
	SHIPS CLASSIFICATION MALAYSIA			
	SCM CIRCULAR			
QUALITY MATTERS	TO SHIPOWNERS, MASTERS, AGENTS AND RELEVANT INTEREST PARTIES			
	Issue No	1/2011	Issue Date	14 JUN 2011
TITLE	AMMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA .			

Amendments to SOLAS Ch.V Regulation 19. Carriage requirements for Shipborne navigational systems and equipments : Installation of Bridge Navigation Watch Alarm System (BNWAS)

SOLAS Chapter V Regulation 19 was amended by MSC 282(86) which requires the installation of a Bridge Navigation Watch Alarm System (BNWAS) for the following vessels by the indicated dates:

1. cargo ships of 150 gross tonnage and upwards and passenger ships irrespective of size constructed on or after 1 July 2011;
2. passenger ships irrespective of size constructed before 1 July 2011, not later than the first survey after 1 July 2012
3. cargo ships of 3,000 gross tonnage and upwards constructed before 1 July 2011, not later than the first survey after 1 July 2012
4. cargo ships 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. 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 bridge navigational watch alarm system shall be in operation whenever the ship is underway at sea;

Additional Information:

The BNWAS monitors the presence of the officer on watch through a 'watch safety system' which consist of a timer linked to an alarm system and selected navigation equipment. The officer on watch is required to reset the timer at regular intervals. If the officer fails to reset the timer, visual and audible alarms are generated in the wheel house. If the alarm is not responded to, a secondary alarm will be generated at the back-up officer's cabin. The device should be fitted on board by the dates specified above.



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