



# ST. VINCENT AND THE GRENADINES

## MARITIME ADMINISTRATION

### CIRCULAR N° SOL 042 – Rev.2

#### SOLAS 74 CHAPTER V REGULATION 19 as amended by Res. MSC 282 (86) and MSC.350(92) BRIDGE NAVIGATIONAL WATCH ALARM SYSTEMS (BNWAS)

**TO:** **SHIPOWNERS, SHIPBUILDERS, SHIPS' OPERATORS  
AND MANAGERS, MASTERS, FLAG STATE  
SURVEYORS AND RECOGNIZED ORGANIZATIONS**

**APPLICABLE TO:** ALL SHIPS ENGAGED IN INTERNATIONAL VOYAGES  
**EFFECTIVE AS FROM:** Date of this Circular

22<sup>nd</sup> November 2013

According to SOLAS 74 - Ch. V - Reg. 19 as amended by MSC 282(86) a Bridge Navigational Watch Alarm System (BNWAS) should be provided on board as follows:

- Cargo ships of 150 GT and upwards and passenger ships irrespective of size built on or after 1<sup>st</sup> July 2011 should be provided with BNWAS.
- Passenger ships irrespective of size constructed before 1<sup>st</sup> July 2011 should be provided with BNWAS not later than the first survey after July 2012;
- Cargo ships of 3,000 GT and upwards built before 1<sup>st</sup> July 2011 should be provided with BNWAS not later than the first survey after July 2012
- Cargo ships of 500 GT and upwards but less than 3,000 GT built before 1<sup>st</sup> July 2011 should be provided with BNWAS not later than the first survey after July 2013
- Cargo ships of 150 GT and upwards but less than 500 GT built before 1<sup>st</sup> July 2011 should be provided with BNWAS not later than the first survey after July 2014

The IMO has further amended SOLAS (through IMO Resolution MSC.350 (92)) to formally introduce the requirements for BNWAS to be fitted on ships constructed (having their keels laid) before 1<sup>st</sup> July, 2002. These requirements are shown in bold in the application table below.

Ship Type	Gross tonnage	New ships (construction – keel laying date)	Existing ships (not new ships)	
			Constructed (keel laid) on or after 1 <sup>st</sup> July 2002	Constructed (keel laid) before 1 <sup>st</sup> July 2002
Cargo Vessels	3000 GT and over	on or after 1 <sup>st</sup> July 2011	Not later than the first survey* on or after 1 <sup>st</sup> July 2012	Not later than the first survey* on or after 1 <sup>st</sup> January 2016
	500GT and over but less than 3,000 GT	on or after 1 <sup>st</sup> July 2011	Not later than the first survey* on or after 1 <sup>st</sup> July 2013	Not later than the first survey* on or after 1 <sup>st</sup> January 2017
	150 GT and over but less than 500 GT	on or after 1 <sup>st</sup> July 2011	Not later than the first survey* on or after 1 <sup>st</sup> July 2014	Not later than the first survey* on or after 1 <sup>st</sup> January 2018
Passenger Vessels	all	on or after 1 <sup>st</sup> July 2011	Not later than the first survey* on or after 1 <sup>st</sup> July 2012	Not later than the first survey* on or after 1 <sup>st</sup> January 2016



# ST. VINCENT AND THE GRENADINES

## MARITIME ADMINISTRATION

Please refer to MSC.1/Circ.1290 for the Unified Interpretation of the term "first survey".

According to the Resolution MSC.350 (92) the Flag may exempt ships from the requirement to install a BNWAS if they are taken permanently out of service within two years of the implementation date.

SOLAS 74 - Ch. V - Reg. 19 as amended by MSC 282(86) also states that:

"A bridge navigational watch alarm system installed prior 1<sup>st</sup> July 2011 may subsequently be exempted from full compliance with the standards adopted by the Organization, at the discretion of the Administration."

This Administration would like to inform that:

- There is no objection to accept BNWAS installed prior 1<sup>st</sup> July 2011 provided that it is in compliance with the minimum requirements of MSC 128(75) (attached herewith);
- The minimum requirements of MSC 128(75) (herewith attached) should be certified by the ship's Classification Society issuing the Statutory Certificates;
- The above-mentioned exemption should be requested according to our Circular GEN 001;
- A written declaration by the ship's Classification Society that the BNWAS has been installed prior 1<sup>st</sup> July 2011 is required.

If the Organization issues Guidelines modifying the content of the present Circular, the exemption will cease to be valid and the appropriate modification to BNWAS will be adopted.

## Attachment to Circular SOL 042 – Rev. 2

No	Functionality	Statement
1	The BNWAS operational modes can be selected between - Manual ON (in operation constantly) and - Manual OFF (does not operate under any circumstances)	According to MSC.282 (86) "The bridge navigational watch alarm system should be in operation whenever the ship is underway at sea". This Administration also accepts the operational mode "Automatic" as stated in MSC. 128(75) 4.1.1.1.
2	The selection of the operational modes is protected by a key switch or password.	The selection of the operation mode and the duration of the dormant period should be protected against unauthorized use.
3	Once operational, the system remains dormant for a period between 3 min. and 12 min.	The selection of the operation mode and the duration of the dormant period should be protected against unauthorized use.
4	At the end of this dormant period a visual indication is initiated on the bridge.	See N° 3
5	If not reset, the system sounds additionally a first stage audible alarm on the bridge 15 sec. after the visual indication is initiated.	See N° 3
6	If not reset, the system sounds additionally a second stage remote audible alarm in the back-up officers and/or Master's location 15 sec. after the first stage.	See N° 3
7	If not reset, the system sounds additionally a third stage remote audible alarm at the locations of further crew members minimum 90 sec and maximum 180 sec. after the second stage.	See N° 3
8	The audible alarm for the third stage is easily identifiable by its sound and indicates emergency. Moreover, the sound should clearly distinguish itself from the fire alarm, general alarm etc.	As seen on a few vessels, the third stage alarm has been connected to the General Alarm System. This can only be accepted, if its sound is clearly distinguished from the fire alarm, general alarm etc.
9	The reset push buttons are only available in positions on the bridge giving proper look out, i.e. conning position, workstation for navigating and manoeuvring, the workstation for monitoring and the bridge wings.	There should be no reset buttons installed in areas where the field of vision is impaired.
10	The BNWAS is connected to a distribution panel supplied from Main Switchboard (MSB) and Emergency Switchboard (ESB) via automatic change over facility.	Since 1 <sup>st</sup> January 2011 the BNWAS is part of SOLAS Chapter V, Reg. 19.2.2.3 navigational systems and equipment, power to navigation equipment should be supplied by two circuits, i.e. from the main source and from the emergency source of power.
11	The BNWAS is suitable for installation on board of vessels; i.e. is tested for the Electromagnetic compatibility (EMC), IEC60945, IACS UR E10.	According to SOLAS Ch. V, Reg. 17, electrical and electronic equipment should be so installed that electromagnetic interference does not affect the proper function of navigational systems and equipment.