VOYAGE DATA RECORDER (VDR)

NEW GENERATION VDR

VDRs enable accident investigators to review procedures ad insturctions in the moments before an incident and help identify the cause of any accident.

The new generation VDR has been designed with a combination of a new real-time data display, an increased storage capacity with a replay software function alllowing the ship's crew to investigate incidents onboard.

The new VDR is compliant with the latest performance standards and technical requirements as defined in MSC.333(90) and IEC 61996-1 Ed. 2.

The system offers Kelvin Hughes customers a cost effective solution to replace obsolete technology.

Features	
CONTROL	High resolution touch screen display with 'On Demand' system performance test Ethernet Interface for Data Collection and VESA mounting option (8" or 9.7" displays available)
SYSTEM MONITOR	Continuous and manual health checking of the system displayed using a traffic light system for simple fault diagnosis.
SIMPLE PLAYBACK	'Audio Scan' and 'Jump to Incident' functions, providing intuitive data review by ship's Officers, Engineers, and incident investigators. Straight forward data download processes, using a laptop or office PC, connected to the Ethernet port on the touch screen display.
EASY INSTALLATION	Allows for simple Retrofit to existing Kelvin Hughes VDR installations, using cabling from previous VDR/S-VDR systems to be incorporated, removing the requirement for new cable runs. The new, larger, cable management system accommodates bulky VGA connectors and thick power cable to pass into the main unit along with the smaller data cables.
COMPLIANT	Designed with a high-performance main processor using Solid State technology, combining reliable performance with superior user experience. Available in both S-VDR and VDR. Exceeding MSC.333(90) regulations, Kelvin Hughes VDR is designed as a 'Fit and Forget' system.

Detect and Protect.

KELVIN HUGHES
A Hensoldt Company.

VDR SYSTEM SPECIFICATIONS

Data Collection	S-VDR	New Kelvin Hughes VDR
DATE AND TIME	■	■
VESSEL POSITION, SPEED AND HEADING	■	■
BRIDGE AUDIO	■	■
COMMUNICATION AUDIO	■	■
RADAR DATA	When available, Radar data MUST be recorded	■
AIS	When radar data is not available, AIS data MUST be recorded	■
ECHO SOUNDER	Recorded if suitable equipment is fitted	■
ENGINE AND RUDDER ORDER AND RESPONSE		■
HULL OPENING WATERTIGHT AND FIRE DOOR STATUS		■
MAIN ALARMS		■
SECOND RADAR, ECDIS, INCLINOMETER		■
ACCELERATION AND HULL STRESSES		Recorded if suitable equipment is fitted
WIND SPEED AND DIRECTION		

System Information	Details	Dimensions (hwd)
MEU (MAIN ELECTRONIC UNIT)	10 audio channels 21 NMEA data inputs 2 DVI - D/DVI – A/VGA inputs for radar capture 2 x Ethernet interface for ships network (ECDIS) Power 24v DC	500 x 570 x 160mm
FIXED HARDENED CAPSULE	60 days data storage 20m cable Ethernet interface Power 24v DC (supplied from MEU)	153 x 180 x 236mm
FLOAT FREE CAPSULE	60 days data storage 20m cable Ethernet interface Power 24v DC (supplied from MEU)	293 x 197 x 140mm
BCP (BRIDGE CONTROL PANEL)	Graphical colour display Continuous and manual health check Power 24v DC (supplied from MEU)	188 x 245 x 56mm
BRIDGE MICROPHONE	Built in self-test Power 12v DC (supplied from MEU)	28 x 113 x 63mm
BRIDGE WING MICROPHONE	IP66 waterproof Built in self-test Power 12v DC (supplied from MEU)	28 x 113 x 63mm
PSU (POWER SUPPLY UNIT)	110 to 230v AC 50/60hz Battery back up AC fail output Power 24v DC output	400 x 300 x 210mm

Follow us

UK (Head Office): Kelvin Hughes Ltd
Voltage, Mollison Avenue,
Enfield
EN3 7XQ, UK
t: +44 (0)1992 805 200

Benelux: Kelvin Hughes (Nederland) BV
Rotterdam: t: +31 10 472 4050

Far East: Kelvin Hughes Pte Ltd
Singapore: t: +65 6331 4268

Scandinavia: A/S Kelvin Hughes
Copenhagen: t: +45 8611 2888

WWW.KELVINHUGHES.COM

surveillance@kelvinhughes.com

KELVIN HUGHES