



# Transforming operations at sea

## IMO Symposium on MASS

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**OCEAN INFINITY®**

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# Armada Fleet

Ocean Infinity is embarking on an exciting journey to deploy a fleet of vessels in two sizes, 78 meters and 86 meters.

We have successfully delivered the series of 78-metre sized vessels with the 86-metre series undergoing build in Vung Tau, Vietnam

The conventional ships currently in operation will gradually be phased out, making way for the state-of-the-art Armada fleet.

The impact of this transformation is monumental as it will revolutionise maritime data collection and pave the way for a safer future.



# Remote Operations Centres

Firstly, let us highlight our successful demonstration of release 1 capabilities, a pivotal milestone in our journey towards autonomous maritime operations.

We had the honour of hosting representatives from DNV, showcasing the integration of our remote communications system, and remote situational awareness systems live onboard one of our vessels in a remote location.

The demonstration day specifically focussed on testing our systems in a live environment. Systems included;

- Remote Vessel Familiarisation
- Remote Navigational Situational Awareness System (SAS)
- Remote Navigation System (BridgeMate Remote)
- Remote Machinery Control (RMC)



# Shoreside Support Roles

In our endeavour to revolutionise maritime operations, we have introduced novel shoreside roles tailored to support our Armada.

These include Remote Support Navigators and Remote Support Engineers, who play crucial roles in ensuring seamless communication and troubleshooting between onshore and offshore operations.

These roles provide support and act as an extension to roles currently onboard. Their expertise and dedication enhance the efficiency and reliability of the fleet by providing an extension of the crew onboard.



# Lean Crewing Strategy

Unlike conventional vessels of similar size and operation, which typically require a larger crew, our ships are designed to operate with a lean crew of 16 individuals.

This reduction in crew size is not a compromise on safety or operational effectiveness; rather, it is a strategic decision made possible by the implementation of advanced technologies.

Key to our lean manning strategy are the remote payload controllers and remote survey systems installed on our ships. These cutting-edge systems allow us to streamline operations, optimize resource utilisation, and enhance overall efficiency.

By remotely controlling payloads and conducting surveys, we minimise the need for additional onboard personnel, while still maintaining the highest standards of safety and performance.

Through our dedication to innovation and forward-thinking design, we are able to achieve greater operational flexibility and cost-effectiveness without sacrificing quality or reliability.



# Status of developments

## Development of High-Level Operating Procedures

Central to our operations is the development of high-level operating procedures crafted to govern our MASS operations centres. These procedures serve as a comprehensive framework, ensuring standardized practices and optimal performance across our operations.

By prioritising clarity and efficiency, we uphold the highest standards of operational excellence.

## Integration of Remote Systems

Lastly, we are delighted to announce the successful integration of Remote Payload Control and Remote Survey Systems into three of our eight vessels.

This achievement marks a significant step forward in our journey towards fully autonomous maritime operations.

By leveraging advanced remote technologies, we enhance operational capabilities while maintaining a steadfast commitment to safety and reliability.

