Three-axis Motion Compensated Crane Head Control

Vegard Wie Henriksen∗ Audun Gerhardsen Røine∗ Espen Skjong∗,∗∗,⋆⋆ Tor Arne Johansen†

* Centre for Autonomous Marine Operations and Systems, Department of Engineering Cybernetics, Norwegian University of Science and Technology, Trondheim, Norway.
** Ulstein Power & Control AS, Norway.

Abstract: Offshore operations can be harsh and demanding and set personnel and equipment at risk. Ships will be exposed to the elemental forces of wind, waves and current, which will influence offshore crane operations considerably. This paper addresses the use of a crane head, constructed as a Delta parallel robot, to compensate for the motions of the ship in three axes. This type of robot has a rigid and accurate structure, but because of its highly nonlinear nature, advanced control algorithms must be derived. This paper includes both forward and inverse kinematics for the robot, as well as velocity kinematics and workspace analysis. The kinematics of a full crane system, with the robot as its head, has been modelled, and a simulator which includes a model of a supply vessel is created. The disturbances on the system from the elements are translated and rotated to the crane head frame of reference for use in the compensation procedure. PID controllers are used to control the crane head, and simulations are conducted to verify that the crane head is able to compensate for the motions created by waves.

Keywords: Motion compensation, Nonlinear control, Robotics, Ship dynamics, Cranes

1. INTRODUCTION

Offshore crane operations in harsh environments are challenging and put crew and equipment at risk. Heave compensated crane systems in marine vessels have been extensively used to cultivate easier and safer offshore operations. Examples of such operations are surface crane operations for installing equipment on the seafloor, launching and retrieving systems (LARS) and delivering supplies from vessels to platforms. Motion compensation in such systems are generally limited to one axis, i.e the vertical heave motion, (Fang et al., 2014; Kuchler et al., 2011; Messineo and Serrano, 2009; Johansen et al., 2003).

This paper considers the development of a crane head control designed for motion compensation in all three axes. This Three Axis Compensator (TAC) is a Delta type parallel robot (Clavel, 1988). A parallel robot consists of two or more closed kinematic chains linking the base to the end effector, whereas a serial robot arm consists of just one kinematic chain (Spong et al., 2005). The advantages of a parallel structure are its high rigidity and accuracy, making it very attractive for crane operations, whereas the disadvantages are narrower workspace and more difficult control than its serial counterpart (Laribi et al., 2008). The Delta robot consists of three kinematic chains connected on either end at a top- and bottom plate, and these plates stay in parallel with each other (Codourey, 1988). It is most commonly used for precise and stationary actions such as item picking or 3D printing (Williams, 2015), but in this paper it will be seen that it can also be used for motion compensation of crane operations on ships, which is a novel application.

It will be discussed how to use the TAC to compensate for the motion of a load suspended in a crane on a ship at sea. First a mathematical model of the crane head will be provided. Section 2 deduces the crane head geometry which is used in Sections 3, 4 and 5 to find the inverse, forward and velocity kinematics of the TAC, respectively. The workspace limits of the TAC are explored in Section 6. The kinematics of the full crane system, including how the measurements from the Inertial Measurement Unit (IMU) are related to the states of the system is detailed in Section 7, whereas Section 8 will tie together all the different parts required to control the TAC. The simulation setup and results are presented in Sections 9 and 10.

2. TAC GEOMETRY

To fully understand how the TAC can be used for motion compensation, it is imperative that the TAC’s configuration can be explained and designed precisely. Fig. 1 shows a geometrical representation of the TAC with the different parameters further explained in Table 1. The Tool Center Point (TCP) is where the load is suspended, and its position is denoted $p_c$.

The main frame of orientation, denoted $\{t\}$ with coordinates $(x_t, y_t, z_t)$, is shown in Fig. 2, with the $x$-axis
Table 1. TAC parameters.

