

Antigua & Barbuda revises Circular on BNWAS

26. Jan. 2012 | Flag States | All Shiptypes | Owners

Circular 02-001-2011 Revision 02 provides conditions for exempting ships with existing BNWAS installations fitted before 1st July 2011.

The Department of Marine Services and Merchant Shipping (ADOMS) has issued Revision 02 of Circular 02-001-11 Bridge Navigational Watch Alarm System BNWAS.

The Circular provides instructions and requirements of the flag State Administration for compliance with the amended SOLAS Reg. V/19.2.2.3

Paragraph 4 of the Circular provides the conditions for the issuance of exemption certificates for BNWAS installed prior to 1st July 2011 that do not meet the MSC.128(75) performance standard. Specific reference is made to the exemption communicated to the IMO by the Government of Germany and published as SLS.14/Circ.438.

Under the condition that any option of a 1.5 minutes dormant period should be disabled if possible, and if this is not possible, it is clearly marked 'not to be used' and respective operational procedures are in place on the ship, systems compliant to the German national standard may be exempted.

Please find below links to the attached documents

[ADOMS Circular 02-001-11](#) with attachments

[Res MSC 282\(86\)](#),

[MSC 1 Circ 1290](#) and

[Res MSC 128 \(75\)](#) as well as


[SLS.14/Circ.438](#).

Contact

For questions, please contact: Germanischer Lloyd, MED and Bridge Control,
Mr. Jan Reinecke, jan.reinecke@gl-group.com

For more regulatory and technical updates on the GL website, please click [here](#).

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	GOVERNMENT OF ANTIGUA AND BARBUDA	Document	Circ. 02-001-2011
	DEPARTMENT OF MARINE SERVICES AND	Revision	02
	MERCHANT SHIPPING (ADOMS)	Pages	3
	<p style="text-align: center;">Circular 02-001-11 (R)</p> <p style="text-align: center;">Bridge Navigational Watch Alarm System</p> <p style="text-align: center;">BNWAS</p>	Reference	IMO Res MSC 282(86) MSC 1 Circ 1290 Res MSC 128 (75)

Circular letter to:

all companies having registered their ships under the flag of Antigua and Barbuda W.I.;
all ships registered under the flag of Antigua and Barbuda W.I.;
all authorized Recognized Organizations (RO)

1. Recent amendments to SOLAS effective from 1st January 2011 require all vessels to be fitted with Bridge Navigational Watch Alarm Systems (BNWAS). The IMO has also adopted a performance standard for BNWAS which is set out in Resolution MSC.128(75). The installation dates by ship size and type are phased in as set out in this circular.

2. Dates of application

- a. **1st July 2011:**
For new cargo ships of 150 GT and above and new passenger ships of all sizes constructed on or after 1st July 2011.
- b. **The first safety equipment or passenger ship safety survey after 1st July 2012.**
For passenger ships of all sizes and cargo ships of over 3000 GT constructed before 1st July 2011.
- c. **The first safety equipment survey after 1st July 2013.**
For cargo ships of 500 GT and above but less than 3000 gross tonnage constructed before 1st July 2011,
- d. **The first safety equipment survey after 1st July 2014.**
For cargo ships of 150 GT and above but less than 500 GT, constructed before 1st July 2011.

3. BNWAS installed prior to 1st July 2011 that meet the MSC.128(75) standard.

Existing installations that have documentary evidence of meeting the performance standard in IMO Resolution MSC.128(75) may continue in service. Ships should ensure that documentary evidence of the system's compliance with the performance standard is available on board. New installations should be accompanied by documentary evidence available on board to show that the equipment complies with the performance standard.

4. BNWAS installed prior to 1st July 2011 that do not meet the MSC.128(75) performance standard.

The amendments to the Convention (Chapter V, Reg. 19.2.2.4) allow the Administration to exempt existing BNWAS systems that do not fully comply with the performance standards adopted by the IMO on such conditions as it sees fit.

The Administration of Antigua and Barbuda has decided that it will accept by exemption existing installations fitted before 1st July 2011 where:

- a. The installation complies with the German national standard notified to the IMO in **62321.3/1-SOLAS-Kap V/19, SLS 14/Circ. Dated 4th November 2011**, and there is documentary evidence on board of this compliance, provided that, where there is an option for a 1.5 minute dormant period, this option is not used and the ship's procedures ensure that it is not used. Or
- b. The installation meets the following minimum standards;
 - i. The operational modes can be switched by a key protected or password protected selection system between "on" and "off",
 - ii. Once operational the system remains dormant for periods which can be selected between 3 minutes and 12 minutes. (Where a 1.5 minute option is provided this should be disabled if possible and if not disabled it should be clearly marked "not to be used" and the ship's operational procedures should ensure this.)
 - iii. At the end of the dormant period there is a visual indication to the watchkeeper on the bridge.
 - iv. 15 Seconds after the visual indication, if the system is not reset by the watchkeeper, there should be an audible indication on the bridge.
 - v. 15 Seconds after the bridge audible indication, if the system is not reset, there should be a second stage audible alarm at the backup officer or the Master's cabin.
 - vi. Between 90 and 180 seconds after the second stage audible alarm, if the system is not reset, there should be a third stage audible alarm at the locations of other crew members. The third stage alarm should be distinct from the fire alarm / general alarm if practicable; however in existing installations where the design of the system is such that it is not possible to separate the BNWAS alarm from the general alarm, the use of the general alarm for the BNWAS 3rd Stage audible alarm will be accepted.
 - vii. The locations of the reset buttons on the bridge are only in positions from where it is possible to provide a proper lookout.
 - viii. The system is supplied from both main power and from emergency power.

- ix. The system is suitable for installation on board in terms of electromagnetic compatibility. This may be ascertained by either evidence of compliance with a suitable standard (IE60945, IACS UR E10) or where there is no documentation the attending surveyor is able to establish that there is sound evidence that it has been in operation for a period of time with no compatibility issues affecting other bridge equipment and that the magnetic compass performance, as demonstrated by records of deviations on a full range of headings, is demonstrated to be unaffected.

- c. Each of the recognised organisations for Antigua and Barbuda is authorised to issue exemptions applicable to ship's Cargo Ship Safety Equipment Certificates "if previously authorised by the Administration". This Circular serves as authorisation to the recognised organisations to issue exemptions where required for BNWAS systems fitted prior to 1st July 2011 and which do not have documentary evidence of meeting the performance standards in MSC.128(75) if the existing systems meet either of the criteria stated above.

In any case where an RO issues an exemption to an Antigua and Barbuda ship in accordance with this arrangement, a copy of the exemption in electronic form should be set to both the ADOMS St. John's office: marineserve@candw.ag and to the ADOMS Oldenburg office: info@antiguamarine.com

5. Use of the system in practice.

The SOLAS amendments require that the BNWAS should be in operation whenever the ship is underway at sea. The Administration defines this to mean at sea when normal watchkeeping is undertaken and does not define this to include:

- a. When the ship is under pilotage,

- b. Times when the bridge is manned by more than one officer such as when in confined waters or similar when the BNWAS could distract from effective bridge team management.

January 2012.

**Department of Marine Services and Merchant Shipping
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ANNEX 1

**RESOLUTION MSC.282(86)
(adopted on 5 June 2009)**

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-sixth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2010, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY
AND ELECTRICAL INSTALLATIONS**

**Part A-1
Structure of ships**

Regulation 3-5 – New installation of materials containing asbestos

1 The existing text of paragraph 2 is replaced by the following:

“From 1 January 2011, for all ships, new installation of materials which contain asbestos shall be prohibited.”

**Part C
Machinery installations**

Regulation 35-1 – Bilge pumping arrangements

2 The following new paragraph 2.6.3 is added after the existing paragraph 2.6.2:

“2.6.3 Provisions for the drainage of closed vehicle and ro-ro spaces and special category spaces shall also comply with regulations II-2/20.6.1.4 and II-2/20.6.1.5.”

**CHAPTER V
SAFETY OF NAVIGATION**

Regulation 19 – Carriage requirements for shipborne navigational systems and equipment

3 In paragraph 2.1, the existing subparagraph .4 is replaced by the following:

“.4 nautical charts and nautical publications to plan and display the ship’s route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic chart display and information system (ECDIS) is also accepted as meeting the chart carriage requirements of this subparagraph. Ships to which paragraph 2.10 applies shall comply with the carriage requirements for ECDIS detailed therein;”.

