



In-Water Ship Hull Inspection with Smart Underwater Robots

Franz Hover

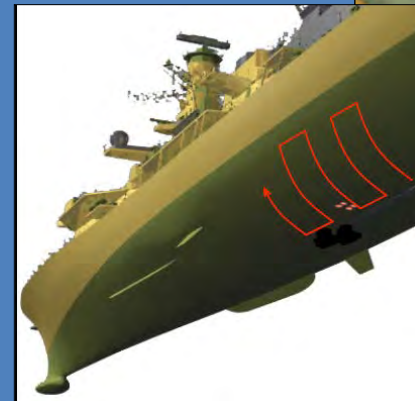
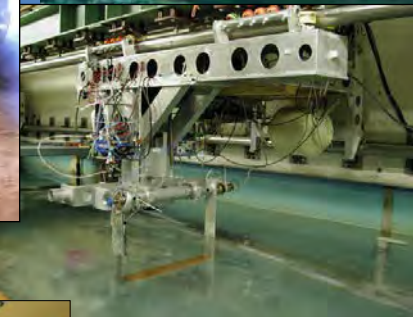
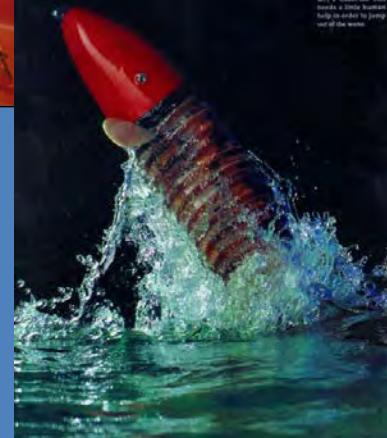
Center for Ocean Engineering
Department of Mechanical Engineering
Massachusetts Institute of Technology
Cambridge, MA 02139
617-253-6762, hover@mit.edu

*Work supported by the Office of Naval Research Grant
N00014-06-10043, monitored by Dr. Tom Swain*

Report Documentation Page				Form Approved OMB No. 0704-0188	
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE MAR 2011		2. REPORT TYPE		3. DATES COVERED 00-00-2011 to 00-00-2011	
4. TITLE AND SUBTITLE Asymptotic Design for Cascade Robustness in Large Coupled Systems				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Massachusetts Institute of Technology, Department of Mechanical Engineering, Cambridge, MA, 02139				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution unlimited					
13. SUPPLEMENTARY NOTES Presentation to Oxford University and ETH Zurich, March 2011. U.S. Government or Federal Rights License					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT Same as Report (SAR)	18. NUMBER OF PAGES 43	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

My Background

- BSME Ohio Northern University
- SM & ScD MIT/WHOI Joint Program
Oceanographic & Mechanical
Engineering
- Post-doc at Monterey Bay Aquarium
Research Institute
- **Consultant to Disney, BAE Systems,
etc. –**
design and control, robotics
- **MIT Research Engineer –**
*fluid mechanics, biomimetics,
underwater vehicles*
- **MIT Assistant Professor –**
*marine robots, electric ship,
design problems*

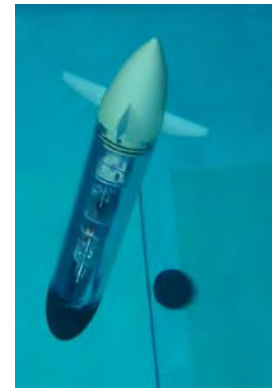


Extraordinary Challenges in Marine Systems for US Navy, Offshore Oil & Gas, Ocean Science, etc.

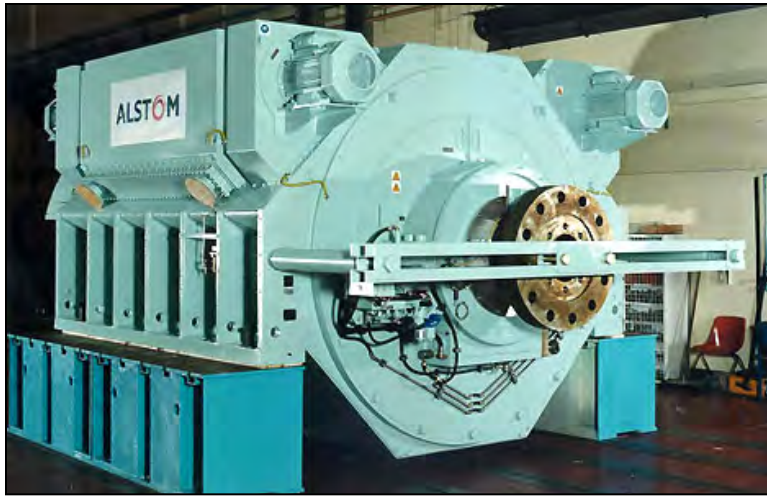
- Setting:
 - *Large physical disturbances;*
 - *Autonomy at all scales due to huge domain;*
 - *Dependence on poor acoustic channel;*
 - *Limited on-board energy, biofouling, fouling, traffic, water pressure, etc.*
- Robotic Systems: autonomy and planning; high number of agents; integrated mission
- Electric Ship: a micro-grid with dynamic loading, and damage scenarios
- MY LONG-TERM GOAL: New Design Principles for Complex Systems in the Marine Environment

Active Efforts in My Group

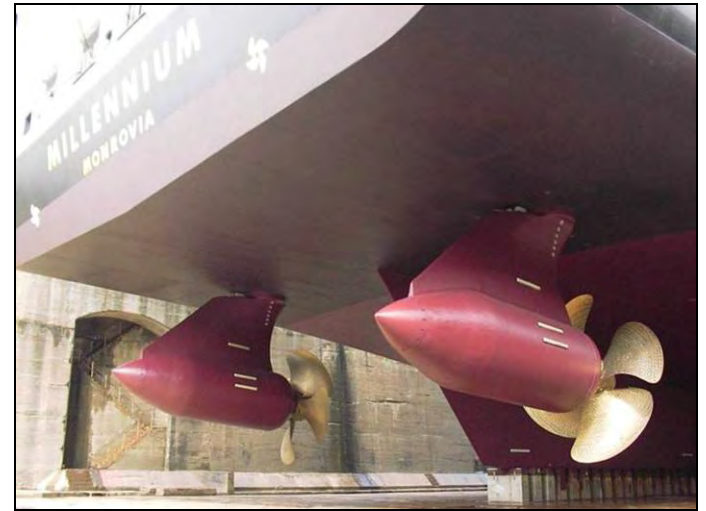
- Relaxations and approximations in DC/AC power system design; spectral description of flow networks (*J. Taylor*)
- **Ship Hull Inspection Algorithms and Experiments**
(*B. Englot, H. Johannsson, M. Kaess, with J. Leonard*)
- Design rules based on asymptotic random graph models
- Marine Devices:
 - vertical glider for precision seafloor delivery,
 - safety valve for flow control down-hole,
 - low-cost acoustic modems,
 - quadrotors for HAB outbreaks.



ALSTOM
Advanced
Induction
Motor



Navy's class of Type 45 Destroyers



Tractor podded propulsors

All-Electric Ship

QEII



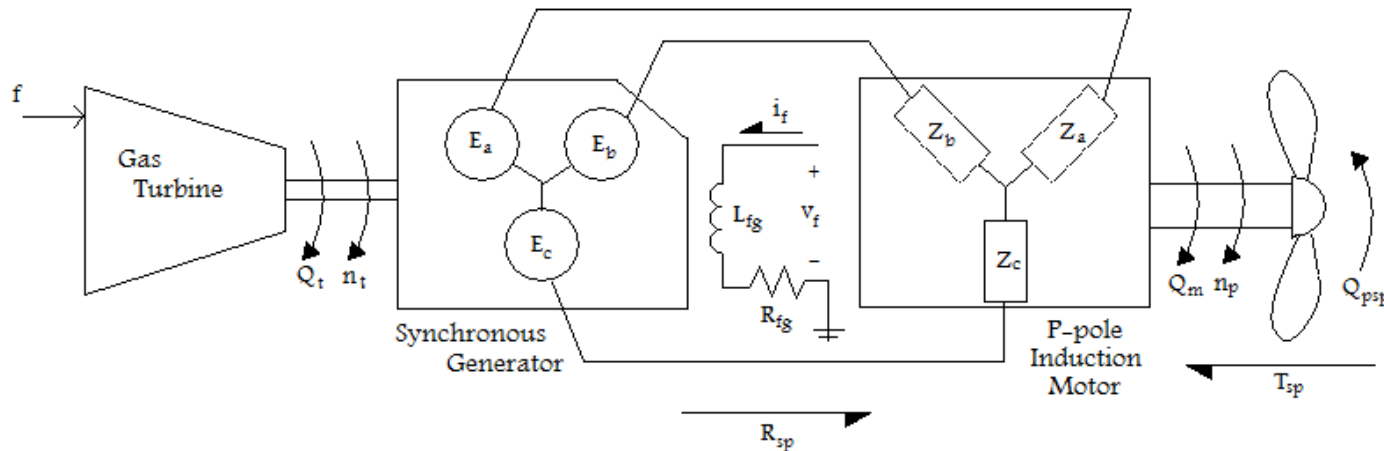
Simple Electric Ship Reference Model with **Complex Dynamics**

Seven-state nonlinear
dynamical system

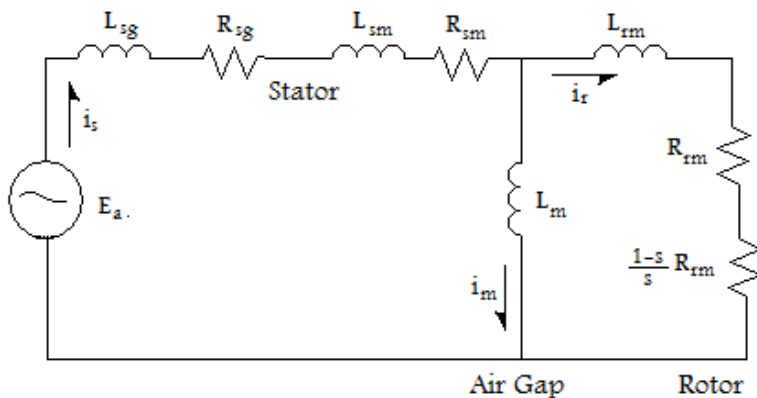
Fully coupled states

Stiff equations; wide
range of time
constants

Mechanical,
hydrodynamic, and
electric constitutive
equations



Three-Phase Propulsion System



Add controllers, user interface, monitoring
s/w, instrumentation, etc....!

Some Key Design Challenges:
Robustness to Attack/Damage,
Reconfiguration,
Very Expensive Simulations
vs. Scalability of Designs

Autonomous Surface And Underwater Vehicle Systems

GPS and Remote Sensing Satellites

Some Key Design Challenges:
Planning, Integration, Acoustics,
Physical Disturbances

Surface Traffic

Adaptive
Sampling

Uncertain Communication in the
Acoustic Channel

Coordinated
Behavior

Self-navigating
Network

Sonars

Advanced Sensors

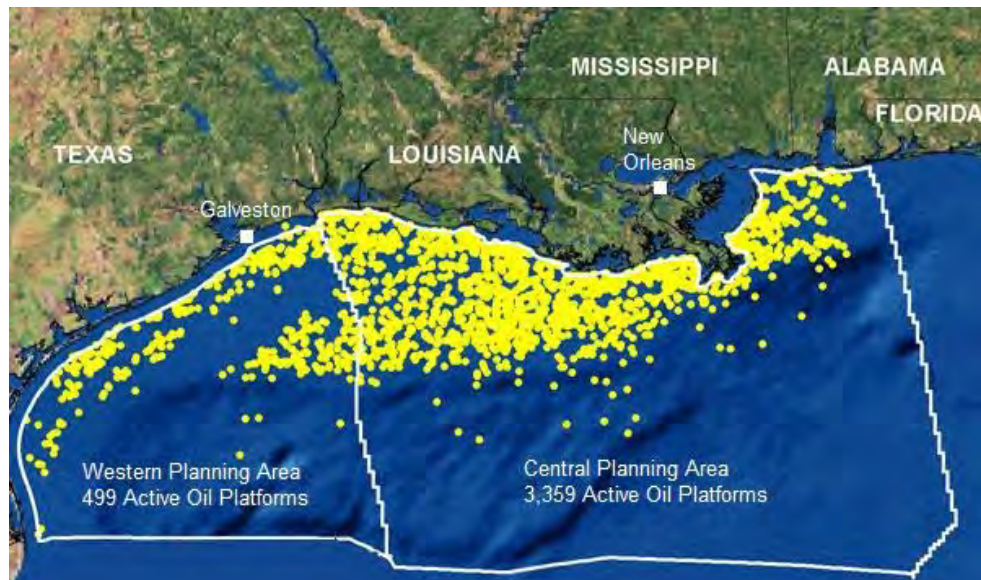
Offshore Tasks for Autonomous Systems

- Instrument delivery/recovery
- Routine inspection
- Repair
- In-water decommissioning (!)



(Deepwater Horizon)

ngoilgas.com



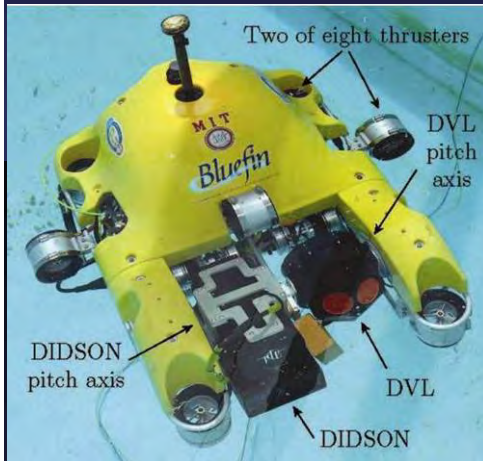
saferenvironment.wordpress.com

www2.swaylocks.com

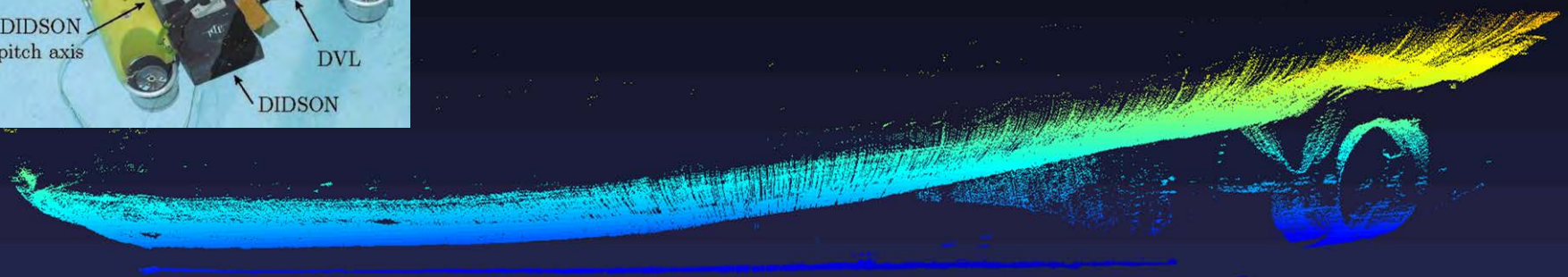


*R/V Oceanus at
WHOI*

*HAUV imaging with
the Blueview
“Microbathymetry
Blazed Array” Sonar*



SN's 4-18 ordered!



