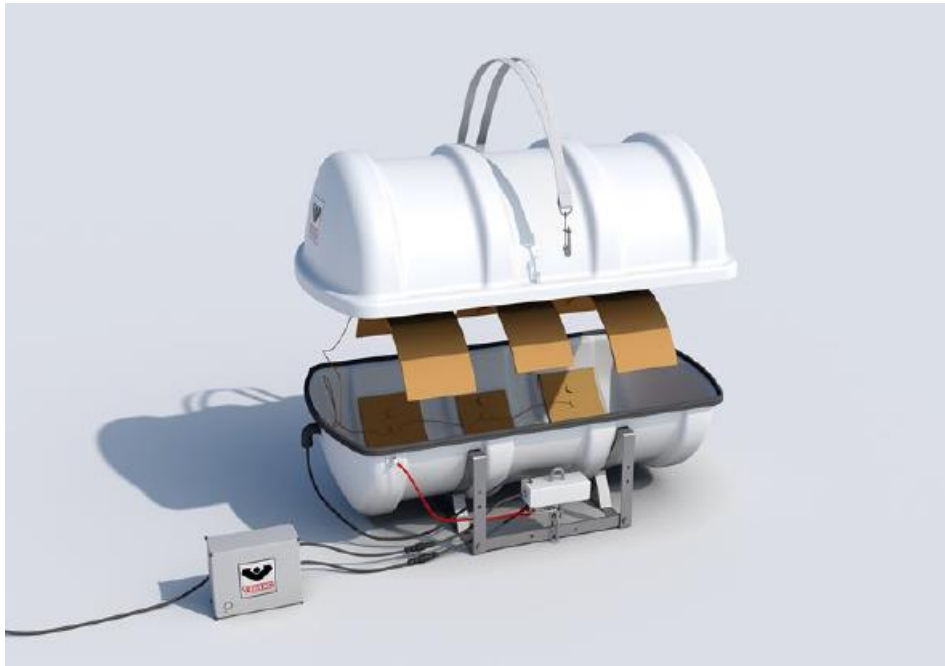




## VIKING Polar Liferaft, throw overboard (self-righting), 25 pers. – 25DKS

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Material no.: L025DS



### VIKING 25DKS+ Polar liferaft

The first liferaft on the market designed and tested for Polar conditions. Fully functional at temperatures down to  $-50^{\circ}\text{C}$ .

Stowed in a rigid fibreglass container as per attached drawing. The standard GRP container is equipped with heating mats mounted on the inside of the container. This efficient heating system ensures that the liferaft inflates despite freezing temperatures. The heating mats are equipped with a limit switch and shut off when the temperature inside the liferaft exceeds  $50^{\circ}\text{C}$  to prevent overheating. The heating mats are connected to a thermal control box mounted outside the container using waterproof connectors. When the temperature outside the liferaft rises above approx.  $5^{\circ}\text{C}$ , the thermal control box automatically deactivates the heating system to save power.

The VIKING Polar liferaft is approved by DNV according to SOLAS, IMO Res. A1024(26) for temperatures down to  $-50^{\circ}\text{C}$  and to Russian Winterization of liferafts  $-50^{\circ}\text{C}$  rules. Certified by DNV, USCG, TC Canada and RMRS. It is important to emphasize that the new Polar Code Resolution MSC.385(94) came into force on 1 January 2017, featuring several mandatory goal-based requirements in extension to existing SOLAS convention.

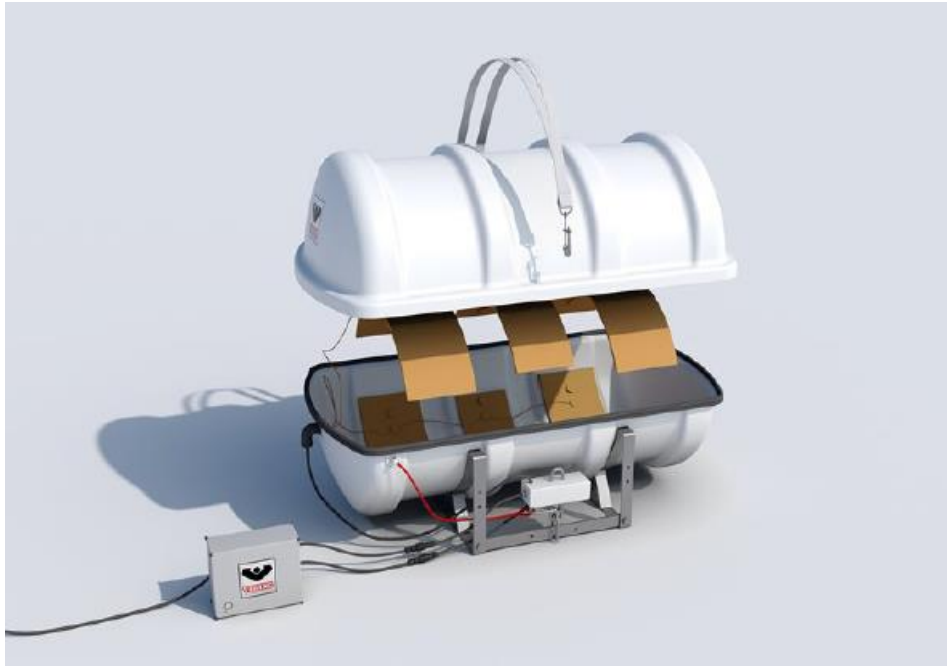
The VIKING Polar liferaft will be delivered complete with emergency pack SOLAS A-pack incl. 30% extra food rations. The liferaft is mainly used for commercial vessels, passenger vessels and offshore installations.



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The self-righting throw overboard liferaft is released from its cradle and thrown overboard, or slides automatically when released. Once waterborne the liferaft inflates on a hard pull of the painter line and is then ready for boarding.

As the heating system is not low voltage, an electrician will be needed to set up the box according to instructions, and to connect the thermal control box to the ship's alarm system, if desired.