

Underwater 3D Laser Scanner with Ray-Tracing Based Multiple Refraction Distortion Minimization

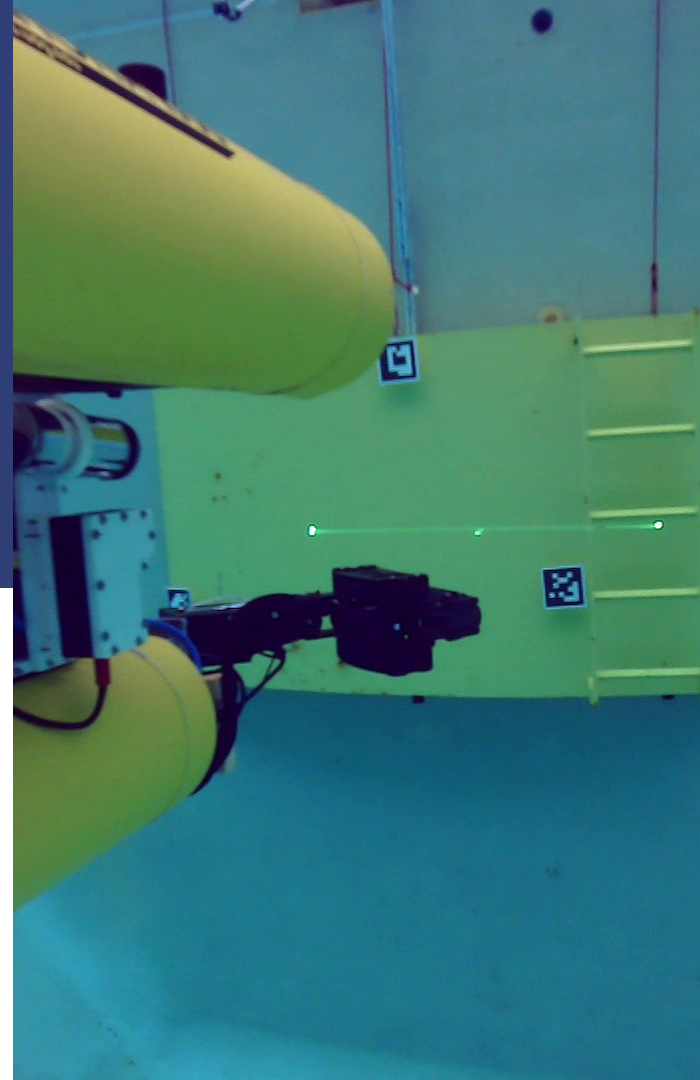
Josep Forest

As PhD supervisor of:

