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(54) **VESSEL MANEUVERING METHOD AND SYSTEM**

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Description

[0001] The present disclosure relates to automatic positioning systems and methods for marine vessels. In particular, this invention relates to a method for maneuvering a marine vessel powered by a propulsion system according to claim 1 and to a navigational system for a marine vessel according to claim 8.

[0002] US 6,273,771 A discloses a control system for a marine vessel that incorporates a marine propulsion system that can be attached to a marine vessel and connected in signal communication with a serial communication bus and a controller. A plurality of input devices and output devices are also connected in signal communication with the communication bus and a bus access manager, such as a CAN Kingdom network, is connected in signal communication with the controller to regulate the incorporation of additional devices to the plurality of devices in signal communication with the bus whereby the controller is connected in signal communication with each of the plurality of devices on the communication bus. The input and output devices can each transmit messages to the serial communication bus for receipt by other devices.

[0003] US 7,305,928 A discloses a vessel positioning system that maneuvers a marine vessel in such a way that the vessel maintains its global position and heading in accordance with a desired position and heading selected by the operator of the marine vessel. When used in conjunction with a joystick, the operator of the marine vessel can place the system in a station keeping enabled mode and the system then maintains the desired position obtained upon the initial change in the joystick from an active mode to an inactive mode. In this way, the operator can selectively maneuver the marine vessel manually and, when the joystick is released, the vessel will maintain the position in which it was at the instant the operator stopped maneuvering it with the joystick.

[0004] US 8,478,464 A discloses systems and methods for orienting a marine vessel to enhance available thrust in a station keeping mode. A control device having a memory and a programmable circuit is programmed to control operation of a plurality of marine propulsion devices to maintain orientation of a marine vessel in a selected global position. The control device is programmed to calculate a direction of a resultant thrust vector associated with the plurality of marine propulsion devices that is necessary to maintain the vessel in the selected global position. The control device is programmed to control operation of the plurality of marine propulsion devices to change the actual heading of the marine vessel to align the actual heading with the thrust vector.

[0005] EP 0 816 962 A1 relates to a system for controlling the orientation of a thrust producing trolling motor coupled to a fishing boat to navigate the boat between a plurality of waypoints. The system includes a first input device for generating waypoint signals, a position detector for generating signals representative of the actual po-

sition of the fishing boat, an electric trolling motor coupled to the fishing boat and producing a thrust to propel the fishing boat, a steering actuator coupled to the electric trolling motor and configured to control the orientation of the electric trolling motor in response to a steering control signal, and a heading detector for generating signals related to the actual heading of the fishing boat. The system also includes a control circuit coupled to the first input device, the position detector, the steering actuator and the heading detector. The control circuit is configured to determine the waypoints based upon the waypoint signals generated by the first input device and to determine the actual position of the fishing boat based upon the signals generated by the position detector. The control circuit is further configured to determine a desired heading based upon a desired waypoint and the actual position of the fishing boat, and to generate the steering control signal to steer the fishing boat based upon the desired heading and the actual heading of the fishing boat.

[0006] Other patents describing various autopilot, station keeping, and waypoint tracking features and related system and method improvements include: U.S. Patent Nos. US 7,267,068 B; US 7,561,886 B; US 8,050,630 B; US 8,417,399 B; US 8,694,248 B; US 8,777,681 B; US 8,807,059 B; US 8,924,054 B; US 9,039,468 B; US 9,132,903 B; US 9,248,898 B; US 9,377,780 B; and unpublished U.S. Patent Application Serial Nos. 14/484,702, filed September 12, 2014, and 14/807,217, filed July 23, 2015.

[0007] The object of the present invention is to provide a method and a system for controlling movement of a marine vessel that helps to maintain the marine vessel in a particular position counteracting the effects of wind, waves, current, etc.

[0008] The above-mentioned object is solved by way of a method with the features of claim 1. Preferred modifications and improvements are the subject matter of the dependent claims 2 to 7.

[0009] The above-mentioned object of the present invention is also solved by a system for controlling movement of a marine vessel with the features of claim 8. Preferred modifications and improvements are the subject matter of the dependent claims 9 to 14.

[0010] This Summary is provided to introduce a selection of concepts that are further described herein below in the Detailed Description. This Summary is not intended to identify key or essential features of the claimed subject matter, nor is it intended to be used as an aid in limiting the scope of the claimed subject matter.

[0011] A method for maneuvering a marine vessel powered by a propulsion system is disclosed. The method includes accepting inputs to an electronic navigation device and generating a desired track based on the inputs, wherein the desired track includes a series of waypoints, each waypoint in the series of waypoints being associated with a respective heading. The method also includes sending position and orientation information corresponding to each waypoint and its associated head-

ing to a control module. Based on the position and orientation information, the control module generates steering and thrust commands that are required to maneuver the marine vessel from a current waypoint and heading in the series to a following waypoint and heading in the series. According to the steering and thrust commands, the propulsion system thereafter propels the marine vessel along the desired track to each waypoint and its associated heading in succession.

[0012] A navigational system for a marine vessel is provided according to another example of the present disclosure. The navigational system includes an electronic navigation device, a control module in signal communication with the electronic navigation device, and a vessel propulsion system in signal communication with the control module. The electronic navigation device generates a desired track including a series of waypoints, each waypoint in the series of waypoints being associated with a respective heading. The control module receives position and orientation information corresponding to each waypoint and its associated heading from the electronic navigation device. Based on the position and orientation information, the control module directs the vessel propulsion system to propel the marine vessel along the desired track to each waypoint and its associated heading in succession.

[0013] The present disclosure is described with reference to the following Figures. The same numbers are used throughout the Figures to reference like features and like components.

- Fig. 1 is a schematic for purposes of illustrating a station keeping method.
- Fig. 2 is a schematic of one example of a marine vessel and a propulsion system according to the present disclosure.
- Fig. 3 is a schematic for purposes of illustrating waypoint tracking methods.
- Fig. 4 is a close-up of the area circled in Fig. 3.
- Fig. 5 illustrates an example of a method for maneuvering a marine vessel according to the present disclosure.

[0014] In the present description, certain terms have been used for brevity, clarity and understanding. No unnecessary limitations are to be inferred therefrom beyond the requirement of the prior art because such terms are used for descriptive purposes only and are intended to be broadly construed.

[0015] Referring to Fig. 1, in a station keeping mode, a marine vessel 10 can be maintained in a single global position (defined by latitude and longitude) and at a predetermined heading by way of an algorithm that controls the vessel's propulsion devices 12, 14 to counteract the effects of wind, waves, current, etc. that would tend to move the vessel 10 off this location and/or to a new heading. In essence, the propulsion devices 12, 14 are controlled to maintain the vessel 10 at a virtual anchor point.

A control module 16 that controls thrust and angular orientation of the propulsion devices 12, 14 acts as a joystick and calculates left/right, fore/aft, and yaw commands required to drive the vessel's position error and heading error to zero. The control module 16 can control one or more propulsion devices 12, 14 to do so, which may be located at the rear of the vessel 10 such as with outboards or stern drives, under the vessel 10 such as with pod drives, and/or at the front, back, or sides of the vessel 10 such as with thrusters.

[0016] An example of the inputs to the control module's calculations is shown in Fig. 1. In this example, the actual global position (AP) of a preselected point on the vessel 10, as determined by a GPS receiver, is not equal to a setpoint target global position (TP), and thus the control module 16 will calculate a course over ground (COG) that the vessel 10 must travel to reach the target global position TP. Additionally, a setpoint target heading (TH) is 27 degrees from north, while the actual heading (AH) is 35.8 degrees. The control module 16 will therefore determine that a counterclockwise yaw movement (arrow CCW) of 8.8 degrees is required to return the vessel 10 to the target heading TH.

[0017] The control module 16 determines when and how much corrective action to take according to a three-dimensional (left/right, fore/aft, and yaw) proportional, integral, and derivative (PID) control algorithm performed by a feedback controller 17 of the control module 16. The integral term allows the control system to reject constant and slowly varying disturbances (e.g., current) while maintaining near zero position error. The proportional and derivative terms handle the quickly varying disturbances. The integral term is also considered to have memory and can take time to increase or decrease, especially if the disturbance forces grow. The PID feedback controller 17 computes a desired force in the forward/back and left/right directions with reference to the marine vessel 10, along with a desired yaw moment relative to the marine vessel 10, in order to null the error elements. The computed force and moment elements are then transmitted to the vessel propulsion system, which delivers the requested forces and moments by positioning the independently steerable propulsion devices 12, 14, controlling the power provided to the propellers of each device, and controlling the thrust vector directions of both devices. Such automatic correction of the position and heading of the marine vessel 10 can be achieved according to the principles described in U.S. Patent No. 7,305,928, which was incorporated by reference herein above.

[0018] Besides station keeping, a marine vessel can be controlled in a waypoint tracking mode, as disclosed in U.S. Patent No. 9,377,780, which was incorporated by reference above. In the waypoint tracking mode, the marine vessel 10 is automatically guided to a waypoint (e.g., a global position defined in terms of latitude and longitude) or to several waypoints along a track. To initiate

waypoint tracking mode, for example, the operator of the marine vessel 10 may select a point or a track from a chart plotter and select waypoint tracking mode from the chart plotter or from a separate autopilot. The control module 16 then obtains a commanded course from the autopilot according to the information provided by the chart plotter. The control module 16 then automatically guides the marine vessel 10 to each waypoint along the track (or to the single selected waypoint) by providing steering and thrust commands to the propulsion devices 12, 14. For example, referring to Fig. 3, the points 301, 302, 303, 304, 305, 306, and 307 are waypoints in a track 300 defined by the solid line arrows. The course from waypoint 301 to waypoint 302 is along the solid line arrow connecting the two points. If the marine vessel 10 veers off this course, such as due to the effect of wind, waves, or the like, the control module 16 determines the corrective action needed to resume the commanded course so as to guide the marine vessel 10 back on track. The control module 16 provides steering and/or thrust commands to the propulsion devices 12, 14 to achieve such corrective action.

[0019] In the waypoint tracking mode, the control module 16 may use a course feedback signal (indicating an estimate of the course along which the marine vessel 10 is actually being propelled) to determine whether correction needs to be made to the actual course of the marine vessel 10 in order to maintain the commanded course. The feedback controller 17 of the control module 16 uses the course feedback signal to determine how and to what extent the propulsion devices 12, 14 must be steered (and/or provided with what thrust) in order to re-orient the marine vessel 10 to the commanded course. Such measurement and automatic correction of the course of the marine vessel 10 can be achieved according to the principles described in U.S. Patent Nos. 9,039,468 and 9,377,780, the disclosures of which are hereby incorporated by reference in their entireties.

[0020] Currently, as described herein above, station keeping allows a vessel 10 to be electronically anchored at a single target position TP and a particular target heading TH. Waypoint tracking allows a vessel 10 to be automatically guided along a track 300 by traveling from one latitude/longitude coordinate to another. If features such as fish-following and fine waypoint tracking are available, both of which will be described herein below, the control module 16 will repeatedly be controlling the vessel 10 to a new position and/or heading while the given functionality is enabled. The following examples expand upon and combine the station keeping and waypoint tracking concepts in innovative ways to provide fish-finding and fine waypoint tracking maneuvers that were heretofore not available for larger vessels propelled by propulsion devices 12, 14 that use internal combustion engines for power. The following methods can be implemented on multi-engine vessels (see Fig. 1) or on single-engine vessels (see Fig. 2).

[0021] Fig. 2 illustrates another example of a marine

vessel 100 and its navigational system 102, including an electronic navigation device 104 and a propulsion control module (PCM) 106 in signal communication with the electronic navigation device 104. The electronic navigation device 104 comprises a display screen 110 and user input means 112. The user input means 112 could be one or more of a touch sensitive display screen (which can be the same as the display screen 110), a keyboard, a mouse, a track ball, a button or buttons, a stylus, a smart device such as a smart phone or a tablet, a remote control, a voice recognition module, or any other known input means capable of converting an analog input or action to an electronic signal. The electronic navigation device 104 can, for instance, be a fish finder, a chart plotter, or a combined fish finder and chart plotter. Other electronic navigation devices provided with GPS capabilities or other location determination capabilities and/or fish finding capabilities or other object detection capabilities may be used.

[0022] The PCM 106 controls a vessel propulsion system 108, including an engine 114, transmission 116, steering actuator 118, trim actuator 120, and propeller 122. The vessel propulsion system 108 may alternatively comprise two or more propulsion devices, as shown at 12, 14 in Fig. 1, which may each have the components listed herein above, although such components are not shown. Returning to Fig. 2, the PCM 106 is in signal communication via a communication link 124 with the electronic navigation device 104, such as through a helm control module (HCM) 126. The HCM 126 is also in signal communication with a steering wheel 128, a throttle/shift lever 130, a joystick 132, and a number of gauges 134, located at or near a helm of the vessel 100. A global positioning system (GPS) receiver 136 is also provided as part of or in signal communication with the electronic navigation device 104.

[0023] The control modules (such as PCM 106 and HCM 126) are programmable and include a processing system and a storage system. The control modules can be located anywhere on the vessel 100 and/or located remote from the vessel 100 and can communicate with various components of the vessel 100 via peripheral interfaces and wired and/or wireless links, as will be explained further herein below. Although Fig. 2 shows two control modules 106, 126, the vessel 100 can include one combined control module, such as that shown at 16 in Fig. 1. Portions of the method disclosed herein below can be carried out by a single control module or by several separate control modules. For example, the system can have a control module 126 located at or near a helm of the vessel 100 and can also have control module(s) 106 located at or near each propulsion device. Either of the PCM 106 or the HCM 126 can be the control module that carries out the maneuvering method described in the present disclosure, or portions of the maneuvering method can be carried out separately on the PCM 106 or the HCM 126, which together can be the control module. The electronic navigation device 104 can be programmed to

perform most of the calculations described herein below related to the speed at which the vessel 100 will navigate a track and whether the vessel 100 will rotate before or while it is changing geographical position, or the control module(s) 106, 126 can be programmed to perform these parts of the algorithm. The electronic navigation device 104 can provide commands to the control module(s) 106, 126 on its own initiative, or in response to a command from the control module(s) 106, 126.

[0024] In some examples, the control modules 106, 126 may include a computing system that includes a processing system, storage system, software, and input/output (I/O) interface for communicating with peripheral devices. The systems may be implemented in hardware and/or software that carries out a programmed set of instructions. For example, the processing system loads and executes software from the storage system, such as software programmed with a vessel maneuvering method, which directs the processing system to operate as described herein below in further detail. The computing system may include one or more processors, which may be communicatively connected. The processing system can comprise a microprocessor, including a control unit and a processing unit, and other circuitry, such as semiconductor hardware logic, that retrieves and executes software from the storage system. The processing system can be implemented within a single processing device but can also be distributed across multiple processing devices or sub-systems that cooperate according to existing program instructions. The processing system can include one or many software modules comprising sets of computer executable instructions for carrying out various functions as described herein.

[0025] As used herein, the term "control module" may refer to, be part of, or include an application specific integrated circuit (ASIC); an electronic circuit; a combinational logic circuit; a field programmable gate array (FPGA); a processor (shared, dedicated, or group) that executes code; other suitable components that provide the described functionality; or a combination of some or all of the above, such as in a system-on-chip (SoC). A control module may include memory (shared, dedicated, or group) that stores code executed by the processing system. The term "code" may include software, firmware, and/or microcode, and may refer to programs, routines, functions, classes, and/or objects. The term "shared" means that some or all code from multiple modules may be executed using a single (shared) processor. In addition, some or all code from multiple control modules may be stored by a single (shared) memory. The term "group" means that some or all code from a single control module may be executed using a group of processors. In addition, some or all code from a single control module may be stored using a group of memories.

[0026] The storage system can comprise any storage media readable by the processing system and capable of storing software. The storage system can include volatile and non-volatile, removable and non-removable

media implemented in any method or technology for storage of information, such as computer-readable instructions, data structures, software modules, or other data. The storage system can be implemented as a single storage device or across multiple storage devices or sub-systems. The storage system can include additional elements, such as a memory controller capable of communicating with the processing system. Non-limiting examples of storage media include random access memory, read-only memory, magnetic discs, optical discs, flash memory, virtual and non-virtual memory, various types of magnetic storage devices, or any other medium which can be used to store the desired information and that may be accessed by an instruction execution system. The storage media can be a transitory storage media or a non-transitory storage media such as a non-transitory tangible computer readable medium.

[0027] The control module 106, 126 communicates with one or more components on the vessel 100 via its respective I/O interface and the communication link 124, which can be a wired or wireless link. In one example, the communication link 124 is a controller area network (CAN) bus, but other types of links could be used.