← 1. “Non-complex” area → ← 2. “Complex” area →

In-Water Ship Hull Inspection with Autonomous Robots

1. The Objective and its Components

The task forms a rich and important robotics problem that spans several disciplines

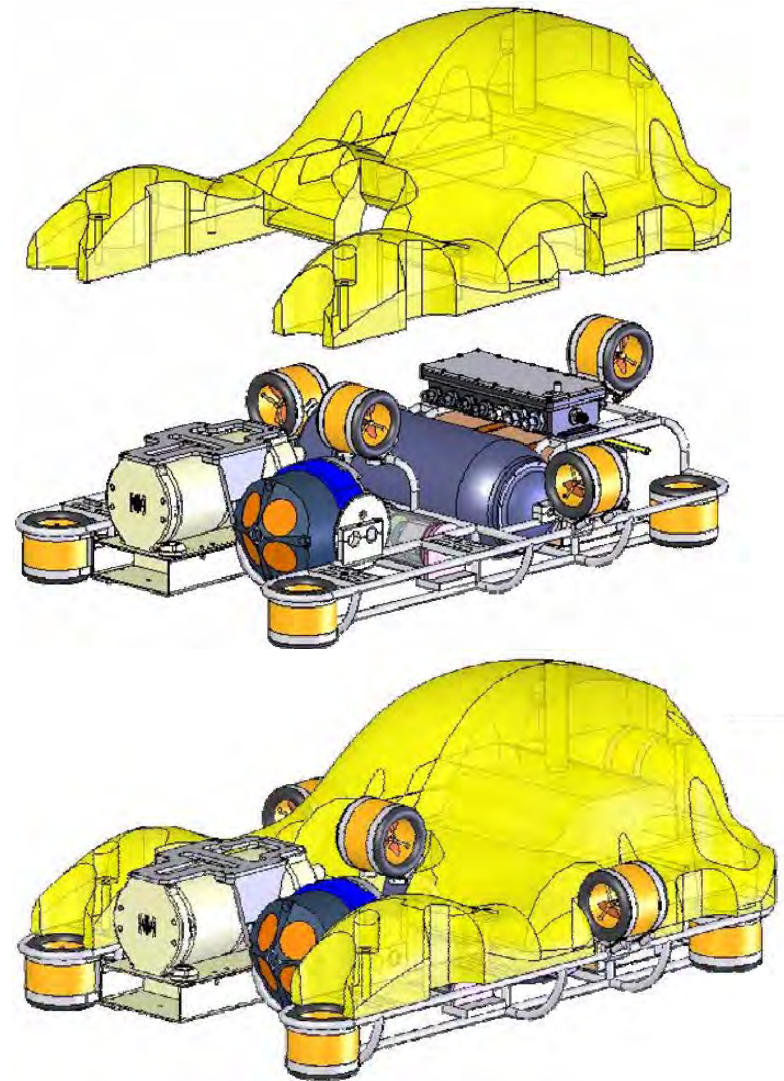
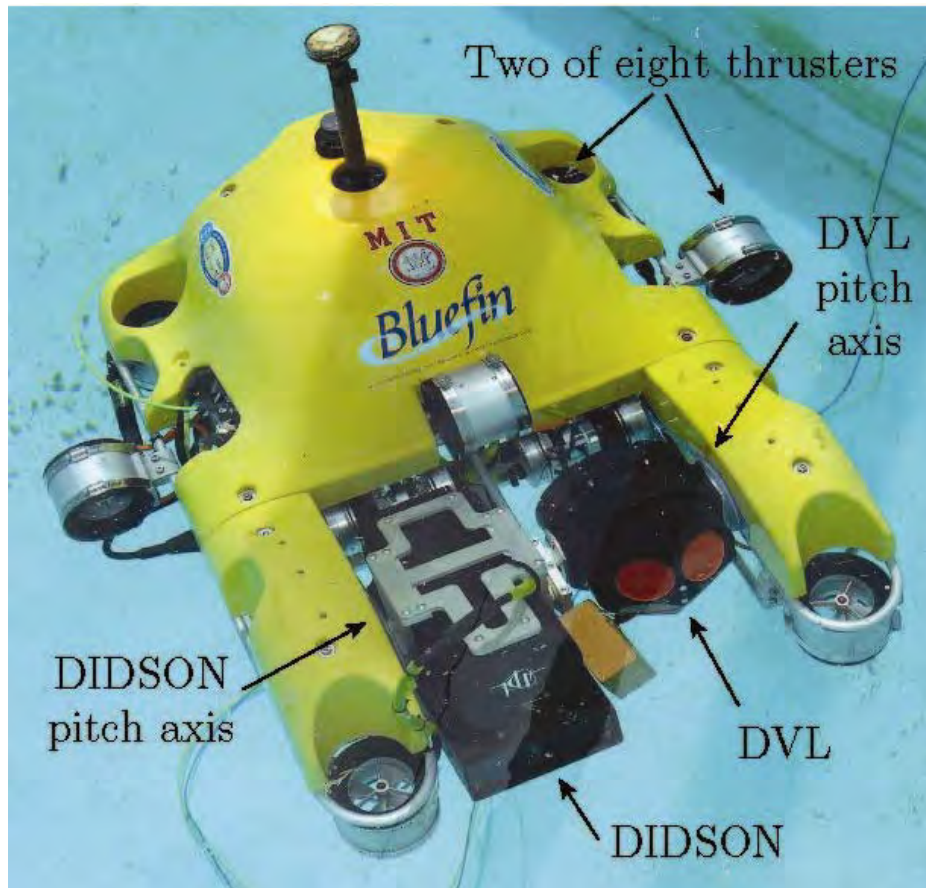
2. Non-complex areas: Feature-Based Nav

Sonar and visual imagery both have a key role in building maps and navigating with them

3. Complex areas: Feature-Based Planning

Guaranteed approximation algorithms to a covering tour problem can provide practical plans quickly

HAUV1B: Built to work close-in



DIDSON: Imaging/Profiling Sonar
DVL : Doppler odometry plus four ranges

Heritage:

Harris and Slate 1999: Lamp Ray



Nav: 300kHz LBL

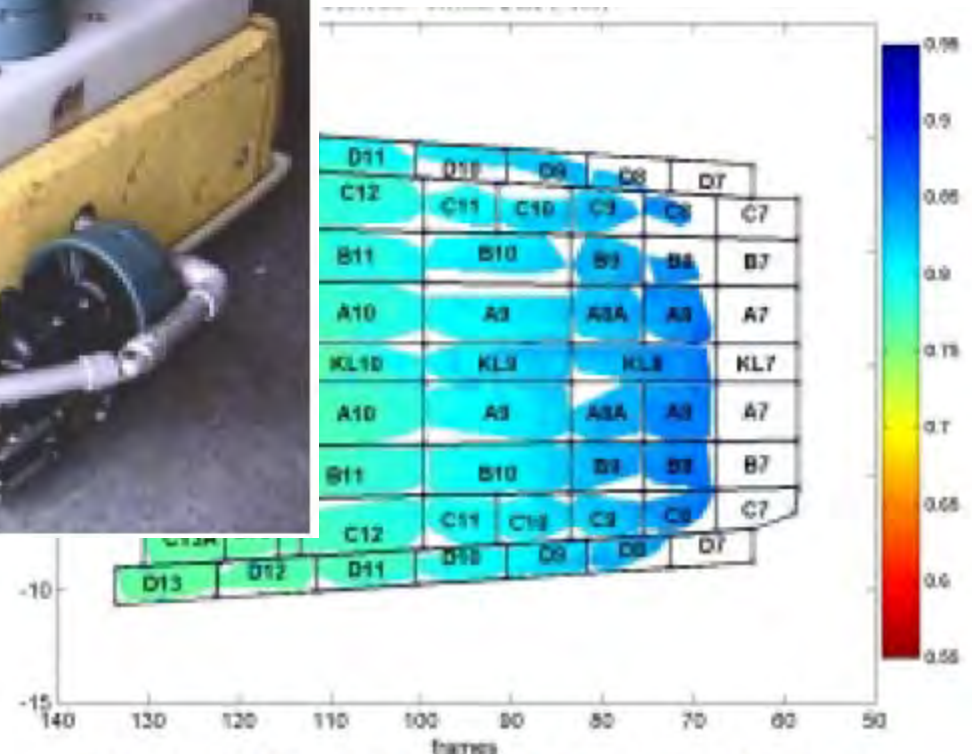
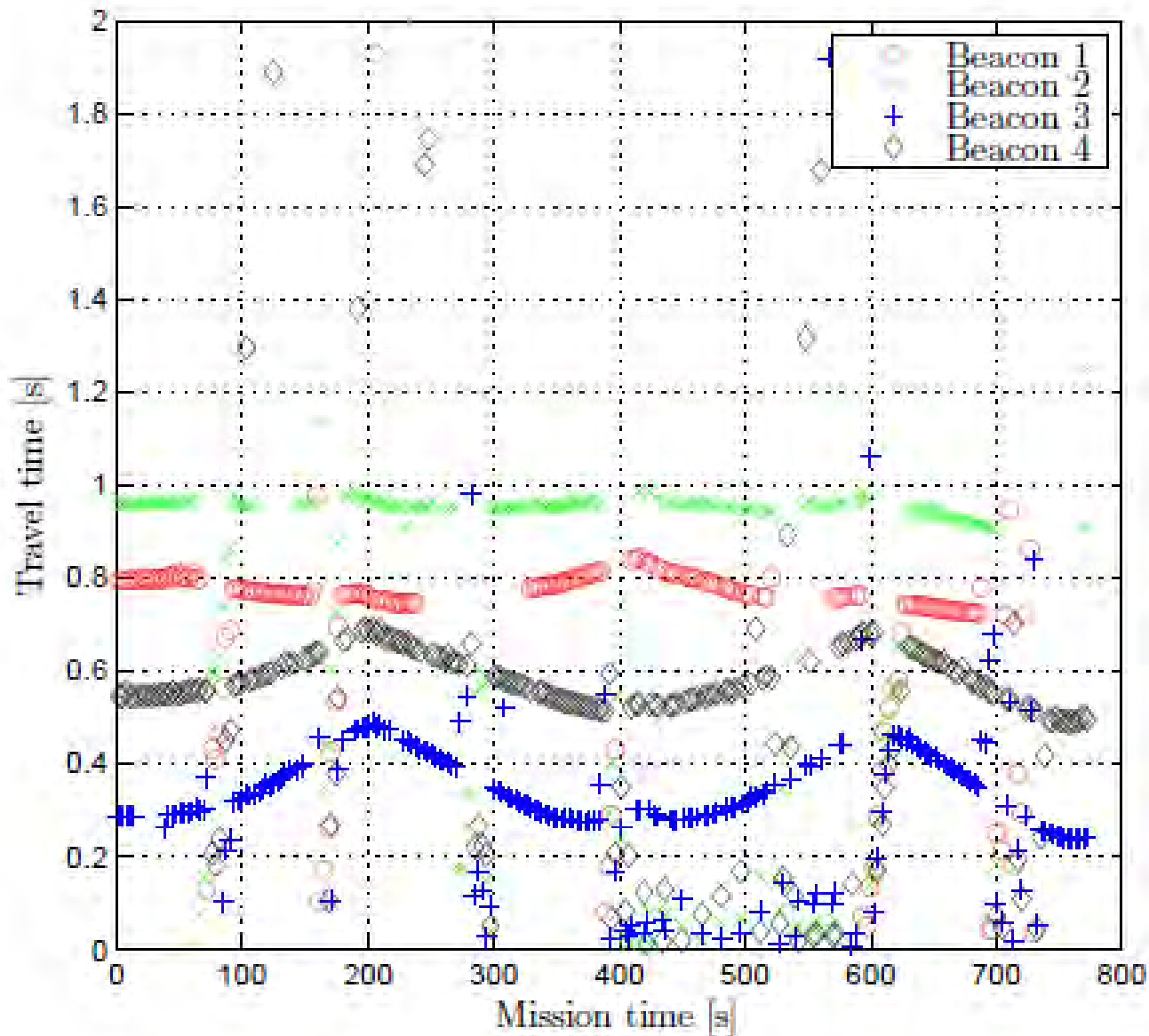


