

# Dockwalk

Health & Wellness issue

March 2021

## TAKE A DEEP BREATH

Tips to alleviate stress on board

Medical Marvels  
A yacht's expanding medical options

An Invisible Threat  
Complying with the IMO's Cybersecurity Resolution

MAKING CONNECTIONS  
/ LegaSea Mentoring offers career help

PLUS: Capt. Deniz Yilmazer on the 43-meter Yildiz Shipyard's *Sunrise*, and exploring Mexico



## Protecting Cyber Activity

Let's be real, more of your life is online than you'd care to admit, which is why it's critically important to protect it. That's what International Maritime Security Associates Inc. (IMSA) wants to do with their new shipboard cybersecurity vulnerability assessment tool, which launched in January 2021.

"Our new cybersecurity vulnerability assessment tool can be used to conduct a cybersecurity vulnerability assessment on a vessel anywhere in the world without sending someone on board," says Corey D. Ranslem, CEO of IMSA. "Typically, to conduct a vulnerability assessment of devices on a specific network, you would need to send someone to the vessel. This is a big deal for the industry because of all of the COVID restrictions, it is very difficult to get

our cybersecurity people to the vessels. Now we can send the device and provide the same level of service."

Unlike most things associated with COVID, there's one good thing that's come from having to social distance. "The ability to conduct a remote assessment for a vessel without sending someone on board reduces the cost for vessels by about 60 percent. It also reduces personnel traffic on board and can be done almost anytime and anywhere as long as the vessel has connectivity," Ranslem points out. In addition to IMO 2021 cybersecurity regulation compliance (which went into effect on January 1 for vessels worldwide), the assessment tool effectively helps vessels



ensure their shipboard networks are secure. "Through our [award-winning] ARMS critical information software platform, we can monitor a vessel's networks in real-time for cybersecurity threats. We look at this device as the first and an important step for assessing and managing a vessel's cybersecurity health." [www.imsa.global](http://www.imsa.global) — LAURA SHAUGHNESSY



## Böning Offers New Cloud Solution

In January, Böning Ship Automation launched their new product B:Connect, a new cloud service. The cloud service provides an easy way to monitor, operate, and analyze machinery data and equipment status information aboard. It allows live monitoring of the boat's health, position, and gives easy access to the history of critical alarms. In turn, that helps captains make faster and better decisions, giving the right instructions to the crew, or avoiding having to go respond to a false alarm.

"The B:Connect was developed following a new trend in the market. Even now during the COVID pandemic, with travel restrictions, quarantine, etc., owners and captains are more and more in need to monitor the yachts remotely, in a cost-effective way and also be able to see past alarms, without having to be present on board," says Luiz Barbarini, managing director at Böning USA.

"We provide the infrastructure on board to monitor all sensors and machinery. The app is an add-on to our portfolio, which already meets all class requirements and won't have a problem being installed in large ships," says Barbarini. Böning is taking advantage of the capabilities of the multifunction displays present in almost every new vessel. They're working closely with Garmin, Raymarine, and Furuno to launch the B:MACS PE (Böning Monitoring Alarm and Control System - Plotter Edition), which integrates their vessel monitoring and automation to the plotter screens efficiently, just by connecting the Böning system to the navigation system LAN network.

"In summary, this is a product that is similar to what Tesla has in the cars: boats can be connected 24/7 to the cloud, and send emails and text messages to the builders, owners, and captains showing the boat's health," says Barbarini who calls it a resource that lets boatbuilders have the same intelligence as Tesla cars.

The cloud solution is an ideal choice for new build projects and upgrades of existing systems. Böning offers a full package, which includes the necessary 4G LTE gateway to collect parameters on board the vessel and for data transfer to the cloud service. Böning USA is offering an online training once a month for captains and crew with Böning systems, as well as for those who intend to refit their vessel monitoring and would like to learn more about the technology.

The B:Connect gateway varies from \$1,699 to \$4,499, and is a one-off cost. The monthly fee starts at \$50, and the customer can choose at any time the amount of data to be logged, and the final value of the monthly fee. [www.boening-usa.com](http://www.boening-usa.com)

## UK: VAT Evidence Update

Post Brexit, it's important that UK vessels carry VAT documentation "at all times." A recent notice published by HM Revenue and Customs (HMRC), "Notice 8: sailing your pleasure craft to and from the UK," in December 2020 stated that post-Brexit, vessel owners will have to comply if customs officials ask them to provide evidence of their vessel's UK VAT status.

As part of what they must prove, they will need to show an original receipt and to show that VAT was paid. For those boatbuilding owners, they'll need to have invoices for materials used during construction.

"When buying a used pleasure craft from any VAT registered business in the UK, you should make sure that the invoice shows separately any VAT that the business has charged to you on the supply of the pleasure craft," says HMRC. "If you are buying from a business that does not charge VAT on the transaction or from a private individual in the UK and the seller states that UK VAT has previously been paid on the vessel, you should obtain evidence from the seller that VAT has previously been accounted for."