Dr. Miguel Castellón PhD Thesis

in coordination with Pere Ridao

10 February 2023

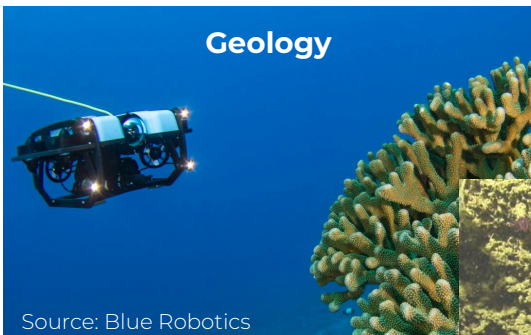


Motivation

1. Introduction
2. Underwater laser scanner
3. Conclusions

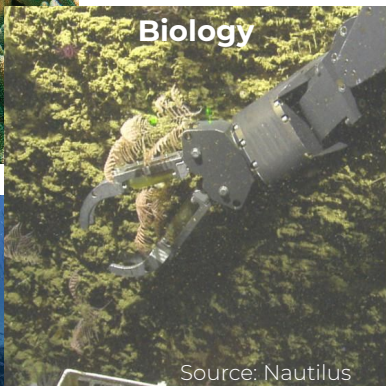
Science

Geology



Source: Blue Robotics

Biology



Source: Nautilus

Archaeology



Source: NOAA

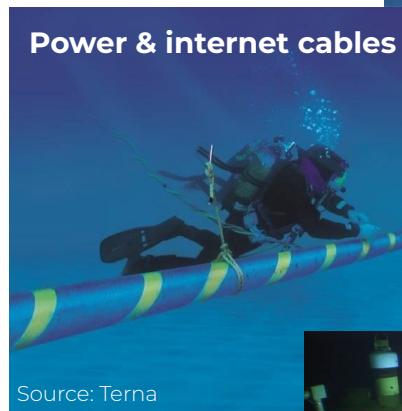
Industry

Renewable power



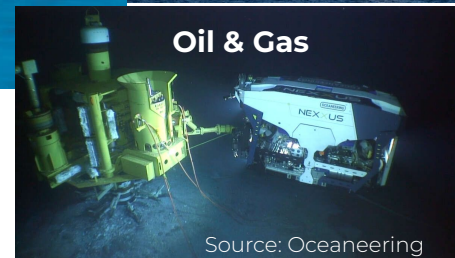
Source: Sebastien Salom Gomis

Power & internet cables



Source: Terna

Oil & Gas



Source: Oceaneering

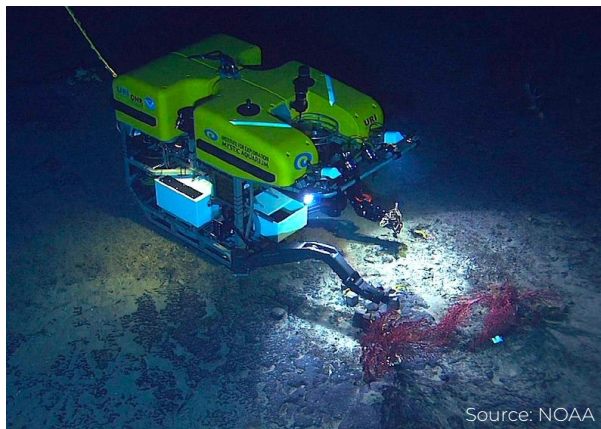
Underwater vehicles

1. Introduction
2. Underwater laser scanner
3. Conclusions

Submarines



ROVs



AUVs



Less

Autonomy

More

Accurate underwater 3D perception

1. Introduction
2. Underwater laser scanner
3. Conclusions



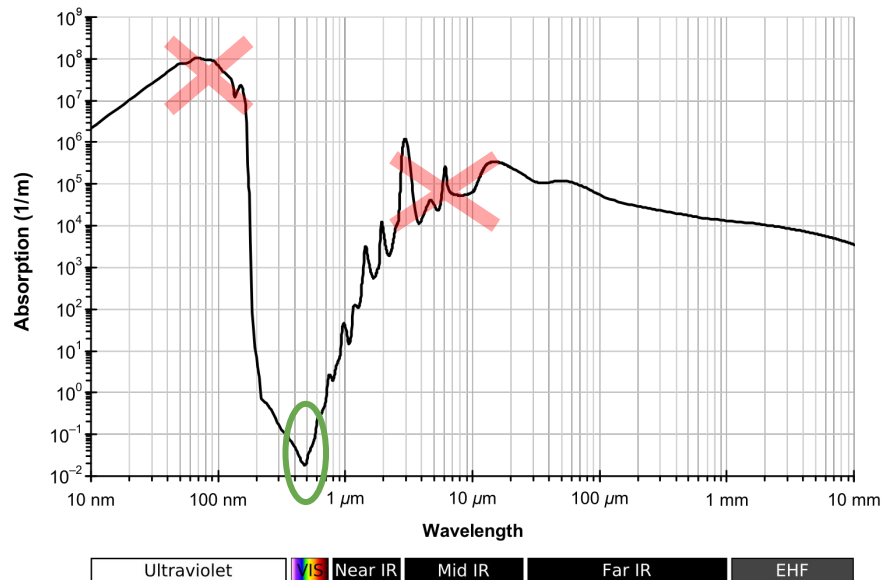
Source: UdG

Accurate underwater 3D perception

1. Introduction
2. Underwater laser scanner
3. Conclusions



Light absorption



Accurate underwater 3D perception

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Backscatter



Target

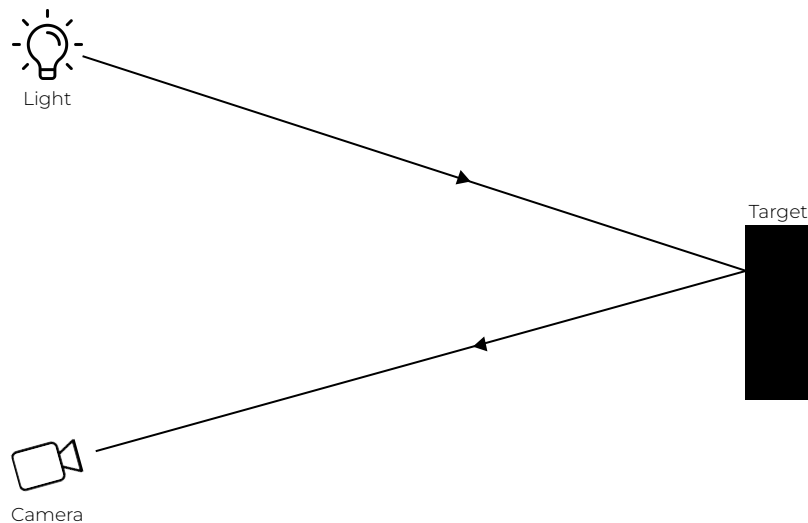


Accurate underwater 3D perception

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Backscatter

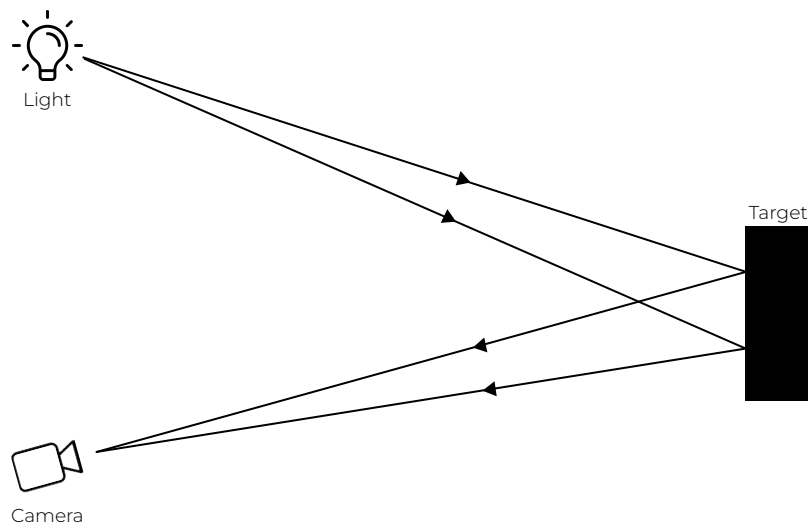


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Backscatter

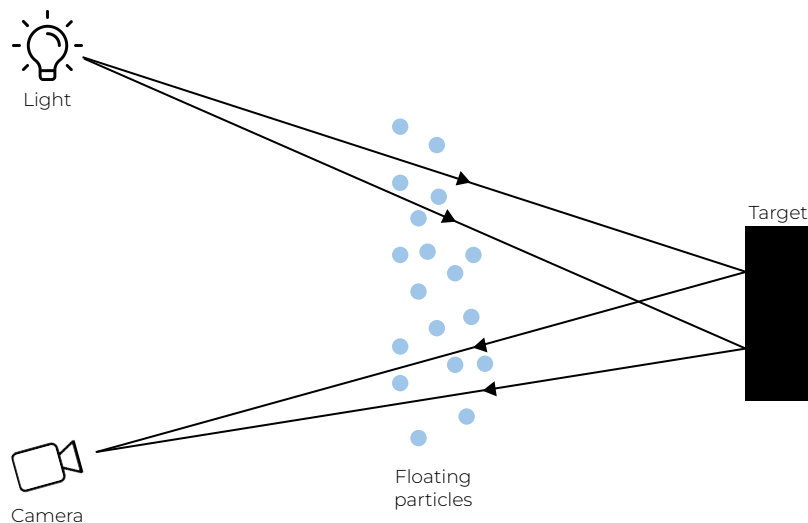


Accurate underwater 3D perception

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Backscatter

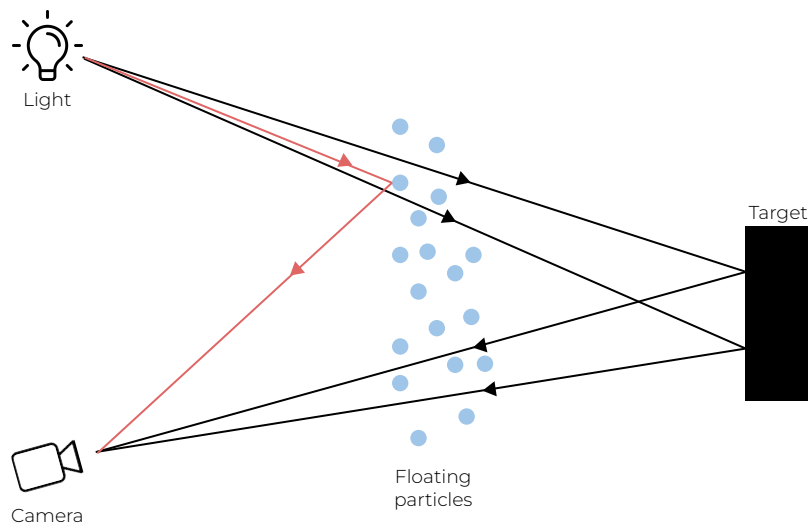


Accurate underwater 3D perception

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Backscatter

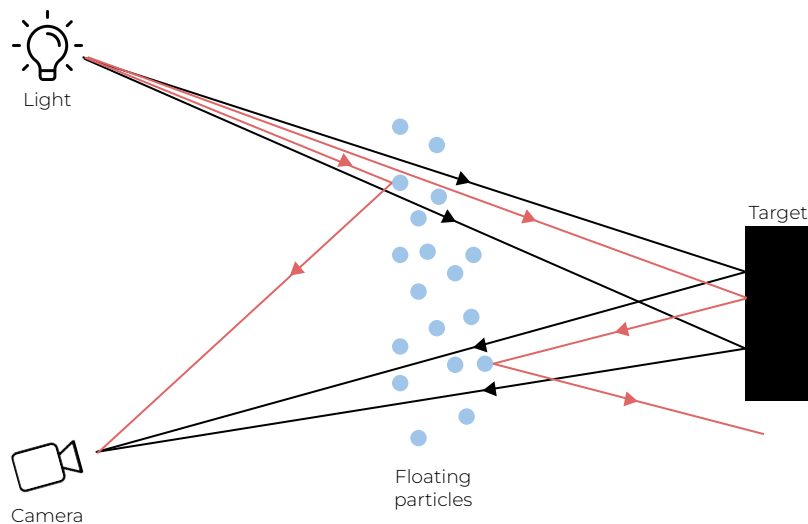


Accurate underwater 3D perception

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Backscatter



Accurate underwater 3D perception

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Source: UdG

Backscatter



3D sensing technologies

1. Introduction
2. Underwater laser scanner
3. Conclusions

Technology	Range	Resolution / Accuracy	Backscatter robustness	Affordability	Measurement density	Refresh rate
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3D sensing technologies

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Technology	Range	Resolution / Accuracy	Backscatter robustness	Affordability	Measurement density	Refresh rate
Sonar						

3D sensing technologies

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Technology	Range	Resolution / Accuracy	Backscatter robustness	Affordability	Measurement density	Refresh rate
Sonar	++		++			

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Sonar	++	--	++			--

3D sensing technologies

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Sonar	++	--	++	+	-	--

3D sensing technologies

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Sonar	++	--	++	+	-	--
Cameras						

3D sensing technologies

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Sonar	++	--	++	+	-	--
Cameras				++		++

3D sensing technologies

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Technology	Range	Resolution / Accuracy	Backscatter robustness	Affordability	Measurement density	Refresh rate
Sonar	++	--	++	+	-	--
Cameras		+	--	++		++

3D sensing technologies

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Technology	Range	Resolution / Accuracy	Backscatter robustness	Affordability	Measurement density	Refresh rate
Sonar	++	--	++	+	-	--
Cameras	-	+	--	++	-	++

3D sensing technologies

1. Introduction
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3. Conclusions

Technology	Range	Resolution / Accuracy	Backscatter robustness	Affordability	Measurement density	Refresh rate
Sonar	++	--	++	+	-	--
Cameras	-	+	--	++	-	++
Laser	-	++	-	-	++	++

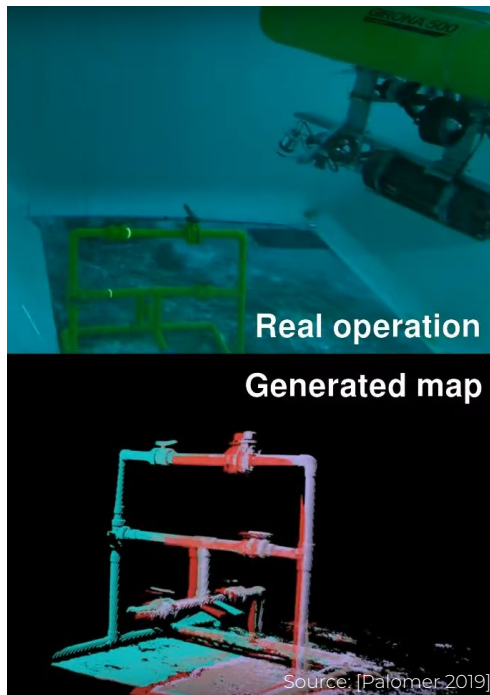
Why a laser scanner?

- longer range bc light highly collimated
- high resolution and density → ideal for manipulation and close-range accurate inspection

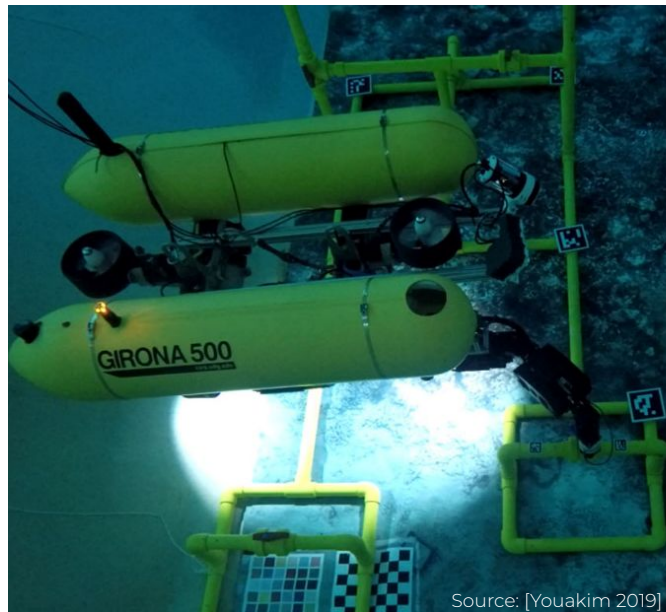
Underwater laser scanning

1. Introduction
2. Underwater laser scanner
3. Conclusions

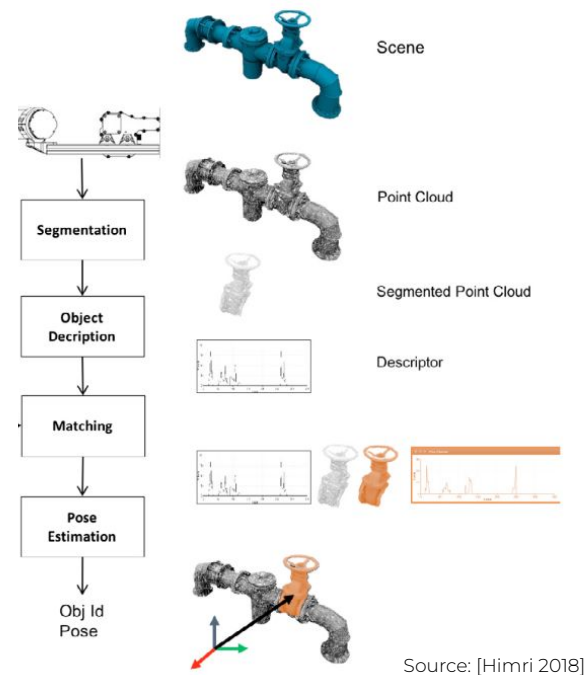
Mapping



Motion planning



Object recognition



Goal of the work

1. Introduction
2. Underwater laser scanner
3. Conclusions

To enhance the 3D sensing capabilities of underwater vehicles by enabling the dynamic acquisition of high-accuracy, distortion-free 3D point clouds.

Outline

- **Underwater laser scanner**
 - State of the art
 - Refraction: laser plane deformation
 - Ray-tracing model to counteract refraction
 - Intrinsic and extrinsic calibration
 - Sea trials
- **Non-rigid point cloud registration**
 - State of the art
 - Coherent Point Drift (CPD)
 - Linewise non-rigid registration
- **Conclusions**
 - Contributions
 - Future work

Underwater 3D laser scanner

State of the art: underwater 3D scanners

1. Introduction
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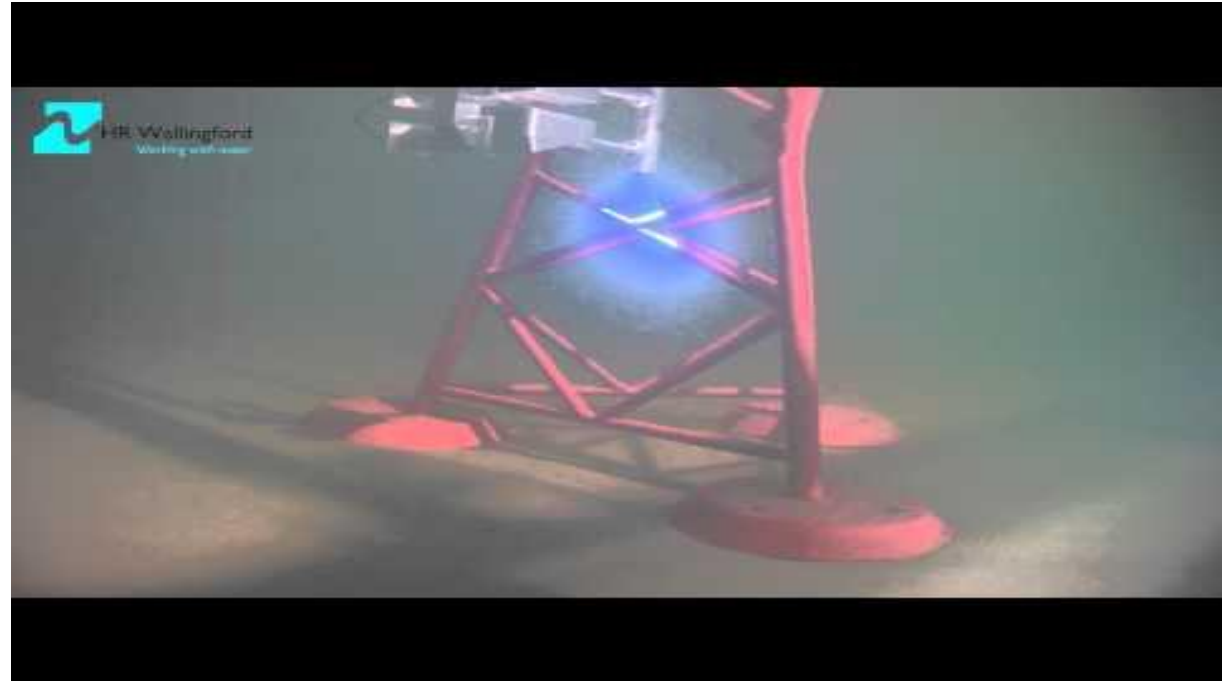
Light projection

