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Determination of Linear and Nonlinear Ship Steering Dynamics Using System Identification

Källström, Claes; Åström, Karl Johan

1979

Document Version:

Publisher's PDF, also known as Version of record

[Link to publication](#)

Citation for published version (APA):

Källström, C., & Åström, K. J. (1979). *Determination of Linear and Nonlinear Ship Steering Dynamics Using System Identification*. (Research Reports TFRT-3155). Department of Automatic Control, Lund Institute of Technology (LTH).

Total number of authors:

2

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DETERMINATION OF LINEAR AND NONLINEAR SHIP STEERING
DYNAMICS USING SYSTEM IDENTIFICATION

FINAL REPORT STU PROJECT 77-5766

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DEPARTMENT OF AUTOMATIC CONTROL
LUND INSTITUTE OF TECHNOLOGY
SEPTEMBER 1979

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Dokumentutgivare
Lund Institute of Technology
Dept of Automatic Control
Handläggare
KJÅström
Författare
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Dokumentnamn
Report LUTFD2/(TFRT-3155)/1-024/(1979)
Utgivningsdatum
Sept 1979
Dokumentbeteckning
Arendebeteckning
STU 77-5766

10T4

Dokumenttitel och undertitel

Determination of linear and nonlinear ship steering dynamics using system identification.

Referat (sammandrag)

Methods for determining linear and nonlinear shipsteering dynamics using physical models based on hydrodynamics in combination with parameter estimation methods are discussed. Experiences from a large number of experiments on full scale ships and scale models are reviewed.

Referat skrivet av

Authors

Förslag till ytterligare nyckelord

System identification, Maximum likelihood, Output error.

Klassifikationssystem och -klass(er)

50T0

Indextermer (ange källa)

52T0

Omfång

24 pages

Övriga bibliografiska uppgifter

56T2

Språk

English

Sekretessuppgifter

60T0

ISSN

60T4

ISBN

60T6

Dokumentet kan erhållas från

Department of Automatic Control
Lund Institute of Technology
Box 725, S-220 07 Lund 7, Sweden

Mottagarens uppgifter

62T4

Pris

66T0

SIS-DB 1

DOKUMENTATABLAD enligt SIS 62 10 12

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1. INTRODUCTION

The project was a continuation of earlier work, Åström and Källström (1973, 1976), Åström et al (1975), Norrbin et al (1977), aimed at applying system identification methods to determination of ship steering dynamics. In the earlier work the feasibility of using system identification to determine linear ship steering dynamics was demonstrated.

The first goal of this project was to apply the linear methods to more experimental data. This gave interesting insights both for the input-output models and for the structural models. The new applications also gave good insights into the influence of sensor resolution and the possibilities of modeling disturbances. This line of research has also been taken up by other groups, Tiano (1976), Tiano and Volta (1978), and Ohtsu et al (1979). Their findings essentially confirm our results that an ARMAX model is a convenient tool for modeling ship steering dynamics.

The second goal of this project was to explore the possibilities of estimating nonlinear models. This has also been done successfully. Several nonlinear model structures have been explored. A Taylor series expansion of the nonlinearities is commonly used in ship hydrodynamics. It was originally attempted to estimate the coefficients of the Taylor series expansion. This was met with great difficulties because of the strong interdependence of the parameters. It was therefore decided to use models where the coefficients had natural physical interpretations. Nonlinear models of different complexity which describe the cross-flow drag were derived by Dr Nils H Norrbin of SSPA. In Norrbin's models the nonlinearities are represented with only a few parameters which simplifies the estimation problem. These models have been fitted to the data using an approximative maximum likelihood method. It has been demonstrated that drastic improvements can be achieved by including the nonlinearities, in particular for motions where the angle of attack is large. The nonlinear models have also been applied to a large number of real experiments.

The third goal of the project was to establish good procedures for using the system identification methods in a routine manner. The results of a large number of calculations on different experiments have been evaluated and guidelines for experiments have been established.

The work has been done in close collaboration with SSPA (Dr Nils H Norrbin and Mr Lennart Byström). The nonlinear hydrodynamic models were developed by Dr Norrbin. The estimation methods and the software were developed at LTH. The software were transferred to SSPA. Parameter estimation for different experiments was carried out at SSPA and LTH. We had

regular meetings to discuss the results and exchange experiences. Twenty-five experiments performed with 12 different ships were analysed. The methods were also applied to 7 tests performed with 2 free-sailing scale-models.

The project could largely be done according to the original plans. There were some unexpected results due to poor resolution of the sensors in one of the experiments. When applying Akaike's test to determine the complexity of the linear models it was found that the data sometimes picked up high order dynamics, sometimes round-off errors, and sometimes wave disturbances depending on the experimental conditions and the precision of the sensors. The nonlinear parameter estimation was more time-consuming than originally anticipated. Several different model structures had to be tried before good results could be obtained.

