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HASIL PENILAIAN SEJAWAT SEBIDANG ATAU PEER REVIEW
KARYA ILMIAH : JURNAL ILMIAH

Judul Jurnal Ilmiah (Artikel) : Analysis ultimate bearing capacity on bored pile with using artificial neural network
 Jumlah Penulis : 3 orang (Muhammad Zaki, **SPR Wardani**, Tommy Ilyas)
 Status Pengusul : penulis ke-2
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Reviewer 2

Prof. Dr. Ir. Suripin, M.Eng.
 NIP. 196004271987031001
 Unit kerja : Departemen Teknik Sipil FT UNDIP

Semarang,
 Reviewer 1

Prof. Dr. Ir. Syatrudin, CES, MT
 NIP. 195811071988031001
 Unit Kerja : Departemen Teknik Lingkungan FT UNDIP

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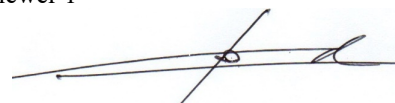
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Semarang, 15 oktober 2019
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 Unit Kerja : Departemen Teknik Lingkungan FT UNDIP

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M Zaki, SPR Wardani, T Ilyas - [academia.edu](https://www.academia.edu)

The issues that often arise within geotechnical engineering include uncertainty, complexity, and inaccuracies in planning. Therefore, this creates problems as relying on assumptions are the only way to determine parameters in design and construction. Recently, a new approach has emerged, inspired by the intelligence of the human brain, and it is called artificial neural network (ANN). This study aimed to utilize the ANN models with a back-propagation algorithm that feeds forward to predict the ultimate bearing capacity, namely ...

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INFLUENCE OF INDUSTRIAL BY-PRODUCTS ON THE BEHAVIOR OF HIGH-PERFORMANCE CONCRETE

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ABSTRACT

The by-products obtained from industries such as Silica Fume (SF) and Fly Ash (FA) can be utilized to improve the strength and durability of High-Performance Concrete (HPC). The application of these industrial by-products is becoming common all over the world because of the reduction of their potentially dangerous effects on the environment. This paper investigates the behavior of Silica Fume as a fractional replacement to Ordinary Portland Cement (OPC) on the parameters such as water permeability, compressive strength, split tensile strength and flexural tensile strength of High-Performance Concrete (HPC). HPC mixes with silica fume contents of 0 %, 5%, 7.5%, and 10% and a constant proportion of 10% fly ash was adopted in the trial mixes. Superplasticizer in optimum dosage was added to achieve required workability. Tests were conducted to determine the optimum proportion of Silica fume which yields appreciable Fresh and hardened state properties.

Key words: High-performance concrete, workability, flyash, Silica fume, Superplasticizers, Split tensile strength, Flexural strength., Compressive Strength, Partial replacement.

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A REVIEW OF AUTOMATIC BERTHING SYSTEMS BASED ON ARTIFICIAL NEURAL NETWORKS FOR MARINE SHIP

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ABSTRACT

Automatic ship berthing has been known as one of most difficult problems in field of ship control. To complete the berthing automatically and safely, the control systems need to satisfy the complex feature of ship dynamic under low-speed condition of berthing. To meet this demand, artificial neural networks (ANNs) are usually applied as they have ability to imitate and perform all the actions of human brain in ship berthing process. However, when using this theory to design the automatic system for ship berthing, there are still some disadvantages which cause certain difficulties to design the control system for real-world applications of ship. In this research, a review is conducted to analyze advantages and disadvantages of automatic ship berthing systems using ANNs. In addition, some trends are also pointed out to the studies of automatic system of ship berthing in future.

Key words: Automatic ship berthing, artificial neural networks, Ship dynamic, Low speed, ANNs Controllers.

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1. INTRODUCTION

An automatic ship berthing has been known as one of most difficult problems in field of ship control. Because the ship motion in berthing is at low speed, the feature of ship dynamic is very complex, and the effectiveness to change the ship heading with the rudder is low in this process. Therefore, the maneuverability of the ship is decreased significantly. To make sure the ship berthing safely and properly, the states of the ship dynamic as, the ship position, ship heading, and velocities need to be controlled appropriately by the rudder and propeller. In practice, the berth-into-ship maneuvering process is usually performed by three steps: course changing, deceleration, and engine stopping.

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