Fig. 6: Cathodic Potential Data Visualization

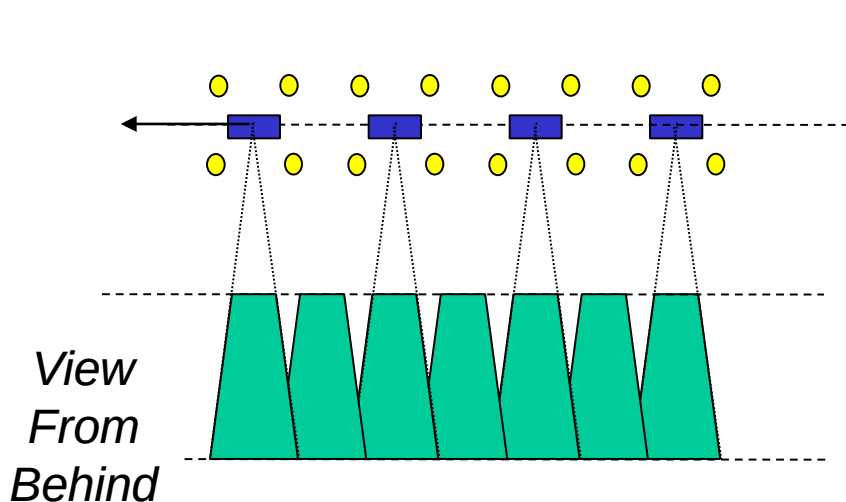
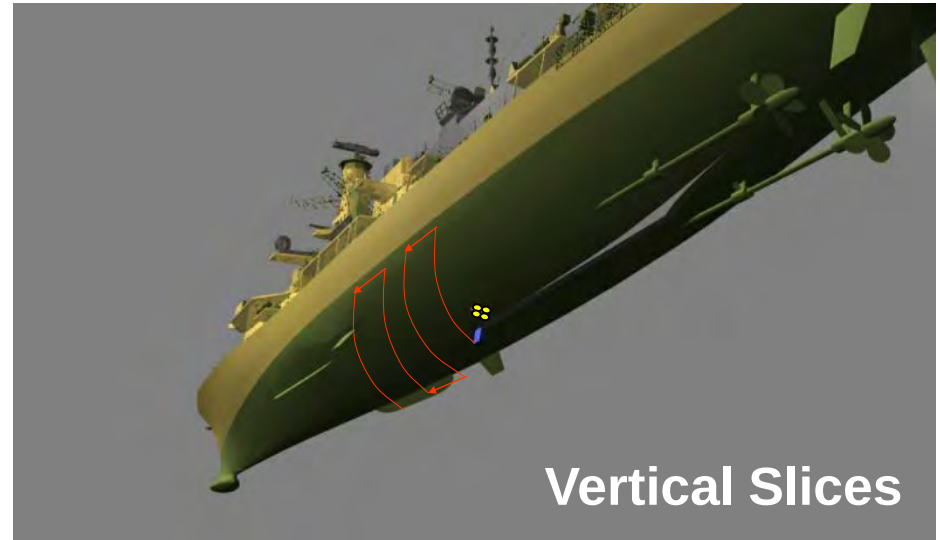
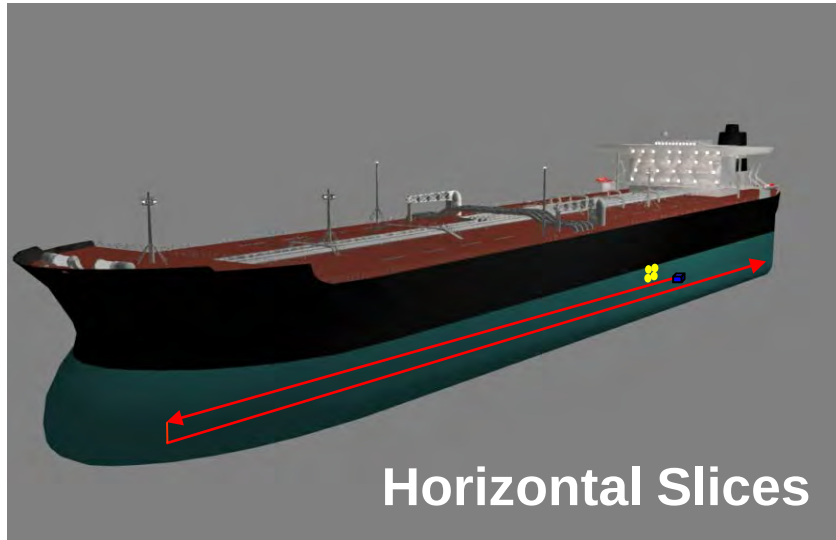


Four transponders
and a moving vehicle
in a long-baseline
configuration;
shown are travel
times, which encode
distance:
 $c \sim 1500\text{m/s}$

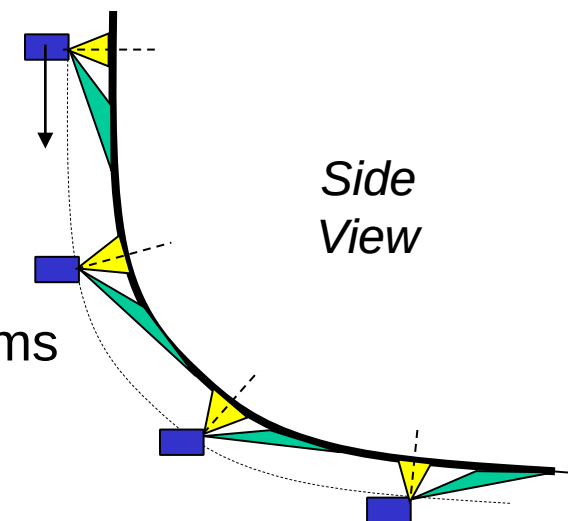
Long-Baseline Acoustic Navigation –
flyers and holidays!

Image from Bahr 2009

Ship Inspection Strategies – Open Areas

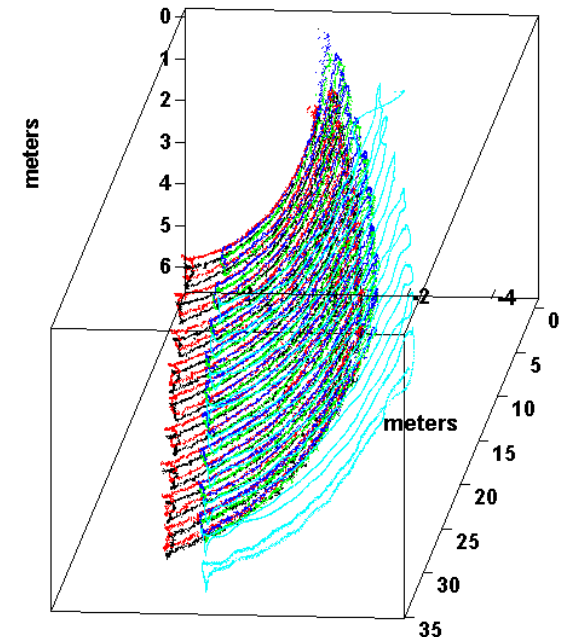
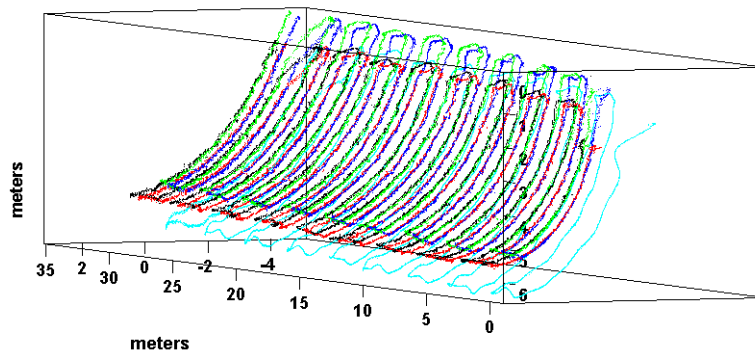
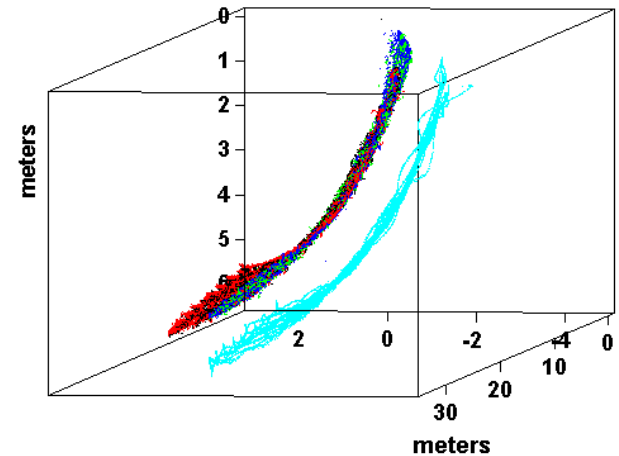


- HAUV
- DVL beams
- DIDSON beams

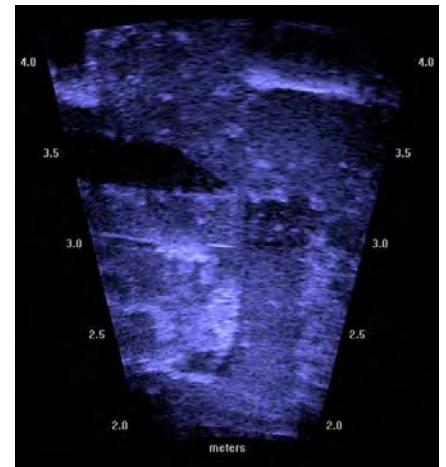
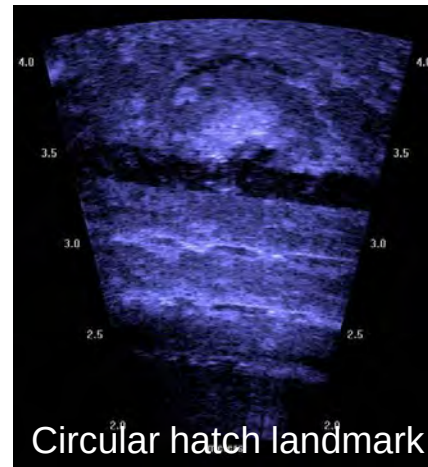
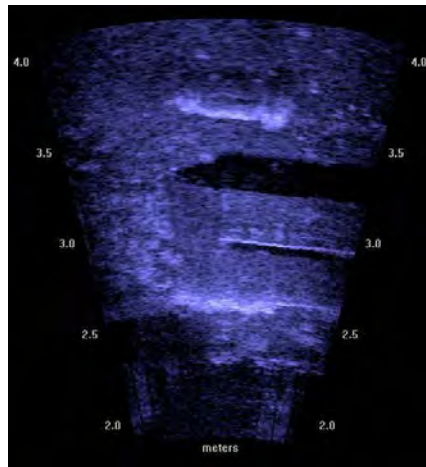
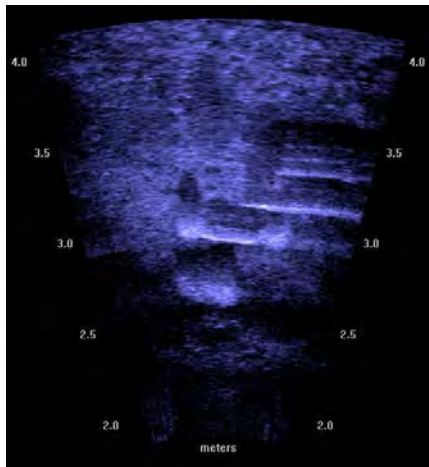
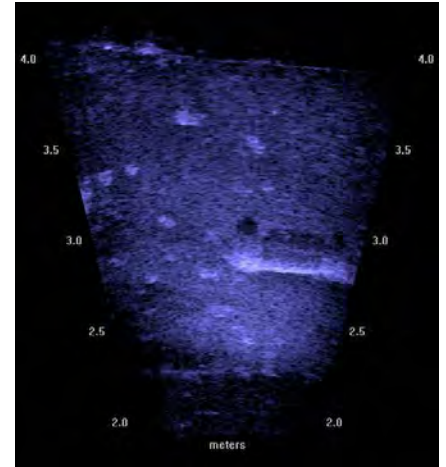
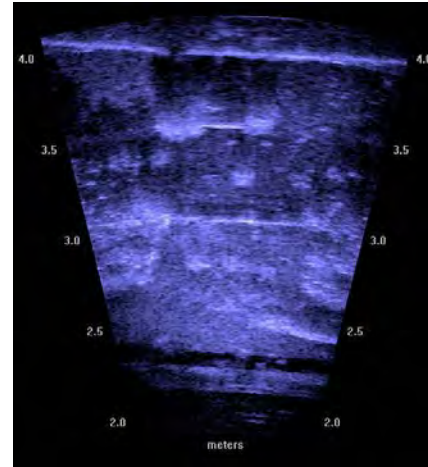
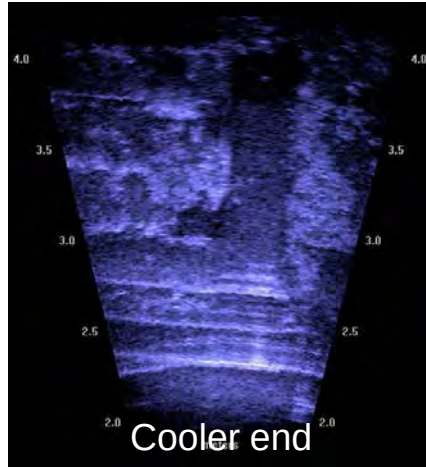
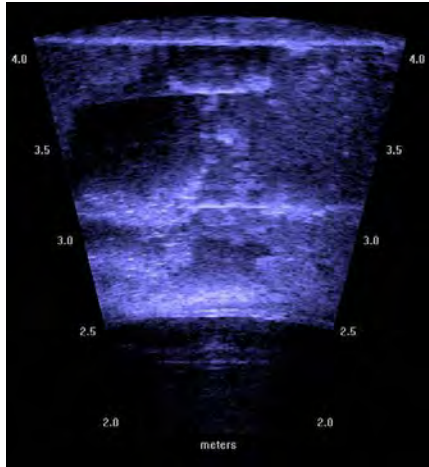


