



## 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.



\*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  
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### SPECIFICATIONS

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

**MAIN ELECTRONICS UNIT (MEU)**  
 110 / 220 VAC  
 NMEA0183 GPS Speed \$GPVTG  
 NMEA0183 Autopilot or Autopilot Engaged  
 NMEA0183 for VDR  
 Mild steel enclosure 300 x 300 x 155mm IP57

**Power:**  
**Input:**  
**Dimensions:**

**MAIN ALERT PANEL (MAP)**  
 12VDC  
 All Alert stages and Audible Alarm  
 ABS Moulded plastic 135 x 185 x 85mm IP65.

**Power:**  
**Input:**  
**Dimensions:**

**REMOTE ALERT PANEL (RAP)**  
 12VDC  
 Bridge Alert and Audible Alarm  
 ABS Moulded plastic 120 x 90 x 50mm IP65.

**Power:**  
**Input:**  
**Dimensions:**

**WATCH ALERT PANEL (WAP)  
 FOR 2ND & 3RD STAGE ALERTS**  
 12VDC  
 Watch Alert and Audible Alarm  
 ABS Moulded plastic 120 x 90 x 50mm IP65.

**Power:**

**MOTION SENSOR (PIR)**  
 12v DC

**3 x Dry Contacts for:**

### ADDITIONAL OUTPUTS

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

### APPROVALS:

IEC62616, IEC60945



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