

# BNWAS

## Bridge Navigational Watch Alarm System



**Ready for Wheelmark**

**Competitive price**

**User friendly interfaces**

**Small dimensions**

**Easy to install**

**Made in Germany**

**Installed on over 1,000 vessels**

**Acc. to IEC 62616 and MSC.128(75)**

**Bridge Navigational Watch Alarm System (BNWAS)**

New SOLAS regulations require sea going vessels to be equipped with a BNWAS as of July 2011. The IS steinsohn BNWAS monitors and alerts the master if the officer of the watch (OOW) does not respond to the alarm system in time. The BNWAS allows retrofits and the combination with other ship safety systems.

The System can be used for the bridge area or in the engine control room as a personnel alarm system. It complies with the requirements of the IMO Resolution MSC.128(75) and the new test standard of IEC 62616.

**Significant features**

- Dormant for a period of between 3 -12 minutes
- Integrated dimmer & buzzer with changeable tone and volume
- Count-down time indicator
- Emergency call function
- Reset via panels, buttons or via external devices
- Auto start via heading or track control system
- Transfer function for nautical alarms
- Interfaces via dry contacts and RS422 (NMEA)

**New functionalities**

Interfaces via NMEA (according to IEC 61162-1):

Serial input:

- External reset via event telegram
- External activate via ALR telegram of the emergency call
- Dim function

Serial output:

- Information via ALR telegram to VDR
- Information via ALR telegram to central alarm panel
- Dim function of connected equipment

Optional:

- Uninterruptible Power Supply (UPS)
- Reset via motion detector sensor (PIR)
- Network capable

**Type approval:**

Due to the new test standards IEC 62616 the new IS steinsohn BNWAS A006.61 is certified by GL and CCS.

**Wheelmark certificate (MED):**

With its GL MCA certificate, the new IS steinsohn BNWAS A006.61 is ready for the Wheelmark certificate.

**New regulations**

Ship owners and managers are affected by amendments to SOLAS regulation V/19 adopted on 5th June 2009 by resolution MSC.282 (86) which requires carriage of a BNWAS, complying with IMO performance standards. The required equipment on ships of 150 gross tonnage and upwards and passenger ships irrespective of size, with a phased carriage requirement for existing ships, is as follows:

Vessel type	Size (gross tonnage)	Requirement
Vessels constructed on and after July 1, 2011	All passenger ships	Vessels shall be equipped with the BNWAS
	Vessels of 150 GT and upwards	
Vessels constructed before July 1, 2011	All passenger ships	Not later than the first survey after July 1, 2012
	Vessels of 3,000 GT and upwards	
	Vessels over 500 and under 3,000 GT	Not later than the first survey after July 1, 2013
	Vessels over 150 and under 500 GT	Not later than the first survey after July 1, 2014

**Retrofit of existing vessels**

Vessels without a BNWAS or with a BNWAS which is not according to IMO MSC 128(75) could be refitted with the IS steinsohn BNWAS. To reduce the costs of a refit, INTERSCHALT is in steady contact to the classification societies and flag states to find a minimum configuration.

**Advantages**

- Slim design
- Competitive price
- Easy to install by crew
- No special cables necessary
- Experience of more than 10 years

**New buildings**

The IS steinsohn BNWAS A006.61 is according to the newest test standards and IMO resolutions. The system got a special approval certificate from the Germanischer Lloyd. As a benefit for our customers the GL-MCA certificate will be transferred automatically in a 'Wheelmark Certificate'. The BNWAS will be transferred in the MED Annex 1 list soon.

