Pool testing of AUV visual servoing for autonomous inspection

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Abstract: Servoing methods were developed to enable inspection of underwater structures by autonomous vehicles in industrial oil & gas context. Pipeline following and planar object tracking were targeted, using video camera as the principal sensor. A non-linear inner-loop control was used to stabilise the complex dynamics of the vehicle. Pipeline following and planar target tracking were successfully tested in October and November 2014 on Girona 500 vehicle in a simple pool mock-up environment.

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1. INTRODUCTION

1.1 Autonomous inspection – objectives

Remotely operated underwater vehicles (ROVs) perform the task of visual inspection of deep-sea infrastructure. Their operations are, however, hampered by the presence of tether, pilot fatigue and the cost of the surface support. Autonomous underwater vehicles (AUVs) have proven their value in simpler operations like bathymetric survey. It is thus a logical step to propose the development of autonomous visual inspection.

The sea water medium is mostly opaque to almost all of the electromagnetic wave spectrum, preventing global GPS-like localisation underwater. Servoing on the basis of the sensor data reflecting the nearest environment can replace it for precise navigation around structures. Acoustic sensors present specific problems, especially in cluttered environments. A video camera is an easily available sensor that provides high-frequency and information-rich data. It has lead to application of visual servoing methods to control an AUV. Position-based methods try to calculate the 3-D pose of the vehicle in its environment and provide an appropriate controller that uses the cartesian information to drive the vehicle to the desired position. Estimation of depth in the image tends to be unreliable. In image-based methods (Espiau et al., 1992), the position controller takes image feature data as its main input. Rives and Borrelly (1997) proposes a feedback-linearising control scheme to visually track a pipeline. Lots et al. (2000) develops a planar homography-based kinematic stabilisation of the vehicle above the sea bottom. While this work brings interesting results, including experimental validation, certain issues are open to improvement, such as the choice of the parameters to estimate or the handling of the complex dynamics of the vehicle. Such improvements were proposed in a series of publications: Krupinski et al. (2012), Hua et al. (2013). These publications present a two-tiered control scheme with a common pilot controller, which can be applied to any servoing solution, not necessarily based on vision. The following article presents the results of experimental validation of the aforementioned theoretical work.

In the sequel, two autonomous tasks are discussed, selected on the basis of their ubiquity in the typical oil & gas inspection operations:

Task 1: Pipeline or cable following During the pipe following task, the vehicle is expected to detect a pipeline in the field of view of its camera and align itself with it. The inspection is performed when the vehicle advances at a predefined reference velocity along the pipe, while regulating its transversal position to match the desired relative position with respect to the pipe center. The heading of the vehicle is usually required to coincide with the orientation of the pipe, since it leads to the optimal motion economy.

Task 2: Structure inspection - stabilisation and structure-relative servoing It will be assumed that the vehicle finds itself in the vicinity of the structure which is the target of inspection and that some part of the structure containing a planar visual target is visible. During a typical
inspection task, the vehicle is actuated in order to pass through certain characteristic waypoints around a given structure. It can be defined as a series of stabilisation tasks, where the vehicle is required to move to a reference pose with respect to an object in the visual field of the camera, given a reference image or image point coordinates taken at this pose.

The two tasks above require regulation of the vehicle’s position. However, AUVs can usually only be controlled by assigning thruster output and control fin position (in case of underactuated ones). This discrepancy is solved by exploiting the cascade structure of the AUV’s dynamics: the control is divided into the inner loop, which regulates the velocity of the system to the desired setpoint using the force input (pilot control), and the outer loop, which calculates the velocity setpoint necessary to reach the desired position (kinematic control). The timescale separation, with the rapidly converging inner loop, assures the overall stability of the system. The complete architecture of control is presented in Fig. 1.

The vehicle concerned in the development of the control laws was assumed to be fully-actuated. However, care has been taken that the final control scheme be also applicable to hover-capable AUVs, i.e. those which cannot actively control their pitch and roll.