<table>
<thead>
<tr>
<th>Notation</th>
<th>Unit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$l_k$</td>
<td>m</td>
<td>Length from center of the bottom plate to the arm</td>
</tr>
<tr>
<td>$l_a$</td>
<td>m</td>
<td>Length of the arm</td>
</tr>
<tr>
<td>$l_r$</td>
<td>m</td>
<td>Length of the rod</td>
</tr>
<tr>
<td>$l_p$</td>
<td>m</td>
<td>Length from the center of the top plate to the rod</td>
</tr>
<tr>
<td>$\alpha_i$</td>
<td>rad</td>
<td>Angle between bottom plate and arm $i$</td>
</tr>
<tr>
<td>$u_i$</td>
<td>rad</td>
<td>Input to DC-motors</td>
</tr>
<tr>
<td>$k_i$</td>
<td>-</td>
<td>Knee-point between arm and rod $i$</td>
</tr>
<tr>
<td>$c_i$</td>
<td>-</td>
<td>Indented Knee-point $i$</td>
</tr>
<tr>
<td>$p_i$</td>
<td>-</td>
<td>Point connecting rod and top plate</td>
</tr>
<tr>
<td>$p_c$</td>
<td>-</td>
<td>Center-point of the top plate, position of the TCP</td>
</tr>
<tr>
<td>$i$</td>
<td>-</td>
<td>Jointed-arm number, $i \in {1,2,3}$</td>
</tr>
</tbody>
</table>

Fig. 1. TAC Geometry.

Fig. 2. TAC top plate seen from above, frame $\{t_i\}$.

pointing out of the paper plane, $z$-axis up and the $y$-axis to the right. In Fig. 3 the individual frame for any joint is shown, denoted $\{t_i\} = (x_{t_i}, y_{t_i}, z_{t_i})$ for $i \in \{1,2,3\}$, where the $y$-axis points from the knee into the center. Both $\{t\}$- and $\{t_i\}$-frames have the same origin, $o_k$, thus transforming between these frames is done by rotations, with the rotation matrices

$$R_{t1}^i = R_{x, \alpha_i}, \quad R_{t2}^i = R_{x, u_i}, \quad R_{t3}^i = R_{x, k_i}.$$  (1)

The position of the TCP in the different frames is denoted as

$$p_c^i = [x_c, y_c, z_c]^T$$

and $p_c^{t_i} = (R_{t_i}^i)^T p_c^i = [x_{c^{t_i}}, y_{c^{t_i}}, z_{c^{t_i}}]^T$. (2)

Each of the three kinematic chains consists of an arm and a rod, connected by a knee joint. The position of the knee, $k_i$, can be derived, when knowing the corresponding angle $\alpha_i$, as

$$k_i^t = R_{t_i}^t [l_k \cos \alpha_i, \ -l_k - l_a \sin \alpha_i, \ 0]^T \ \forall i \in \{1,2,3\},$$ (3)

whereas the position of the top plate cannot be found without knowing all three angles. The length of the rod, $l_r$, is constant, a fact that can be exploited to derive the relation between all angles and the TCP. By placing an indented knee-point, $c_i$, a distance of $l_p$ in the $y_{t_i}$-direction in the $\{t_i\}$-frame yields a point which will be at a constant distance of $l_r$ from $p_c$. $c_i$ can be described as

$$c_i^t = R_{t_i}^t [l_a \sin \alpha_i, \ a - l_a \cos \alpha_i, \ 0]^T, \ \forall i \in \{1,2,3\},$$ (4)

where $a = l_p - l_k$. The vector $s_i^t$ is defined as the vector from $c_i^t$ to $p_c^i$, i.e.

$$s_i^t \equiv p_c^i - c_i^t \ \forall i \in \{1,2,3\},$$ (5)

$p_c^i$ can be seen as the crossing point of three spheres with radius $l_r$ and center in each indented knee point $c_{i}^{t}$, as presented in Fig. 4. With this information, the vector-loop closure equation can be found as

$$||s_i^t||_2^2 = l_r^2 \ \forall i \in \{1,2,3\},$$ (6)

Eq. (6) is a useful tool for describing the system dynamics (Codourey (1988); Williams (2015); Andrioaia et al. (2012)).

