Usv Unmanned Surface Vehicle

Florida. Department of Transportation. Research Center

The Navy Unmanned Surface Vehicle (Usv) Master Plan U. S. U.S. Navy,2014-12-09 The nation is faced, currently and for the foreseeable future, with a multitude of military challenges that are unlike any seen in recent history. The enemy is diverse, not easily recognizable, and operates in atypical ways. These assymetic threats have the ability to do great harm to our maritime forces and infrastructure, and the Navy must have the ability to address and defeat them in support of national Defense objectives, while continuing to execute its traditional roles. Unmanned systems have the potential, and in some cases the demonstrated ability, to reduce risk to manned forces, to provide the force multiplication necessary to accomplish our missions, to perform tasks which manned vehicles cannot, and to do so in a way that is affordable to the nation. The Unmanned Surface Vehicle (USV) Master Plan was chartered by the Program Executive Officer for Littoral and Mine Warfare (PEO (LMW)). It provides the guide for USV development to effectively meet the Navy's strategic planning and Fleet objectives and the force transformation goals of the Department of Defense (DoD)to the year 2020. Plan development was built on the results from Workshops conducted at the Naval War College and the Fleet ASW Training Center in late 2004 and early 2006, respectively, with major analysis, synthesis, and development efforts being conducted by a USV Master Plan Core Team.

United States Navy Employment Options for Unmanned Surface Vehicles (USVs) Scott Savitz,Irv Blickstein,Peter Buryk,Robert W. Button,Paul DeLuca,James A. Dryden,Jason Mastbaum,Jan Osburg,Philip Padilla,Amy Potter,Carter C. Price,Lloyd Thrall,Susan K. Woodward,Roland J. Yardley,John Yurchak,2013 This report assesses in what ways and to what degree unmanned surface vehicles (USVs) are suitable for supporting U.S. Navy missions and functions. It briefly characterizes the current and emerging USV marketplaces to provide a baseline for near-term capabilities, describes USV concepts of employment to support diverse U.S. Navy missions and functions, and evaluates these concepts of employment to identify specific missions and functions for which they are highly suitable. USVs offer several particular strengths relative to other platforms, including the ability to interact both above and below the waterline, enabling them to serve as critical nodes for cross-domain networks. They also have potentially longer endurance, larger payloads, and higher power outputs than comparably sized unmanned air or undersea vehicles. Additionally, their greater risk tolerance compared with manned systems makes them desirable platforms for overcoming adversaries' anti-access and area-denial measures. These strengths

make USVs particularly suitable for missions such as characterizing the physical environment, observation and collection regarding adversaries, mine warfare, military deception/information operations/electronic warfare, defense against small boats, testing and training, search and rescue, and the support of other unmanned vehicles. However, USVs need advanced autonomy and assured communications to complete complex missions, as well as any missions in complex environments. Autonomous seakeeping and maritime traffic avoidance are USV-specific capabilities that likely need to be developed with U.S. Navy involvement. Also, optional manning and payload modularity can enhance the desirability of USV programs.

Towards Unmanned Surface Vehicles Huarong Zheng,Chenguang Liu,2025-09-23 Towards Unmanned Surface Vehicles: Methods and Practices presents the latest overview, methodologies, design practices, and applications of unmanned surface vehicles (USVs). The authors introduce advanced theories and algorithms for the analysis and design of a maritime unmanned surface vehicle system, covering the sensing, path following, navigation, and control of the ocean surface environment. They demonstrate the architectural design, implementation, and field testing of USVs as well as key applications, such as hostile military scenarios, scientific oceanographic observation, and intelligent waterborne transportation. In addition, they address the open challenges in the field and propose the corresponding future perspectives. The book will appeal to researchers, graduate students, and engineers interested in USVs.

Autonomous Vehicles in Support of Naval Operations National Research Council,Division on Engineering and Physical Sciences,Naval Studies Board,Committee on Autonomous Vehicles in Support of Naval Operations,2005-08-05 Autonomous vehicles (AVs) have been used in military operations for more than 60 years, with torpedoes, cruise missiles, satellites, and target drones being early examples.1 They have also been widely used in the civilian sector-for example, in the disposal of explosives, for work and measurement in radioactive environments, by various offshore industries for both creating and maintaining undersea facilities, for atmospheric and undersea research, and by industry in automated and robotic manufacturing. Recent military experiences with AVs have consistently demonstrated their value in a wide range of missions, and anticipated developments of AVs hold promise for increasingly significant roles in future naval operations. Advances in AV capabilities are enabled (and limited) by progress in the technologies of computing and robotics, navigation, communications and networking, power sources and propulsion, and materials. Autonomous Vehicles in Support of Naval Operations is a forward-looking discussion of the naval operational environment and vision for the Navy and Marine Corps and of naval mission needs and potential applications and limitations of AVs. This report considers the potential of AVs for naval operations, operational needs and technology issues, and opportunities for improved operations.

