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To:	All surveyors
Applicable to flag:	All Flags
Subject:	Bridge Navigational Watch Alarm System (BNWAS)
Reference:	SOLAS Chapter V Regulation 19

IMO Resolution MSC.282(86) was adopted in June 2009, revising SOLAS Chapter V regulation 19, making mandatory the carriage of a Bridge Navigational Watch Alarm System (BNWAS) for all vessels as follows :

1. cargo ships of 150 gross tonnage and upwards and passenger ships irrespective of size constructed on or after 1 July 2011;
2. passenger ships irrespective of size constructed before 1 July 2011, not later than the first survey after 1 July 2012;
3. cargo ships of 3,000 gross tonnage and upwards constructed before 1 July 2011, not later than the first survey after 1 July 2012;
4. cargo ships of 500 gross tonnage and upwards but less than 3,000 gross tonnage constructed before 1 July 2011, not later than the first survey after 1 July 2013; and
5. cargo ships of 150 gross tonnage and upwards but less than 500 gross tonnage constructed before 1 July 2011, not later than the first survey after 1 July 2014.

The bridge navigational watch alarm system should be in operation acting as device which triggers an alarm if the Officer of the Watch (OOW) becomes incapable of performing the OOW's duties. The OOW must reset the BNWAS within a set time period. Should the OOW become unable to interact with the BNWAS, the system will enter a sequence of alarm stages:

Stage 1 - Audible alarm which sounds on the Bridge at the end of the visual indication period.

Stage 2 - Remote audible alarm which sounds in the back-up Officer's and/or Master's location.

Stage 3 - Additional remote audible alarm at the locations of further crew members capable of taking corrective actions.

In vessels other than passenger vessels, the second or third stage remote audible alarms may sound in all the above locations at the same time. If the second stage audible alarm is sounded in this way, the third stage alarm may be omitted.

In larger vessels, the delay between the second and third stage alarms may be set to a longer value on installation, up to a maximum of 3 minutes, to allow sufficient time for the back-up Officer and/or Master to reach the Bridge.

The BNWAS is to be type approved by the Flag Administration or its Recognized Organization.

References:

IMO Resolution MSC 282(86): SOLAS V 19

IMO Resolution MSC 128(75): Performance Standards for BNWAS

Kindest Regards,
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