To: All BRS Surveyors

Please find attached BRS Form F443-07-2012 - “Survey Checklist for installation of Bridge Navigational Watch Alarm System” for applying during the next SE periodical Surveys due on or after 1 July 2012. The form is not available in BRIS System.

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Survey Checklist for installation of Bridge Navigational Watch Alarm System (BNWAS)

International Convention for the Safety of Life at Sea, 1974, Ch. V, Reg.19 as amended by Resolution MSC. 282(86)

### Ship’s details

<table>
<thead>
<tr>
<th>Ship’s name</th>
<th>Flag</th>
<th>IMO number / BRS Reg. No.</th>
<th>Date keel laid</th>
<th>Gross tonnage</th>
</tr>
</thead>
</table>

### BNWAS details

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Type</th>
<th>System serial number</th>
<th>Approved By</th>
</tr>
</thead>
</table>

### Functionality

| The BNWAS should be powered from the ship’s main power supply. The all elements of the Emergency Call facility, if incorporated, should be powered from a battery supply. | OK | NA | Not Ok |
|------------------------------------------------------------------------------------------------|
| Means may be provided on the bridge to activate the second, and subsequently third, stage remote audible alarms by means of an “Emergency Call” push button or similar. | | | |
| Selecting the Operational Mode and the duration of the Dormant Period should be security protected so that access to these controls should be restricted to the Master only. | | | |
| Once operational, the alarm system should remain dormant for a period of between 3 and 12 min. | | | |
At the end of this dormant period, the alarm system should initiate a visual indication on the bridge.

If not reset, the BNWAS should additionally sound a first stage audible alarm on the bridge 15s after the visual indication is initiated.

If not reset, the BNWAS should additionally sound a second stage remote audible alarm in the back-up officer’s and/or Master’s location 15s after the first stage audible alarm is initiated.

If not reset, the BNWAS should additionally sound a third stage remote audible alarm at the locations of further crew members capable of taking corrective actions 90s after the second stage remote audible alarm is initiated.

If the second or third stage remote audible alarms may sound in all the above locations at the same time. If the second stage audible alarm is sounded in this way, the third stage alarm may be omitted.

It should not be possible to initiate the reset function or cancel any audible alarm from any device, equipment or system not physically located in areas of the bridge.

The reset function should, cancel the visual indication and all audible alarms and initiate a further dormant period. If the reset function is activated before the end of the dormant period, the period should be re-initiated to run for its full duration from the time of the reset.

Survey carried out at

Stamp

BRS Representative:

SOLAS Ch. V, Reg.19 as amended by Resolution, entered into force on 1 January 2011, establishing an implementation schedule for the carriage of a Bridge Navigational Watch Alarm System (BNWAS) (SOLAS V, Reg.19.2.2.3) for new and existing ships as follows:

New ships: With keel-laying date on or after
- 2011-07-01 for passenger ships irrespective of size
- 2011-07-01 for cargo ships 150 GT

Existing ships: By the first survey after
- 2012-07-01 for passenger ships irrespective of size
- 2012-07-01 for cargo ships 3000 GT
- 2013-07-01 for cargo ships 500 GT but < 3000 GT
- 2014-07-01 for cargo ships 150 GT but < 500 GT

UNIFIED INTERPRETATION OF THE TERM “FIRST SURVEY” REFERRED TO IN SOLAS REGULATIONS

1 Unless indicated otherwise, when the term “first survey” is referenced by a regulation in the 1974 SOLAS Convention, as amended, it means the first annual survey, the first periodical survey or the first renewal survey whichever is due first after the date specified in the relevant regulation or any other survey if the Administration deems it to be reasonable and practicable, taking into account the extent of repairs and alterations being undertaken.

2 For a ship under construction, where the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the initial survey is the “first survey”.