3. INVERSE POSITION KINEMATICS

The Inverse Position Kinematics (IPK) solution of the system is a way of finding the joint angles, $\alpha = [\alpha_1, \alpha_2, \alpha_3]^T$, given the Cartesian coordinates of the TCP, $p_c^i$ (Williams, 2015). This is done in the $\{t_i\}$-frame, where

$$c_{i}^{t} = [x_i, y_i, z_i]^T.$$ (7)

Eq. (6) can be expanded,

$$||p_{c}^{t}||_2^2 + ||c_{i}^{t}||_2^2 - l_r^2 - 2(x_{ci}x_i + y_{ci}y_i + z_{ci}z_i) = 0, \quad (8)$$
The workspace, the solutions are well-defined and real. When the solutions are different this will in total yield eight different configurations for the TAC, but the solution chosen should be the one with all knees pointing outward, i.e. satisfying $|\alpha_i| < \frac{\pi}{2}$. The IPK solution can be formed into a function such that

$$\alpha = IPK(p_c^i).$$

### 4. FORWARD POSITION KINEMATICS

The Forward Position Kinematics (FPK) solution is the inverse of the IPK as it yields $p_c^i$ given $\alpha$. It can be solved analytically with Gaussian Elimination (Cooke, 2000). Eq. (6) can be rewritten as

$$(p_c^i)^T p_c^i - 2(p_c^i)^T c_i + (c_i)^T c_i = l_i^2.$$ (17)

One want to reformulate the quadratic parts of the equation to make it easier to solve. This can be done by introducing the variables

$$r = (p_c^i)^T p_c^i, \quad b_i = (c_i)^T c_i - l_i^2,$$

which gives

$$(p_c^i)^T c_i = (r + b_i)/2, \quad \forall i \in \{1, 2, 3\}.$$ (19)

By changing the notation to

$$C = [c_1^T \ c_2^T \ c_3^T], \quad 1 = [1 \ 1 \ 1]^T, \quad b = [b_1 \ b_2 \ b_3]^T,$$ (20)

and introduce the substitution variables

$$u = C^{-1}1, \quad v = C^{-1}b,$$ (21)

a solution for $p_c^i$ can be found as

$$p_c^i = (ru + v)/2.$$ (22)

A solution for $p_c^i$ is now presented, but $r$ is still unknown. $r$ can be obtained by inserting (22) into (18)

$$r = (p_c^i)^T p_c^i = \frac{1}{4}(ru + v)^T (ru + v).$$ (23)

This can again be rewritten to

$$u^T u + (2u^Tv - 4)r + v^Tv = 0,$$ (24)

which can be recognized as a second order polynomial. This can be solved for $r$ as

$$r = \frac{2 - u^Tv \pm \sqrt{(2 - u^Tv)^2 - (u^Tu)(v^Tv)}}{u^Tu}.$$ (25)

If the solution from (25) is inserted in (22) two analytical solution for $p_c^i$ given $\alpha$ appears. To understand why two solutions appears one can look back at Fig. 4 where it can be observed that the three spheres intersect in two points. One solution is the intersection above the TAC base plate, the other is beneath. The valid solution for the crane head is the one over the TAC base plate i.e satisfying $x_c^i > x_i^i \quad \forall i \in \{1, 2, 3\}$. 