State of the art: underwater 3D scanners

1. Introduction
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Light projection

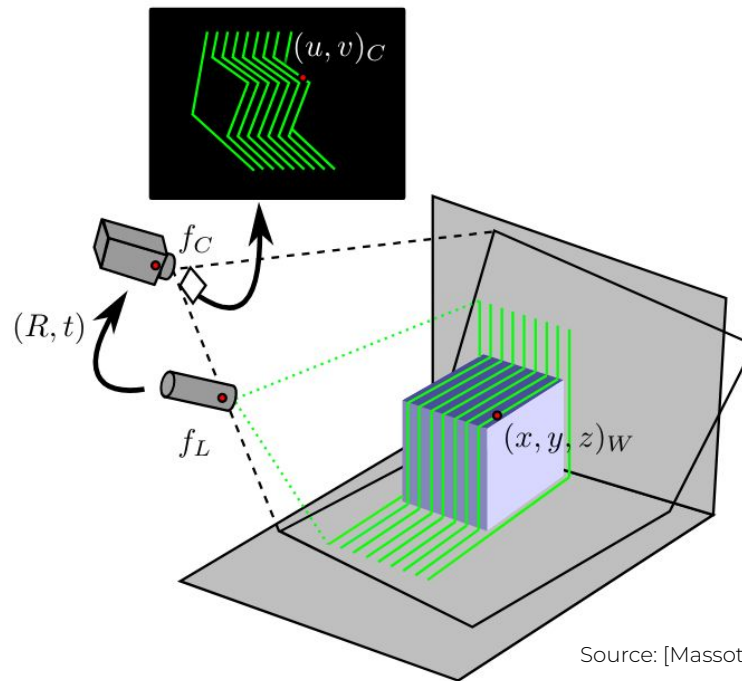
- Profilers



State of the art: underwater 3D scanners

Light projection

- Profilers
- One-shot

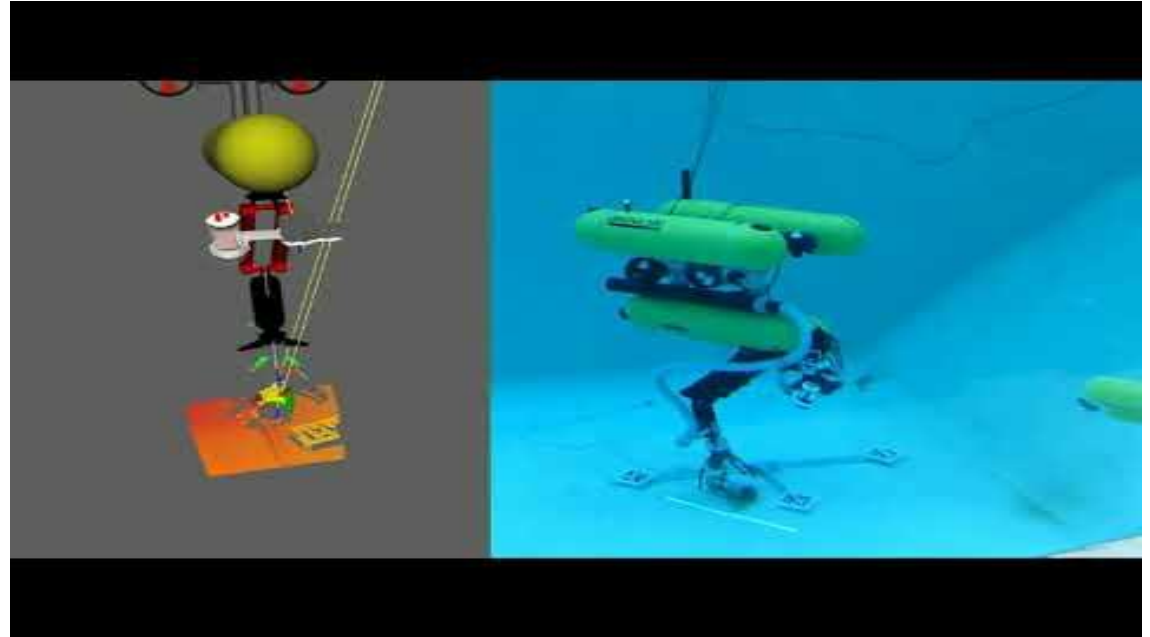


Source: [Massot 2014]

State of the art: underwater 3D scanners

Light projection

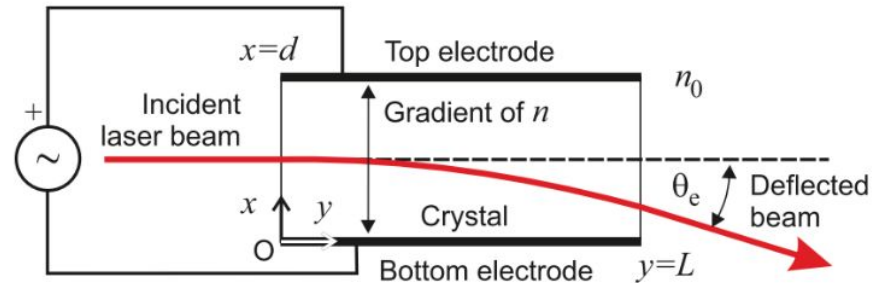
- Profilers
- One-shot
- Mechanical beam steering



State of the art: underwater 3D scanners

Light projection

- Profilers
- One-shot
- Mechanical beam steering
- Non-mechanical beam steering



Source: [Römer 2014]

State of the art: underwater 3D scanners

Light projection

- Profilers
- One-shot
- Mechanical beam steering
- Non-mechanical beam steering

Light sensing

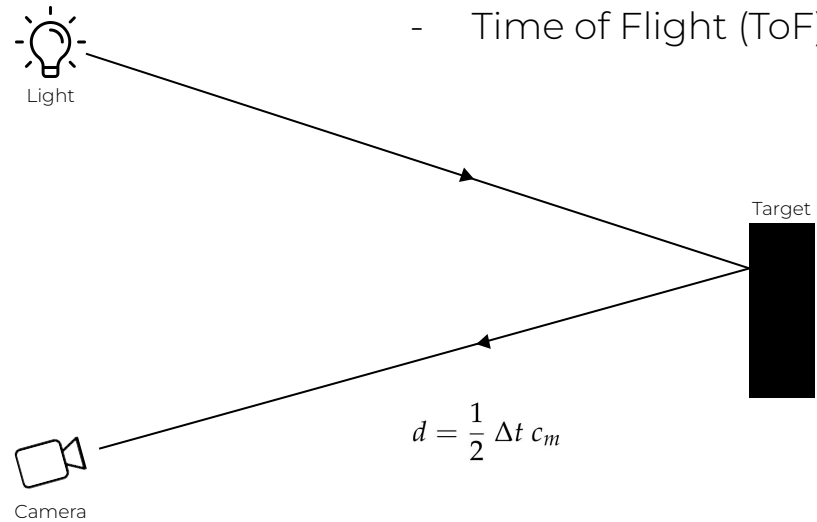
State of the art: underwater 3D scanners

Light projection

- Profilers
- One-shot
- Mechanical beam steering
- Non-mechanical beam steering

Light sensing

- Time of Flight (ToF)



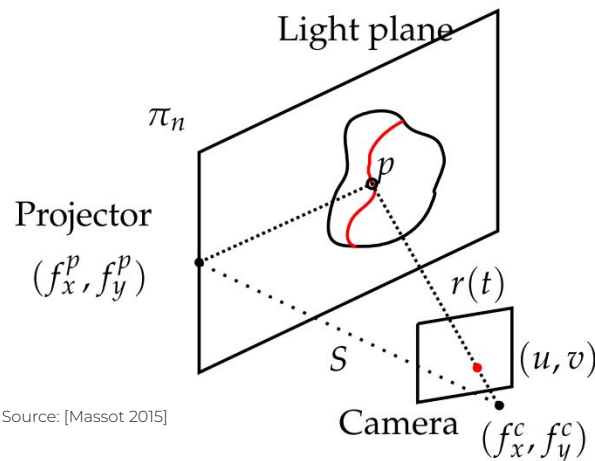
State of the art: underwater 3D scanners

Light projection

- Profilers
- One-shot
- Mechanical beam steering
- Non-mechanical beam steering

Light sensing

- Time of Flight (ToF)
- Triangulation



Source: [Massot 2015]

State of the art: underwater 3D scanners

Light projection

- Profilers
- One-shot
- Mechanical beam steering
- Non-mechanical beam steering

Light sensing

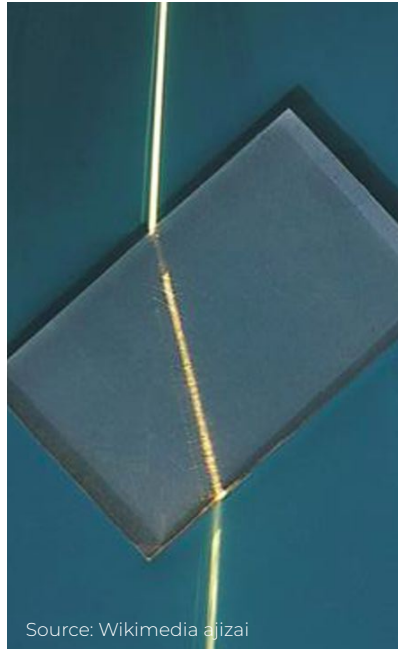
- Time of Flight (ToF)
- Triangulation

	One shot	Steered line	Non-steered line	Steered point
ToF ○	Chua [76] ● Risholm [77] ● Maccarone [140] ●			Maccarone [147] ● Imaki [83] ●
Triangulation △	Massot [60,136] ▲ Sarafraz [137] ▲ Bleier [139] ▲ Risholm [113,138] ▲	Chi [103] ▲ Palomer [48] ▲	Lopes [141] ▲ Constantinou [143] ▲ Bondenmann [61] ▲ Matos [144] ▲	

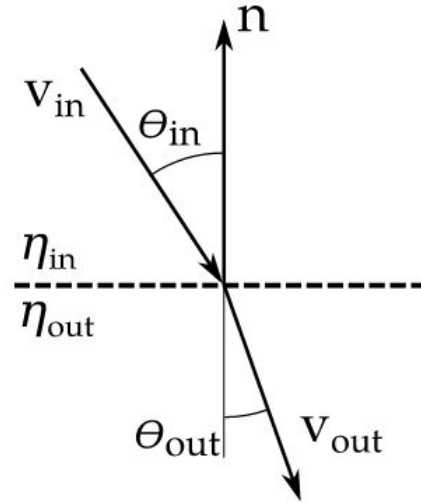
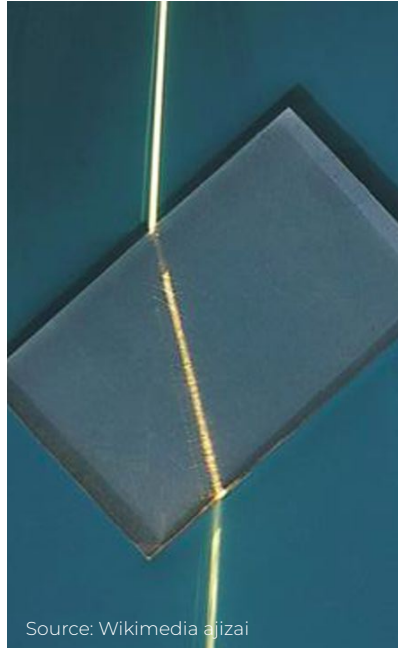
SoA performance: mm accuracy at a few meters

Refraction in 3D: plane deformation

1. Introduction
2. **Underwater laser scanner**
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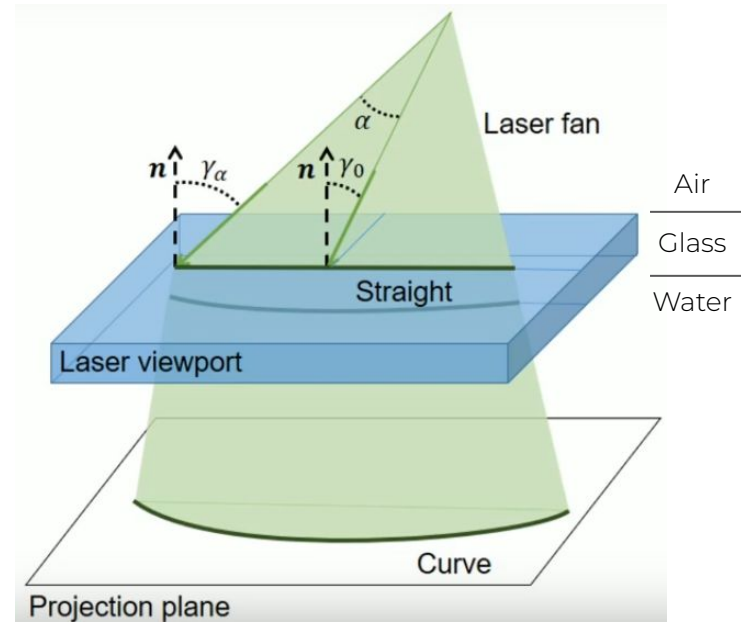
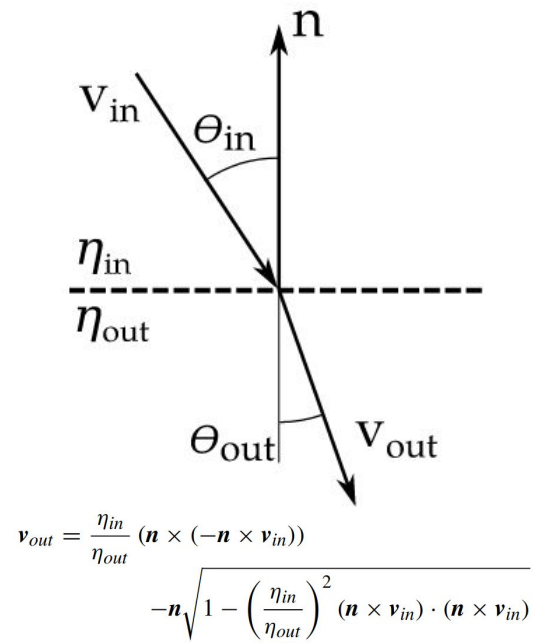
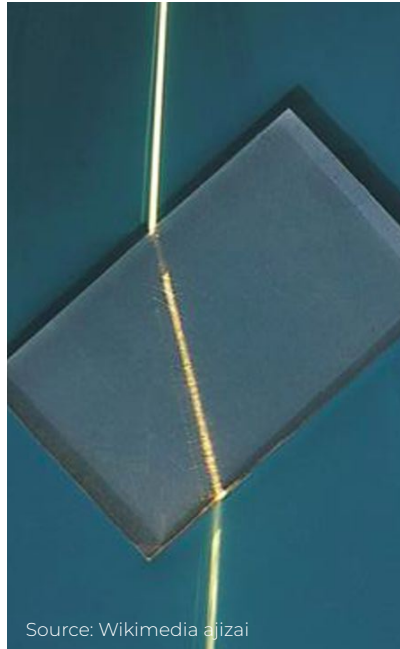
Refraction in 3D: plane deformation