4 In paragraph 2.2, the new subparagraphs .3 and .4 are added after the existing subparagraph .2 as follows:

- “.3 a bridge navigational watch alarm system (BNWAS), 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 shall be in operation whenever the ship is underway at sea;

- .4 a bridge navigational watch alarm system (BNWAS) installed prior to 1 July 2011 may subsequently be exempted from full compliance with the standards adopted by the Organization, at the discretion of the Administration.”

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

5 After the existing paragraph 2.9, the new paragraphs 2.10 and 2.11 are added as follows:

“2.10 Ships engaged on international voyages shall be fitted with an Electronic Chart Display and Information System (ECDIS) as follows:

- .1 passenger ships of 500 gross tonnage and upwards constructed on or after 1 July 2012;
- .2 tankers of 3,000 gross tonnage and upwards constructed on or after 1 July 2012;
- .3 cargo ships, other than tankers, of 10,000 gross tonnage and upwards constructed on or after 1 July 2013;
- .4 cargo ships, other than tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage constructed on or after 1 July 2014;
- .5 passenger ships of 500 gross tonnage and upwards constructed before 1 July 2012, not later than the first survey* on or after 1 July 2014;

- .6 tankers of 3,000 gross tonnage and upwards constructed before 1 July 2012, not later than the first survey* on or after 1 July 2015;
- .7 cargo ships, other than tankers, of 50,000 gross tonnage and upwards constructed before 1 July 2013, not later than the first survey* on or after 1 July 2016;
- .8 cargo ships, other than tankers, of 20,000 gross tonnage and upwards but less than 50,000 gross tonnage constructed before 1 July 2013, not later than the first survey* on or after 1 July 2017; and
- .9 cargo ships, other than tankers, of 10,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2013, not later than the first survey* on or after 1 July 2018.

2.11 Administrations may exempt ships from the application of the requirements of paragraph 2.10 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .5 to .9 of paragraph 2.10.”

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

CHAPTER VI CARRIAGE OF CARGOES

6 The title of chapter VI is replaced by the following:

“CARRIAGE OF CARGOES AND OIL FUELS”

Regulation 1 – Application

7 At the beginning of paragraph 1, the words “Unless expressly provided otherwise,” are added and the existing word “This” is replaced by the word “this”.

Regulation 5-1 – Material safety data sheets

8 The existing text of the regulation is replaced by the following:

“Ships carrying oil or oil fuel, as defined in regulation 1 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, shall be provided with material safety data sheets, based on the recommendations developed by the Organization*, prior to the loading of such oil as cargo in bulk or bunkering of oil fuel.”

* Refer to the Recommendations for material safety data sheets (MSDS) for MARPOL Annex I oil cargo and oil fuel, adopted by the Organization by resolution MSC.286(86), as may be amended.

APPENDIX CERTIFICATES

Record of Equipment for the Passenger Ship Safety Certificate (Form P)

9 In the Record of Equipment for the Passenger Ship Safety Certificate (Form P), in section 5, a new item 14 is inserted as follows:

“14 Bridge navigational watch alarm system (BNWAS)”.

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

10 In the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E), in section 3, a new item 14 is inserted as follows:

“14 Bridge navigational watch alarm system (BNWAS)”.

Record of Equipment for the Nuclear Passenger Ship Safety Certificate (Form PNUC)

11 In the Record of Equipment for Nuclear Passenger Ship Safety Certificate (Form PNUC), in section 5, a new item 15 is inserted as follows:

“15 Bridge navigational watch alarm system (BNWAS)”.

Record of Equipment for the Nuclear Cargo Ship Safety Certificate (Form CNUC)

12 In the Record of Equipment for Nuclear Cargo Ship Safety Certificate (Form CNUC), in section 5, a new item 14 is inserted as follows:

“14 Bridge navigational watch alarm system (BNWAS)”.