Unmanned Surface Vessel (USV) Systems for Bridge Inspection Florida. Department of Transportation. Research Center,2016 The use of unmanned surface vehicles (USVs) for bridge inspection has been explored. A proof of concept system was developed and tested using an existing USV at Florida Atlantic University (FAU) outfitted with a real-time

imagining sonar. Field experiments were conducted with the system at several sites. The system was able to autonomously collect images of bridge structures, both underwater and at the waterline, by traversing a series of preprogrammed waypoints along a bridge and station-keeping at locations of interest. The results of the field tests and background literature survey are presented, and a set of recommendations for use of USV-based bridge inspection systems is given. It is suggested that the application of advanced robotics techniques for Human-Robot-Interaction and autonomous mapping/imaging can improve the preliminary inspection approach implemented during this study.

U.S. Navy Employment Options for Unmanned Surface Vehicles (USVs) Scott Savitz,Irv Blickstein,Peter Buryk,Robert W. Button,Paul DeLuca,James A. Dryden,Jason Mastbaum,Jan Osburg,Philip Padilla,Amy Potter,2007

A High-level Fuzzy Logic Guidance System for an Unmanned Surface Vehicle (USV) Tasked to Perform an Autonomous Launch and Recovery (ALR) of an Unmanned Underwater Vehicle (UUV) David Pearson,2014 There have been much technological advances and research in Unmanned Surface Vehicles (USV) as a support and delivery platform for Autonomous/Unmanned Underwater Vehicles (AUV/UUV). Advantages include extending underwater search and survey operations time and reach, improving underwater positioning and mission awareness, in addition to minimizing the costs and risks associated with similar manned vessel operations. The objective of this thesis is to present the design and development a high-level fuzzy logic guidance controller for a WAM-V 14 USV in order to autonomously launch and recover a REMUS 100 AUV. The approach to meeting this objective is to develop ability for the USV to intercept and rendezvous with an AUV that is in transit in order to maximize the probability of a final mobile docking maneuver. Specifically, a fuzzy logic Rendezvous Docking controller has been developed that generates Waypoint-Heading goals for the USV to minimize the cross-track errors between the USV and AUV. A subsequent fuzzy logic Waypoint-Heading controller has been developed to provide the desired heading and speed commands to the low-level controller given the Waypoint-Heading goals. High-level mission control has been extensively simulated using Matlab and partially characterized in real-time during testing. Detailed simulation, experimental results and findings will be reported in this paper.

Systems, Decision and Control in Energy VII Vitalii Babak,Artur Zaporozhets,2025-06-10 This book presents a curated selection of contemporary research, capturing the progress of Ukrainian and international scientists in addressing the complex issues surrounding energy systems, sustainable fuels, and efficient transport solutions. The world’s growing energy demands, coupled with pressing environmental concerns, present significant challenges and opportunities in the energy sector. The advancements within this sector are increasingly driven by innovations in technology, information systems, and cross-disciplinary research efforts. Through this collaborative scientific endeavor, the authors aim to offer a holistic view of current advancements and innovative solutions in three core areas: energy informatics, fuels, and transport. Energy informatics integrates data analytics, digital infrastructure, and real-time monitoring to improve energy efficiency and

support sustainable energy transitions. The works presented in this section illustrate how the integration of cutting-edge computational models, artificial intelligence, and big data analytics is enabling smarter, more adaptive energy systems. Topics covered include optimization of energy consumption, predictive modeling for energy needs, and the development of robust frameworks to manage and process vast amounts of energy-related data. This section highlights how energy informatics serves as a foundational tool in meeting the evolving demands for efficient and sustainable energy. In the fuels section, the book addresses the urgent need for alternative and cleaner energy sources. The global push toward reducing greenhouse gas emissions and mitigating climate change impacts has accelerated research into innovative fuel sources. This section underscores the critical role of novel fuel technologies in ensuring energy security and reducing environmental impact. Transport, the third section, encompasses research on the transformation of the transport sector toward sustainability and efficiency. Transportation is a major consumer of energy and a significant source of emissions, making it a focal area in the transition to cleaner energy systems. This section presents a variety of studies on electric mobility and the development of low-emission technologies.

