SEAFLOOR MAPPING AUV PROJECT

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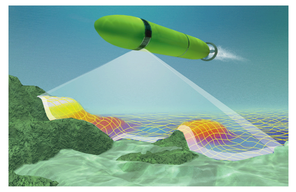
BACKGROUND

One of the fundamental efforts in oceanography is the use of sonar to map the morphology, character, and structure of the seafloor. MBARI scientists make extensive use of multibeam bathymetry and sidescan data for geological research, for ROV dive basemaps, and in support of other science and development projects. Almost all of our seafloor mapping data has been collected using hull-mounted multibeam sonars. Although much of this data is very high quality (e.g. the 1998 EM300 surveys), data from hull-mounted sonars lose lateral resolution in the deep ocean because of the large distance between the sonar and the seafloor. Many MBARI science goals, including Canyon Dynamics, require higher resolution seafloor bathymetry than conventional sonar platforms can deliver. In order to perform high resolution mapping in the deep ocean, we need an efficient platform or vehicle that can bring high-frequency sonars close to the seafloor.

The MBARI Seafloor Mapping Project's goal is to field current-generation mapping sonars from a Dorado Autonomous Underwater Vehicle (AUV) capable of operating to depths of 6000 m. This vehicle will be equipped with a 200 kHz multibeam sonar to provide high-resolution bathymetry, a dual-frequency 110/410 kHz sidescan sonar for high resolution backscatter imagery, and a 3-16 kHz CHIRP subbottom profiler for imaging sediment structure beneath the seafloor. The Seafloor Mapping project also encompasses the development of software and infrastructure to handle the data that will be produced by this system. This poster presents our progress towards field trials of our Mapping AUV late this year.



CHALLENGES

The deployment of mapping sonars on an AUV involves several significant challenges:

- Power Constraints: an AUV is power limited for both propulsion and sensors by the batteries it carries. Beyond the usual techniques for an AUV this system requires custom electronics and management techniques for data logging.
- Size and Weight Constraints: Because of its 21" diameter, the Dorado AUV also imposes constraints on the shape and volume of the electronics packages, and the amount of buoyancy compensation required. Operational realities (the vehicle must be deployed and recovered at sea) dictate that any protuberances from the cylindrical Dorado vehicle will tend to be damaged. Consequently, another very desirable design feature for Dorado systems is to keep all sonar elements internal or conformal to the cylindrical AUV body providing adequate protection to costly sub-systems.
- Navigation: Navigation is another difficult issue for surveys conducted on any submerged platform. Swath surveys with sub-meter lateral resolution require navigation with a similar precision, otherwise the resulting maps will show artifacts where bottom features mismatch on overlapping swaths.

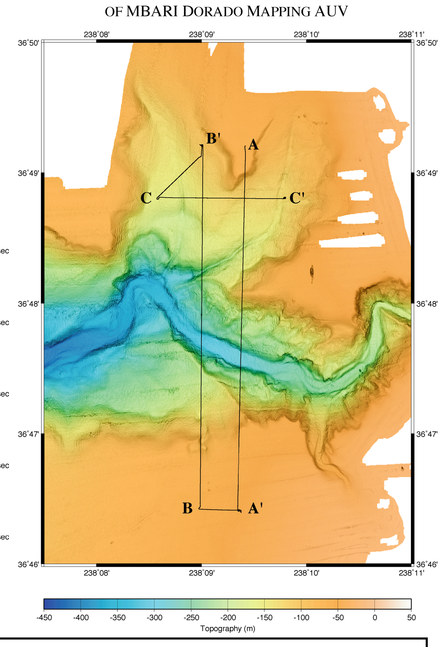
PROGRESS

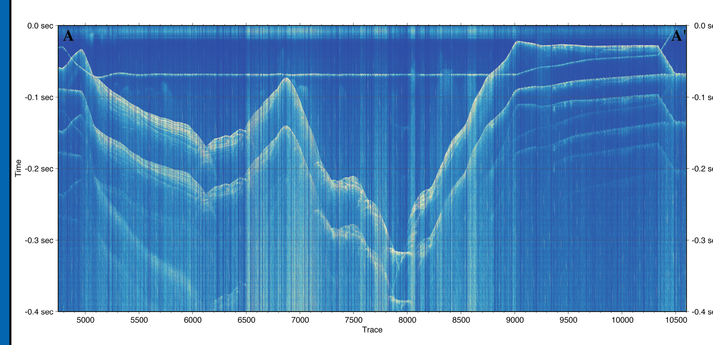
This project is on schedule for 2004 and has been working thorugh solutions to the previous delays in the development and delivery of the most important sensor, the Reson 7100 multibeam sonar. We expect to take delivery of the Reson multibeam later this year, and to complete the assembly of the vehicle by the end of 2004.