[0028] The provided description of the control module is conceptual and should be interpreted generally, as those skilled in the art will recognize many ways to implement such a control module. These include implementation using a digital microprocessor that receives input signals and performs a calculation using the input signals to produce the corresponding output signals or actuator control signals. Also, analog computers may be used, which comprise circuit elements arranged to produce the desired outputs. Furthermore, look-up tables containing predetermined or calibrated data points may be stored in any fashion to provide the desired output corresponding to a given input signal.

[0029] Below, the maneuvering methods of the present disclosure will be described as being carried out by the HCM 126 so as to explain the system shown in Fig. 2, although it should be understood that the references thereto apply equally to the PCM 106 or to a single vessel control module 16, either of which can carry out a portion or a whole of the maneuvering methods described herein.

[0030] Referring to Fig. 3, in the present example, the electronic navigation device 104 generates a desired track 308 including a series of waypoints as shown by the dotted line (wherein each dot is a waypoint) based on inputs to be described herein below. As shown in Fig. 4, each waypoint in the series of waypoints is associated with a respective heading. Not all desired headings are shown herein for purposes of clarity, but the headings 310, 314, 318, 322, 326, and 330 (associated with the exemplary waypoints 312, 316, 320, 324, 328, and 332) are shown for purposes of further explanation. For example, the waypoint 312 is associated with the heading 310; the waypoint 316 is associated with the heading 314; the waypoint 320 is associated with the heading 318; etc. The control module 126 receives position and

orientation information corresponding to each waypoint and its associated heading from the electronic navigation device 104. Based on the position and orientation information, the control module 126 directs the vessel propulsion system 108 to propel the marine vessel 100 along the desired track 308 to each waypoint and its associated heading in succession. The present maneuvering algorithms provide control over each of vessel heading, vessel orientation relative to vessel course over ground, and vessel global position while waypoint tracking. The present algorithms allow the user to modify the anchor setpoint for the vessel via the electronic navigation device 104 to provide very fine adjustments in position and heading so that complex patterns can be followed, such as a fishing pattern, a short route, or a tight route (e.g., along a reef or trench).

[0031] In one example, the control module 126 can be communicatively connected with a device such as a radar, sonar, transducer-based, radio-based or other type of fish finding device in order to control the vessel to follow a single fish or a school of fish. For example, Fig. 2 shows a transducer assembly 138 for detecting an aquatic life form, wherein the transducer assembly 138 is in signal communication with the electronic navigation device 104. The electronic navigation device 104 can generate a desired track based on the location of the detected aquatic life form. For example, a specific fish can be used as a target, or the center of mass of a school of fish can be used as the target. The operator of the vessel 100 can specify the target by selecting it via the user input means 112 when the target appears on the display screen 110 of the electronic navigation device 104. In one example, based on a detected direction of movement of the target, the electronic navigation device 104 will set a waypoint in the detected direction of travel. The waypoint can be set at a short distance away, within which it is likely the same target can again be found with the transducer assembly 138. In another example, the transducer assembly 138 continually tracks the position of the target, and this information is transmitted to the electronic navigation device 104, which sends the new position of the target as the next waypoint to the control module 126. Either of these methods can continue for as long as desired, thereby creating a track 308 along which the vessel 100 follows the target.

[0032] The operator of the vessel 100 can choose by way of the user input means 112 to maintain the vessel 100 at any orientation with respect to the target, such as directly above it, 20 meters to the east, etc. As wind or current move the boat, or as the fish themselves move, the vessel 100 is automatically controlled to maintain its position relative to the fish. The operator could also select a deadband for control, wherein the vessel 100 would not change position until the target fish or school of fish has moved beyond a particular threshold from the vessel 100. The operator may also select the heading he wishes to maintain, which may or may not be the same as the direction of travel between waypoints/fish locations.

[0033] The fish-following algorithm could end automatically in response to detection of shallow water, a shoreline, or other obstruction by another sensor such as a radar or a sonar on the vessel 100. The fish-following algorithm could also end in response to cancellation by the operator via the user input means 112. The vessel 100 could be maintained at the position and heading it is currently at when the fish-finding algorithm ends.

[0034] In another example, the navigational system 102 can be provided with fine waypoint tracking control, including heading control, by way of the electronic navigation device 104, which may generate a desired track 308 based on a desired route on a navigational map 340 displayed on the display screen 110. For example, the operator can choose an existing route saved in the memory of the electronic navigation device 104 or can download a list of waypoints corresponding to the desired route from the internet or an external drive or disk, which route can be overlaid on the navigational map 340 and displayed on the display screen 110. Alternatively, the user can draw a desired route on the navigational map 340 shown on the display screen 110, for example via user input means 112 such as a touch screen interface activated by the operator's finger and/or a stylus or such as a mouse that controls a cursor on the display screen 110. The electronic navigation device 104 will then set the route, however it is entered, as the desired track 308.

[0035] The operator can choose to navigate the desired track 308 in any direction or orientation with respect to the track, including in forward or in a left-right direction. The operator can specify headings to be associated with each waypoint in the desired track 308 via the user input means 112, such as via a keyboard, mouse, or buttons that allow the operator to select each waypoint or groups of waypoints in turn, either from the map 340 or from a list of waypoints presented on the display screen 110, and to assign a heading to that waypoint or group of waypoints. Alternatively, the operator could select a given waypoint using a stylus or finger, and then swipe across the interactive display screen 110 in the direction of the desired heading.

[0036] The electronic navigation device 104 may update the virtual anchor point as the vessel 100 arrives at each new waypoint along the track 308, such as by providing a stream of discrete anchor points to the control module 126 over time. The control module 126 will cause the vessel 100 to move to each new anchor point as it is updated by the electronic navigation device 104. The electronic navigation device 104 can transmit the anchor point based on a given time interval, a particular distance from the following or preceding waypoint, etc. so that the speed of the route can be controlled with great precision. In one example, the user input means 112 allows for user control over a speed at which the marine vessel 100 is propelled along the desired track 308. For example, the operator can choose to send the position and orientation information corresponding to each waypoint and its associated heading to the control module 126 in succession

at a predetermined time interval, which time interval may be chosen by the operator and may be measured in seconds or defined by a bit rate. In another example, the operator may choose to have the electronic navigation device 104 send the position and orientation information for the following waypoint and heading only after reaching the current waypoint and heading. In yet another example, the operator may choose to have the electronic navigation device 104 send the position and orientation information for the following waypoint and heading only after coming within a given distance of the current waypoint and heading. In other examples, the electronic navigation device 104 may send the position and orientation information in chunks, such as for five waypoints at a time. In other examples, the electronic navigation device 104 may send all of the position and orientation information for all waypoints in the track 308 at once, and the control module 126 can independently determine at what speed to travel. For example, the speed at which to travel along the track 308 may be determined by a position of the joystick 132 or of the throttle/shift lever 130. In another example, the vessel speed or a prescribed thrust may be predetermined based on code saved in the memory of the control module 126.

[0037] The operator may also choose to maintain the marine vessel 100 at a given waypoint in the series of waypoints and at the heading associated with the given waypoint for a predetermined period of time. For example, the navigational system 102 can be used to progress along a track 308, pause for a certain period of time at a particular waypoint 312, and then continue progression. The operator could choose to remain (i.e., to electronically anchor) at one or all of the waypoints for a predetermined period of time before continuing to the next waypoint in the track. This feature could also be a default according to the software code in the control module 126.

[0038] As shown in Fig. 4, each waypoint could be associated with a particular heading, which need not be in the direction the vessel 100 is traveling. In other words, the heading may be independent of the path between the two waypoints, such that the heading associated with a following waypoint is not equal to a bearing between the current waypoint and the following waypoint. For example, the headings 318, 322 associated with waypoints 320 and 324 are rotated clockwise with respect to the course/bearing between the waypoints 320, 324. The desired heading need not even be forward-directed. For example, the heading (i.e., direction of the bow of the vessel 100) is backwards with respect to the course between waypoints 328 and 332, such that headings 326, 330 are rotated more than 90 degrees clockwise from the course between the two. In other examples, the marine vessel 100 could be programmed to travel sideways, with its port or starboard side perpendicular to the course between two waypoints, or in reverse, such that the bow of the vessel 100 is pointed toward the previous waypoint and the stern leads toward the following waypoint.

[0039] The switch from one heading to another may

also be accomplished in various ways. In one example, the marine vessel 100 is propelled to a given waypoint in the series of waypoints while simultaneously being rotated to the heading associated with the given waypoint. For example, ignoring the waypoints between waypoint 324 and waypoint 328, the marine vessel 100 would be rotated from heading 322 to heading 326 while travelling from waypoint 324 to waypoint 328. The waypoints between 324 and 328 could be paired with intermediate headings to precisely control the amount by which the heading changes at each given location between the two waypoints 324, 328. Alternatively, the difference between headings 322 and 326 can be divided by the time it will take to travel between waypoints 324 and 328, and the vessel 100 can turn at a constant rate of x degrees per unit time. In another example, the marine vessel 100 is propelled to a given waypoint in the series of waypoints after the marine vessel 100 has been rotated to the heading associated with the given waypoint. For example, ignoring the waypoints between waypoint 324 and waypoint 328, the marine vessel 100 is rotated in place at waypoint 324 from heading 322 to heading 326. The marine vessel 100 then travels from waypoint 324 to waypoint 328 at the heading 326. The user input means 112 can allow for user selection between: (a) propelling the marine vessel to a given waypoint in the series of waypoints while simultaneously rotating the marine vessel to the heading associated with the given waypoint; and (b) propelling the marine vessel to the given waypoint after rotating the marine vessel to the heading associated with the given waypoint by way of selection of a certain menu item, button, or similar on the electronic navigation device 104.

[0040] Comparing the tracks 300 and 308 shown in Fig. 3, using the method of the present disclosure for setting waypoints allows for much finer control along the track 308 than along the track 300. Fewer or more waypoints (as selected by the operator) could be provided to provide tighter or looser control along the track 308. For example, curves can be traversed by way of setting a number of waypoints that form an arc.

[0041] Turning to Fig. 5, a method for maneuvering a marine vessel 100 powered by a vessel propulsion system 108 will be described. As shown at 500A, the method may include accepting user inputs relating to a desired route on a navigational map 340. Alternatively, as shown at 500B, the method may include accepting transducer inputs related to a location of an aquatic life form, such as a fish. Next, as shown at 502, the method includes accepting inputs (whether they are user inputs or transducer inputs) to an electronic navigation device 104. As shown at 504, the method includes generating a desired track 308 based on the inputs, wherein the desired track 308 includes a series of waypoints (e.g. 312, 316, etc.), each waypoint in the series of waypoints being associated with a respective heading. (e.g., 310, 314, etc.). As shown at 506, the method includes sending position and orientation information corresponding to each waypoint

and its associated heading to a control module, which may be a single control module 16 or a helm control module 126 and/or a propulsion control module 106. As shown at 508, based on the position and orientation information, the control module generates steering and thrust commands that are required to maneuver the marine vessel 100 from a current waypoint and heading in the series to a following waypoint and heading in the series. The control module does this by treating the current waypoint and heading as the actual position and heading of the vessel and the following waypoint and heading as the target waypoint and heading, and carrying out the station keeping method described herein above with respect to Fig. 1. As shown at 510, according to the steering and thrust commands, the vessel propulsion system 108 thereafter propels the marine vessel 100 along the desired track 308 to each waypoint and its associated heading in succession.

[0042] The method may also include controlling a speed at which the vessel propulsion system 108 propels the marine vessel 100 along the desired track, as shown at 512 and/or maintaining the marine vessel 100 at a given waypoint in the series of waypoints and at the heading associated with the given waypoint for a predetermined period of time, as shown at 514. The method may additionally or alternatively include propelling the marine vessel 100 to a given waypoint in the series of waypoints while simultaneously rotating the marine vessel 100 to the heading associated with the given waypoint, as shown at 516A, or propelling the marine vessel 100 to a given waypoint in the series of waypoints after rotating the marine vessel 100 to the heading associated with the given waypoint, as shown at 516B.

[0043] Thus, by presenting the waypoints in a desired track 308 as discrete station keeping anchor points delivered to the control module 16, 106, 126 at predetermined times, fine control over both the global position and heading of the vessel 100 can be used to provide fish-following and fine waypoint tracking capabilities, including tight control over the speed at which the vessel 100 traverses the desired track 308.

Claims

1. A method for maneuvering a marine vessel (10, 100) powered by a propulsion system (108), the method comprising:

accepting inputs to an electronic navigation device (104);
generating a desired track (308) based on the inputs, wherein the desired track (308) includes a series of waypoints, each waypoint in the series of waypoints being associated with a respective heading; and
sending position and orientation information corresponding to each waypoint and its associated

heading to a control module (16, 106, 126); wherein, based on the position and orientation information, the control module (16, 106, 126) generates steering and thrust commands that are required to maneuver the marine vessel (10, 100) from a current waypoint and heading in the series to a following waypoint and heading in the series; and

wherein, according to the steering and thrust commands, the propulsion system (108) thereafter propels the marine vessel (10, 100) along the desired track (308) to each waypoint and its associated heading in succession;

characterized in that

the control module (16, 106, 126) generates the steering and thrust commands by treating the current waypoint and heading as an actual position and heading of the marine vessel (10, 100) and the following waypoint and heading as a target waypoint and heading, and by carrying out a station keeping method according to which the control module (16, 106, 126) calculates left/right, fore/aft, and yaw commands required to drive a position error between the current waypoint and the following waypoint and a heading error between the current heading and the following heading to zero; and

the control module (16, 106, 126) determines when and how much corrective action to take according to a three-dimensional, proportional, integral, and derivative control algorithm.

2. The method of claim 1, **characterized in that** an operator specifies the heading/s to be associated with one or more of the waypoints in the desired track (308).
3. The method of claim 1 or 2, **characterized in that** it further comprises sending the position and orientation information corresponding to each waypoint and its associated heading in succession at a predetermined time interval, or
it further comprises sending the position and orientation information for the following waypoint and heading only after reaching the current waypoint and heading, or
it further comprises sending the position and orientation information for the following waypoint and heading only after coming within a given distance of the current waypoint and heading.
4. The method according to any one of the preceding claims, **characterized in that** it further comprises propelling the marine vessel (10, 100) to a given waypoint in the series of waypoints while simultaneously rotating the marine vessel (10, 100) to the heading associated with the given waypoint, or
it further comprises propelling the marine vessel (10,

100) to a given waypoint in the series of waypoints after rotating the marine vessel (10, 100) to the heading associated with the given waypoint.

5. The method according to any one of the preceding claims, **characterized in that** the inputs are user inputs relating to a desired route on a navigational map (340), and/or the inputs are transducer inputs related to a location of an aquatic life form.

6. The method according to any one of the preceding claims, **characterized in that** it further comprises maintaining the marine vessel (10, 100) at a given waypoint in the series of waypoints and at the heading associated with the given waypoint for a predetermined period of time.

7. The method according to any one of the preceding claims, **characterized in that** the heading associated with the following waypoint is not equal to a bearing between the current waypoint and the following waypoint.

8. A navigational system for a marine vessel (10, 100), the navigational system (102) comprising:

an electronic navigation device (104);

a control module (16, 106, 126) in signal communication with the electronic navigation device (104); and

a vessel propulsion system (108) in signal communication with the control module (16, 106, 126);

wherein the electronic navigation device (104) is configured to generate a desired track (308) including a series of waypoints, each waypoint in the series of waypoints being associated with a respective heading;

wherein the control module (16, 106, 126) is configured to receive position and orientation information corresponding to each waypoint and its associated heading from the electronic navigation device (104); and

wherein, based on the position and orientation information, the control module (16, 106, 126) is configured to direct the vessel propulsion system (108) to propel the marine vessel (10, 100) along the desired track (308) to each waypoint and its associated heading in succession;

characterized in that

the control module (16, 106, 126) is configured to generate steering and thrust commands by treating a current waypoint and heading as an actual position and heading of the marine vessel (10, 100) and a following waypoint and heading as a target waypoint and heading, and by carrying out a station keeping method according to which the control module (16, 106, 126) is con-

figured to calculate left/right, fore/aft, and yaw commands required to drive a position error between the current waypoint and the following waypoint and a heading error between the current heading and the following heading to zero; and

the control module (16, 106, 126) is configured to determine when and how much corrective action to take according to a three-dimensional, proportional, integral, and derivative control algorithm.

9. The navigational system of claim 8, **characterized in that**

the electronic navigation device (104) comprises a display screen (110) and user input means (112), and/or

the electronic navigation device (104) is a combined fish finder and chart plotter.

10. The navigational system of claim 9, **characterized in that**

the electronic navigation device (104) is configured to generate the desired track (308) based on a desired route on a navigational map (340) displayed on the display screen (110).

11. The navigational system of claim 9 or 10, **characterized in that**

it further comprises a global positioning system receiver (136) that is part of or is in signal communication with the electronic navigation device (104).

12. The navigational system of claim 9, **characterized in that**

the electronic navigation device (104) is configured to generate the desired track (308) based on a location of an aquatic life form, wherein, preferably, it further comprises a transducer assembly (138) for detecting the aquatic life form, wherein the transducer assembly (138) is in signal communication with the electronic navigation device (104).

13. The navigational system according to any one of the claims 9 to 12, **characterized in that**

the user input means (112) is configured to allow specifying the heading/s to be associated with one or more of the waypoints in the desired track (308).

14. The navigational system according to any one of the claims 9 to 13, **characterized in that**

the user input means (112) is configured to allow user selection between: (a) propelling the marine vessel (10, 100) to a given waypoint in the series of waypoints while simultaneously rotating the marine vessel (10, 100) to the heading associated with the given waypoint; or (b) propelling the marine vessel

(10, 100) to the given waypoint after rotating the marine vessel (10, 100) to the heading associated with the given waypoint.

Patentansprüche

1. Verfahren zur Steuerung eines Schiffs (10, 100), das von einem Antriebssystem (108) angetrieben wird, wobei das Verfahren umfasst:

Annehmen von Eingaben in eine elektronische Navigationsvorrichtung (104);
Erzeugen einer gewünschten Bahn (308) basierend auf den Eingaben, wobei die gewünschte Bahn (308) eine Reihe von Wegpunkten einschließt, wobei jeder Wegpunkt in der Reihe von Wegpunkten einem jeweiligen Kurs zugeordnet ist; und

Senden von Positions- und Ausrichtungsinformationen, die jedem Wegpunkt und seinem zugeordneten Kurs entsprechen, an ein Steuermodul (16, 106, 126);

wobei das Steuermodul (16, 106, 126) basierend auf den Positions- und Ausrichtungsinformationen Lenk- und Schubbefehle erzeugt, die erforderlich sind, um das Schiff (10, 100) von einem gegenwärtigen Wegpunkt und Kurs in der Reihe zu einem folgenden Wegpunkt und Kurs in der Reihe zu steuern; und

wobei das Antriebssystem (108) gemäß den Lenk- und Schubbefehlen danach das Schiff (10, 100) nacheinander entlang der gewünschten Bahn (308) zu jedem Wegpunkt und seinem zugeordneten Kurs antreibt;

dadurch gekennzeichnet, dass

das Steuermodul (16, 106, 126) die Lenk- und Schubbefehle erzeugt, indem es den gegenwärtigen Wegpunkt und Kurs als eine Istposition und einen Istkurs des Schiffs (10, 100) und den folgenden Wegpunkt und Kurs als einen Sollwegpunkt und -kurs behandelt und indem es ein Stationsbeibehaltungsverfahren ausführt, gemäß dem das Steuermodul (16, 106, 126) Links-/Rechts-, Vorwärts-/Rückwärts- und Gierbefehle berechnet, die erforderlich sind, um einen Positionsfehler zwischen dem gegenwärtigen Wegpunkt und dem folgenden Wegpunkt und einen Kursfehler zwischen dem gegenwärtigen Kurs und dem folgenden Kurs auf null zu steuern; und

das Steuermodul (16, 106, 126) bestimmt, wann und wie viele Korrekturmaßnahmen gemäß einem dreidimensionalen, proportionalen, integralen und abgeleiteten Steueralgorithmus vorzunehmen sind.

2. Verfahren nach Anspruch 1, **dadurch gekennzeichnet,**

zeichnet, dass ein Bediener den Kurs/die Kurse angibt, der/die einem oder mehreren der Wegpunkte in der gewünschten Bahn (308) zugeordnet ist/sind.

3. Verfahren nach Anspruch 1 oder 2, **dadurch gekennzeichnet, dass** es ferner das Senden der Positions- und Ausrichtungsinformationen, die jedem Wegpunkt und seinem zugeordneten Kurs entsprechen, nacheinander in einem vorbestimmten Zeitintervall umfasst oder es ferner das Senden der Positions- und Ausrichtungsinformationen für den folgenden Wegpunkt und Kurs erst nach Erreichen des gegenwärtigen Wegpunkts und Kurses umfasst oder es ferner das Senden der Positions- und Ausrichtungsinformationen für den folgenden Wegpunkt und Kurs erst dann umfasst, nachdem eine gegebene Entfernung von dem gegenwärtigen Wegpunkt und Kurs erreicht ist.
4. Verfahren nach einem der vorstehenden Ansprüche, **dadurch gekennzeichnet, dass** es ferner das Antreiben des Schiffs (10, 100) zu einem gegebenen Wegpunkt in der Reihe von Wegpunkten umfasst, während gleichzeitig das Schiff (10, 100) zu dem Kurs gedreht wird, der dem gegebenen Wegpunkt zugeordnet ist, oder es ferner das Antreiben des Schiffs (10, 100) zu einem gegebenen Wegpunkt in der Reihe von Wegpunkten umfasst, nachdem das Schiff (10, 100) zu dem Kurs gedreht wurde, der dem gegebenen Wegpunkt zugeordnet ist.
5. Verfahren nach einem der vorstehenden Ansprüche, **dadurch gekennzeichnet, dass** die Eingaben Benutzereingaben sind, die sich auf eine gewünschte Route auf einer Navigationskarte (340) beziehen, und/oder die Eingaben Wandlereingaben sind, die sich auf einen Ort einer Wasserlebensform beziehen.
6. Verfahren nach einem der vorstehenden Ansprüche, **dadurch gekennzeichnet, dass** es ferner das Beibehalten des Schiffs (10, 100) an einem gegebenen Wegpunkt in der Reihe von Wegpunkten und auf dem Kurs, der dem gegebenen Wegpunkt zugeordnet ist, für einen vorbestimmten Zeitraum umfasst.
7. Verfahren nach einem der vorstehenden Ansprüche, **dadurch gekennzeichnet, dass** der dem folgenden Wegpunkt zugeordnete Kurs einer Peilung zwischen dem gegenwärtigen Wegpunkt und dem folgenden Wegpunkt nicht entspricht.
8. Navigationssystem für ein Schiff (10, 100), wobei das Navigationssystem (102) umfasst:

eine elektronische Navigationsvorrichtung (104);

ein Steuermodul (16, 106, 126) in Signalkommunikation mit der elektronischen Navigationsvorrichtung (104) und

ein Schiffsantriebssystem (108) in Signalkommunikation mit dem Steuermodul (16, 106, 126); wobei die elektronische Navigationsvorrichtung (104) konfiguriert ist, um eine gewünschte Bahn (308), einschließlich einer Reihe von Wegpunkten, zu erzeugen,

wobei jeder Wegpunkt in der Reihe von Wegpunkten einem jeweiligen Kurs zugeordnet ist; wobei das Steuermodul (16, 106, 126) konfiguriert ist, um Positions- und Ausrichtungsinformationen, die jedem Wegpunkt und seinem zugeordneten Kurs entsprechen, von der elektronischen Navigationsvorrichtung (104) zu empfangen; und

wobei das Steuermodul (16, 106, 126) basierend auf den Positions- und Ausrichtungsinformationen konfiguriert ist, um das Schiffsantriebssystem (108) zu lenken, um das Schiff (10, 100) nacheinander entlang der gewünschten Bahn (308) zu jedem Wegpunkt und seinem zugehörigen Kurs anzutreiben;

dadurch gekennzeichnet, dass

das Steuermodul (16, 106, 126) konfiguriert ist, um die Lenk- und Schubbefehle zu erzeugen, indem es einen gegenwärtigen Wegpunkt und Kurs als eine Istposition und einen Istkurs des Schiffs (10, 100) und einen folgenden Wegpunkt und Kurs als einen Sollwegpunkt und -kurs behandelt und indem es ein Stationsbeibehaltungsverfahren ausführt, gemäß dem das Steuermodul (16, 106, 126) konfiguriert ist, um Links-/Rechts-,

Vorwärts-/Rückwärts- und Gierbefehle zu berechnen, die erforderlich sind, um einen Positionsfehler zwischen dem gegenwärtigen Wegpunkt und dem folgenden Wegpunkt und einen Kursfehler zwischen dem gegenwärtigen Kurs und dem folgenden Kurs auf null zu steuern; und das Steuermodul (16, 106, 126) konfiguriert ist, um zu bestimmen, wann und wie viele Korrekturmaßnahmen gemäß einem dreidimensionalen, proportionalen, integralen und abgeleiteten Steueralgorithmus vorzunehmen sind.