We believe that it is safe to say that the method developed is a reliable tool for determination of ship steering dynamics. As suggestions for further work it would be of interest to make a major revision of the multivariable estimation program (LISPID). Based on our current experiences there are several useful modifications that could be made. The revision of LISPID is, however, an effort that requires a manyear or two. It would also be of interest to do some further work on the nonlinear estimation schemes. Perhaps the most interesting continuation would be to do further work on modeling of wave disturbances and their interaction on ship steering dynamics. This is an area where the theoretical models available are based on many unverified assumptions. Some of our experiments indicate that useful information can be obtained by applying system identification to experimental data.

2. MODEL STRUCTURES

The equations describing a free-sailing ship in deep and unrestricted waters are well known (Norrbin 1960, 1970). It is commonly assumed that the influence of heave, roll, and pitch motions into the motion in the horizontal plane can be neglected. This is true at least for large ships such as supertankers.

Equations of Motion

To describe the equations of motion a co-ordinate system fixed to the ship with the x- and y-axes as shown in Fig. 1 and the z-axis pointing downwards is introduced. The projections of the total ship speed V on the x- and y-axes are called the surge velocity u and the sway velocity v . The turning rate is denoted r and the heading and rudder angles are denoted ψ and δ .

The equations for the horizontal motion are obtained from Newton's laws expressing conservation of linear and angular momentum:

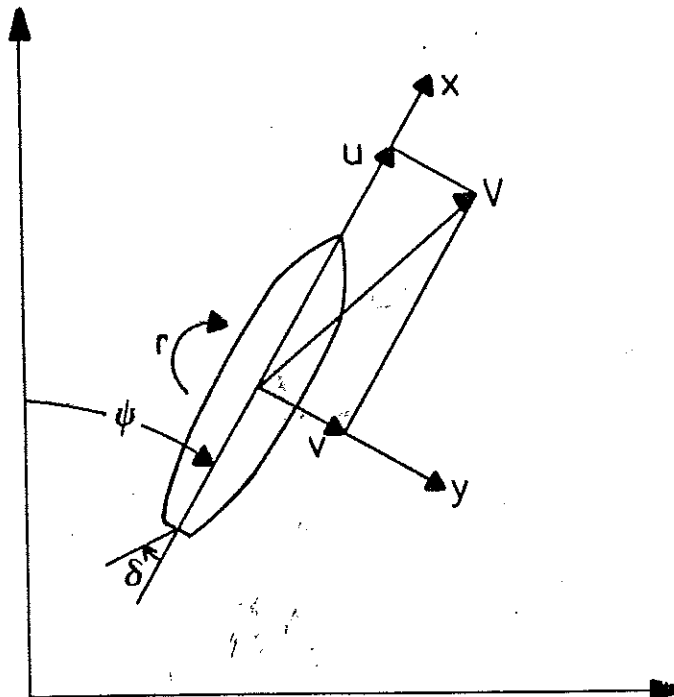


Fig. 1 - Ship with co-ordinate system for equations of motion.

$$\begin{aligned}
m(\dot{u} - vr - x_G r^2) &= X \\
m(\dot{v} + ur + x_G \dot{r}) &= Y \\
I_z \dot{r} + mx_G(\dot{v} + ur) &= N
\end{aligned} \tag{1}$$

where X and Y are the components of the hydrodynamic forces on the x-axis and y-axis, N is the z-component of the hydrodynamic moments, m is the mass of the ship, I_z is the moment of inertia about the z-axis, and x_G is the x co-ordinate of the centre of gravity.

Hydrodynamic Forces and Moments

The hydrodynamic forces X and Y and the hydrodynamic moment N of (1) are complicated functions of the ship motion. Abkowitz (1964) suggested the following functional form

$$\begin{aligned}
X &= X(u, v, r, \delta, \dot{u}, \dot{v}, \dot{r}) \\
Y &= Y(u, v, r, \delta, \dot{u}, \dot{v}, \dot{r}) \\
N &= N(u, v, r, \delta, \dot{u}, \dot{v}, \dot{r})
\end{aligned} \tag{2}$$

and approximated the functions with Taylor series expansions about the steady state condition $u = u_0$ and $v = r = \delta = \dot{u} = \dot{v} = \dot{r} = 0$. The derivatives of X, Y, and N are called hydrodynamic derivatives.

A drawback with the Taylor expansions of (2) is that the high-order terms have no physical interpretations. Norrbin (1970) has developed other expressions for the hydrodynamic forces and moments, where the high-order terms have physical interpretations.

