BNWAS
Bridge Navigational Watch Alarm System

Technical Data Sheet
General Features
Bridge Navigational Watch Alarm System (BNWAS)

New SOLAS regulations require sea going vessels to be equipped with a BNWAS as of July 2011. The IS steinsohn BNWAS monitors and alerts the master if the officer of the watch (OOW) does not respond to the alarm system in time. The BNWAS allows retrofits and the combination with other ship safety systems.

The System can be used for the bridge area or in the engine control room as a personnel alarm system. It complies with the requirements of the IMO Resolution MSC.128(75) and the new test standard of IEC 62616.

Main Features of the system

Significant features

- Dormant for a period of between 3 -12 minutes
- Integrated dimmer & buzzer with changeable tone and volume
- Count-down time indicator
- Emergency call function
- Reset via panels, buttons or via external devices
- Auto start via heading or track control system
- Transfer function for nautical alarms
- Interfaces via dry contacts and RS422 (NMEA)

New functionalities

Interfaces via NMEA (according to IEC 61162-1):
- Serial input:
  - External reset via event telegram
  - External activate via ALR telegram of the emergency call
  - Dim function
Serial output:

- Information via ALR telegram to VDR
- Information via ALR telegram to central alarm panel
- Dim function of connected equipment

Optional:

- Uninterruptible Power Supply (UPS)
- Reset via motion detector sensor (PIR)
- Network capable

**Type approval:**

Due to the new test standards IEC 62616 the new IS steinsohn BNWAS AO06.61 is certified by GL and CCS.

**Wheelmark certificate (MED):**

With its GL MCA certificate, the new IS steinsohn BNWAS AO06.61 is ready for the Wheelmark certificate.

**Typical Bridge Navigational Watch Alarm System**

According to: IMO Resolution A.694(17), IMO Resolution MSC 128(75), IMO MSC/Circ. 982, IEC 62616 Ed.1, IEC 61162 series, IEC 62288:2008, IEC 60945

Note: Reset devices are just allowed in areas were the OOW has a proper look out.
**New regulations**

Ship owners and managers are affected by amendments to SOLAS regulation V/19 adopted on 5th June 2009 by resolution MSC.282 (86) which requires carriage of a BNWAS, complying with IMO performance standards. The required equipment on ships of 150 gross tonnages and upwards and a passenger ship irrespective of size, with a phased carriage requirement for existing ships, is as follows:

<table>
<thead>
<tr>
<th>Vessel type</th>
<th>Size (gross tonnage)</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessels constructed on and after July 1, 2011</td>
<td>All passenger ships</td>
<td>Vessels shall be equipped with the BNWAS.</td>
</tr>
<tr>
<td></td>
<td>Vessels of 150 GT and upwards</td>
<td></td>
</tr>
<tr>
<td>Vessels constructed before July 1, 2011</td>
<td>All passenger ships</td>
<td>Not later than the first survey after July 1, 2012</td>
</tr>
<tr>
<td></td>
<td>Vessels of 3,000 GT and upwards</td>
<td></td>
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<tr>
<td></td>
<td>Vessels over 500 and under 3,000 GT</td>
<td>Not later than the first survey after July 1, 2013</td>
</tr>
<tr>
<td></td>
<td>Vessels over 150 and under 500 GT</td>
<td>Not later than the first survey after July 1, 2014</td>
</tr>
</tbody>
</table>

**Retrofit of existing vessels**

Vessels without a BNWAS or with a BNWAS which is not according to IMO MSC 128(75) could be refitted with the IS steinsohn BNWAS. To reduce the costs of a refit, INTERSCHALT is in steady contact to the classification societies and flag states to find a minimum configuration.

**Advantages**

- Slim design
- Competitive price
- Easy to install by crew
- No special cables necessary
- Experience of more than 10 years

**New buildings**

The IS steinsohn BNWAS AO06.61 is according to the newest test standards and IMO resolutions. The system got a special approval certificate from the Germanischer Lloyd. As a benefit for our customers the GL-MCA certificate will be transferred automatically in a ‘Wheelmark Certificate’. The BNWAS will be transferred in the MED Annex starting in 2012.

**Advantages**

- ‘Ready for Wheelmark Certificate’
- Competitive pricing
- Slim design
- User-friendly interfaces via NMEA and dry contacts
- Motion detectors for reset of BNWAS countdown
- Optional: network capable
- Optional: Uninterruptable power supply - UPS 24 VDC/230VAC
- Installation on more than 1,000 vessels