

BIBLIOGRAPHY

3

- [] Atsuhiko Isobe and Shinsuke Iwasaki. The fate of missing ocean plastics: Are they just a marine environmental problem? *Science of The Total Environment*, 825:153935, June 2022. ISSN 0048-9697. doi: 10.1016/j.scitotenv.2022.153935. URL <https://www.sciencedirect.com/science/article/pii/S0048969722010270>.
- [] Jenna R. Jambeck, Roland Geyer, Chris Wilcox, Theodore R. Siegler, Miriam Perryman, Anthony Andrady, Ramani Narayan, and Kara Lavender Law. Plastic waste inputs from land into the ocean. *Science*, 347 (6223):768–771, February 2015. doi: 10.1126/science.1260352. URL <https://www.science.org/doi/10.1126/science.1260352>. Publisher: American Association for the Advancement of Science.
- [] World Economic Forum. Top 25 recycling facts and statistics for 2022, June 2022. URL <https://www.weforum.org/stories/2022/06/recycling-global-statistics-facts-plastic-paper/>.

Magnus Renaa Kjørseng

Development, Implementation, and Testing of a Reversible Master/Slave Control System for a Non-Buoyant ROV and USV

Master's thesis, IP502022
Supervisor: Øivind Kåre Kjerstad
Spring, 2025

Norwegian University of Science and Technology
Faculty of Engineering
Department of Ocean Operations and Civil Engineering



ABSTRACT

CONTENTS

Abstract	i
Abbreviations	1
1 Introduction	2
1.1 Marine plastic pollution	2
1.2 Why's it an issue	2
1.3 A layered approach	2
1.3.1 Potential removal strategies	4
1.3.2 Plan Sea project	4
1.3.3 Previous work (Specialization project)	5
1.4 The focus of this project	5
1.5 Reader's guide	5
2 Theory	6
2.1 Previous project work	6
2.2 State of the Art	6
2.2.1 Physical issues	6
2.2.2 Simulation issues	6
2.3 Mathematical basis	6
2.4 Modelling and Control Design	6
2.5 Sensorics	6
2.5.1 GNSS	6
2.5.2 USBL	8
2.5.3 IMUs	8
2.5.4 ROV Depth measuring devices	8
2.6 State estimation	9
2.7 State machine	9
2.8 GUI	10
2.9 Guidance	10
2.10 Controller	10
2.11 Allocation	10
2.12 Local control and physical response	12
3 Method	13

3.1	Simulation framework	13
3.1.1	Brief simulation setup	13
3.1.2	Improvements made since specialization project	14
3.2	Physical setup	14
3.2.1	Surface vessel	14
3.2.2	Subsea vessel	15
3.2.3	Crane	15
3.2.4	Control systems/Ancillary	15
3.3	Case description	16
4	Results	17
4.1	Simulation results	17
4.1.1	Validation	17
4.1.2	Limitations	18
4.2	Controller results	18
4.2.1	USV	18
4.3	Results of physical testing	18
5	Discussion	19
6	Conclusions	20
	Bibliography	21

ABBREVIATIONS

Abbreviations used in the report listed in alphabetical order.

- **CFD** Computational Fluid Dynamics
- **CoG** Center of Gravity
- **NTNU** Norwegian University of Science and Technology (Norsk Teknisk og Naturvitenskapelig Universitet)
- **PD** Proportional-Derivative [controller]
- **ROV** Remotely Operated Vehicle

INTRODUCTION

1.1 Marine plastic pollution

Marine plastic pollution is a widely documented issue. The exact amount of plastic is not known. The World Economic Forum (2022) estimate there to be between 75 and 199 million metric tons of plastic waste currently in the ocean, while Jambeck et al. (2015) estimated that the annual release in 2010 alone was between 4.8 and 12.7 metric tons. According to Isobe and Iwasaki (2022), most plastic sinks, however the majority of research on marine plastics is done on surface plastics. Subsurface plastics will leech and decay into the surrounding ocean. This is bad. Removing the plastics will stop them from leeching and decaying into the sea.

1.2 Why's it an issue

Health effects, effects on animals etc., effects on the conditions in the ocean (acidity etc.). There's also very little research going into it currently.

1.3 A layered approach

Solving the problem of marine plastic pollution can be seen as a layered approach. In the first layer is reducing the use of plastics in general. Particularly single use plastics should be reduced as much as possible, but more sustainably produced options made from natural materials should also be considered for things like clothing, crates, liners for fluid tanks or other places where plastics are used today.

Still, there are some areas of life in which the use of plastics or single-use plastics cannot be removed practically. Healthcare is an example of this, where single-use items are necessary for hygiene considerations, as well as for practical purposes. For instance having intravenous needles not made from plastic was done before, but they are far less comfortable than their modern plastic counterparts.

In cases like these, as well as others, the second layer steps in. The second layer here is increased or improved collection. Waste which is collected correctly doesn't end up in the natural environment. Having proper recycling efforts, as well as waste collection systems for consumers and industry is a massive boon here. Additionally under this layer is solutions such as river collection nets and similar. These solutions are made to catch waste which happens to get into the waterways or wastewater treatment system before it is released into the sea. However, environmental studies need to be performed to ensure undue ecological damage isn't done by essentially damming up rivers or waterways.

