	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p><b>40.0 BNWAS</b></p> <p>ON THE JOB TRAINING</p>	<p>OJT : 040  Page : 1 of 2  Date : 07-Nov-25  Rev : 10.1  Appr : DPA</p>
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VESSEL: \_\_\_\_\_

DATE: \_\_\_\_\_


### Details of Training: BNWAS

#### Explanation:

- 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 Master or another qualified OOW if for any reason the OOW becomes incapable of performing the OOW 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 Master or another qualified OOW.
- Additionally, the BNWAS may provide the OOW with a means of calling for immediate assistance if required.
- The BNWAS is to be active from leaving the berth (last line), until the vessel is tied up (first line) to the berth or buoy. This includes times when the vessel is underway, drifting or at anchor.
- The operational mode of the equipment should be indicated to the OOW. BNWAS shall be operated at **MANUAL MODE** only. Use of **AUTOMATIC MODE** is prohibited. Placard showing BNWAS to be operated in MANUAL MODE ONLY is to be posted near BNWAS panel.
- Means of selecting the Operational Mode and the duration of the Dormant Period (Td) shall be security protected and accessible to the Master only. During normal navigation, for the key control type, the key shall be kept by the Master. For the password type, the password shall be known only to the Master. Password should NOT be known to OOW.
- OOW shall also be aware that the second stage and / or the third stage remote audible alarm shall be activated when the first stage alarm had not been reset.
- The BNWAS should be powered from the ship's main power supply. The malfunction indication, and all elements of the Emergency Call facility, if incorporated, should be powered from a battery maintained supply.
- Switching BNWAS (on/off) shall be recorded in Bell book or Deck log book.
- Use of BNWAS motion sensor is not permitted by flag state. If there are any motion sensors, same to be deactivated and removed.
- Type-approval certificate and operating manual for the BNWAS is to be maintained on board.
- Maintenance as per Mespas to be carried out and recorded

#### Ship specific equipment Familiarization:

- All officers and crew familiarized with the operation of the BNWAS as per maker manual in particular the emergency call, test and reset functions, audible and visual alarms and can recognize the second stage and third stage remote alarm in remote locations where alarm is relayed such as Masters cabin, public spaces, etc.
- Also all officers and crew familiarized with the time setting of alarms and tone of audible alarms of

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BNWAS (First stage, second stage and third stage). The volume of this alarm should be sufficient for it to be heard throughout the locations

- All officers and crew explained that the alarm system remains dormant for a period not more than 12 min.  
For the vessel dormant period is set at \_\_\_\_ Minutes
- Different ways/locations to initiate the reset function explained to all officers and crew on board (e.g. illuminated push button, interface with radar track ball, etc.)
- 2nd stage and 3rd stage alarms are tested and demonstrated to all officers and crew and same recorded in deck log book
- Emergency call tested and demonstrated to all officers and crew (**where provided**)
- System failure alarm tested to verify in working order.

### Training carried out to all officers on board:

Verified by: Master / CEO \_\_\_\_\_

Feedback: