

The Crew Report

A REPORT WORTH READING



THE MYS ISSUE

ENGINE ROOM

THE ALARMING IMPACT OF HEAT ON THE WORLD'S MOST EXPENSIVE ARTWORKS

"It can cause the shrinkage of veneers and wood, and you can quite often see cracking."

DECK

A SAFE SPACE

How to carve out your own little slice of sanctity on board.

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CAPTAINS

Crew shouldn't need to take expensive legal action to get the ball rolling to get paid.

THE SUPERYACHT ANNUAL REPORT 2018: TRAINING & RECRUITMENT

75%

Crew who would consider, or have considered, other roles in the superyacht sphere beyond crewing.

CAREERS

For anyone thinking of moving ashore, what does the recruitment sector have to offer?

GALLEY

DESIGN AND DIMENSIONS

What adds up to the perfect galley space?

INTERIOR

Are the demands placed on designers to achieve the perfect aesthetic compromising crew safety?



the two categories, while others need to be tailored to the threat they face. If the threats are not understood, the solutions will be poorly focused, ineffective and often unnecessarily expensive.

Those cyber-threat-free days when yachts used paper charts, downloaded anodyne emails twice a day and were largely self-contained are long gone. The inter-connectivity to the outside world required by yachts demands that the risk assessment considers and manages all the potential vulnerabilities, including all contact with the shore such as the management company, engine manufacturers, the owner and service providers, and the behaviours and understanding of all those within the whole operational environment.

Having understood the vulnerabilities from the capabilities and techniques of those posing a malicious threat, it is therefore straightforward to assess the level of risk that the yacht in question actually (rather than theoretically) faces. This should not be generic and must be considered for each and every yacht, be specific to the operational and safety-management processes carried on board, and include internal and external risks to the yacht – including the supply chain.

Assuming that the threat and risk measurement has been done, the development of preventative, protective and detection measures falls into two categories: those that are technical in nature and those that are process and procedural (with this latter category also mitigating the risk inherent in human behaviour). Part of the procedure should also include education. It is now essential that accredited cyber-security awareness should be included as part of the STCW course. With human vulnerability being the route in for most mal-

icious threats, training crew and support staff in cyber-security awareness (which need not be technical in nature) must be given parity with firefighting techniques, personal-survival techniques, first aid, personal and social responsibility and proficiency in security awareness if a modern yacht is to stay safe.

Procedural measures should also clearly define the roles, responsibilities and policies for all those on board the yacht and in the management company. With everyone on board clear about their roles and responsibilities and equipped

to meet them, there should not be any gaps in the chain of command for a cyber risk to slip through.

Emergency Preparedness, Section 8 of the ISM Code, states that contingency planning and exercising for a cyber incident needs to be included. Of course, this has to be incorporated in Sections 9 and 10 of the ISM Code as part of the auditing and ongoing maintenance process for the cyber-security posture of the yacht.

As with all risk management, the answer is to provide a flexible security framework following the steps outlined above. The cyber risk, perhaps more than any other, evolves at a breathtaking speed. Systems can be audited, and the yacht's preventative, protective and detection measures re-evaluated and adjusted to the contemporary threats and risks.

It is in the superyacht industry's interests to control its own destiny. Cyber risk is inherent in the 21st century. Regulation is an evolutionary necessity and the more proactive the industry is in addressing it, the more balanced and informed the regulation will be. Imposed regulation carries a whole different type of risk to co-created regulation, as has been seen in the banking industry. MB

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ABOUT MURRAY BISHOP AND HALCYON SUPERYACHT SECURITY

HALCYON SUPERYACHT SECURITY

PART OF PGI GROUP

HALCYON SUPERYACHT SECURITY

OFFERS CYBER-AWARENESS TRAINING COURSES FOR CREW

MURRAY

HAS BEEN INVOLVED WITH THE SUPERYACHT INDUSTRY FOR MORE THAN 10 YEARS

WHEN MURRAY IS NOT AT WORK

HE CAN BE FOUND PLAYING OR WATCHING SPORTS FROM SAILING TO RUGBY, FROM LACROSSE TO HOCKEY