Technical Bulletin

End-of-life notification: 3rd-generation PC system for monitoring and control of watertight sliding doors

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1 Introduction

IMS Technologies is no longer able to supply spare computers for vessels operating with the 3rd-generation PC system for monitoring and control of the watertight sliding doors. Ageing hardware and discontinued software mean that availability of replacement units is limited and that our ability to support these units is increasingly constrained.

IMS recommends a planned upgrade to the current-generation PLC/HMI control system, which is in active production and will be supported long-term.

2 Background

The 3rd-generation PC system was delivered mainly in the period 2011–2022, as workstations on the bridge, in the ECR, in the safety centre or similar locations, for monitoring and control of the watertight sliding doors. As components, operating-system support and spare parts reach end of life, we are no longer able to guarantee the supply of replacement computers. Only a limited amount is available for vessels younger than 10 years.

3 Affected product

This bulletin applies to the 3rd-generation PC system for monitoring and control of watertight sliding doors, as described above. Spare computers can no longer be supplied, and support for the units is increasingly limited. Emergency replacement is challenging.

3.1 Identifying the 3rd-generation PC system

The PC system is installed as a workstation on the bridge, in the ECR, in the safety centre or a similar location. To identify if your is of 3rd generation, look for the layout similar to the below.

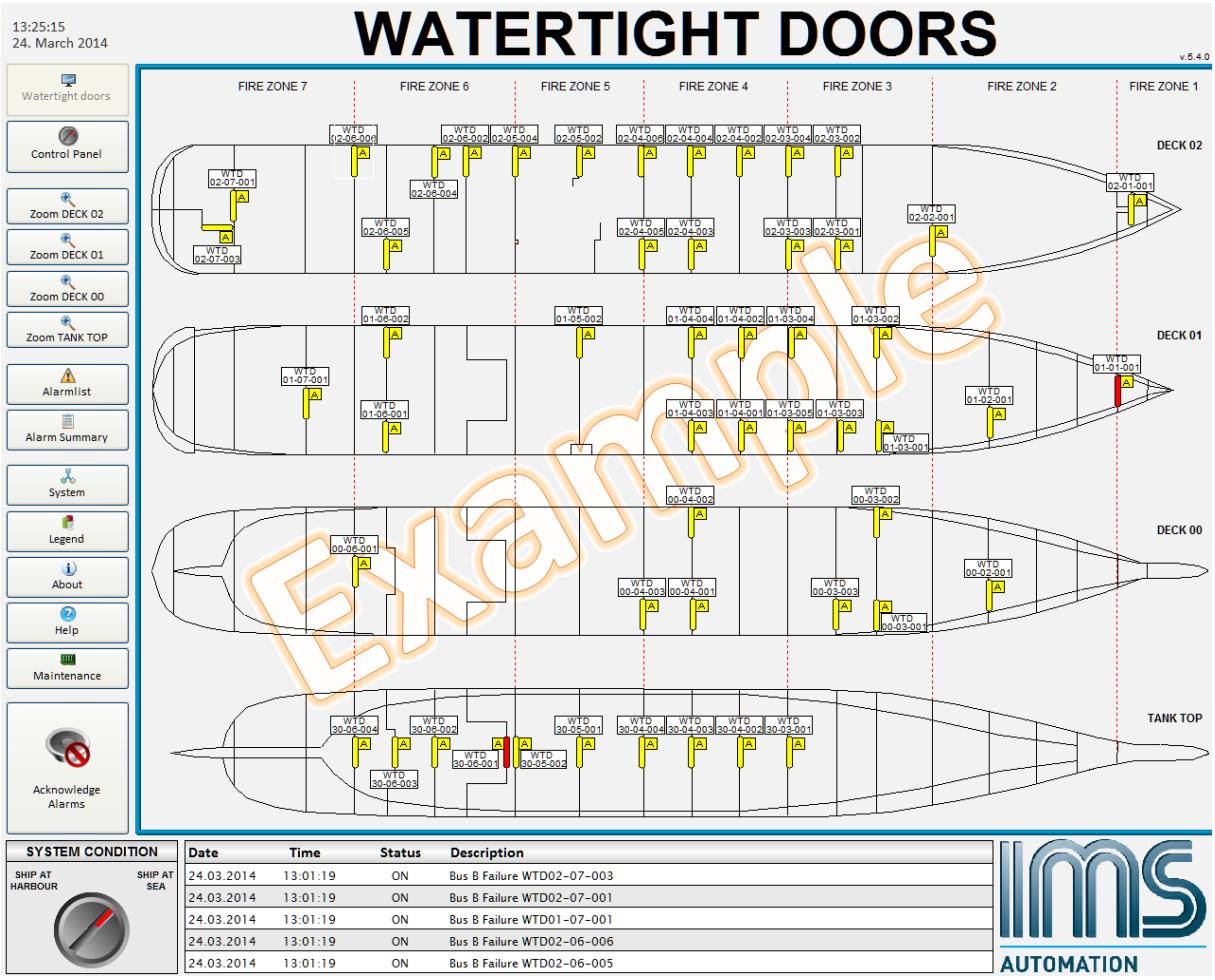


Figure 1. [Caption – 3rd-generation PC workstation for watertight door monitoring and control.]

4 Recommendation

4.1 Current-generation Watertight Door Bridge Control System

IMS recommends upgrading to the current-generation Watertight Door Bridge Control System, built on a modern PLC and HMI architecture. The platform is in active production and is committed to long-term support, which secures spare-part availability and software maintenance for many years to come. The upgrade provides:

- Restored, long-term supportability and spare-part availability.
- A modern, maintainable HMI with current software and security support.
- Retained redundancy and equivalent or improved control functionality.
- Reduced risk of unplanned downtime due to obsolete components.
- A defined upgrade path aligned with the IMS lifecycle programme.

Classification: Internal

4.2 Upgrade planning

IMS proposes that the upgrade be carried out during a scheduled dry-dock period, where the necessary access, downtime and commissioning window can be planned without affecting normal operation. Vessel-specific scope, on-board duration and yard-coordination requirements will be detailed in a follow-up offer once vessel data is confirmed.

IMS has previously upgraded the Bridge Control System while vessels remain in service. This is a viable option where the upgrade cannot wait for the next scheduled dry-docking. It is, however, more complex than a yard-based upgrade, as it carries higher operational risk and requires more extensive planning and coordination. Dry-docking remains the recommended approach where the schedule allows.

5 Action required

We recommend that vessels with the 3rd-generation PC system plan the upgrade at the next suitable opportunity. To request a vessel-specific quotation, please contact IMS Technologies at service@imstec.no.

Classification: Internal