

KPI Information Update IU-50-2013
(SOLAS Requirements Concerning Carriage of BNWAS)

The amendment of the SOLAS, Chapter V/19 regarding the carriage requirements for Bridge Navigational Watch Alarm System (BNWAS) was adopted as IMO Resolution MSC.350(92) at the 92nd

session of the IMO Maritime Safety Committee (MSC-92) held in June 2013 and carriage requirements for the ships constructed before 1 July 2002 were added.



The following are extracted info & required to be notified to all member vessels:

► **Type of ships that requirements are applied:**

These new requirements shall apply to the following types of ships:

- (1) All cargo ships of 150GT and upwards; and
- (2) Passenger ships irrespective of size.

Vessel Type	Gross Tonnage	Year Constructed	Deadline
Passenger Vessel	ALL	July 1 st , 2011 and onwards	July 1 st , 2011
Passenger Vessel	ALL	Before July 1 st , 2011	Not later than the 1 st survey after July 1 st , 2012
Cargo Vessel	150 and upwards	July 1 st , 2011 and onwards	On or after July 1 st , 2011
Cargo Vessel	150 and upwards, but less than 500	Before July 1 st , 2011	Not later than the 1 st survey after July 1 st , 2014
Cargo Vessel	500 and upwards, but less than 3,000	Before July 1 st , 2011	Not later than the 1 st survey after July 1 st , 2013
Cargo Vessel	3,000 and upwards	Before July 1 st , 2011	Not later than the 1 st survey after July 1 st , 2012

► **Dates of application:**

The due dates for ships to be fitted with a BNWAS are as follows:

- (1) Ships constructed on or after 1 July 2011, not later than the initial Safety Equipment Survey (SE survey);

(2) Passenger ships constructed before 1 July 2002, not later than the first survey after 1 January 2016;

(3) Cargo ships of 3,000 GT and upwards constructed before 1 July 2002, not later than the first SE survey after 1 January 2016;

(4) Cargo ships of 500 GT and upwards constructed before 1 July 2002, not later than the first SE survey after 1 January 2017;

- (5) Cargo ships of 150 GT and upwards constructed before 1 July 2002, not later than the first SE survey after 1 January 2018;
- (6) Passenger ships constructed before 1 July 2011, not later than the first survey after 1 July 2012;
- (7) Cargo ships of 3,000 GT and upwards constructed before 1 July 2011, not later than the first SE survey after 1 July 2012;
- (8) Cargo ships of 500 GT and upwards constructed before 1 July 2011, not later than the first SE survey after 1 July 2013;
- (9) Cargo ships of 150 GT and upwards constructed before 1 July 2011, not later than the first SE survey after 1 July 2014; and
- (10) Ships constructed before 1 July 2011 but delivered after the due dates of (6) to (9) above, not later than the initial SE Survey.
- (11) Administrations may exempt ships from the application of the requirement specified in (2) to (5) above when such ships will be taken permanently out of service within two years after the implementation date specified in (2) to (5) above.

► Performance standards and type-approval for BNWAS:

- (1) Summary of IMO Performance Standards MSC.128 (75):
 - (i) The system shall comply with environmental test requirements;
 - (ii) The system should incorporate the following operational modes: Automatic, Manual On and Manual Off;
 - (iii) The dormant period, visual indication, first stage audible alarm, second stage remote audible alarm and third stage remote audible alarm should follow the operational sequence of IMO standards.
 - (iv) The electric power required by the system should be supplied from both an AC source and a DC source.
 - (v) Initiation of the reset function may be generated by means other than a reset button.
- (2) A BNWAS is to be of a type approved by the Administration.

► BNWAS installation guidelines:

- (1) Reset devices:
 - (i) At least one reset device should be provided near each conning position in the wheelhouse. More reset devices may be provided to the workstations for navigation, manoeuvring and monitoring in order for safe and effective operation, if desired. A reset function may be initiated by motion sensors and navigational equipment such as radar, auto-pilot, ECDIS, INS, etc.
 - (ii) One reset device should be provided to each bridge wing. Where it is easy to reset a first stage alarm by a reset device located nearby in the wheelhouse, reset devices are not required to be fitted at bridge wings.
- (2) Visual indicators and First stage audible alarms
 - (i) A visual indicator and first stage audible alarm are to be provided in the wheelhouse. When they are combined with a reset device, individual visual indicators and first stage alarms are not required.
 - (ii) A visual indicator and first stage audible alarm are to be provided in the bridge wings. Where a reset device is not provided in the case of 1(ii) above, the following functions are required: *Flashing indicator in the wheelhouse should be visible from an operational position on the bridge wing; and **First audible alarm in the wheelhouse should be audible from an operational position on the bridge wing
- (3) Second stage remote audible alarms and third stage remote audible alarms
 - (i) Second stage remote audible alarms should be located in the Captain's room and Deck officer's cabins. In cases where there are three deck officers on board, one deck officer for duty may be selected from the main panel and the alarm in the Captain's room may be changed to a third stage one.
 - (ii) Third stage remote audible alarms should be located in public spaces where deck officers use normally, such as Officer's Mess room, Saloon/Smoking room, Recreation rooms* and Ship's office. (*If provided.) However, in case where third stage remote audible alarms located outside can be heard clearly in a room of the above spaces, installation of a third stage remote alarm in the room is not required.