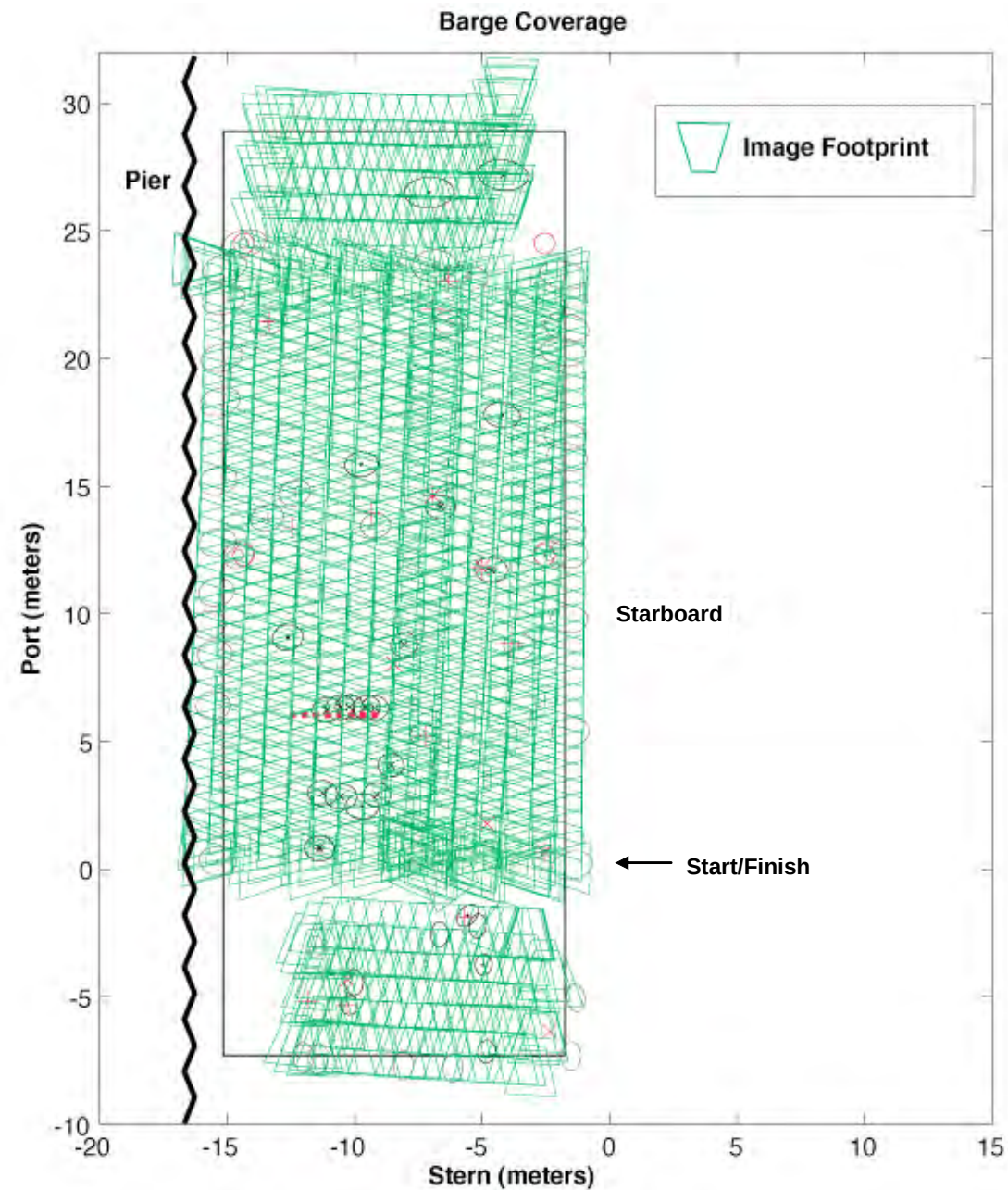
Long Vertical Survey

- Feb. 2nd, 2006
- Operator in trailer + RHIB
- FO tether + WiFi
- 34 m X 8 m, 2 m spacing
- 31 minute long survey
- DIDSON:
 - Automatic aiming
 - Real-time display
 - Logging both:
 - In the vehicle
 - In the topside computer

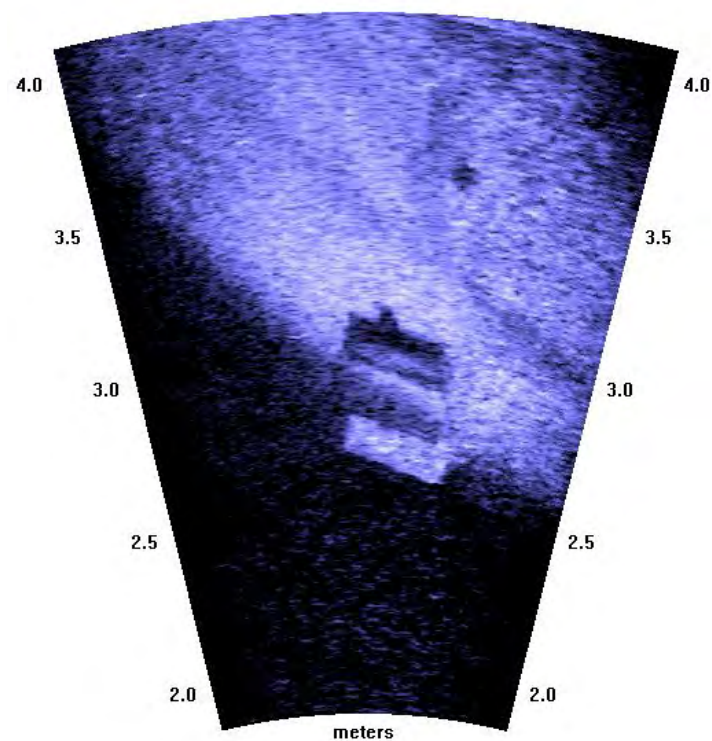


Typical Didson Imagery

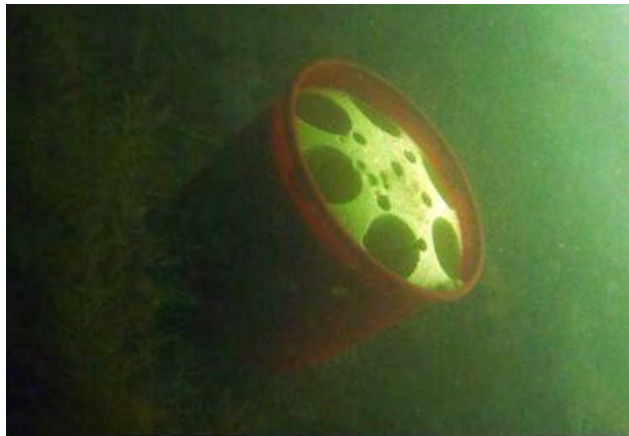
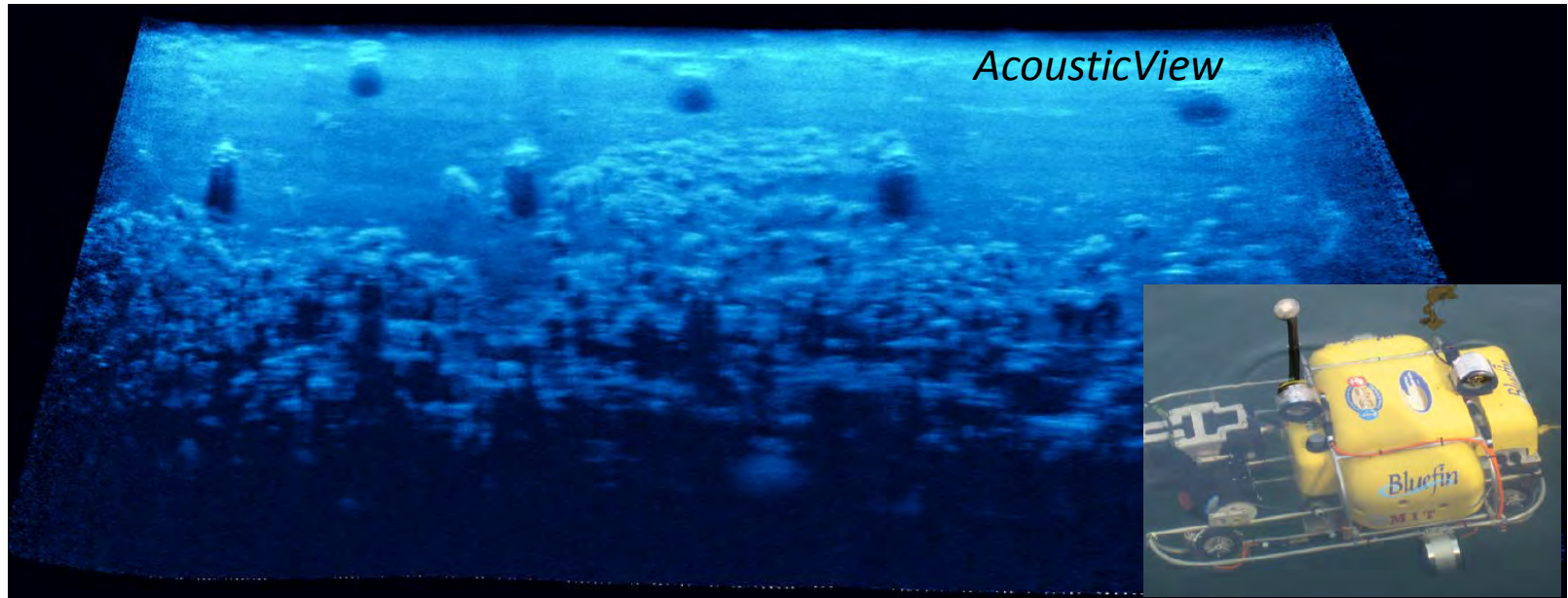




Bottom coverage shown
with DIDSON footprints;
dataset first used for
SLAM (ESEIF)



AUVFest 2008: Map-Building and Mosaicking on the *USS Saratoga*

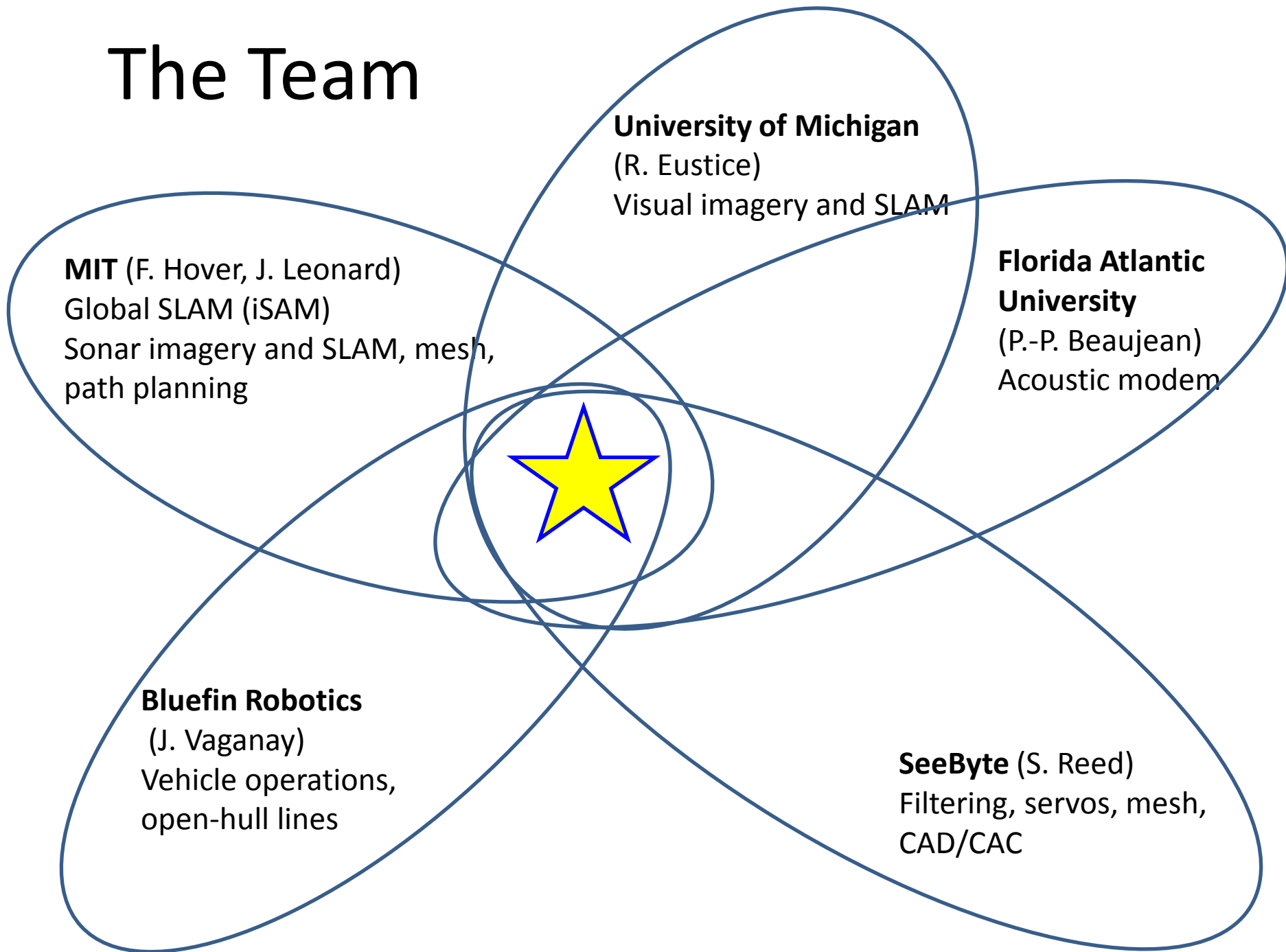


- Nine bucket targets were planted on the hull of the *Saratoga* in rows of three (the bottom row was obscured by biofouling)

Why Ship Hull Inspection is not necessarily a **“planning under uncertainty”** robotics problem

- Structure to be inspected is partially known: CAD models, preliminary scans, human knowledge, etc.
- For the foreseeable future, humans will watch and be close by
- Navigation is not completely dependent on the environment; odometry and heading might be quite good over short time frames
- 100% coverage is the goal – does exploration achieve it?
- Sensor input is already difficult enough to interpret!

