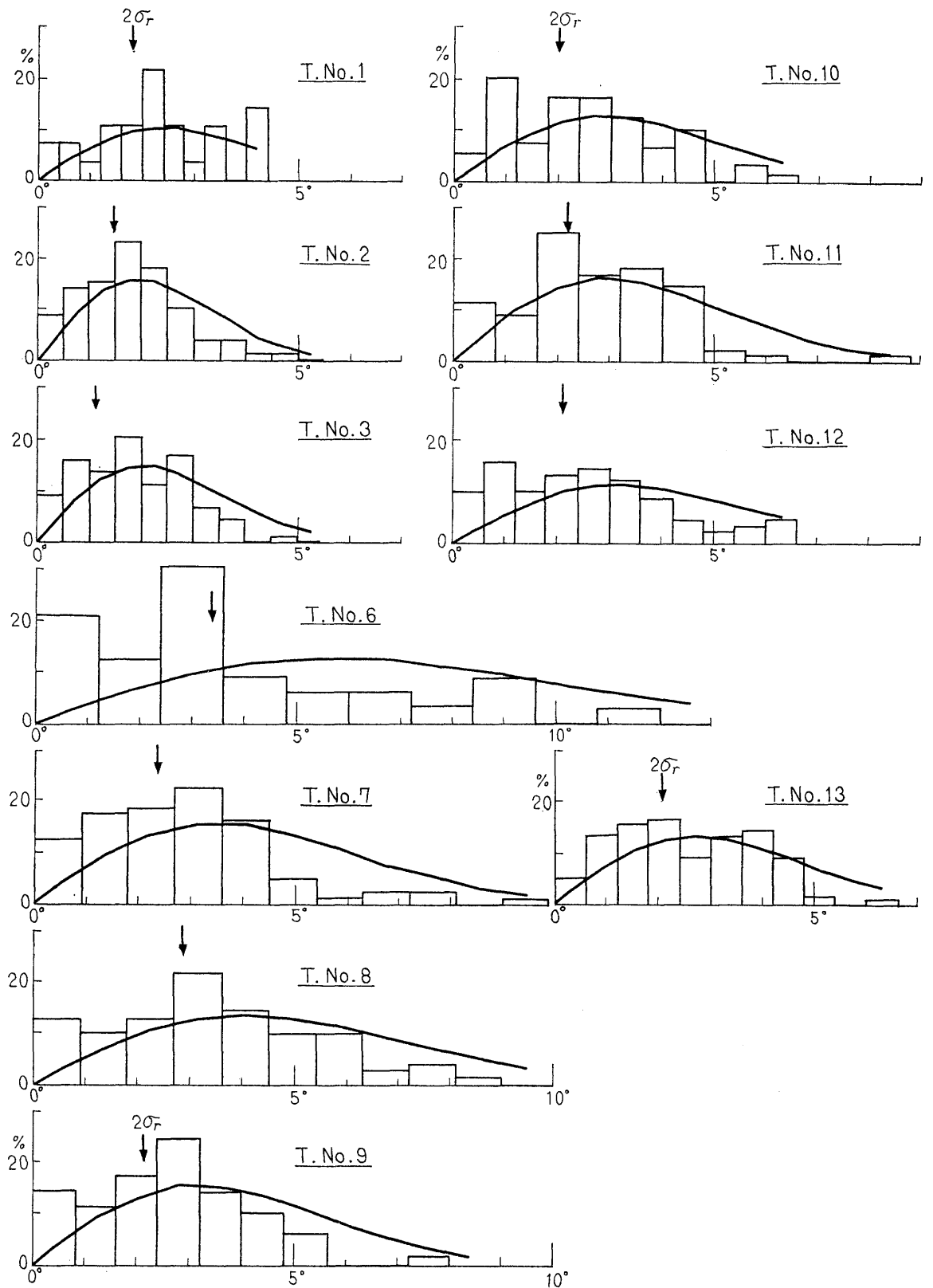YAW

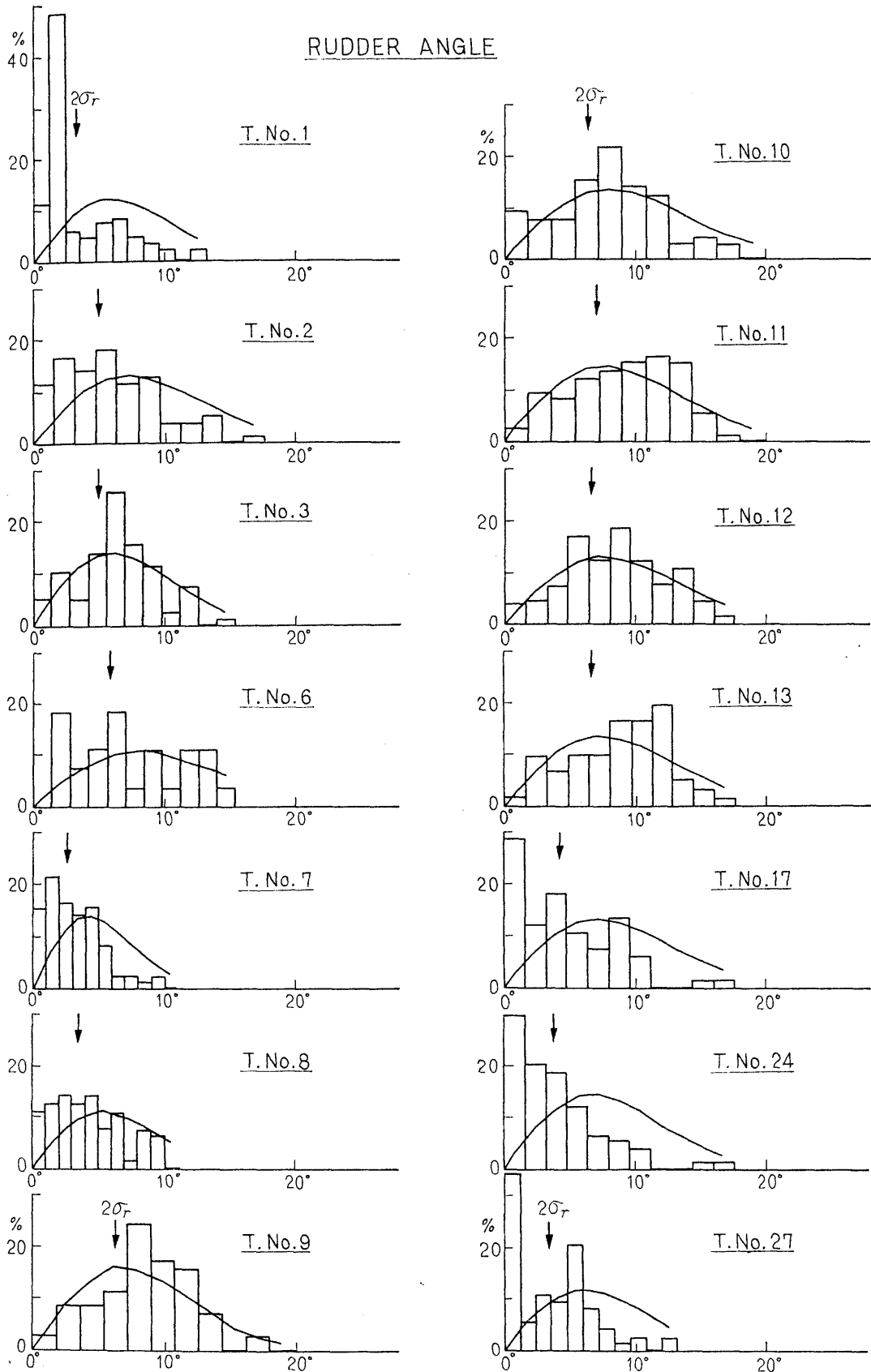Fig. 3.9 Histograms and Rayleigh Distributions of Yaw Double Amplitudes

Fig. 3.10 Histograms and Rayleigh Distributions of Rudder Angle Double Amplitudes
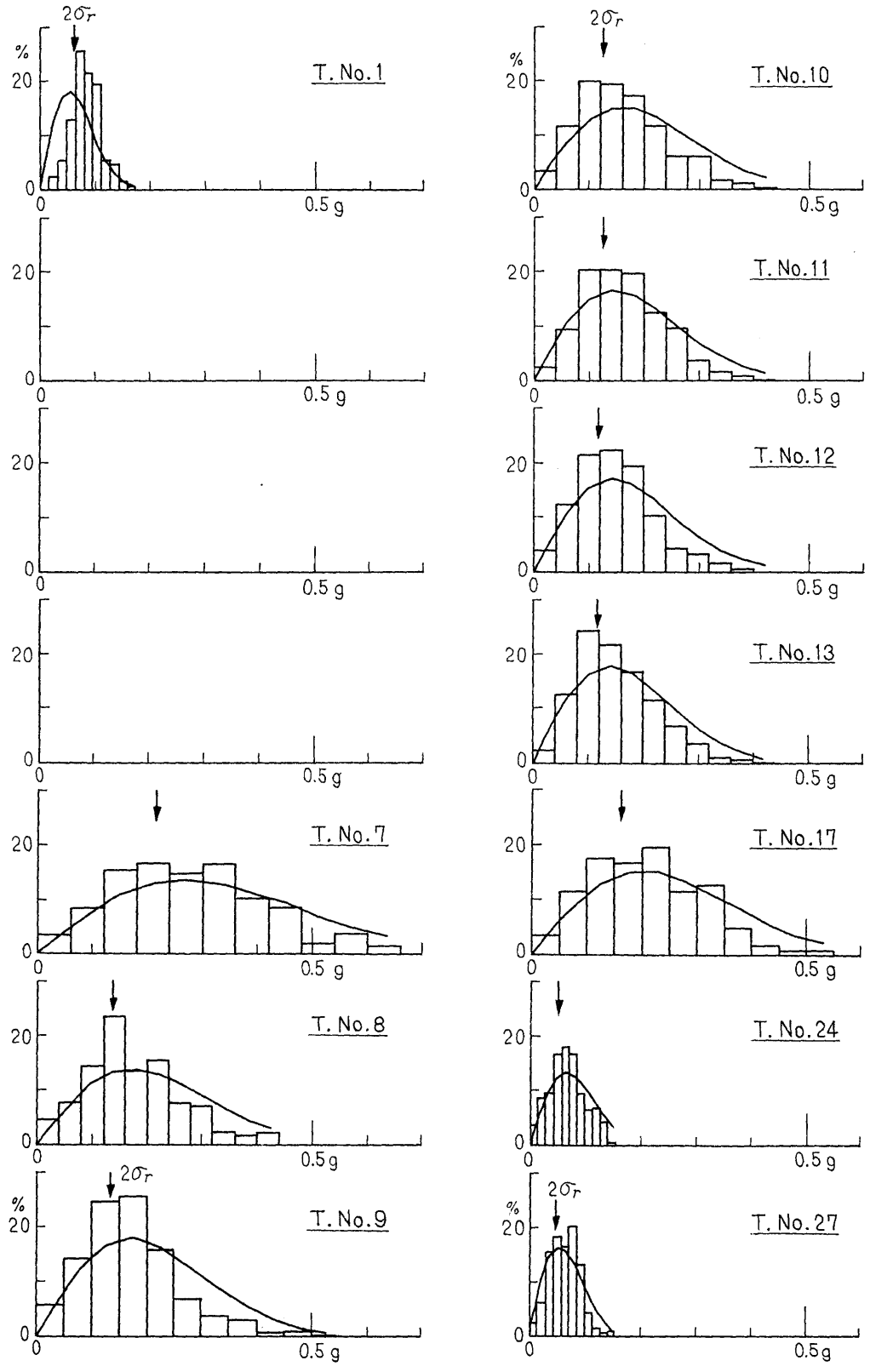
VERTICAL ACCELERATION

Fig. 3.11 Histograms and Rayleigh Distributions of Vertical Acceleration at F.P.
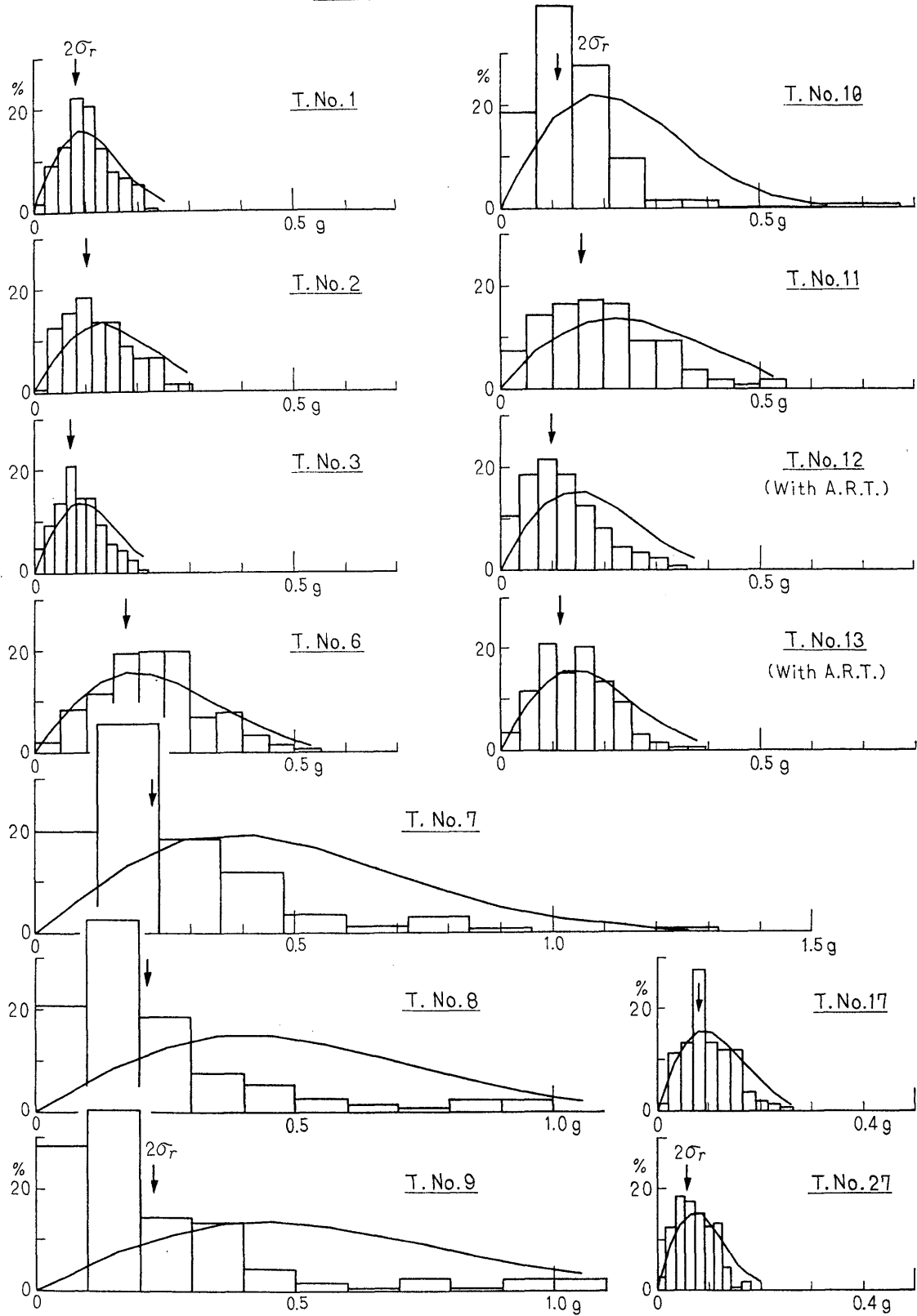
LATERAL ACCELERATION

