

## SHIPPING NOTICE 08/2012 (Rev 1)

### BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS) ON COMMERCIAL YACHTS OF 150 GT AND ABOVE

**To:** OWNERS, MANAGERS AND MASTERS OF CAYMAN ISLANDS COMMERCIAL YACHTS OF 150 GT AND ABOVE.

#### 1. BACKGROUND

- 1.1 All vessels certified under the Large Yacht Code of 150 GT and above and all Passenger Yacht Code vessels will soon be required to carry a Bridge Navigational Watch Alarm System (BNWAS).
- 1.2 This Shipping Notice is intended to answer the most common questions we receive with regard to the provision of BNWAS on these types of vessel.
- 1.3 IMO has published a Performance Standard that all new installations of BNWAS must meet. [MSC.128\(75\)](#) is available from the IMO Website<sup>1</sup>.

#### 2. FREQUENTLY ASKED QUESTIONS

##### A) What are the requirements for carriage (SOLAS V/19)?

BNWAS is required to be carried by yachts in accordance with SOLAS V/19 as follows:

- 1 yachts of 150 gross tonnage and upwards and all PYC vessels irrespective of size constructed on or after 1 July 2011;*
- .2 PYC vessels irrespective of size constructed before 1 July 2011, not later than the first survey after 1 July 2012;*
- .3 yachts of 3,000 gross tonnage and upwards constructed before 1 July 2011, not later than the first survey after 1 July 2012;*

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<sup>1</sup> [http://www.imo.org/blast/blastDataHelper.asp?data\\_id=15498&filename=128\(75\).pdf](http://www.imo.org/blast/blastDataHelper.asp?data_id=15498&filename=128(75).pdf)

*.4 yachts of 500 gross tonnage and upwards but less than 3,000 gross tonnage constructed before 1 July 2011, not later than the first survey after 1 July 2013; and*

*.5 yachts 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.*

All BNWAS equipment must be Type Approved to MSC.128(75).

**B) Which yachts require BNWAS and when?**

All vessels certified to the Large Yacht Code or the Passenger Yacht Code require BNWAS in accordance with timeframe given above.

**C) When is BNWAS required to be in operation?**

SOLAS V/19 requires that the BNWAS is in operation whenever the vessel is “underway at sea”. “Underway” is generally accepted to mean that a vessel is not at anchor, or made fast to the shore, or aground. The meaning of “at sea” will vary depending on the local regulations where the vessel is currently located.

IMO has ruled that keeping the BNWAS in “Automatic Mode”, where the BNWAS is activated whenever the autopilot is engaged, is not considered as meeting the requirement of “whenever the vessel is underway at sea” and so operation in this mode should be avoided.

MACI has no objection to BNWAS being switched off when manoeuvring within port limits and the like; however guidance should be sought from local authorities before switching BNWAS off in such circumstances. The status of BNWAS should be agreed as part of any “Master / Pilot Information Interchange”.

**D) Where are reset buttons required?**

It should be not possible to reset the BNWAS and cancel any alarms from any device, equipment or system not physically located in an area of the bridge providing proper look out.

Means of activating the reset function of the BNWAS should only be provided in positions on the bridge used for proper look out. These locations should include:

The conning position (including fly bridge if provided);

The navigation and manoeuvring workstations;

The workstation for monitoring; and

The bridge wings.

Due to the size and ergonomic design of the bridge it may be possible to combine one or more of these positions at a single reset location. However, it should not be necessary to leave a conning or manoeuvring position to reset the BNWAS. For example, if the bridge wings are

provided with manoeuvring controls it should be possible to reset the BNWAS without leaving the manoeuvring station on the bridge wing.

**E) Are motion detectors, pressure pads and the like acceptable reset methods?**

IMO has agreed that the reset function of the BNWAS can be satisfied by:

A single operator action from a device forming an integral part of the BNWAS;

External inputs from other equipment registering physical activity such as motion sensors and floor pressure pads; and

External inputs from other equipment registering mental alertness of the OOW such as speech recognition sensors or the manual operation of other bridge equipment.

MACI will accept all these methods of resetting the BNWAS, provided that the complete system (i.e. the main BNWAS and all external devices) have been Type Approved to MSC.128(75) as a single system.

**F) Where should the 2<sup>nd</sup> and 3<sup>rd</sup> stage alarm sound?**

If the BNWAS is not reset by the OOW, a second stage audible alarm should sound in a back-up officer's and/or the master's location 15s after the OOW has failed to reset the BNWAS. The physical location of this alarm will depend on the layout of the vessel. This audible alarm should be loud enough to rouse a person sleeping in their cabin. The location of the second stage alarm can be selectable for various cabins (if this function is supported by the BNWAS), but it cannot be disabled or bypassed.

If the BNWAS is not reset within 90 seconds of the second stage alarm sounding, a third stage audible alarm should sound. This alarm should be at the location of further crew members. Again, the actual location will depend on the physical layout of the vessel. The audible alarm could be located in common areas such as a mess room or a corridor, providing it is loud enough to rouse crew members sleeping in their cabins. The third stage alarm may be the vessels "General Alarm" providing the above requirements are met and such an option is permissible under the terms of the Type Approval.

On yachts (but not PYC vessels) the second and third stage audible alarms may sound in all of the above location at the same time.

**G) Power supply requirements?**

Although MSC.128(75) only talks of the ship's main power supply, BNWAS is considered as "navigation equipment" by both Chapter 18 of the Large Yacht Code and Chapter V of SOLAS. As such, it should also be supplied from the vessels emergency source of power to avoid any disputes with Port State Control authorities.

**H) Plan approval requirements?**

No additional plan approval is required for BNWAS, beyond that required for all navigational equipment and electrical systems. However, the BNWAS will be evaluated against the requirements of SOLAS V/19, MSC.128(75) and this Shipping Notice during surveys of the safety equipment onboard.

**I) Survey requirements?**

BNWAS is considered as part of the safety equipment of the vessel and is indicated on the supplement to the Safety Equipment / Passenger Ship Safety Certificates. As such, "safety equipment" surveys will include the proper operation of the BNWAS fitted onboard.

During the first survey of the safety equipment after the installation of BNWAS, it will be verified that reset points and audible alarms are in accordance with the requirements of MSC.128(75) and this Shipping Notice before the BNWAS is included in the supplement to the Safety Equipment / Passenger Ship Safety Certificates.

**K) Existing BNWAS**

If a vessel has been fitted with a BNWAS prior to 01 July 2011 that does not fully comply with MSC.128(75), this BNWAS may be able to continue in service, depending on the level of compliance with MSC.128(75). Any request for the acceptance of a pre 01 July 2011 installed BNWAS should be made to [survey@cishipping.com](mailto:survey@cishipping.com).

**3 GENERAL ENQUIRIES REGARDING BNWAS**

3.1 All enquires regarding BNWAS and its application to Cayman Islands registered Large Commercial Yachts and Passenger Yacht Code vessels should also be forwarded to [survey@cishipping.com](mailto:survey@cishipping.com).