



BASIC BRIDGE WATCH ALARM SYSTEM

BRIDGE:
RESET UNIT+
VISUAL ALARM



BRIDGE:
ACTIVATED 15"
AFTER VISUAL ALARM



MAIN UNIT

BRIDGE WATCH ALARM

BRIDGE WATCH MODE

- ACTIVE
- STANDBY
- SYSTEM MALFUNCTION
- PORT GUARD ALARM

SET

SET WATCH MODE

SELECT MODE

- PORT GUARD
- MANUAL
- AUTO
- ON

MIN.

TIME SET

ALARM RESET

- BRIDGE ALARM 1
- BRIDGE ALARM2
- CAPTAIN'S ALARM
- STAF ALARM

EMERGENCY CALL
CANCEL CALL

COMAS ELECTRONICS

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_



BRIDGE NAVIG. WATCH ALARM SYSTEM (VESSELGARD)

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

ANNEX 11 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** tamperproof.

For this reason, **the Bridge Navigation Watch Alarm systems (BNWAS) MUST NOT BE INSTALLED 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 cable connections are being 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.

All system devices are protected so that they cannot be damaged due to false connection.

b. TYPE "A" SYSTEM MAINTENANCE.

In case of any malfunction no specialist attendance required.

Our system is maintenance free, and is covered by a 3[]year warranty.

Both types, A and B, are 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.



BRIDGE NAVIG. WATCH ALARM SYSTEM (VESSELGARD)

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 upgraded VDR and S-VDR systems

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



BRIDGE NAVIG. WATCH ALARM SYSTEM (VESSELGARD)

TYPE "A" SYSTEM

