

Converteam is a renowned and established player in the Marine and Offshore industry. Our history of providing Dynamic Positioning solutions exceeds 35 years and includes many world firsts. Our extensive experience of demonstrating the flexibility and adaptability of our solutions places Converteam in a strong position to provide customers with customised solutions to fulfill all their requirements.



- ① C-Series (2007)
- ② A-Series (2000)
- ③ 900 series (1993)
- ④ Uni-control (1981)
- ⑤ 2050 (1974)

Converteam's Dynamic Positioning system offering originated as a stand alone system and has evolved into an integrated bridge application. The Dynamic Positioning system can be integrated with Vessel Control, Position Measurement Equipment, Navigation & Communications and Manual Thruster Control systems. In addition to the hardware and software changes, Converteam has also met the changing demands from ship owners for more aesthetical and ergonomical workstations.

Our Dynamic Positioning system developments are the result of both our close relationships with our customers and our dedicated development team at Converteam. Converteam constantly pioneers new technologies and innovative solutions for the Marine and Offshore market. Refining our systems and services has enabled Converteam to deliver simple Dynamic Positioning systems in just 8 weeks, whereas during the 1970s it took 3 years to deliver a complete system. Converteam has continuously invested in our Dynamic Positioning systems and our after sales service and will continue to do so in response to technological developments and our customers' requirements.

In addition to the evolution of the workstations, Converteam also constantly improves its after-sales service offering. One example of this is ViSoR - The Virtual Support Room. It has been released by Converteam to allow Converteam experts to view what the operator is seeing, regardless of where the operator is, and advise them accordingly.

| DATE | DESCRIPTION |
|------|--|
| 1971 | Order for the first UK built and owned DP system using mini-computers |
| 1974 | Wimpey Sealab in service, surveying coal deposits off the NE coast of England |
| 1977 | Uncle John in service; first purpose-designed DP semi-sub DSV and our first Duplex system |
| 1978 | Subsea Canopus DSV, first to use rudders as an alternative to stern thrusters |
| 1980 | Safe Concordia, the first Det Norske Veritas classified Dynpos AUTR vessel |
| 1981 | Cable Venture, first cable ship to use DPS-800, the first GEM-80 PLCs replace the mini-computers |
| 1982 | Safe Gothia, our first anchor assist system |
| 1984 | ITM Venturer crosses the Channel sideways at a quarter of a knot under our DP control, whilst laying power cable |
| 1989 | ITM Challenger, first vessel with our Thruster Assisted Mooring System (TAMS) |
| 1990 | Seillean, the world's first DP floating production tanker |
| 1992 | Neddrill 2, our first Triple Voting system, DPS-803 |
| 1993 | Karan 8, hydrographic survey vessel, first vessel with DPS-900 system |
| 1996 | MV Aberdeen, first shuttle tanker with DPS-900 system |
| 1999 | Sedco Express, our first Class 3 DP system and our first podded propulsion solution |
| 2000 | Ile de Sein, first vessel supplied with A Series DP. Power PC replaces GEM-80 PLCs |
| 2002 | A major milestone in control philosophy; moving from control on a flat plane to control on a spheroid |
| 2003 | Advanced Micro Controllers (AMC) introduced, replacing the Power PC. The Queen Mary 2, our first DP system for the cruise market |
| 2005 | New Human Machine Interface (HMI), introduced with background maps as standard |
| 2007 | C-Series workstations launched, ergonomically and aesthetically designed for comfort and efficiency |
| 2008 | Delivery of first C-Series |



Touchscreen Capabilities



Manual Thruster Control



Joystick Operator Panel

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