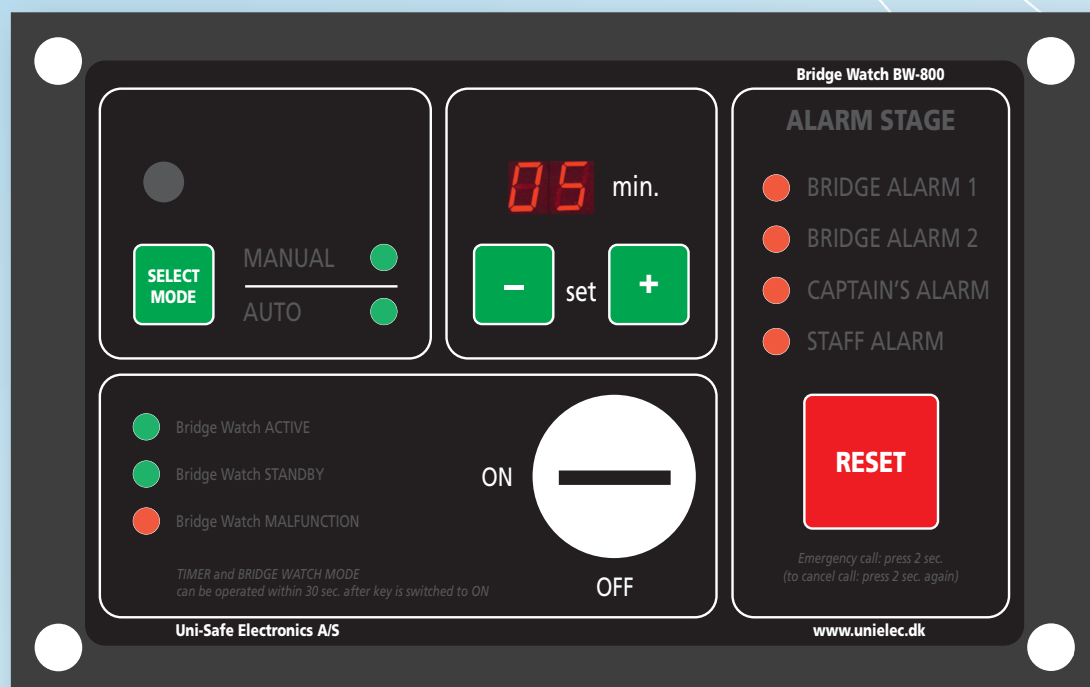


BRIDGE WATCH ALARM SYSTEM BW-800

NEW!



New regulations from IMO's Maritime Safety Committee (MSC) will require carriage of a Bridge Navigational Watch Alarm System (BNWAS) complying with IMO performance standards. For existing ships, the equipment should be installed in connection with the first survey after the following deadlines:

Existing passenger ships and ships over 3,000 GT: 1 July 2012.

Existing ships over 500 GT: 1 July 2013.

Existing ships over 150 GT: 1 July 2014.

New ships over 150 GT and all new passenger ships constructed after 1 July 2011 shall be equipped with a Bridge Navigational Watch Alarm System.

- Competitive prices
- User-friendly, small and easy to install
- Automatic dimmer control
- Emergency call facility
- Timer display
- Motion sensor with infrared and microwave detection
- Visual alarm: Reset unit is flashing
- Output for motion sensor secured against short circuit
- Alarm signal increases in volume
- Produced and developed in Denmark

Specifications BW-800

Complies with following standards:

IMO A.694(17)
IMO A.830(19)
IMO MSC. 128(75)
IEC 62616
IEC 60945
IEC 62288
IEC 61162

Mains supply:

24 Vdc

Mains power:

Mains supply must be secured against overcurrent with an external fuse. Max. 500 mA

Timer interval:

3-12 min.

Battery backup:

Battery backup supply must be secured against overcurrent with an external fuse. Max. 500 mA.
Battery backup must be able to supply BW-800 for a period of 6 hours (min. 3 Ah battery backup)

Dimension:

BW-800:
Front: 160 mm x 100 mm
Cut out: 140 mm x 95 mm
Depth: 50 mm

BW-801 reset unit:
Front: 50 mm x 50 mm

BW-802 alarm unit:
Front: 50 mm x 77 mm

Display:

2 LED displays (2 digits)

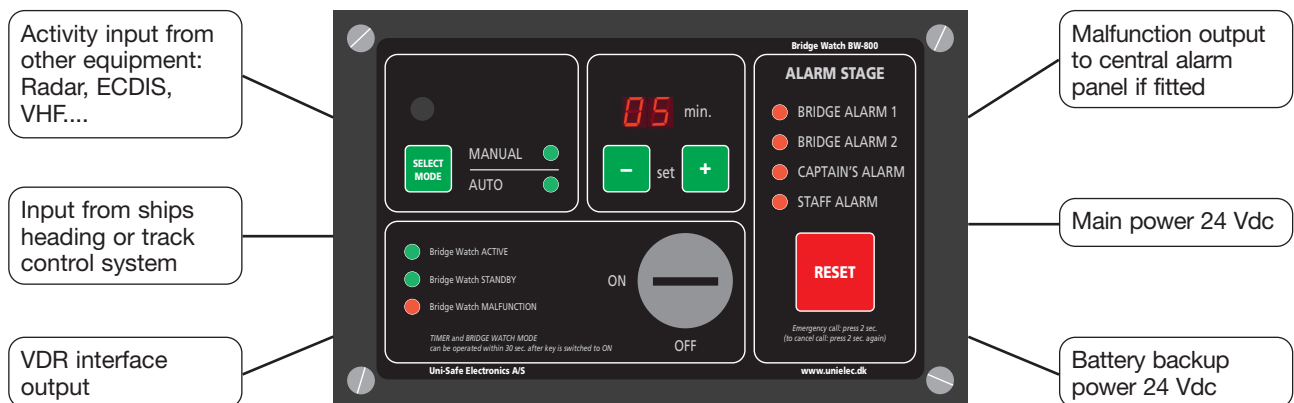
Relay contacts:

Max. 10 A / 24 Vdc.
Relay contacts must be secured against overcurrent with external fuses

Protection:

IP 65

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.



Motion Sensor



Reset unit with visual alarm



Alarm 1: Bridge
Activated 15 sec. after
visual alarm



Alarm 2: Captain's quarters
Activated 15 sec. after
alarm 1



Alarm 3: Crew area
Activated 60-180 sec. after
alarm 2