Linear Models

Linearization of the equations of motion (1) about the stationary solution $u = u_0$, $v = r = \delta = 0$, gives

$$\begin{aligned}
&\begin{pmatrix} m' - Y'_v & L(m' x'_G - Y'_r) \\ m' x'_G - N'_v & L(I'_z - N'_r) \end{pmatrix} \begin{pmatrix} \dot{v} \\ \dot{r} \end{pmatrix} = \\
&= \begin{pmatrix} \frac{V}{L} Y'_v & V(Y'_r - m' r'_r) \\ \frac{V}{L} N'_v & V(N'_r - m' x'_G) \end{pmatrix} \begin{pmatrix} v \\ r \end{pmatrix} + \begin{pmatrix} \frac{V^2}{L} Y'_\delta \\ \frac{V^2}{L} N'_\delta \end{pmatrix} \delta
\end{aligned} \tag{3}$$

where the X-equation has been omitted. In this equation the first order hydrodynamic derivatives have been normalized

by using the length L of the ship as length unit, L/V as time unit, and $\sigma L^3/2$ as mass unit, where σ is the density of the water.

It follows from (3) that the transfer function relating yaw rate to rudder angle is given by

$$G_{r\delta}(s) = K \frac{(s + 1/T_3)}{(s + 1/T_1)(s + 1/T_2)} \quad (4)$$

and that the transfer function relating sway velocity to rudder angle is

$$G_{v\delta}(s) = K_v \frac{(s + 1/T_{3v})}{(s + 1/T_1)(s + 1/T_2)} \quad (5)$$

Nomoto and co-workers (1957) proposed the following approximation of (4)

$$G_{r\delta}(s) = \frac{K}{(s + 1/T)}, \quad T = T_1 + T_2 - T_3, \quad (6)$$

which is called Nomoto's model.

Since the data is normally sampled it would also be natural to estimate the parameters of the difference equation model

$$A(q^{-1})y(t) = B(q^{-1})u(t-1) + \lambda C(q^{-1})e(t), \quad (7)$$

where A , B , and C are polynomials in the shift operator and $\{e(t)\}$ is a sequence of random variables which represents the combined effect of disturbances and measurement errors. A model like (7) can for example be obtained by sampling a continuous time model (4) or (6) with rational disturbances.

Nonlinear Models

The linearized models work well if the yaw rate and the sway velocity are small. If this is not the case nonlinear models must be used. There are nonlinear models of different complexity. A simple model suitable for system identification was derived in Norrbin (1976). In this model a nonlinear force $Cf_Y(v,r)$ and a nonlinear moment $Cf_N(v,r)$ were added to the right-hand side of the linear model (3). The functions f_Y and f_N represent the cross-flow drag and can be determined from hydrodynamic theory. See Norrbin (1976). Norrbin's model is attractive from the point of view of system identification because it only introduces one parameter, the effective cross-flow drag coefficient C , to be estimated.

The ship speed can change significantly during large manoeuvres. By using the measured value of the ship speed V at each sampling event instead of the mean value the influences of the speed variations can be reduced. It is also possible to include the X -equation in the model used. Since this equation is nonlinear principally, the identification technique must be modified. Blanke (1978) has applied frequency response analysis to determine a nonlinear speed equation.

Disturbances

A ship is influenced by wind, waves, and currents, which appear as disturbances in the equations of motion. There is a substantial literature on disturbances. See Etkin (1961), Comstock (1967), Zuidweg (1970), van Berlekom, Trägårdh, and Dellhag (1974), and Price and Bishop (1974). In a simplified analysis the influence of disturbances can be handled by adding forces and moments generated by wind, waves, and currents to the equations of motion (1). See Källström (1979).

Summary

The parameters of the different models outlined in this section have been estimated by system identification techniques. The parametrizations chosen for the different models are given in Åström and co-workers (1975) and Källström (1979). The experimental data were analysed using the program packages LISPID (Källström, Essebo, and Åström, 1976; Källström, 1978a) and IDPAC (Wieslander, 1976).

3. EXPERIMENTS

At LTH system identification has been applied to data from full scale experiments performed with two cargo ships and four tankers. Seventeen experiments corresponding to a total time of 15 h have been analysed. The data contain over 6000 samples. A few examples of the identification results are given in this section. The detailed results can be found in Källström (1977a, 1977b, 1977c, 1978b, and 1978c).

Several summaries of the results and experiences obtained at SSPA and LTH by applying system identification to determine ship steering dynamics have been published. See Åström and Källström (1972, 1973, 1976), Åström and co-workers (1974, 1975), Norrbin and co-workers (1977), Byström and Källström (1978), Källström and Åström (1979), and Källström (1979).

The Sea Scout

The *Sea Scout* is an oil tanker of 255 000 tdw. Three experiments E1 - E3 performed in ballast condition have been analysed (Källström, 1977c). A detailed description of the experiments is given in Källström (1974).