- This year has focused on building the core vehicle. Beginning in late 2003 the team has put a steady level of effort towards accomplishing the nose section with a science quality CTD, the midbody section which has the sonars and the pressure housing, and the tailsection which houseses the main computer, navigtion systems, as well as propulsion and controls.
- The Kearfott SeaDeViL intertial navigation system has been installed and is undergoing system testing as part of the core vehicle.
- The Edgetech FS-AU sidescan and subbottom profiler sonar system has been installed and is actively being used in testing. These sonars have been tested in shallow water in the Monterey Bay with good results (see Sonar Images below). The Reson 6046 software package and payload controller computer is collecting the data but still needs tuning to prevent dropped packets. As more systems are integrated the complexity will require further modifications of software and hardware during the balance of the year. Reson is working well with the team to make corrections.
- The Benthos acoustic modem has been installed. Testing of these systems is scheduled for later this summer.

Vehicle testing and debugging will continue during the second half of 2004. Deployment of the new AUV mapping capability for science projects will commence in the late 2004, maintaining the last reported schedule.

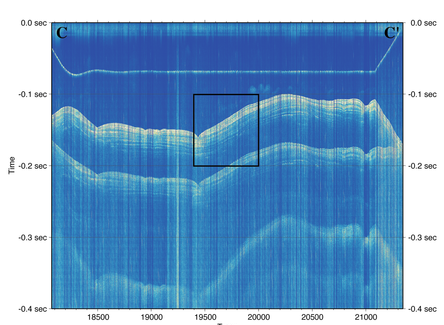
DATA FROM JUNE 3, 2004 SEA TESTS OF MBARI DORADO MAPPING AUV



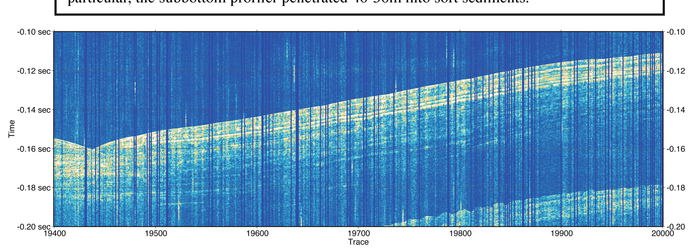


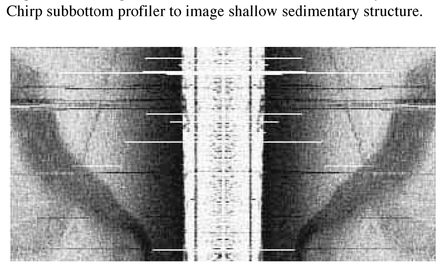
Subbottom profile A-A' across the upper Monterey Canyon. The vehicle ran at a depth of 50 m except when in shallow water. In addition to the primary subbottom image, the surface reflection is clearly visible, as are multiples of both the primary and reflected signals.

Sea tests of the Mapping AUV began in May, 2004. On June 3, the vehicle performed its first survey missions using the Edgetech FS-AU 100 subbottom profiler and 100 kHz sidescan. The survey lines run across the upper Monterey Canyon are shown above. Sample subbottom and sidescan data are shown above and below. The data are marred by datalogger errors, since corrected, but demonstrate the proper functioning of the sonars. In particular, the subbottom profiler penetrated 40-50m into soft sediments.

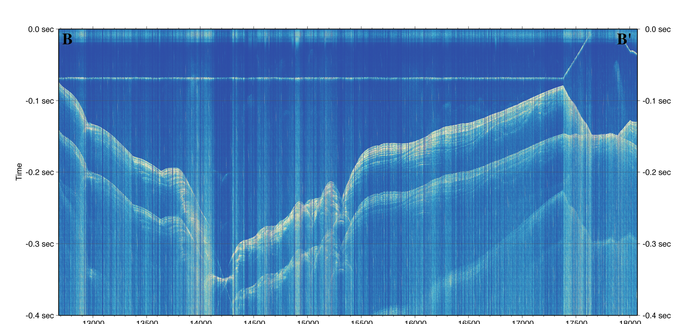


Subbottom profile C-C'. The data inside the box are shown in larger scale at right. These data demonstrate the ability of the Chirp subbottom profiler to image shallow sedimentary structure.





Edgetech FS-AU 100 kHz sidescan data sample. These data have not been slant range corrected, so the center of the swath shows the quiet time before the first bottom return.



Subbottom profile B-B'. .

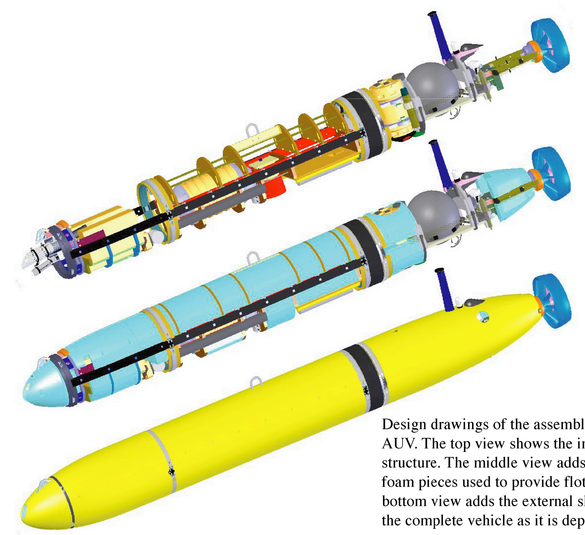
VEHICLE DESIGN

OVERVIEW

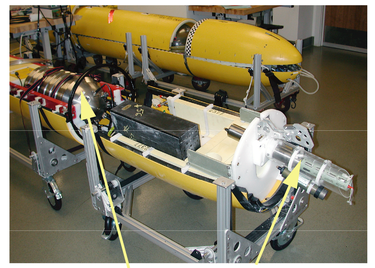
The Mapping AUV is constructed in three sections. The nose section contains the rechargeable batteries and CTD sensor. The midbody includes the three mapping sonars (multibeam, sidescan, and subbottom profiler) and a data logging computer. The tail section includes the navigation system, the main vehicle computer, acoustic and RF communications, the propulsion system, and an emergency drop weight.

Among the highlights of the Mapping AUV system functional requirements and design decisions are:

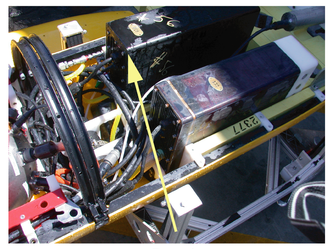
- General
  - 21" diameter Dorado class AUV
  - Depth rated to 6000 m
  - Operable from the Zephyr and from blue water UNOLS vessels
- Instrumentation
  - Reson 7100 Multibeam Sonar
    200 kHz
    1 degree by 1 degree beams
    349 beams reported across a maximum 150 degree swath
    Swath width 5 times altitude at 200 m altitude
  - Edgetech FS-AU CHIRP Sidescan and Subbottom Profiler Sonar
    4 kHz – 16 kHz FM sweep Subbottom Profiler
    110 kHz low frequency sidescan
    410 kHz high frequency sidescan
  - Paroscientific UCB7000-1-005 Pressure sensor 0.005% precision for vehicle depth
  - Sea-Bird SBE-49 FastCat CTD
  - Datasonics PSA-916D 225 kHz Sonar Altimeter
- Navigation
  - Kearfott SeaDeVil inertial navigation system
    Integrated with RDI 300 kHz DVL
    Integrated with GPS at surface
- Power
  - Bluefin "Smart" Lithium-Polymer rechargeable batteries or Eagle-Picher Lithium Secondary cells in a 1 atmosphere glass housing.
  - Initial configuration carries three 2 kWhr batteries
  - The 6 kWhr configuration should allow 12-14 hour missions.
- Propulsion
  - MBARI articulated tailcone (licensed to and manufactured by Bluefin Robotics)
- Acoustic Communications
  - Benthos acoustic modems
  - 7-15 kHz omnidirectional transducers at surface and on vehicle
  - Integrated functions for long baseline navigation and acoustic abort
- Safety
  - Single vertical lift point
  - Front tow hook
  - Emergency drop weight with internal and remote acoustic trigger
  - Homerpro acoustic beacon, RDF, strobe light
  - RF modem for communications at surface



Design drawings of the assembled Mapping AUV. The top view shows the internal structure. The middle view adds the syntactic foam pieces used to provide flotation. The bottom view adds the external skins to show the complete vehicle as it is deployed.