### 5. KINEMATIC JACOBIAN

The relationship between the velocity of the TCP, $\dot{p}_c$, and the joint velocities, $\dot{\alpha}$, can be useful for designing a control system (Codourey (1988); Spong et al. (2005)). This kinematic relationship can be found by differentiating (6) as

$$(\dot{s}_i)_{\parallel}^T \dot{\alpha}_i = 0,$$ (26)

where $\dot{s}_i$ can be found as

$$\dot{s}_i = \dot{p}_c - d_i^T \dot{\alpha}_i.$$ (27)
with
\[
d_i^T = R_i^T [l_a \cos \alpha, l_a \sin \alpha, 0]^T.
\]
Inserting (26) into (27) yields
\[
(s_i^T)^T(p_c^T - d(\dot{\alpha})) = 0.
\]
Expanding (29) for \(i \in \{1, 2, 3\}\) gives
\[
\begin{bmatrix}
(s_1^T)^T \quad 0 \\
(s_2^T)^T \\
(s_3^T)^T
\end{bmatrix}
\begin{bmatrix}
p^T_c - d(\dot{\alpha}) \\
0 \\
0
\end{bmatrix}
= 0,
\]
which finally becomes
\[
\dot{p}_c^T = J(p_c^T, \alpha) \alpha,
\]
where
\[
J(p_c^T, \alpha) = \begin{bmatrix}
(s_1^T)^T^{-1} (s_2^T)^T \\
0 \\
0
\end{bmatrix}
\begin{bmatrix}
0 \\
0 \\
0
\end{bmatrix}
\]
is the Jacobian of the system.

6. WORKSPACE

The IPK solution described in Section 3 will meet difficulties if the position is outside the reachable area of the TAC, i.e. the workspace. To this end, a check to see if the IPK solution is real, and joint motions are described. The North-East-Down (NED) coordinate system, \(\{n\} = (x_n, y_n, z_n)\) with origin \(o_n\), is defined relative to the Earth’s reference ellipsoid, and stays fixed as the ship moves. The body-fixed reference frame, \(\{b\} = (x_b, y_b, z_b)\) with origin \(o_b\) (CO), is a moving coordinate frame that is fixed to the craft (Fossen, 2011).

Table 2. Notation for marine vessels (SNAME, 1950).

<table>
<thead>
<tr>
<th>DOF</th>
<th>Linear and angular velocities</th>
<th>Positions and Euler angles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>motions x dir (surge)</td>
<td>u x</td>
</tr>
<tr>
<td>2</td>
<td>motions y dir (sway)</td>
<td>v y</td>
</tr>
<tr>
<td>3</td>
<td>motions z dir (heave)</td>
<td>w z</td>
</tr>
<tr>
<td>4</td>
<td>rotation x axis (roll)</td>
<td>p φ</td>
</tr>
<tr>
<td>5</td>
<td>rotation y axis (pitch)</td>
<td>q θ</td>
</tr>
<tr>
<td>6</td>
<td>rotation z axis (yaw)</td>
<td>r ψ</td>
</tr>
</tbody>
</table>

Marine vessels are affected by forces and moments in six Degrees Of Freedom (DOF), which are further described in Table 2. The IMU normally consists of accelerometers and gyroscopes, among other sensors, used to estimate the ship’s position and attitude, and the velocities of these, as
\[
\eta = [x, y, z, \phi, \theta, \psi]^T,
\]
\[
u = [u, v, w, p, q, r]^T.
\]

The IMU measures accelerations, which are integrated to get velocities \(\nu\) and position \(\eta\). Sensor biases, misalignments and noise will cause drift, especially in the position estimations. To obtain measurements of higher quality the IMU has to be combined with other systems. Combining the IMU with the kinematic equations for the ship results in an inertial navigation system (INS), but the measurements still drifts. By including Global Navigation Satellite System (GNSS) measurements in the computations, the INS drift can be removed. Obviously the acceleration measurement quality depends on the IMU quality while the velocity and position measurement quality depends on the GNSS quality (Fossen, 2011).

The transformation from \(\{b\}\)-frame to \(\{n\}\)-frame can be found as
Table 3. DH table for a typical crane configuration.