The Team



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2. Non-complex areas: Feature-Based Nav

Sonar and visual imagery both have a key role in building maps and navigating with them

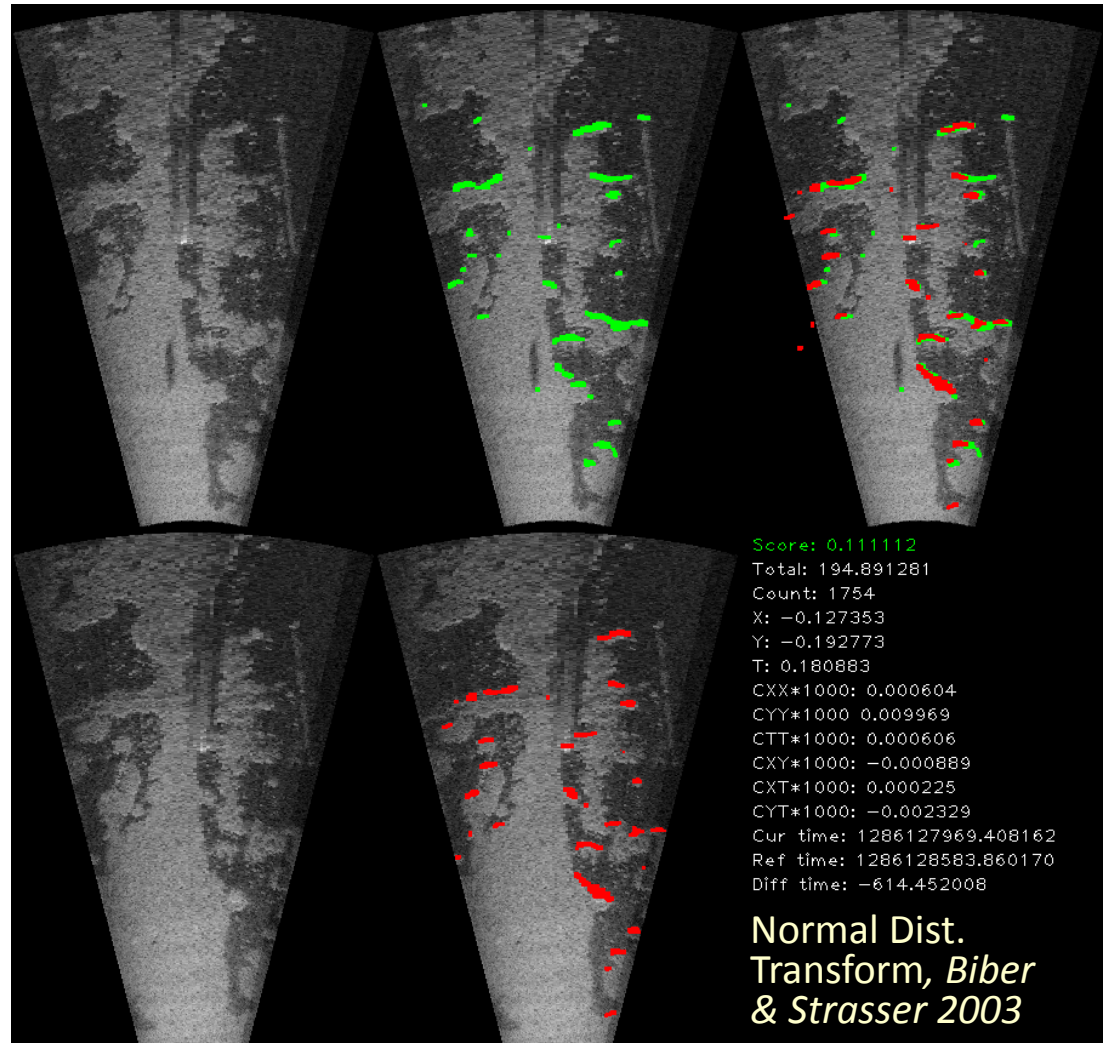
3. Complex areas: Feature-Based Planning

Guaranteed approximation algorithms to a covering tour problem can provide practical plans quickly

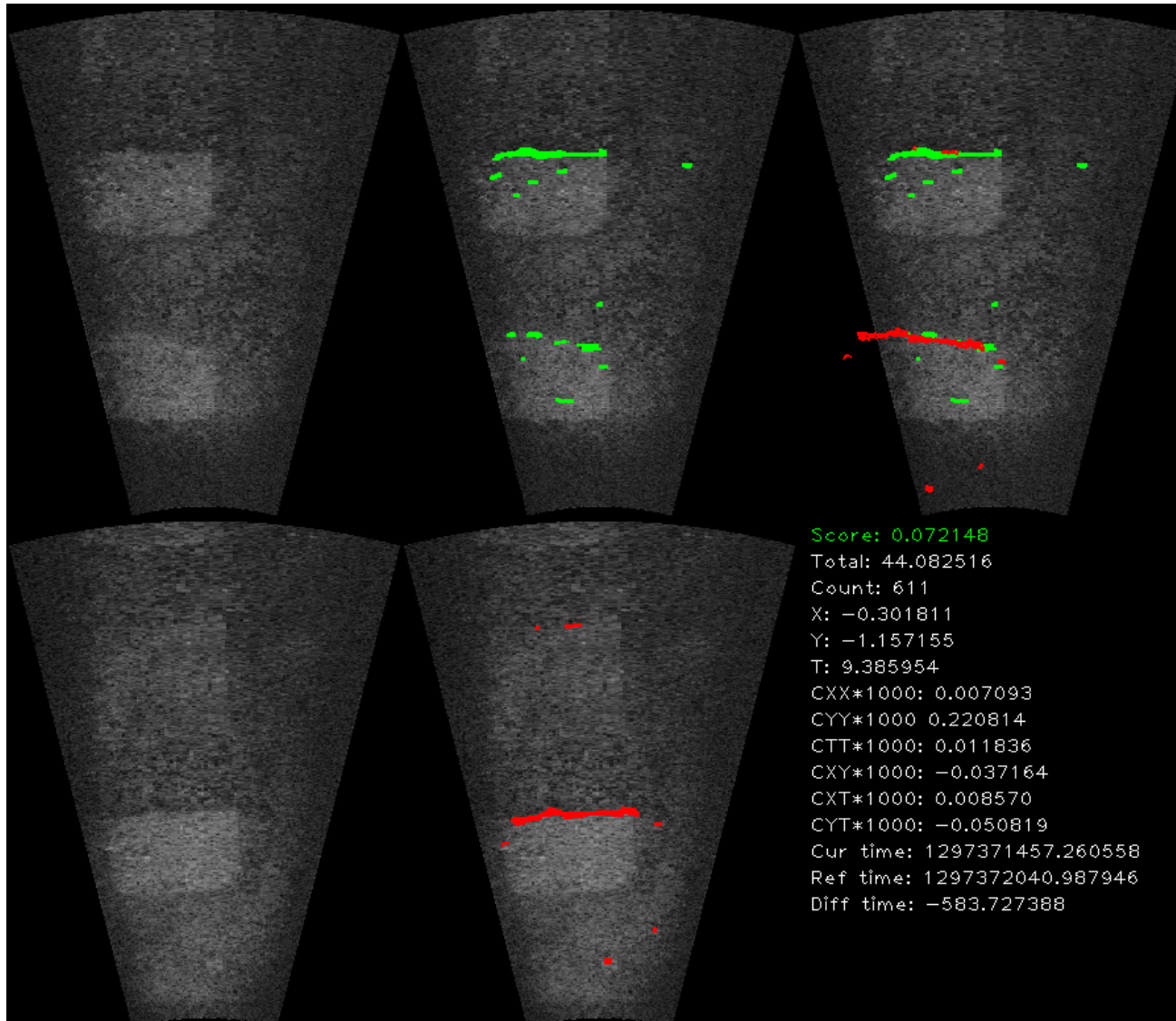
“Cake” Target: Visual vs. Sonar Imaging for Hull-Relative Navigation in Non-Complex Area



East Coast ports RARELY have good water clarity; this is the best possible view!

