

**NTSB**

**Cruise Ship Safety Forum**

**March 26, 2014**

# Capt. Jorge J. Viso

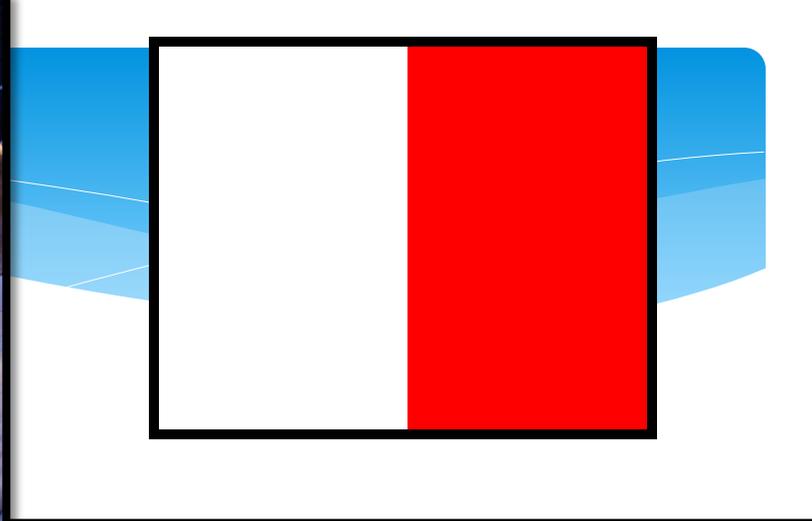
- \* State Licensed Harbor Pilot - Ports of Tampa Bay
- \* USCG Licensed First Class Pilot - Tampa Bay
- \* APA VP South Atlantic Region
- \* APA Navigation & Technology Committee Chairman
- \* Instructor – Maritime Pilots' Institute / MITAGS
- \* Tampa Bay Pilots' Association Co-Manager
- \* Florida Harbor Pilots' Association President 2003-2007
- \* USMMA 1985
- \* Ship's Officer / Petroleum Tankers
- \* USCG 1978-1981