$$\mathbf{v}_{out} = \frac{\eta_{in}}{\eta_{out}} (\mathbf{n} \times (-\mathbf{n} \times \mathbf{v}_{in})) - \mathbf{n} \sqrt{1 - \left(\frac{\eta_{in}}{\eta_{out}}\right)^2 (\mathbf{n} \times \mathbf{v}_{in}) \cdot (\mathbf{n} \times \mathbf{v}_{in})}$$

- 1. Introduction
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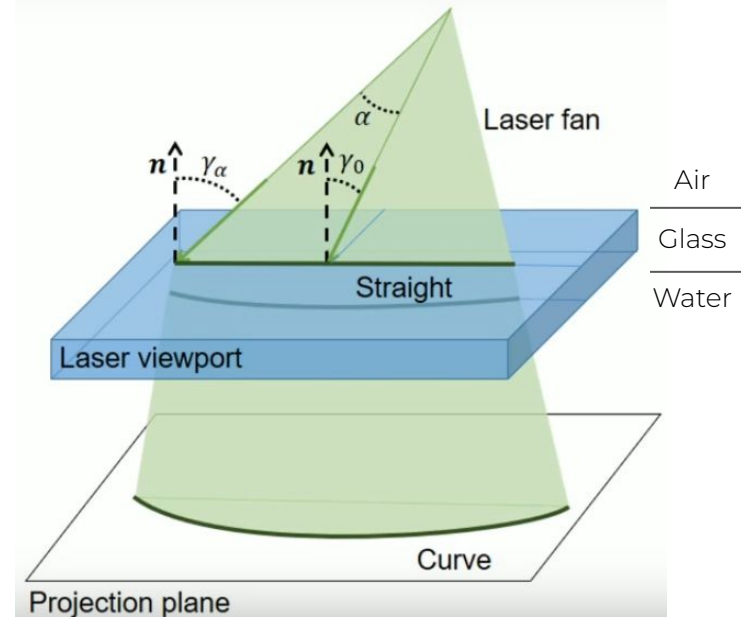
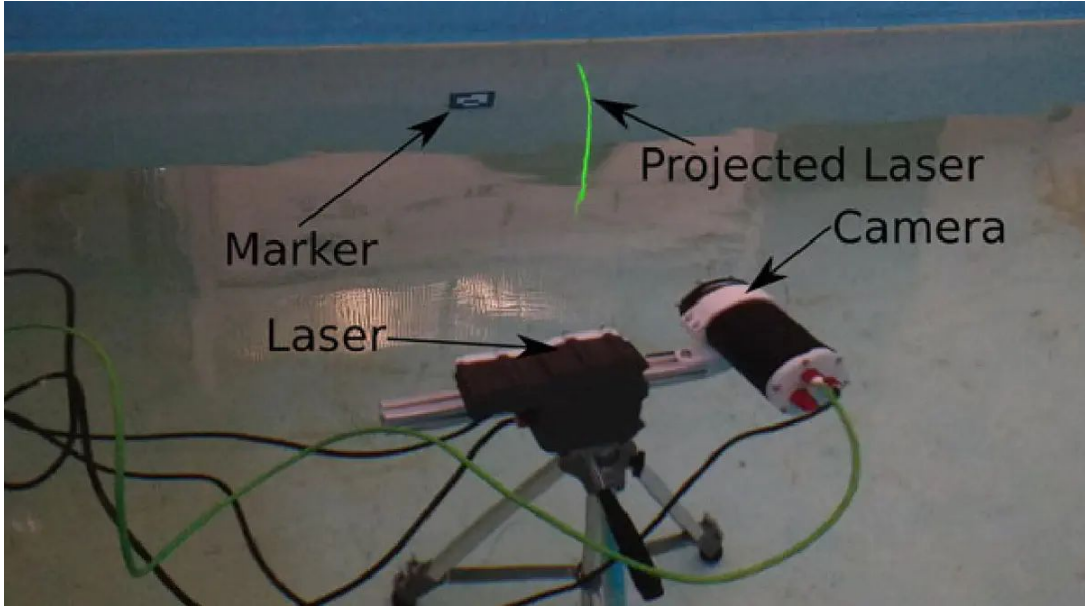
Refraction in 3D: plane deformation



Source: [Palomer 2017]

- 1. Introduction
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Refraction in 3D: plane deformation



Source: [Palomer 2017]

Counteracting refraction

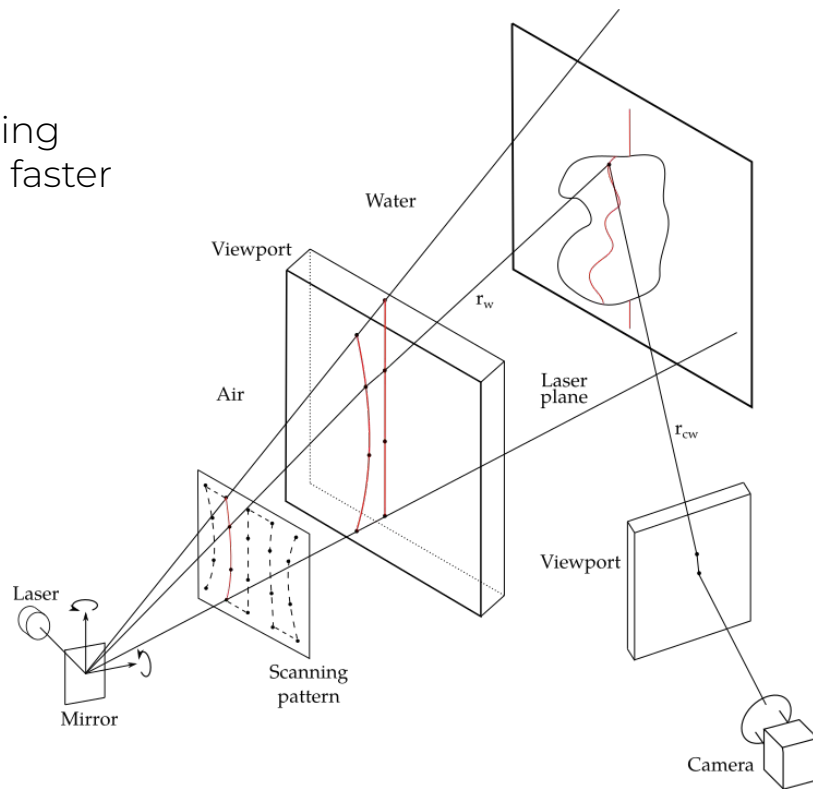
1. Introduction
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3. Conclusions

Motivation: triangulating using planes instead of cones is 8x faster

Counteracting refraction

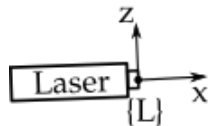
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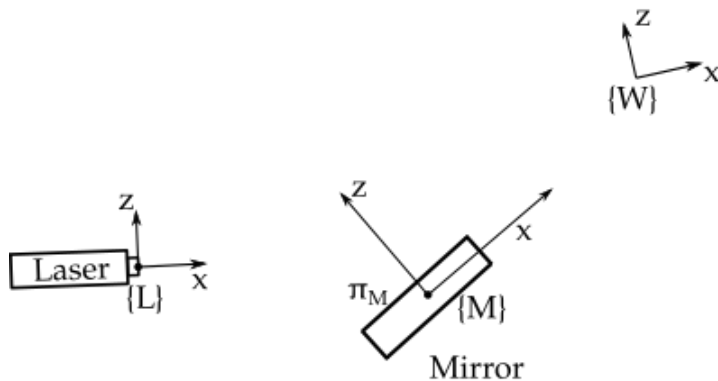
Ray-tracing model

1. Introduction
- 2. Underwater laser scanner**
3. Conclusions



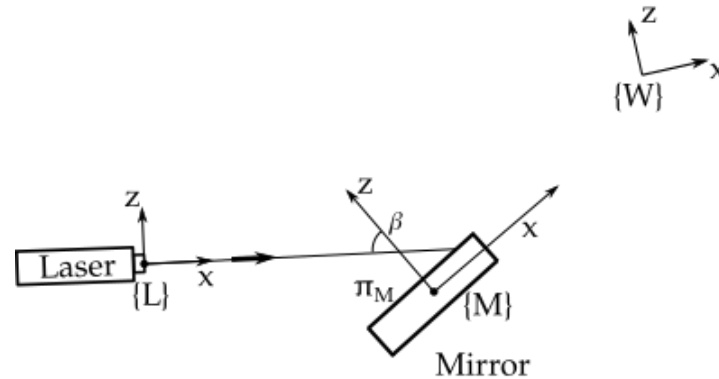
Ray-tracing model

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2. **Underwater laser scanner**
3. Conclusions



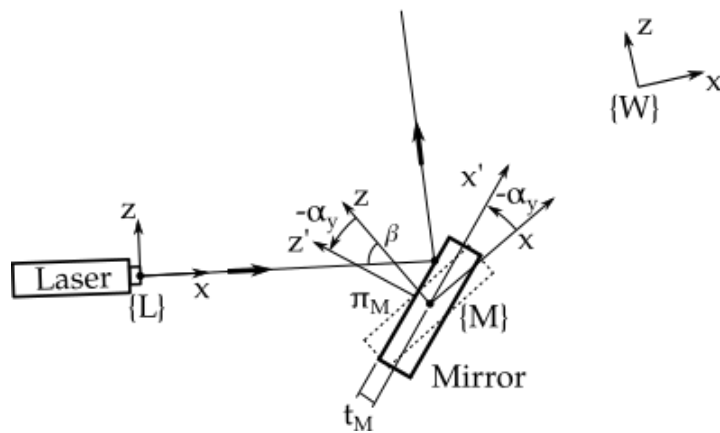
Ray-tracing model

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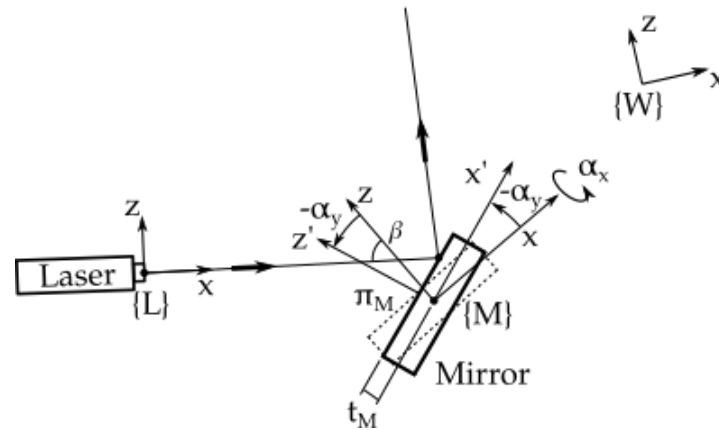
Ray-tracing model