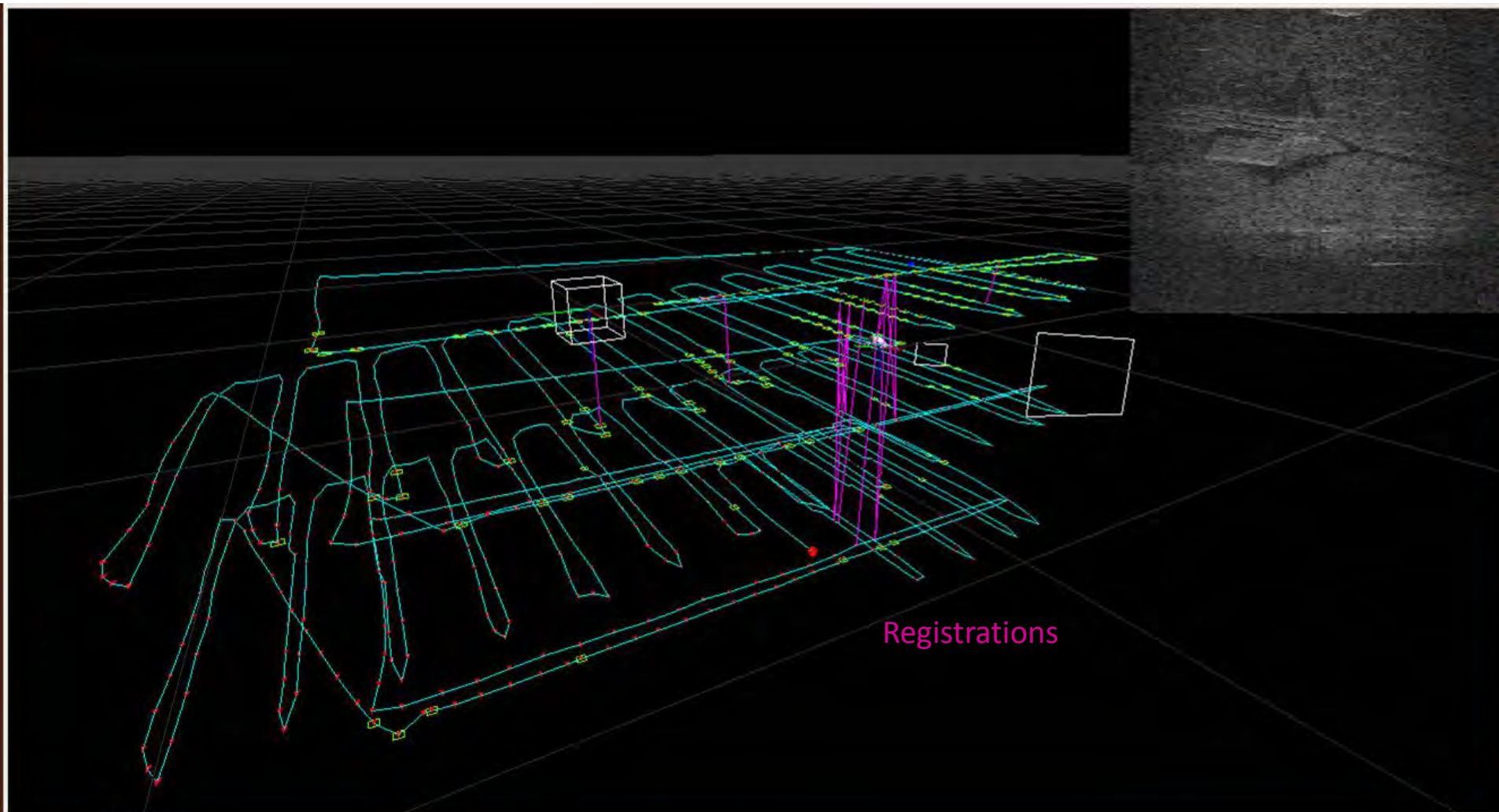


Ship Features for Hull-Relative Navigation



Time as a third axis

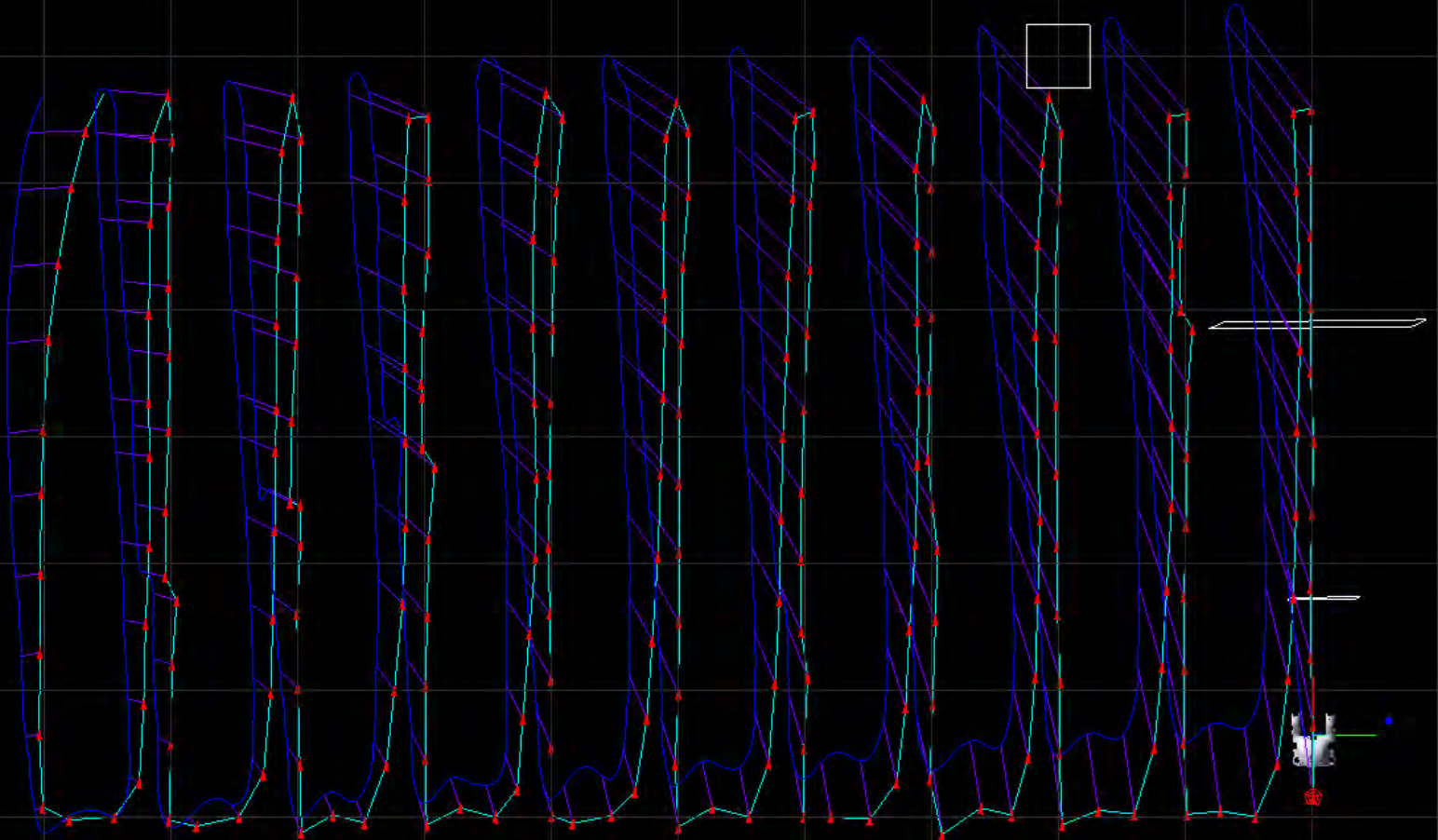
Charles River, Boston

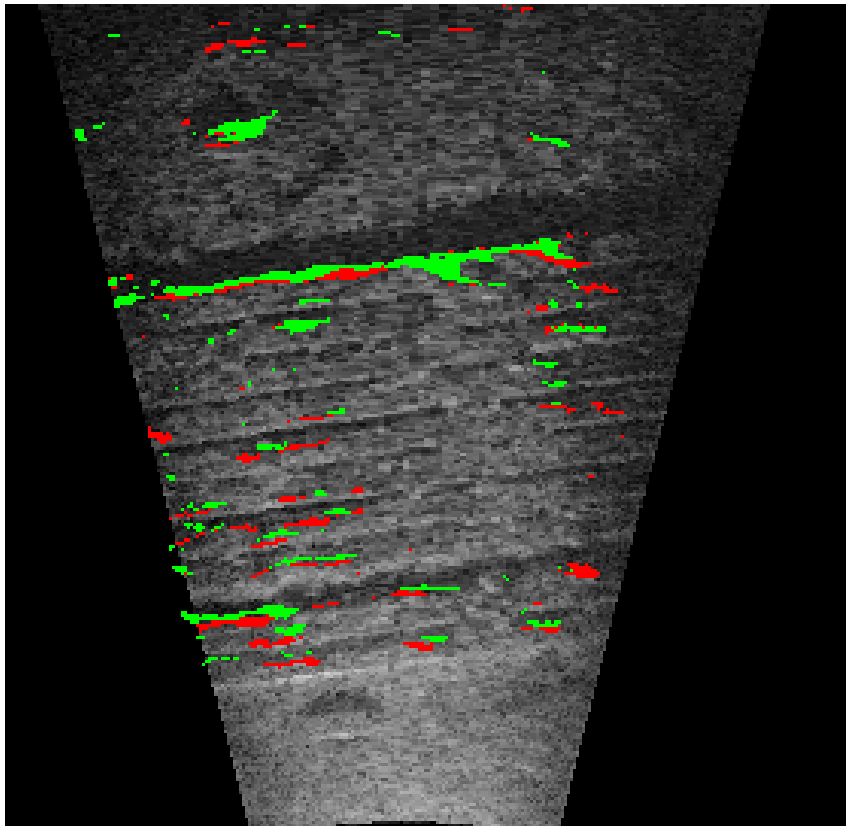


1323 x 717 [Idle] Ready

Correct vs. Dead-Reckoned Path

Charles River, Boston



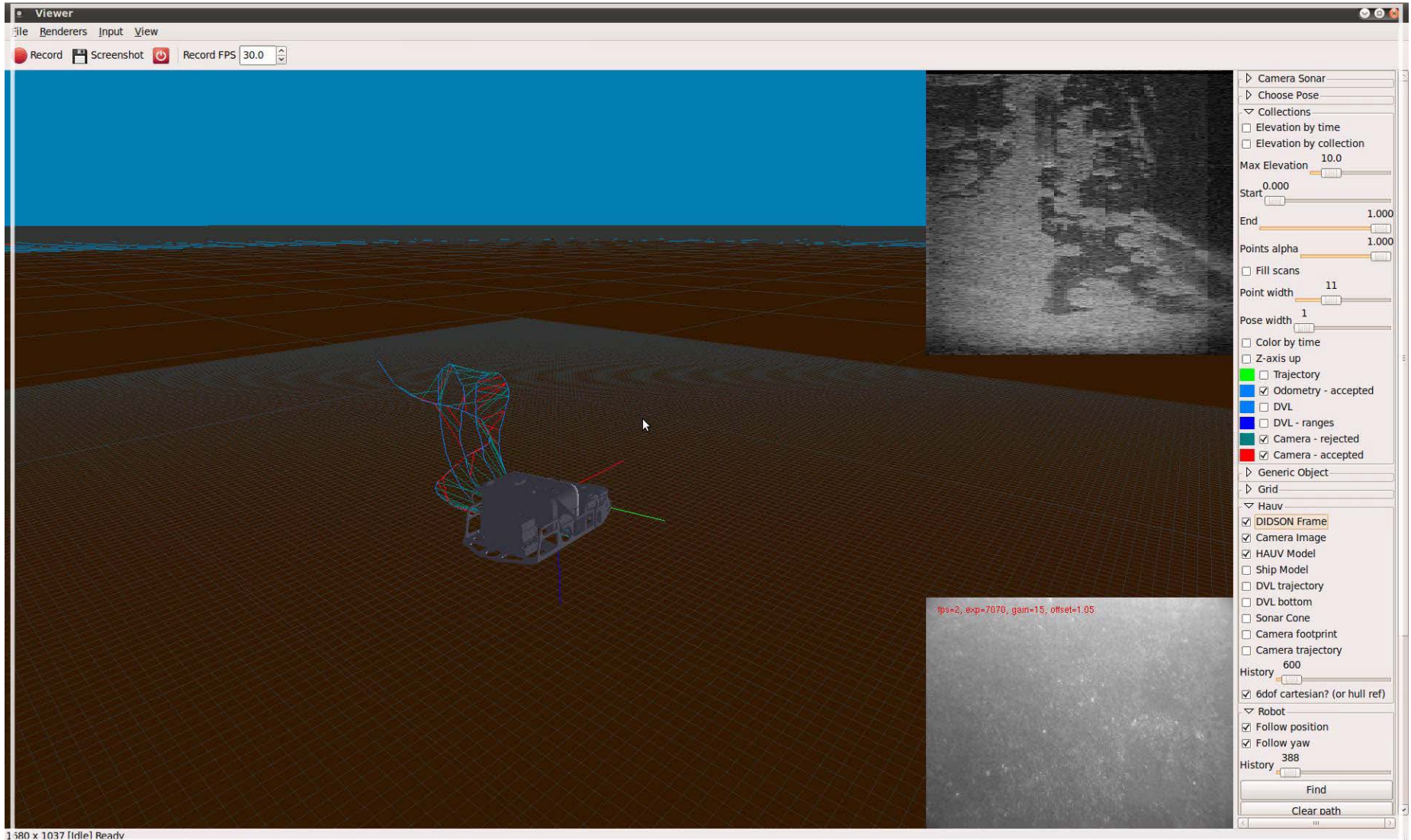


Representative registration pair,
showing cooling channels and
biofouling

Dead-reckoned path over one
hour vs. feature-based nav.



*Closing the Loop:
HAUV1B on
King Triton,
East Boston, MA*



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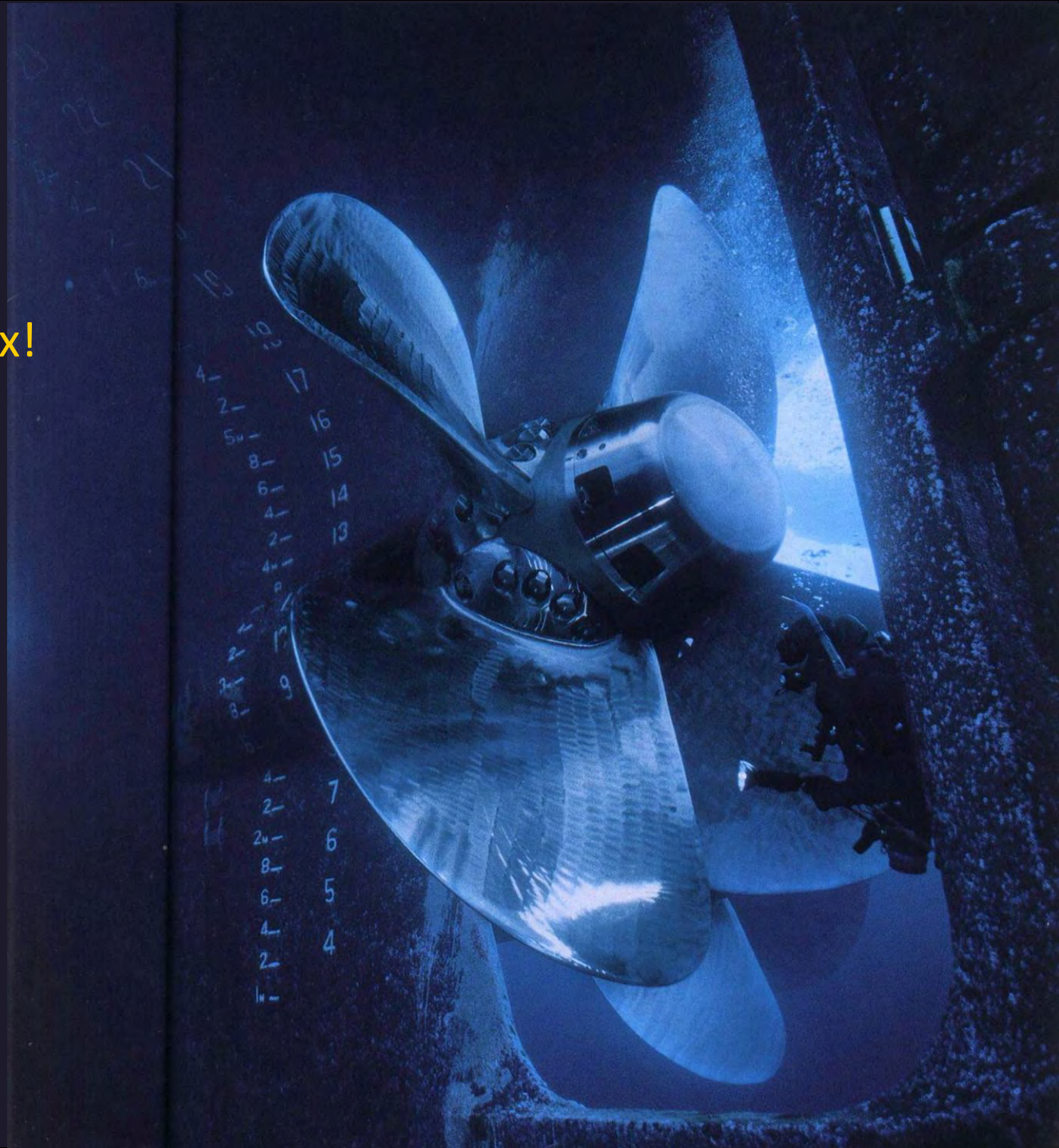
National Geographic
May 2008

Stainless Steel Propeller of an Ice-Breaker: Complex!

**Obtain a set of images
that covers the
structure, in minimum
time.**

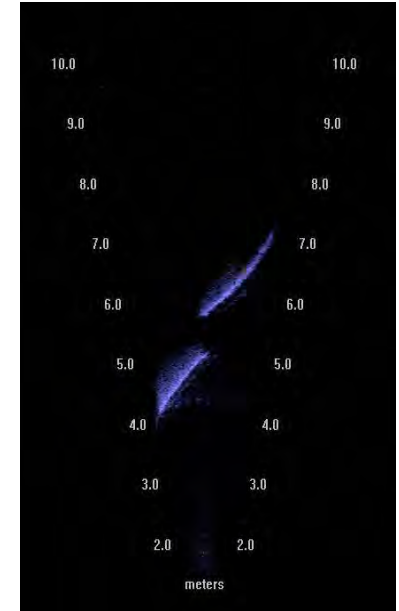
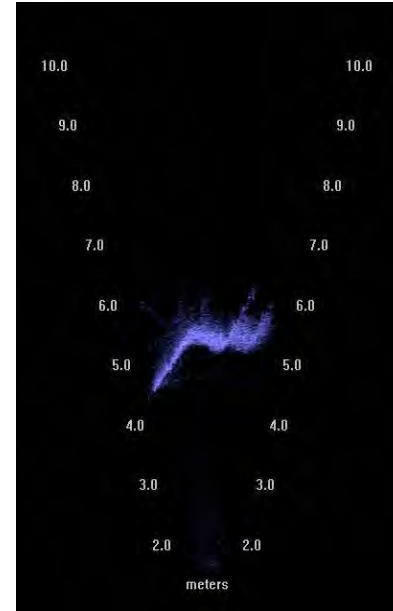
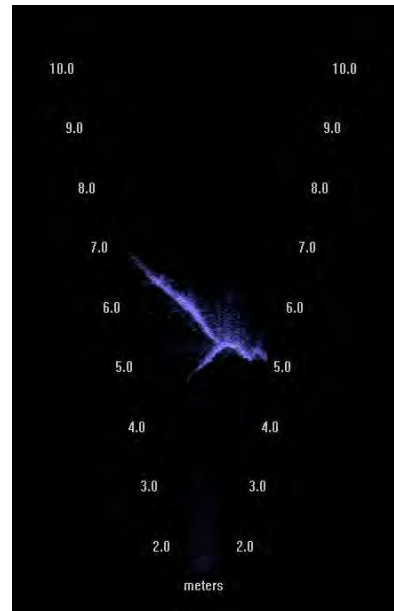
Combination of classic
traveling salesman and
set cover problems, both
known to be NP-hard →