# Navigation & Technology Committee Meetings



# Cruise Ship Handles





# Pilot Training

# Azipods



# Training Issues

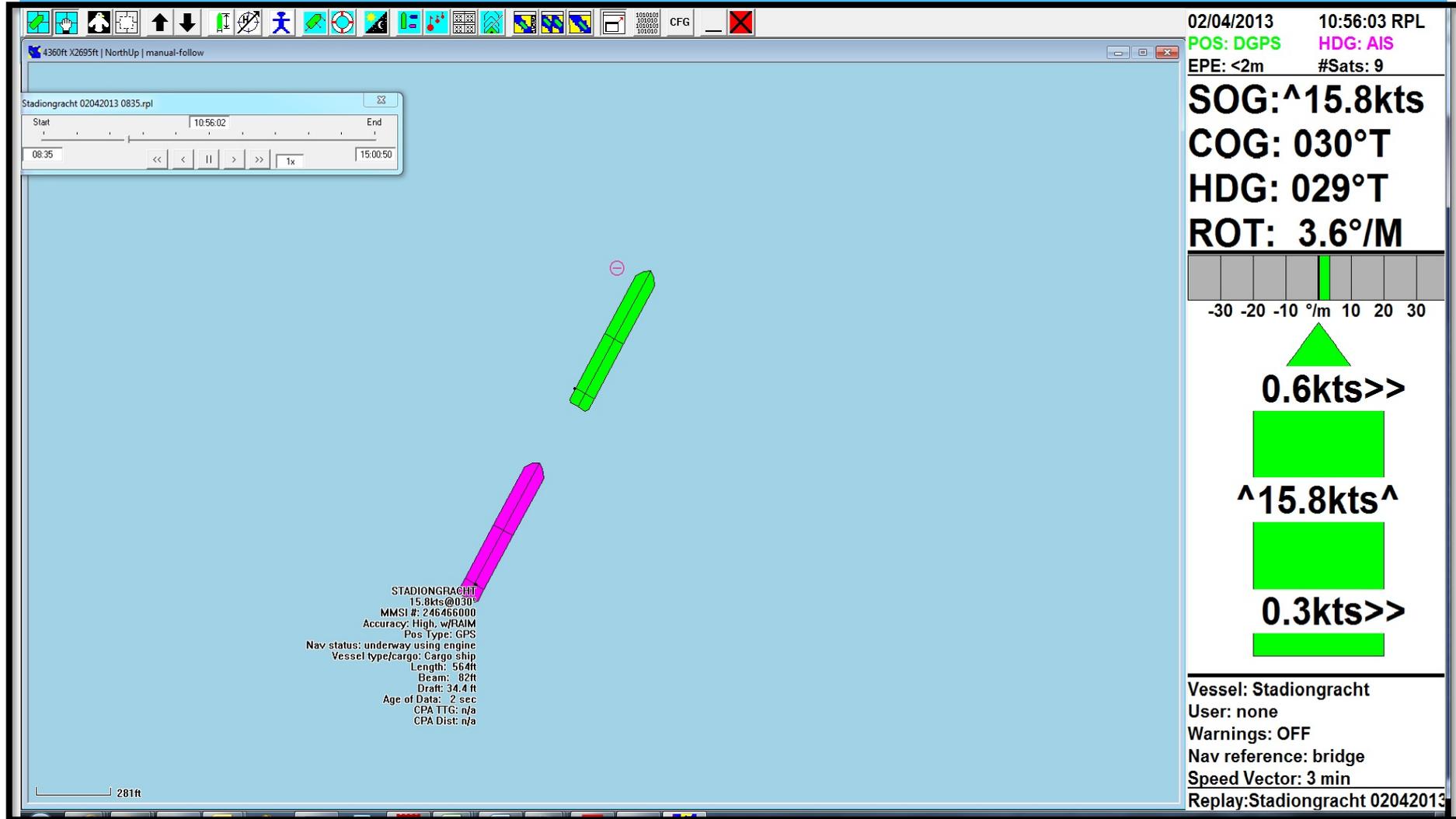
AIR FRANCE 447



COLGAN 3407



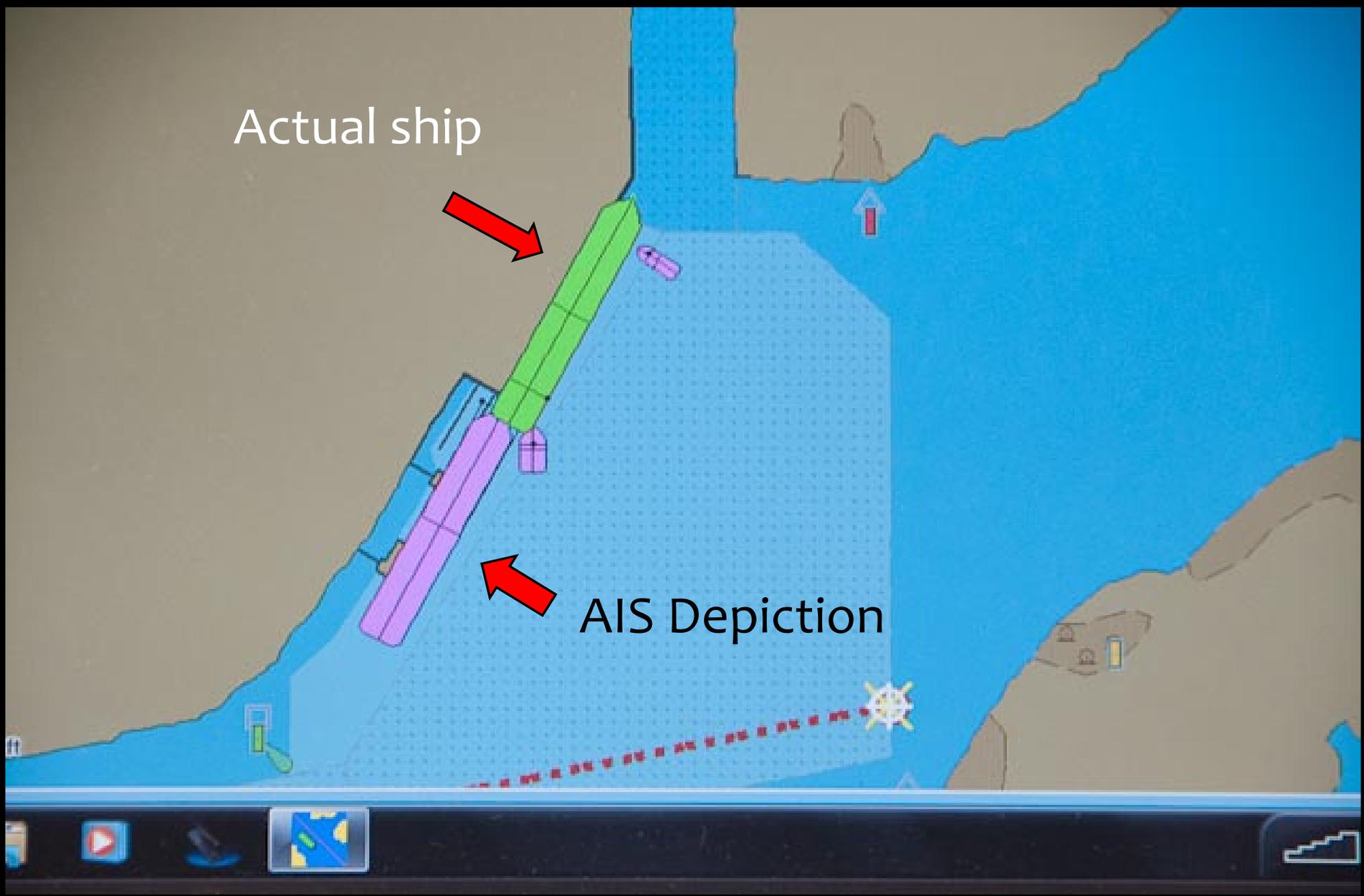
# GPS Smoothing

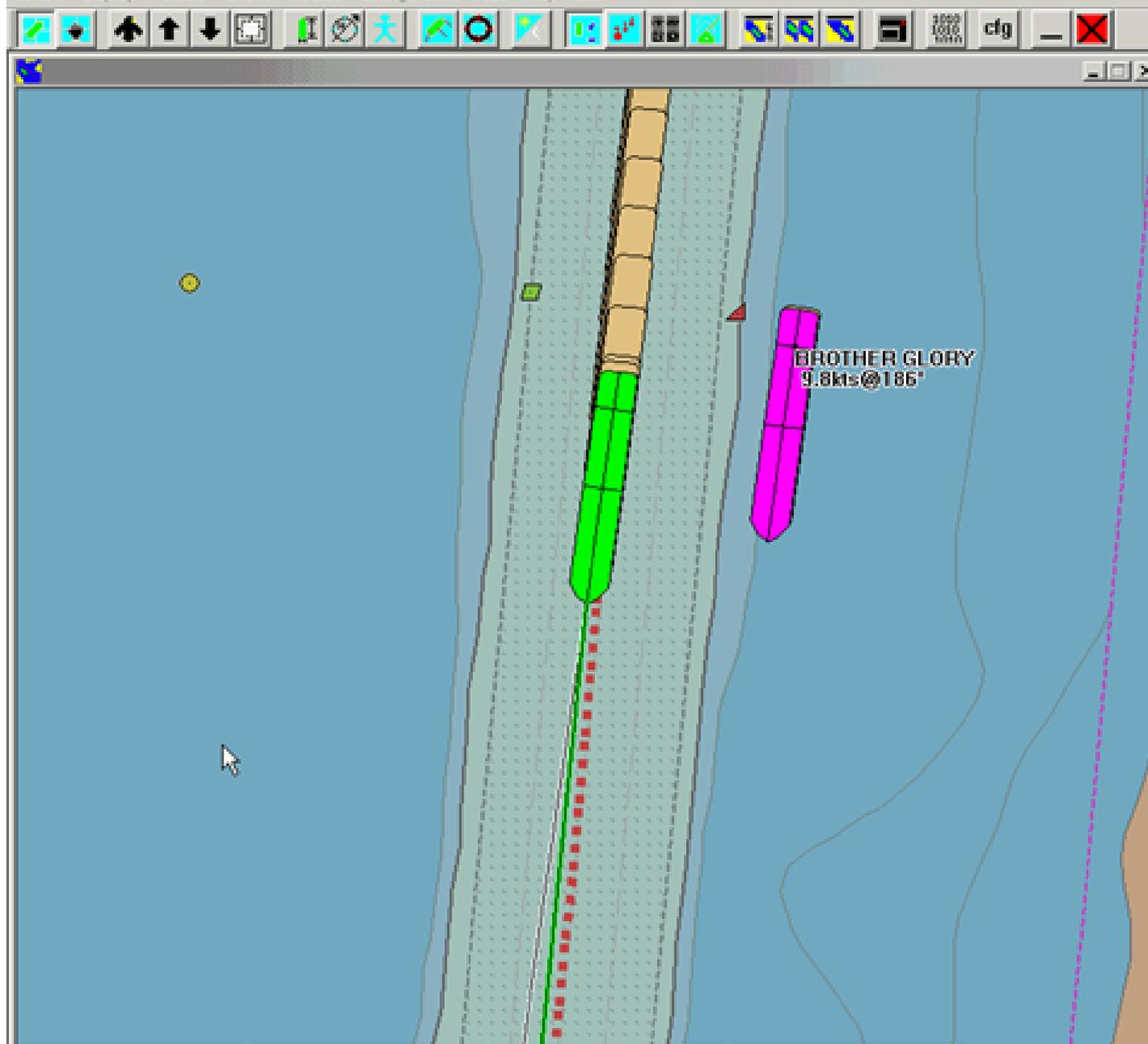


Actual ship



AIS Depiction





10/03/2009 19:32:33 local  
 POS: GPS DGPS HDG: AIS  
 EPE: <2m #Sats: 10

**SOG: ^ 9.8kts**  
**COG: 186°T**  
**HDG: 188°T**  
**ROT: -0.0°/M**

Route: East Bay to SB.txt  
