



Government of the Isle of Man.

Department of Economic Development

Notice to Surveyors, Shipowners, Managers and Classification Societies

Amendments to SOLAS Chapter V Reg 19

Introduction of Bridge Navigational Watch Alarm System (BNWAS)

Reference Documents

Resolution MSC.282 (86) - amendments for vessels to fit a bridge navigational watch alarm system (BNWAS).

IMO Resolution MSC.128 (75) – performance standards for Bridge Navigational Watch Alarm System (BNWAS).

IMO Resolution A.861 (20) – Performance standards for Shipborne Voyage Data Recorders (VDRs).

SOLAS Chapter V Reg 19.2.3 requires BNWAS to be fitted on board vessels in accordance with the following timetable:

Ship Type	Gross tonnage	New Ships (Keel laying date)	Existing ships
Passenger ships	All	1 July 2011	Not later than first survey on or after 1 July 2012
Cargo Ships	3,000 gt and above	1 July 2011	Not later than first survey on or after 1 July 2012
	500gt and above but less than 3,000gt	1 July 2011	Not later than first survey on or after 1 July 2013
	150gt and above but less than 500gt	1 st July 2011	Not later than first survey on or after 1 July 2014

Notes:

- The BNWAS is to be type approved by a recognised organisation.
- Integration into VDR. IMO Res A.861(20) 5.4.9 requires all mandatory alarms on the bridge to interface with the VDR.
- IMO MSC.128 (75) 4.1.3.3 allows a device that registers physical activity to act as a reset function. Therefore the Isle of Man Ship Registry allows the use of PIR detectors.
- The carriage of BNWAS applies to all passenger ships, there is no relaxing this for those on short international voyages.
- The carriage of BNWAS does not apply to vessels certificated and surveyed in compliance with the HSC Code.

Existing installations

Many vessels have bridge navigation watch alarms fitted before the introduction of IMO Resolution MSC.128(75). However SOLAS Ch V Reg 19.2.3.4 allows administrations to accept installations fitted prior to the implementation date.

In order to assist shipowner's please find overleaf a table of what the Isle of Man Ship Registry will accept regarding these such installations:

Annex Para	Criteria	Acceptable Criteria
4.1.1	Automatic Manual on Manual off	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 the telegraph.
4.1.2.1	3min <TD < 12min	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 Masters Cabin or back up officers cabin or alleyway that the aforementioned can hear the alarm
4.1.2.5	Third stage remote alarm after 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 nd and 3 rd stage alarms.	As per MSC.128 (75) or less. Note any alarms must be distinct from the general/fire alarm.
4.1.2.7	Delay between 2 nd and 3 rd stage up to 3 mins	This can only be increased to over 90 secs 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 sec, 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 st Stage alarm	As per MSC.128 (75)
5.2.4	2 nd and 3 rd 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) – NOTE see comments in 4.4.1 & 5.1.3 above

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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 vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.