Seek guaranteed
approximation factors in
polynomial time, for
on-site use

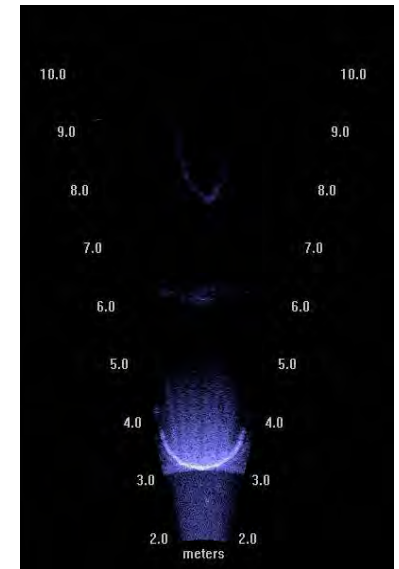
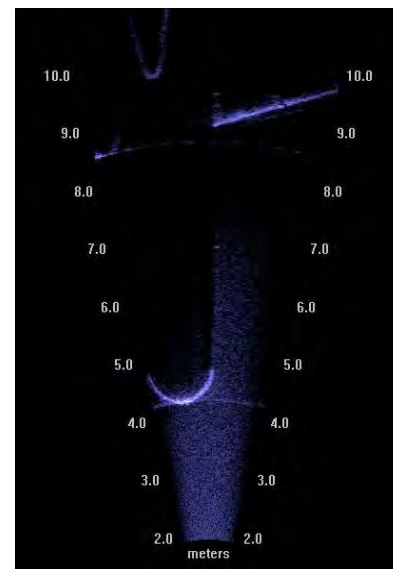
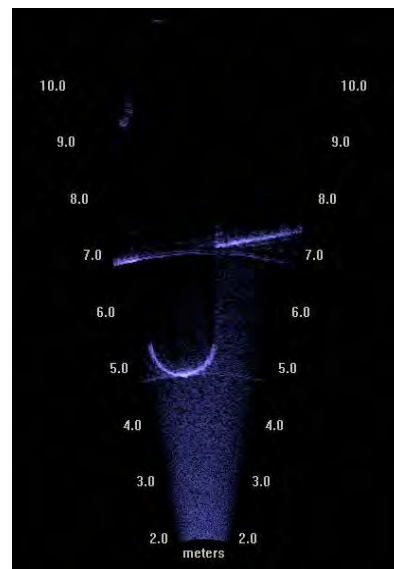


DIDSON Profiling Sonar Shows Sections Only

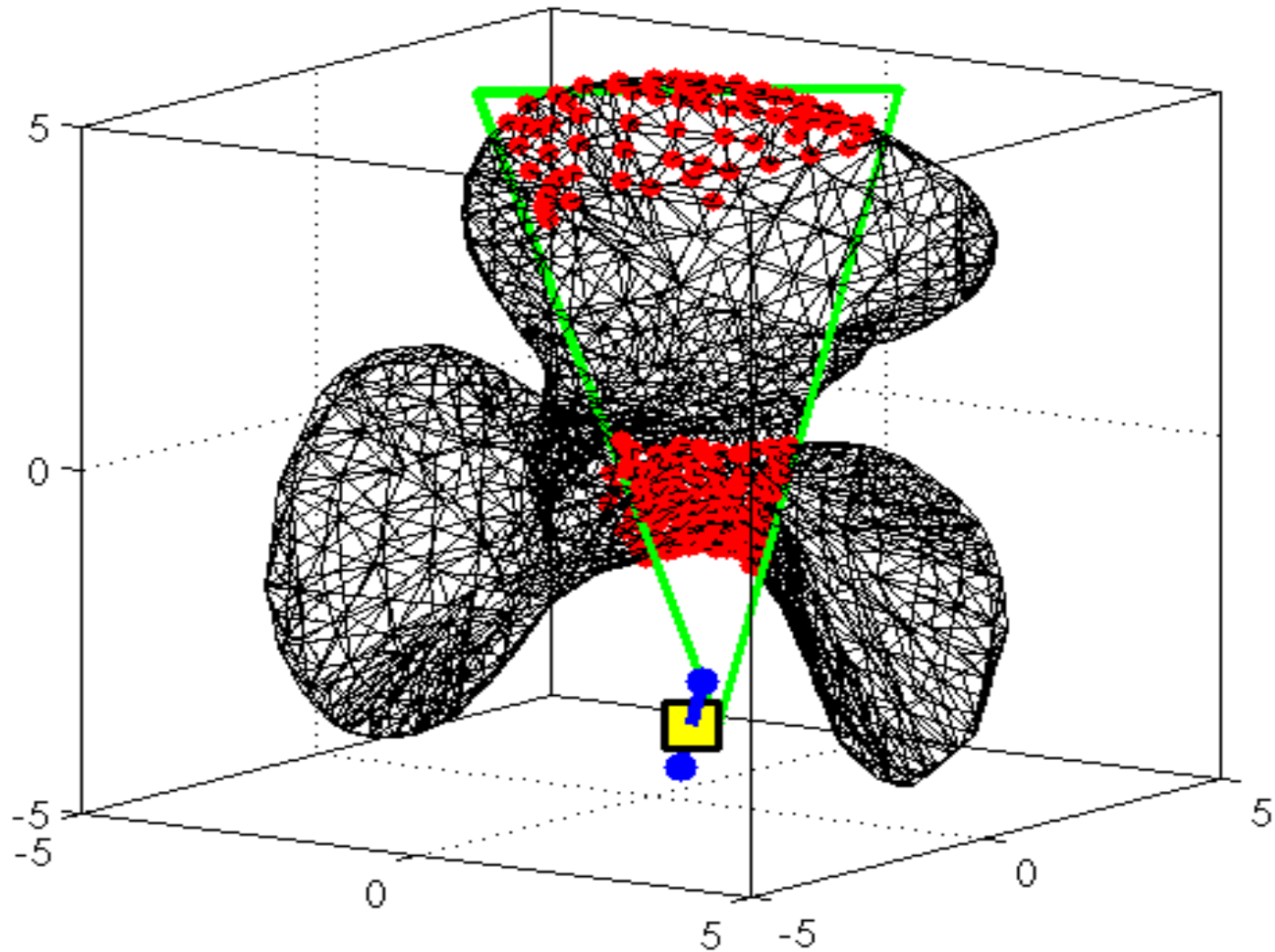
Surveying the propeller of a 300-meter Military Sealift Command Ship (propeller about 4 meters in diameter)



Surveying a shaft of the same ship (shaft about 1 meter in diameter)

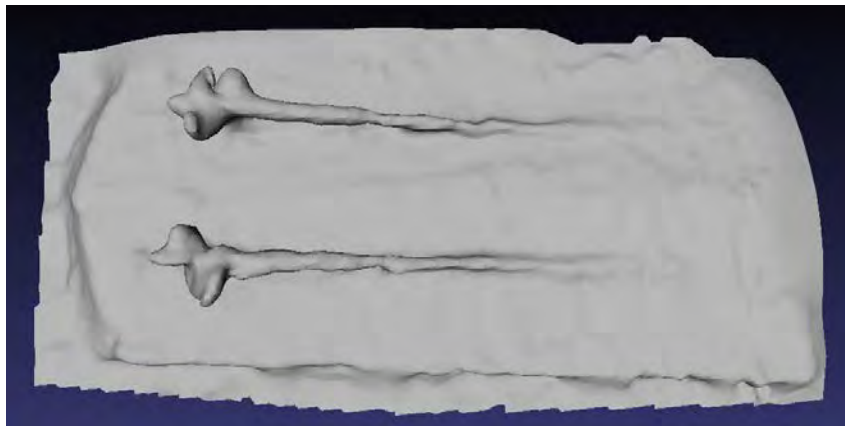
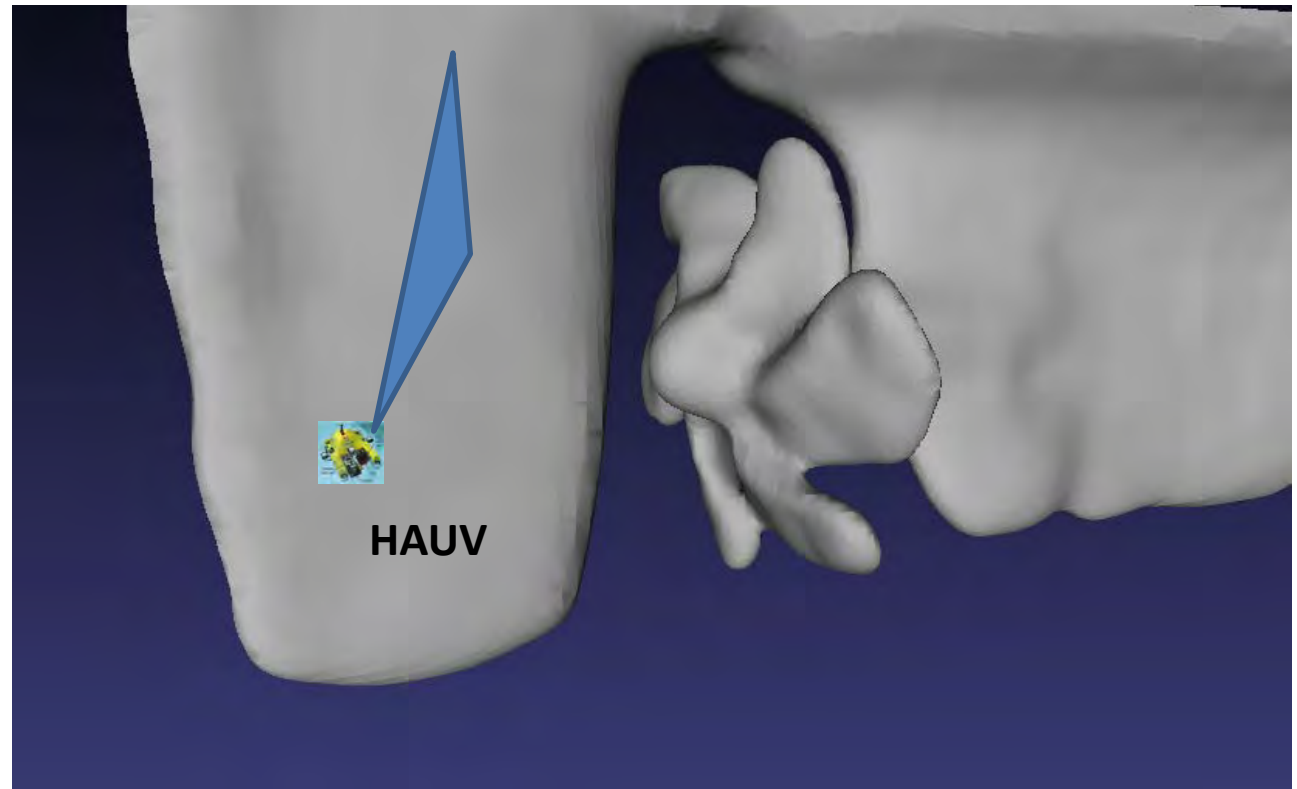


Oh say can you see?
Not your 2D coverage problem



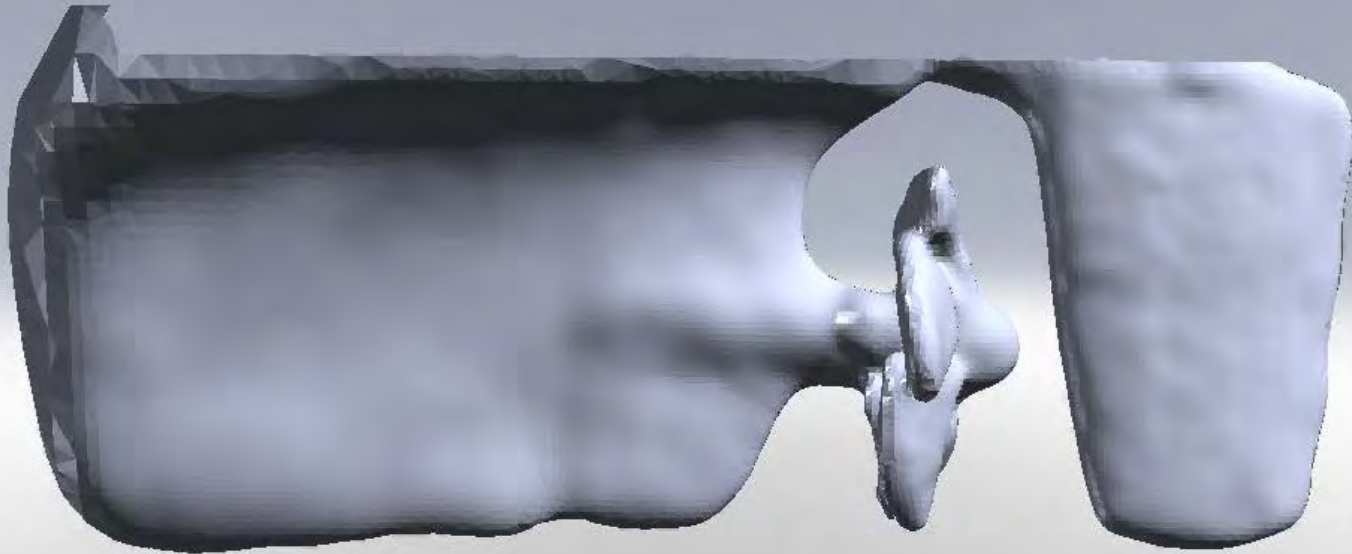
**Watertight mesh
on a 7m prop for
183m *USS
Curtiss*, from
coarse profiling
sonar**

