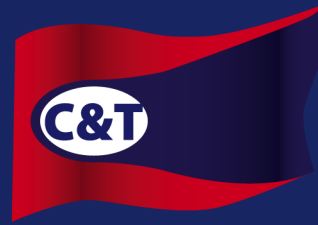




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Bridge Navigation Watch Alarm System

The purpose of the Bridge Navigation Watch Alarm System (BNWAS) is to ensure that a vessel is under the control of the Office of the Watch (OOW) at all times and to ensure that the wheelhouse is never unmanned.

The OOW must reset the BNWAS within a set time period. The BNWAS is essential for companies running a "one man bridge" operation, where the vessel is reliant on one OOW to ensure the vessel continues on a safe passage. Should the OOW become unable to interact with the BNWAS the system will enter a sequence of alarm stages.

Stage 1 - Audible and visual alarm local to the wheelhouse only

Stage 2 - additional audible and visual alarm in chosen Officer's quarters

Stage 3 - additional audible alarm ship-wide

In addition to the standard "push to reset" controls the KW810 has the option of the KW810-P Motion Sensor. When the sensor detects movement of the OOW it will automatically reset the BNWAS counter, leaving the OOW free to carry out his normal duties without the concern of resetting the BNWAS manually every 3-12 minutes.



IMO Resolution MSC.282(86) (adopted June 2009) specifies BNWAS as a mandatory requirement on the following vessels:

- **1st July 2011** - Cargo vessels of 150 gt and greater and all passenger ships built after this date, irrespective of size.
- 1st July 2012 - Passenger vessels irrespective of size built before 1st July 2011, not later than the 1st survey* after 1st July 2012.
- 1st July 2012 - Cargo vessels of 3000 gt and greater built before 1st July 2011, not later than the 1st survey* after 1st July 2012.
- 1st July 2013 - Cargo vessels of 500gt and greater, but less than 3000gt built before 1st July 2011, not later than the 1st survey* after 1st July 2013
- 1st July 2014 - Cargo vessels of 150gt and greater, but less than 500 gt built before 1st July 2011, not later than the 1st survey* after 1st July 2014

BNWAS will be a requirement of all ships shown above for all voyages and is not exclusive to ships on international voyages.

*Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations (MSC. 1/Circ. 1290)

Specifications for the Bridge Navigation Watch Alarm System

MAIN ELECTRONICS UNIT (MEU)

Power: 110 / 220 VAC
Input 1: NMEA0183 GPS Speed \$GPVTG
Input 2: NMEA0183 Autopilot or Autopilot Engaged
Output: NMEA0183 for VDR
Dimensions: Mild Steel enclosure 300 x 300 x 155mm IP57

MAIN ALERT PANEL (MAP)

Power: 12V DC
Input: All Alert stages & Audible Alarm
Dimensions: ABS Moulded plastic 135 x 185 x 85mm IP65

REMOTE ALERT PANEL (RAP)

Power: 12V DC
Input: Bridge Alert & Audible Alarm
Dimensions: ABS Moulded plastic 120 x 90 x 50mm IP65

WATCH ALERT PANEL (WAP) FOR SECOND & THIRD STAGE ALERTS

Power: 12V DC
Input: Watch Alert & Audible Alarm
Dimensions: ABS Moulded plastic 120 x 90 x 50mm IP65

MOTION SENSOR (PIR)

Power: 12V DC

ADDITIONAL OUTPUTS

3x Dry Contacts for: 3rd Stage Active Watch Alarm for General Ship Alarm
4th Stage for activating SSAS Distress System
System Faults

Approvals: IEC62616, IEC60945



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