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In the course of the test, the performance of SSR is monitored, because it collects the information of the environment around the ship from the existing navigation equipment, calculates the collision risk, automatically determines the best route and speed of safety and economy, and realizes the independent navigation of the ship.



















$$R = \begin{cases} 10, & d_s(t) = 0\\ 2, & s = 1 \text{ and } (d_s(t) - d_s(t-1)) < 0\\ -1, & s = 0\\ -1, & s = 1 \text{ and } (d_s(t) - d_s(t-1)) < 0\\ 0, & else \end{cases}$$

In the formula (3), s = 0 indicates that the MASS collides with the obstacle; s = 1 indicates that the MASS is sailing in the safe area; $d_g(t)$ indicates the distance of the MASS from the target point at time t; $d_g(t-1)$ indicates the distance from the MASS to the target point at time t-1; $d_o(t)$ indicates the distance from the obstacle to the MASS at time t; $d_o(t-1)$ indicates the distance from the obstacle to the MASS at time t; $d_o(t-1)$ indicates the distance from the obstacle to the MASS at time t; $d_o(t-1)$ indicates the distance from the obstacle to the MASS at time t.

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