* * *

FOOTNOTE TO BE ADDED TO SOLAS REGULATION V/18

In the existing footnote to paragraph 2, the following reference is added after the last reference:

“Performance standards for a bridge navigational watch alarm system (BNWAS) (resolution MSC.128(75))”.



Ref. T1/11.01

MSC.1/Circ.1290
16 December 2008

**UNIFIED INTERPRETATION OF THE TERM “FIRST SURVEY”
REFERRED TO IN SOLAS REGULATIONS**

1 The Maritime Safety Committee, at its eighty-fifth session (26 November to 5 December 2008), following the recommendations made by the Sub-Committee on Flag State Implementation at its sixteenth session, approved the unified interpretation of the term “first survey” referred to in SOLAS regulations, as set out in the annex, with a view to ensuring a uniform approach towards the use of the above term.

2 Member Governments are invited to use the annexed interpretation when applying relevant provisions of the 1974 SOLAS Convention, as amended, and to bring it to the attention of all parties concerned.

3 This circular supersedes MSC/Circ.1141.

ANNEX

**UNIFIED INTERPRETATION OF THE TERM “FIRST SURVEY”
REFERRED TO IN SOLAS REGULATIONS**

1 Unless indicated otherwise, when the term “first survey” is referenced by a regulation in the 1974 SOLAS Convention, as amended, it means the first annual survey, the first periodical survey or the first renewal survey whichever is due first after the date specified in the relevant regulation or any other survey if the Administration deems it to be reasonable and practicable, taking into account the extent of repairs and alterations being undertaken.

2 For a ship under construction, where the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the initial survey is the “first survey”.

ANNEX 11

**RESOLUTION MSC.128(75)
(adopted on 20 May 2002)**

**PERFORMANCE STANDARDS FOR A BRIDGE NAVIGATIONAL
WATCH ALARM SYSTEM (BNWAS)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article (28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.886(21), by which the Assembly resolved that the function of adopting performance standards and technical specifications, as well as amendments thereto shall be performed by the Maritime Safety Committee and/or the Marine Environment Protection Committee, as appropriate, on behalf of the Organization,

RECOGNIZING that, many operational bridge-related marine accidents could be averted if an effective and operational bridge navigational watch alarm system (BNWAS) was fitted to vessels,

RECOGNIZING FURTHER that, by the use of a Bridge Navigational Watch Alarm System (BNWAS) warnings will be given in case of the incapacity of the watchkeeping officer due to accident, sickness or in the event of a security breach, e.g. piracy and/or hijacking,

NOTING that the installation of such equipment is a relatively low-cost and an effective means of avoiding operational navigational accidents,

RECOGNIZING the need to prepare appropriate performance standards for BNWASs,

HAVING CONSIDERED the recommendation on the performance standards for BNWASs made by the Sub-Committee on Safety of Navigation at its forty-seventh session,

1. ADOPTS the Recommendation on Performance Standards for a Bridge Navigational Watch Alarm System, set out in the Annex to the present resolution;
2. RECOMMENDS Governments to ensure that BNWASs installed on or after 1 July 2003, conform to performance standards not inferior to those specified in the Annex to the present resolution.

ANNEX

RECOMMENDATION ON PERFORMANCE STANDARDS FOR A BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS)

1 SCOPE

The purpose of a bridge navigational watch alarm system (BNWAS) is to monitor bridge activity and detect operator disability which could lead to marine accidents. The system monitors the awareness of the Officer of the Watch (OOW) and automatically alerts the Master or another qualified OOW if for any reason the OOW becomes incapable of performing the OOW's duties. This purpose is achieved by a series of indications and alarms to alert first the OOW and, if he is not responding, then to alert the Master or another qualified OOW. Additionally, the BNWAS may provide the OOW with a means of calling for immediate assistance if required. The BNWAS should be operational whenever the ship's heading or track control system is engaged, unless inhibited by the Master.