The ML estimates of the parameters of Nomoto's model obtained are summarized in Table 1. The prediction interval T_p is equal to the sampling period T_s in the ML procedure. This table shows that the values obtained in the different experiments do not differ much. It also appears that it is no big difference between the parameters obtained when estimating discrete time or continuous time models. A typical input-output record is shown in Fig. 2. The output error method gives estimates that differ substantially from the ML method. The estimates $K' = -0.82, -0.37, -0.14$ and $T' = 1.79, 4.17, \text{ and } 0.88$ were obtained for the different experiments.

	Initial estimates	E1		E2		E3	
		$T_p = 10$ s		$T_p = 5$ s		$T_p = 5$ s	
		continuous time	discrete time	continuous time	discrete time	continuous time	discrete time
K'	-0.56	-1.04	-1.08	-0.94	-1.01	-0.94	-1.02
T'	1.31	1.37	1.33	1.64	1.43	1.43	1.20

Table 1 - Results of ML identifications of Nomoto's model to the *Sea Scout* experiments.

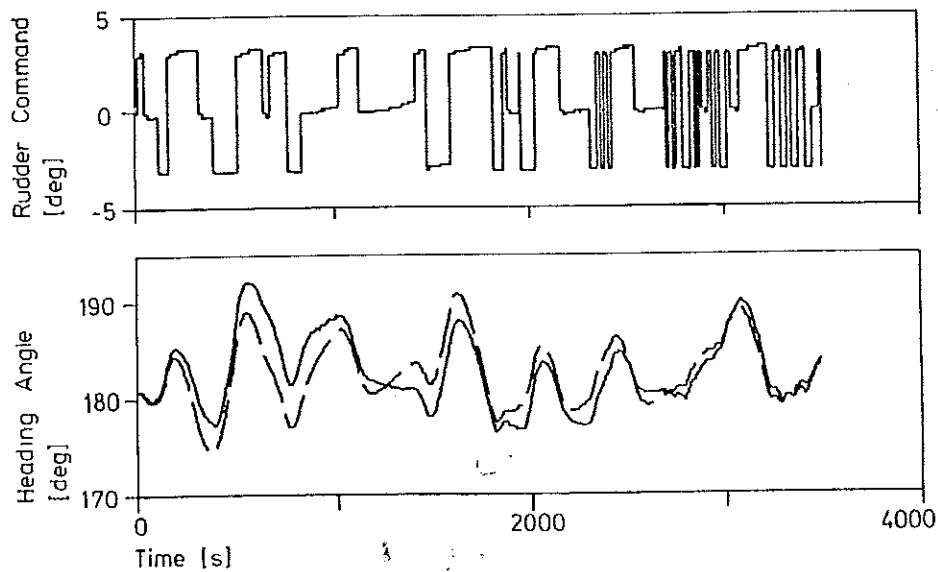


Fig. 2 - Result of ML identification ($T_p = 10$ s) using LISPID to data from experiment E1 with the *Sea Scout*. The continuous line is measurements and the dashed line is the output of the deterministic model.

The Sea Swift

The *Sea Swift* is a sister ship to the *Sea Scout*. Four experiments E1 - E4 performed at full draught have been analysed (Källström, 1978b). The experiments are described in detail by Källström (1975).

The linear model (3) was fitted to the data by output error and prediction error methods with $T_p = 10, 20, 30,$ and 40 s. Poor estimates of the hydrodynamic derivatives were usually obtained when the output error method and the prediction error method with $T_p = 10$ s were applied. The results were improved by increasing the prediction horizon. The value $T_p = 30$ s and $T_p = 40$ s was very small. The results of prediction error identifications with $T_p = 40$ s are summarized in Table 2.

The different models of Table 2 were investigated further. It was found that the performances of the models did not differ much. Figure 3 shows the result obtained when the model from experiment E2 in Table 2 was simulated to the rudder commands from experiment E4.

	Initial estim.	E1	E2	E3	E4
Y'_V	-0.01422	-0.02754	-0.01988	-0.02451	-0.02244
$Y'_R - m'$	-0.01152	-0.01586	-0.01507	-0.01656	-0.01556
N'_V	-0.00738	-0.00042	-0.00079	-0.00044	-0.00003
$N'_R - m' x'_G$	-0.00301	-0.00011	-0.00029	-0.00016	0.00009
Y'_δ	0.00298	0.00141	0.00147	0.00184	0.00088
N'_δ	-0.00140	-0.00067	-0.00069	-0.00087	-0.00041
K'	-0.82	-0.39	-0.41	-0.50	-0.24
K'_V	0.10	0.05	0.05	0.06	0.03
T'_1	-3.09	-14.79	-8.04	-15.34	-15.66
T'_2	0.39	0.95	1.04	1.02	1.31
T'_3	1.00	1.05	1.38	1.17	1.32
T'_{3v}	0.20	0.23	0.23	0.22	0.24

Table 2 - Results of prediction error identifications ($T_p = 40$ s) to the *Sea Swift* experiments.