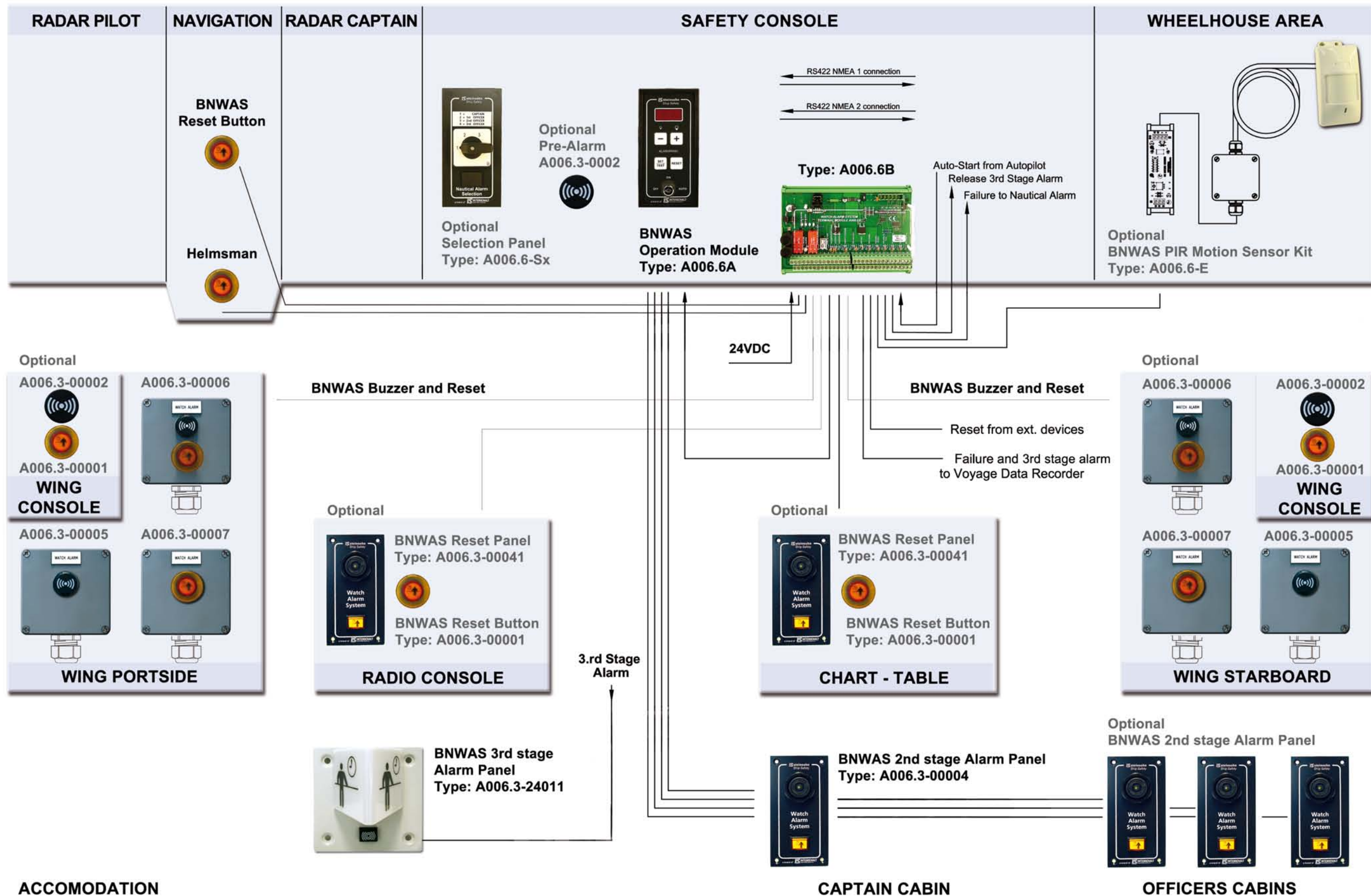
**Advantages**

- 'Ready for Wheelmark Certificate'
- Competitive pricing
- Slim design
- User-friendly interfaces via NMEA and dry contacts
- Motion detectors for reset of BNWAS countdown
- Optional: network capable
- Optional: Uninterruptable power supply - UPS 24 VDC/230VAC
- Installation on more than 1,000 vessels

# Typical Bridge Navigational Watch Alarm System

According to: IMO Resolution A.694(17), IMO Resolution MSC 128(75), IMO MSC/Circ. 982, IEC 62616 Ed.1, IEC 61162 series, IEC 62288:2008, IEC 60945

Note: Reset devices are just allowed in areas where the OOW has a proper look out.



ACCOMODATION

CAPTAIN CABIN

OFFICERS CABINS

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### **Additional IS steinsohn Ship Safety Systems**

- Personnel Alarm
- General Alarm
- Nautical Alarm
- Cold Store Lock in
- Hospital Call

### **Recommended combination of BNWAS and Nautical Alarm System**

With a special alarm transfer system between the IS steinsohn BNWAS and Nautical Alarm system both systems share the same alarm panels in the nautical officers accommodations.