NORTHROP GRUMMAN INTRODUCES NEW COMPACT INTEGRATED BRIDGE SYSTEM

It was reported by Northrop Grumman Corporation from Charlottesville, Virginia on 2nd December that the Sperry Marine business unit had introduced a new compact integrated bridge system (CIBS) designed to improve situational awareness and ship efficiency while reducing installation costs.

The new CIBS is based on Sperry Marine’s VisionMaster FT™ technology, and utilizes the company’s proprietary TotalWatch™ multifunction displays, permitting the user to customize display screens to meet operational requirements. The system uses state-of-the-art, high-resolution WideScreen™ display consoles, which provide a 25% larger viewing area than standard screens. Standard operating modes include conning information display, radar only, chart radar and IMO-compliant electronic chart display and information system with Sperry Marine’s optional iView™ 3-D picture for underwater contours and hazards.

It is understood that the CIBS package is fully type approved to meet applicable international regulatory requirements.

The standard VisionMaster FT CIBS package includes the three-node console/display units and steering stand, as well as all necessary subsystems and sensors, including gyrocompass, speed log, echosounder, automatic identification system, voyage data recorder, GPS, steering controls and self-tuning adaptive autopilot.

According to J. Nolasco DaCunha, vice president of Northrop Grumman Sperry Marine, “The smaller footprint and standardized equipment packaging will reduce the costs of acquisition and installation for shipowners and shipyards, and will bring the benefits of state-of-the-art CIBS technology to ships of all types and sizes, including short-sea ships, workboats, fishing vessels and naval patrol craft. The scalable system architecture means that the CIBS can be easily expanded with field upgrades to add new features and functions, including Sperry Marine’s next-generation performance-based navigation capabilities for improved ship efficiency through greater ship-shore integration.”