



# BASIC BRIDGE WATCH ALARM SYSTEM

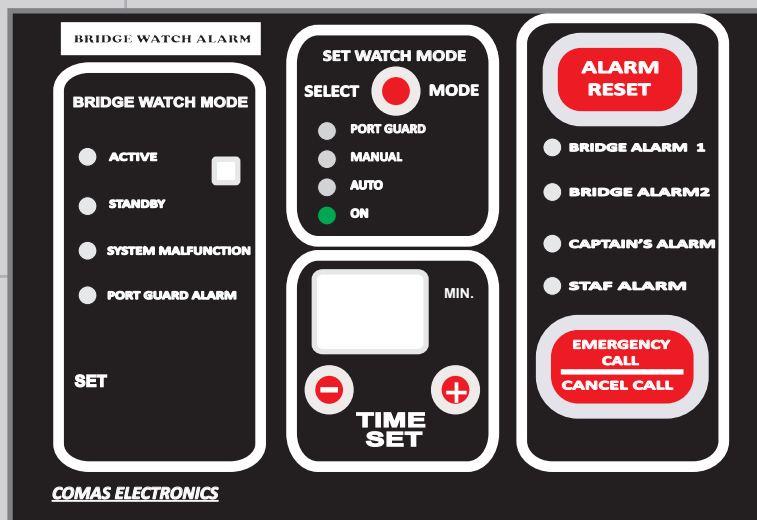
**BRIDGE:**  
RESET UNIT+  
VISUAL ALARM



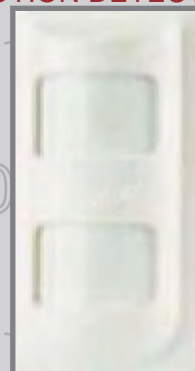
**BRIDGE:**  
ACTIVATED 15"  
AFTER VISUAL ALARM



## MAIN UNIT



**BRIDGE:**  
MOTION DETECTOR



**CAPTAIN'S QUARTER:**  
ACTIVATED 15"  
AFTER ALARM 1



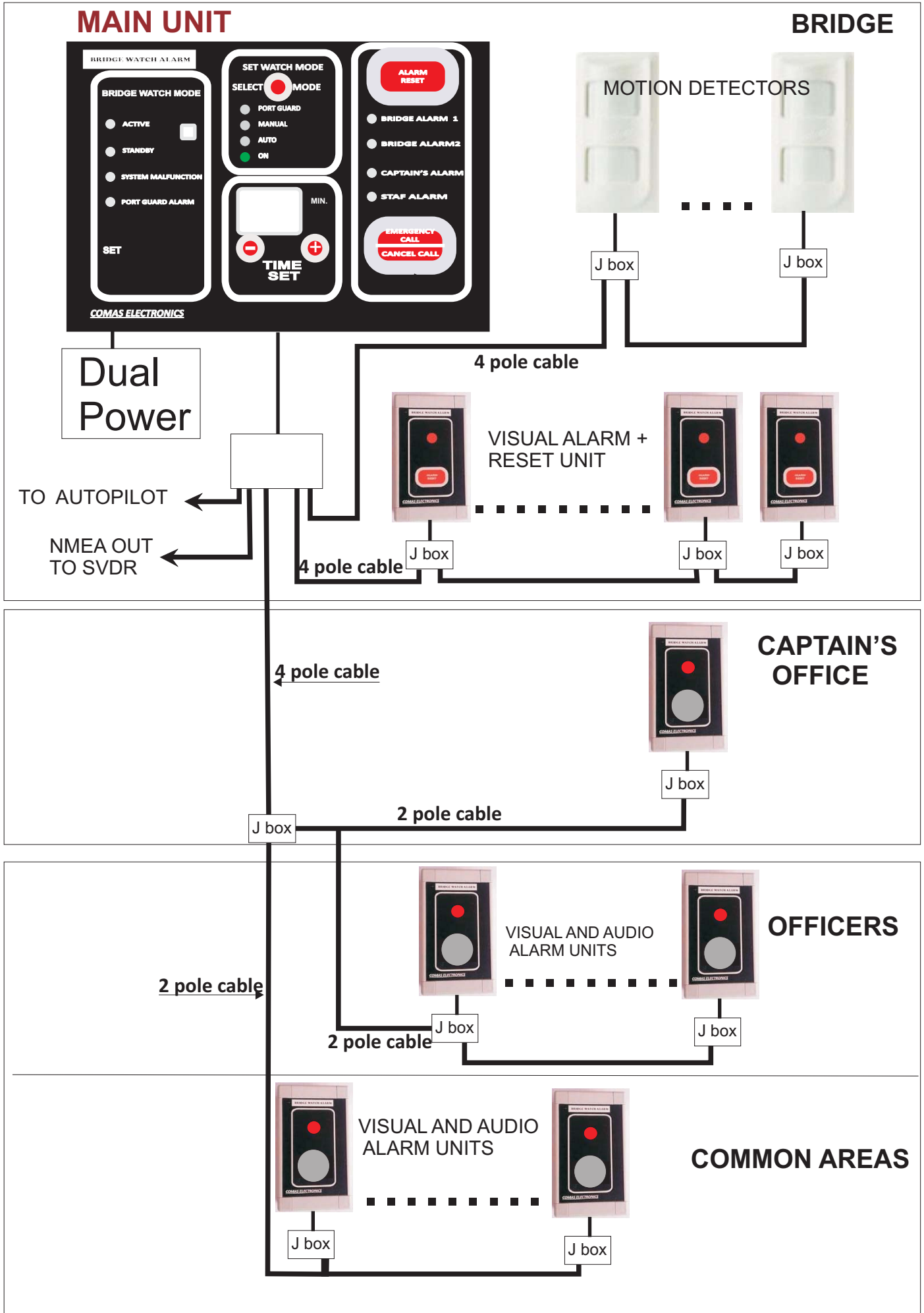
**CREW AREA:**  
ACTIVATED 60" TO 80"  
AFTER ALARM 2