1.2 Vehicle dynamics and inner-loop control

The kinematics and the dynamics of the vehicle was modelled in a mobile frame of reference attached to the AUV’s centre of buoyancy. For simplicity, it is assumed that the camera is also attached at the same point and the mobile reference frame is denoted \( C \). The formulation of dynamics is similar to Leonard (1997), with the angular and linear dynamics presented separately. The model and the specific assumptions are introduced in Krupinski et al. (2012). It visually differs from the most commonly used naval architecture notation (cf. Fossen (2002)) but it is mathematically equivalent. The use of rotation matrix \( R \) to represent the orientation of \( C \) in the inertial reference system \( A \) renders it robust against the gimbal lock problem and allows to formulate the controller in a purely algebraic form, avoiding trigonometric functions and their domain limitations.

\[
\begin{align*}
\dot{\mathbf{V}} - \mathbf{D}\hat{\mathbf{f}} &= (\mathbf{MV} - \mathbf{D}\mathbf{I}) \times \hat{\mathbf{f}} + \dot{\mathbf{F}}_G(R) + \mathbf{F}_D(V) + \mathbf{F}_C \\
\dot{\mathbf{I}} &= \mathbf{D}(\mathbf{V}) \times \mathbf{V} + \mathbf{D}(\mathbf{V}) \times \dot{\mathbf{I}} \\
\dot{\mathbf{V}} &= (\mathbf{I}_I \times \mathbf{V}) + \mathbf{D}(\mathbf{V}) \times \hat{\mathbf{f}} + \mathbf{I}_G(R) + \mathbf{G}_D(\mathbf{V}) + \mathbf{G}_C
\end{align*}
\]

In the above model, the symbols \( \mathbf{M} := m \mathbf{I}_{3x3} + \mathbf{M}_A \) and \( \mathbf{I} := \mathbf{I}_0 + \mathbf{I}_A \) represent vehicle’s total mass and and inertia matrices. They are constituted by augmenting the mechanical parameters of mass (\( m \)) and inertia (\( \mathbf{I}_0 \)) by hydrodynamic added mass and inertia counterparts \( \mathbf{M}_A \) and \( \mathbf{I}_A \) respectively. \( \mathbf{D} \) is the cross-term matrix, affected by the distance between the centres of buoyancy and mass of the vehicle \( \mathbf{r}_b \). \( \mathbf{V} \) and \( \mathbf{O} \) denote the linear and angular velocities, respectively. \( \mathbf{F} \) and \( \mathbf{T} \) stand for force and torque. Variables indexed with \( D \) correspond to the damping terms due to hydrodynamic effects, while index \( C \) denotes the input variables. Index \( G \) marks the force and torque created by buoyancy and Earth’s gravity.

A pilot controller is developed that drives the system velocities \( \mathbf{V} \) and \( \mathbf{O} \) to the corresponding reference values \( \mathbf{V}_r \) and \( \mathbf{O}_r \). They are to be defined by the outer loop control and are assumed to be bounded. It is equivalent to reducing the following error variables to zero: \( \tilde{\mathbf{V}} := \mathbf{V} - \mathbf{V}_r \) and \( \tilde{\mathbf{O}} := \mathbf{O} - \mathbf{O}_r \). In order to eliminate steady state errors due to discrepancies between the model and reality, additional integrator terms were introduced: \( \mathbf{V}_k = \mathbf{V} + k_{IV}\mathbf{z}_V \), \( \mathbf{O}_k = \mathbf{O} + k_{IO}\mathbf{z}_O \). \( \mathbf{z}_V \) and \( \mathbf{z}_O \) are variables representing the output of an integrator over the velocity error equipped with an appropriate anti-windup mechanism and \( k_{IV} \) and \( k_{IO} \) are positive integral gains. The total control goal is now equivalent to the stabilisation of \( (\mathbf{V}, \mathbf{O}) \) about zero. The dynamics exposed in Eq. (1) must therefore rewritten in terms of \( \mathbf{V} \) and \( \mathbf{O} \).

