



## BERMUDA SHIPPING NOTICE

### **Continued use of existing Bridge Navigational Watch Alarm Systems.**

#### **Summary**

The amendments to SOLAS Chapter V, regulation 19 which were introduced by MSC.282 (86) allow for Bridge Navigational Watch Alarm Systems (BNWAS) fitted before 1<sup>st</sup> July 2011 and which may not meet the IMO Performance Criteria to be accepted after 1<sup>st</sup> July 2011 at the discretion of the administration on the basis of an exemption.

This notice sets out the essential requirements for such a system to be accepted in Bermuda ships and the procedures to be followed.

The legal requirements for carriage of navigational equipment in accordance with Chapter V of SOLAS are in the Bermuda Merchant Shipping (Safety of Navigation) regulations 2010

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#### **Requirements for acceptance of existing BNWA systems**

Any system fitted before 1<sup>st</sup> July 2011 and which does not meet the IMO Performance Standards for such a system, or which cannot be demonstrated to meet them, may still be acceptable in a Bermuda ship provided that the system has:

- A manual ON/OFF facility protected by either a key switch, password system, or a location in the master's cabin,
- A dormant period of between 3 and 12 minutes once switched on,
- A visual indication and an audible alarm in the wheelhouse at the end of the dormant period, but the first 15 seconds of alarm may be visual only. The visual alarm should be a flashing indication 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,
- A first stage audible alarm which sounds on the bridge at the end of the visual indication period which has 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,
- Arrangements so that if the alarm is not reset it is transferred to the backup officer's cabin and/or the Master's cabin within 30 seconds,

- Arrangements so that if the alarm is not reset within 30 to 90 seconds from the first visual indication in the wheelhouse, (3 minutes for larger vessels) the alarm sounds in public spaces such as mess room, ship's office, conference room etc.
- An 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 which is 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,
- An alarm reset function provided in the wheelhouse which may be either a push button, and / or movement detector or similar in positions providing a proper lookout,
- An emergency call facility which activates the final alarm stage.
- A timing accuracy of the system within 5% or 5 seconds whichever is less,
- An indication of any power supply failure to the system with means to provide a repeat of this indication on any central alarm panel if fitted.
- Means of activating the reset facility which is only be available from positions on the bridge that provide a proper lookout 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 work station for monitoring and the bridge wings.
- The operational mode indicated to the officer of the watch,

### **Procedure for accepting existing systems.**

The amendments to Chapter V regulation 19 allow the administration discretion to accept existing systems by exemption.

Any shipowners or ship managers who have existing BNWA systems that they wish to retain in service after 1<sup>st</sup> July 2011 and which do not have documentary evidence of meeting the performance Standards in IMO MSC.128 (75) should send to the administration a request for an exemption and sufficient details from the instructions and approvals documents for the system that the administration can determine conformance with the criteria above.

Once satisfied that the criteria are met the administration will issue an exemption which should be retained with the ship's certificates.

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