<table>
<thead>
<tr>
<th>Link</th>
<th>( \alpha_j )</th>
<th>( \alpha_1 )</th>
<th>( d_j )</th>
<th>( \theta_i )</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>( \frac{\pi}{2} )</td>
<td>0</td>
<td>0</td>
<td>( \beta_0 )</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>( \frac{\pi}{2} )</td>
<td>( \beta_1 )</td>
<td>( \beta_1 )</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>( \frac{\pi}{2} )</td>
<td>( \beta_2 )</td>
<td>( \beta_2 )</td>
</tr>
</tbody>
</table>

The forward kinematics of the full crane system can be found by using the DH-convention, with the knowledge of the crane’s dimensions and configuration (Spong et al., 2005). The following example, seen in Fig. 5, is considering the transformation from \( o_0 \) inside the ship, along a three-joint crane system to \( o_i \). With the information available in Fig. 5, a DH-table can be made, see Table 3. \( \beta_j \) are controllable angles. Each row in the DH-table is inserted into (38) to garner the transformation matrix \( A_i \) from link \( j-1 \) to link \( j \), and in this example \( j = 1, 2, 3, 4 \).

\[
A_j = \text{Rot}_{z \beta_j} \text{Trans}_{z \delta_j} \text{Trans}_{x \alpha_j} \text{Rot}_{x \alpha_j}
\]

(38)

The two separate solutions for \( \beta_2 \) give elbow-down or elbow-up configuration of the manipulator, as the positive or negative square root, respectively. For this example elbow-up is desired, as seen in Fig. 5.

The Jacobian matrix, \( J_\beta \), determines the velocity relationship between the end effector, \( \xi \), and the joints, \( \beta = [\beta_0 \ \beta_1 \ \beta_2]^T \). The velocity kinematics can be found as

\[
\xi_b^i = \left[ \begin{array}{c} \dot{\alpha}_b^i \\ \dot{\omega}_b^i \end{array} \right] = J_\beta \dot{\beta}
\]

(45)

where

\[
J_\beta = \begin{bmatrix} J_\alpha & J_\omega \end{bmatrix}
\]

(46)

in which \( J_\alpha \) is the Linear Velocity Jacobian and \( J_\omega \) is the Angular Velocity Jacobian, where both have a column for every link in Table 3 (Spong et al., 2005). For revolute joints, as in this example, the \( i^{th} \) column can be found as

\[
J_{\alpha_i} = \begin{bmatrix} z_{i-1} \times (o_n - o_{i-1}) \\ z_{i-1} \end{bmatrix},
\]

(47)

and since the first link in Table 3 is not movable, this is skipped and the Jacobian matrix can be found as

\[
J_\beta = \begin{bmatrix} z_1 \times (o_1^b - o_0^b) & z_2 \times (o_2^b - o_1^b) & z_3 \times (o_3^b - o_2^b) \end{bmatrix}
\]

(48)

where all vectors can be found from (39) after calculating the transformation matrices for each link.

8. SYSTEM CONTROLLER

The desired position of the TCP, \( p_0^d \), can be given by the crane operator, and should be a position that is not affected by the waves. The desired configuration of the TAC should be such that the TCP has the largest freedom of movement in all directions, i.e. in the middle of the workspace, which gives a desired position in the \( \{t\} \)-frame of \( p_d^t = [x_d \ 0 \ 0]^T \), where \( x_d \) can be found by analyzing the workspace area. The crane joints angle can be found by substituting \( L_2 \) in (43) and (44) with \( L_2 = L_2 + x_d \), as \( p_d^t \) only has value along the \( x \)-axis.