**THE ONLY MAINTENANCE FREE WATCH ALARM SYSTEM\_**

**THE ONLY WATCH ALARM SYSTEM\_**  
**WHICH CAN BE INSTALLED BY THE VESSELS CREW\_**

# TYPE "A" SYSTEM





# BRIDGE NAVIG. WATCH ALARM SYSTEM (VESSELGARD)

Amendments to SOLAS Chapter V Regulation 19  
MAC 75/24/Add.1

## ANNEX 11 IMO RESOLUTION MSC.128 (75) (Adopted on 20 May 2002)

### (PERFORMANCE STANDARDS FOR A BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS))

#### 6.2 Specific requirements

##### 6.2.1 System physical integrity

**All items of equipment forming part of the (BNWAS) should be tamper-proof so that no member of the crew may interfere with the system's operation.**

According to the above IMO regulation, every item of the (BNWAS) system **should be tamper proof.**

For this reason, **the Bridge Navigation Watch Alarm systems devices (BNWAS) MUST NOT BE INSTALLED OR OPENED BY CREW.** Exceptions can be made ONLY for systems that are built with a specific way, approved by class, so that during installation, no system items are opened, and no any system's modification can be made.

### OUR SYSTEM (VESSELGARD)

Our system is available in two different types, A and B.

**TYPE "A" CAN BE INSTALLED BY THE VESSELS CREW.**

**TYPE "B" IS A NORMAL SYSTEM AND MUST BE INSTALLED ONLY BY TECHNICIAN.**

#### a. TYPE "A" SYSTEM INSTALLATION

The type A BNWAS system is designed, and approved by Class, in such a way (as described in our system's Type Approval documentation), **so that the vessel's crew will be able to install it.** The items composing our Type A system are equipped with a 1m length pre-mounted cable, in order to make the system installation and connection easier (extending the cable length), so that installation can be completed by crew or any electrician, without opening the device. The system installation is very simple, and the process is described in detail using analytical drawings inside the manual, which is included in the system package.

#### **REMARK**

- 1) GPS (input)
- 2) Auto-Pilot (input)
- 3) VDR/s-VDR (output)

**ALL THESE CONNECTIONS ARE OPTIONAL, AND ARE NOT REQUIRED BY ANY CLASS.**

In case your client bought Type A system and chooses to connect either of these devices with the BNWAS, after the crew completes the system installation, and after also laying cables to the devices where connections are required, then any technician (not trained) will have to board on the vessel simply to perform the connections (less than 5 minutes work).



# BRIDGE NAVIG. WATCH ALARM SYSTEM (VESSELGARD)

## b. TYPE "A" SYSTEM MAINTENANCE.

In case of any malfunction no specialist attendance required.

Our system is maintenance free, and is covered by a 2]year warranty.

Type A is maintenance free. Any damage is repaired by replacing the defective item.

Replacing procedure of any of the system items is very simple, and can be performed by crew.

This procedure is approved by the class, and is mentioned and included in the system's type approval.

## c. SYSTEM'S COMPATIBILITY FOR TYPE "A" AND "B"

All BNWAS systems in the market are equipped with an NMEA output data port intended for connection with the VDR / S-VDR. The NMEA sentence is unique, as instructed by the IMO.