2 REFERENCES

- IMO resolution A.830(19) Code on alarms and indicators
- IMO MSC/Circ.982 Guidelines on Ergonomic Criteria for Bridge Equipment and Layout
- IMO resolution A.694(17) General Requirements¹ for shipborne radio equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids

3 DEFINITIONS

Bridge – Wheelhouse and bridge wings

4 OPERATIONAL REQUIREMENTS

4.1 Functionality

4.1.1 Operational modes

4.1.1.1 The BNWAS should incorporate the following operational modes:

- Automatic (Automatically brought into operation whenever the ship's heading or track control system is activated and inhibited when this system is not activated)
- Manual ON (In operation constantly)
- Manual OFF (Does not operate under any circumstances)

¹ IEC Publication 60945

4.1.2 Operational sequence of indications and alarms

4.1.2.1 Once operational, the alarm system should remain dormant for a period of between 3 and 12 min (Td).

4.1.2.2 At the end of this dormant period, the alarm system should initiate a visual indication on the bridge.

4.1.2.3 If not reset, the BNWAS should additionally sound a first stage audible alarm on the bridge 15 s after the visual indication is initiated.

4.1.2.4 If not reset, the BNWAS should additionally sound a second stage remote audible alarm in the back-up officer's and/or Master's location 15 s after the first stage audible alarm is initiated.

4.1.2.5 If not reset, the BNWAS should additionally sound a third stage remote audible alarm at the locations of further crew members capable of taking corrective actions 90 s after the second stage remote audible alarm is initiated.

4.1.2.6 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.

4.1.2.7 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 min, to allow sufficient time for the back-up officer and/or Master to reach the bridge.

4.1.3 Reset function

4.1.3.1 It should not be possible to initiate the reset function or cancel any audible alarm from any device, equipment or system not physically located in areas of the bridge providing proper look out.

4.1.3.2 The reset function should, by a single operator action, cancel the visual indication and all audible alarms and initiate a further dormant period. If the reset function is activated before the end of the dormant period, the period should be re-initiated to run for its full duration from the time of the reset.

4.1.3.3 To initiate the reset function, an input representing a single operator action by the OOW is required. This input may be generated by reset devices forming an integral part of the BNWAS or by external inputs from other equipment capable of registering physical activity and mental alertness of the OOW.

4.1.3.4 A continuous activation of any reset device should not prolong the dormant period or cause a suppression of the sequence of indications and alarms.

4.1.4 Emergency call facility

Means may be provided on the bridge to immediately activate the second, and subsequently third, stage remote audible alarms by means of an “Emergency Call” push button or similar.

4.2 Accuracy

The alarm system should be capable of achieving the timings stated in section 4.1.2 with an accuracy of 5% or 5 s, whichever is less, under all environmental conditions.

4.3 Security

The means of selecting the Operational Mode and the duration of the Dormant Period (Td) should be security protected so that access to these controls should be restricted to the Master only.

4.4 Malfunctions, alarms and indications

4.4.1 Malfunction

If a malfunction of, or power supply failure to, the BNWAS is detected, this should be indicated. Means shall be provided to allow the repeat of this indication on a central alarm panel if fitted.

5 ERGONOMIC CRITERIA

5.1 Operational controls

5.1.1 A protected means of selecting the operational mode of the BNWAS.

5.1.2 A protected means of selecting the duration of the dormant period of the BNWAS.

5.1.3 A means of activating the “Emergency Call” function if this facility is incorporated within the BNWAS.

5.1.4 Reset facilities

Means of activating the reset function should only be available in positions on the bridge giving proper look out and preferably adjacent to visual indications. Means of activating the reset function should be easily accessible from the conning position, the workstation for navigating and manoeuvring, the workstation for monitoring and the bridge wings.

5.2 Presentation of information

5.2.1 Operational mode

The operational mode of the equipment should be indicated to the OOW.

5.2.2 Visual indications

The visual indication initiated at the end of the dormant period should take the form of a flashing indication. Flashing indications should be visible from all operational positions on the bridge where the OOW may reasonably be expected to be stationed. The colour of the indication(s) should be chosen so as not to impair night vision and dimming facilities (although not to extinction) should be incorporated.

5.2.3 First stage bridge audible alarm

The first stage audible alarm which sounds on the bridge at the end of the visual indication period should have its own characteristic tone or modulation intended to alert, but not to startle, the OOW. This alarm should be audible from all operational positions on the bridge where the OOW may reasonably be expected to be stationed. This function may be engineered using one or more sounding devices. Tone/modulation characteristics and volume level should be selectable during commissioning of the system.