The two layers described above are helpful to prevent waste from getting into the oceans, as the saying goes "an ounce of prevention is worth a pound of cure". There are two problems with relying only on those two layers, however. Firstly, some litter inevitably slips through the cracks of the systems and ends up in the ocean despite our best efforts. This is unavoidable and will always be a problem so long as plastics exist. Secondly, and arguably more importantly: there are already many million tons of waste in the ocean. Even if our prevention efforts were perfectly implemented with no "leaks", the harm is already done, or in the process of being done as is the case with leeching. Thus, the third layer is necessary.

The third layer of this solution is removal. By removing the waste from the oceans, it is possible to halt its harmful future effects on the environment. Today, most collection efforts are done by human divers in relatively shallow waters, such as harbours. Human divers are an excellent solution to this problem when it comes to their dexterity and detection capabilities, however diving is a dangerous activity. Nitrogen saturation in joints and tissues is a very real danger for divers who spend too long pressurized or don't decompress properly. Diving in areas such as harbours is dangerous with regard to boat traffic potentially harming the divers. Generally the diving done for litter collection would also be done on a volunteer basis by divers with only recreational certification and equipment. This means that for practical purposes, they would be limited to a maximum of 50m depth. This is due to how air is used more quickly at greater depths, as well as the problems of decompression or tissue saturation already mentioned. Nitrogen narcosis, a condition where a diver experiences sudden drowsiness, inattentiveness or sluggishness is also a greater risk at greater depths. There exist solutions for diving deeper than 50m of course, but generally then one would use expensive gas mixes rather than plain or oxygen-enriched air, as well as spending more time on descent and ascent for safety reasons. Saturation diving is another option for diving deeper, but it is so insurmountably expensive for litter collection that it is not a real option. Saturation diving generally requires specialized ships to stay in position for weeks or months at a time with on-board pressure chambers and diving bells for crews to go down. The wage costs alone would be prohibitive for such a non-profitable effort as litter collection.

Clearly, there is a need for a solution which works at greater depths than humans can reach, and which is relatively cheap to implement and operate. This is where the Plan Sea project comes in. Plan Sea is a student-driven project which is undertaken at NTNU in Ålesund, Norway, and is the basis for this thesis. The Plan Sea project will be further discussed later. The third layer is also going to be the main focus of this thesis going forward, further options for reduction or prevention (layers 1 and 2) will not be discussed at length.

Further in this thesis, plastic litter will be divided into four main categories, differentiated

Plastic category	Size criteria
Micro	$l < 5mm$
Meso	$5mm < l < 50mm$
Macro	$50mm < l < 500mm$
Mega	$500mm < l$

Table 1.1: The four categories of plastic sizes used in this thesis, l representing the length along the longest axis of the litter

by size along the largest axis. The categories and their deciding size can be seen in table 1.1. This is a common distinction used in several articles discussing marine plastic pollution.

1.3.1 Potential removal strategies

The different sizes and types of litter necessitate a different approach for removing them. A tyre, used as a boat fender which fell off a boat, does not have the same removal strategy as a discarded fishing net or a bed of settled plastic dust. While large, discrete litter conceptually can be removed fairly simply, by using a large gripper for example. Complex or long shapes, like discarded nets, fishing lines or mooring lines, need different considerations because of a risk of entanglement with the removal equipment. Long shapes also need to be further considered with regards to how they have integrated into the seafloor already, if removal is possible without disturbing the sealife that might have taken home in it, or if it might need to be cut into several parts for material safety. Microplastics again require a new strategy. It's possible to trawl with very fine nets, though they would likely fill up very quickly due to the necessarily fine mask of the net to catch the plastics. An alternate option is a vacuum solution with a sort of size filtering option, a cyclonic filter for instance.

The end result is that collecting meso- and microplastics, as well as large aspect ratio litter can be dangerous to equipment or require a lot of specialized development only for the collection equipment. It was decided that for the Plan Sea project, macro- and megaplastics were going to be the main focus of removal because these can be removed with a simple gripper/grasper/bucket solution.

1.3.2 Plan Sea project

The Plan Sea project is, at time of writing, an ongoing student-led project at NTNU in Ålesund. The goal of the project is to find a solution to the problems of subsurface marine plastic pollution as laid out above. In the project, several specialized groups have been working on separate fields. There has been a group dedicated to hull design, a group dedicated to energy- and propulsion systems, as well as groups for the mechatronic systems, the automation systems and systems for water-quality testing and collection.

During the first year of the project, the result of the Plan Sea project has been designs for a solution, as well as primary material acquisition. The goal is to build an autonomous catamaran surface vessel which will work as a stable platform for a non-buoyant ROV which will descend through the water column and detect and collect macroplastics. In addition, a subsea basket solution was proposed which would reduce the amount of transit

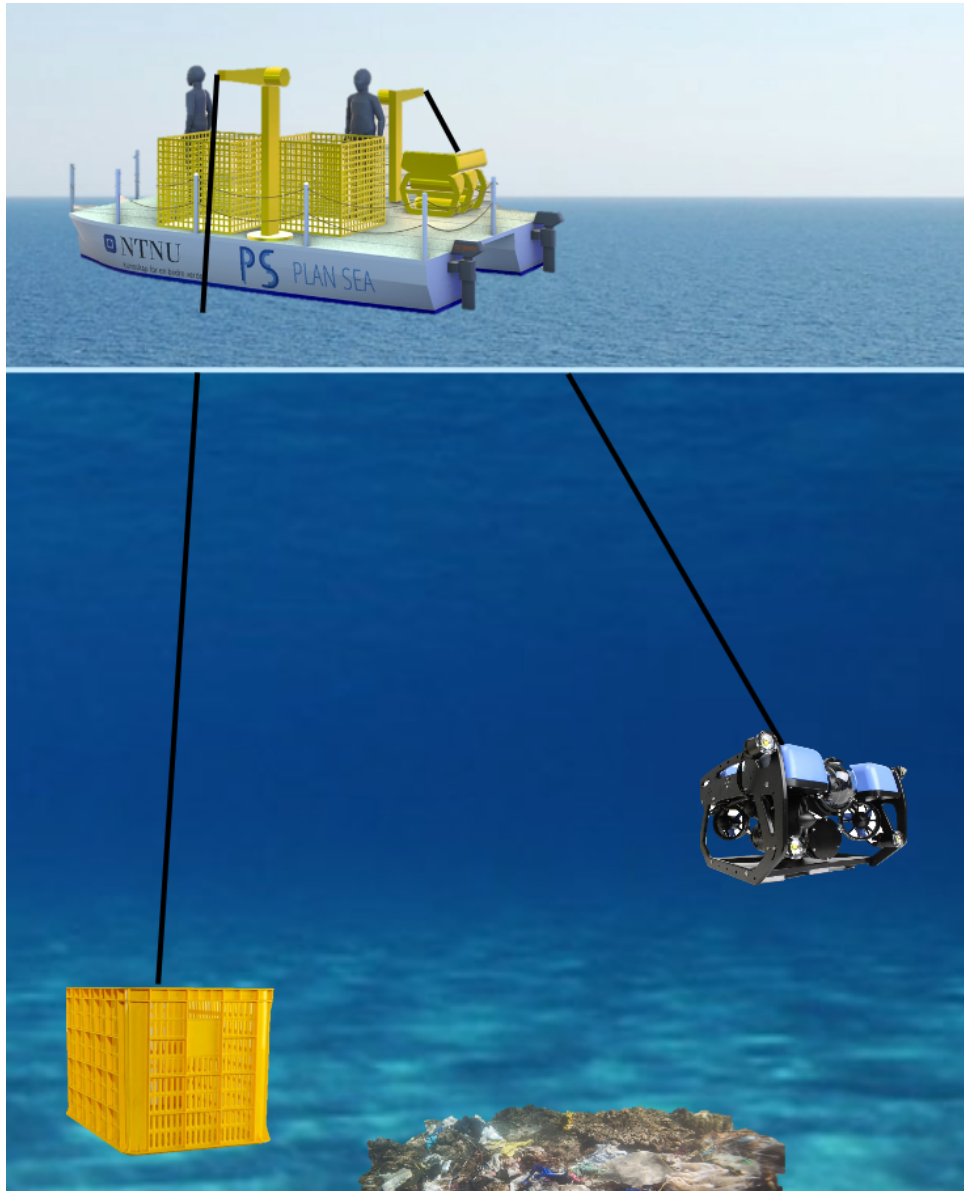


Figure 1.1: Sketch of the proposed solution from the Plan Sea project. The sketch includes people on the surface vessel, these are only meant for scale as the planned vessel will be unmanned.

time for the ROV. A sketch of the total Plan Sea solution can be seen in ???. Generally, descent and ascent in marine ROV operations is measured on the order of meters per minute, this means that in order to descend to for instance 50m depth would generally take several minutes. If the goal of collection is for very large objects, for instance discarded rubber tyres or large fish crates, this might be worthwhile. However, to increase flexibility, the basket would make it worthwhile to collect smaller pieces as well, by having a place to return to underwater lets the ROV collect a piece of litter and place it in the basket, only ascending once the operation requires it.

At time of writing, the hull for the Plan Sea project has been completed, as well as an azimuth thruster solution. The vessel is built from donated carbon fiber sandwich boards, donated by Brødrene Aa shipyard. The thrust configuration is with two electric azimuth thrusters placed at the stern. The thrusters themselves are made by Torqeedo, and the azimuth solution is developed in-house at NTNU.

1.4 Previous work (Specialization project)

This report is in a way a continuation of a specialization project? done previously. The specialization project has always had the goal of being the groundwork for this master's thesis. The goal of the specialization project was to set up a framework to make work for the master's project easier. Part of the specialization project has been starting work on a simulator that can be used to work on a control system. The control system is currently rudimentary implemented and there is room for improvement.

The goal of the development for the control system is to have it be platform agnostic. That is, the control system does not care whether it's connected to a simulator or a vessel in the real world. The way this is ideally implemented is by using ROS2. ROS2 is a framework to control robotics, built around publishers and subscribers that all act around topics.

An ideal solution will have a

1.5 The focus of this project

This thesis is focused on a project related to the Plan Sea project. Plan Sea in itself is too large to do as a single-person-project, and thus this is only part of it. The goal for the project this thesis describes is to develop a control system which is extensible and usable for the full system, including surface vessel, ROV and crane. Additionally, the project has had as a goal to continue the development of the simulator from the specialization project to the point where the simulator and the real-life solution are equivalent from the point of view of the control system. This would allow for simpler development of systems and tuning of the controls by providing a realistic means of testing the development.

1.6 Reader's guide

2.1 Previous project work

2.2 State of the Art

2.2.1 Physical issues

2.2.2 Simulation issues

2.3 Mathematical basis

2.4 Modelling and Control Design

2.5 Sensorics

The first step to knowing where to go is knowing where you are.

There are several pieces of sensorics that will be used for positioning of the system.

2.5.1 GNSS

Firstly, Global Navigational Satellite Systems, or GNSS, will be used to position the USV. There are several separate systems for GNSS, including GPS, Galileo and GLONASS to mention a few.

The exact workings of how GNSS works is not essential for this project. The important part is that GNSS requires a clear view of the sky and allows for accuracies of approximately 2m. While this accuracy would be usable for this project, a higher accuracy would be preferable. Luckily, there exist systems that allow for this greater accuracy as well. For this project, an RTK enabled GNSS receiver has been acquired. RTK uses a secondary base station and direct communication between the receiver and the base

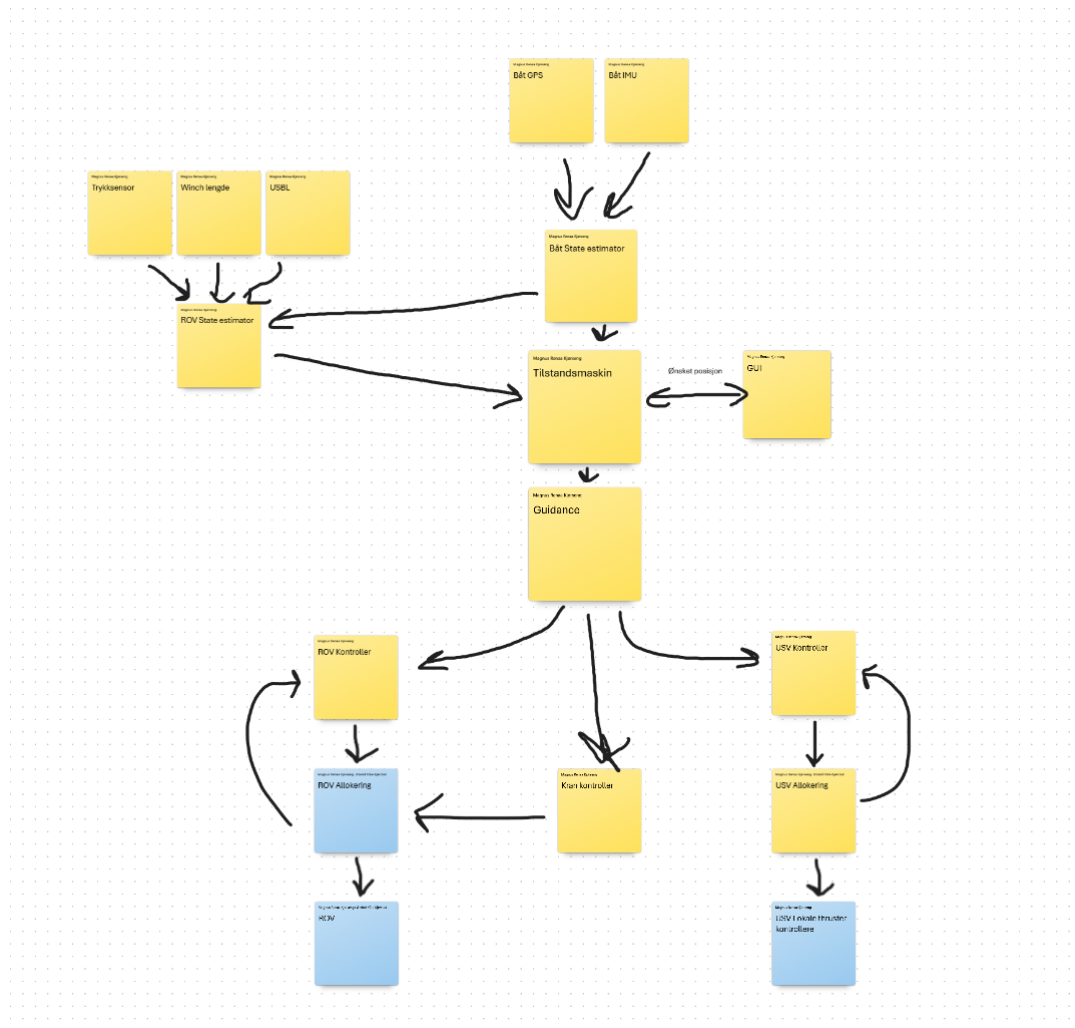


Figure 2.1: A sketch of the control system design. TODO: Fiks bedre illustrasjon

station to produce highly accurate readings, on the order of millimeters or centimeters, as opposed to meters.

GNSS requires a clear view of the sky, this means that it's not usable indoors to a large extent, and it's also not usable under water. Water is an excellent absorber of the entire spectrum of electromagnetic radiation, from radio all the way to gamma rays. This means that separate positioning is required for positioning the ROV.

NMEA-0183 GGA message used for receiving position

2.5.2 USBL

The main method for positioning the ROV will be through an ultra-short baseline system, USBL. USBL works sonically by having a transceiver on the surface vessel which transmits a sound signal, the signal is picked up by a transponder under water which transmits a response signal. The transceiver through an array of hydrophones picks up the response and is able to find the direction it came from as well as the distance. Direction comes from differential time of response for the different hydrophones, while distance comes from a combination of time-of-flight and doppler (TODO: sjekk om doppler faktisk er en greie her).

TODO: Legg inn figur av USBL

Available and accurate

Need to consider limitations of accuracy of USBL re: salinity, water temperature/density, etc.

2.5.3 IMUs

Both the surface vessel and the ROV will have inertial monitoring units, IMUs, installed. These detect changes in velocity and acceleration in 6dof, allowing for relative position to be found. IMUs are most useful as a dead-reckoning tool, i.e. using a last known location and a set of velocities/directions, an approximate current position can be found.

For this solution, the IMUs will be used as supplemental data to the USBL and GNSS systems. This is to allow for a more complete model of the movement of each of the vessels. Especially for the surface vessel, things like heave from waves is not necessarily easy to get from GNSS data, but will be trivial to find from an IMU. Using this it's also possible to potentially build a model of the current seastate which allows for better predictive DP rather than just a reactive system which is what's currently implemented.

2.5.4 ROV Depth measuring devices

The ROV will have a couple of extra sensors for finding depth and distance from the seafloor.

A pressure sensor is able to fairly accurately (within 1m) tell the depth of the ROV. Pressure sensors can work in many ways, the ones available here use a two chamber differential approach with a flexible membrane between two chambers. One chamber is open to the atmosphere and the other is closed off with a known pressure inside. By measuring the amount the flexible membrane stretches, it is possible to find the pressure

differential between the two chambers. Knowing this differential and the calibration pressure, it's possible to estimate the depth by using the knowledge that water pressure increases by approximately 10kPa per meter of depth. More accurate values can be found but depend on things like water temperature, salinity and others.

Another tool which will give an upper bound to the depth of the ROV is the length of wire which has been payed out. Due to effects because of lag and currents as mentioned previously (TODO: faktisk skrive dette) the length of the wire will in most cases be greater than the actual depth of the ROV or the distance to the ROV. It can still be useful to know this length though, both as an absolute upper bound to fact-check the other sensors, but also to keep track of how much of the wire remains and how the winding system may work.

Additionally, the ROV will be mounted with a laser based time-of-flight sensor. This sensor works similarly to the USBL system mentioned above but using laser light instead of sound. A laser is sent from the sensor, hits obstacles or the seafloor and bounces back. The light bouncing back is detected by the sensor and doing time-of-flight calculations, it's possible to find the distance from the sensor to the object in question. This can be done to very accurately measure the distance to objects or the seafloor to avoid collisions or aid in picking them up.

Another example of something that could potentially help is taut wire positioning. Taut wire positioning works by having a wire anchored at a given point and then measuring the angle at which the wire exits a boom or whatever is holding it in place. By knowing the length of wire, the fact that the wire is taut, and the angle at which the wire is extending from the surface vessel, it is possible to find a relative position between the surface vessel and the anchor. It is possible that with a very heavy ROV, or if the ROV picks up a large load, that taut-wire might work for positioning, but given the effects on the wire seen in simulation it's very probable that taut-wire will provide more trash data than useful. Due to this it's disregarded as an option.

2.6 State estimation

The state estimator takes in the various sensor data and builds a single model of position. This is done because different sensors might have different accuracies or update times. The state estimator handles these discrepancies and builds a cohesive model. The state estimator feeds this more accurate position into the guidance system (TODO: Spørre øivind om det er guidance eller state machine som får posijonen. State machine skal jo bare være et informasjonslager?)

2.7 State machine

The state machine keeps track of variables for the total control system. These include current position, but also things like desired position or operating mode, gathered from the GUI.

2.8 GUI

The GUI is where a human operator interfaces with the control system. The GUI is supposed to include a position input for the surface vessel, mode switching between USV-Master, ROV-Master and idle/standby modes, along with other functions.

2.9 Guidance

The guidance system provides finer control of the vessel than what would be achieved by a state machine and controller alone. For instance it smooths acceleration/deceleration of the vessels by providing imaginary set points between the current position and the actual set point.

2.10 Controller

The controller finds a desired force input based on the difference (error) between the current position and the desired position. The current implementation uses a simple PID for this. This force input is fed forward to the allocator.

The shape of the force coming out of the controller is as

$$\tau = \begin{bmatrix} X \\ Y \\ N \end{bmatrix}$$

2.11 Allocation

The allocator works like a translation layer between the controller and the local controllers. The controller provides a force input on the vessel's center of gravity. By inputting forces on the center of gravity, no torques are produced from lateral forces, nor lateral forces from the torque.

In abstract terms, the allocator finds and applies a transformation matrix T such that

$$Tf = \tau$$

where f is a vector of vectors with the lateral forces for each thruster. For this case with two thrusters, it will look something like

$$f = \begin{bmatrix} x_1 \\ y_1 \\ x_2 \\ y_2 \end{bmatrix}$$

The transformation matrix can be written explicitly for the USV, since it has a very simple thrust configuration. For larger configurations it might be better to write each thruster's transformation individually and either add or remove them depending on the type of move necessary (larger moves use only larger thrusters etc.).

$$T = \begin{bmatrix} 1 & 0 & 1 & 0 \\ 0 & 1 & 0 & 1 \\ -l_{y1} & l_{x1} & -l_{y2} & l_{x2} \end{bmatrix} \quad (2.1)$$

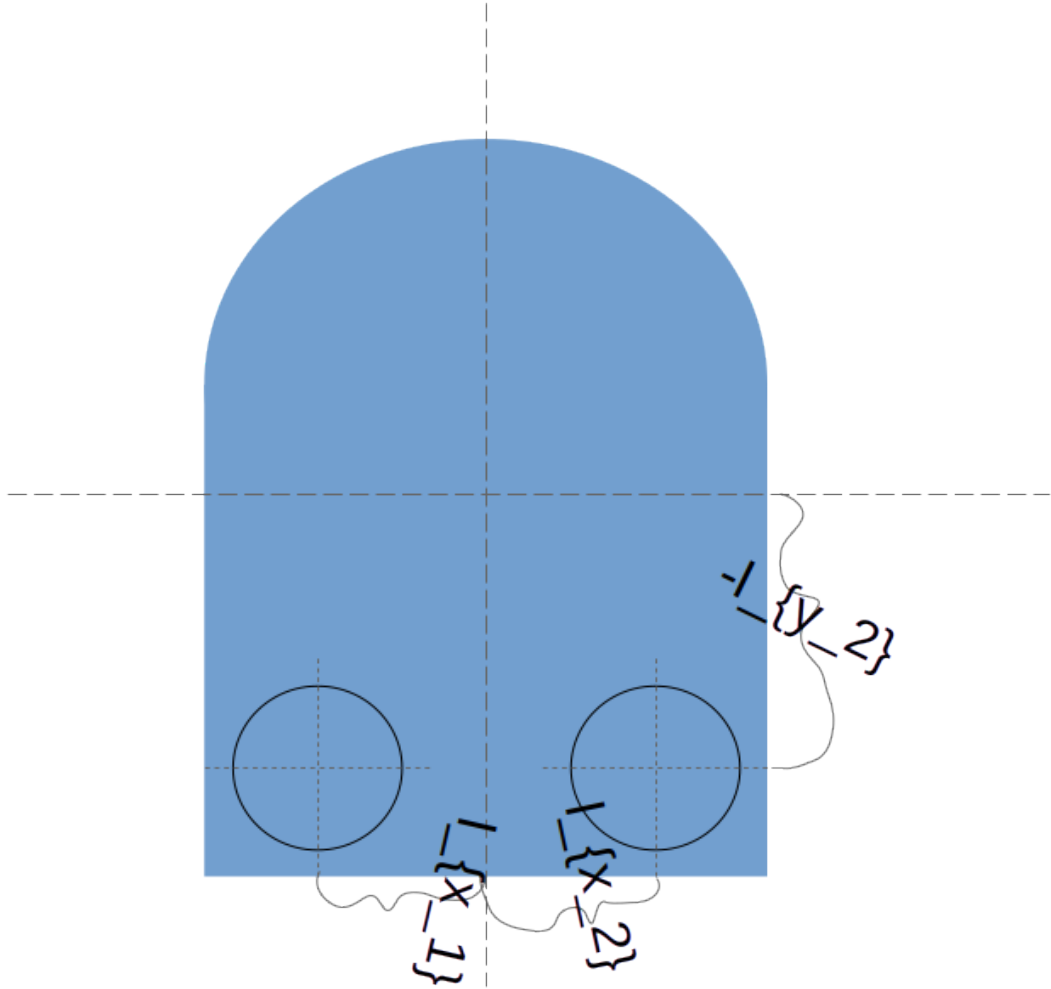


Figure 2.2: Sketch of how the thruster position values in eq. (2.1) are found. The thruster configuration will be input to the allocator through a config file.

Since τ and T are known, we can find f by performing a pseudoinverse on T leading us to the equation

$$f = T^\dagger \tau \quad (2.2)$$

where T^\dagger is the pseudoinverse of T .

This can also be written longform as

$$\begin{bmatrix} x_1 \\ y_1 \\ x_2 \\ y_2 \end{bmatrix} = T^\dagger \begin{bmatrix} X \\ Y \\ N \end{bmatrix} \quad (2.3)$$

The full matrix for T^\dagger is omitted because the pseudoinverse of a non-square matrix tends to be large and ugly. It will only be handled by machine hands anyway, and as such doesn't matter right now.

The ROV has a built-in allocator which works well enough. The only issue with the ROV's allocator is that it's configured for a neutrally buoyant vessel. For this system we need to filter the vertical force component so the ROV only handles high-frequent/small-amplitude responses and the crane handles larger amplitudes and lower frequencies. This is also necessary because of elasticity in the lifting cable.

2.12 Local control and physical response

The vessel in this iteration has two thrusters. The ROV has a closed working solution and will not be considered here except for in the hypothetical. Each of these local controllers receive a two-component vector (or three-component in the case of the ROV) which instructs the controller what the desired thrust is. The azimuth thrusters on the USV are able to apply a force in one direction (parallel to the propeller axis), but they are able to vector this one-dimensional thrust using the azimuth ring.

This project can be very broadly divided into two segments, the simulation segment and the physical testing segment. The goal is that the simulation is to be as true to reality as possible. With a true-to-life simulation, a control system can be built to work in the simulation. Once the control system is created and tested satisfactorily, it can be "transplanted" to the physical test. Because of these two different segments, I will talk about them separately.

Another way to look at this is as an agnostic control system and a plant, where the plant is implemented both as a simulation and as a physical vessel. Which alternative is better is hard to tell right now so both are included.

3.1 Simulation framework

The simulation was implemented in Algorix AB's AGX Dynamics, a seemingly solid simulation framework which is able to simulate both the hydrodynamic effects on the vessels, as well as the wire dynamics etc. on the tether. A license for AGX Dynamics (from here just AGX) was also available within the university making implementation easy.

The exact details of the implementation are more specifically brought up in ?, the specialization project completed as a preparation for this thesis. Below is a brief explanation of the simulation setup.

3.1.1 Brief simulation setup

The two vessels to be simulated are the surface vessel and the ROV. The ROV was simplified as a cuboid with the proper dimensions according to the manufacturer's specifications. The ROV to be used is a modified BlueROV2 Heavy made by Blue Robotics. The dimensions of which are 575 x 254 x 457 mm (WxHxD). The density of the ROV has not been tested, but is implemented in the simulation as $2000\text{kg}/\text{m}^3$. This is a rough estimation and the real density is likely lower.

The surface vessel was modelled roughly in CAD and then exported as a .obj file for AGX to work with. The dimensions and shape of the vessel are roughly corresponding with the real vessel, though not exactly as it was intended to be exchanged for a more detailed model produced by a different master project at a later date. The density of the surface vessel is implemented at $600kg/m^3$ which was arrived at by taking a rough average of the different densities of sandwich plate we had for building the hull and then adding some extra mass to account for batteries, sensorics and other added weights.

As a note on the densities of the vessels: while AGX is able to model non-uniform densities and varying density distributions, this was not implemented in this simulation simply for the constraint of time. It was assumed that the loss of accuracy from assuming uniform density is small enough not to matter.

Since the ROV sinks it needs help staying afloat. This is achieved by a tether connected to the surface vessel. The tether is modelled as a non-buoyant rope/wire with a radius of 10mm and a Young's modulus of 10^9 . These figures are all assumed values and should be updated when the real values from the real version are found.

The two vessels and the tether are placed in a 200x200x100m pool of water. It is possible in AGX to simulate different sea-states, but currently implemented is a calm sea, meaning the only hydrodynamic effects are those brought on by the movement of the vessels.

3.1.2 Improvements made since specialization project

During the specialization project, it was not possible to implement the simulation as one decoupled from the controller. As such, the end result was that both the controller and the plant were running in the same simulation script. This has been improved upon now as the controller and its parts has been separated from the simulator and are now running as separate nodes communicating via ROS2. The full ROS2 graph can be seen in ???. Decoupling the simulator and the various controller nodes has allowed for work to progress slightly faster and more reliably. When it is possible to more or less finish one module before working on another, it makes doing the work easier.

In addition, the simulator now is capable of simulating the winching movement of the winch on the ROV. Previously it was implemented as a fixed length wire. This means that the crane is able to operate as well now.

3.2 Physical setup

3.2.1 Surface vessel

The Plan Sea project was contacted by the shipyard Brødrene Aa, in Hyen, Norway, and asked if they wanted an introduction to composite hull construction and some free materials. The Plan Sea project accepted this and got training and materials in how to apply and build a vessel from carbon fiber sandwich boards.

The sandwich boards are built up of a central foam core clad with 3-5 layers of carbon fiber weave and epoxy. Using the foam core it is possible to achieve stronger hulls than using the carbon fiber alone would, while also being lighter than an equivalent strength hull made from only carbon fiber.

The vessel was constructed as a two-engine catamaran with rough dimensions of 2.5x2x1m. A catamaran construction was chosen due to the small size of the vessel not affording a lot of stability, a catamaran would allow for a wider hull without significantly increasing hull drag compared to a monohull construction.

Another bonus of having a catamaran construction as opposed to a monohull construction is that by simply cutting a hole in the deck between the hulls, a "moonpool" is achieved. This lets the ROV be lifted at a point closer to the center of mass for the catamaran which leads to fewer instabilities in the system and less chance of capsizing or other catastrophe.

The thrusters for the surface vessel have been made using two Torqeedo Cruise 3FP thrusters. The thrusters are fully electric and designed for through-hull mounting. This makes the modification from stationary to azimuth thrusters relatively simple. The modified azimuth thrusters were mounted to the aft of the two hulls, one in each. If this is too little thrust it is possible to mount further thrusters further forward to provide assistance, either for propulsion, DP or redundancy.

3.2.2 Subsea vessel

The subsea vessel is based on a BlueROV2 Heavy, made by BlueRobotics. The BlueROV is a prosumer-grade battery operated remotely operated vehicle. It's approximately 0.5x0.5x0.3m in WxDxH. The ROV has been acquired to use for the Plan Sea project specifically. It is not the ideal solution for this case, but it's been decided that modifying an existing and functioning solution is better than attempting to build a new one, at least for this proof of concept.

A bracket has been designed to account for a mounting point for the USBL transponder, as well as to securely mount to the ROV already in use.

3.2.3 Crane

A crane needs to be designed. This can be done as simply as possible having just a simple A-frame crane mounted over a moon pool. The crane system needs to consist of a few different parts. The gantry/frame itself, a winch motor, a winching system for the ROV tether and a winching system for the ROV lifting wire.

3.2.4 Control systems/Ancillary

The entirety of the control system will be acting as one big system divided into many smaller parts. The fact that ROS allows for multiple subscribers and publishers to various topics means that each element can have its own local controller that only interacts with the others. This means that the surface vessel, the crane and the ROV will all act as independent parties in the same system.

3.2.4.1 ROV control

The ROV's control system is based on an ArduPilot implementation. ArduPilot is an open-source autopilot system which is intended to be used for any remote or unmanned vehicle. The current implementation needs to be modified to allow for the type of control that's required for the project.

The majority of heave-movement will be caused by the crane onboard the surface vessel, rather than the thrusters on the ROV as it's set up for by default.

3.3 Case description

RESULTS

4.1 Simulation results

As mentioned in previous chapters, the simulation was a continued work based on a specialization project which was undertaken in the fall semester of 2024. The goal of the simulation was to simulate the physical situation to allow for tuning and development of the controller. As such, using the commercially available simulation framework AGX Dynamics, developed by Algorix AB was seen as reasonable.

AGX Dynamics is used as a simulation framework for both machine-in-the-loop systems as well as for simulation of dynamic systems including wires, granulates and hydrodynamic/aerodynamic situations. The reasoning has been that if it's good enough for these purposes it will be good enough for this project.

4.1.1 Validation

Validation of the simulator was primarily performed in the specialization project. There it was done as both an imperial measurement as well as a more general measurement. The specialization project found that the simulator performs as expected.

As a summary of the validation, the tension experienced by the tether between the ROV and the USV was both calculated using manual methods and simulated. The calculations and simulations were performed at 6 different speeds, between 0m/s and 5m/s in 1m/s increments. The ROV was observed in the simulations to drag behind the USV, since the USV is the powered part in this validation and the ROV is only hanging behind as a passive part. As the angle of the tether changes, the cross-sectional area of the ROV as well as the drag coefficient changes. To account for this, the calculated drag was calculated at two separate drag coefficients, one for a flat-facing cuboid and one for an edge-facing cuboid, respectively chosen from tables as 2.05 and 1.05. The forward facing area was assumed in calculations to be constant, however this is an obvious simplification and source of error.

The tension calculated on the wire was compared to the tension provided by the simu-

lator, and was found to be within an acceptable range of error. The deviation between calculation and simulation was found to be between 3% and 55%, which considering the severe simplifications assumed makes the results of the simulation seem valid. Additionally, as could be expected, the deviation between calculation and simulation changes as the speed, and thus the drag coefficient and forward facing area, changes. At low speeds, the lower drag coefficient provides more accurate results, while at higher speeds the higher drag coefficient provides more accurate results. This is likely an effect of the forward facing area changing significantly, but is consistent with the expectation looking at the simulation, that the drag increases with speed. Accounting for this change in drag with speed, the deviation can be said to be between 3% and 20%, which is definitely within acceptable ranges for accuracy.

All these elements are discussed further and in greater detail in section 4 of the specialization project.

4.1.2 Limitations

The simulator is currently not implemented with a winching motion available, and control for the ROV is also not implemented as it stands. ROV control has been implemented before while the controller was a part of the simulation script, but has not been reimplemented as ROS2 has been implemented in the system. These elements have been deprioritized in order to allow for the physical testing of the vessel and its control system. Ideally, the implementation of these elements will not be very time consuming, nor will they affect the greater system as is the goal of the node-based system of ROS2.

4.2 Controller results

4.2.1 USV

4.3 Results of physical testing

CHAPTER

FIVE

DISCUSSION

CHAPTER

SIX

CONCLUSIONS

BIBLIOGRAPHY

- Atsuhiko Isobe and Shinsuke Iwasaki. The fate of missing ocean plastics: Are they just a marine environmental problem? *Science of The Total Environment*, 825:153935, June 2022. ISSN 0048-9697. doi: 10.1016/j.scitotenv.2022.153935. URL <https://www.sciencedirect.com/science/article/pii/S0048969722010270>.
- Jenna R. Jambeck, Roland Geyer, Chris Wilcox, Theodore R. Siegler, Miriam Perryman, Anthony Andrady, Ramani Narayan, and Kara Lavender Law. Plastic waste inputs from land into the ocean. *Science*, 347(6223):768–771, February 2015. doi: 10.1126/science.1260352. URL <https://www.science.org/doi/10.1126/science.1260352>. Publisher: American Association for the Advancement of Science.
- World Economic Forum. Top 25 recycling facts and statistics for 2022, June 2022. URL <https://www.weforum.org/stories/2022/06/recycling-global-statistics-facts-plastic-paper/>.