Proceedings of the Adisutjipto Aerospace, Science and Engineering International Conference (AASEIC 2024) Freddy Kurniawan,Sudaryanto Sudaryanto,Fajar Khanif Rahmawati,Eli Kumolosari,Gunawan Gunawan,2025-03-28 This is an open access book.Adisutjipto Aerospace, Science Adisutjipto Aerospace, Science and Engineering International Conference (AASEIC) is managed by the Research and Community Service Institute (LPPM) of Adisutjipto Aerospace Technology Institute (ITD Adisutjipto).This conference is held to gather academics, researchers, students, and practitioners to promote and share the ideas, knowledge and publish scientific works, research, theses, and dissertations to support technological innovation.This first AASEIC Conference carries the theme Shaping the Future Work for the Aerospace Technology in Science, Engineering, and Industry in the Disruptive Era which will be held online on December 11-12, 2024

Unmanned Ground Vehicle Technology ,2005

Proceedings of 2021 International Conference on Autonomous Unmanned Systems (ICAUS 2021) Meiping Wu,Yifeng Niu,Mancang Gu,Jin Cheng,2022-03-18 This book includes original, peer-reviewed research papers from the ICAUS 2021, which offers a unique and interesting platform for scientists, engineers and practitioners throughout the world to present and share their most recent research and innovative ideas. The aim of the ICAUS 2021 is to stimulate researchers active in the areas pertinent to intelligent unmanned systems. The topics covered include but are not limited to Unmanned Aerial/Ground/Surface/Underwater Systems, Robotic, Autonomous Control/Navigation and Positioning/ Architecture, Energy and Task Planning and Effectiveness Evaluation Technologies, Artificial Intelligence Algorithm/Bionic Technology and Its Application in Unmanned Systems. The papers showcased here share the latest findings on Unmanned Systems, Robotics, Automation, Intelligent Systems, Control Systems, Integrated Networks, Modeling and Simulation. It makes the book a

valuable asset for researchers, engineers, and university students alike.

Design Considerations for Autonomous Launch and Recovery of Unmanned Surface Craft ,2008 The accomplishment of Launch and Recovery of Unmanned Surface Vehicles (USVs)at sea poses new and unique technology development challenges. USV, USV host ship, and USV/host ship interface equipment design are simultaneously evolving and require specialized interfaces. The approach taken to solve these challenges influences the design of both USV and host ship and creates a new category of equipment. The development of technology that addresses the most difficult of these challenges is subject to a wide band of design and development process considerations for the sake of compatibility with USV and host ship. Coupled with these challenges is the need for a high level of craft control and equipment reliability to mitigate risk of damage from at-sea docking. Autonomous Launch and Recovery systems under development should all meet the same general set of safety, reliability and performance criteria and minimize impact to both USV and host ship. This paper identifies some of the unique operational conditions that exist when trying to recover USVs and proposes a set of general Launch and Recovery considerations based upon current at-sea testing being performed by Naval Surface Warfare Center Carderock Division(NSWC CD), Code 23. The goal of this paper will be to provide an Autonomous Launch and Recovery baseline and make recommendations for future USV Autonomous Launch and Recovery development. Lessons learned will influence future designers by providing a more balanced perspective about Autonomous USV Launch and Recovery technology development considerations. This paper is based on technology development work at Naval Surface Warfare Carderock Division, Code 23 funded by the ONR(Code 33)Unmanned Sea Surface Vehicle program.

New Trends in Intelligent Software Methodologies, Tools and Techniques Ali Selamat,Sigeru Omatu,2017-09-15 Software is an essential enabler for science and the new economy. It creates new markets and directions for a more reliable, flexible and robust society and empowers the exploration of our world in ever more depth, but it often falls short of our expectations. Current software methodologies, tools, and techniques are still neither robust nor reliable enough for the constantly evolving market, and many promising approaches have so far failed to deliver the solutions required. This book presents the keynote ‘Engineering Cyber-Physical Systems’ and 64 peer-reviewed papers from the 16th International Conference on New Trends in Intelligent Software Methodology Tools, and Techniques, (SoMeT_17), held in Kitakyushu, Japan, in September 2017, which brought together researchers and practitioners to share original research results and practical development experience in software science and related new technologies. The aim of the SoMeT conferences is to capture the essence of the new state-of-the-art in software science and its supporting technology and to identify the challenges such technology will have to master. The book explores new trends and theories which illuminate the direction of developments in this field, and will be of interest to anyone whose work involves software science and its integration into tomorrow’s global information society.