 Next WPT: Hillsborough Buoy 12

**DST: 4.1nmi**  
**BRG: 185°T**  
**TTG: 25 min**  
**XTD: L 0ft**



Selected WPT: Cut C, Buoy 6C  
**DST: 14.2nmi**  
**TOA: 21:00**

Vessel: Brother Glory  
 User: Viso2day  
 Warnings: OFF  
 Nav reference: bridge  
 Speed Vector: 3 min



1.2nmi X4543ft | NorthUp | manual-follow

02/04/2013 11:18:55 RPL

POS: DGPS HDG: AIS

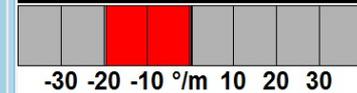
EPE: <2m #Sats: 10

**SOG: ^15.9kts**

**COG: 002°T**

**HDG: 359°T**

**ROT: -20°/M**



**<< 0.7kts**



**^15.8kts^**



**1.2kts>>**



Vessel: Stadiongracht

User: don

Warnings: OFF

Nav reference: bridge

Speed Vector: 20 min

Link Data Status

GPS● AIS● PMServer●

Stadiongracht 02042013 0835.rpl

Start	11:18:55	End
08:35	<< <    > >>	15:00:50

pause

Chesapeake Channel Lighted Buoy 45

342 deg, 0.0 kts

STADIONGRACHT

455ft

## Windows

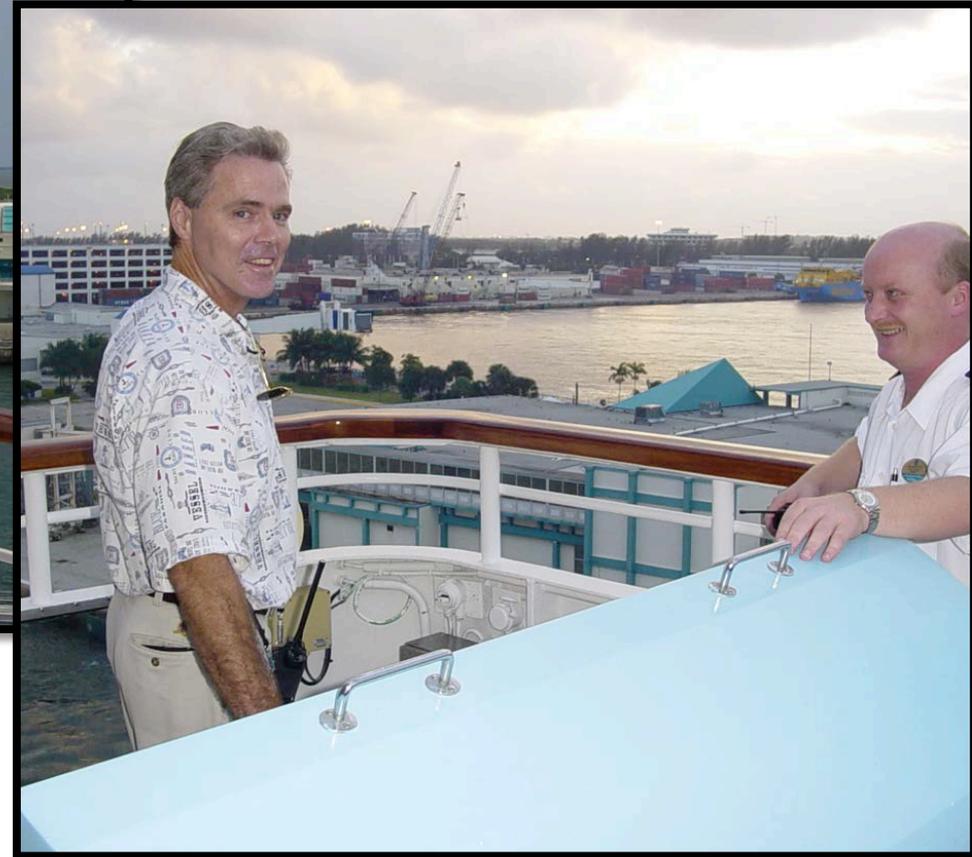
A fatal exception 8E has occurred at 0028:C0011E36 in UXD UHM(81) + 00018E36. The current application will be terminated.

