

Captain Ed Verbeek FNI

Ed Verbeek has been educated as Master Mariner and has a Master's degree in Human Factors and System Safety issued by Lund University. He has been elected Fellow of the Nautical Institute.

He has sailed as mate for about 12 years before becoming pilot, continued with occasional trips as Master while a pilot and after retiring still does some relief trips as Chief Mate or Master.

He has been Amsterdam pilot for 26 years, and has been Vice President and Training Coordinator for this region.

He has been involved in BRM/MRM/MCRM since 1993 and has been instructor Shiphandling for CSMART, the training institute of Carnival Corp.

He is active as consultant, among others working as Advisor Research & Development for the Dutch Pilots, was assessor at promotion assessments for Cunard, P&O and Princess, and consultant for port studies at the C-SMART simulation centre.

“Blind trust”

In publications and accident reports on one side a lot of attention is given to the overreliance on instruments, and the other side to the neglects in making adequate use of instruments.

Using the example of predictor and vector, I try to make a case that it would be prudent to develop deliberate strategies (including “scanning patterns”) of when to navigate visually with instruments as back-up, and when to use the instruments, with visuals as back-up.

In the side line I wonder if there is a need to come to adapt the pilot education to the new reality of PPU by developing a Visual Rating, using mostly visual techniques. When this is concluded successfully, it would be followed by an Instrument Rating, teaching how to navigate adequately with instruments, including weak and strong points. It would be comparable to VFR and IFR in aviation.