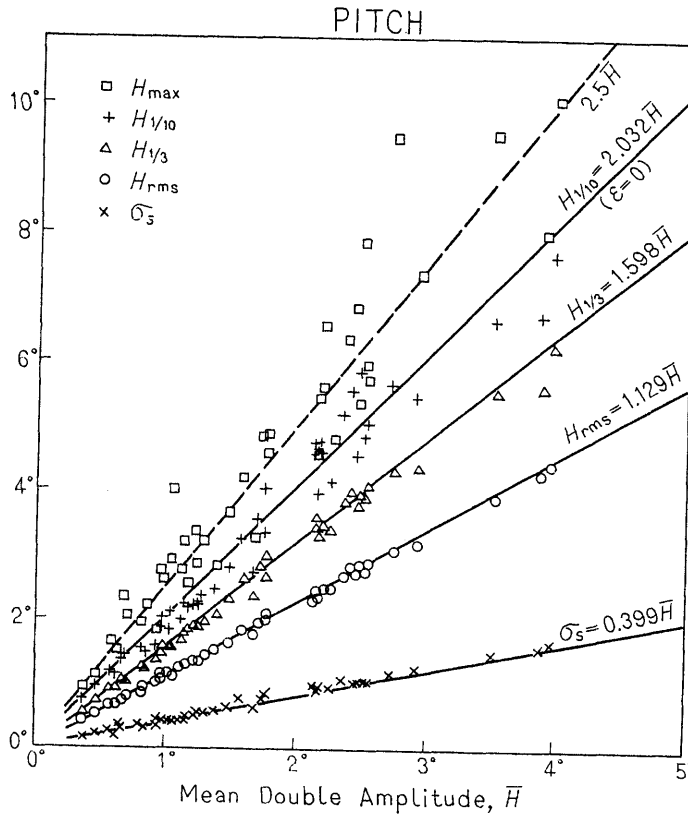Fig. 3.12   Histograms and Rayleigh Distributions of Lateral Acceleration at F.P.
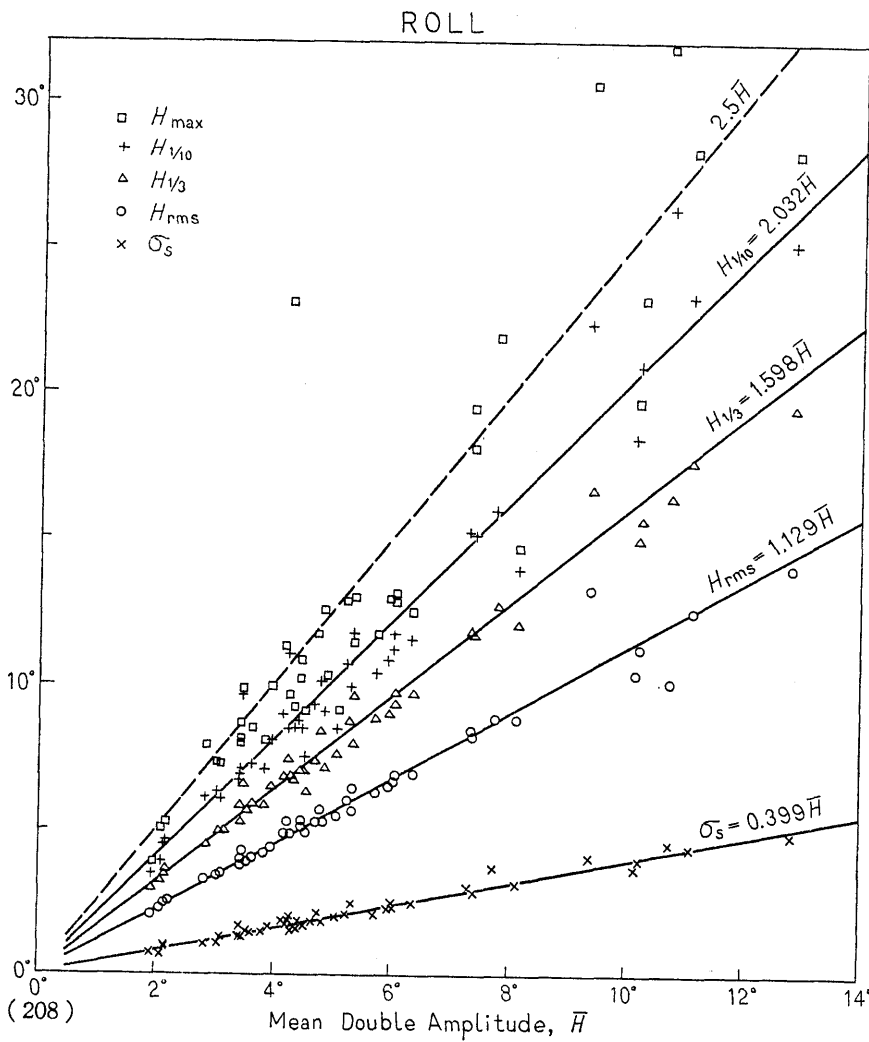
PITCH

Fig. 3.13 Double Amplitudes of Pitch
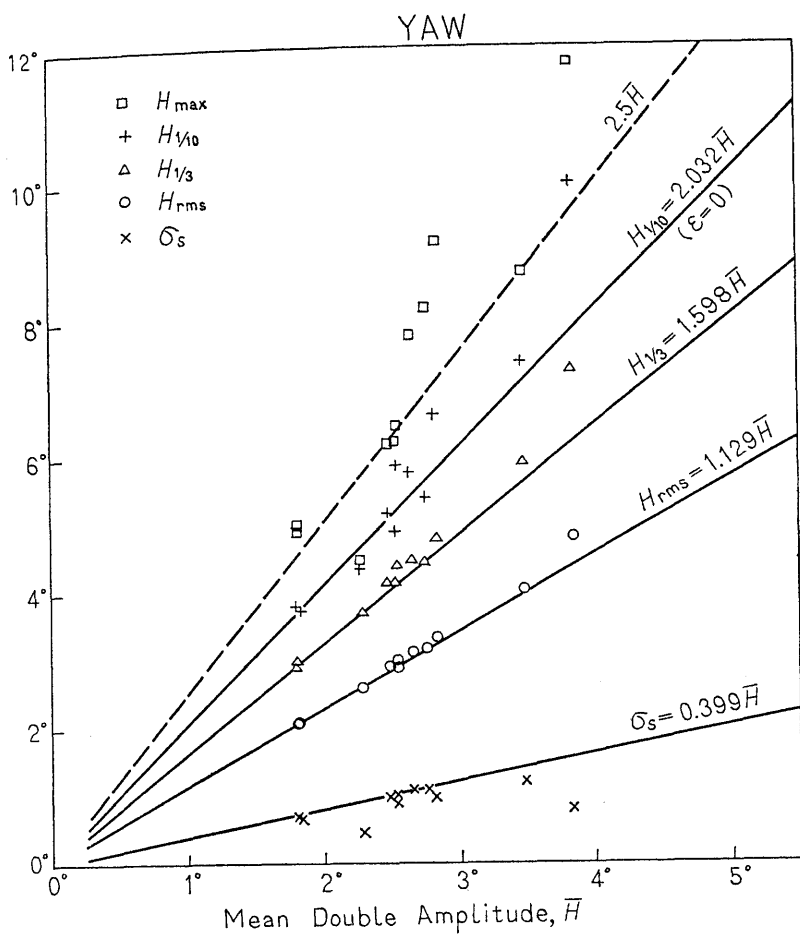
ROLL

Fig. 3.14 Double Amplitudes of Roll

YAW

Fig. 3.15 Double Amplitudes of Yaw
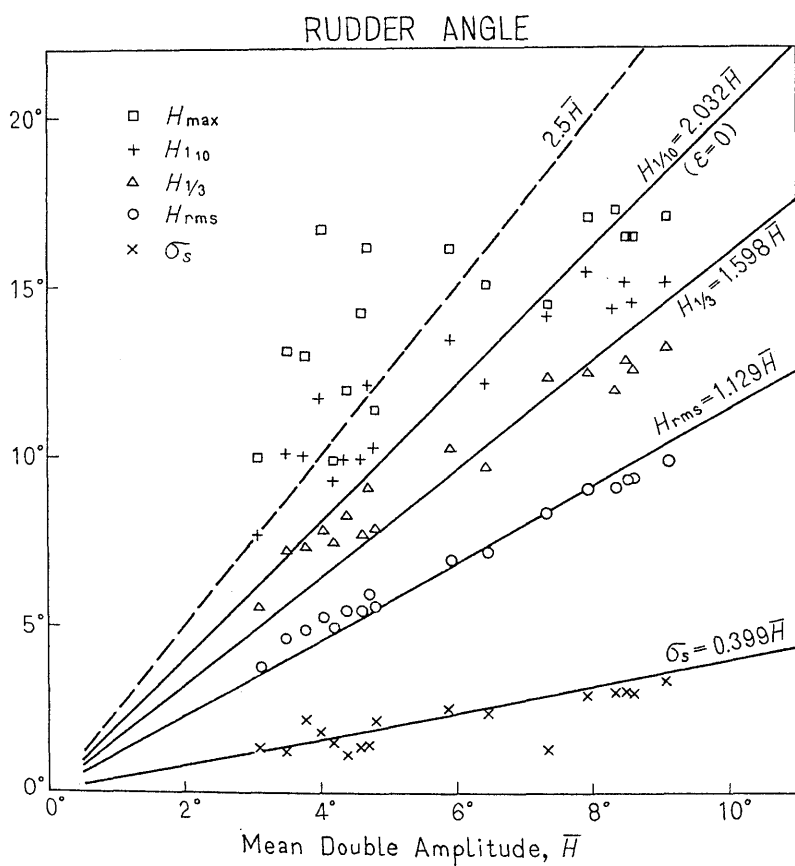
RUDDER ANGLE

Fig. 3.16 Double Amplitudes of Rudder Angle

VERTICAL ACCELERATION
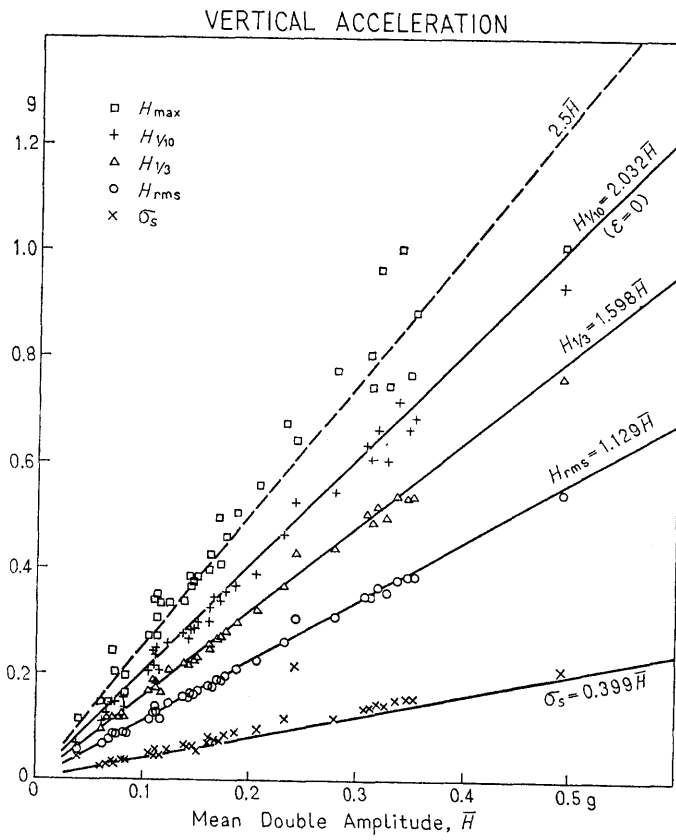
Fig. 3.17 Double Amplitudes of Vertical Acceleration at F.P.

LATERAL ACCELERATION
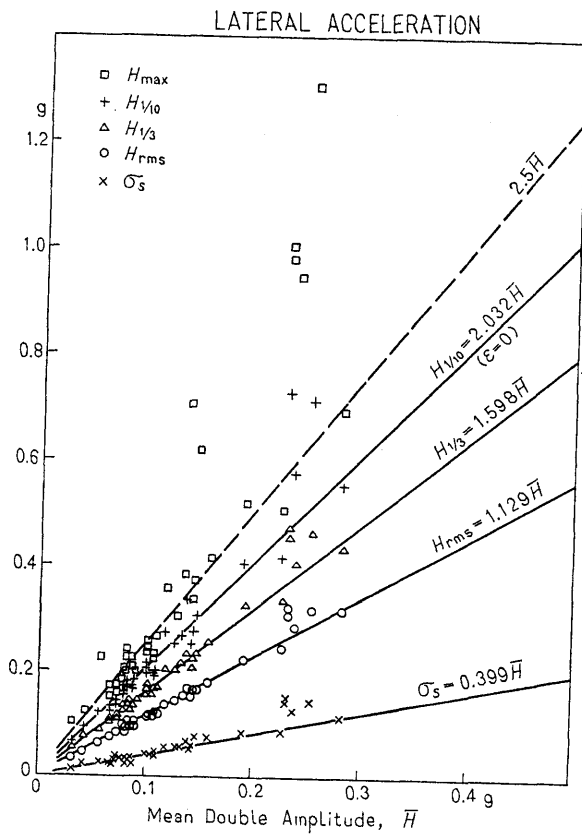
Fig. 3.18 Double Amplitudes of Lateral Acceleration at F.P.

