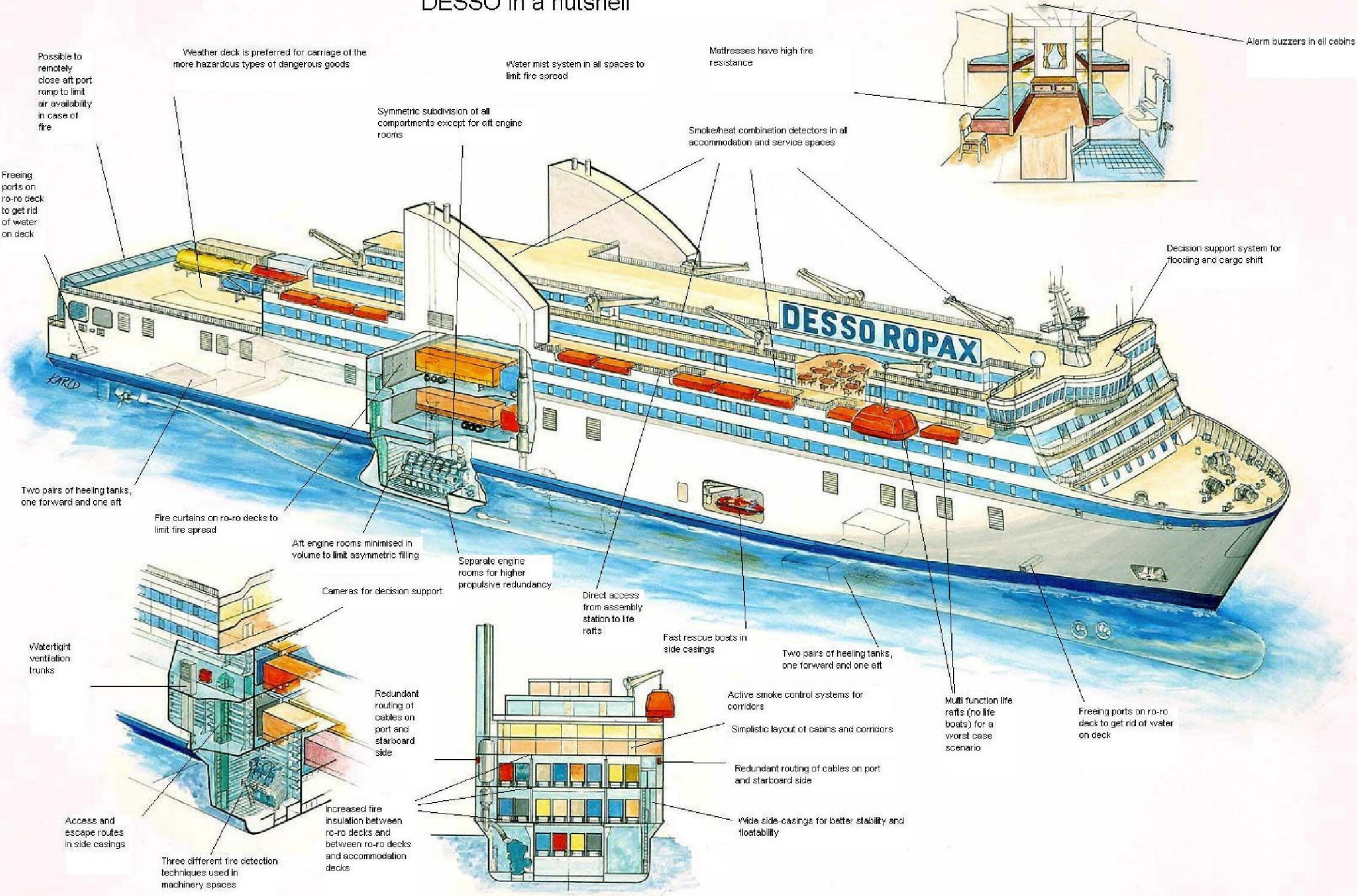


DESSO in a nutshell

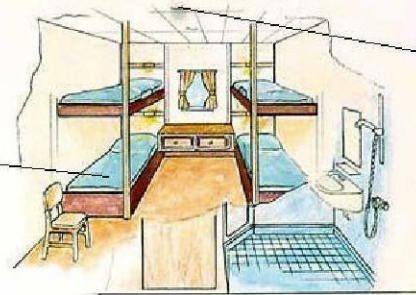


Possible to remotely close aft port ramp to limit air availability in case of fire

Weather deck is preferred for carriage of the more hazardous types of dangerous goods

Water mist system in all spaces to limit fire spread

Mattresses have high fire resistance



Alarm buzzers in all cabins

Symmetric subdivision of all compartments except for aft engine rooms

Smoke/heat combination detectors in all accommodation and service spaces

Freeing ports on ro-ro deck to get rid of water on deck

Decision support system for flooding and cargo shift

DESSO ROPAX

Two pairs of heeling tanks, one forward and one aft

Fire curtains on ro-ro decks to limit fire spread

Aft engine rooms minimised in volume to limit asymmetric filling

Separate engine rooms for higher propulsive redundancy

Cameras for decision support

Direct access from assembly station to life rafts

Fast rescue boats in side casings

Two pairs of heeling tanks, one forward and one aft

Watertight ventilation trunks

Multi function life rafts (no life boats) for a worst case scenario

Freeing ports on ro-ro deck to get rid of water on deck

Redundant routing of cables on port and starboard side

Active smoke control systems for corridors

Simplistic layout of cabins and corridors

Redundant routing of cables on port and starboard side

Wide side-casings for better stability and floatability

Access and escape routes in side casings

Three different fire detection techniques used in machinery spaces

Increased fire insulation between ro-ro decks and between ro-ro decks and accommodation decks