

# Table of Content

<b>1. Introduction</b>	<b>1</b>
<b>2. Objectives of the study</b>	<b>3</b>
2.1. Final objective . . . . .	3
2.2. Secondary objectives . . . . .	3
<b>3. Scope of the study</b>	<b>4</b>
<b>4. The linearized model of ship's dynamical response</b>	<b>5</b>
4.1. The dynamic model of ship rolling . . . . .	5
4.2. The dynamic model of ship rolling with a U-Shaped Anti-Roll tank incorporated . . . . .	7
4.3. Model validation . . . . .	12
4.4. Parametric analysis . . . . .	15
4.5. The optimization problem to select the most efficient ART . . . . .	17
<b>5. Excitation model: White Noise case</b>	<b>19</b>
5.1. Lyapunov equation . . . . .	20
5.2. State space: Generalized formulation . . . . .	21
5.3. Lyapunov solution: Generalized formulation . . . . .	22
5.4. Lyapunov solution applied to the Ship case and the Ship-plus-ART case . . . . .	23
5.4.1. Lyapunov solution for the ship without ART (single DoF) . . . . .	23
5.4.2. Lyapunov solution for the ship with an ART implemented (two DoF) . . . . .	24
5.5. Optimization for white noise excitation input . . . . .	25
<b>6. Excitation model: Filtered Power Spectral Density case</b>	<b>26</b>
6.1. Power spectral densities of the ocean . . . . .	27
6.2. Linear filter of minimum squares . . . . .	29
6.3. Theory of realization: The filter tuning . . . . .	30
6.4. State space and Lyapunov formulation of the filter . . . . .	32
6.5. Determination of the filter: Couplement of Lyapunov systems . . . . .	33
6.5.1. Filter coupling for the ship without an ART (single DoF) . . . . .	33
6.5.2. Filter complement for the ship with an ART implemented (two DoF) . . . . .	35
6.6. Optimization approach for realistic wave slope excitation . . . . .	36
<b>7. Methodology: Proposed framework for the optimization of the design of U-shaped Anti-Roll tanks under stochastics seas</b>	<b>38</b>
<b>8. Case of study: Optimization of a U-Shaped ART for a specific ship</b>	<b>43</b>

8.1. Characteristics of the ship chosen for the case of study: Offshore Patrol Vessel (OPV) . . . . .	43
8.2. Ocean properties and OPV's operation predicted environment . . . . .	43
8.3. Fitting tune parameters of the Filter . . . . .	46
8.4. Optimization of the ART for the OPV characteristics . . . . .	46
8.5. Results . . . . .	47
8.5.1. ART Optimum design . . . . .	48
8.5.2. Responses of the system for different scenarios and manouvering . . . . .	49
<b>9. Analysis and Discussion</b>	<b>56</b>
<b>10. Conclusion</b>	<b>59</b>
<b>Bibliography</b>	<b>61</b>
<b>11. ANNEXES</b>	<b>62</b>
<b>Annexes</b>	<b>63</b>
<b>Annex A. Annex A: Parameters and keywords of this study</b>	<b>63</b>
A.1. Parameters . . . . .	63
A.1.1. Design parameters for the ship + U-shaped ART system . . . . .	63
<b>Annex B. Annex B: Frequency Response Function and Response Amplitude Operators fundamentals</b>	<b>64</b>
<b>Annex C. Annex C: U-shaped ART basic schematics</b>	<b>65</b>
<b>Annex D. Annex D: Convention of ship maneuvering reference system</b>	<b>66</b>
<b>Annex E. Annex E: Roll reduction of the OPV for all sea states</b>	<b>67</b>
<b>Annex F. Annex F: The U-shaped Anti-roll tank stabilisation phenomena</b>	<b>72</b>
F.1. Operation principle of a U-shaped Anti-roll tank . . . . .	72
F.2. Variation Of dynamic response for different design parameters . . . . .	75
F.2.1. Design variability . . . . .	75
F.2.1.1. Variability of the length of the U-shaped ART . . . . .	75
F.2.1.2. Variability of the width of the lateral reservoirs . . . . .	76
F.2.1.3. Variability of the height of the conduct between reservoirs . . . . .	76
F.2.2. Other operational variabilities . . . . .	77