Mechatronic Systems, Mechanics and Materials Zygmunt Kitowski,Jerzy Garus,Piotr Szymak,2011-11-04 Selected, peer reviewed papers from the Special Session on Mechatronic Systems, Mechanics and Materials, October 12-13, 2011, Jastrzębia Góra, Poland

Survival Strategies for Unmanned Surface Vehicles in Harsh Ocean Environments Zhi Li,2018 Unmanned Surface Vehicles (USVs) have seen fast development in the past decades, and they have opened up new ways for observing the ocean. A USV can run autonomous missions on the water surface with different payload sensors for characterizing the chemical and physical properties of the water column. With a group of USVs operated simultaneously in a fleet, the ocean observation work can be extended to much larger areas to achieve diverse scientific objectives. The ocean has very challenging environments, and to enable a USV to successfully complete each survey mission under adverse weather conditions, it is of great importance to investigate accurate and robust path-following control algorithms. Further, the unexpected ocean disturbances on a USV can potentially lead to critical motions, which may cause a USV to capsize. Therefore, the safety analysis of a USV that runs a mission in the seaway becomes a particularly important subject. This thesis provides a comprehensive investigation into the operation of a USV executing autonomous missions in adverse ocean environments. We investigate a USV's dynamic motion modeling and validation in 6 degrees of freedom (DOF), examine three path-following control algorithms and their real-world performance in adverse weather conditions, as well as establish the safe operational condition for a USV that operates in dynamic ocean environments. We hope that our accomplished work can assist the USV practitioners in choosing appropriate motion dynamics models and robust path-following control strategies, and potentially implementing our safety analysis results to improve a USV's operational safety and survivability during its ocean exploration mission. The planar motion dynamics are derived from the 6 DOF rigid-body motion equations, based on which a hybrid identification method that combines the tow tank and field tests has been carried out to determine the model parameter values. Depending on the constructed planar dynamic motion model, we develop and test three path-following control algorithms, i.e. Vector Field Method (VF), Carrot Chasing Method (CC) and Line-of-Sight Method (LOS). Our investigation involves investigating their mathematical origins, performing simulation tests and carrying out field experiments in adverse weather conditions to examine each algorithm's robustness. Understanding the uncontrollable oscillatory motions in heave, roll and pitch are critical for the safety of a USV that operates in harsh ocean environments. The major influence on a USV's oscillatory motion comes from the ocean waves. Since this highly nonlinear interactive dynamics are quite complicated, we implement three mathematical tools for the safety analysis, which includes the Analytical Method, Melnikov's Method and Erosion Basin Method. Using the approximated analytical solution, we demonstrate the wellknown jump phenomenon for the nonlinear oscillatory motion. Using Melnikov's function, we determine a conservative critical condition to predict the occurrence of chaotic motion, which can be regarded as a USV's safe operation boundary condition.

The erosion basin numerical analysis has been implemented as a supplement for the Melnikov's method, and the results show that the achieved Melnikov boundary condition corresponds to the 90% safe region proportion contour. The boundary condition has been successfully combined together with the wave excitation moments to determine the safe and unsafe operational regions for a USV. These results are summarized in a series of unsafe region contour plots in the 2D polar coordinates.