The position of the TAC changed by the disturbances of the sea, \( o^i_0 \), can be found as

\[
o^i_0 = o^t_0 o^t_0 + o^i_0 = [x_0^i \ y_0^i \ z_0^i]
\]

(49)

From the first joint and up, the angles can be recognized as the elbow manipulator from (Spong et al., 2005). The angles of this configuration can be found as

\[
\beta_0 = \frac{\arctan \left( \frac{y_0^i}{x_0^i} \right)}{\sqrt{1 - \delta^2}}, \quad \beta_1 = \frac{\arctan \left( \frac{x_0^i - L_0}{\sqrt{(x_0^i)^2 + (y_0^i)^2}} \right)}{\frac{L_2 \sin \beta_2}{L_1 + L_2 \cos \beta_2}}, \quad \beta_2 = \frac{\arctan \left( \frac{y_0^i - L_0}{\sqrt{(x_0^i)^2 + (y_0^i)^2}} \right)}{\frac{L_2 \cos \beta_2}{L_1 + L_2 \cos \beta_2}},
\]

(50)

where

\[
\delta = \frac{(x_0^i)^2 + (y_0^i)^2 + (z_0^i - L_0)^2 - L_2^2 - L_3^2}{2L_1 L_2}
\]

(51)

The velocity reference can be found by differentiating (50)

\[
\nu_{\text{ref}} = \dot{p}_{\text{ref}} = \dot{R}_b^t \dot{p}_{\text{ref}} + \dot{R}_b^t \dot{R}_b^t, \quad \dot{R}_b^t = (\dot{R}_b^t)^T (\dot{R}_b^t)^T + (\dot{R}_b^t)^T S(\omega_b^i) (\dot{R}_b^t)^T
\]

(52)

where

\[
\dot{R}_b^t = (\dot{R}_b^t)^T (\dot{R}_b^t)^T + (\dot{R}_b^t)^T S(\omega_b^i) (\dot{R}_b^t)^T
\]

(53)
and
\[
\dot{\mathbf{p}}_{\text{ref}}^n = \dot{\mathbf{R}}_b^n \mathbf{p}_d^b + \mathbf{\hat{o}}_b^n - \dot{\mathbf{R}}_b^n \mathbf{o}_t^b - \mathbf{R}_b^n \mathbf{o}_t^b + \mathbf{\hat{o}}_b^n - \mathbf{v}_b^n
\]
\[
= S(\omega_b^n) \mathbf{R}_b^n \mathbf{p}_d^b - S(\omega_b^n) \mathbf{R}_b^n \mathbf{o}_t^b + (I - \mathbf{R}_b^n) \mathbf{v}_b^n - \mathbf{v}_b^n
\]
(54)

with
\[
\mathbf{v}_b^n = [u \; v \; w]^T,
\]
\[
\omega_b^n = [p \; q \; r]^T.
\]
\(\omega_b^n\) and \(\mathbf{v}_b^n\) are found from (45). The TCP positional velocity is translated to the joints angular velocity by use of the Jacobian matrix from Section 5,
\[
\dot{\mathbf{\alpha}}_{\text{ref}} = J^{-1}(\dot{\mathbf{p}}_{\text{ref}}^n, \mathbf{\alpha}_{\text{ref}}) \mathbf{v}_{\text{ref}}^n.
\]
(56)

With error dynamics as \(\dot{\mathbf{\alpha}} \equiv \alpha_{\text{ref}} - \mathbf{\alpha}\) and \(\dot{\mathbf{\hat{\alpha}}} \equiv \dot{\mathbf{\alpha}}_{\text{ref}} - \mathbf{\alpha}\), the input to the DC-motors, \(\mathbf{u}_\alpha = [u_1 \; u_2 \; u_3]\), can be chosen with the use of a PID controller,
\[
\mathbf{u}_\alpha = K_p \mathbf{\hat{\alpha}} + K_i \int \dot{\mathbf{\hat{\alpha}}} dt + K_d \mathbf{\hat{\alpha}},
\]
(57)

where the controller gains are chosen from regulator tuning.

9. SIMULATION SETUP

The simulation setup consists of the controller described in Section 8, a TAC simulator and a simulated supply vessel with an IMU. An illustration of this is provided in Figure 6.