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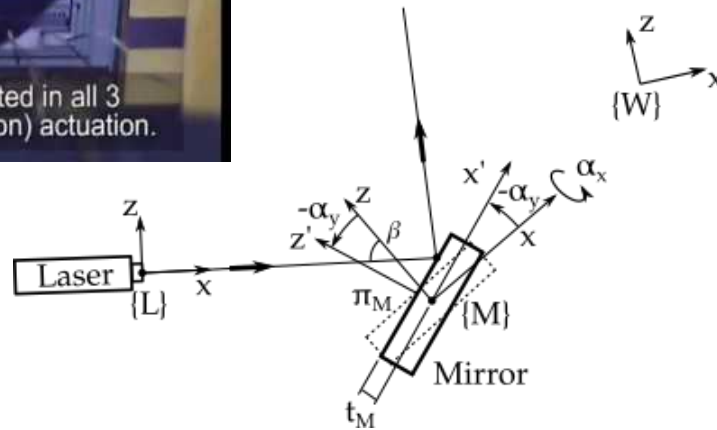
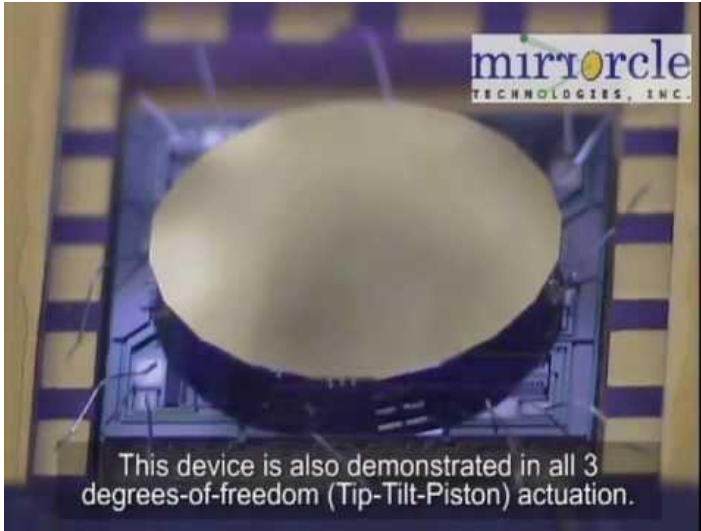
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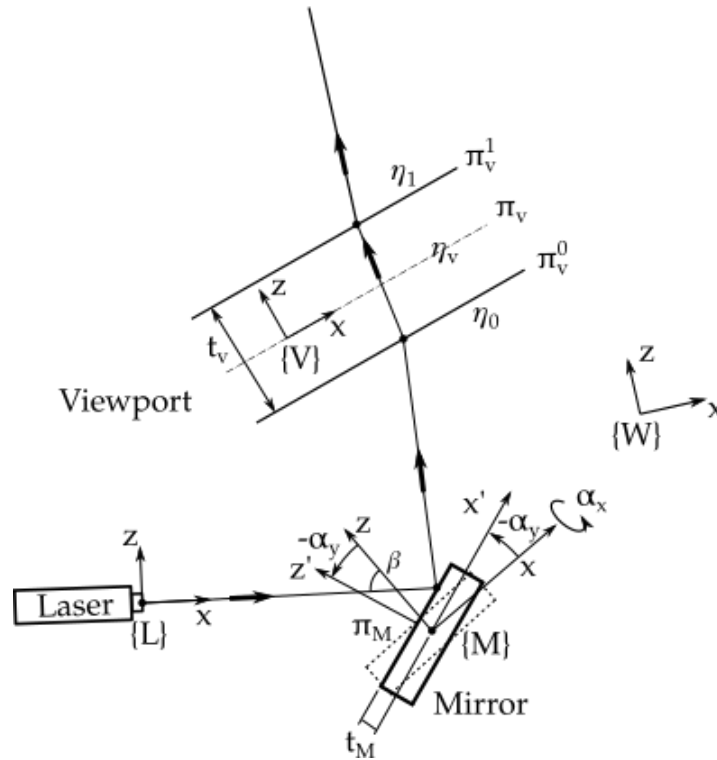
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Ray-tracing model



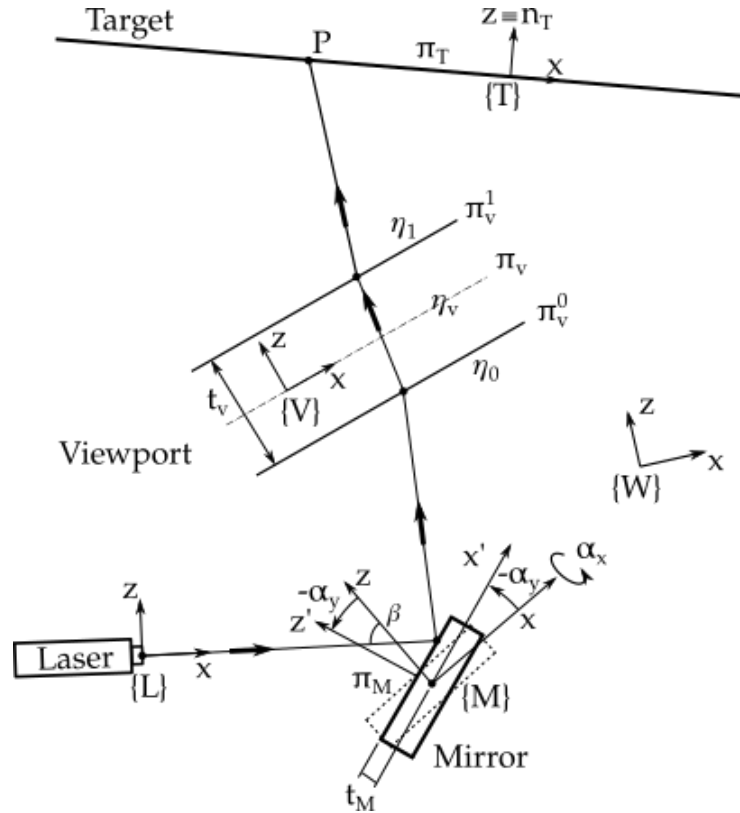
Ray-tracing model

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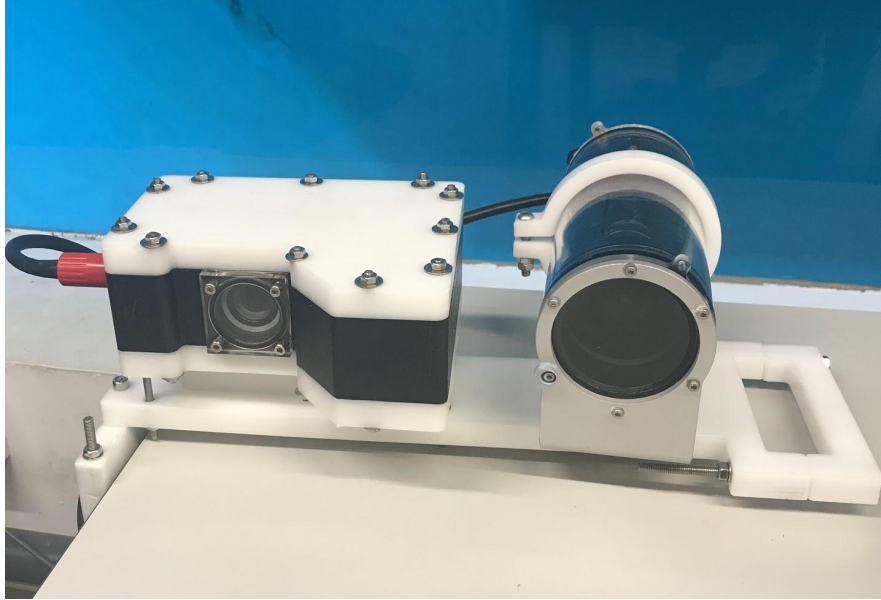


Ray-tracing model

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Underwater 3D scanner: prototype

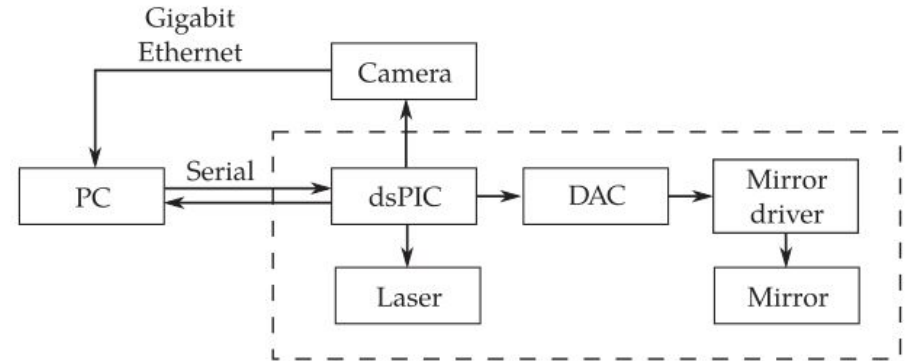
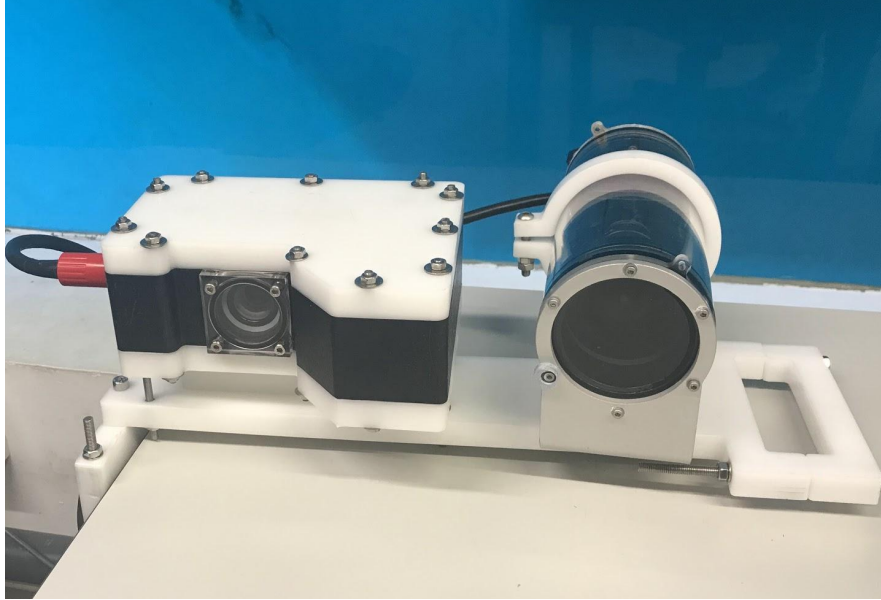


State-of-the-art performance:

- 50 lines/s (up to 100k points/s)
- Approx FoV: $30^\circ \times 30^\circ$
- Plane fitting accuracy:
 - o 0.5mm @ 0.6m
 - o 3mm @ 1.5m
- Range dependent on baseline and visibility conditions: 0.4m - 5m

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Underwater 3D scanner: prototype



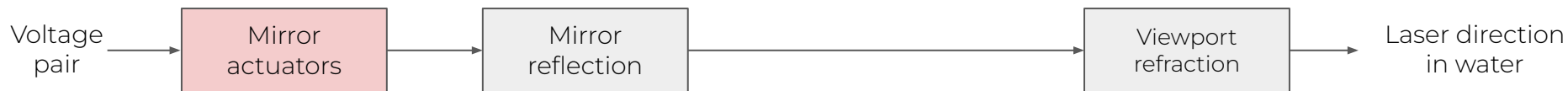
Challenges

1. Introduction
- 2. Underwater laser scanner**
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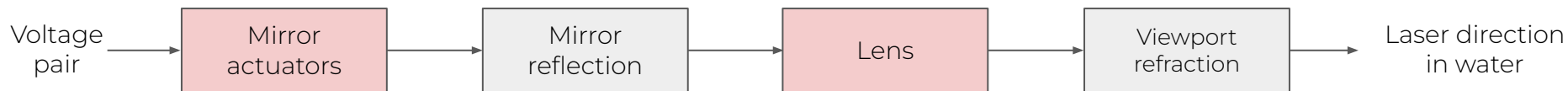
Challenges

