BNWAS BW-800
Bridge Navigational Watch Alarm System

Key features:

- ✓ Full DNV Type Approval
- ✓ Day to day delivery
- ✓ 24 months warranty
- ✓ Maintenance free system
- ✓ Dual Motion Sensor and Selector Unit
- ✓ Easy to install and operate
- ✓ Worldwide agent network
- ✓ Input for unacknowledged alarms
- ✓ Second generation BNWAS

Deadlines for installation:
1 July 2011: New ships > 150 GT and all new passenger ships.
1 July 2012: Existing ships > 3.000 GT and all existing passenger ships.
1 July 2013: Existing ships > 500 GT.
1 July 2014: Existing ships > 150 GT.

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Specifications BNWAS BW-800

Complies with following standards:
IEC 62616 new performance standard
IMO MSC. 128(75)

Timer interval:
3-12 min.

Mains power:
24 Vdc.
Mains supply (24 Vdc) must be secured against overcurrent with an external fuse max. 4 A

Battery back-up:
24 Vdc.
Battery back-up supply must be secured against overcurrent with an external fuse max. 4 A.
Battery back-up must be able to supply BW-800 for a period of 6 hours (min. 6 Ah battery back-up)

Dimensions:
BW-800:
Front: 160 mm x 100 mm
Depth: 50 mm

801 Reset unit:
Front: 60 mm x 60 mm

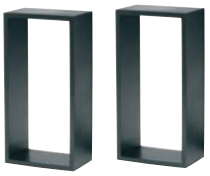
802 Alarm unit:
Front: 60 mm x 120 mm

803 Selector unit:
Front: 60 mm x 120 mm

Protection:
Indoor Units: IP22
Bridge Wing Units: IP65

Optional foundations:

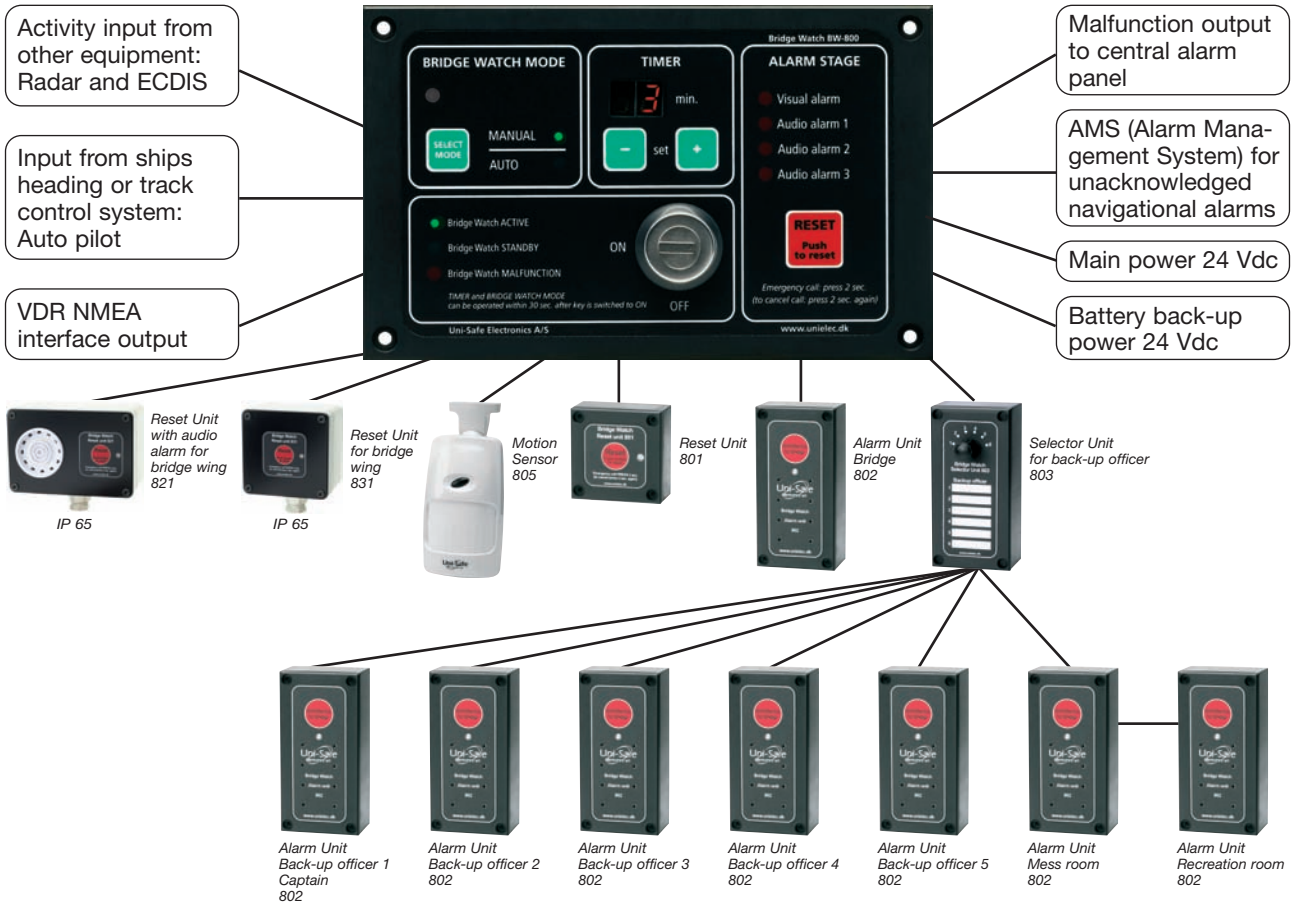
Foundation, small for Reset Unit: 811



Foundation, large for Alarm Unit: 812 Selector Unit: 813

BW-800 in Wall Mounting Box 810 IP65

BNWAS information:
Regulations from IMO's Maritime Safety Committee (MSC) requires carriage of a Bridge Navigational Watch Alarm System (BNWAS) complying with IMO performance standards.
The purpose of a bridge navigational watch alarm system (BNWAS) is to monitor bridge activity and detect operator disability which could lead to marine accidents. The system monitors the awareness of the Officer of the Watch (OOW) and automatically alerts the Captain or another qualified OOW if for any reason the OOW becomes incapable of performing the OOW's duties. This purpose is achieved by a series of indications and alarms to alert first the OOW and, if he is not responding, then to alert the Captain or another qualified OOW. Additionally, the BNWAS may provide the OOW with a means of calling for immediate assistance if required. The BNWAS should be operational whenever the ship's heading or track control system is engaged, unless inhibited by the Captain.



Find regulations and additional information at www.unielec.dk

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