



**REPUBLIC OF  
THE MARSHALL ISLANDS**  
**MARITIME ADMINISTRATOR**

Marine Notice

No. 2-011-40

Rev. 3/15

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF  
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: Bridge Navigation Watch Alarm Systems**

- References:**
- (a) International Convention for the Safety of Life at Sea (SOLAS) Consolidated Edition, 2014
  - (b) IMO Resolution [MSC.350\(92\)](#), *Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended*, adopted 20 June 2013
  - (c) IMO Resolution [MSC.128\(75\)](#), *Performance standards for a bridge navigational watch alarm system (BNWAS)*, adopted 20 May 2002
  - (d) IMO Circular [MSC.1/Circ.1474](#), *Guidance on the Bridge Navigational Watch Alarm System (BNWAS) Auto Function*, dated 23 May 2014
  - (e) IMO Circular [MSC.1/Circ.1290](#), *Unified Interpretation of the Term "First Survey" referred to in SOLAS Regulations*, dated 13 January 2009
  - (f) RMI Mobile Offshore Unit (MOU) Standards ([MI-293](#))

**PURPOSE:**

The purpose of this Notice is to inform vessel owners, operators and managers of the policy position of the Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") concerning the requirements for Bridge Navigation Watch Alarm Systems (BNWAS).

This Notice supersedes the original issue of 11/13. It reflects the addition of IMO Circular [MSC.1/Circ.1474](#) to the list of References with the resultant updating of paragraph 2.2, below and the hyperlinking of referenced documents where possible. Furthermore, it clarifies in the section on Applicability the date of initial survey for ships under construction and introduces a new section 2.0 on Operational Requirements that addresses the BNWAS connection to the VDR.

**APPLICABILITY:**

This Notice applies to the following RMI flagged vessels, and requires the installation of BNWAS on all new and existing ships as specified in the following Compliance Table:

## BNWAS Compliance Table

Ship type <sup>1</sup>	Gross tonnage	New ships (construction - keel laying date) SOLAS Chapter V, Reg. 19.2.2.3.1	Existing ships (not new ships)	
			Constructed (keel laid) on or after 1 July 2002 and before 1-July-2011 SOLAS Chapter V, Reg. 19.2.2.3.2 ~ .5	Constructed (keel laid) before 1 July 2002 (IMO Res. <a href="#">MSC.350(92)</a> )
Cargo Vessels	3,000 gt and over	on or after 1 July 2011	Not later than the first survey* on or after 1 July 2012	Not later than the first survey* on or after 1 January 2016
	500 gt and over but less than 3,000 gt	on or after 1 July 2011	Not later than the first survey* on or after 1 July 2013	Not later than the first survey* on or after 1 January 2017
	150 gt and over but less than 500 gt	on or after 1 July 2011	Not later than the first survey* on or after 1 July 2014	Not later than the first survey* on or after 1 January 2018
Passenger Vessels	All	on or after 1 July 2011	Not later than the first survey* on or after 1 July 2012	Not later than the first survey* on or after 1 January 2016

\* See [MSC.1/Circ.1290](#) for the Unified Interpretation of the term “first survey” when referred to in SOLAS

IMO Circular [MSC.1/Circ.1290](#), refers to the Unified Interpretation of the term “first survey” used in SOLAS Regulations. Unless indicated otherwise, when the term “first survey” is referenced by a regulation in SOLAS, 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. It may also be any other survey, if the Administrator deems it to be reasonable and practicable, taking into account the extent of repairs and alterations being undertaken. 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.”

### REQUIREMENTS:

#### 1.0 General Requirements

- 1.1 As permitted by SOLAS, the Administrator will accept BNWAS installed prior to 1 July 2011 that do not meet the performance standards contained in IMO Resolution [MSC.128\(75\)](#), upon recommendation from the Classification Society that issued the vessel’s International Safety Equipment Certificate, provided:
- a. The system is manufactured for marine service;
  - b. Audible alarms or visual indicators are provided in the wheelhouse and on the bridge wings; and
  - c. Second and third stage audible alarms are raised in locations deemed appropriate by the Classification Society of the vessel<sup>2</sup>.
- 1.2 Regardless of when installed, BNWAS, when fitted with motion detectors to serve as the reset function, must meet the following additional requirements:

<sup>1</sup> Self-propelled Mobile Offshore Units are required to be fitted with a BNWAS in accordance with SOLAS Chapter V. Refer to the RMI Mobile Offshore Unit Standards (MI-293) for these types of vessels.

<sup>2</sup> RMI requirement.

- a. The sensors cover only the area of the bridge forward of any bridge curtains;
- b. The area of the bridge covered by the motion sensor does not include bridge chairs, unless the chair is integral to the primary conning position, such as in a cockpit style operating position; and
- c. Moving bridge curtains will not reset the BNWAS.

## **2.0 Operational Requirements**

- 2.1 In accordance with SOLAS regulation V/19.2.2.3, BNWAS shall be in operation when the ship is under way at sea<sup>3</sup>.
- 2.2 Vessel operators shall address in their Safety Management System (SMS) the operating situations under which the BNWAS operational modes (automatic, Manual ON, Manual OFF) should be utilized, taking into account that the automatic operational mode shall not be utilized, if it is available, until such time as the performance standards contained in Resolution [MSC.128\(75\)](#) are revised. See [MSC.1/Circ.1474](#) for additional guidance on the BNWAS auto function.
- 2.3 For systems fitted with motion sensors to serve as one of the reset functions, the SMS shall include a procedure for the crew to check the system at least once a day to ensure it is operating correctly.<sup>4</sup>

## **3.0 BNWAS Interface with the Vessel's Voyage Data Recorder (VDR)**<sup>5</sup>

- 3.1 The Administrator's requirements for connecting a BNWAS to a VDR are as follows:
  - a. For BNWAS installed on or after 1 July 2011:
    - The BNWAS shall be connected to the VDR if the VDR was installed on or after 1 July 2014;
    - The BNWAS should, if practicable, be connected to the VDR if the VDR was installed prior to 1 July 2014.
  - b. For BNWAS installed prior to 1 July 2011:
    - The BNWAS should, if practicable, be connected to the VDR.
- 3.2 Upon receipt of a recommendation from the ship's Recognized Organization (RO), the Administrator will consider exemptions to these requirements.

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<sup>3</sup> For the purpose of this Marine Notice, "at sea" means the ship is under way outside of pilotage waters.

<sup>4</sup> RMI requirement

<sup>5</sup> RMI requirements.