To control this dynamics, the following inner-loop controller is proposed:

\[
\begin{align*}
\mathbf{F}_G &= -\text{sat}_{\Delta \psi}(\mathbf{K}_r(V)) - (\mathbf{M}(\mathbf{V}) \times \mathbf{O}_r + \mathbf{M}(\mathbf{V}) \times \mathbf{O}_r) - \mathbf{I}(\mathbf{D}(\mathbf{O} - \mathbf{O}_r) - \mathbf{D}(\mathbf{O} - \mathbf{O}_r) - \mathbf{T}_D(\mathbf{O} - \mathbf{O}_r) - \mathbf{T}_r
\end{align*}
\]

where a canonical saturation function \( \text{sat}(\cdot) \) was introduced to ensure that the control input does not exceed the capacity of the actuators. The variables \( \mathbf{F}_r \) and \( \mathbf{T}_r \) contain the terms involving the derivative of the reference velocities \( \mathbf{V}_r \) and \( \mathbf{O}_r \). These quantities must therefore be computable in order to calculate the control force and torque \( \mathbf{F}_C \) and \( \mathbf{T}_C \). It is thus left to the outer loop control to furnish the reference velocity and its derivative. The gravity-buoyancy torque \( \mathbf{T}_G(R) \) does not need to be compensated in the controller, as it is a natural stabilisation feature of the vehicle. The angular velocity and orientation can be estimated by a gyro or an inertial measurement unit, while the linear velocity is measured by the Doppler velocity log.

The proof of the stability of the proposed controller can be performed by considering the following Lyapunov function candidate:

\[
\mathcal{L}_i = \frac{1}{2}(\mathbf{V}^T \mathbf{MV} + \mathbf{I}_V^T \mathbf{I}_V - \mathbf{V}^T \mathbf{D} \mathbf{N}_t + \text{mgl} \mathbf{e}_3 \times \mathbf{R}^T \mathbf{e}_3
\]

and its derivative

\[
\mathcal{L}_i = \mathbf{V}^T (\mathbf{MV} - \mathbf{D} \mathbf{N}_t) + \mathbf{I}_V^T (\mathbf{I}_V^T + \mathbf{D} \mathbf{V}) - \text{mgl} \mathbf{e}_3 \times \mathbf{R}^T \mathbf{e}_3
\]

where the term \( \text{mgl} \mathbf{e}_3 \times \mathbf{R}^T \mathbf{e}_3 \) represents the potential energy of gravitation when the vehicle is rolled or pitched away from its stable orientation. \( l \) is the lever arm between the vehicle mass and buoyancy centres and \( \mathbf{e}_3 \) is the vector pointing towards the bottom of the vehicle.

1.3 Visual servoing for pipeline following

This section describes the visual servo control in order to perform autonomous pipeline following introduced in details in Krupinski et al. (2012). The visual features considered are the pipeline borders assumed to be parallel to each other (see Fig. 2). The unit direction vector of the pipeline, specified up to a sign, is denoted as \( \mathbf{u} \) when expressed in the inertial frame \( A \) and as \( \mathbf{U} = [U_1 U_2 U_3]^T \) when expressed in the camera frame \( C \). One verifies that \( \mathbf{U} = \mathbf{R}^T \mathbf{u} \). A position-like and yaw-related error terms will be derived from the visual features. The first one is based on the bi-normalized Plücker coordinates of the observed parallel lines and is used to align the camera at a desired
is normalised as the image features $\delta$ error variable, The proposed visual servo control is thus based on another making the derivative of the reference velocity unknown. However, in the expression of $\dot{\delta}$ one will find the depth of $\mathbf{P}$ contains enough information about the lateral position of the vehicle (or, to be precise, the camera) above the pipeline that it could be used to formulate a simple law of control inspired by Mahony and Hamel (2005).

$$V := k_\delta \mathbf{U} \times \delta_1 + v_r \mathbf{U},$$

with $v_r$, the desired velocity of advance along the pipe and a positive constant $k_\delta$.

