

TOTEM VDR/SVDR

The Only VDR with owners in mind

Totem **Voyage Data Recorder** is a well proven and affordable system. **Totem VDR/SVDR** fully complies with IMO regulations and is type approved by DNV. Totem VDR is the only VDR with added value benefits to ship owners.

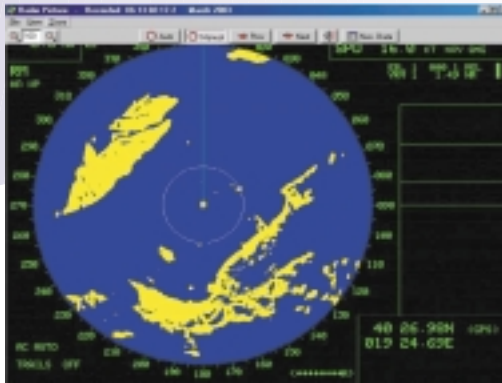


Totem VDR/SVDR Owner benefits

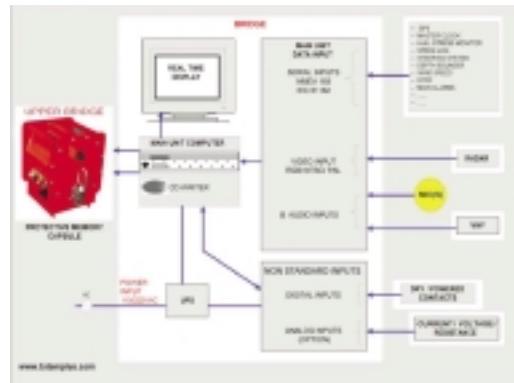
- Owner's copy of data recorded on hard disk for one full year
- Data transfer ashore by remote queries through SATCOM
- Built in monitor with free IBS information
- Free replay on VDR screen or in office

Totem VDR/SVDR Technical advantages

- Ten (10) independent audio channels, NO MIXING of audio channels
- Built in Siemens PLC for easy interface of Non NMEA systems



VDR Replay Screen



Data Flow

Recording Data

Items which are recorded (as per IMO A.861(20))

- | | |
|---|--|
| <ul style="list-style-type: none"> ■ Date and Time* ■ Ship's Position* ■ Speed* ■ Heading* ■ Bridge Audio* ■ Communication Audio* ■ Radar Picture* ■ AIS - (Radar alternative)* | <ul style="list-style-type: none"> ■ Main Alarms (IMO Mandatory Bridge Alarms) ■ Rudder Order and Response ■ Engine Order and Response ■ Hull Openings (Doors) Status ■ Watertight and Fire Doors Status ■ Acceleration and Hull Stresses (if available) ■ Wind Speed and Direction ■ Echo Sounder |
|---|--|

* Items marked with "*" are mandatory for SVDR

Playback and Analysis Software

- Playback software is included free of charge
- Display of all recorded data is possible on any PC computer
- Analysis of recorded data designed for crew training, performance monitoring and supervision of operations

IMO VDR requirements

For easy reference, IMO rules for existing cargo ships are given below:

To assist in casualty investigations, cargo ships, when engaged on international voyages, shall be fitted with a VDR **which May Be** a simplified voyage data recorder (SVDR) as follows:

- In the case of cargo ships of 20,000 gross tonnage and upwards constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2006 but not later than 1 July 2009
- In the case of cargo ships of 3,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2007 but not later than 1 July 2010

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