5.2.4 Second and third stage remote audible alarm

The remote audible alarm which sounds in the locations of the Master, officers and further crew members capable of taking corrective action at the end of the bridge audible alarm period should be easily identifiable by its sound and should indicate urgency. The volume of this alarm should be sufficient for it to be heard throughout the locations above and to wake sleeping persons.²

6 DESIGN AND INSTALLATION

6.1 General

The equipment should comply with IMO resolutions A.694(17), A.813(19), their associated international standards³ and MSC/Circ.982 regarding Guidelines for Ergonomic Criteria for Bridge Equipment and Layout.

6.2 Specific requirements

6.2.1 System physical integrity

All items of equipment forming part of the BNWAS should be tamper-proof so that no member of the crew may interfere with the system's operation.

6.2.2 Reset devices

Reset devices should be designed and installed so as to minimise the possibility of their operation by any means other than activation by the OOW. Reset devices should all be of a uniform design and should be illuminated for identification at night.

² IMO Resolution A.830(19)

³ IEC Publication 60945

6.2.3 Alternative reset arrangements may be incorporated to initiate the reset function from other equipment on the bridge capable of registering operator actions in positions giving proper look out.

6.3 Power supply

The BNWAS should be powered from the ship's main power supply. The malfunction indication, and all elements of the Emergency Call facility, if incorporated, should be powered from a battery maintained supply.

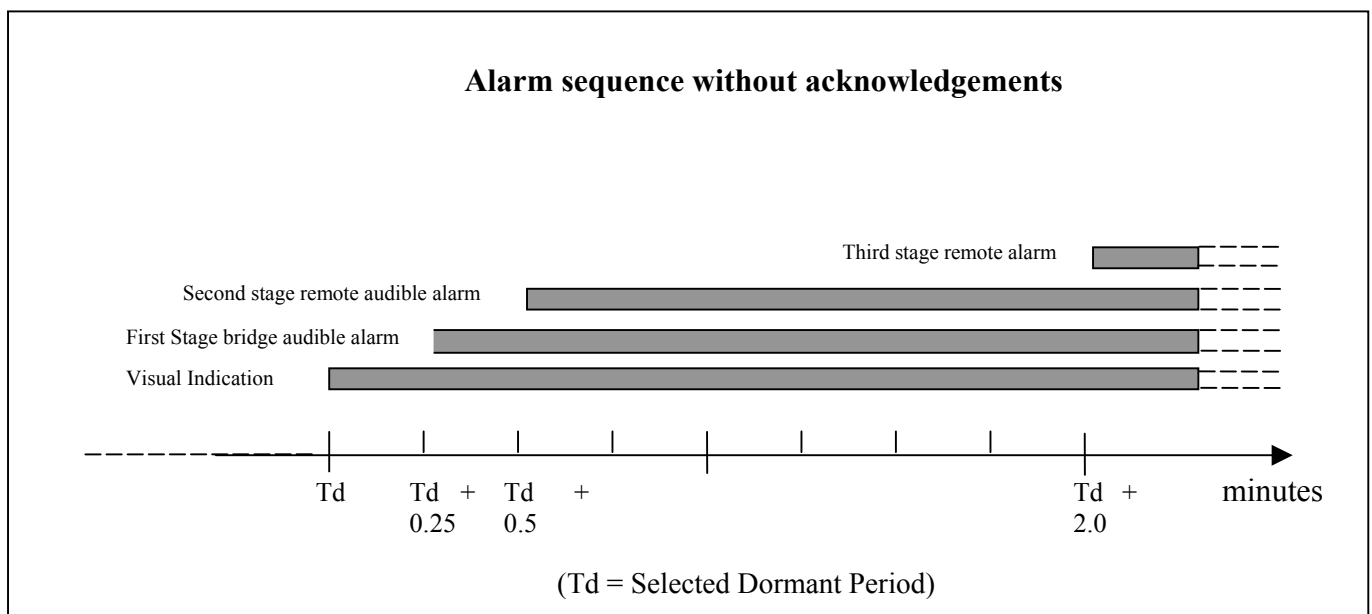
7 INTERFACING

7.1 Inputs

Inputs should be available for additional reset devices or for connection to bridge equipment capable of generating a reset signal by contacts, equivalent circuits or serial data.⁴

7.2 Outputs

Output(s) should be available for connection of additional bridge visual indications and audible alarms and remote audible alarms.