PITCH

Zero Cross Mean (1)

Zero Cross Mean (2)

Peak to Peak Mean

Fig. 3.19   Relation between Mean Periods of Pitch

ROLL

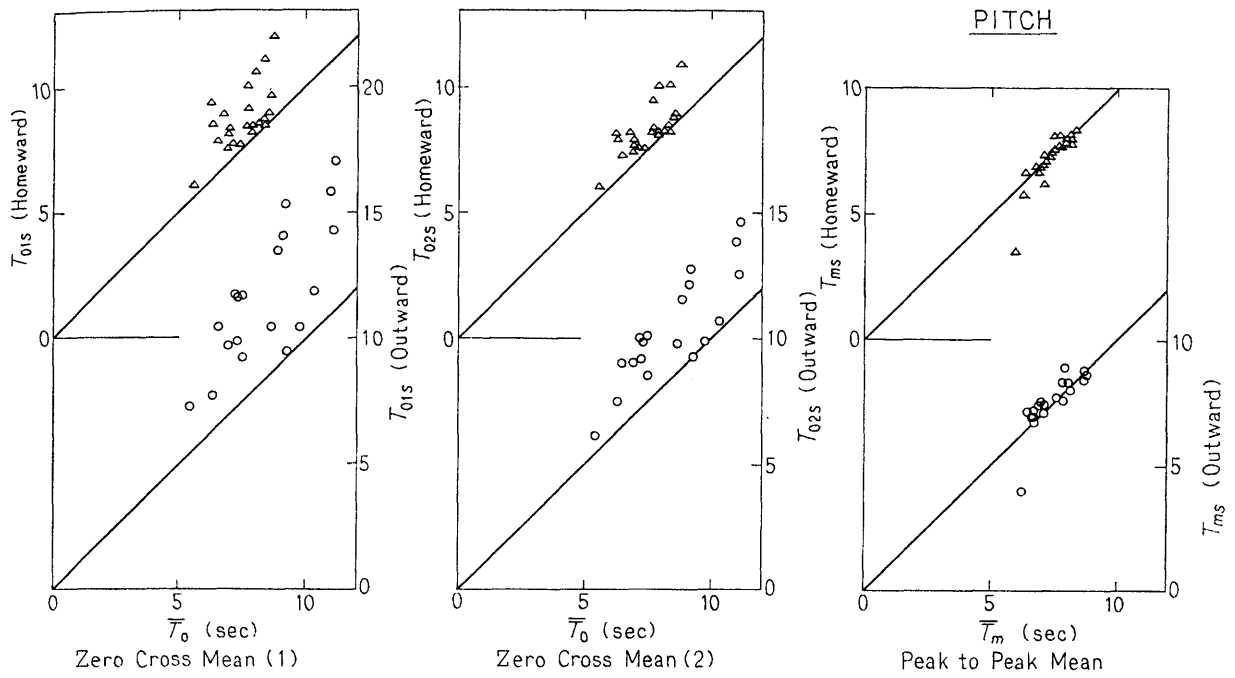Zero Cross Mean (1)
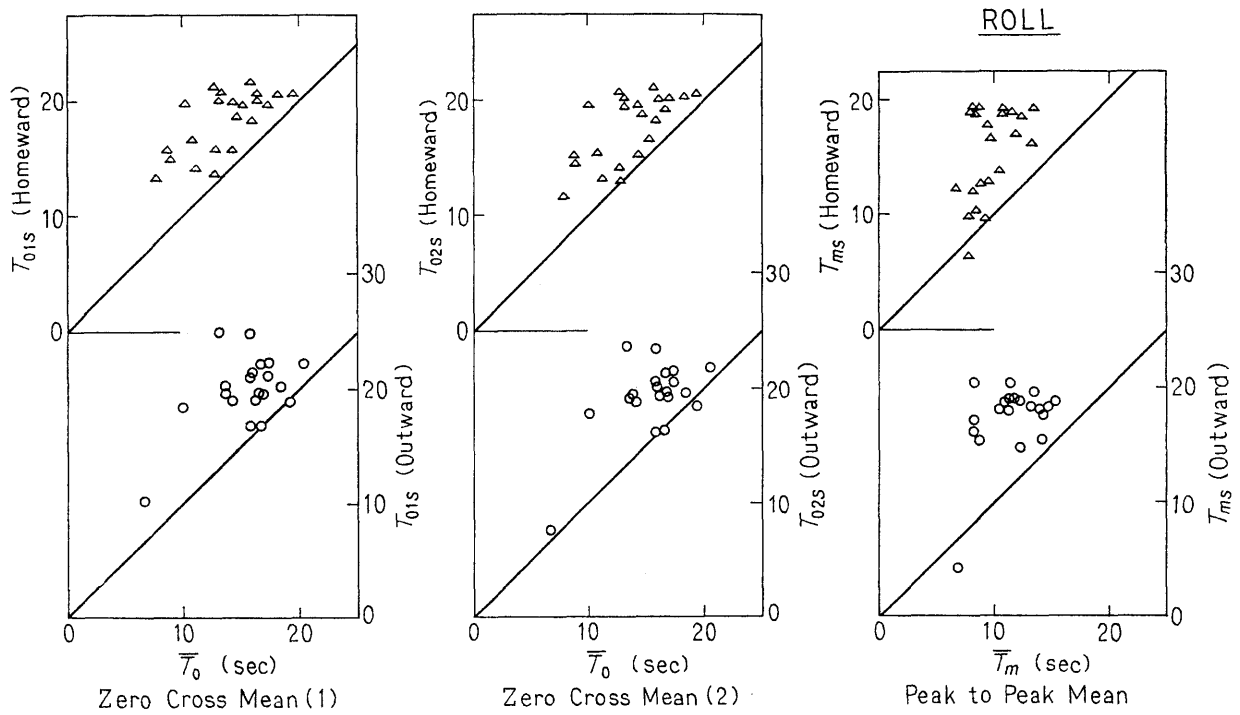
Zero Cross Mean (2)

Peak to Peak Mean

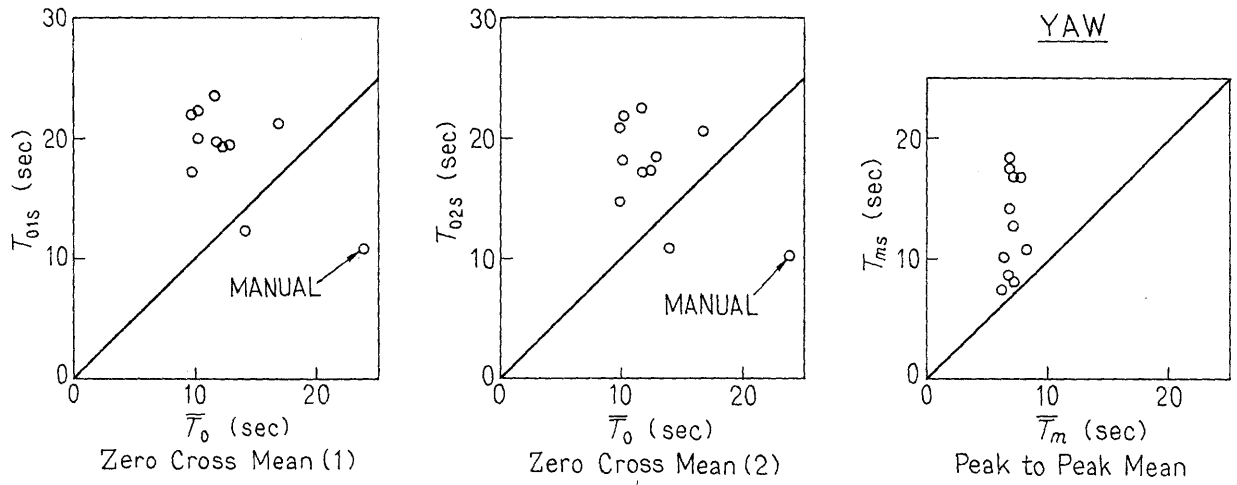Fig. 3.20   Relation between Mean Periods of Roll

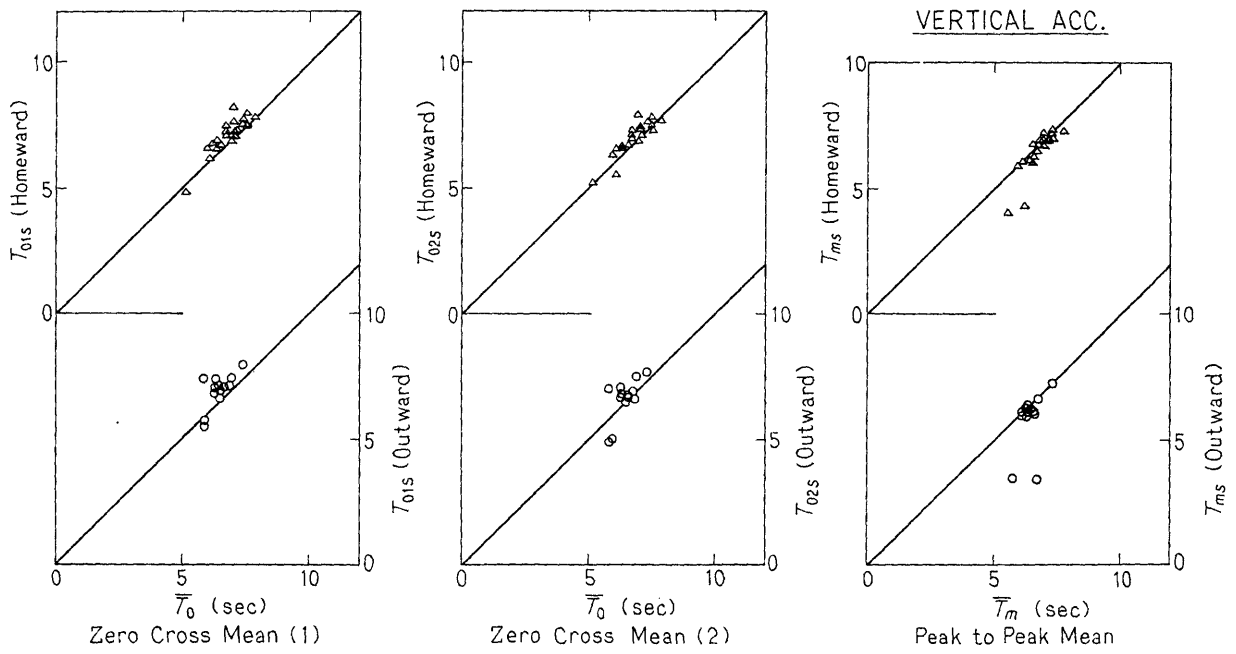Fig. 3.21 Relation between Mean Periods of Yaw

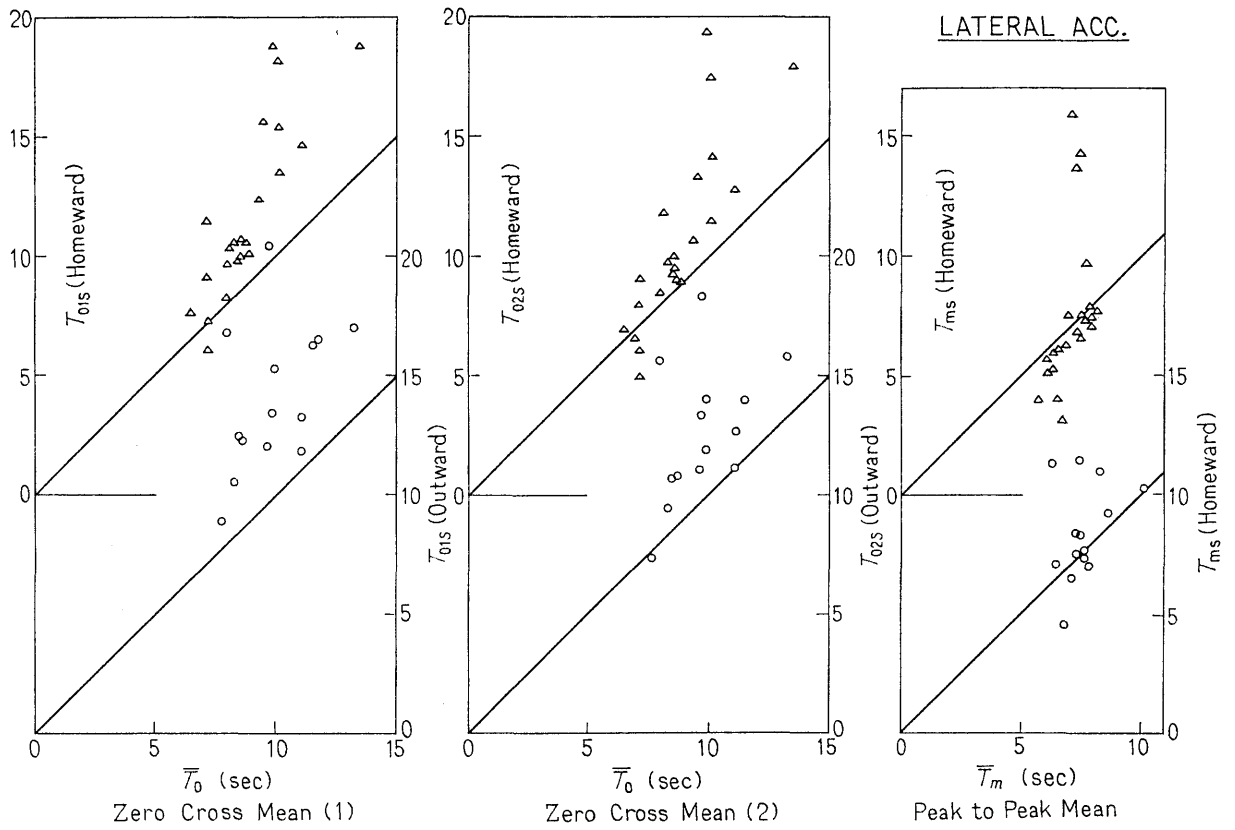Fig. 3.22 Relation between Mean Periods of Vertical Acceleration at F.P.

