



**VIKING
NORSAFE**
Boats and davits

Enterprise No.: NO940411696
www.VIKING-life.com

MAGGIE-107



TECHNICAL SPECIFICATION

VIKING Norsafe Life-Saving Equipment Norway AS
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VIKING Project No.: TBA
Rev. Date: 11.03.2021

VIKING Doc. No.: TSB-0046
Rev. No: 3

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1. REGULATION AND CERTIFICATION

Applicable rules and regulations

In accordance with IMO/ SOLAS requirements, LSA Code and European Council Directive 2014/90/EU on Marine Equipment (MED)

Certificate

MED

Other certificate

Class certificate or flag acceptance on request

2. BOAT SPECIFICATION

2.1. GENERAL BOAT

Type	Totally Enclosed Life Boat (TELB)
Model	MAGGIE-107
Length overall (on fender)	10,80 m
Length of hull	10,70 m
Beam	3,30 m
Height	3,55 m
Hook distance	9,60 m
Hook height aft & forward	2,25 m
Capacity, SOLAS maximum	90 persons
Weight, fully equipped	5300 kg
Davit load, with 90 pers@82,5 kg	12725 kg
External Color	Orange (RAL 2004)
Internal Color	Light Gray (RAL 7032)
Operation temperature:	-20°C to +40°C (Other range on request)
Hull/deck material	Fire retardant glass reinforced polyester (GRP)
Buoyancy material	Polyurethane foam
Windows	Polycarbonate
Bollards/towing	Aft bollard, painter hook in bow
Steering	Hydraulic
Fender	PVC-fender
Skates / bobbins	If lifeboat is to be installed on a vessel
Hatches	1 side door each side / 1 top hatch / 1 front top hatch/ 1 aft top hatch
Sprinkler pipe system (tank ver.)	Seawater resistant aluminum piping, stainless steel deflectors
Sprinkler pump (tank ver.)	Belt connection to engine
Sprinkler shut-off valve (tank ver.)	Ball valve 4"
Compressed air system (tank ver.)	3 x 45 liter air bottles, air regulator and high pressure hoses
Under/overpressure valves	Automatic spring loaded on canopy
Loose equipment	According to SOLAS
Sprinkler pump (tank ver.)	Belt connection to engine

Totally Enclosed Lifeboat (TELB) designed and manufactured according to latest SOLAS requirements.

The lifeboat provides a secure and protected means of escape for persons onboard vessels or platforms. The lifeboat is for launch and retrieval by a suitable davit. Design and construction fulfil the need for reliable, low maintenance standby and operation.



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The space between hull and hull liner, and between deck and deck liner, is filled with polyurethane buoyancy foam. In fully flooded and loaded condition, the lifeboat is self-righting. If damaged below the waterline, buoyancy is sufficient to float the boat at safe level.

When installed on ship's side, the boat is fitted with a shock absorbing fender and skates.

The lifeboat is fitted with approved On Load Release Hooks with an Hydrostatic Interlock. The hook release is operated by a handle mounted at the steering position. The mechanism provides simultaneous release of the two hooks when the lifeboat is fully water-borne. The hooks are protected from accidental release by the hydrostatic interlock. On-load release of the hooks are possible by manual override, but the system is secured against accidental release.

Prime embarkation to the lifeboat is through the side hatches. Additional access is via a large embarkation hatch on top of the superstructure. The side hatches allow pick up operations.

All seating positions have 4-point safety belts of alternating color.

The lifeboat is equipped with hydraulic steering. A steering nozzle gives optimum maneuverability and increased bollard pull. The steering position is at the aft of the boat.

2.2 PROPULSION AND PERFORMANCE

Propulsion	Diesel engine with gearbox, shaft, propeller and propeller nozzle
Engine	SABB L4, 29,5 kW
Gearbox	ZF12M
Propeller	Brass, 18 inch.
Propeller nozzle	GRP
Speed	Minimum 6 knots in calm water
Bollard pull, approx.	5,49 kN (SABB L4)
Instrument gauges:	Tachometer (subject to standard engine type), audible alarm for temperature and oil pressure
Cooling system	Fresh water cooling with header tank and external cooling loop
Exhaust system	Dry exhaust with water lock to prevent water ingress
Fuel tank	160 L, Seawater resistant aluminum
Fuel valves	Shut off on top of fuel tank & tank drain

Typical data – subject to variation in engine installation and specified equipment. Engines of at least 20.6kW can be installed. Please note that boat weight and bollard pull are only for reference and may vary with several factors.

2.3. LIFTING/RELEASE SYSTEM

Release system	On-load/Off-load Release hooks, release handle unit, hydrostat and cables
Release hooks	Tor Mk2-S
Hang off system	Hang off link with connection point for shackle



GENERAL BOAT	
Sprinkler system in stainless steel	<input type="checkbox"/>
Remote sprinkler operation	<input type="checkbox"/>
De-humidifier	<input type="checkbox"/>
HVAC connection	<input type="checkbox"/>
Compressed air filling hose	<input type="checkbox"/>
Labelling in dual language	<input type="checkbox"/>
Plastic shrink wrap	<input type="checkbox"/>
Handrails in stainless steel	<input type="checkbox"/>
Pin lashing brackets	<input type="checkbox"/>
Hatches, additional side hatches / large aft doors available	<input type="checkbox"/>
Winterization package / cold climate heating / defroster	<input type="checkbox"/>
Transformer	<input type="checkbox"/>
All hatches hinges stainless	<input type="checkbox"/>

PROPULSION AND PERFORMANCE	
Fuel level instruments	<input type="checkbox"/>
Oil pressure instruments	<input type="checkbox"/>
Water temp. instruments	<input type="checkbox"/>
Rudder pos. instruments	<input type="checkbox"/>
Spring starter	<input type="checkbox"/>
Fuel filter	<input type="checkbox"/>
Stainless steel fuel tank	<input type="checkbox"/>
Alternative engine with equal or higher power	<input type="checkbox"/>

ELECTRIC SYSTEM AND NAVIGATION	
AIS system	<input type="checkbox"/>
12V outlet in console	<input type="checkbox"/>
Ex plug for ext. power supply	<input type="checkbox"/>
Ex cover over marking light	<input type="checkbox"/>
EX battery box	<input type="checkbox"/>
Bilge water detector in engine room	<input type="checkbox"/>
Crew finder	<input type="checkbox"/>
Echo sounder	<input type="checkbox"/>
Cabin heater	<input type="checkbox"/>
Engine heater	<input type="checkbox"/>
EPIRB	<input type="checkbox"/>
Fire detector in engine room	<input type="checkbox"/>
GPS equipment	<input type="checkbox"/>
HID or LED searchlights	<input type="checkbox"/>
LED illumination in engine room, instr. panel or cabin	<input type="checkbox"/>
Loose el. cable for ext. power supply	<input type="checkbox"/>
Electrical system according to NMD requirements	<input type="checkbox"/>



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ELECTRIC SYSTEM AND NAVIGATION

SART	<input type="checkbox"/>
VHF equipment	<input type="checkbox"/>

DOCUMENTATION

Factory acceptance test procedure	<input type="checkbox"/>
Factory acceptance test report	<input type="checkbox"/>
Inspection and test plan	<input type="checkbox"/>
Shipping, handling and lifting procedure	<input type="checkbox"/>
Packing & unpacking procedure	<input type="checkbox"/>
Commissioning procedure	<input type="checkbox"/>
TAG list	<input type="checkbox"/>
Fuel system drawing	<input type="checkbox"/>
Steering system drawing	<input type="checkbox"/>
Engine, propulsion, exhaust and cooling system drawing	<input type="checkbox"/>
Bilge system drawing	<input type="checkbox"/>
Release system drawing	<input type="checkbox"/>
Noise test report	<input type="checkbox"/>
Weight and COG datasheet	<input type="checkbox"/>
Weighing report/certificate	<input type="checkbox"/>
Other drawings/documentation/procedures	<input type="checkbox"/>

5. POSSIBLE DAVIT SOLUTIONS

The VIKING Norsafe MAGGIE-107 fits below davit models and variants.

Davit	Description
C-140	
E-150	
Others on request.	

6. YARD SUPPLY / RESPONSIBILITY

Supply	Comments
Transport	Depending on contract
Fuel	Marine diesel oil according to engine manual specification
Installation of 42VAC Supply cable	From starter cabinet to lifeboat supply plug
Testing according to regulation after installation onboard	



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