**"Gyroskopiya i Navigatsiya" №3, 2003**

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| Considered is the problem of determining drift model coefficients for angular velocity transducers with mechanical carrier of angular momentum vector, included in strapdown inertial measurement units (IMU). The parameters under estimation include drift components both connected with acceleration influence on angular velocity transducers and those, which do not depend on acceleration, as well as parameters of geometrical errors of a gyro and its mounting as a part of the measurement unit. The calibration method is suggested, which does not require standardization by heading and the availability of measuring instruments for relative angular motion. It is noted that in such case the proposed methods do not require complicated rotary facilities and goniometric devices for their implementation.  It is shown that the results of the analysis executed are valid not only with small uncertainty but also with any initial uncertainty caused both by gyro drift and errors of the initial alignment by azimuth from the external heading indication source. In so doing one-two simplified procedures should be performed, which act as iterations in the process of achieving small uncertainties of alignment. | |  |

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| Development of river transport assumes improvement of ship motion control, especially in complicated areas.  Up-to-date facilities and systems of communication, navigation, monitoring and dataware substantially expand possibilities for development of vessel traffic management systems (VTMS).  At present VTMS are widely used for marine navigation, and there is a problem of equipping complicated river fairway sections with similar systems.  On the basis of the analysis of marine system progress trends a concept is proposed of VTMS design for inland waterways.  Formulated are the basic criteria of economical efficiency and expediency in designing river VTMS. | |  |

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**International Public Association   
The Academy of Navigation and Motion Control  
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