

# Isle of Man Ship Registry Manx Shipping Notice



## Bridge Navigation Watch Alarm Systems (BNWAS)

Ref. MSN 061  
Issued: 1 Aug 2018

SOLAS Chapter V Regulation 19.2.2.3 requires that a BNWAS is fitted on board all commercial ships that are over 150gt, including yachts. The only exception to this is vessels certified and surveyed in compliance with the HSC Code.

This MSN has been published to explain the Isle of Man Ship Registry's requirements for BNWAS systems.

### 1. Passive Infrared Detectors

IMO Resolution MSC.128(75) 4.1.3.3 allows a device that registers physical activity to act as a reset function. Therefore the Ship Registry allows the use of Passive Infrared Detectors in BNWAS.

### 2. BNWAS Auto function

The Ship Registry adopts MSC.1/Circ.1474 Guidance on the BNWAS Auto Function. This Circular has been issued as interim guidance that the automatic operational mode on BNWAS, if available, should not be used. The guidance follows concerns raised over the **use of the automatic mode which has been raised at the IMO's NAV 55 Sub-Committee**. The conclusion is the automatic mode of the performance standard is not usable on a ship compliant with the SOLAS Convention. Therefore as an interim measure and pending a revision of the performance standards for a BNWAS – (resolution MSC.128(5)), the automatic operational mode, if it is available, should not be used.

### 3. BNWAS performance standards

BNWAS fitted on or after 1 July 2011 must comply with the standards prescribed by IMO. BNWAS installed prior to 1 July 2011 must comply with the standards prescribed by the Ship Registry, which are detailed below.



## **BNWAS installed prior to 1 July 2011**

Please find below a table of what the Isle of Man Ship Registry deems to be acceptable regarding BNWAS installed prior to 1 July 2011 (references are from MSC.128(75) Annex I). If these standards are met then the system will be deemed acceptable, however the Ship Registry will not issue any approval documentation:

<b>Ref.</b>	<b>Requirement</b>	<b>Means of Compliance</b>
4.1.1	Automatic / Manual on / Manual off settings	Automatic function to be wired in so that the BNWAS is in operation whenever the ship is underway at sea. If this cannot be wired into the autopilot other methods can be explored, such as wiring into the telegraph.
4.1.2.1	3min <TD < 12min dormancy period	Dormancy period must be between these times as per MSC.128(75)
4.1.2.2	Visual indication	As per MSC.128(75)
4.1.2.3	Audible alarm after 15 secs	As per MSC.128(75) or less
4.1.2.4	Second stage remote alarm after further 15 secs	As per MSC.128(75) or less than 15 seconds accepted. Must be in Master's cabin or back up officer's cabin or alleyway so that the aforementioned can hear the alarm
4.1.2.5	Third stage remote alarm further 90 seconds after the second stage alarm activated	As per MSC.128(75) or less than 90 seconds accepted
4.1.2.6	Combined 2 <sup>nd</sup> and 3 <sup>rd</sup> stage alarms	As per MSC.128(75) or less. Note that any alarms must be distinct from the general/fire alarm.
4.1.2.7	Delay between 2 <sup>nd</sup> and 3 <sup>rd</sup> stage up to 3 mins	This can only be increased to over 90 seconds if more time is needed to reach the wheelhouse on larger vessels
4.1.3.1	Reset in wheelhouse only	As per MSC.128(75)
4.1.3.2	Reset function	As per MSC.128(75)
4.1.3.3	Reset by OOW	As per MSC.128(75)
4.1.3.4	Continuous activation of reset	As per MSC.128(75)
4.1.4	Emergency Call	Separate alarm is accepted as long as it is distinct from the general/fire alarm.
4.2	Accuracy	Accuracy to be 5% or 5 seconds, whichever is less, over the maximum time prescribed.



4.3	Security	As per MSC.128(75)
4.4.1	Malfunction	This may be on a separate panel and should be powered from main and emergency supply.
5.1.1	Selecting the operational mode	As per MSC.128(75)
5.1.2	Selecting the duration	As per MSC.128(75)
5.1.3	Emergency Call	Separate alarm is accepted as long as it is distinct from the general/fire alarm. This should be powered from main and emergency supply.
5.1.4	Reset facilities	As per MSC.128(75)
5.2.1	Operational mode	As per MSC.128(75)
5.2.2	Visual indications	As per MSC.128(75)
5.2.3	1 <sup>st</sup> Stage alarm	As per MSC.128(75)
5.2.4	2 <sup>nd</sup> and 3 <sup>rd</sup> stage alarm	As per MSC.128(75)
6.2.1	System physical integrity	As per MSC.128(75)
6.2.2	Reset Devices	As per MSC.128(75)
6.2.3	Alternative reset devices	As per MSC.128(75)
6.3	Supply	As per MSC.128(75) – also see comments in 4.4.1 & 5.1.3 above

### **Reference Material:**

#### **Documents referred to in this MSN:**

- SOLAS Chapter V
- IMO Resolution MSC.128(75) - Performance Standards For a Bridge Navigational Watch Alarm System (BNWAS)
- MSC.1/Circ.1474 Guidance on the bridge navigational watch alarm system (BNWAS) auto function;
- IMO Resolution A.861(20) - Performance Standards For Shipborne Voyage Data Recorders (VDRs); and
- HSC Code - International Code of Safety for High-Speed Craft Code

Most Regulations and notices are available on the Isle of Man Government website: [www.iomshipregistry.com](http://www.iomshipregistry.com) or by contacting [marine.survey@gov.im](mailto:marine.survey@gov.im)

*Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal position.*