Fig. 3.23 Relation between Mean Periods of Lateral Acceleration at F.P.
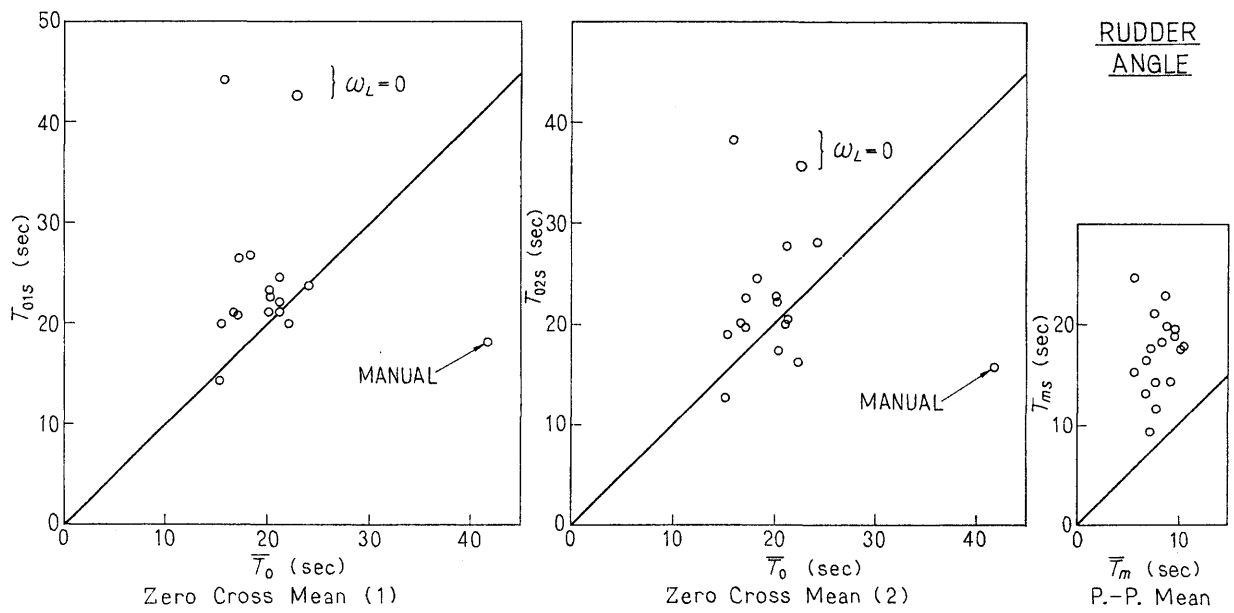

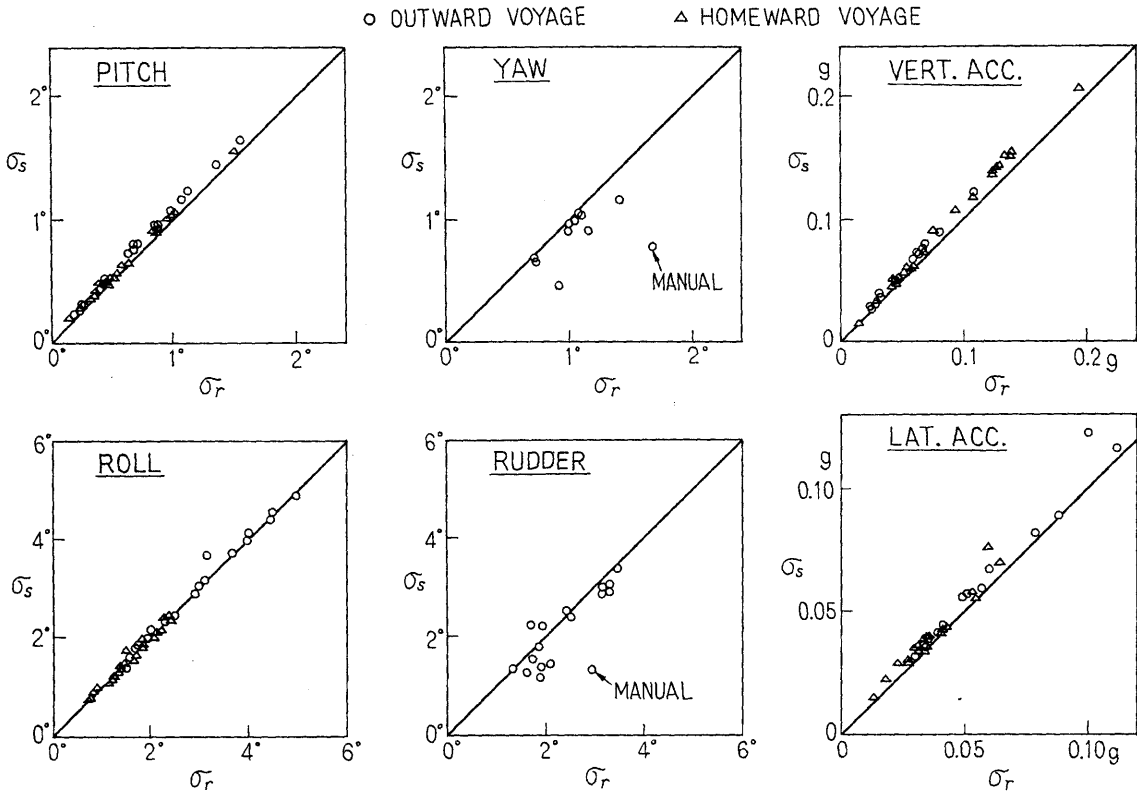Fig. 3.24 Relation between Mean Periods of Rudder Angle

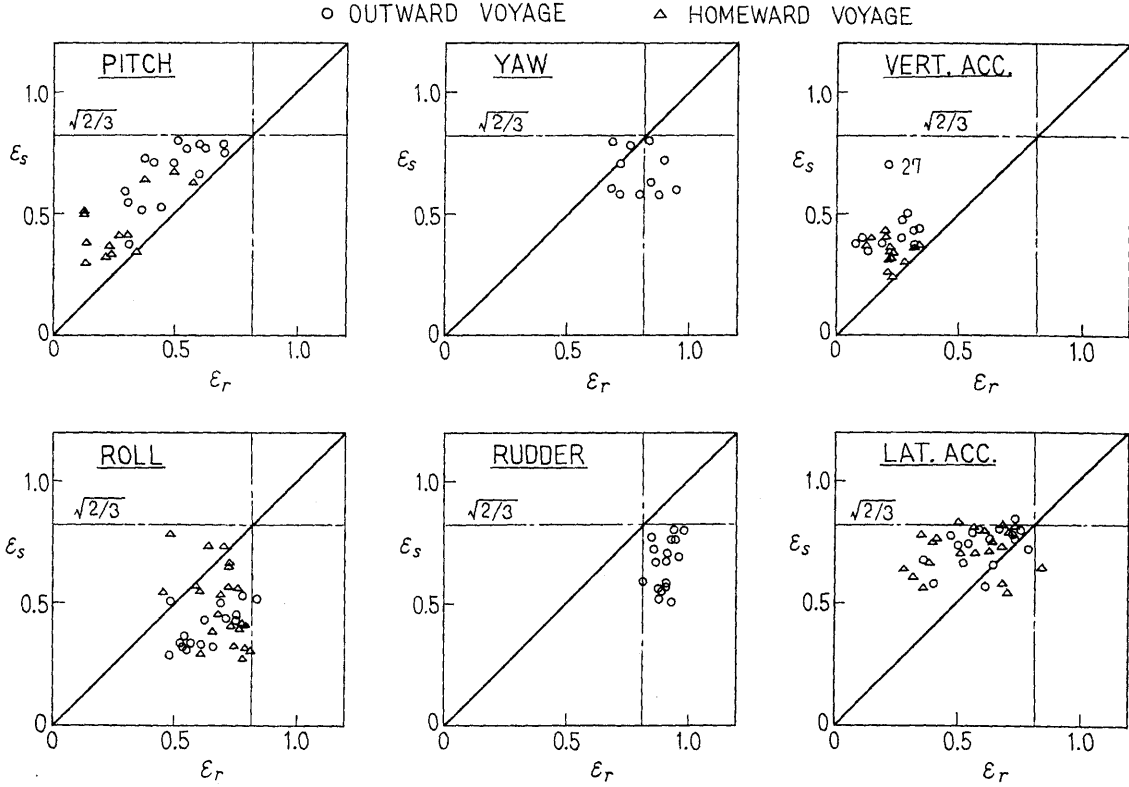Fig. 3.25 Relation between Standard Deviations
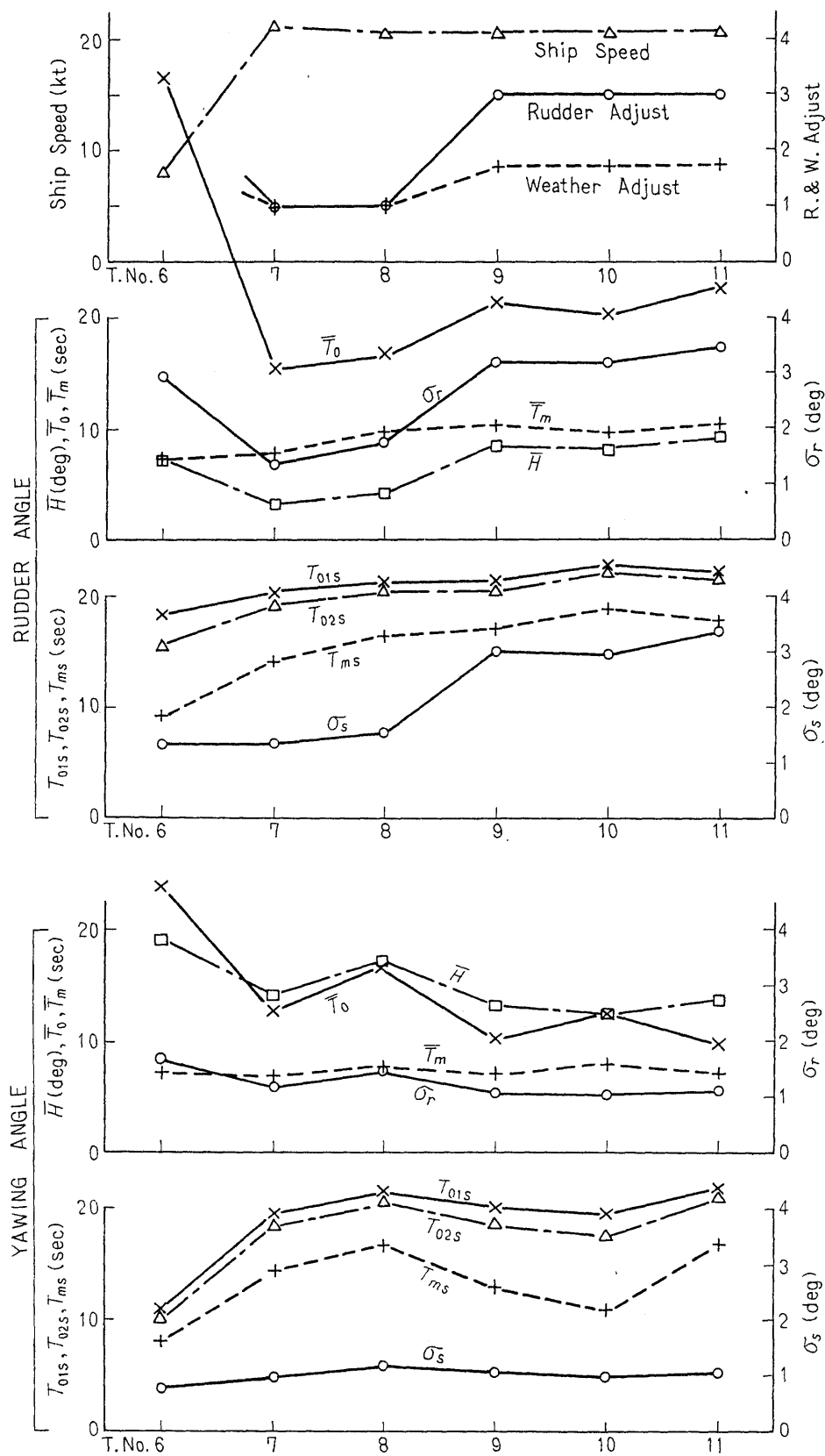

Fig. 3.26 Relation between Band Width Parameters
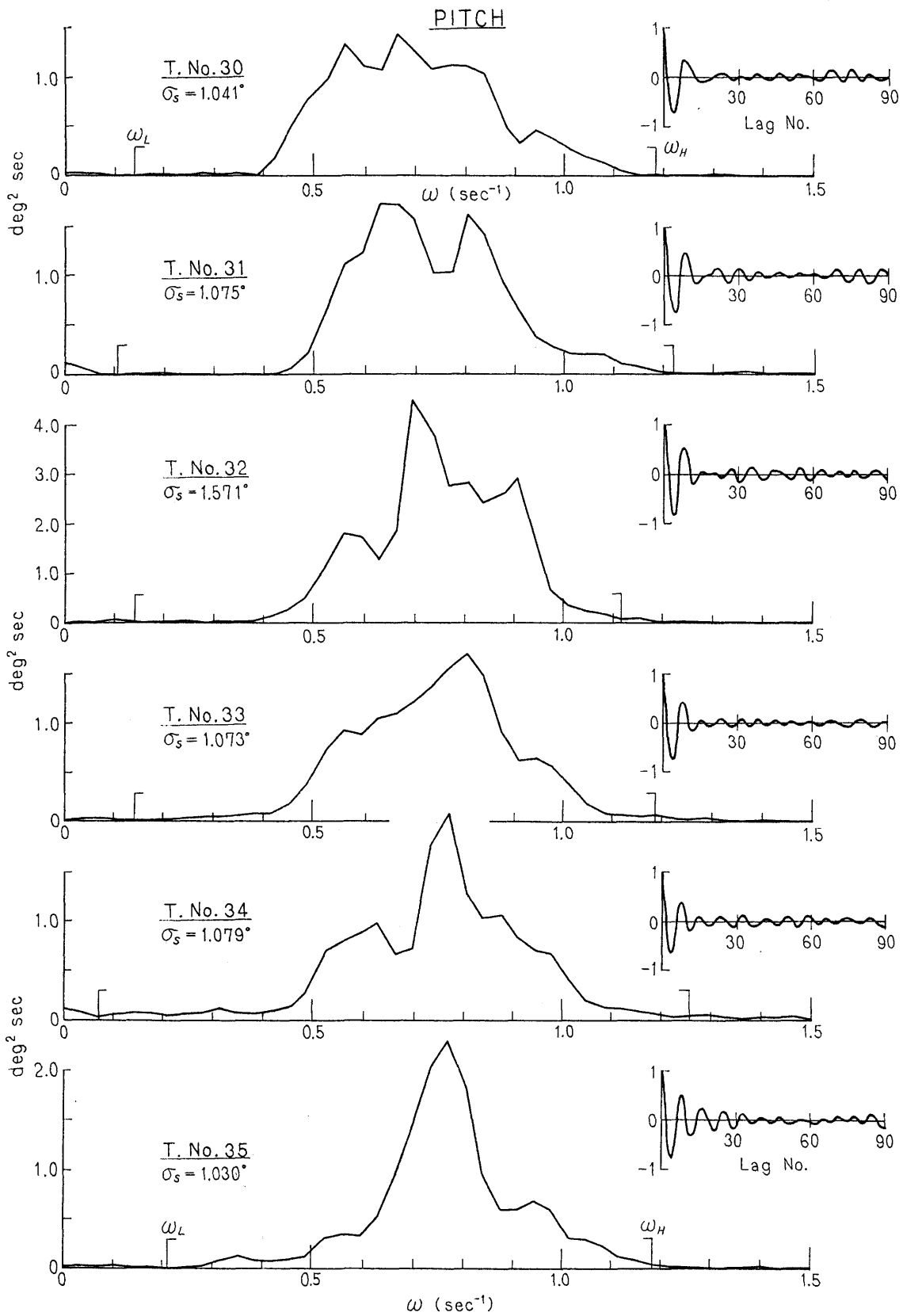
Fig. 3. 27 Effect of Auto-Pilot Adjust