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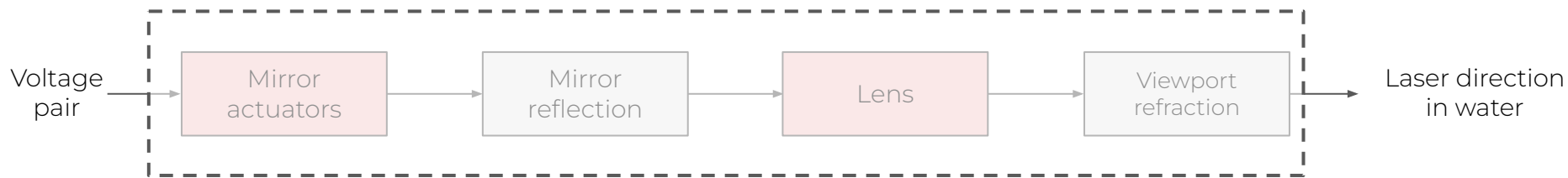
Challenges

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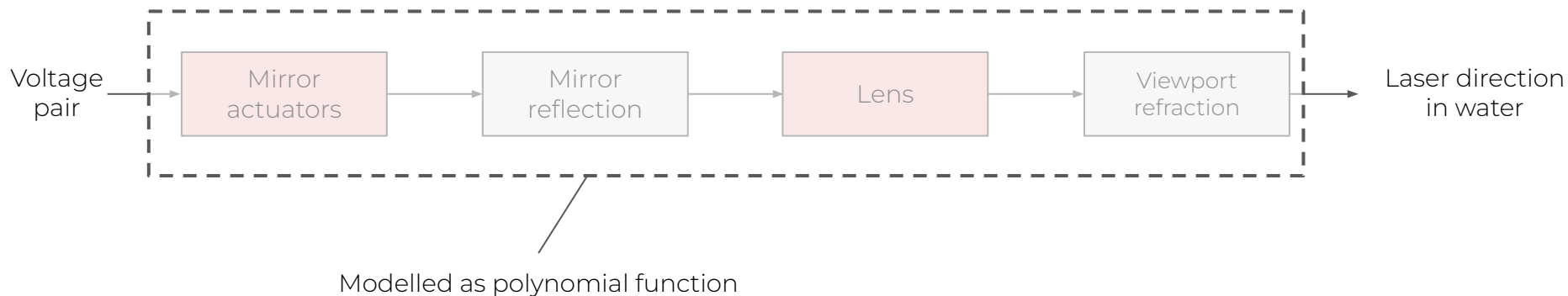
Challenges

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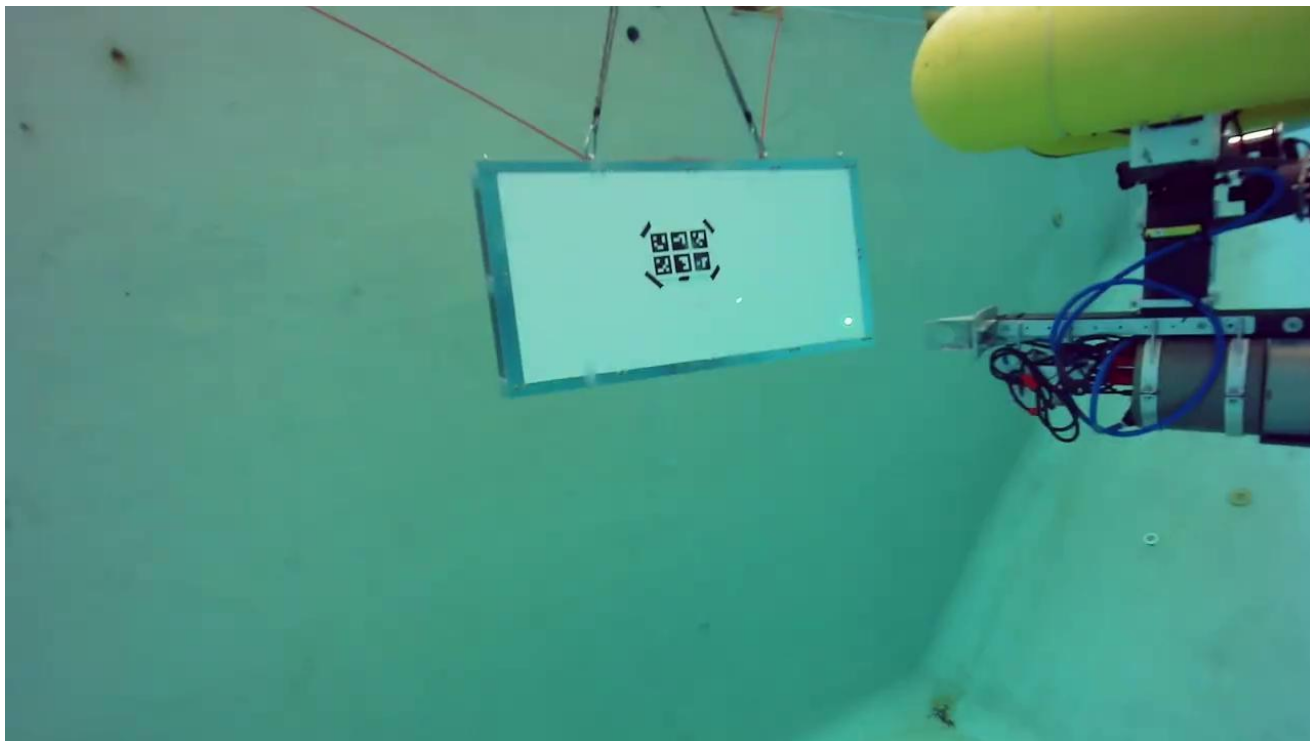


Challenges

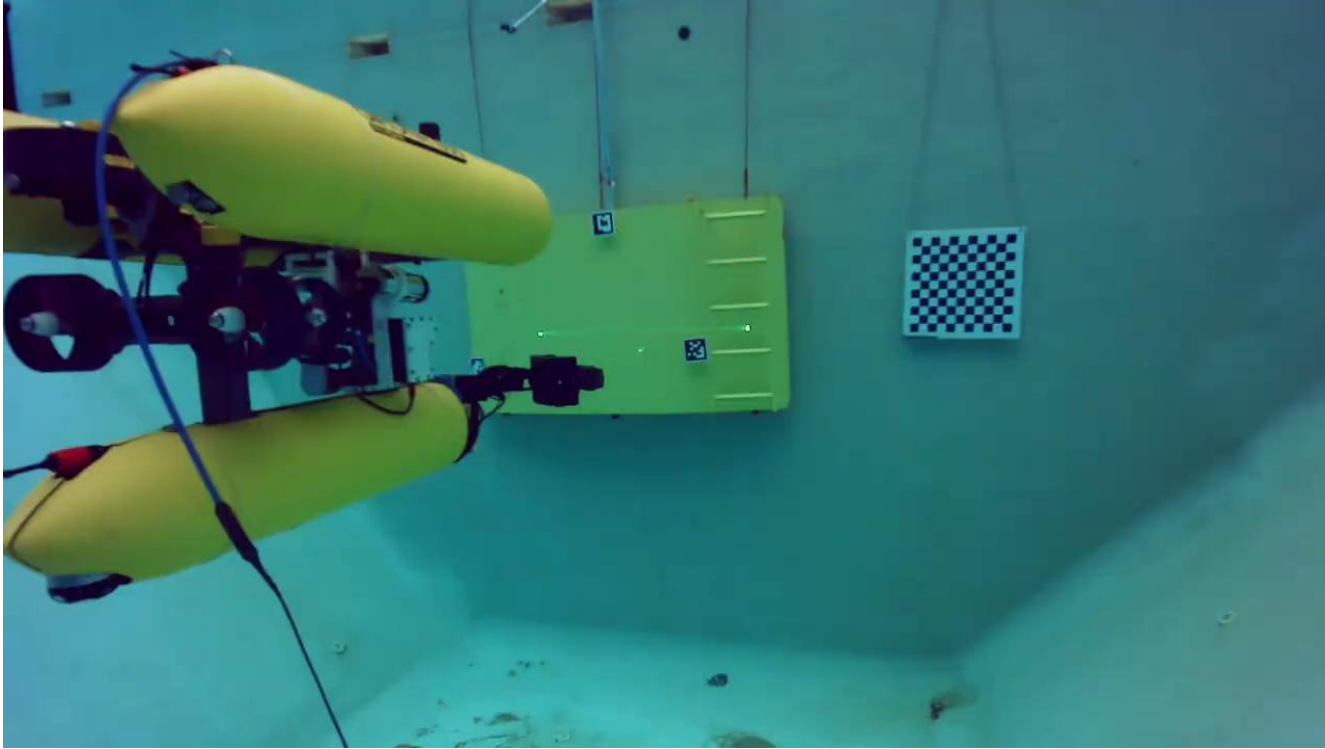
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Calibration

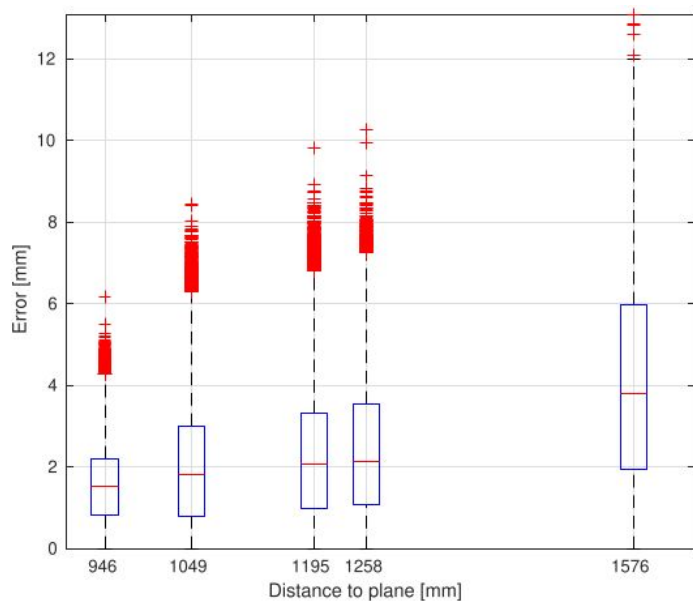


Scanning

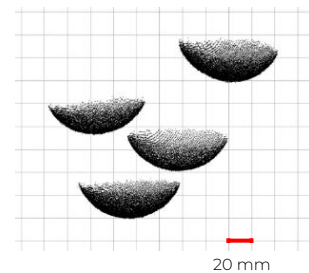
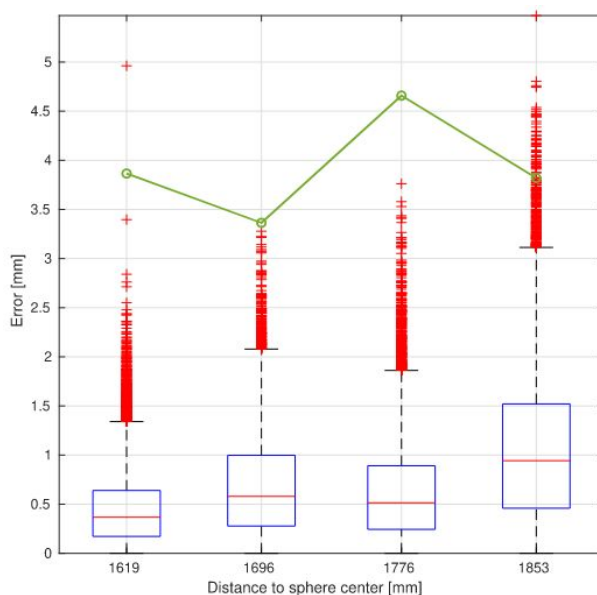