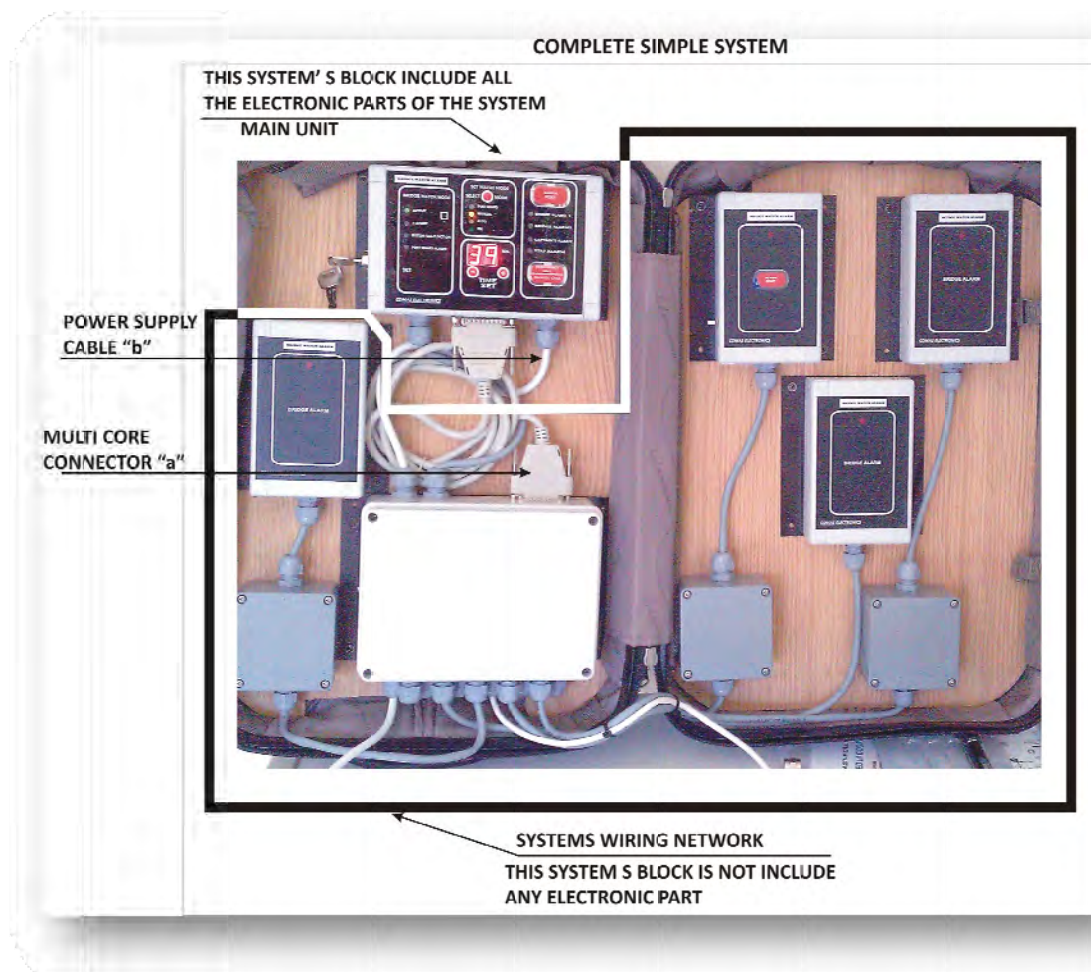
The VDR and S-VDR systems were designed and built before the IMO instruction for the BNWAS, and their software does not include the newly introduced NMEA sentence transmitted by the BNWAS . The result is that all VDR and S-VDR systems do not recognize this sentence.

The new BNWAS NMEA sentence must be added to the VDR and S-VDR software (update).

After adding this new BNWAS NMEA sentence to the VDR and S-VDR software, the BNWAS data will be recognized no matter what type the BNWAS is. In a few words, all new BNWAS systems are Compatible with all upgrVDR and S-VDR systems.

## D. OPTIONAL- PORT GUARD FUNCTION (INCLUDED IN THE MAIN UNIT FUNCTIONS).





## Description of the structure of the system

Our company's new product line will include only devices that are easily installed and serviced by vessel's crew with only the necessary knowledge in electric, and absolutely no experience.

Here below, our company's BNWAS service instructions are described in detail.

**The "BNWAS" system is comprises of two blocks:**

- Main Unit

The Main Unit Block consists of all the system's vital electronic parts, so that when replacing it, a full system repair is performed, and in fact, the system is fully renewed. The Main Unit part cost is €350.00 on exchange base, or €430.00 without exchange base.

- System's Wiring Network Block.

The System's Wiring Network Block includes Reset Boxes, Alarm boxes, connection boxes, and Port Watch Key Box.

No part is possible to be destroyed, so absolutely no repair is required.

## Repair of the System.

- Unscrew and unplug the multi-core connector "a".
- Disconnect the Power Supply "b".
- Replace the Main Unit with a new one.
- Plug connector "a" to the new Main junction box, and connect the power supply.
- The system is now completely renewed.