

New passenger lifeboat systems take a step forward

Ground-breaking lifesaving systems aimed at the cruise and ferry sector are coming to market

VIKING Life-Saving Equipment has moved forward with its hybrid LifeCraft solution and

launched a new lifeboat.

Its LifeCraft system is ready and available and has just had a new type-approval put in place from class society Lloyd's Register. Explaining the benefits, VIKING Life-Saving Equipment vice president sales, cruise and LifeCraft Niels Fraende says, "We have flag approvals, but with more and more different operators under different flags this route presents a challenge to us. Having a general approval with Lloyd's Register enables easier access, instead of having to initiate a new process with another flag state every time the need arises."

He says the company is currently in advanced-level talks with several major operators about implementing the LifeCraft system.

Speaking of recent pandemic challenges and new opportunities going forward, Mr Fraende says, "We have been affected by Covid-19 as it brought a hold to some newbuild activities. But we now see an optimistic approach by owners and with everyone expecting to stay in business, they need new tonnage. Some are using the opportunity to cut away old tonnage from the fleet and some ships have gone on to be scrapped, leaving room for incoming newbuilds."

Mr Fraende explains how the ferry industry is also very receptive to the LifeCraft concept. "Especially the larger cruise ferry types in the 1,500 plus

passenger category. For this sector, it has become an interesting option."

He sums up, "We are expecting 2022 to become the milestone year where we see the first orders moving forward."

Among the benefits of the LifeCraft system is it fits in well with the drive for sustainability and to save fuel.

Mr Fraende says, "Our hybrid solution takes up less space on cruise vessels and ferries and can be integrated into the ship design. There is no overhang and with a vessel more streamlined on its sides, there is less drag and benefits for fuel efficiency."

Furthermore, the LifeCraft system is electric, so it is a clean solution when being used for training in port or for rotational deployment.

Elsewhere, VIKING Life-Saving Equipment launched a new 150-person capacity lifeboat last year. The VIKING Norsafe Minima, Mr Fraende says, is a "brand new, innovative" design. "It stands out compared with what is available on the market. Just 8.8 m in length, it features a compact and minimalist design with sharp lines rather than round curves.

The size of the lifeboat signals a new market for VIKING, one which it has been able to take advantage of through its acquisition of Norsafe three years ago.

Seahaven passes HWST

Survitec's Seahaven advanced evacuation system has successfully passed heavy weather sea trials (HWST).

Seahaven was deployed from *EDT Jane*, an 80-m offshore support vessel. The test was carried out in line with the SOLAS requirements for novel appliances which requires the test to be performed in conditions that do not drop below six on the Beaufort Scale.

Seahaven, a lifeboat system that



The new VIKING Norsafe Minima is an interesting option for smaller cruise ships, such as expedition cruise ships (source: VIKING Life-saving Equipment)



Navim Group has also been designing and manufacturing its equipment for the four ships for Virgin Voyages (source: Navim)

offers Helical slide-based mass evacuation from large passenger vessels, passed the rigorous HWST programme.

Survitec executive chairman Ron Krisanda said, “This is a major milestone in the development of cruise safety technology. Passing HWSTs demonstrates Seahaven has exceeded the highest safety performance standards.”

Davit developments

Navim Group has designed, engineered and delivered its systems on a clutch of recent newbuilds.

Its most recent projects include the davits system on *MSC Seashore* where it supplied 14 semi-gravity davits for lifeboats, four semi-gravity davits for a combined lifeboat/tenderboat, two semi-gravity davits for life rescueboats and two telescopic davits for rescueboats.

The davits are of approved types and incorporate all statutory arrangements.

Navim explained, “They are selected taking into account frequent lifting and lowering operations.”

On *Discovery Princess*, Navim Group designed, fabricated and delivered 10 set of semi-gravity hinged

davits type SGHD-360L for lifeboats, six sets of stored power hinged davits type SPHD 390T for tenders, two sets of fixed davits type FDRB 6P for rescue boats. The davits are designed to lower the fully loaded lifeboat in all ship abandon conditions as per SOLAS requirements.

Navim Group has also provided equipment for the four ships for Virgin Voyages. It has designed, fabricated and delivered semi-gravity side-hinged davits for life and tender boats. Each semi-gravity davit is designed for a semi-enclosed lifeboat

with a capacity for 305 people. The winches are a new concept designed for lowering by gravity and lifting by hydraulic power.

The company is currently working on newbuildings including vessels for MSC, TUI and *Queen Anne*.

Navim explains that “For us, every ship is a new project because we design and manufacture on specific requests and we work ‘ad hoc’ with dedicated concepts, targeted designs and tailored projects.”

Navim CEO Giuseppe Cracolici says, “Our production is very customised. The characteristic is made of technical and technological details, which make our products unique pieces of sartorial engineering, despite the size and weight of these creations. It is the ability to provide tailor-made solutions that makes us authoritative on the market.” The company has a portfolio of over 30,000 systems and equipment delivered globally. Navim says that innovation in an important issue: “What concerns us is that it is related to the use of eco-sustainable materials, like, for instance, the use of biodegradable oil to grease our systems.” *PST*

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