



## Newsletter Böning USA



Dear Customers,

As nobody from the Böning USA team was stuck in the Suez Channel in the last weeks, we have a lot to share with you in this newsletter.

We begin with an educational post about U.S. Coast Guard requirements for tugboats. Although most of these technical requirements seem complicated, we can help you easily navigate through them and be Subchapter M compliant prior to the upcoming deadline. (Link: [USCG SUBCHAPTER M for tugs](#))

Offshore wind farms have also been a common topic in the recent news. Therefore, we prepared a short article, to introduce you to the benefits of a wind farm fleet management system with Command-Center technology (Link: [Böning Windfarm Fleet Management](#))

Here are the other topics presented in the newsletter.

- [What happened on the Palm Beach Boat Show](#)
- [Refit Case: Bennetti Yacht - 45m](#)
- [Böning in the media](#)

Enjoy the reading!

Böning USA Team  
[www.boening-usa.com](http://www.boening-usa.com)

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# USCG SUBCHAPTER M for tugs



examples of tugboats with Böning systems

The US Coast Guard requirements for tugboats have increased the demand for class-approved solutions to monitor and alarm critical systems onboard.

Böning's vessel monitoring equipment is a perfect fit to meet these compliance regulations.

Specifically, the Subchapter M PART 143 related to the Machinery and Electrical Systems, can be easily taken care of by the Böning alarm panels:

## **PART 143—MACHINERY AND ELECTRICAL SYSTEMS AND EQUIPMENT**

§ 143.230 Alarms and monitoring.

(a) Each towing vessel must have a reliable means to provide notification when an emergency condition exists or an essential system develops problems that require attention. The following alarms must be provided:

- (1) Main engine low lubricating oil pressure;
- (2) Main engine high cooling water temperature;
- (3) Auxiliary generator engine low lubricating oil pressure;
- (4) Auxiliary generator engine high cooling water temperature;
- (5) High bilge levels;
- (6) Low hydraulic steering fluid levels, if applicable; and
- (7) Low fuel level, if fitted with a day tank.

(b) Alarms must:

- (1) Be visible and audible at each operating station. The alarm located at the operating station may be a summary alarm; if the alarm at the operating station is a summary alarm, the specific alarm condition must be indicated at the machinery or bilge location;

[...]

Please don't hesitate to us to discuss how we can customize mandatory equipment to meet your requirement needs.

For more information, visit: <https://www.boeing-usa.com/tugboats>

Learn more

## What happened on the Palm Beach Boat Show



Böning USA was represented at the Palm Beach International Boat Show by Ward's Marine Electric. The new Power management System, powered by the Böning touch screen was presented at the show together with the recently released B:CONNECT, Böning's remote monitoring solution for vessels.

We would like to thank all visitors and customers that attended the show and stopped by to talk to us.

More information:

[www.wardsmarine.com](http://www.wardsmarine.com)

<https://www.boeing-usa.com/connect>





# Böning Windfarm Fleet Management

B:CONNECT for Windfarm Vessels



Safety is the most important part of operating vessels in a potentially dangerous offshore windfarm industry. Transferring personnel from a vessel to a windfarm platform, running vessels in inclement weather, knowing where each vessel is located, and monitoring the machinery system onboard are all critical to observing and preventing a safety issue. In many cases, insurance companies require companies to utilize current remote monitoring technology to qualify for reduced premiums. Having Command-Center oversight of an entire fleet will provide another level of safety to reduce risk.



The Windfarm industry will be managing entire fleets of construction and service vessels and it's much more financially responsible to have a single Command-Center versus multiple corporate people randomly contacting each vessel at periodical times. Captains and crew appreciate the reduction in

reporting service-related reports and constantly contacting support services because the Command-Center system can remotely monitor and sometimes detect problems before they arise.



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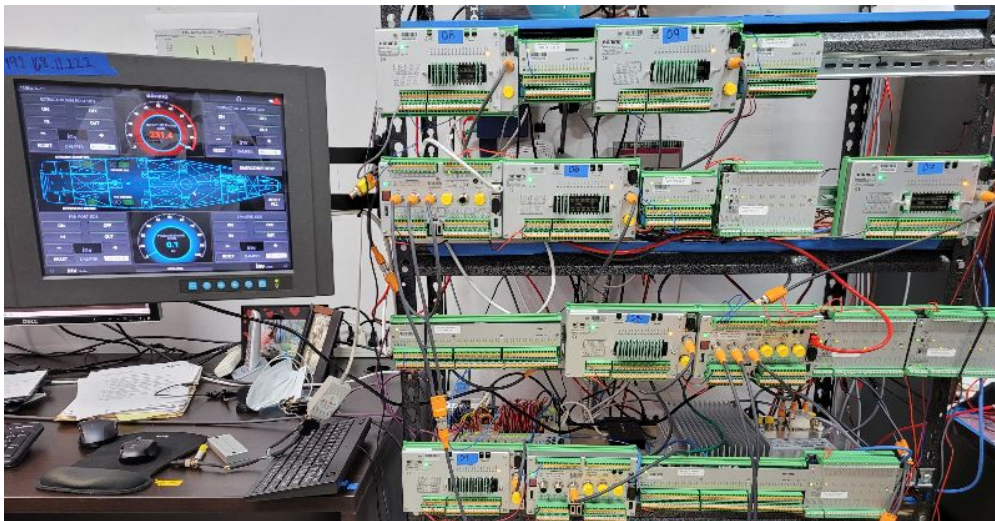
Contact us to learn more

## Refit Case: Bennetti 45m



In the past month of January, Böning USA in partnership with Governor Control System (GCS), finalized the refit of M/Y Diamond, a 35m AB Yachts year 2012. The replacement of the vessel monitoring system was completed successfully and on time.

**System being tested before installation at Böning USA's office in Florida:**





Screenshots - Before and After:



Navigation lights panel and cabin alarm panel



[Learn more](#)

## In the media

**WORKBOAT**

[Monitoring vessels on board and on time](#)

# Dockwalk

[Boeing offers a new cloud solution](#)

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