



**REPUBLIC OF
THE MARSHALL ISLANDS**

**OFFICE OF THE
MARITIME ADMINISTRATOR**

Marine Notice

No. 2-011-40

11/11

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

SUBJECT: Bridge Navigation Watch Alarm Systems.

**References: (a) SOLAS Chapter V, Regulation 19.2.2.3 and 19.2.2.4
(b) IMO Resolution MSC.128(75) adopted 20 May 2002**

PURPOSE:

The purpose of this Notice is to inform vessel owners, operators and managers of the policy position of the Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") concerning the requirements for Bridge Navigation Watch Alarm Systems (BNWAS).

APPLICABILITY:

This Notice applies to the following RMI flagged vessels:

- Cargo ships of 150 gross tonnage and upwards and passenger ships irrespective of size constructed on or after 1 July 2011, the initial survey.
- Passenger ships irrespective of size constructed before 1 July 2011, not later than the "first survey" after 1 July 2012.
- Cargo ships of 3000 gross tonnage and upwards constructed before 1 July 2011, not later than the "first survey" after 1 July 2012.
- Cargo ships over 500 gross tonnage and upwards but less than 3,000 gross tonnage constructed before 1 July 2011, no later than the "first survey" after 1 July 2013.
- 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.

MSC.1/Circ.1290, refers to the Unified Interpretation of the term "first survey" used in SOLAS Regulations. Unless indicated otherwise, when the term "first survey" is referenced by a regulation in the 1974 SOLAS Convention, as amended, it means the first annual survey, the first periodical survey or the first renewal survey, whichever is due first, after the date specified in the relevant regulation. It may also be any other survey, if the Administrator deems it to be reasonable and practicable, taking into account the extent of repairs and alterations being undertaken.

For a ship under construction where the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the initial survey is the “first survey.”

The Administrator will, on a case-by-case basis, consider requests for self-propelled MODUs to be exempted from the requirements of reference (a) above.

REQUIREMENTS:

1.0 General Requirements

- 1.1 As permitted by reference (a) above, the Administrator will accept BNWAS installed prior to 1 July 2011 that do not meet the requirements outlined in reference (b) above, provided:
 - a. The system is manufactured for marine service;
 - b. Audible alarms or visual indicators are provided in the wheelhouse and on the bridge wings; and
 - c. Second and third stage audible alarms are raised in locations deemed appropriate by the Classification Society of the vessel.
- 1.2 In line with paragraph 1.1 above the Administrator will, upon recommendation from the Classification Society that issued the vessel’s International Safety Equipment Certificate, accept BNWAS installed prior to 1 July 2011 that do not fully meet these requirements.
- 1.3 A BNWAS installed after 1 July 2011 must be Type approved to meet the full requirements of reference (b) above.
- 1.4 BNWAS, regardless of when installed, fitted with motion detectors to serve as the reset function must meet the following additional requirements:
 - a. The sensors cover only the area of the bridge forward of any bridge curtains;
 - b. The area of the bridge covered by the motion sensor does not include bridge chairs, unless the chair is integral to the primary conning position, such as in a cockpit style operating position; and
 - c. Moving bridge curtains will not reset the BNWAS.
- 1.5 Vessel operators must include in their Safety Management System (SMS) guidance regarding under what operating situations the BNWAS should be operated in the different modes (automatic, on and off). For systems fitted with motion sensors to serve as the reset function, the SMS must include a procedure for the crew to check the system at least once a day to ensure it is operating correctly.