However, in the expression of $V$ one will find the depth of the image features $|\mathbf{H}|$ which is unmeasurable in the image, making the derivative of the reference velocity unknown. The proposed visual servo control is thus based on another error variable, $\delta_2$, which is defined by its derivative:

$$\dot{\delta}_2 := -\Omega \times \delta_2 + k_1 \delta_2 + k_2 \delta_1, \quad \delta_2(0) = \delta_1(0), \quad k_{1,2} > 0$$

Note that $\delta_2$ is a simple filter on $\delta_1$ and that at any time its value and its time-derivative $\dot{\delta}_2$ are known. It can be shown that $\delta_2$ preserves the property of $\delta_1$ of being orthogonal to $\mathbf{U}$.

The reference translational velocity of the camera $V_{Cr}$ can then be defined as

$$V_{Cr} := k_\delta \mathbf{U} \times \delta_2 + v_r \mathbf{U}, \quad k_\delta > 0.$$
(i.e. object to be tracked) is taken at some desired pose (i.e. position and orientation) represented by the inertial frame $\mathcal{A}$. Based on this reference image and the current image, the control objective consists in stabilising the pose of the camera to this desired pose. Assume that the camera provides the measurement of the homography matrix $M_H$ which contains all transformation information between two images of the same planar object of interest, where $M_H$ is given by Benhimane and Malis (2007):

$$M_H = R_C^T - \frac{1}{d^*} R_C^T p_C n^T,$$

where $d^*$ is the distance between the target plane and the camera optical center, and $n^* = [n_1^* \ n_2^* \ n_3^*]^T$ is the unit vector normal to the target plane, expressed in the inertial frame $\mathcal{A}$.

The above formulation cannot be directly adopted for the AUV inspection task for several reasons. Firstly, analysis shows that the derivative of $e_p$ cannot be calculated without the feature depth information, thus the derivative of the reference velocity cannot be furnished to the inner-loop controller. Secondly, the orientation servoing uses a full vector of control torque to regulate the orientation, while in a practical vehicle yaw is typically the only fully-actuated d.o.f. in orientation. The following augmented system is proposed which includes a new variable $z_p$ encapsulating the knowledge of the depth of the features without explicitly calculating them:

$$\begin{cases}
z_p = -\Omega_r \times e_p - k_2 (z_p - \text{sat}_\Delta(z_p)), \quad z_p(0) = 0 \\
e_p = -\Omega \times \dot{e}_p - k_2 (e_p - e_p(0)), \quad e_p(0) = e_p(0)
\end{cases}$$

where $\Delta$ and $\nabla$ are saturation bounds large enough to assure the stability of the observer scheme. Consider the following reference translational velocity:

$$\mathbf{V}_{Cr} := -k_1 e_p - \Omega_r \times z_p$$

The design of the yaw control will be based on the observation that $R e_3$ (almost) globally converges to $e_3$, that guarantees the convergence of $R$ to $R_\psi$ defined by:

$$R_\psi := \begin{bmatrix} \cos \psi & -\sin \psi & 0 \\ \sin \psi & \cos \psi & 0 \\ 0 & 0 & 1 \end{bmatrix}.$$
were used to measure the velocity of the vehicle. The last sensor could also estimate the altitude of the vehicle above the bottom. Sloping bottom would disturb the signal of the DVL, limiting the space available for the trials.

The inner controller was parametrised using values taken from Karras et al. (2013). While those parameters could not be expected to be exactly true, Girona 500 being a frequently re-configured vehicle, their precise value was not of paramount importance. The non-linear character of the pilot control meant that it had good stability margins. With suitable gain tuning, the inner loop control was quickly found to stabilise the vehicle’s dynamics very well. The significant height of the AUV and the lack of means to regulate its roll meant that some pendulum-like motion in this d.o.f. had to be accepted, if the lateral displacement was to be rapid enough.