Results: accuracy characterization

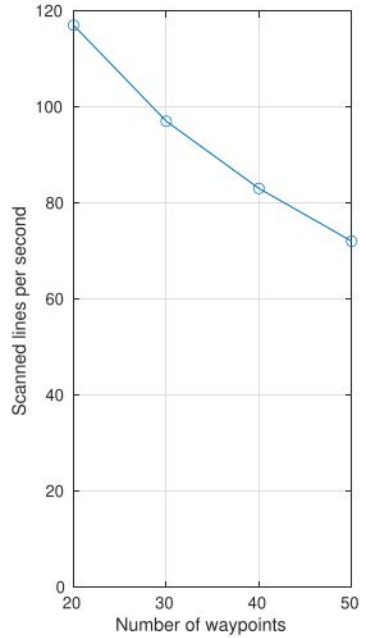
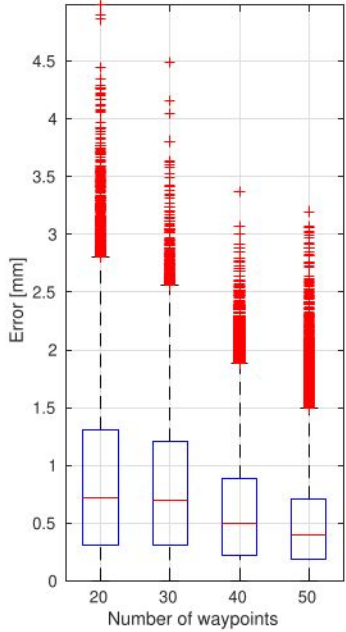
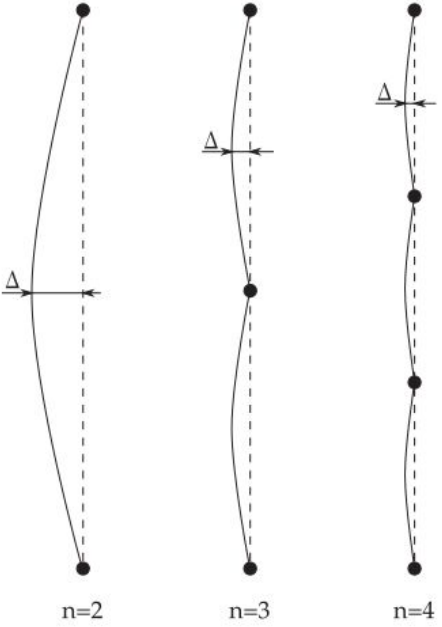
Plane fitting



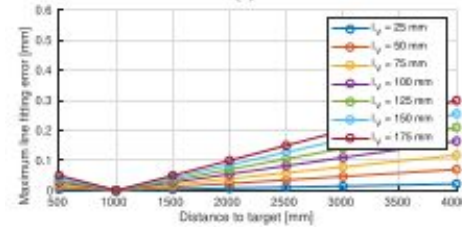
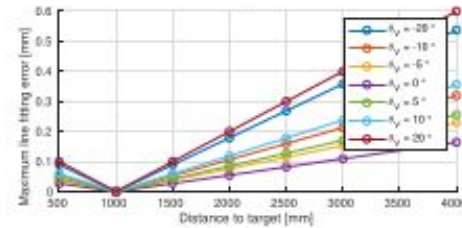
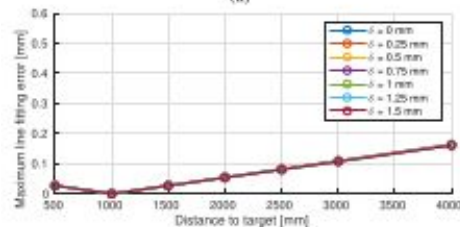
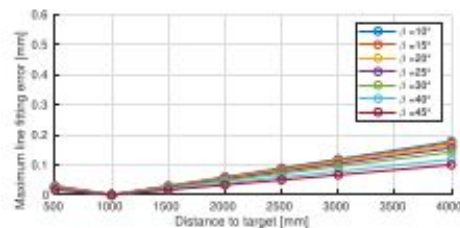
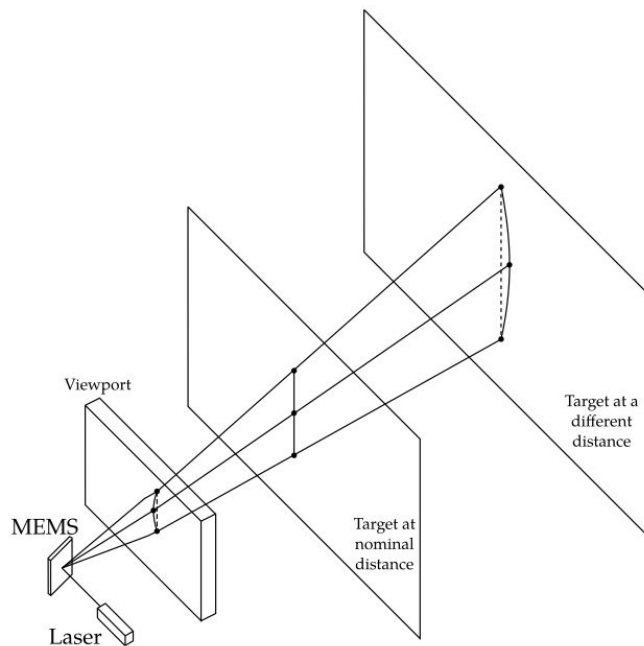
Sphere fitting



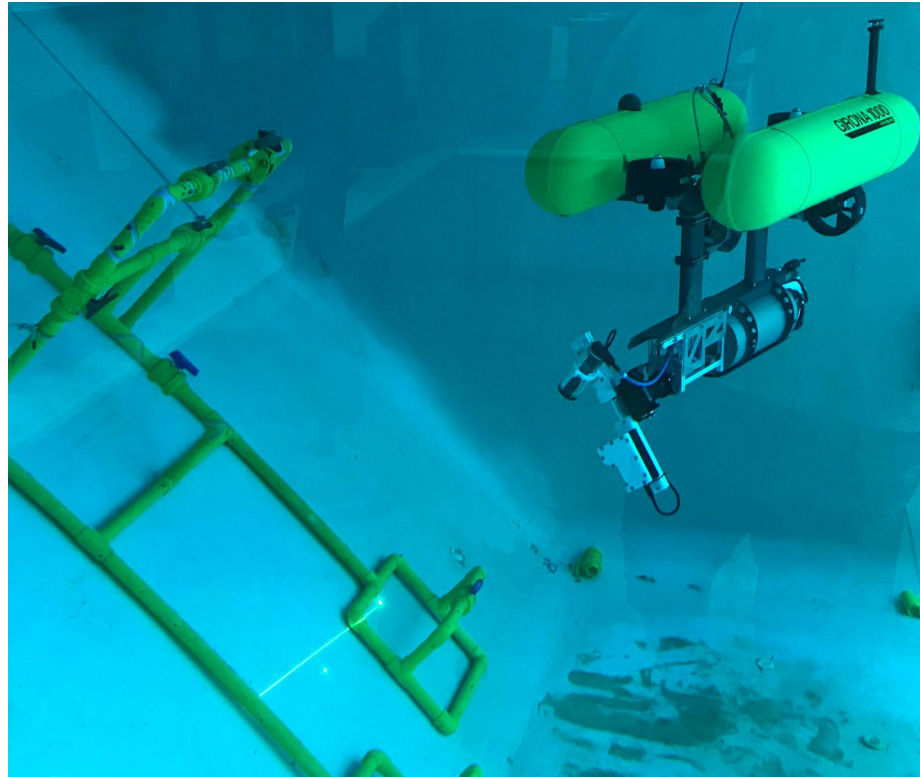
Results: Number of waypoints per line



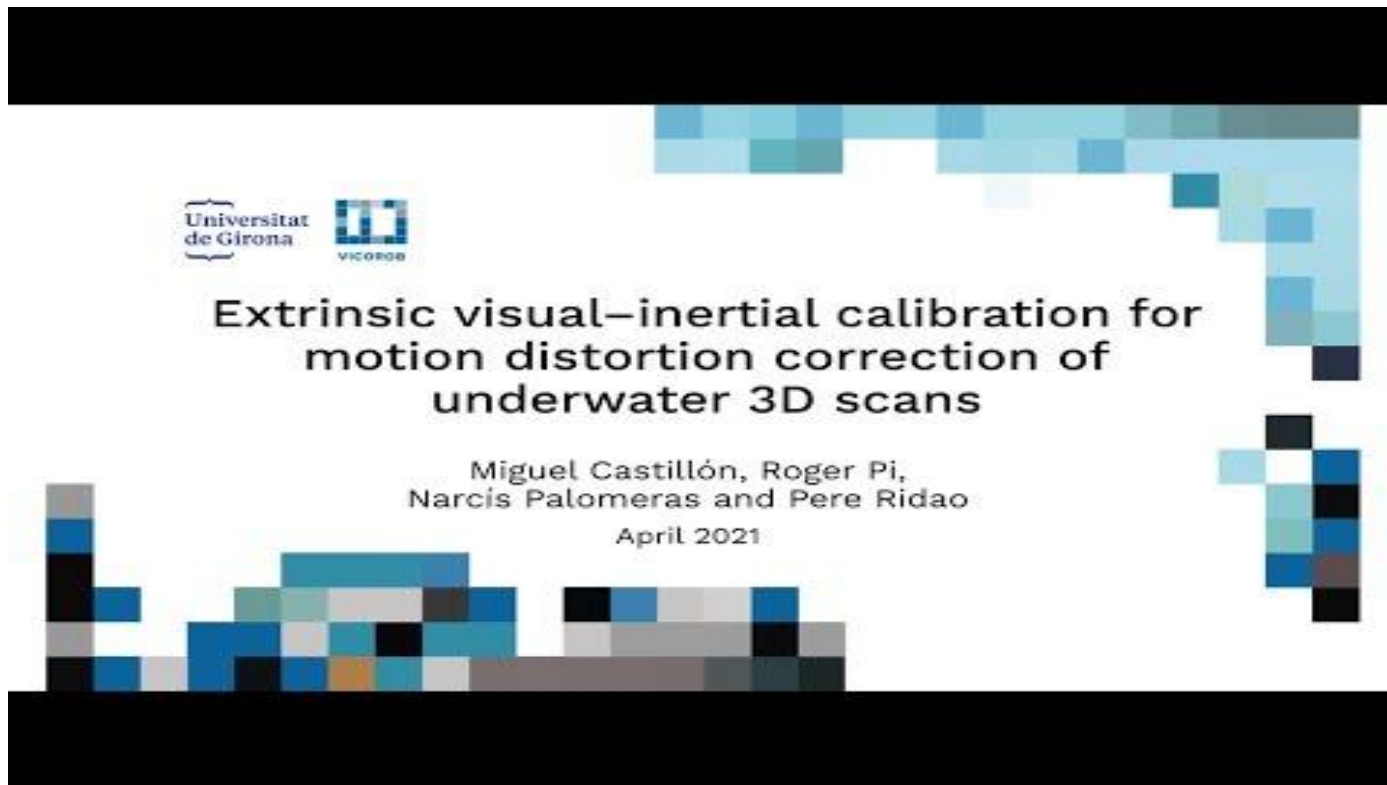
Scanning at different distances



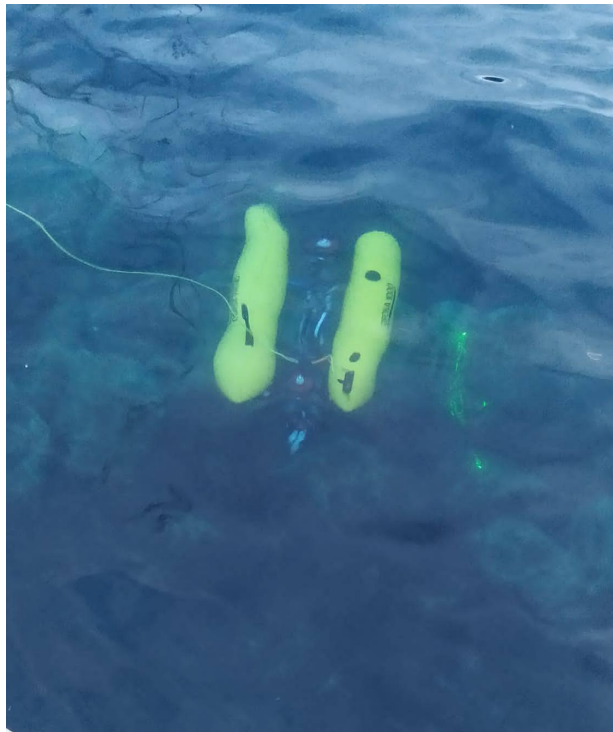
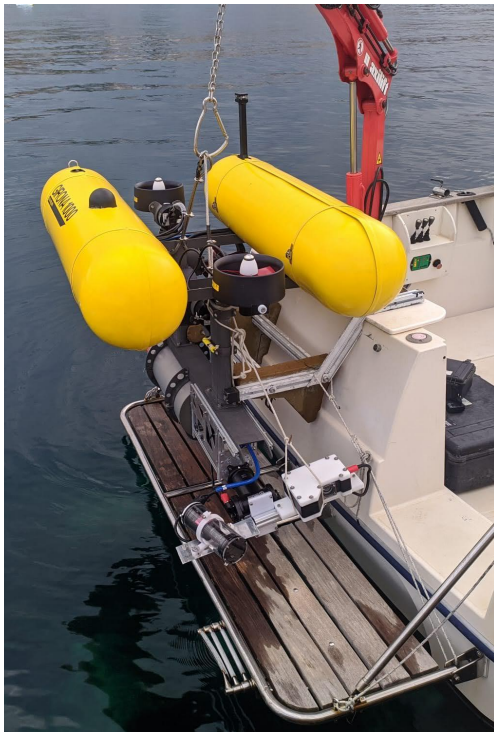
Dynamic scanning