9. Navigationssystem nach Anspruch 8, **dadurch gekennzeichnet, dass**

die elektronische Navigationsvorrichtung (104) einen Anzeigebildschirm (110) und ein Benutzereingabemittel (112) umfasst und/oder

die elektronische Navigationsvorrichtung (104) eine Kombination aus Fischfinder und Kartenplotter ist.

10. Navigationssystem nach Anspruch 9, **dadurch ge-**

kennzeichnet, dass

die elektronische Navigationsvorrichtung (104) konfiguriert ist, um die gewünschte Bahn (308) basierend auf einer gewünschten Route auf einer Navigationskarte (340), die auf dem Anzeigebildschirm (110) angezeigt wird, zu erzeugen.

11. Navigationssystem nach Anspruch 9 oder 10, **dadurch gekennzeichnet, dass** es ferner einen Empfänger eines globalen Positionsbestimmungssystems (136) umfasst, der Teil der elektronischen Navigationsvorrichtung (104) ist oder mit dieser in Signalkommunikation steht.

12. Navigationssystem nach Anspruch 9, **dadurch gekennzeichnet, dass** die elektronische Navigationsvorrichtung (104) konfiguriert ist, um die gewünschte Bahn (308) basierend auf einem Ort einer Wasserlebensform zu erzeugen, wobei es vorzugsweise ferner eine Wandleranordnung (138) zum Erfassen der Wasserlebensform umfasst, wobei die Wandleranordnung (138) in Signalkommunikation mit der elektronischen Navigationsvorrichtung (104) steht.

13. Navigationssystem nach einem der Ansprüche 9 bis 12, **dadurch gekennzeichnet, dass** das Benutzereingabemittel (112) konfiguriert ist, um ein Angeben des Kurses/der Kurse, der/die einem oder mehreren der Wegpunkte in der gewünschten Bahn (308) zugeordnet werden soll/sollen, zu ermöglichen.

14. Navigationssystem nach einem der Ansprüche 9 bis 13, **dadurch gekennzeichnet, dass** das Benutzereingabemittel (112) konfiguriert ist, um eine Benutzerauswahl zu ermöglichen zwischen: (a) Antreiben des Schiffs (10, 100) zu einem gegebenen Wegpunkt in der Reihe von Wegpunkten und gleichzeitigem Drehen des Schiffs (10, 100) zu dem Kurs, der dem gegebenen Wegpunkt zugeordnet ist; oder (b) Antreiben des Schiffs (10, 100) zu dem gegebenen Wegpunkt nach dem Drehen des Schiffs (10, 100) zu dem Kurs, der dem gegebenen Wegpunkt zugeordnet ist.

Revendications

1. Procédé pour manœuvrer un vaisseau marin (10, 100) mû par un système de propulsion (108), le procédé comprenant :

l'acceptation d'entrées vers un dispositif électronique de navigation (104) ;

la génération d'une trajectoire souhaitée (308) sur la base des entrées, dans lequel la trajectoire souhaitée (308) inclut une série de points de cheminement, chaque point de cheminement

- dans la série de points de cheminement étant associé à un cap respectif ; et l'envoi d'informations de position et d'orientation correspondant à chaque point de cheminement et à son cap associé à un module de commande (16, 106, 126) ; dans lequel, sur la base des informations de position et d'orientation, le module de commande (16, 106, 126) génère des instructions d'orientation et de poussée qui sont requises pour manoeuvrer le vaisseau marin (10, 100) depuis des point de cheminement et cap actuels dans la série jusqu'à des point de cheminement et cap suivants dans la série ; et dans lequel, selon les instructions d'orientation et de poussée, le système de propulsion (108) propulse par la suite le vaisseau marin (10, 100) le long de la trajectoire souhaitée (308) vers chaque point de cheminement et son cap associé successivement ;
- caractérisé en ce que**
- le module de commande (16, 106, 126) génère les instructions d'orientation et de poussée en traitant les point de cheminement et cap actuels en tant que position et cap réels du vaisseau marin (10, 100) et les point de cheminement et cap suivants en tant que point de cheminement et cap cibles, et en effectuant un procédé de maintien en position selon lequel le module de commande (16, 106, 126) calcule des instructions gauche/droite, avant/arrière et d'orientation requises pour entraîner une erreur de position entre le point de cheminement actuel et le point de cheminement suivant et une erreur de cap entre le cap actuel et le cap suivant de zéro ; et
- le module de commande (16, 106, 126) détermine quand et dans quelle mesure il faut prendre une action corrective selon un algorithme de commande tridimensionnel, proportionnel, intégral et dérivé.
2. Procédé selon la revendication 1, **caractérisé en ce qu'un** opérateur spécifie le(s) cap(s) à associer à un ou plusieurs des points de cheminement dans la trajectoire souhaitée (308).
 3. Procédé selon la revendication 1 ou 2, **caractérisé en ce qu'il** comprend en outre l'envoi des informations de position et d'orientation correspondant à chaque point de cheminement et à son cap associé successivement à un intervalle de temps prédéterminé, ou il comprend en outre l'envoi des informations de position et d'orientation pour les point de cheminement et cap suivants uniquement après avoir atteint les point de cheminement et cap actuels, ou il comprend en outre l'envoi des informations de position et d'orientation pour les point de cheminement et cap suivants uniquement après être arrivé à une distance donnée des point de cheminement et cap actuels.
 4. Procédé selon l'une quelconque des revendications précédentes, **caractérisé en ce qu'il** comprend en outre la propulsion du vaisseau marin (10, 100) vers un point de cheminement donné dans la série de points de cheminement tout en faisant tourner simultanément le vaisseau marin (10, 100) vers le cap associé au point de cheminement donné, ou il comprend en outre la propulsion du vaisseau marin (10, 100) vers un point de cheminement donné dans la série de points de cheminement après avoir fait tourner le vaisseau marin (10, 100) vers le cap associé au point de cheminement donné.
 5. Procédé selon l'une quelconque des revendications précédentes, **caractérisé en ce que** les entrées sont des entrées utilisateur se rapportant à un itinéraire souhaité sur une carte de navigation (340), et/ou les entrées sont des entrées de transducteur se rapportant à une localisation d'une forme de vie aquatique.
 6. Procédé selon l'une quelconque des revendications précédentes, **caractérisé en ce qu'il** comprend en outre le maintien du vaisseau marin (10, 100) à un point de cheminement donné dans la série de points de cheminement et au cap associé au point de cheminement donné pendant une période de temps prédéterminée.
 7. Procédé selon l'une quelconque des revendications précédentes, **caractérisé en ce que** le cap associé au point de cheminement suivant n'est pas égal à un relèvement entre le point de cheminement actuel et le point de cheminement suivant.
 8. Système de navigation pour un vaisseau marin (10, 100), le système de navigation (102) comprenant :
 - un dispositif électronique de navigation (104) ;
 - un module de commande (16, 106, 126) en communication de signal avec le dispositif électronique de navigation (104) ; et
 - un système de propulsion de vaisseau (108) en communication de signal avec le module de commande (16, 106, 126) ;
 - dans lequel le dispositif électronique de navigation (104) est configuré pour générer une trajectoire souhaitée (308) incluant une série de points de cheminement, chaque point de cheminement dans la série de points de cheminement étant associé à un cap respectif ;
 - dans lequel le module de commande (16, 106,

126) est configuré pour recevoir des informations de position et d'orientation correspondant à chaque point de cheminement et à son cap associé depuis le dispositif électronique de navigation (104) ; et

dans lequel, sur la base des informations de position et d'orientation, le module de commande (16, 106, 126) est configuré pour diriger le système de propulsion de vaisseau (108) pour propulser le vaisseau marin (10, 100) le long de la trajectoire souhaitée (308) vers chaque point de cheminement et son cap associé successivement ;

caractérisé en ce que

le module de commande (16, 106, 126) est configuré pour générer des instructions d'orientation et de poussée en traitant des point de cheminement et cap actuels en tant que position et cap réels du vaisseau marin (10, 100) et un point de cheminement et cap suivants en tant que point de cheminement et cap cibles, et en effectuant un procédé de maintien en position selon lequel le module de commande (16, 106, 126) est configuré pour calculer des instructions gauche/droite, avant/arrière et d'orientation requises pour entraîner une erreur de position entre le point de cheminement actuel et le point de cheminement suivant et une erreur de cap entre le cap actuel et le cap suivant de zéro ; et le module de commande (16, 106, 126) est configuré pour déterminer quand et dans quelle mesure il faut prendre une action corrective selon un algorithme de commande tri-dimensionnel, proportionnel, intégral et dérivé.