### 2.2 Pipeline following

The vehicle was brought to a point where a part of the pipeline was visible and the guidance algorithm was launched. The vehicle aligned its heading with the pipe and centered its position above it, as a consequence of using a horizontal reference vector $q^* = [0.0, 1.96, 0.0]^\top$. The settling of the altitude to within 20 cm of the desired altitude took approximately twice as long. The reference forward velocity of 0.15 m/s was reached and stabilised almost immediately. Figures 6, 7 and 8 illustrate the input and output of the pipe following controller.

### 2.3 Stabilisation

The stabilisation was tested by collecting images from one of the two cameras to serve as reference images and selecting the region of interest in which the planar target was present. The vehicle would then be brought to a different position and orientation in which a large part of the same target was visible. The guidance algorithm was then launched and the vehicle converged to the reference position. The servoing was tested using downwards-looking and forward-looking camera, thus allowing the top and side portions of the target structure to be used. The test presented in this article used the down-looking camera. The initial and final situation, as seen by the camera, is depicted in Fig. 10. Fig. 12 presents the output of the outer-loop controller and Fig. 13 shows the resulting trajectory and orientation of the AUV. Due to the relatively shallow pool, only a little initial altitude error was introduced. Other tests, for which the target structure was lowered, confirmed that the servoing worked equally well on the horizontal and vertical planes. Due to relatively slow lateral motion of the vehicle, the full convergence took about 40 s.
Fig. 8. Reference velocities $V_r$ and $\Omega_r$ calculated by the controller corresponding to pipe following test. The reference velocity along the $x$-axis that quickly converges to 0.15 m/s corresponds to the chosen desired forward velocity $v_r$.

Fig. 9. Vehicle trajectory and orientation during pipeline following calculated using CIRS Unscented Kalman filter methodology. The overall change of depth before stabilising the trajectory is of the order of 1 m.

Fig. 10. Initial and final images of the simple stabilisation trial with the down-looking camera. Yellow rectangle marks the planar target of interests, where features are sought to be matched and compared with the reference. The initial heading error is of the order of 160°.

Fig. 11. Visual errors of position ($e_p$) and orientation ($e_t$) calculated on the basis of homography matrix. There is a considerable perturbation when the vehicle reaches 90° of its desired orientation: the target was almost lost from the camera’s view due to excessive roll of the vehicle.

Fig. 12. Reference velocities $V_r$ and $\Omega_r$ calculated by the controller corresponding to the stabilisation test. Certain curves seem to be doubled, where in fact the second curve is created by resending values reduced by a fixed factor every time when the image data fails to arrive before 100ms of the last update.

3. CONCLUSIONS AND FURTHER WORK

The tests have validated the theoretical principles of the controller system and confirmed the overall stability of the chosen control architecture. The inner loop control was found to stabilise the vehicle and assure that it attains the desired velocity. The integrator variables have provided smooth buoyancy compensation. The pipeline following was successful, with the vehicle quickly aligning its trajectory with the mock pipeline and regulating its speed correctly. The tracking of the flat panels of the structure was tested in many configurations, with very positive conclusions regarding the stability and rapidity of operation which outperformed human operators, especially over large initial errors. The test have also led us to improve the image treatment to match the real-world
Fig. 13. Vehicle trajectory and orientation during a stabilisation trial. The initial yaw error is close to 180°. This quasi-circular path is traced by the vehicle’s center, while the camera stays oriented down on the target.

Fig. 14. An example of a stabilisation run using a forward-looking camera.

challenges and to collect valuable data for further research.

In further work, the testing in portuary conditions, viewed as the ultimately hard test case due to high water turbidity and bio-fouling of structures, should be performed.

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