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Kilo Class Patrick Robinson 2015-08-31 Nach Nimitz Class der neue U-Boot-Thriller von Patrick Robinson. China rüstet zur Seemacht auf, um Taiwan an sich zu reißen. Russland braucht Geld und verkauft U-Boote. Die USA sehen ihre Interessen bedroht. Eine tödliche Jagd beginnt und von ihrem Ausgang hängt der Weltfrieden ab. Ein packendes militärisches Planspiel über die nahe Zukunft.

Kurs Marine Guntram Schulze-Wegener 2021-02

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Russian Social Media Influence Todd C. Helmus 2018-04-12 Russia employs a sophisticated social media campaign against former Soviet states that includes news tweets, nonattributed comments on web pages, troll and bot social media accounts, and fake hashtag and Twitter campaigns. Nowhere is this threat more tangible than in Ukraine. Researchers analyzed social media data and conducted interviews with regional and security experts to understand the critical

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Maritime Shipping Terms Glossary Luise Hakasi 2021-02-25 Maritime Shipping Terms Glossary (English-German) Terms for Navigation, Marine Engineering and Port Operations Maritimes Fachwörter-Glossar für Navigation, Schiffstechnik (Schiffsbau, Schiffsingenieurwesen), Schiffs- und Hafenbetrieb (Englisch-Deutsch)

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Nimitz Class Patrick Robinson 2015-08-31 Das Kriegsschiff "Thomas Jefferson" ist ein Wunder moderner High-Tech und eine eigene Stadt im Meer. Doch eines Tages geschieht das Unvorstellbare - eine atomare Explosion.

Flotte der deutschen Marine auf Kurs ins neue Jahrtausend Jürgen Erbe 1998

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Deep-sea Detectives Peter R. Limburg 2005 An aging American coal carrier goes down in a winter storm off the Virginia coast. Only three of the crew of 34 survive; the rest perish in the ice-cold water. Was the dead captain at fault? Did the mate neglect safety precautions? Or did a penny-pinching management skimp on necessary

maintenance?The giant car-and-passenger ferry Estonia sinks in a gale in the Baltic Sea, carrying over 800 passengers to their deaths and causing national scandals in three countries. Was she sunk by a terrorist bomb? By the CIA or the Russian secret police? Was the Russian mob involved? Was she carrying military secrets, or smuggled narcotics? A massive government cover-up is suspected. What was the truth?Answers to these and other fascinating cases can be found in Deep-Sea Detectives: Maritime Mysteries and Forensic Science. Author Peter R. Limburg explores the advances that make it possible to bring back evidence from as deep as 20,000 feet below the sea."It's Sherlock Holmes with bubbles! Actually, Holmes had it easy; his mysteries weren't submerged beneath miles of water. These fascinating tales of scoundrels and submersibles make for terrific adventures in the little-known world of undersea forensics." -Dennis Meredith, Director of Research Communications, Duke University

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Lissa Friedrich Regensberg 2019-04-09 Wieder feuert ein 300-Pfünder, und seine Riesengranate tötet und verwundet auf dem Linienschiff 6 Mann, demontiert ein Deckgeschütz und zerstört den Kompaß und den Maschinentelegraphen. Der "Kaiser" wehrt sich aus Leibeskräften mit seinen 92 Geschützen, indem er dem gefährlichen Gegner in rascher Folge konzentrierte Breitseiten versetzt, und weicht einem vom "Affondatore" versuchten Rammstoß glücklich aus, Als nach einem zweiten, ebenfalls vergeblichen Versuche beide Schiffe dicht aneinander vorübergleiten, beginnen die beiderseits auf Deck aufgestellten Mannschaften ein lebhaftes Gewehrfeuer: Fähnrich Proch stürzt, tödlich getroffen, von der Kreuzmars des "Kaiser" herab; auf dem "Affondatore" wird der Kommandant des vorderen Turmes, Lt. Gregoretti, verwundet.