In the simulator the DC motors used to manipulate \(\mathbf{\alpha}\) are modeled as the first order system
\[
\frac{\mathbf{\alpha}(s)}{\mathbf{u}_\alpha(s)} = \frac{K_{DC}}{T_{DC}s + 1},
\]
(58)

where values for the motor constants \(K_{DC}\) and \(T_{DC}\) can be found in Table 4. Inverse Laplace transformation and inserting this equation into (31) yields
\[
\dot{\mathbf{p}}_c = \mathbf{J}(\mathbf{p}_c, \mathbf{\alpha})(-\frac{1}{T_{DC}} \mathbf{\alpha} + \frac{K_{DC}}{T_{DC}} \mathbf{u}_\alpha),
\]
(59)

which partially represents the TAC system dynamics. When designing the ship and simulating the IMU data used in this simulator, the MSS toolbox (Fossen, 2011) proved very useful. A supply ship model that takes a controllable wave spectrum as input, and outputs \(\mathbf{\eta}\) and \(\mathbf{\nu}\) was created from the MSS toolbox. In the simulations measurement noise was neglected as it is not the focus of this paper, but in (Henriksen and Reine, 2016) it was included in the experiments done on a small-scale prototype of the TAC. Essential parameter values used in the experimental setup can be found in Table 4. The simulator also includes the motion of the full crane, where a path could be generated for the TCP in a pattern such as loading or offloading, and then finding the joint angles through inverse kinematics.

10. SIMULATION RESULTS

The conducted experiment used compensation action with only the TAC, with positive results for significant wave height, \(H_s\), up to and including 3.0 meters. This corresponds to sea state 5 (rough sea) (Fossen, 2011). As the focus of this paper is the TAC, the crane is in this simulation placed in a stationary configuration, with
\[
\beta_0 = -\frac{\pi}{2} \text{ rad}, \quad \beta_1 = \frac{\pi}{4} \text{ rad}, \quad \text{and} \quad \beta_2 = -\frac{\pi}{4} \text{ rad},
\]
(60)
such that the crane points to the starboard side of the ship, with the TAC in parallel with the ship deck, as seen in Fig. 7. The figure also demonstrates the dimensions of the system.

In Fig. 8 the 6 DOF’s simulated by the ship simulator can be seen. Fig. 9 shows the how the control loop works with \(\mathbf{p}_c\) and \(\mathbf{p}_{\text{ref}}\), whereas Fig. 10 shows this in \([n]\)-frame, and compares \(\mathbf{p}_c^n\) to the uncompensated TCP position \(\mathbf{p}_n^n\). Fig. 11 shows the length position error of the compensation.
Fig. 6. Block diagram representation of the experimental setup.

Fig. 7. 3D rendering ship, crane and TAC.

Fig. 8. Simulated vessel position and orientation $\eta$ in $\{n\}$-frame.

$e_c$, compared to the error of the uncompensated case, $e_s$, calculated as

$$e_c = \|p^n_d - p^n_c\|_2, \quad e_s = \|p^n_d - p^n_s\|_2.$$

(61)

Fig. 9. Simulated TCP position $p^n_C$.

Fig. 10. Simulated TCP position $p^n_C$.

11. DISCUSSION AND CONCLUSION

The goal of this paper is to study how the TAC can be used for motion compensation, and to derive the equations and algorithms needed. Because of the TAC’s highly nonlinear nature, this is not a straightforward task, and the solution requires several steps. Controllers for the compensation using merely the TAC has been developed, and shown to be successful in simulations for rough sea. With $H_s$ higher than 3.0 meters the workspace limits were reached,
Fig. 11. Error compensated versus uncompensated.

Fig. 12. Simulated angles $\alpha$ and input $u_\alpha$.

which reduces the compensation’s efficiency. The TAC provides fast and accurate motion compensation inside its workspace limits. It is reasonable to expect good motion compensation in higher sea if the rest of the crane is also included in the control loop.

The maximum sea state, where the crane can have full mobility, should be determined if it is to be the only compensating force on the cargo. Since the crane’s job ultimately is to move its cargo safely to its destination, and not necessarily to keep the TCP still, the workspace requirements might differ and the model must be upgraded to include the suspended load.

REFERENCES