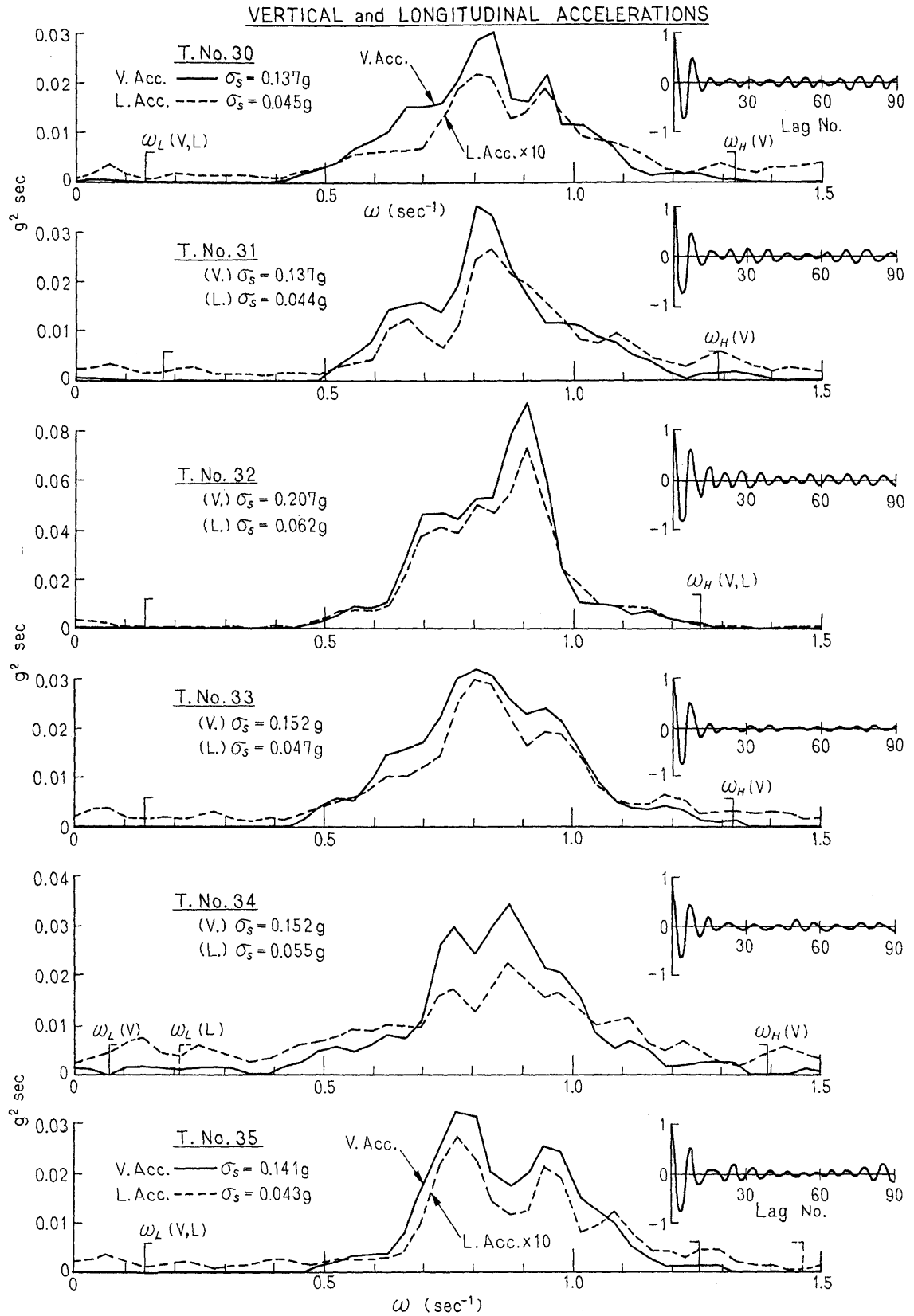Fig. 3.28 Spectra and Correlograms of Pitch

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Fig. 3.29 Spectra and Correlograms of Vertical Acceleration at F.P. and Spectra of Longitudinal Acceleration at Navigation Bridge.
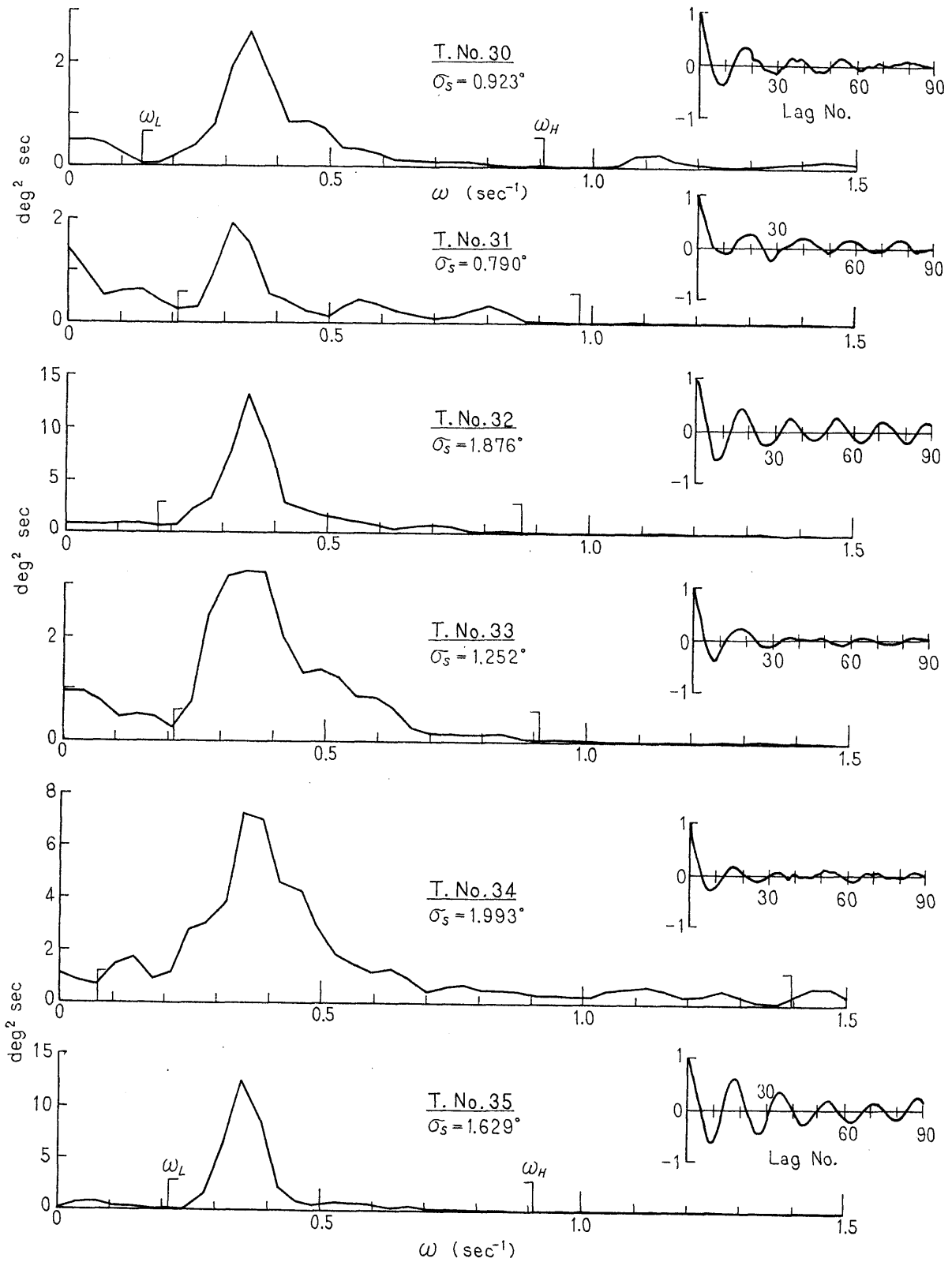
(217)

ROLL

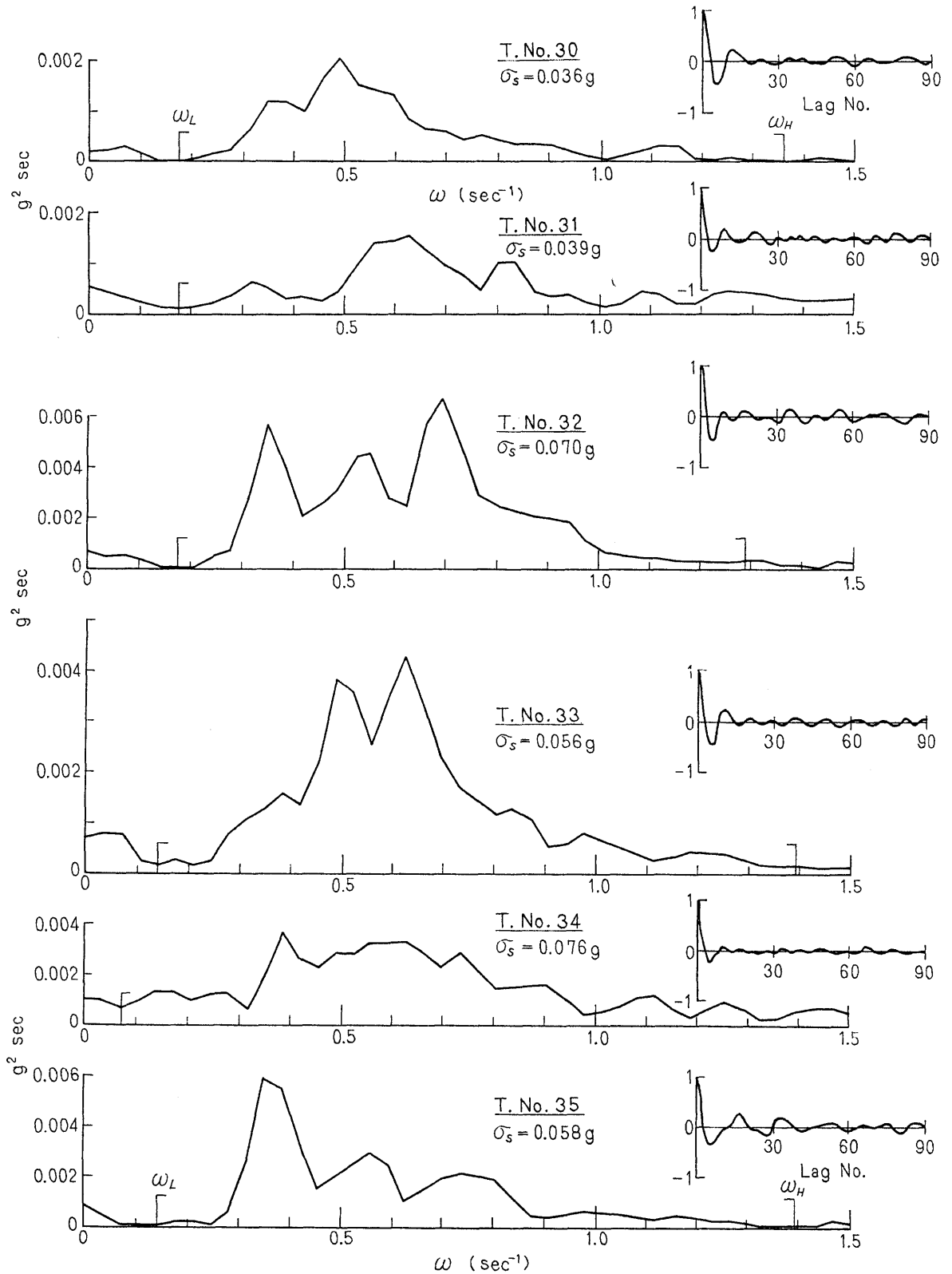Fig. 3.30 Spectra and Correlograms of Roll