9. Système de navigation selon la revendication 8, caractérisé en ce que

le dispositif électronique de navigation (104) comprend un écran d'affichage (110) et un moyen d'entrée utilisateur (112), et/ou

le dispositif électronique de navigation (104) est un détecteur de poissons et un lecteur de cartes combinés.

10. Système de navigation selon la revendication 9, caractérisé en ce que

le dispositif électronique de navigation (104) est configuré pour générer la trajectoire souhaitée (308) sur la base d'un itinéraire souhaité sur une carte de navigation (340) affichée sur l'écran d'affichage (110).

11. Système de navigation selon la revendication 9 ou 10, caractérisé en ce que

il comprend en outre un récepteur de système de positionnement global (136) qui fait partie de ou est en communication de signal avec le dispositif électronique de navigation (104).

12. Système de navigation selon la revendication 9, caractérisé en ce que le dispositif électronique de navigation (104) est configuré pour générer la trajectoire souhaitée (308) sur la base d'une localisation d'une forme de vie aquatique, dans lequel, de préférence, il comprend en outre un ensemble transducteur (138) pour détecter la forme de vie aquatique, dans lequel l'ensemble transducteur (138) est en communication de signal avec le dispositif électronique de navigation (104).

13. Système de navigation selon l'une quelconque des revendications 9 à 12, caractérisé en ce que le moyen d'entrée utilisateur (112) est configuré pour permettre de spécifier le(s) cap(s) à associer à un ou plusieurs des points de cheminement dans la trajectoire souhaitée (308).

14. Système de navigation selon l'une quelconque des revendications 9 à 13, caractérisé en ce que le moyen d'entrée utilisateur (112) est configuré pour permettre une sélection par l'utilisateur entre : (a) la propulsion du vaisseau marin (10, 100) vers un point de cheminement donné dans la série de points de cheminement tout en faisant tourner simultanément le vaisseau marin (10, 100) vers le cap associé au point de cheminement donné ; ou (b) la propulsion du vaisseau marin (10, 100) vers le point de cheminement donné après avoir fait tourner le vaisseau marin (10, 100) vers le cap associé au point de cheminement donné.

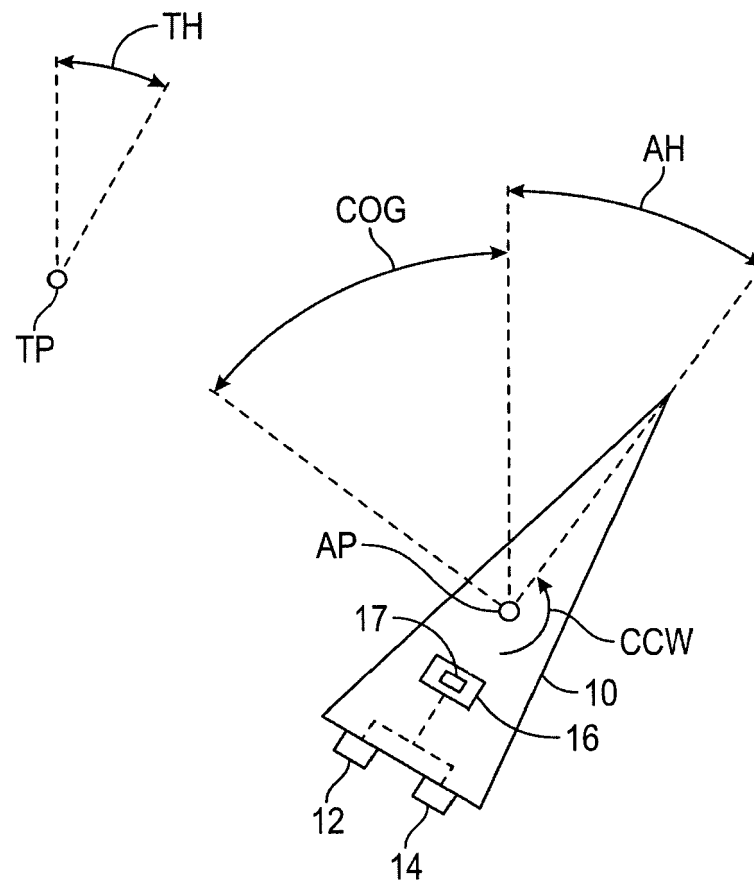


FIG. 1
(PRIOR ART)