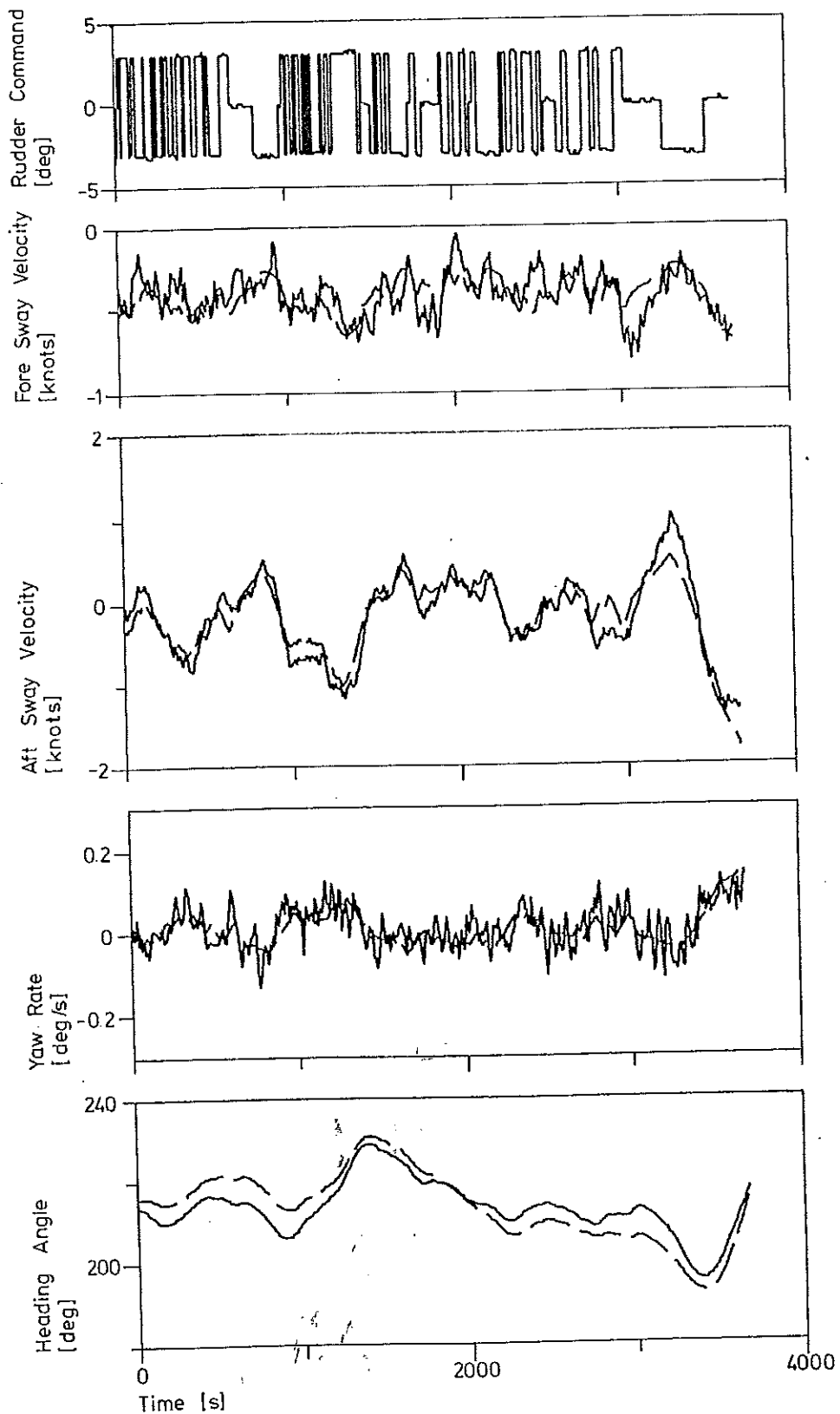


Fig. 3 - Simulation of the prediction error model ($T_p = 40$ s) obtained from experiment E2 with the *Sea Swift* to the rudder commands from experiment E4. The continuous lines are measurements and the dashed lines are model outputs.

The Sea Stratus

Four experiments E1 - E4 were performed with the oil tanker *Sea Stratus* of 356 000 tdw. They are described by Källström (1976). The detailed identification results are given in Källström (1978c).

The results obtained by fitting linear and nonlinear models to experiment E2, which is a 5°/5° zig-zag test, are summarized in Table 3. A prediction interval T_p of 60 s was chosen. The estimates of the linear and the nonlinear models were close. The effective cross-flow drag coefficient C was estimated to 0.63. The value of C' is expected to be approximately 0.7 for a tanker. The result obtained with the nonlinear model is shown in Fig. 4.

