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CBRN-Shipsafe

Integrated ship borne CBRN protection solution

CBRN-ShipSafe is an integrated shipboard CBRN protection solution for CBRN Information Management including Sensor Monitoring and Warning and Reporting.

**BRUHN
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www.bruhn-newtech.com



Key Features

CBRN-ShipSafe provides:

- Interface to all on-board CBRN Sensors inside and outside of vessel
- Overview display with status of all sensors
- Remote control of sensor configuration
- Option for link into Damage Control System
- Option for CBRN-Sim sensor simulation
- Option for CBRN-Analysis Incident Management software
- Known warning areas received and displayed on maps
- Downwind hazards from detections calculated
- Detection results can be transmitted

Sensor Monitoring

CBRN-ShipSafe provides an overview of CBRN hazards based on sensor results from inside and outside the ship. Results from all sensors are linked into the system and presented as a simple overview or as more detailed information when an alarm is triggered from any sensor.

Sharing of information

CBRN-ShipSafe seamlessly feeds CBRN information to any Joint Common Operational Picture by transmission of CBRN Message reports. Reports are formatted in accordance with NATO standards to allow interoperability.

Vendor Independent

CBRN-ShipSafe interfaces to any sensor or instrument from any manufacturer. More than 41 sensors have been interfaced already and additional sensors can be integrated on request. As customers often combine sensors to find the best mix for their requirement, a single monitoring system is preferred as the best possible solution to oversee all the available sensors.

Situational Awareness

CBRN-ShipSafe provides Situational Awareness of the CBRN Picture. As an optional feature for hazard management, CBRN-ShipSafe can include the CBRN-Analysis Incident Management System that displays a geographical overview of all CBRN hazards compared to the position of the vessel.

Simulation

CBRN-ShipSafe optimizes training by using a realistic simulation module. Based on the hazards planned by the instructor, the sensors will react realistically when entering a simulated hazard area, either based on the actual vessel position in exercises or based on a simulated position for training in port or in the classroom.