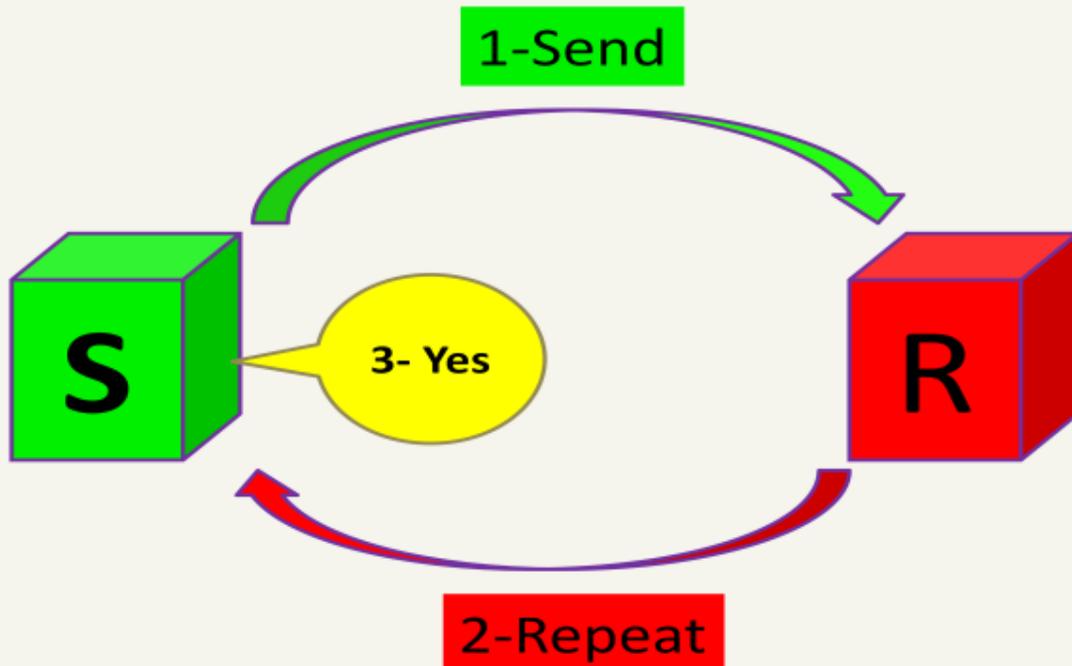
- \* Press any key to terminate the current application.
- \* Press CTRL+ALT+DEL again to restart your computer. You will lose any unsaved information in all applications.

Press any key to continue \_



# Bridge Resource Management





## WHAT ARE THE ADVANTAGES OF “CLOSE LOOP COMMUNICATION” ?

It secures the order (message & execution)

Verbal verification      by repeating the order (provided it make sense)

Visual verification      by checking the action

Final confirmation that is correct      by verbally stating it

**A 'No' uttered  
from the  
deepest  
conviction is  
better than a  
'Yes' merely  
uttered to  
please, or  
worse, to avoid  
trouble.**

*- Mahatma Gandhi*

