

# *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. This is the only VDR with real added value benefits to the ship owner.

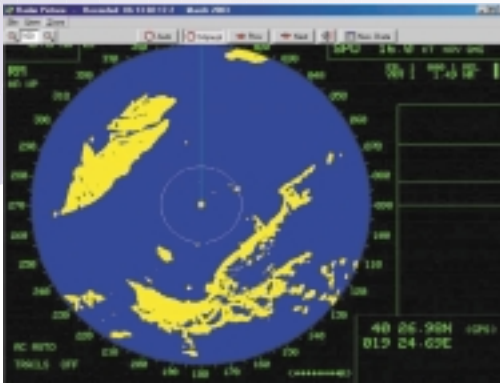


### *Totem VDR/SVDR Owner benefits*

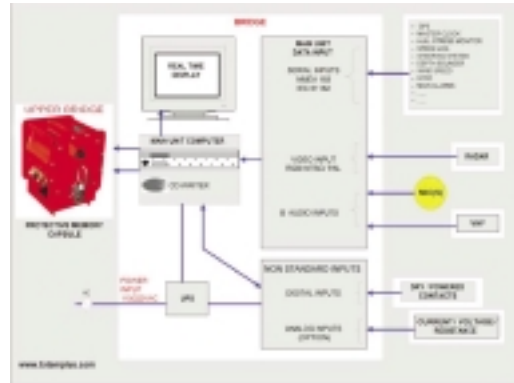
- Owner's copy of data recorded on hard disk for one full year
- Data transfer ashore by remote queries through SATCOM
- Built in monitor with free IBS information
- Free replay on VDR screen or in office

### *Totem VDR/SVDR Technical advantages*

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



VDR Replay Screen



Data Flow

## Recording Data

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

- Date and Time\*
- Ship's Position\*
- Speed\*
- Heading\*
- Bridge Audio\*
- Communication Audio\*
- Radar Picture\*
- AIS - (Radar alternative)\*
  - \* Simplified VDR Signals
- 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

## 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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