**Feb 2011, San
Diego**



1m props on a 28m vessel

**Watertight mesh on a 21-foot prop for 600-foot *USS Curtiss*, from profiling sonar
Feb 2011, San Diego**



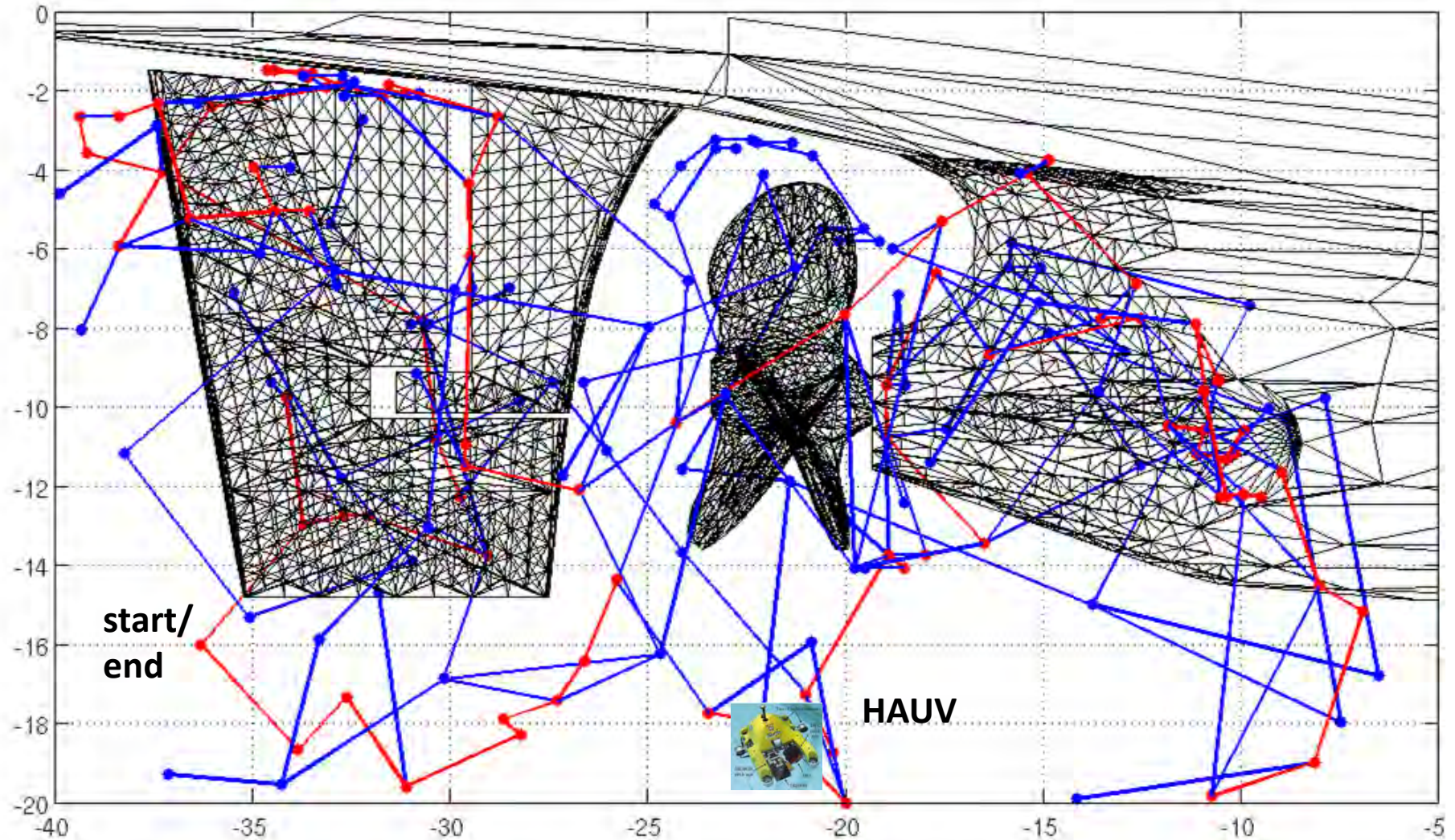
*45 min vehicle run-time, 10Hz sampling of range scans
25k points subsampled from >>1m*

B. Englot, MIT



An Outcome of Sampling-Based Planning in 5D Configuration Space, 4000 Targets; ~30% “efficient”

Integer programming solution to RPP with set cover constraints





Some Multi-Goal Planning Works & Context

Select goals in C to achieve coverage or reconstruct an object(s), *e.g.*, *Danner & Kavraki 2000*, *Easton & Burdick 2005*

Given goals in C , find feasible path of minimum cost that visits them, *e.g.*, *All-Pairs PRM (Spitz & Requisha. 2000)*, *Lazy MST (Saha et al., 2006)*, *Ant Colony Opt. (Englot & Hover, 2011)*

Given targets, covering goals, and feasible edges, find min-cost path (VPP), *e.g.*, *Scott et al. 2003*, *Wang et al. 2007*

We consider the whole design problem:

Targets and obstacles given – i.e., the structure only

Multi-Goal Path Planning is Combinatorial and We Need $O(100,000)$ targets $\rightarrow$ *Cost Explosion*

Approximate the Set Cover & TSP combined problem with the Tour Cover (TC) of Arkin, Halldorsson, and Hassin (1993):

Given a graph with weighted edges, compute the minimum-cost tour that is a vertex cover

Step 1: Map smallest edge weights onto nodes, and solve the weighted vertex cover (WVC)

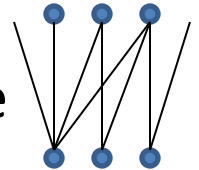
Step 2: Condense the graph around the edges that defined the WVC

Step 3: Solve a reduced TSP, and then expand out the condensed edges

$$APX_{TC} \leq 2 APX_{WVC} + APX_{TSP}$$

A Modification to the TC Achieves Practical Coverage Planning

- Insert *Step 0*: Use sampling to generate a pose cover of discrete mesh targets; interpret targets as links in configuration space
 - Replace condensing step (2) with direct edges if shorter
 - Enforce a 2-cover bipartite graph: $APX_{WVC} = 1$, in LP time
 - Use Christofides approximation: $APX_{TSP} \leq 3/2$, in $|V|^3$ time
- $APX_{TC} \leq 3.5$ is achievable formally; but *Step 0* does not address performance of the cover.



How will it do?

Some Choices on the Sampled Cover

Regular
lattice
poses

Random
poses on
manifold

Entirely
random
poses



Revise and
refine cover

Build cover
on the fly; no
revisions



Etc.

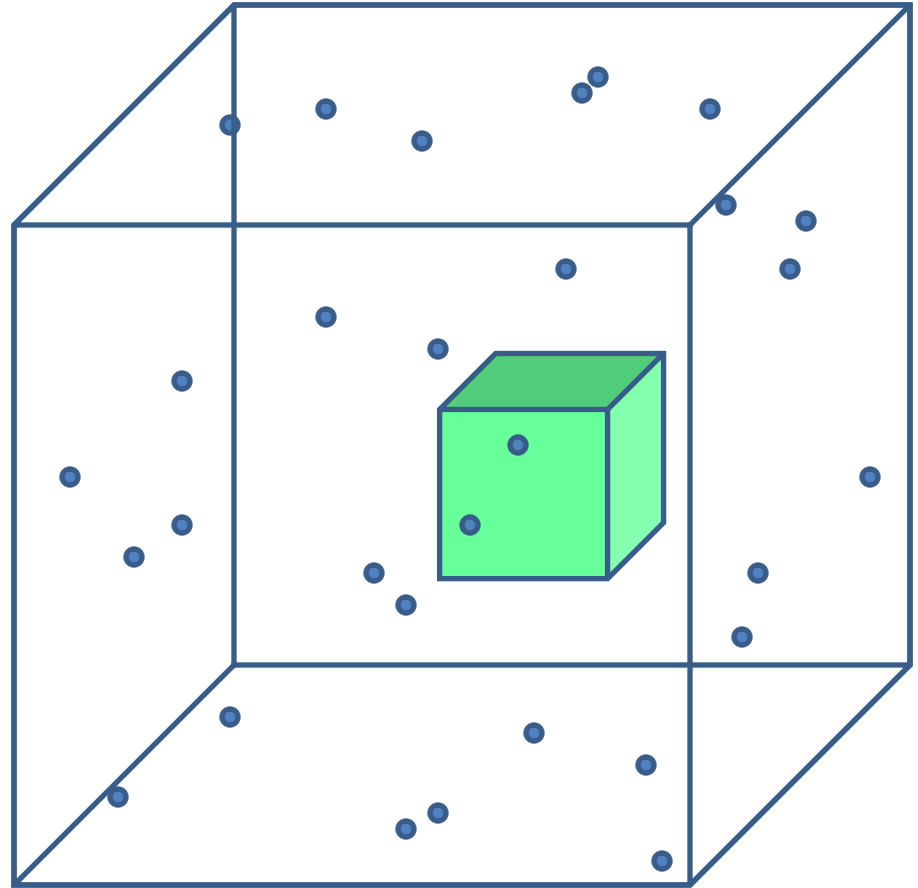
A Computational Experiment:

3D cubic domain with no obstacles

Uniformly distributed point targets

Vehicle pose $[X, Y, Z, \text{hdg}]$

Sensor footprint is a cube with 1% of domain volume



For initial graph construction, consider options (all polynomial time):

- | |
|---|
| <p>A. <u>Set Cover Heuristic</u>: Take first available cover, keeping all poses that see any new target (not a 2-cover); links accrue.
SC via rounding LP has $APX_{SC} \leq f$ (highest multiplicity of sightings)</p> |
| <p>B. <u>Single Cover</u>: Sample until every target is attached to a pose.
No further graph work – each pose is visited.</p> |
| <p>C. <u>2-Cover WVC</u>: Take first available 2-cover; reject extra links & poses.
WVC via rounding LP has $APX_{WVC} \leq 2$</p> |
| <p>D. <u>2-Cover Bipartite WVC</u>: Take first available bipartite 2-cover; greedy partition heuristic to maximize targets hit; reject extra links & poses.
WVC via LP is exact $APX_{WVC} = 1$</p> |

BASELINE

DUMB?

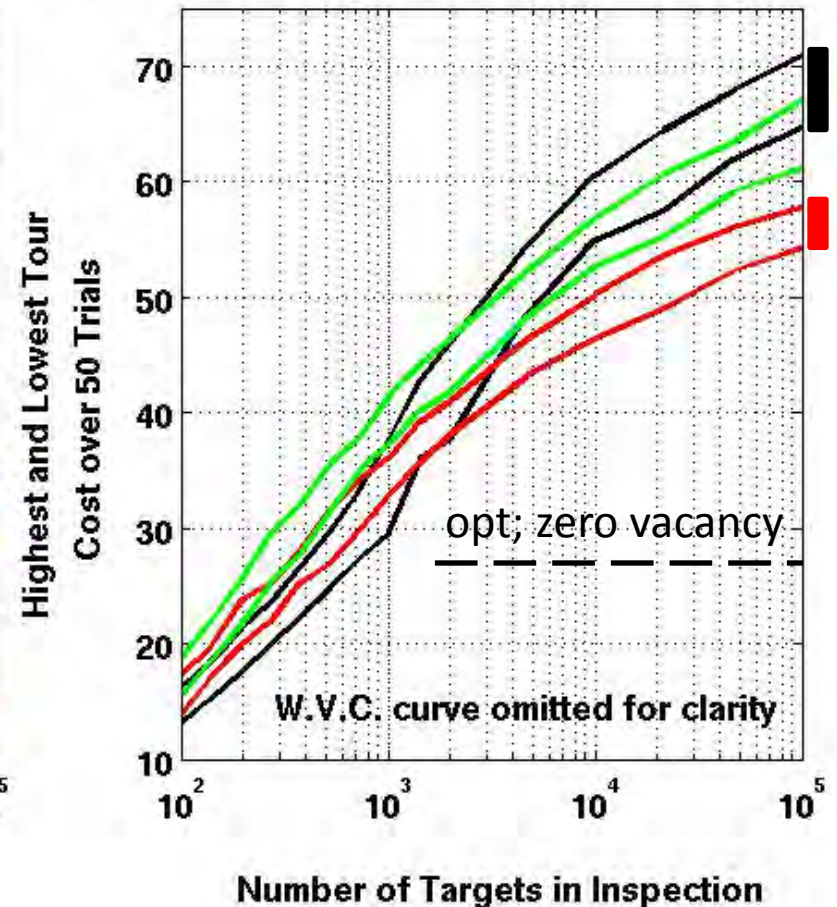
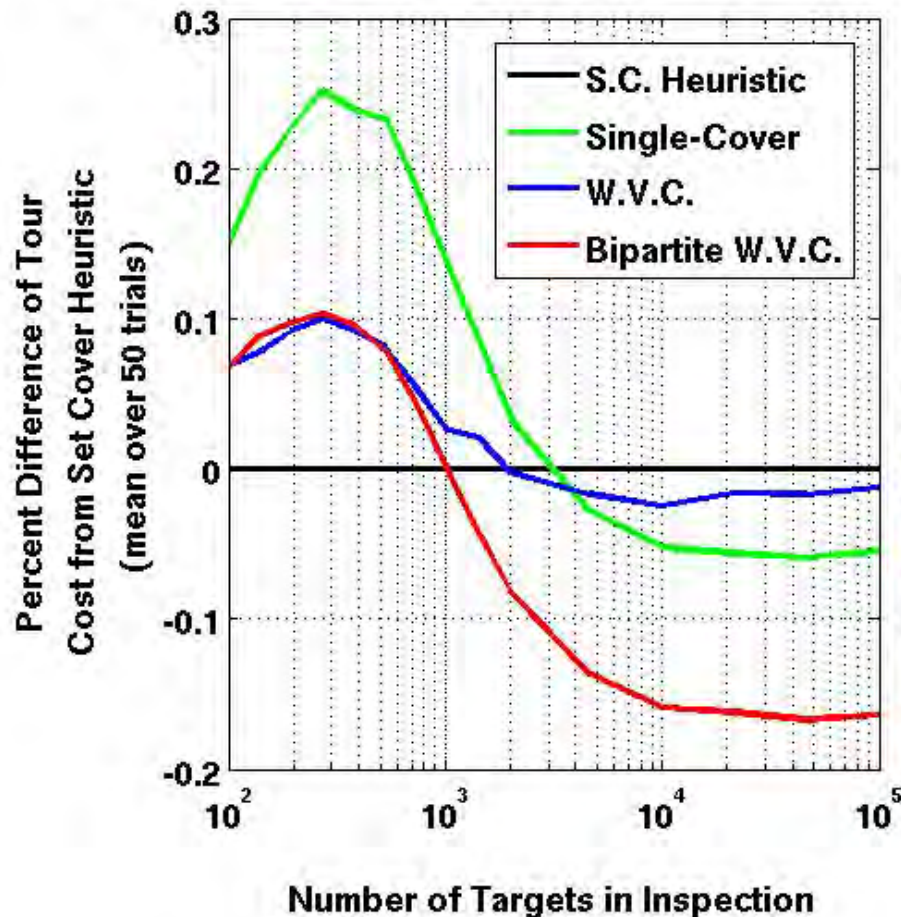
HIGHLY
STRUCTURED

and then solve TSP with Christofides

Computational Experiment

Result: *Bipartite WVC becomes ~15% better than baseline at high N;
and TOTAL efficiency at 100,000 targets is about 0.50*
Single-cover becomes ~5% better than baseline at high N

Sampling-Based Coverage Planning for Point Robot with Cube-Sensor, 1% of Workspace Volume



In-Water Ship Hull Inspection with Autonomous Robots

1. The Objective and its Components

The task forms a rich and important robotics problem that spans several disciplines

2. Non-complex areas: Feature-Based Nav

Sonar and visual imagery both have a key role in building maps and navigating with them

3. Complex areas: Feature-Based Planning

Guaranteed approximation algorithms to a covering tour problem can provide practical plans quickly

Hard Open Problems Relevant to the Marine Inspection Missions

- *Better Sensors and Comms*

- 3D SLAM and real-time control on complex structures

- The sealion problem: two minutes