(iii) The volume of second and third stage remote audible alarm is required to have a sufficient level which can wake up sleeping person.

(4) BNWAS should be supplied by both an AC source (Main and Emergency source) and a DC source (ship's batteries or batteries contained within the device).

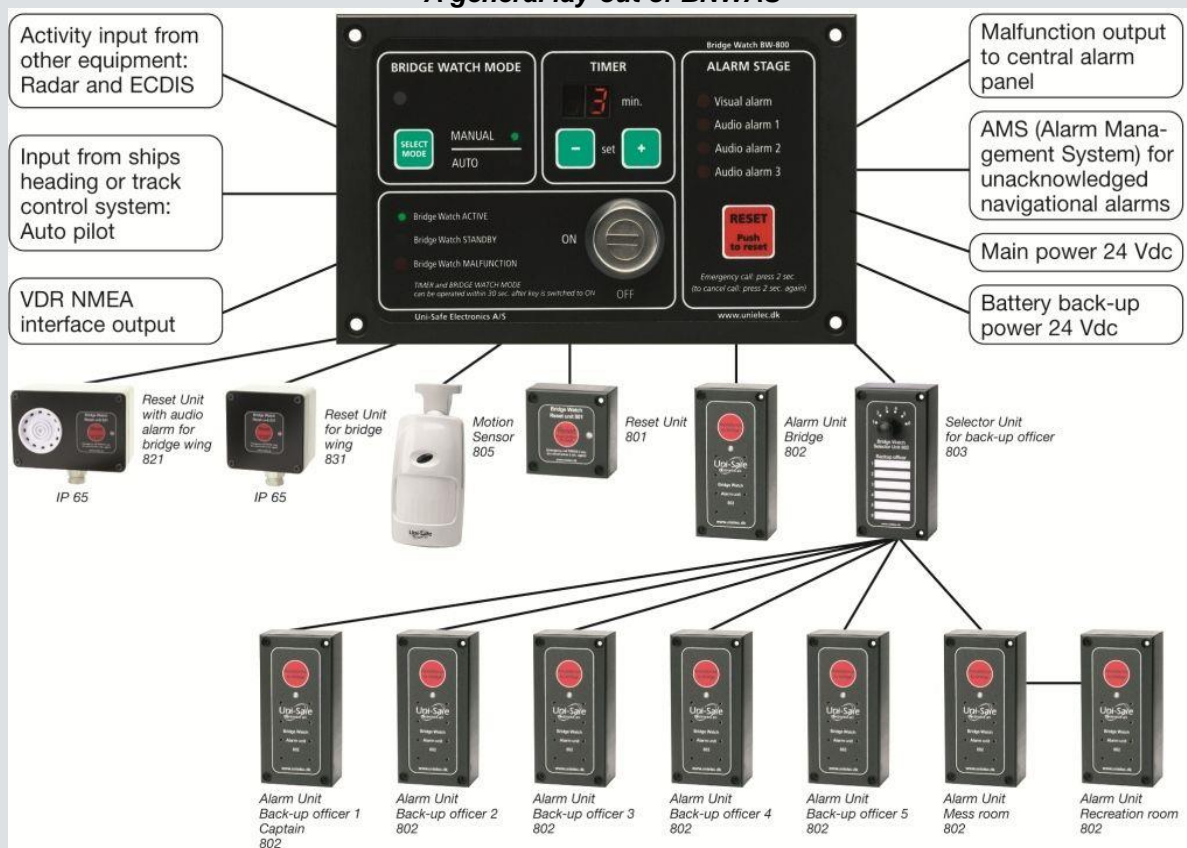
(5) BNWAS for ships constructed on or after 1 July 2011 are to be connected with the

following mandatory equipment required by SOLAS. (i) Heading Control System and Track Control System (ii) Voyage Data Recorder (VDR)

(6) With respect to small ships, BNWAS installations may be designed according to relaxed requirements in cases where such requirements are specified by the Flag State.

(7) An emergency call facility may be provided.

A general lay-out of BNWAS



(NMEA is a combined electrical and data specification for communication between marine electronics such as echo sounder, sonar, anemometer, gyrocompass, autopilot, GPS receivers and many other types of instruments. It has been defined by, and is controlled by, the National Marine Electronics Association)