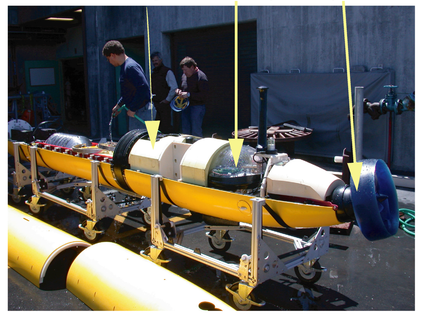


Sonar Housing CTD

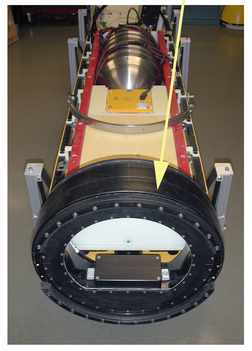


Batteries

Tail section (Navigation, Main Computer, Propulsion)



Multibeam Receive Ring



NOSE SECTION

The Mapping AUV nose section is fashioned from a Gertler body of revolution to minimize drag. The forward component of the nose section is a removable nosecone containing sensors and the aft component is the battery section. Most of the interstitial spacing is filled with syntactic foam for flotation.

The nosecone houses two instruments, the Sea-Bird SBE-49 FastCat CTD, and the Datasonics PSA-916D Programmable Sonar Altimeter. The primary use of the CTD data on the Mapping AUV is for calculating the speed of sound in the water, a critical parameter for the multibeam sonar. The altimeter provides high-resolution altitude and ranging information used for vehicle control. The nosecone is removable without disassembly of other portions of the vehicle, allowing maintenance of the sensors.

The battery section contains three pressure compensated "Smart" 2kw-hr batteries manufactured by Bluefin Robotics; a pressure-compensated, oil-filled junction box, and an oil filled pressure compensator. The batteries provide power for the entire vehicle. Each battery is comprised of dual sections. The first section contains Lithium Polymer Cells and four Temperature sensors. These items are embedded in an epoxy matrix. The second section contains the battery controller. The controller is placed in a small oil-filled, pressure compensated cavity.

MIDBODY SECTION

The midbody section contains the mapping sonars and the data logging computer.

The Reson 7100 is a 200 kHz multibeam sonar that will provide high resolution, 1 degree by 1 degree bathymetry and backscatter imagery. The multibeam receive array is constructed as a 533 mm (21") diameter ring that is conformal to the AUV skin. The multibeam projector is 122 mm long, and is mounted inside the AUV skin along the bottom of the vehicle. Both transducer arrays are pressure rated to depths of 6000 m. A particularly important innovation for the Reson 7100 multibeam is the use of pressure compensated electronics for analog signal conditioning and the analog-to-digital (A/D) conversion. Conventional multibeams feed many analog channels through large cables to electronics that, in an AUV, must be contained in a pressure housing. Such large cables are difficult to accommodate in penetrations into a deep rated pressure housing. Since the Reson 7100 A/D conversion occurs outside the pressure housing, the many raw channels can be multiplexed and passed into the pressure housing through small penetrations.

The EdgeTech FS-AU is a dual frequency (110 kHz and 410 kHz) CHIRP sidescan sonar combined with a 4-16 kHz CHIRP subbottom profiler. The sidescans both use port and starboard transducer staves for both project and receive, and the subbottom profiler combines a downward focused projector with port and starboard receivers. All of these transducer arrays are mounted within the AUV skin.

The sonar electronics for both the Reson 7100 and the Edgetech FS-AU are contained in a 6000 m depth rated pressure housing constructed of titanium. Also packaged inside this pressure housing is a Reson 6046 data logging computer that will log the multibeam, sidescan, subbottom, navigation, and CTD data on dual 40 GB hard drives. The data records from the various sensors are logged asynchronously in a single stream.

TAIL SECTION

The Mapping AUV tail section includes the propulsion system, the main vehicle computer (MVC), the navigation system, the acoustic and RF communications systems, and an emergency drop weight system.

Propulsion is provided by the same MBARI articulated tailcone used in other MBARI Dorado AUVs.

The MVC is responsible for executing planned missions, communicating with all sensors, controlling the vehicle, and logging all of the sensor data (excepting sonar data from the mapping payload). The MVC is packaged within a Benthos glass sphere.

The primary vehicle navigation sensor is a Kearfott SeaDeViL intertial navigation system (INS) that integrates ring laser gyros, accelerometers, and a 300 kHz RDI Doppler Velocity Log (DVL). This INS is packaged in its own 6000 m rated pressure housing. Use of a high performance INS allows mapping AUV operations without having to deploy and recover acoustic transponder networks. The INS navigation is initialized at the surface using the vehicle's GPS receiver. During survey operations the DVL provides velocity relative to the bottom, stabilizing the inertial navigation.

The INS also provides highly accurate vehicle attitude data to the multibeam sonar. In order to generate bathymetry accurate to 0.5% of vehicle altitude, the vehicle roll must be known to 0.05 degrees. The midbody and tail designs incorporate brackets allowing the INS at the front of the tail section to be physically coupled to the multibeam's receive head (located at the aft of the midbody).