LATERAL ACCELERATION

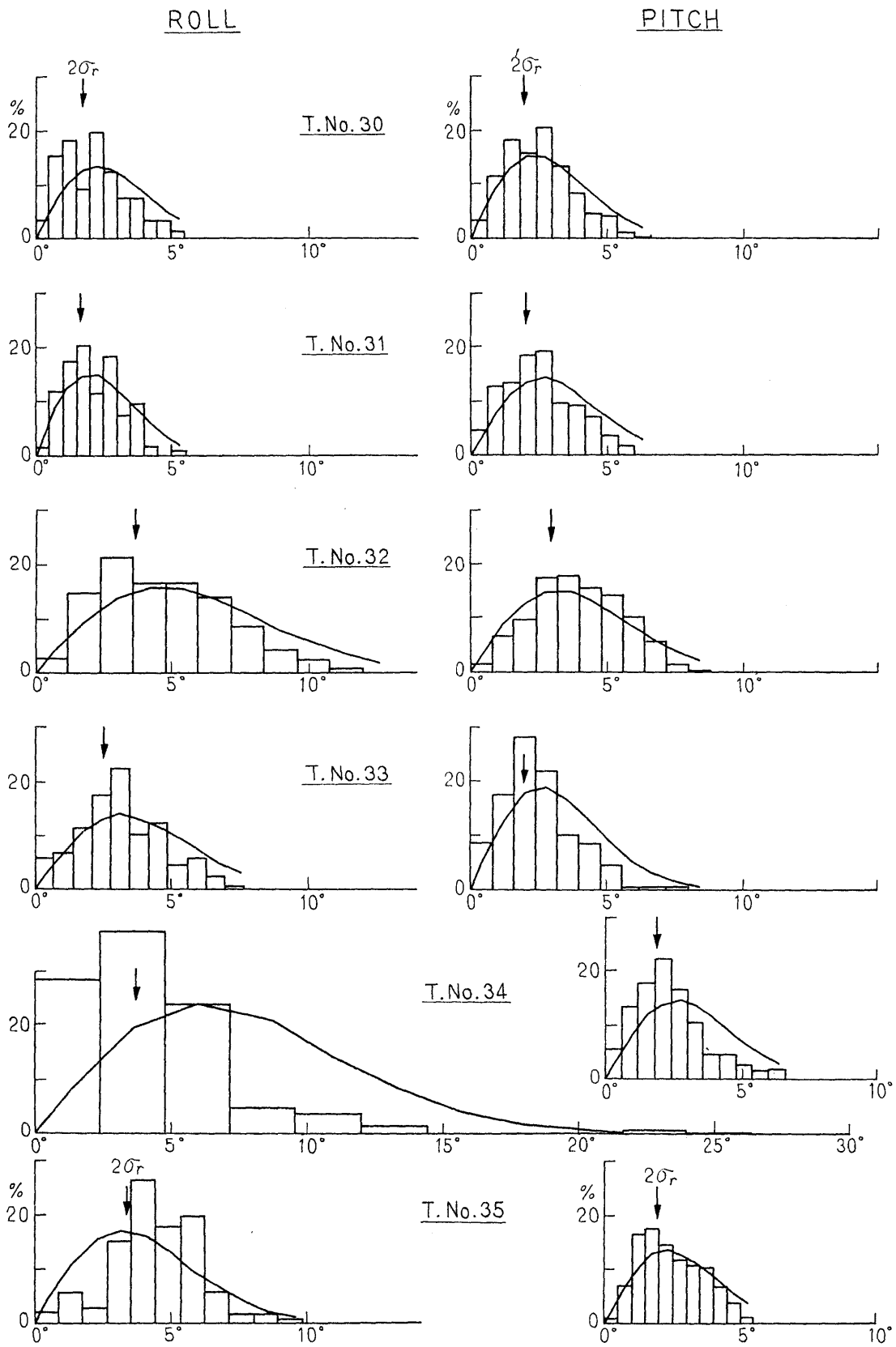Fig 3.31 Spectra and Correlograms of Lateral Acceleration at F.P.

ROLL   PITCH

Fig. 3.32 Histograms and Rayleigh Distributions of Roll and Pitch
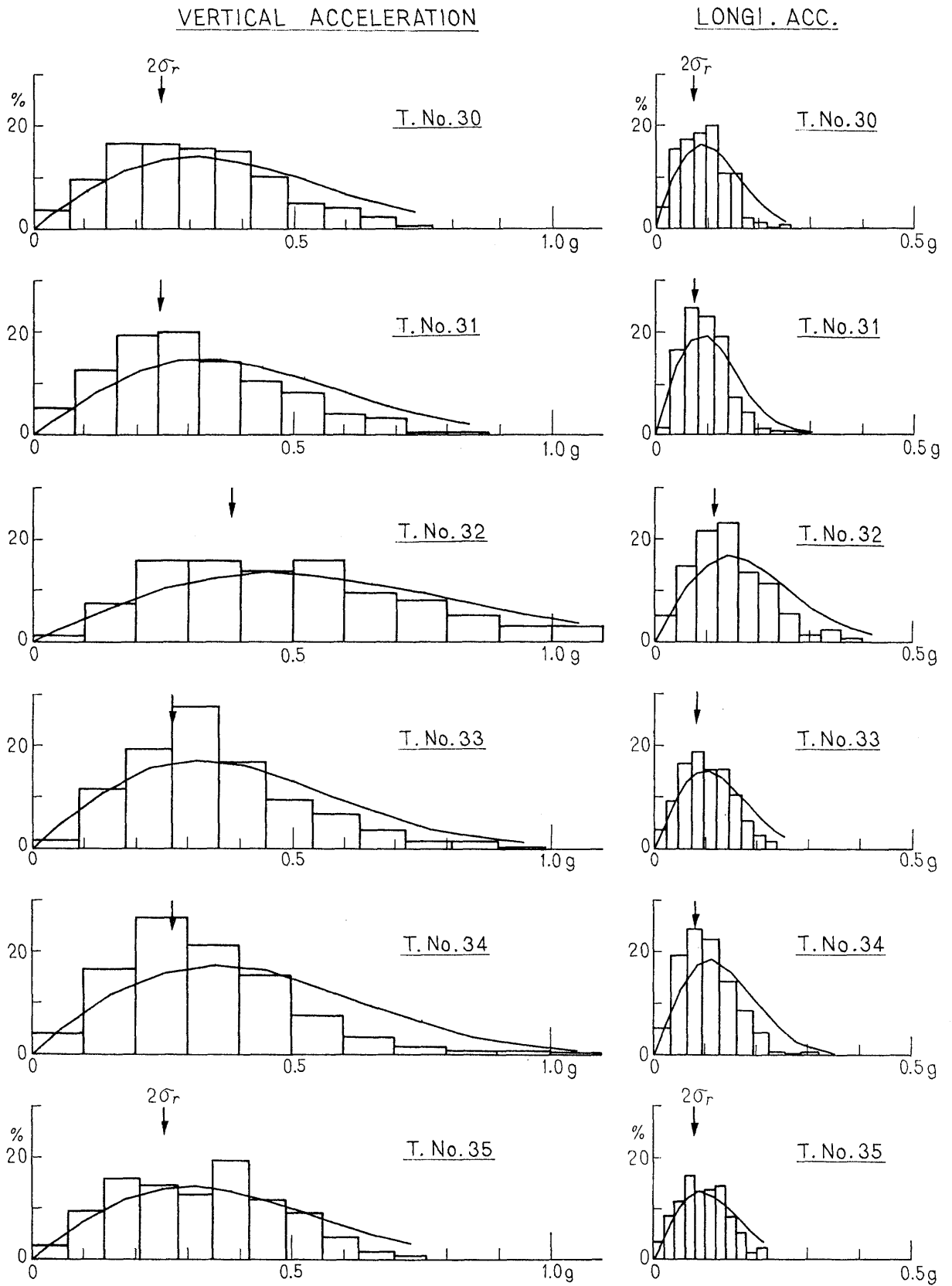
VERTICAL ACCELERATION

LONGI. ACC.

Fig. 3. 33 Histograms and Rayleigh Distributions of Vertical Acceleration at F.P.
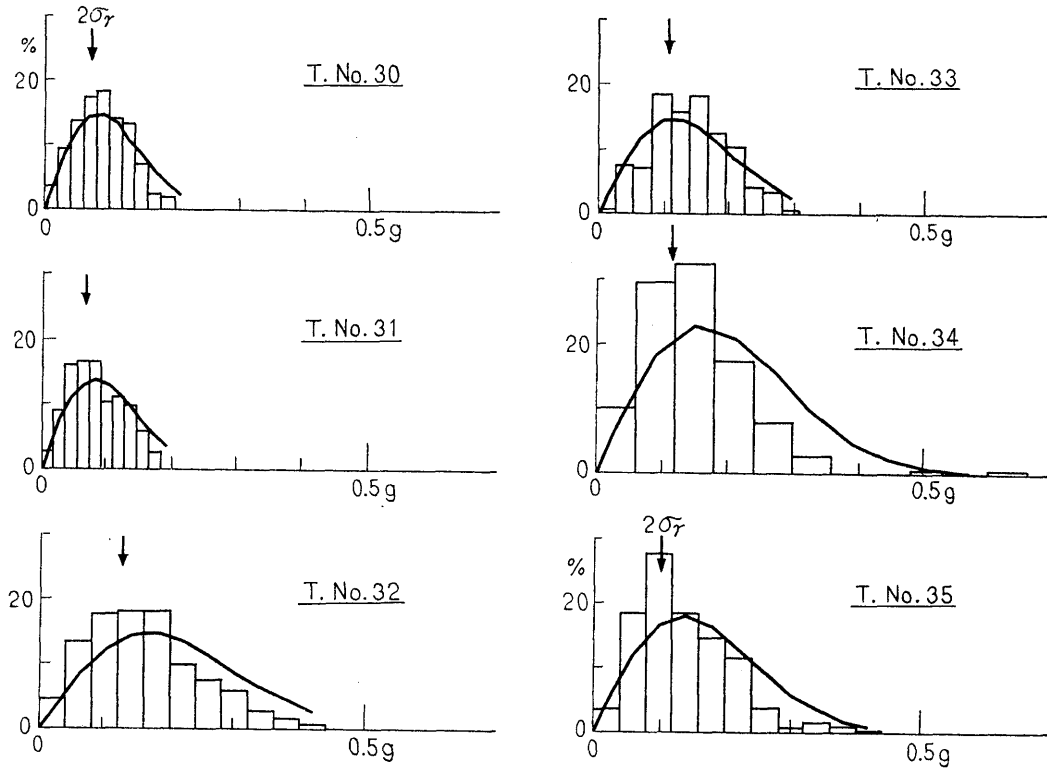and Longitdinal Acceleration at Navigation Bridge.

LATERAL ACCELERATION

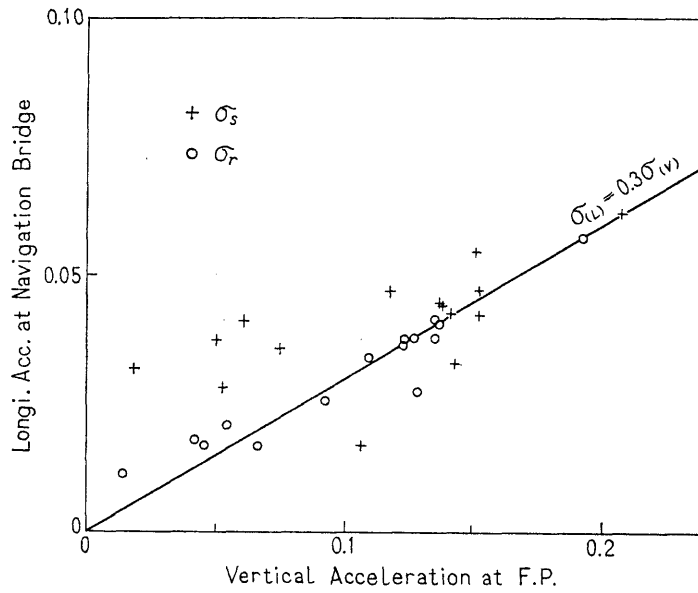Fig. 3. 34   Histograms and Rayleigh Distributions of Lateral Acceleration at F.P.

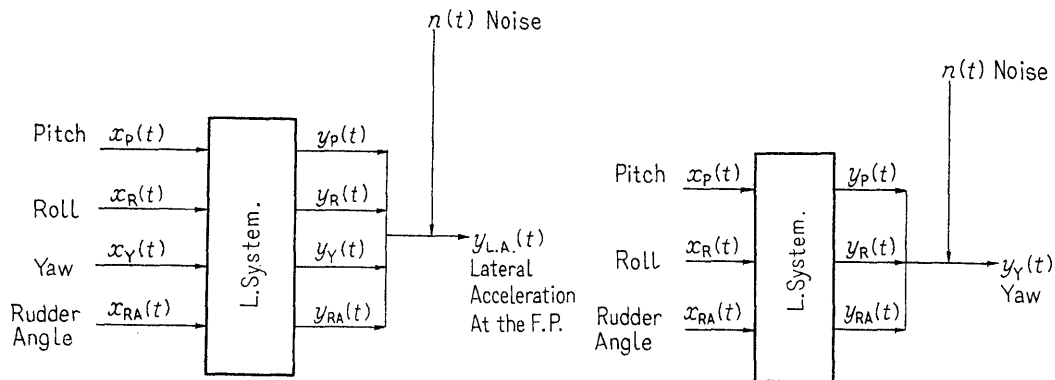Fig. 3. 35   Relation between Vertical and
Longitudinal Accelerations

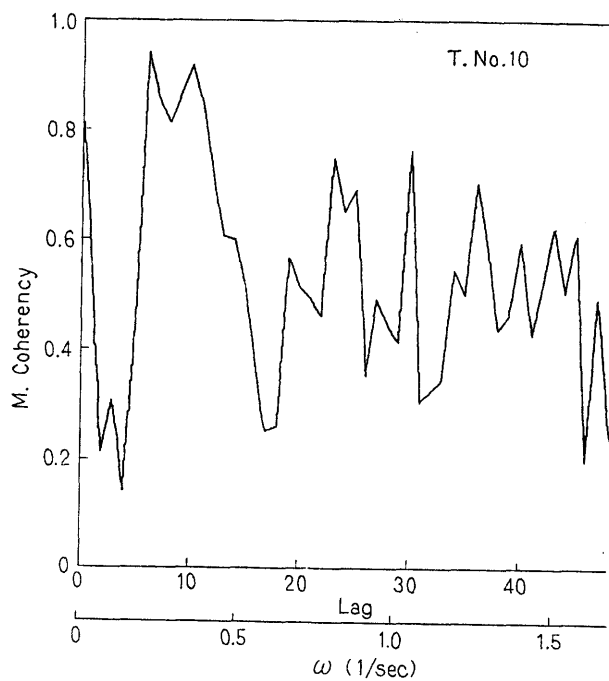Fig. 4. 1 Stochastic Model of Multiple input analysis