	Initial estim.	Linear	Non-linear
Y_V'	-0.00687	-0.02121	-0.02037
$Y_R' - m'$	-0.00724	-0.01010	-0.01065
N_V'	-0.00254	-0.00258	-0.00300
$N_R' - m' x_G'$	-0.00161	-0.00144	-0.00138
Y_δ'	0.00201	0.00203	0.00206
N_δ'	-0.00095	-0.00096	-0.00097
C	0.7	-	0.63
K'	-1.00	-1.01	-1.03
K_V'	0.12	0.12	0.13
T_1'	-4.88	9.36	-11.08
T_2'	0.43	0.37	0.36
T_3'	1.32	0.61	0.61
T_{3v}'	0.19	0.15	0.15

Table 3 - Results of prediction error identifications ($T_p = 60$ s) to the *Sea Stratus* experiment E2.

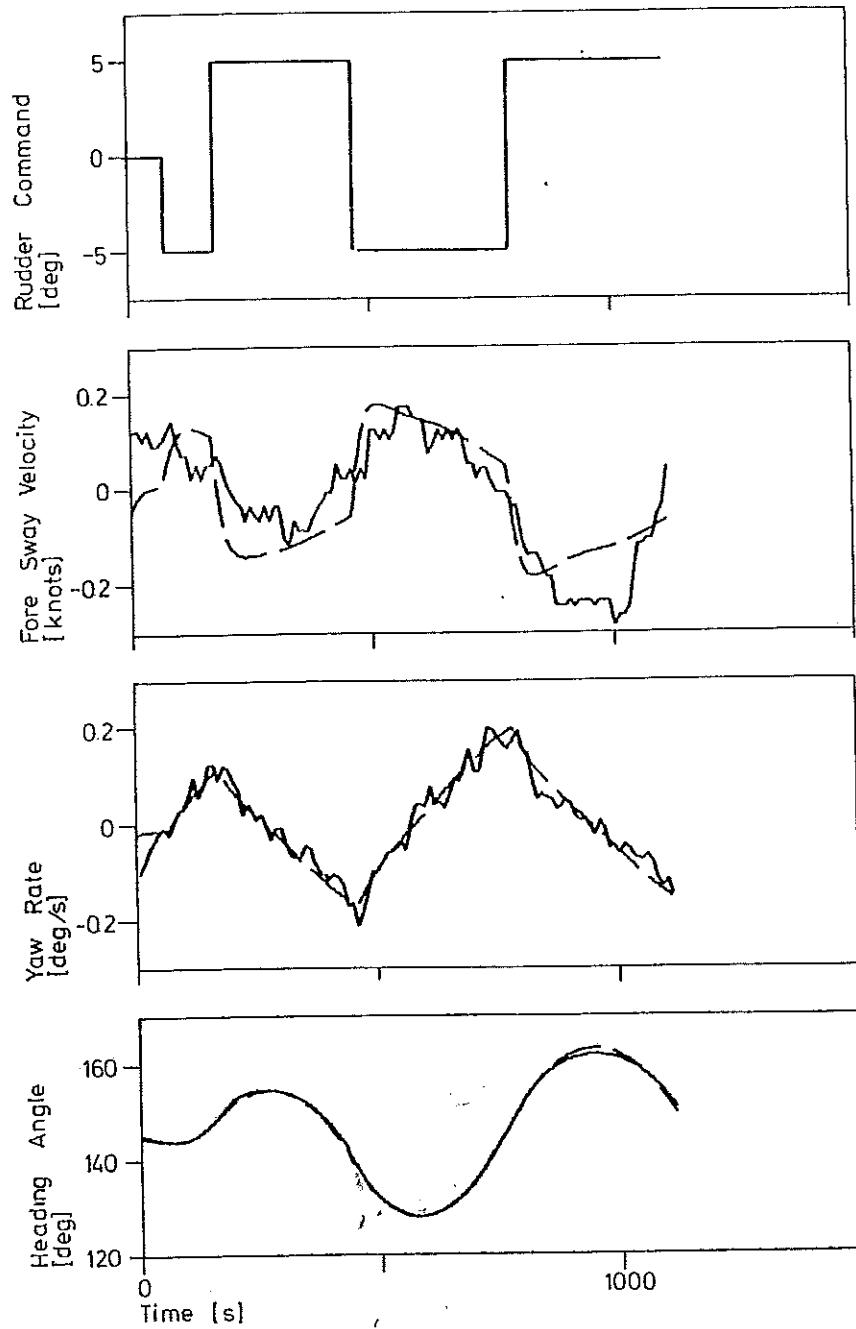


Fig. 4 - Result of prediction error identification ($T_p = 60$ s) to data from experiment E2 with the *Sea Stratus*. The continuous lines are measurements and the dashed lines are the outputs of the deterministic model.