Acoustic communication between the AUV and the surface is accomplished using Benthos acoustic modems. This low rate communication is used to check system status, mapping data quality, and to modify mission parameters.

DATA PROCESSING

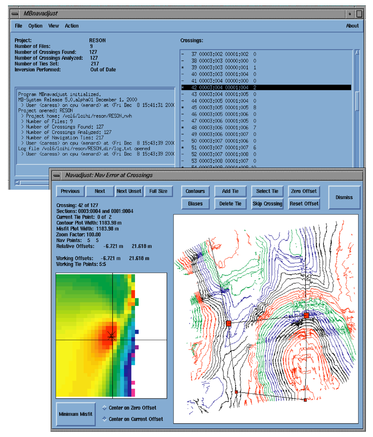
MB-SYSTEM

The multibeam and sidescan sonar data collected using the MBARI Mapping AUV is being processed using MB-System. MB-System is an open source software package for the processing and display of swath mapping sonar data that is widely used because it supports data from many different multibeam, interferometry, and sidescan sonars in many different data formats.. The development of this software is an NSF-supported collaboration between David Caress of MBARI and Dale Chayes of the Lamont-Doherty Earth Observatory. Users at more than 70 institutes and companies have downloaded the most recent MB-System release.

A NEW TOOL FOR PROCESSING MAPPING AUV NAVIGATION

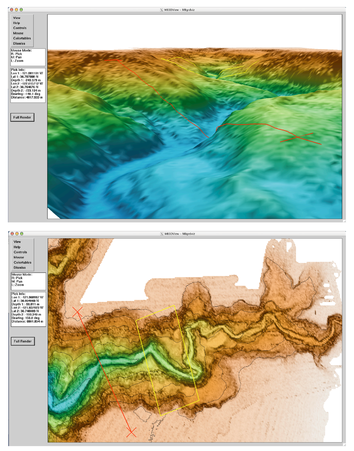
We have developed new navigation processing software for use with data from the MBARI Mapping AUV. This MB-System utility, called MBnavadjust, facilitates solving for navigation which matches crossing and overlapping bathymetric swathes. MBnavadjust:

- Automatically identifies places where bathymetry swaths overlap or cross.
- Displays the bathymetry of crossing/overlap points, allowing users to interactively determine the navigation offset required to match common features.
- Solves for an optimal navigation adjustment solution that fits the interactively determined crossing/overlap offsets while minimizing the first (speed) and second (acceleration) derivatives.
- Automatically applies the navigation adjustment solution to the relevant swath data files.



Screen dump of MBnavadjust showing interactive analysis of two overlapping swathes of Reson SeaBat 8101 bathymetry. The right map has 10 m contours. The left map shows misfit as a function of relative offset, with small misfits red. In this case, one swath must be moved 6.7 meters west and 21.6 meters north to make the bathymetry features match.

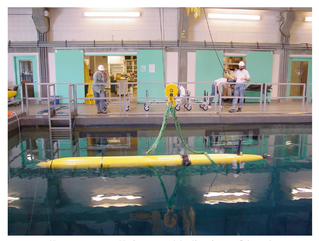
NEXT GENERATION MB-SYSTEM TOOLS



Over the past year, the MB-System team has focused primarily on developing the capability for managing large swath data archives. Our next focus will be on developing new tools for browsing surveys, editing swath bathymetry, and determining sonar bias settings that all include a 3D visualization based interface. The screen dumps above show a simple grid view program that utilizes a prototype 2D/3D visualization library. The next major MB-System release will include several new processing tools using this vizualization interface.

OPERATIONS

Vehicle Assembly



Buoyancy Trim and Mission Check

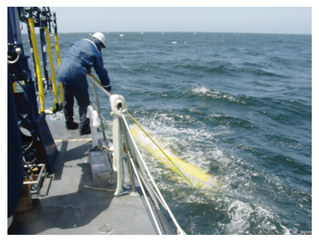
Transport System to Dock

Loading and Setup on Support Ship

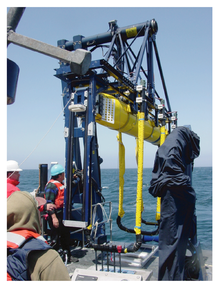
Pre-dive Check and Launch Readiness

These images illustrate the various steps taken during Mapping AUV operations. The vehicle is prepared in the lab, and then transported to and loaded on the ship. At sea, the vehicle is checked out and launched. Missions are downloaded to the vehicle over radio modem and then executed. Recovery follows the last mission of the day.

Mission Execution



Recovery



Head for Home with Data