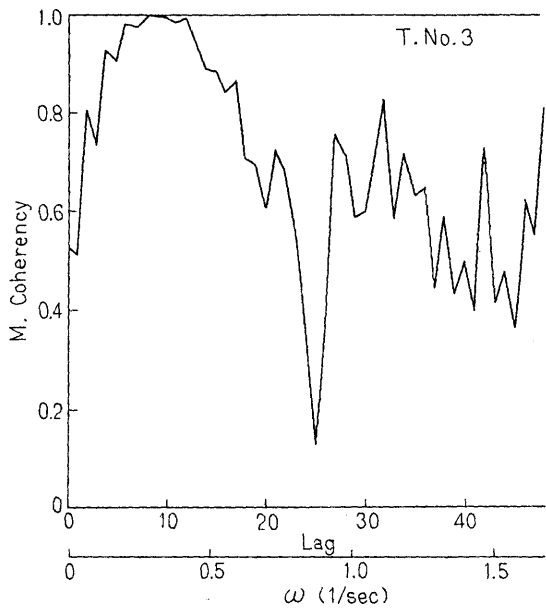Fig. 4. 2 Multiple Coherency of Lateral Acceleration
at F.P. (T. No. 10)

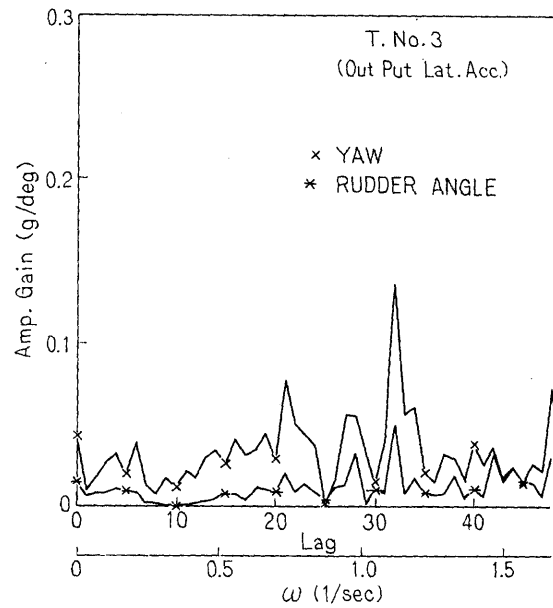Fig. 4.3(a) Multiple Coherency of Lateral Acceleration at F.P.

Fig. 4.3(b) Amplitude Gain of Yaw and Rudder Angle
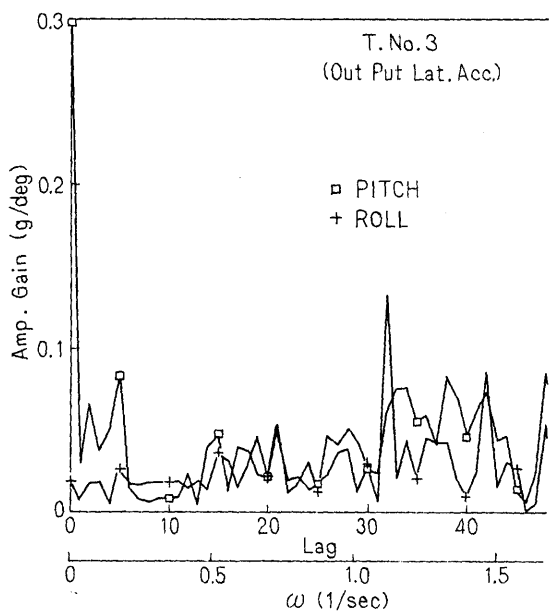

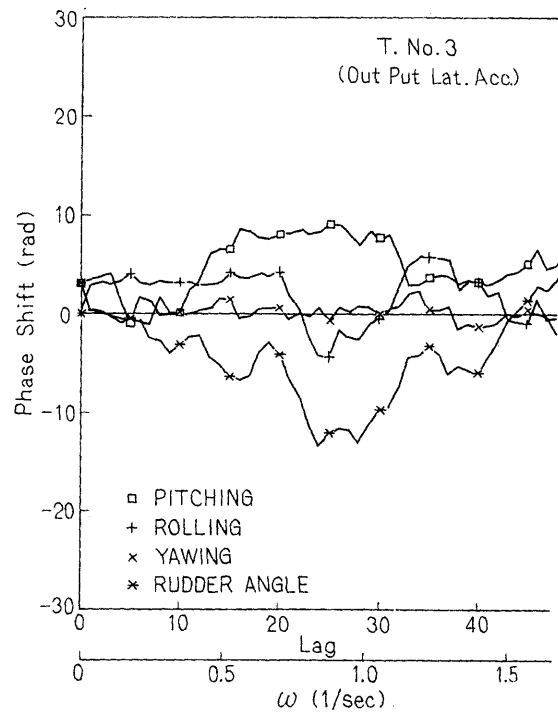Fig. 4.3(c) Amplitude Gain of Pitch and Roll
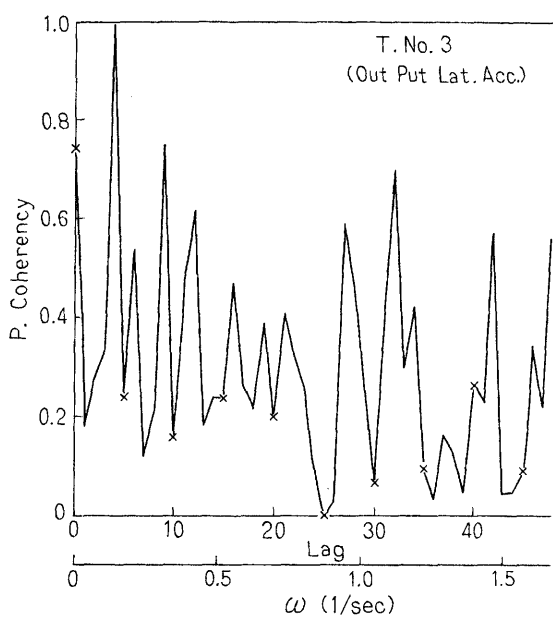

Fig. 4.3(d) Phase Shift
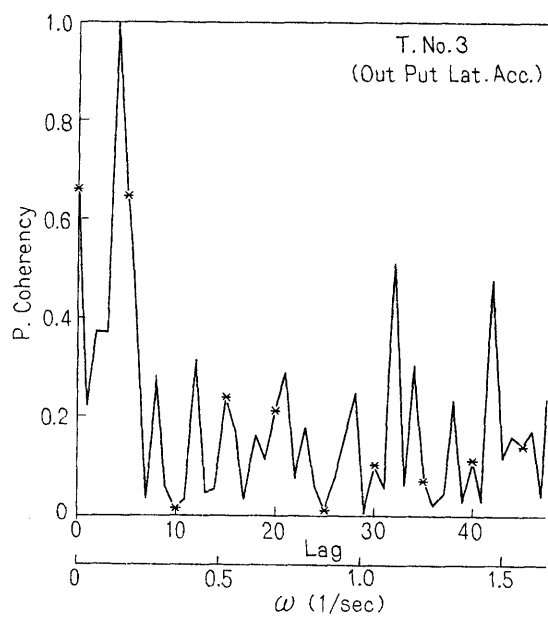
Fig. 4.3(e) Partial Coherency of Yaw

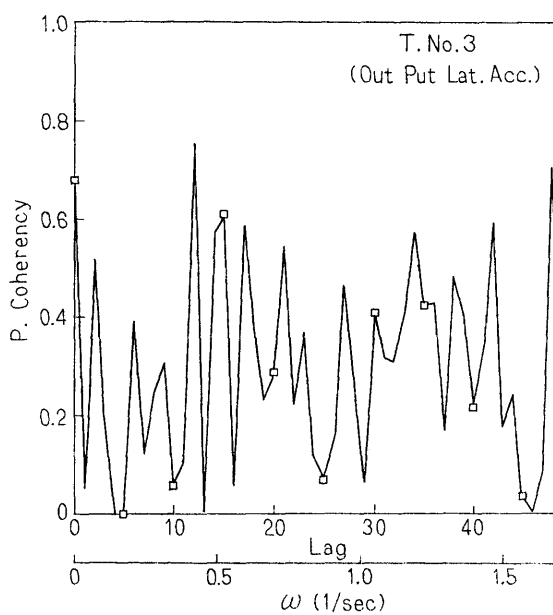Fig. 4.3(f) Partial Coherency of Rudder Angle

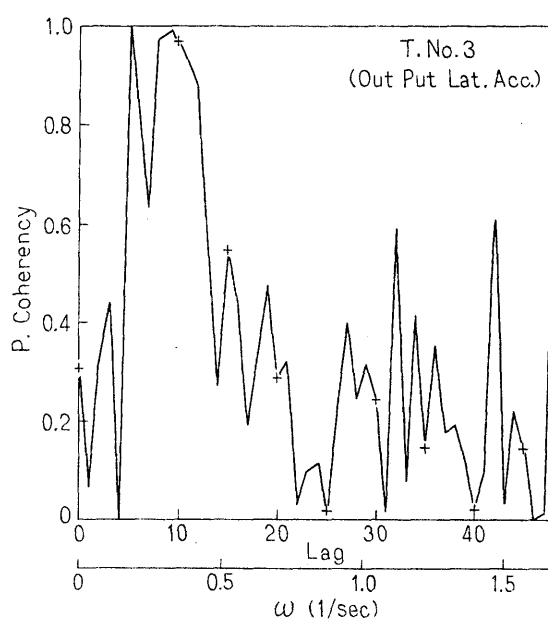Fig. 4.3(g) Partial Coherency of Pitch
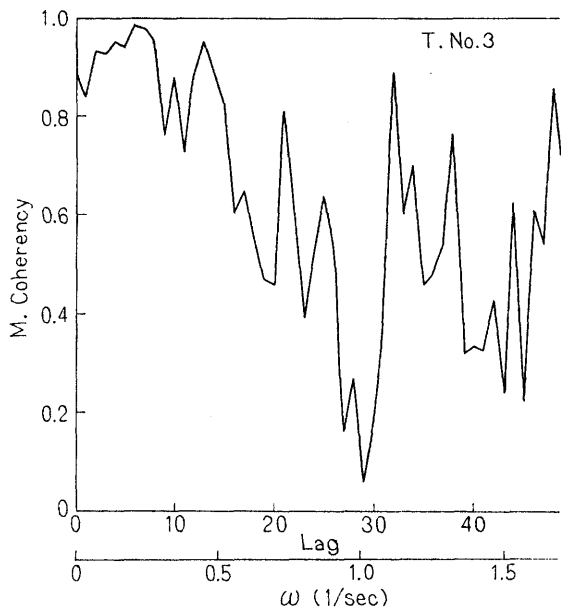

Fig. 4.3(h) Partial Coherency of Roll

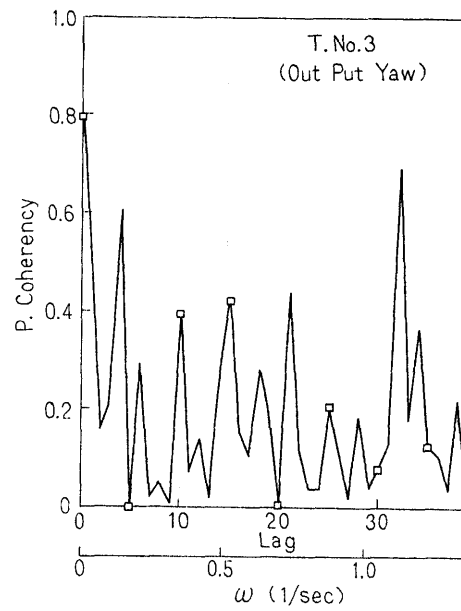Fig. 4.4(a) Multiple Coherency of Yaw

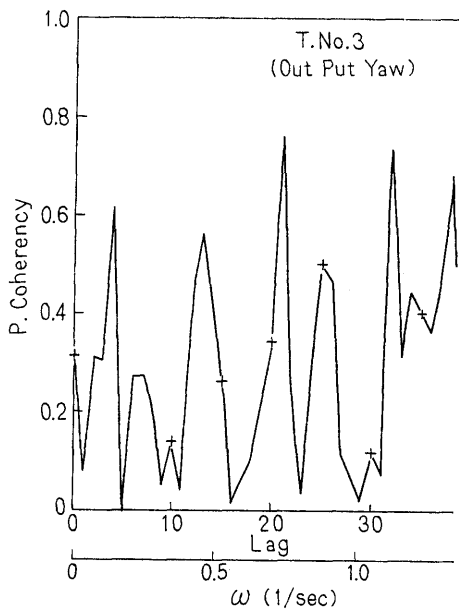Fig. 4.4(b) Partial Coherency of Pitch

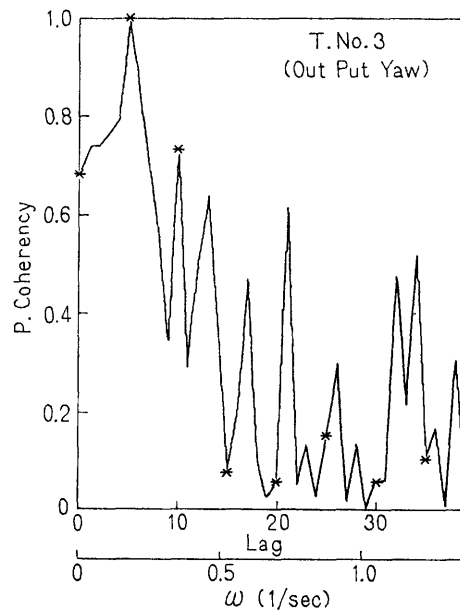Fig. 4.4(c) Partial Coherency of Roll

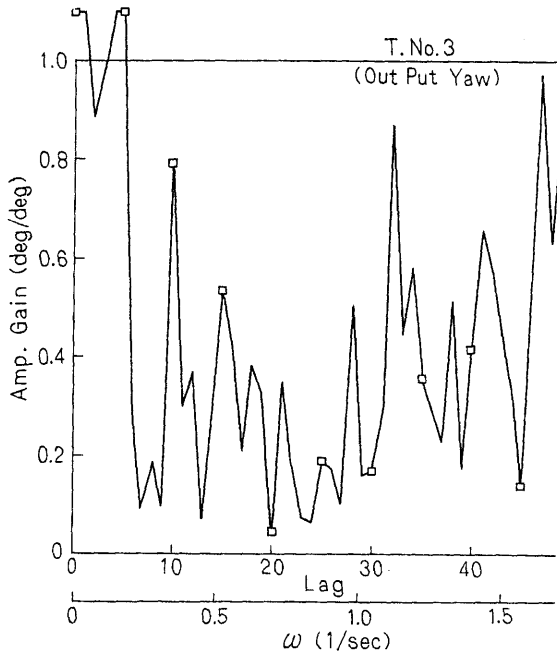Fig. 4.4(d) Partial Coherency of Rudder Angle
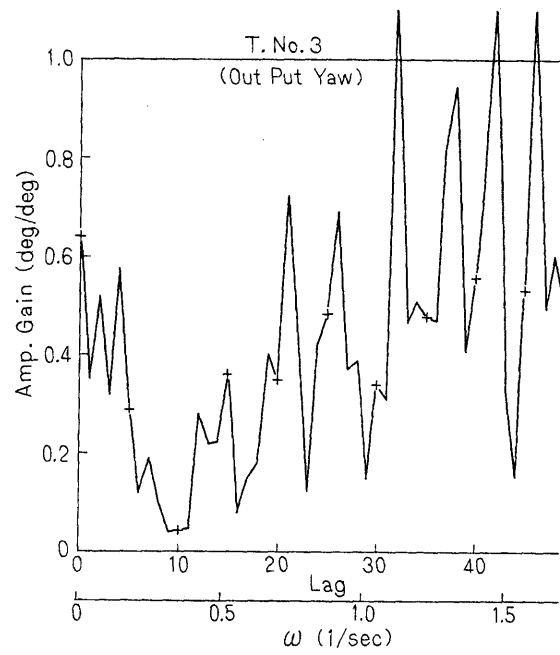
Fig. 4.4(e) Amplitude Gain of Pitch