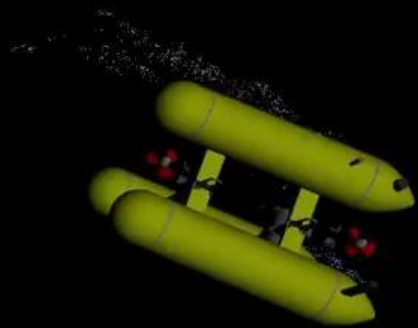


Dynamic scanning

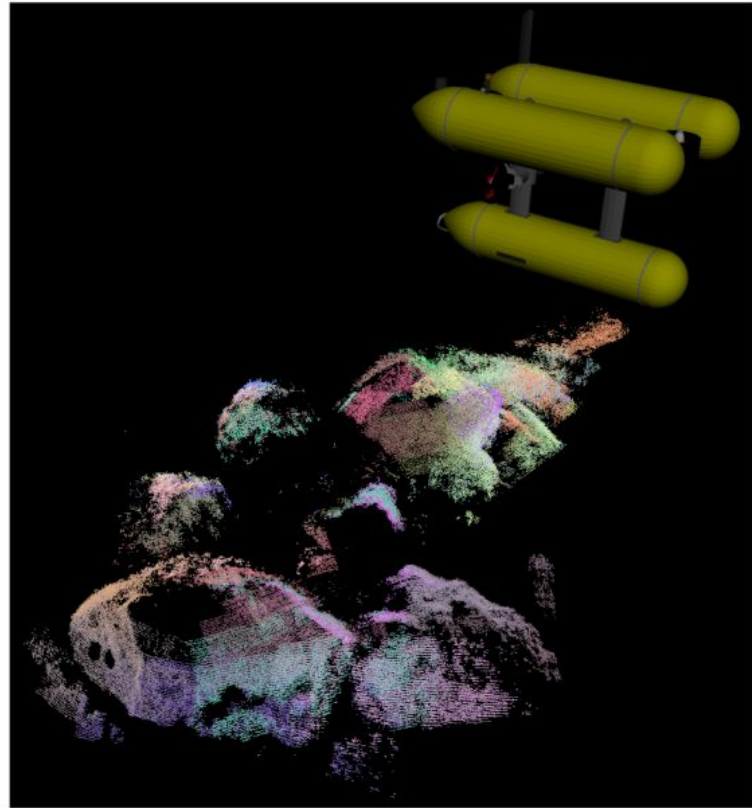
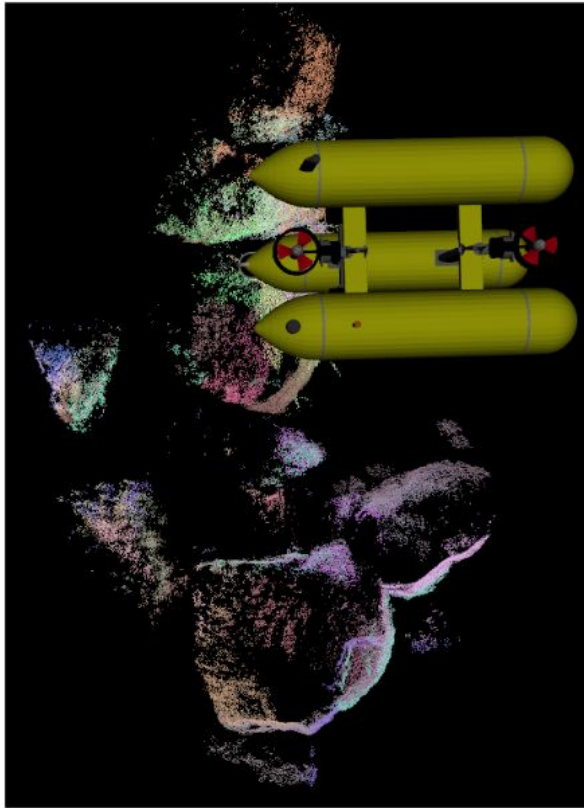


Sea trials



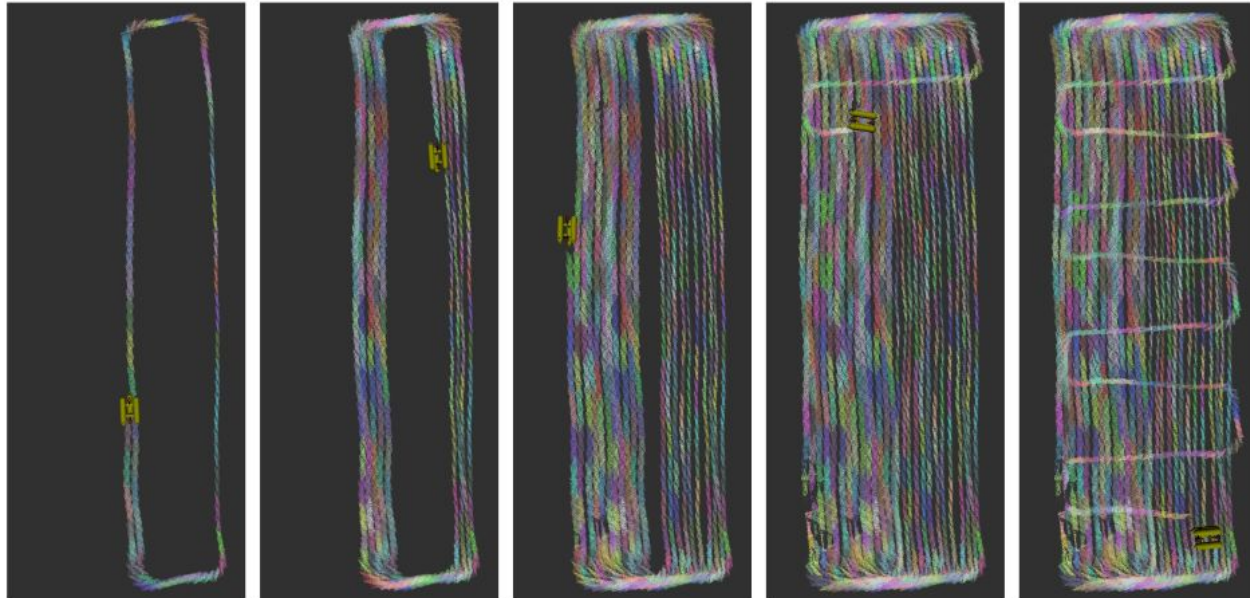


Sea trials: rocks

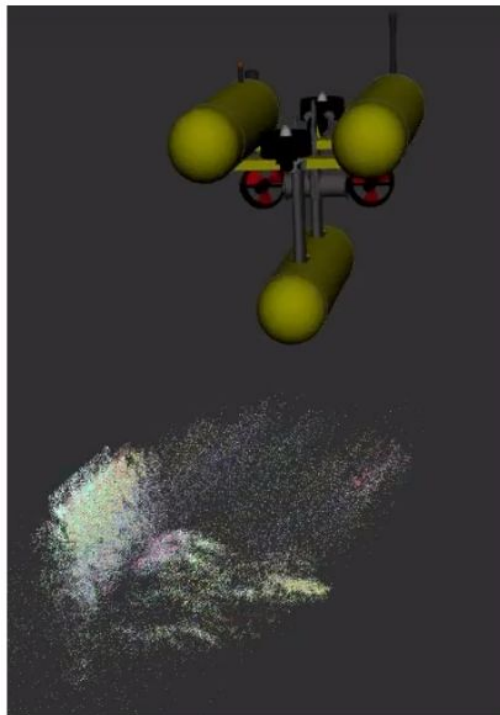


Sea trials: autonomous inspection

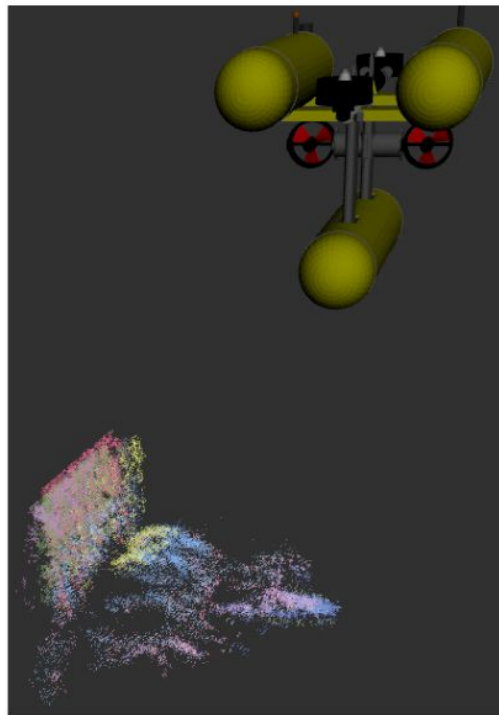
30 m x 8 m, 10m deep



Sea trials: backscatter



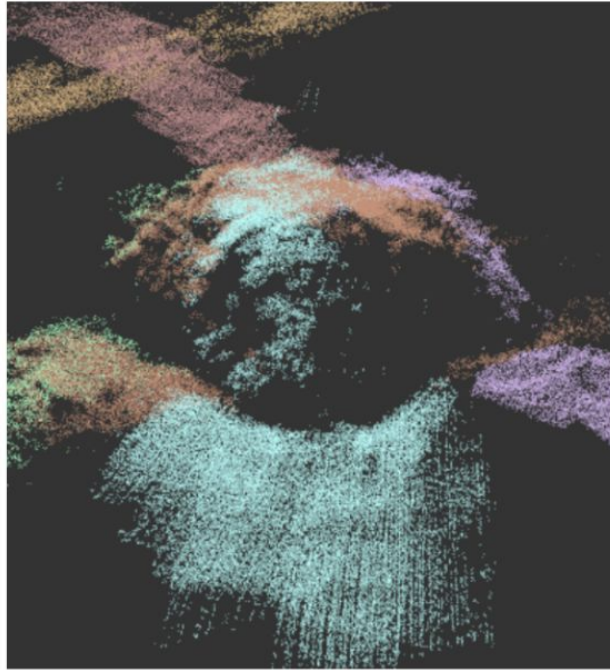
(a) Without outlier removal



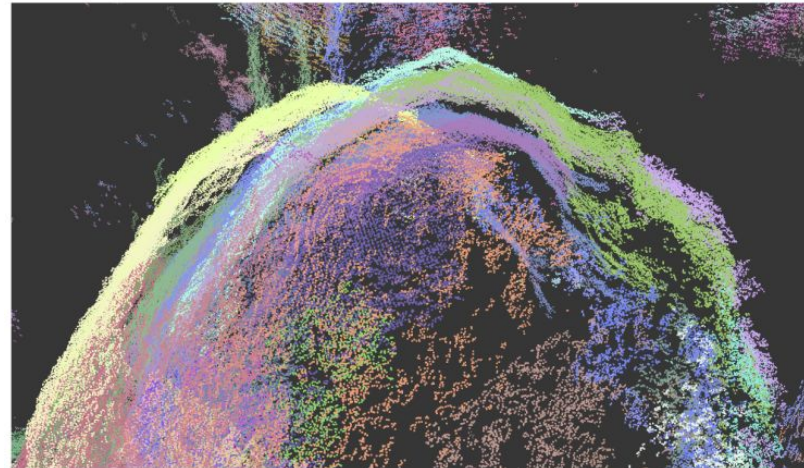
(b) With outlier removal

`pcl::StatisticalOutlierRemoval`
[Rusu 2007]

Sea trials: navigation drift



(a) Aggregated scans at the flat area of the seafloor (low drift).



(b) Aggregated scans at the rocky area of the seafloor (high drift).

Conclusions

Contributions

- Underwater 3D laser scanner
 - Literature survey
 - Counteracting refraction at light projection
 - Simple calibration based on projection functions

Future work

- Laser scanner
 - Higher laser power and backscatter, larger baseline, range gating
 - Study influence of the water refraction index
 - Increase scanning speed (better dynamic control of the mirror)
 - Automatic calibration
 - Multimodal perception (RGB cameras, sonar).
 - Explore Event-Based cameras

Future work

Thank-you very much for your attention...

- Higher laser power and backscatter, larger baseline, range gating
- Study influence of the water refraction index
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Any questions ??