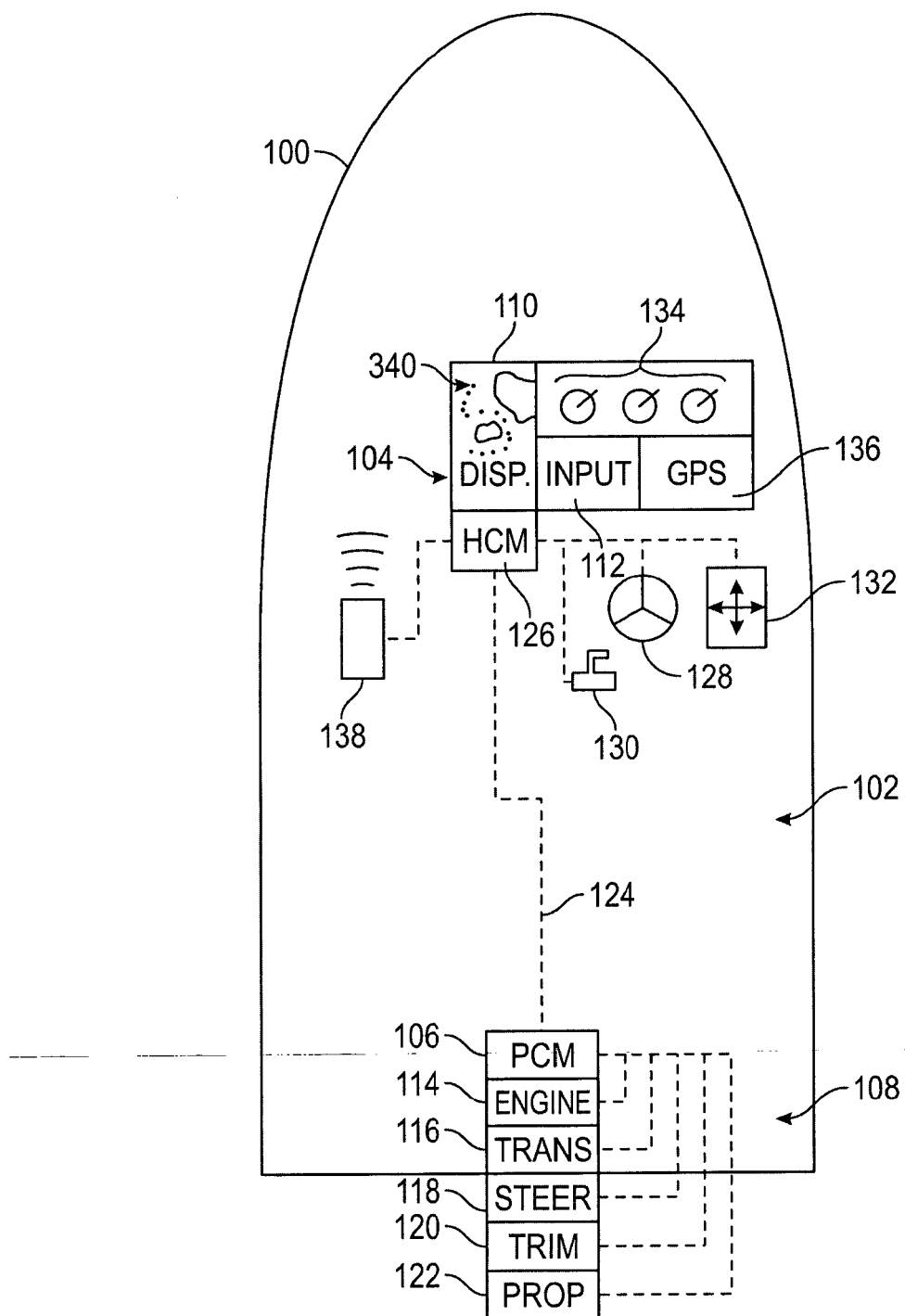


FIG. 2

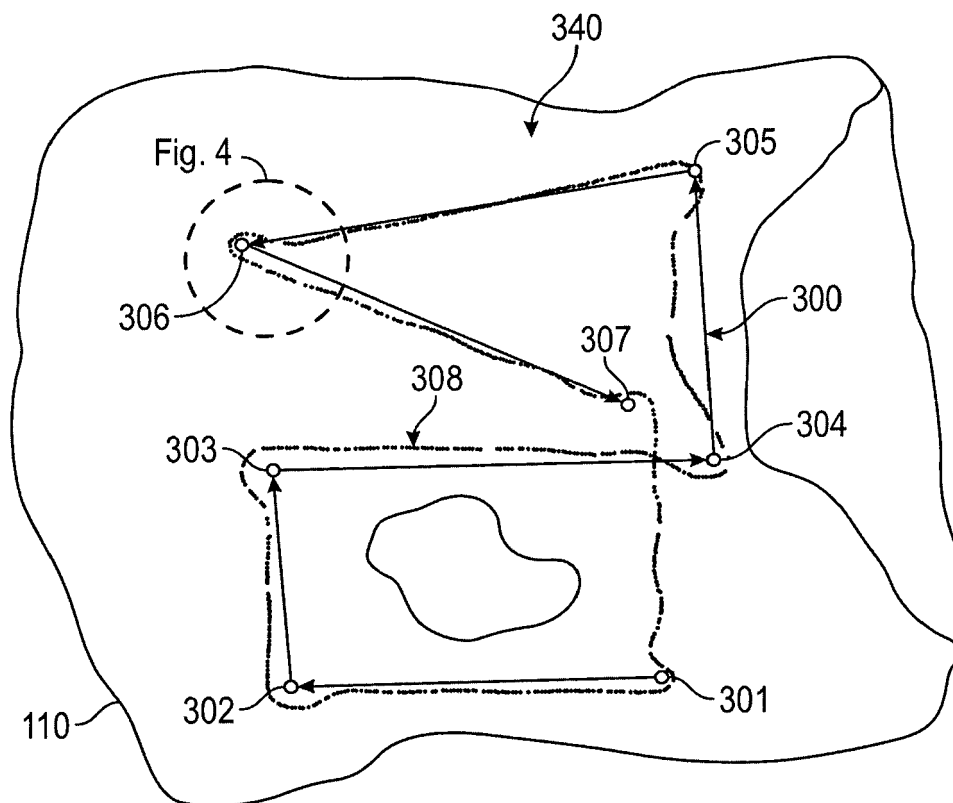


FIG. 3

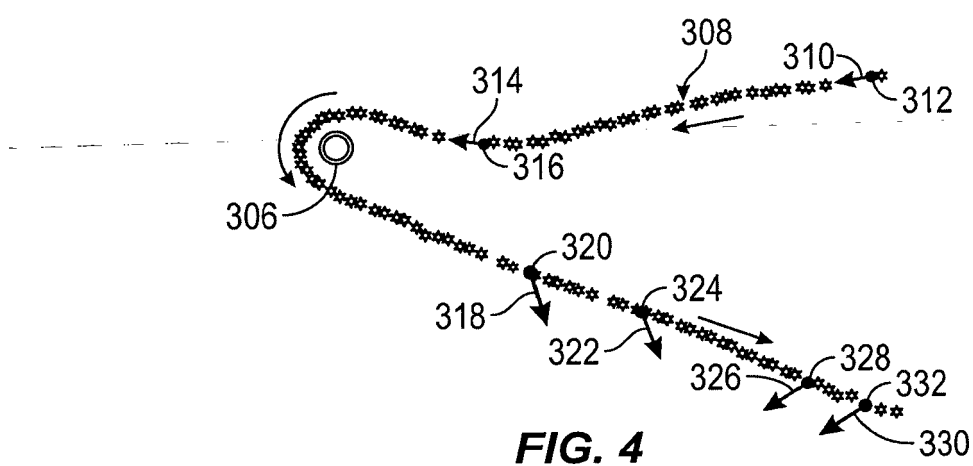
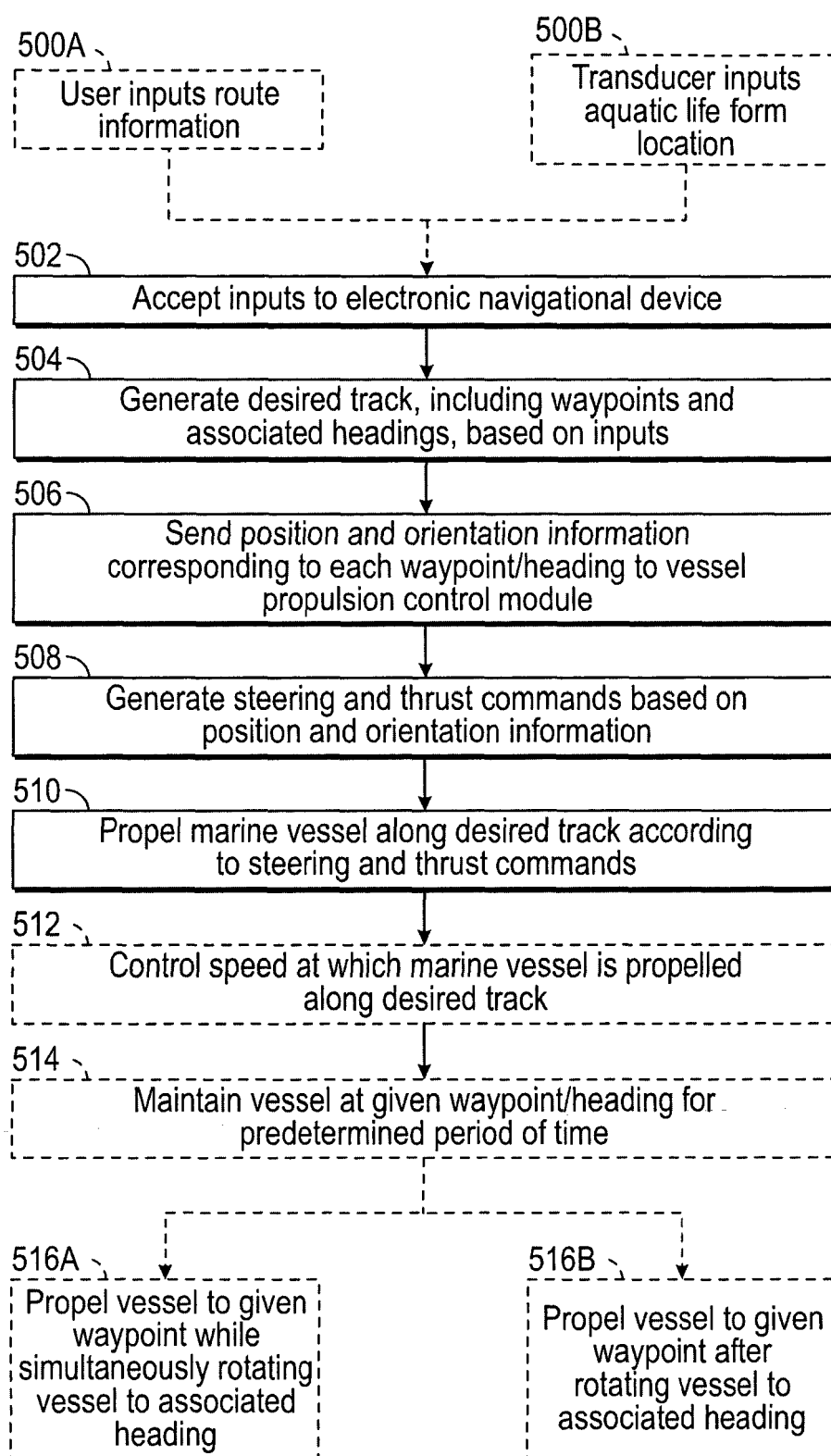


FIG. 4

**FIG. 5**

REFERENCES CITED IN THE DESCRIPTION

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