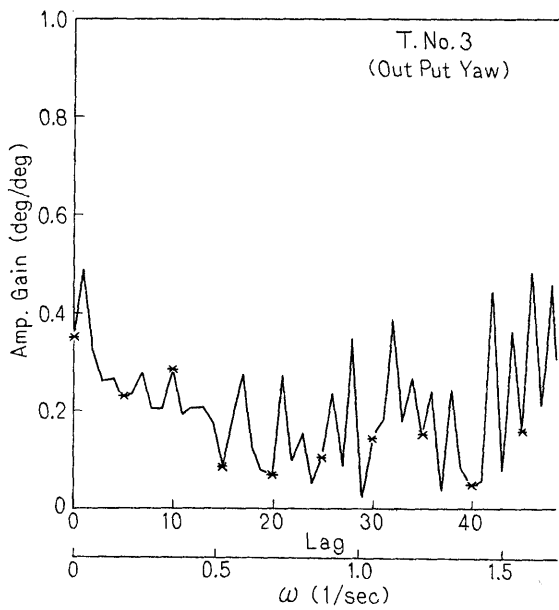Fig. 4.4(f) Amplitude Gain of Roll

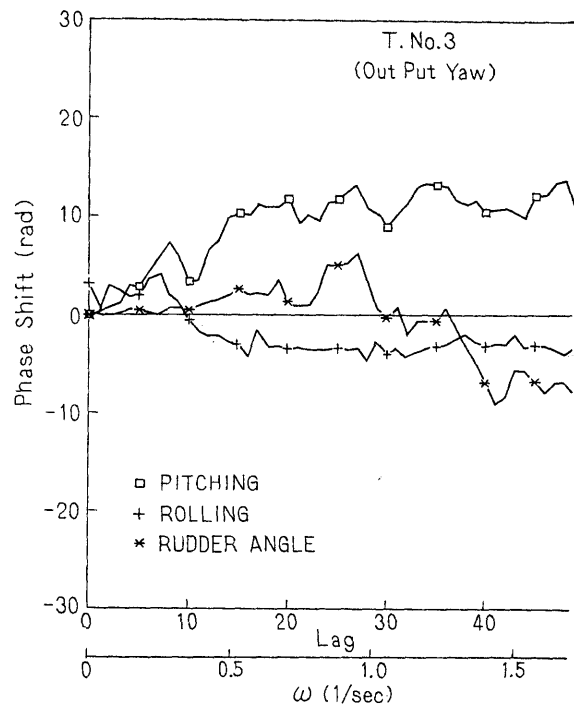Fig. 4.4(g) Amplitude Gain of Rudder Angle
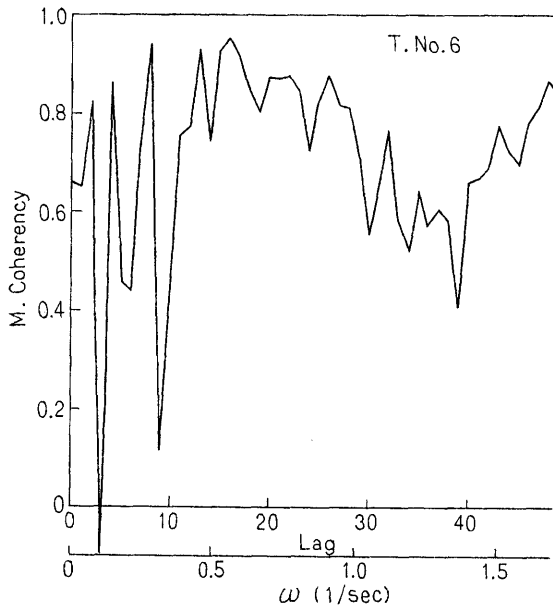

Fig. 4.4(h) Phase Shift

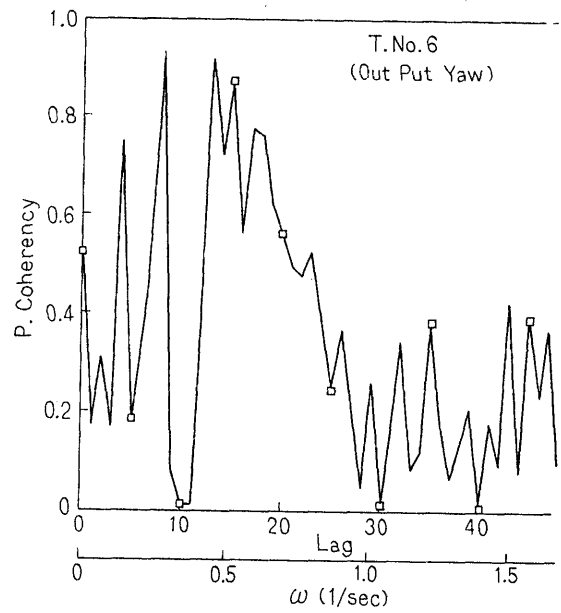Fig. 4.5(a)   Multiple Coherency of Yaw

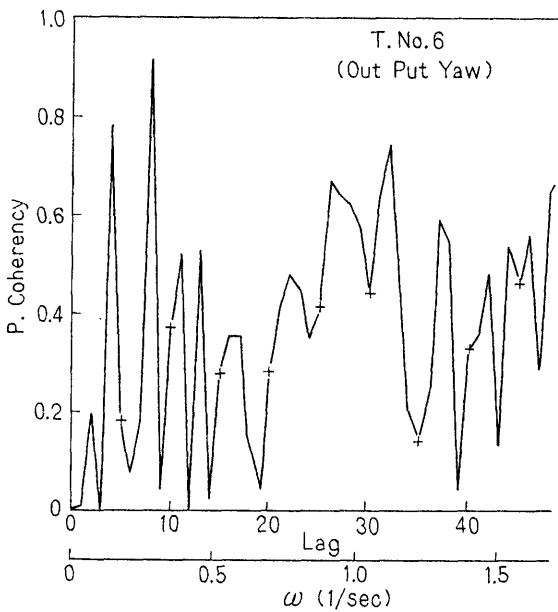Fig. 4.5(b)   Partial Coherency of Pitch
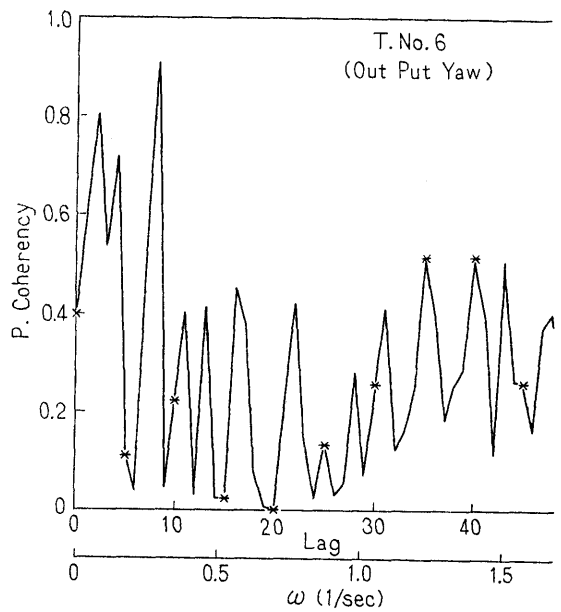

Fig. 4.5(c)   Partial Coherency of Roll

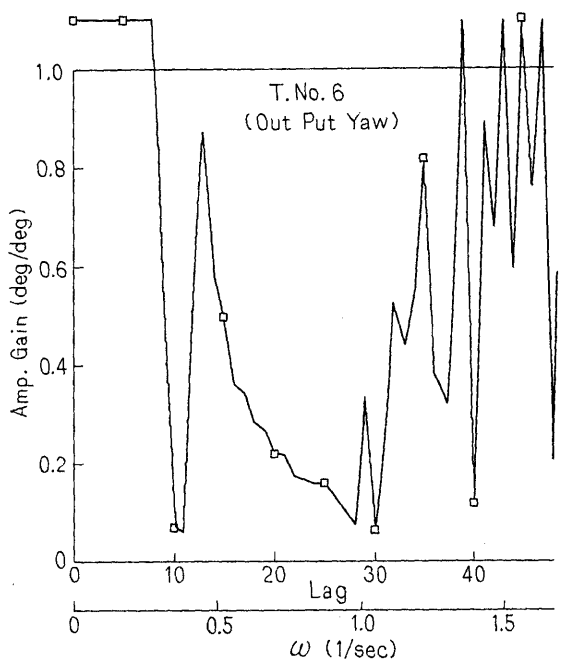Fig. 4.5(d)   Partial Coherency of Rudder Angle

Fig. 4.5(e)   Amplitude Gain of Pitch
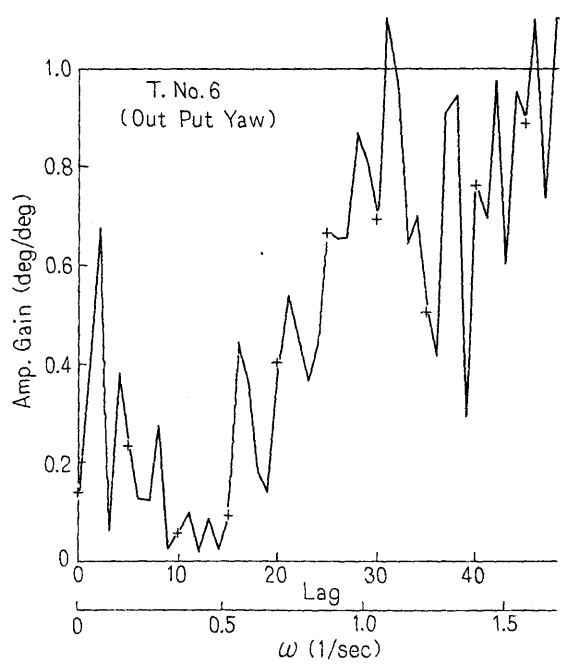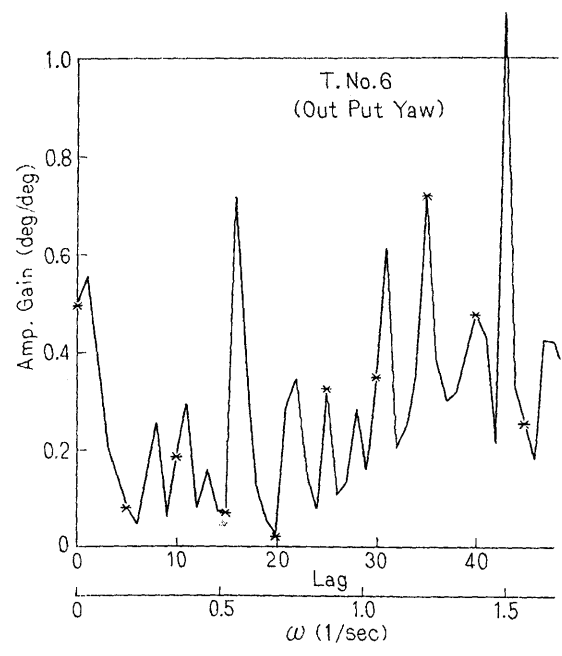

Fig. 4.5(f)   Amplitude Gain of Roll

Fig. 4.5(g)   Amplitude Gain of Rudder Angle

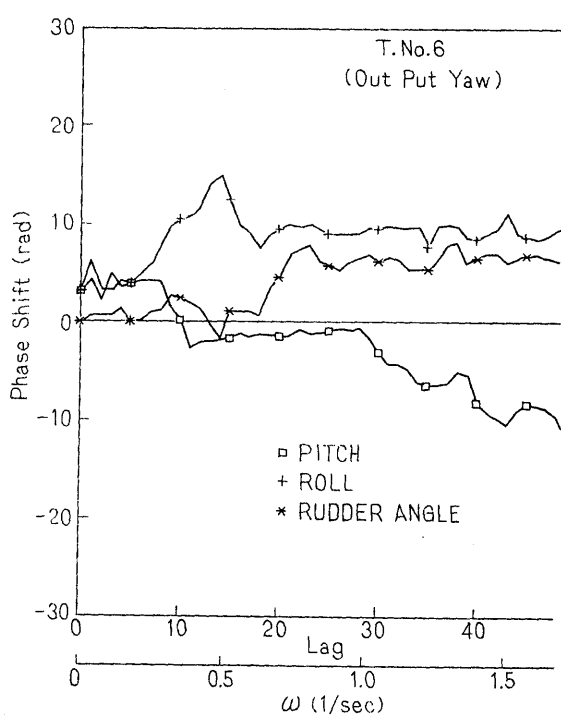Fig. 4.5(h)   Phase shift