Operational Manning Considerations for Spartan Scout and Sea Fox Unmanned Surface Vehicles (USV). ,2006 This research was conducted in association with Naval Warfare Development Command (NWDC) requests to update Unmanned Vehicle Tactical Memorandum TM-3-22-5-SW. The research identified and discussed significant USV manning considerations such as source ratings and manpower qualities to pilot, operate sensors, support USV electronics, and the manpower implications associated with various weapons systems alternatives. In addition, this research described several existing and notional USV tactics, as well as a discussion about the existing N75 and N76 primary and secondary mission areas USV operations may support. The methodology consisted of a literature review of USV test reports; USV Advanced Concept Technology Demonstration briefs; USV Concept of Operations; fleet lessons learned; the USV tactical memorandum; Naval manpower instructions, and manuals; Weapons Tactical, Field, and Training Manuals; Military Utility Assessments; search of books, magazines, and manpower theses. The research found that determining manpower qualities and standard operating procedures will remain a dynamic process until USV equipment is standardized. The research also showed USV launch and recovery is more manpower intensive than that of a standard RHIB. Gunners Mates (GM) and Aviation Ordnancemen (AO) are potential source ratings to support USV Hellfire and Javelin missile modules. The Navy should establish a GM Navy Enlisted Classification (NEC) to support Hellfire and Javelin or add these weapons to existing GM NECs. Electronics Technicians (ET), Fire Controlmen (FC), and Fire Control Technicians (FT) are potential source ratings for USV electrical/electronic support. FC and FT are potential source ratings to support the Remote Operated Small Arms Mount. This research found additional warfighting capabilities can be gained by equipping surface warfare vessels with USV's without any negative effects to primary or secondary warfare missions.

Agent-Based Simulation of Unmanned Surface Vehicles: A Force in the Fleet ,2004 The Navy is considering the use of unmanned surface vehicles (USVs) to reduce risk to personnel in maritime interdiction operations, and to conduct intelligence, surveillance and reconnaissance (TSR) and force protection (FP) missions. In this thesis, alternative configurations of the prototype and operational uses of the USV are explored using agent-based simulation for three scenarios. An efficient experiment design alters settings of ten factors for the two ISR scenarios and 11 factors for the FP scenario. Some factors varied in the experiment are uncontrollable during operations, such as the total number of contacts, threat density, their maneuvering characteristics, and the sea state. The USV sensor range and endurance are also

considered as well as factors set by the decision-maker for a particular mission: namely, USV speed and numbers to deploy. The results provide several operational and tactical insights with implications for patrolling and combat radius, and form the basis for a recommendation to use the USV in an active role in maritime missions. The results also support the guidance on the benefits of improving USV sensing and endurance capabilities, and find that simply increasing USV numbers is not necessary for attaining high mission performance.

Autonomous Refueling of Unmanned Vehicles at Sea ,2008 Refueling of Unmanned Surface Vehicles (USVs) at sea poses unique challenges for equipment design on both the USV and the host ship. USV refueling demands that a grappled connection be made between USV and host ship, followed by the challenge of making a fluid transfer connection remotely from the host ship. Providing the host ship the capability to refuel a fleet of USVs without the need to bring the USVs aboard the ship enhances mission efficiency. The benefits include increased USV mission time, reduced host ship exposure time, less risk to personnel involved in a recovery operation, and the possibility of refueling multiple USVs. The development of a common refueling device for use on USVs also offers the potential for receiving fuel from other sources. This increases the number of potential fuel donors to any ship, submarine, buoy, floating platform or purpose-built refueling USV. This paper identifies some of the existing concepts, design challenges, and on-going development for providing an autonomous refueling capability for USVs. This paper is based on development work at Naval Surface Warfare Center, Carderock Division, Code 23, funded by ONR(Code 33) Unmanned Sea Surface Vehicle program and a recent report prepared for NAVSEA O5D1 as part of a Cross Platform Systems Development task.

Unattended/unmanned Ground, Ocean, and Air Sensor Technologies and Applications ,2004

Agent-Based Simulation of Unmanned Surface Vehicles Melissa J. Steele,2004-06-01 The Navy is considering the use of unmanned surface vehicles (USVs) to reduce risk to personnel in maritime interdiction operations, and to conduct intelligence, surveillance and reconnaissance (TSR) and force protection (FP) missions. In this thesis, alternative configurations of the prototype and operational uses of the USV are explored using agent-based simulation for three scenarios. An efficient experiment design alters settings of ten factors for the two ISR scenarios and 11 factors for the FP scenario. Some factors varied in the experiment are uncontrollable during operations, such as the total number of contacts, threat density, their maneuvering characteristics, and the sea state. The USV sensor range and endurance are also considered as well as factors set by the decision-maker for a particular mission: namely, USV speed and numbers to deploy. The results provide several operational and tactical insights with implications for patrolling and combat radius, and form the basis for a recommendation to use the USV in an active role in maritime missions. The results also support the guidance on the benefits of improving USV sensing and endurance capabilities, and find that simply increasing USV numbers is not necessary for attaining high mission performance.

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