFERAFT</b>	Approved with 101 persons self-righting liferaft with a SOLAS A or B emergency pack Approved with 101 persons open reversible liferaft with reduced emergency pack	
	DKR	DKS
<b>WIDTH</b>	1629 mm	1629 mm
<b>DEPTH</b>	592 mm	592 mm
<b>HEIGHT</b>	2684 mm/2913 mm Short / Long	2684 mm/2913 mm Short / Long
<b>WEIGHT</b>	710 kg/ 746kg Short / Long	870 kg/906 kg Short / Long
<b>APPROVALS - SYSTEM</b>	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	
<b>APPROVALS - LIFERAFTS</b>	SOLAS, IMO, USCG, MCA, EC and other national authorities	
<b>MATERIALS</b>		
<b>Frame</b>	Aluminum	
<b>Tension parts</b>	Stainless steel	
<b>Gangway</b>	Glass fiber	
<b>Liferafts</b>	Nylon webbing covered with natural rubber	
<b>INTERFACE TO SHIP</b>	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.	



Passenger

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**DESIGN CRITERIA**

The structure is designed with safety factor 2.2 (Static Load Test)

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**ACTIVATION**

The system consists of 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 have been deployed the door/walkway's motion is controlled by an accumulator giving the door upwards lift to stabilize the raft and absorb the motion between ship and raft at sea.