⁴ IEC Publication 61162

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SLS.14/Circ.438
9 November 2011

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Exemption accepted under regulation V/19.2.2.4

Bridge Navigational Watch Alarm System (BNWAS)

Communication by the Government of Germany

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a communication by the Government of Germany regarding functional equivalent arrangement for Bridge Navigational Watch Alarm System (BNWAS) in accordance with SOLAS regulation V/19.2.2.4.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.

ANNEX



Bundesministerium
für Verkehr, Bau
und Stadtentwicklung

Hans-Heinrich Callsen-Bracker

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REF: BNWAS functional equivalent arrangement in accordance with SOLAS regulation V/19
62321.3/1-SOLAS-Kap V/19, SLS 14/Circ.

TUM: Bonn, 04.11.2011

Your Excellency,

In accordance with SOLAS in terms of the provision of SOLAS regulation V/19.2.2.4, the Government of Germany should like to inform all Contracting Governments on the acceptance of existing arrangements and equipment in accordance with paragraph 2.2 and the new subparagraph .4: "A bridge navigational watch alarm system (BNWAS) which was installed prior to 1 July 2011 may subsequently be exempted from full compliance with the standards adopted by the Organization, at the discretion of the Administration."

For many years Germany requires that all ships with a keel laying date after 1 January 1988 have to be equipped with a fixed installed "Bridge Watch Alarm".

The national performance standard for that equipment is considered to be "equivalent" but not identical with the standard adopted by the Organization.



SEITE 2 VON 2 Therefore, the German Administration referring to SOLAS Regulation V/19.2.2.4 has decided that all ships under German Flag with a construction date prior to 1 July 2011 and already equipped with a fixed installed "Bridge Watch Alarm" in accordance with the German national requirements do not need to update their equipment to the new BNWAS in accordance with the new SOLAS requirements.

I should be grateful if the enclosed statement is circulated to all Contracting Governments and if steps could be taken to bring this information to the attention of the appropriate authorities.

For the Federal Ministry of Transport, Building
and Urban Affairs

Yours faithfully

Hans-Heinrich Callsen-Bracker

STATEMENT BY THE GOVERNMENT OF GERMANY

By RESOLUTION MSC.282(86) IMO has adopted among others amendments to SOLAS Chapter V "Safety of Navigation".

This includes in paragraph 2.2 of Regulation 19 - Carriage requirements for shipborne navigational systems and equipment - new subparagraphs .3 and .4 have been added after the existing subparagraph .2.

These new paragraphs require a bridge navigational watch alarm system (BNWAS) equipment for all cargo ships of 150 gross tonnage and upwards and passenger ships irrespective of size constructed on or after 1 July 2011.

Existing ships have to be equipped at a later stage depending sizes and type and year of construction. Not later than the first survey after 1 July 2014 all ships will have to be equipped with BNWAS.

New subparagraph .4 allows "A bridge navigational watch alarm system (BNWAS) which was installed prior to 1 July 2011 may subsequently be exempted from full compliance with the standards adopted by the Organization, at the discretion of the Administration."

For many years Germany requires that all ships with a keel laying date after 1 January 1988 have to be equipped with a fixed installed "Bridge Watch Alarm".

The national performance standard for that equipment is considered to be "equivalent" but not identical with the standard adopted by the Organization.

Therefore, the German Administration referring to SOLAS Regulation V/19.2.2.4 has decided that all ships under German Flag with a construction date prior to 1 July 2011 and already equipped with a fixed installed "Bridge Watch Alarm" in accordance with the German national requirements do not need to update their equipment to the new BNWAS in accordance with the new SOLAS requirements.

All ships under German Flag constructed on or after 1 July 2011 have to comply with a BNWAS which complies with the relevant performance standards adopted by the Organization as required by SOLAS regulations V/19.