



**Officer
Of the Watch
(OOW)**

BNWAS
Bridge Navigational Watch Alarm System

The purpose of a BNWAS is to monitor bridge activity and detect operator disability in order to avoid maritime accidents.



Passive Infrared Sensor

- CSI 9092
- 24V
- Wall & Ceiling mounted



Officer Cabin Unit

- CSI 9097
- Audible & visual 2nd and 3rd stage
- Additional free input
- Accept & test button



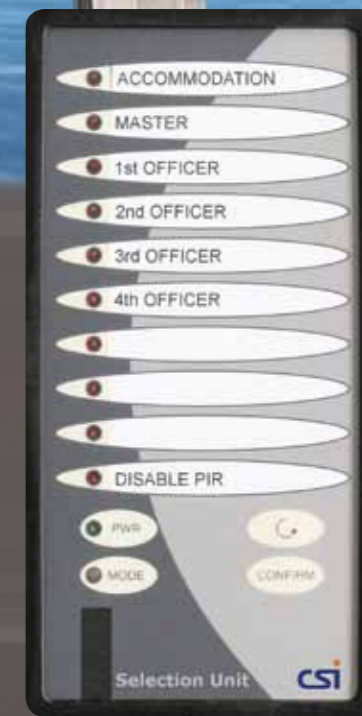
Reset button

- CSI 9090
- Illuminating button
- Available flushmount
- Internal Buzzer



Watchclock

- CSI 9096
- Auto dimming
- NMEA output to VDR
- Autopilot ON/OFF



Selection Unit

- CSI 9095
- Selectable officers & crew areas
- Clear visualisation
- PIR Disabled (LR class rule)

Our BNWAS system

Type approval

Our BNWAS system fully complies with the latest IMO MSC.128(75) and IEC62616 regulations.



BNWAS System Lay-out

Our BNWAS system is designed to minimize the risk of ship accidents. The BNWAS monitors the awareness of the Officer of the Watch (OOV) and automatically alerts the master or other qualified officers if for any reason the OOV becomes incapable of performing his duties. When the officer fails to press the button or reset the BNWAS system within pre-set intervals, visual and audible alarms will be generated in the wheelhouse.

- 1st Stage Alarm: Audible and visual alarm only in the wheelhouse

- 2nd Stage Alarm: Additional audible and visual alarm in the selected back-up officers cabins
- 3rd Stage Alarm: Additional audible and visual alarm in all sections, and can only be accepted on the bridge.

Our system can be delivered with an activity sensor that detects movements on the bridge, which according to latest research gives less alarms and stress for the OOV, or with a reset button system.

Ordering information:

- CSI 9096 Bridge Watchclock
- CSI 9095 Duty Officer Selection Unit
- CSI 9090 Reset Button
- CSI 9091 Reset Button Flushmount
- CSI 9092 Passive Infrared sensor
- CSI 9097 Officer Cabin Unit Mess Room Unit

We have everything on board to keep you safe!



BNWAS

Bridge Navigational Watch Alarm System

Key features

- Easy installation; drawings & manuals included
- Proven technology
- Cost effective solution
- User friendly
- Officer on Duty selection
- International type approval
- NMEA Output to VDR
- Autopilot
- Emergency call facility
- Selectable Timer set-up
- Upgrade possible to Integrated Navigation Systems, e.g. Nav1 for nautical alarms

Implementation Schedule BNWAS

	2010 07	2011 07	2012 07	2013 07	2014 07
Newly built passenger ships					
Newly built cargo vessels >150 GT					
Existing passenger ships					
Existing cargo vessels >3000 GT					
Existing cargo vessels over 500 and under 3000 GT					
Existing cargo vessels over 150 and under 500 GT					
	transition period		BNWAS carriage mandatory		

Amendment to SOLAS regulation V/19 makes the carriage of a Bridge Navigational Watch Alarm System (BNWAS) under SOLAS chapter V, Safety of Navigation mandatory from the 1st of July 2011.

You can rely on us!

