

# BNWAS platinum

## NACOS Platinum Series



### Features

- Main alarm panel with dimming
- Accommodation alarm panels
- Assist call facility
- Motion sensors
- Reset pushbuttons
- Activate switch (with optional key lock)
- Remote activate/control from captain's cabin
- Reset timer inputs from Radar etc.
- Force activate by steering gear / Trackpilot etc.
- Flexible interfaces and IO amount
- User-friendly
- Easy installation
- Stand-alone or integrated into NACOS Platinum

**BNWAS Platinum** is a full featured Bridge Navigational Watch Alarm System as required by IMO Carriage requirements. The **BNWAS Platinum** can be installed on both new vessels and existing vessels by simple installation procedures, and is suitable for vessels of any size.

**BNWAS Platinum** complies with the performance standard „IEC 62616 Ed.1: Maritime navigation and radiocommunication equipment and systems - Bridge navigational watch alarm system (BNWAS)“ and MSC.128(75).

# BNWAS platinum

## Technical Data

The **BNWAS Platinum** Bridge Navigational Watch Alarm System is both an advanced alarm system and monitoring system of "Navigator Fitness".

By monitoring bridge activity by means of user interaction and physical movement in the bridge area (motion sensor), the system can detect operator disability and alert backup Navigators to the Bridge area, thus participating in the safe operation of the vessel to help avoiding accidents.

Backup Navigators can be alerted in a configurable way (following rules and regulations), i.e. captain's cabin can be alerted in parallel to the bridge and different officers cabins can be selected to be on duty for 1st stage back-up call alarms. All control and handling of alarm system, backup call functions and timer settings are performed at the Bridge Alarm Panel located centrally in the bridge console.

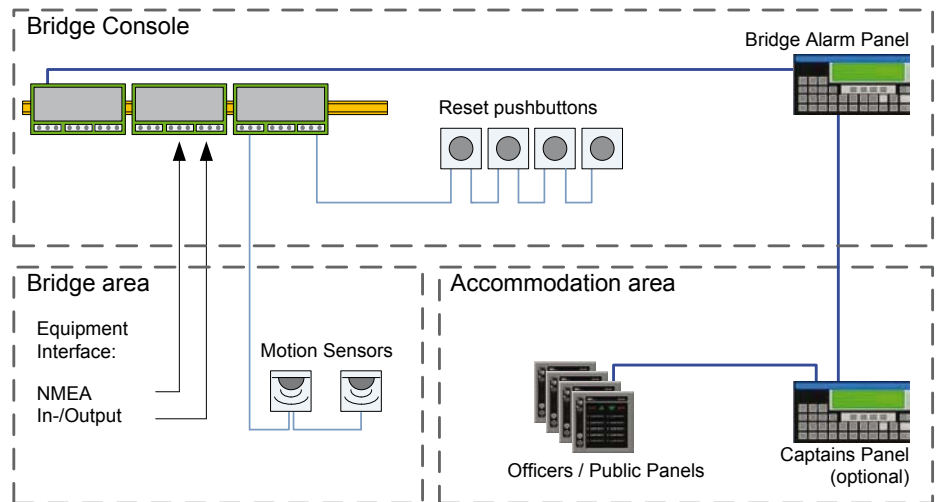
### IMO Carriage Requirements

#### New Ships

- All ships constructed on or after the 1st July 2011 of 150 gross tonnage and upwards and passenger ships irrespective of size

#### Existing Ships

- Passenger ships not later than the first survey on or after 1st July 2012
- Ships of 3.000 gross tonnage and above not later than the first survey on or after 1st July 2012
- Ships of 500 gross tonnage and above but less than 3.000 gross tonnage not later than the first survey on or after 1st July 2013
- Ships of 150 gross tonnage and above but less than 500 gross tonnage not later than the first survey on or after 1st July 2014



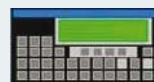
BNWAS Platinum - typical layout

### BNWAS Platinum - Components



Controller and IO

DPU 2010 is the main controller, containing typically 30 to 200 I/O's. NMEA channels and In/Out modules are added according to project requirements. IO/Serial lines interface to alarm inputs (Steering Gear, ARPA...) and timer buttons, warning flash/horn etc.



Bridge Alarm Panel

BAP 2200 Bridge Alarm Panel is the main control station for acknowledge and alarm management. Optionally a bridge alarm panel can be installed in the captain's cabin, thus providing the captain with extended control/monitoring.



Officers / Public Panels

AAP 2010 officers / public panels are cost effective, network connected (redundant RS485) panels with display of 10 alarm groups, horn, stop horn button and assist call indication in addition to Alarm indication.



Motion Sensors

Motion sensors are detecting the presence of human activity on the bridge as advised by MSC.128(75)



Reset push buttons

Reset push buttons are used to reset the timer. Push buttons includes a lamp, so when warning time is active, the navigator is alerted by the flashing lamp.

**BNWAS Platinum** complies with following standards: IMO A.694(17), IMO A.830(19), IMO MSC. 128(75), IEC 62616, IEC 60945, IEC 62288, IEC 61162. And it is type approved by major classification societies.