American Machinist 1889

The Athenaeum 1846

Estimation of Nonlinear Greybox Models for Marine Applications Fredrik Ljungberg 2020-05-27 As marine vessels are becoming increasingly autonomous, having accurate simulation models available is turning into an absolute necessity. This holds both for facilitation of development and for achieving satisfactory model-based control. When accurate ship models are sought, it is necessary to account for nonlinear hydrodynamic effects and to deal with environmental disturbances in a correct way. In this thesis, parameter estimators for nonlinear regression models where the regressors are second-order modulus functions are analyzed. This model class is referred to as second-order modulus models and is often used for greybox identification of marine vessels. The primary focus in the thesis is

to find consistent estimators and for this an instrumental variable (IV) method is used. First, it is demonstrated that the accuracy of an IV estimator can be improved by conducting experiments where the input signal has a static offset of sufficient amplitude and the instruments are forced to have zero mean. This two-step procedure is shown to give consistent estimators for second-order modulus models in cases where an off-the-shelf applied IV method does not, in particular when measurement uncertainty is taken into account. Moreover, it is shown that the possibility of obtaining consistent parameter estimators for models of this type depends on how process disturbances enter the system and on the amount of prior knowledge about the disturbances' probability distributions that is available. In cases where the first-order moments are known, the aforementioned approach gives consistent estimators even when disturbances enter the system before the nonlinearity. In order to obtain consistent estimators in cases where the first-order moments are unknown, a framework for estimating the first and second-order moments alongside the model parameters is suggested. The idea is to describe the environmental disturbances as stationary stochastic processes in an inertial frame and to utilize the fact that their effect on a vessel depends on the vessel's attitude. It is consequently possible to infer information about the environmental disturbances by over time measuring the orientation of a vessel they are affecting. Furthermore, in cases where the process disturbances are of more general character it is shown that supplementary disturbance measurements can be used for achieving consistency. Different scenarios where consistency can be achieved for instrumental variable estimators of second-order modulus models are demonstrated, both in theory and by simulation examples. Finally, estimation results obtained using data from a full-scale marine vessel are presented. I takt med att marina farkoster blir mer autonoma ökar behovet av noggranna matematiska farkostmodeller. Modellerna behövs både för att förenkla utvecklingen av nya farkoster och för att kunna styra farkosterna autonomt med önskad precision. För att erhålla allmängiltiga modeller behöver olinjära hydrodynamiska effekter samt systemstörningar, främst orsakade av vind- och vattenströmmar, tas i beaktning. I det här arbetet undersöks metoder för att skatta okända storheter i modeller för marina farkoster givet observerad data. Undersökningen gäller en speciell typ av olinjära modeller som ofta används för att beskriva marina farkoster. Huvudfokus i arbetet är att erhålla konsistens, vilket betyder att de skattade storheterna ska anta rätt värden när mängden observerad data ökar. För det används en redan etablerad statistisk metod som baseras på instrumentvariabler. Det visas först att

noggrannheten i modellskattningsmetoden kan förbättras om datainsamlingsexperimenten utförs på ett sätt så att farkosten har signifikant nollskild hastighet och instrumentvariablernas medelvärde dras bort. Den här tvåstegslösningen påvisas vara fördelaktig vid skattning av parametrar i den ovan nämnda modelltypen, framför allt då mätosäkerhet tas i beaktning. Vidare så visas det att möjligheten att erhålla konsistenta skattningsmetoder beror på hur mycket kännedom om systemstörningarna som finns tillgänglig på förhand. I fallet då de huvudsakliga hastigheterna på vind- och vattenströmmar är kända, räcker den tidigare nämnda tvåstegsmetoden bra. För att även kunna hantera det mer generella fallet föreslås en metod för att skatta de huvudsakliga hastigheterna och de okända modellparametrarna parallellt. Denna idé baserar sig på att beskriva störningarna som stationära i ett globalt koordinatsystem och att anta att deras effekt på en farkost beror på hur farkosten är orienterad. Genom att över tid mäta och samla in data som beskriver en farkosts kurs, kan man således dra slutsatser om de störningar som farkosten påverkas av. Utöver detta visas det att utnyttjande av vindmätningar kan ge konsistens i fallet med störningar av mer generell karaktär. Olika scenarion där konsistens kan uppnås visas både i teori och med simuleringsexempel. Slutligen visas också modellskattningsresultat som erhållits med data insamlad från ett fullskaligt fartyg.

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