

KW810 (BNWAS)



BRIDGE NAVIGATION WATCH ALARM SYSTEM

The purpose of the Bridge Navigation Watch Alarm System (BNWAS) is to ensure that a vessel is under the control of the Officer of the Watch (OOW) at all times and to ensure that the wheelhouse is never unmanned. The OOW must reset the BNWAS within a set time period. The BNWAS is essential for companies running a "one man bridge" operation, where the vessel is reliant on one OOW to ensure the vessel continues on a safe passage. Should the OOW become unable to interact with the BNWAS the system will enter a sequence of alarm stages:

- Stage 1 - Audible and visual alarm local to the wheelhouse only
- Stage 2 - additional audible and visual alarm in chosen Officer's quarters
- Stage 3 - additional audible alarm ship-wide

In addition to the standard "push to reset" controls the KW810 has the option of the KW810-P Motion Sensor. When the sensor detects movement of the OOW it will automatically reset the BNWAS counter, leaving the OOW free to carry out his normal duties without the concern of resetting the BNWAS manually every 3-12 minutes.

The IMO resolution MSC.282(86) (adopted June 2009) states that the BNWAS will be a mandatory requirement on vessels as follows:

- 1 July 2011 - Cargo ships of 150 gross tonnage and greater and all passenger ships, irrespective of size constructed after this date;
- 1 July 2012 - Passenger ships irrespective of size constructed before 1 July 2011, not later than 1st survey* after 1 July 2012;
- 1 July 2012 - Cargo ships of 3000 gross tonnage and upwards constructed before 1 July 2011, not later than first survey* after 1 July 2012;
- 1 July 2013 - Cargo ships of 500 gross tonnage and upwards but less than 3000 gross tonnage constructed before 1 July 2011, not later than the first survey* after 1 July 2013;
- 1 July 2014 - Cargo ships of 150 gross tonnage and upwards but less than 500 gross tonnage constructed before 1 July 2011, not later than the first survey* after 1 July 2014.

The BNWAS will be a requirement for all vessels stated above on all voyages, not exclusive to vessels on international voyages.



QinetiQ

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND CERTIFICATE OF TYPE APPROVAL

<p>Applicant:- AMI Marine (UK) Ltd Unit 2, Tower Industrial Estate, Tower Lane, Eastleigh Hampshire, SO50 6NZ United Kingdom</p>	<p>Manufacturer:- AMI Marine (UK) Ltd Unit 2, Tower Industrial Estate, Tower Lane, Eastleigh Hampshire, SO50 6NZ United Kingdom</p>
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This is to certify that the applicant has submitted details of a:-
Marine Bridge Navigational Watch Alarm System (BNWAS)
(Marine Equipment Directive - Commission Directive 2009/26/EC - Item A.2/4.32)
Of system type known and designated as:-
AMI Marine - KW810 BNWAS
(Comprising component parts and having technical characteristics shown in schedule 1)
and that this has been tested and assessed, and when used in a combination of component parts as described in the attached schedules, is CERTIFIED as complying with appropriate parts of:
IEC 62466-2:2009 FDIS "Bridge Navigational Watch Alarm System (BNWAS)"
(being specifications for technical characteristics and methods of measurements, published by the International Electrotechnical Commission)
It is also RECOGNISED that the equipment conforms to performance standards not inferior to those adopted by the International Maritime Organisation, and which are contained in Resolution MSC.128(75), and the relevant parts of Resolution A694(17).

*Note: 1.
IEC 62466 has now completed FDIS voting and has passed approval for publication as an international standard.

SIGNED:	DATE OF ISSUE: 4 th February 2010
R A Sharp Authorised Signatory	DATE OF EXPIRY: 3 rd February 2015
	Certificate Number: QO-TAN-01/10-01

This Certificate is Valid until expiry date shown, subject to the standard conditions of issue printed on the attached schedule

QinetiQ
Cody Technology Park
Jewell Road, Farnborough
Hampshire, GU14 0LX

QinetiQ Ltd is specified as a "person" under the terms of the Merchant Shipping (Exemption of Equipment Approval) Regulations 1996, and this certificate is issued under the authority given in Merchant Shipping Notice No M56 17/01.

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Maritime and Coastguard Agency
The MCA is an Executive Agency of the Department for Transport

*Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations (MSC.1/Circ.1290)

**World Leaders
in Marine Interfacing
and Retransmission
Solutions**

AMI Marine (UK) Ltd
Unit 2 Tower Industrial Estate,
Tower Lane, Eastleigh, Southampton,
Hampshire, UK SO50 6NZ
Tel: +44 (0) 2380 480450
sales@amimarine.net
service@amimarine.net

www.amimarine.net





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SPECIFICATIONS

Power:
Input 1:
Input 2:
Output:
Dimensions:

MAIN ELECTRONICS UNIT (MEU)

110/220 VAC
NMEA0183 x 5 for Autopilot, GPS, Unacknowledged Alarms
Dry Contact x 5 for Autopilot Engaged and Unacknowledged Alarms
NMEA0183 for VDR/S-VDR recording
Mild steel enclosure 300 x 300 x 155 IP57

MAIN ALERT PANEL (MAP)

Power: 12VDC
Input: All Alert stages and Audible Alarm
Dimensions: ABS Moulded plastic 135 x 185 x 85mm IP65.

REMOTE ALERT PANEL (RAP)

Power: 12VDC
Input: Bridge Alert and Audible Alarm
Dimensions: ABS Moulded plastic 120 x 90 x 50mm IP65.

WATCH ALERT PANEL (WAP)

FOR 2ND & 3RD STAGE ALERTS
Power: 12VDC
Input: Watch Alert and Audible Alarm
Dimensions: ABS Moulded plastic 120 x 90 x 50mm IP65.

MOTION SENSOR (PIR)

Power: 12v DC

ADDITIONAL OUTPUTS

3rd Stage Active Watch Alarm for General Ship Alarm.
4th Stage for activating SSAS Distress system
System Faults.

APPROVALS:



MSC128(75), IEC62616 & IEC60945



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