The Compass Island

Experiments found in the literature will be used in this section. Three 20°/20° zig-zag tests were analysed (Källström, 1977b). The rudder angles, the sway velocities, the yaw rates, and the heading angles from the experiments were obtained from graphs in Morse and Price (1961). The *Compass Island* experiments were performed using an inertial navigation system which gave measurements with high precision and good resolution. Naturally a lot of the precision inherent in the data were, however, lost when the graphs were digitized.

The results of fitting linear and nonlinear models to the data with the ML method are summarized in Table 4. An illustration of the results is given in Fig. 5.

Poor estimates of the hydrodynamic derivatives were in general obtained when the linear model was used, although the fit between the model outputs and the measurements was good. The estimates were improved significantly when the nonlinear model was fitted to the data. Reasonable values of the effective cross-flow drag coefficient C were obtained.

	Initial estimates	E 1		E 2		E 3	
		Linear	Nonlinear	Linear	Nonlinear	Linear	Nonlinear
Y_V^1	-0.01160	-0.01313	-0.00892	-0.05502	-0.04886	-0.02428	-0.01487
$Y_r^1 - m^1$	-0.00526	-0.00844	-0.00817	-0.02175	-0.02090	-0.01005	-0.00875
N_V^1	-0.00291	-0.00009	-0.00075	0.00273	-0.00010	0.00117	-0.00123
$N_r^1 - m^1 \times C$	-0.00184	-0.00106	-0.00100	0.00052	-0.00022	-0.00021	-0.00062
Y_δ^1	0.00278	0.00218	0.00240	0.00140	0.00169	0.00130	0.00178
N_δ^1	-0.00133	-0.00105	-0.00115	-0.00067	-0.00081	-0.00062	-0.00085
C	0.7	-	0.35	-	0.46	-	0.79
K^1	-1.65	-1.28	-1.42	-	-1.00	-	-1.04
K_V^1	0.21	0.17	0.18	-	0.12	-	0.13
T_1^1	5.70	1.15	7.09	} complex poles	4.51	} complex poles	-13.54
T_2^1	0.37	0.85	0.64		0.33		0.60
T_3^1	0.89	1.18	1.50	0.32	0.32	0.72	0.90
T_{3v}^1	0.22	0.19	0.19	0.10	0.09	0.19	0.20

Table 4 - Results of ML identifications ($T_p = 6$ s) to the *Compass Island* experiments.

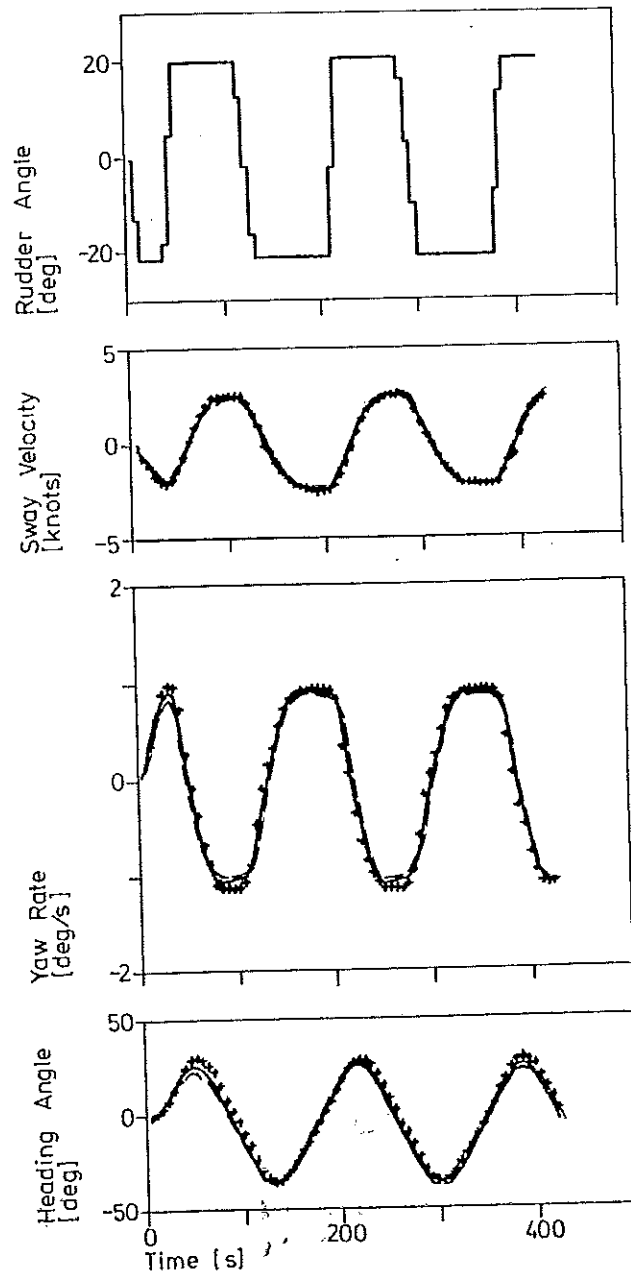


Fig. 5 - Results of ML identifications ($T_p = 6$ s) to data from experiment E3 with the *Compass Island*. The dashed lines are the outputs from the linear, deterministic model, the continuous lines are the outputs from the nonlinear deterministic model, and the dots are measurements.

4. SUMMARY OF EXPERIENCES

Experiments performed at different load, speed, and weather conditions were analysed. It was found that system identification methods are useful for determination of ship steering dynamics. A valuable insight into experimental design, model structures, and properties of different identification methods was also obtained.

Identification Methods

The output error method gave occasionally reasonable results, but poor parameter estimates were obtained in most cases. Reasonable results could, however, be obtained with the output error method for experiments performed under very nice weather conditions. The same conclusion was reached in Norrbin and co-workers (1977) based on experiments performed with a small tanker. In Byström and Källström (1978) it was found that satisfactory results were obtained by the output error method when a scale model test was analysed. This is natural because the experiment was made under ideal conditions in an indoor tank.

The prediction error method was superior to the output error method, but it is essential to choose an appropriate time horizon. Prediction horizons between 10 and 60 s were suitable for the tankers, but 6 s was sufficient for the *Compass Island*. Experiments performed under different weather conditions with wind speeds between 0 and 14 m/s were analysed. Good results were obtained by the prediction error method.

Model Structures

Different continuous time models were explored using LISPID. Hydrodynamic derivatives were estimated by fitting linear and nonlinear models. The analysis of a 5°/5° zig-zag test showed that reasonable estimates were obtained from a linear model. However, the results were improved slightly by fitting a nonlinear model. The nonlinearities in the model were crucial when 20°/20° zig-zag tests were analysed. The other experiments were designed to determine the linear ship steering dynamics only. Therefore good results were obtained by fitting linear models.

A continuous time model containing parameters of the transfer function relating heading to rudder angle was also explored using LISPID. The results were compared with the results of fitting a discrete time model using IDPAC. The results from LISPID and IDPAC did not differ much, when the parameters of Nomoto's model were determined. Very few

problems were encountered. It was difficult to determine the parameters of a third-order transfer function. Attempts to fit a discrete time system gave models for round-off noise or wave disturbances depending on the experimental conditions. Good results were sometimes obtained by fitting a continuous time model provided that the resolution of the heading measurement was sufficient.

Experiments

Different types of experiments were analysed. The identification results from open loop and closed loop tests were compared. It was found that the results did not differ much. The open loop experiments were either zig-zag tests or experiments with a PRBS as rudder perturbations. Since the rudder input contains mainly one frequency during a zig-zag test, a PRBS experiment, where many frequencies are included, is preferable. However, the zig-zag tests proved to be very useful to determine the effective cross-flow drag coefficient of the nonlinear model. It was found that accurate measurements were essential in order to obtain good parameter estimates.

Recommended Procedure

The following procedure is recommended to determine ship steering dynamics from full scale experiments. First a linear model is estimated from data obtained under closed loop control. Perturbations can be introduced as changes in the heading reference to the ordinary autopilot. The frequency of the perturbation signal should be chosen in such a way that the ship is properly excited in the frequency range of interest. Long experiments can be performed since only small deviations from the desired heading are made. It is advantageous if the experiments are performed under nice weather conditions. If possible the experiments should be made in head seas in order to encounter as high wave frequencies as possible. Otherwise the wave disturbances can significantly influence the results obtained when the data are analysed and it may be necessary to model the waves as oscillatory disturbances. Determination of nonlinear models requires experiments where the nonlinear forces are substantial. Appropriate experiments are $20^\circ/20^\circ$, or possibly $10^\circ/10^\circ$, zig-zag tests. It could also be considered to design experiments which are even better suited to estimate nonlinear models. It is suitable, although not necessary, to first determine a linear model from a closed loop experiment and then estimate only the effective cross-flow drag coefficient from the zig-zag tests.

5. ACKNOWLEDGEMENTS

The valuable collaboration with the Swedish State Shipbuilding Experimental Tank (SSPA) in Gothenburg is gratefully acknowledged. We thank Nils H Norrbin and Lennart Byström for many interesting discussions on ship steering dynamics.

We would also like to express our gratitude to the Salén Shipping Companies, Stockholm, and to Kockums, Malmö, for their positive attitude to this type of research. A special thank to Leif Sten, Johannes Eriksson, and Nils-Eric Thorell, Kockums Automation.

This work was supported by the Swedish Board of Technical Development (STU) under contract No 77-5766.

The manuscript has been expertly typed by Ms Eva Dagnegård. The figures are drawn by Ms Britt-Marie Carlsson.

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