CLAIMS

1. A marine vehicle able to be submerged, comprising a body (11) having an elongate shape along an axis x and a mast (12) extending longitudinally along an axis xm, the mast (12) being equipped with a payload (13) intended to be used above the surface of the water, the marine vehicle being capable of being in a panoramic configuration in which the mast (12) extends at least partially above the surface of the water and extends longitudinally in a substantially vertical direction (z), the axis xm of the mast being inclined with respect to the axis x, the mast (12) being in an operational configuration in which it extends beyond the body (11) along the axis x, the marine vehicle (10) comprising a thruster (14) able to generate a torque about the axis xm, when the marine vehicle (10) is in the panoramic configuration, so as to cause the body (11) and the mast (12) to rotate about the axis xm, a lever arm between the axis xm and the thruster (14) being non-zero, the mast (12) being connected to the body (11) by a pivot connection (18) allowing the mast (12) to be pivoted with respect to the body (11) between a stowed configuration in which the mast (12) is folded down along the body (11) and the operational configuration, the marine vehicle comprising rotation means configured to implement, on receipt of a rotation command, a rotation step during which the thruster (14) generates a torque about the axis xm in order to cause the body (11) and the mast (12) to rotate about the axis xm, the marine vehicle being in a panoramic configuration.

2. The marine vehicle as claimed in the preceding claim, wherein the mast is able to be immobilized in the operational configuration.

3. The marine vehicle (10) as claimed in either one of the preceding claims, in which the thruster (14) comprises two contrarotating propellers (15, 16) each comprising blades (17) of which the collective and cyclic pitch about a neutral position is variable, the propellers being mounted on the body (11) in such a way as to have the same axis of rotation that is fixed with respect to the body (11), this axis of rotation being substantially parallel to the axis x.

4. The marine vehicle as claimed in any one of the preceding claims, wherein, in the stowed configuration, the axis xm extends substantially parallel to the axis x.

5. The marine vehicle as claimed in any one of the preceding claims, wherein the marine vehicle is able to exhibit positive buoyancy in a panoramic configuration referred to as a stabilization configuration in which the body (11) is fully submerged.

6. The marine vehicle as claimed in any one of the preceding claims, wherein the marine vehicle is capable of exhibiting positive buoyancy in a panoramic configuration referred to as stabilization configuration in which the body (11) is fully submerged, the mast (12) breaking the surface of the water.

7. The marine vehicle as claimed in claim 6, wherein the mast (12) has a cross section that is smaller than a cross section of the body (11).

8. The marine vehicle as claimed in any one of the preceding claims, wherein the pivot connection (18) is positioned close to a first longitudinal end of the body (11).

9. The marine vehicle as claimed in any one of the preceding claims, wherein the rotation means are configured to implement the rotation step when the axis x is inclined with respect to the axis xm.

10. A method for controlling a marine vehicle as claimed in any one of the preceding claims, comprising a rotation step, during which the thruster (14) generates a torque about the axis xm in the panoramic configuration, so as to cause the body and the mast (12) to rotate about the axis xm.

11. The method for controlling a marine vehicle as claimed in the preceding claim, comprising a step of adjusting the buoyancy, prior to the rotation step, in order to bring the marine vehicle into a condition such that the vehicle exhibits positive buoyancy in the panoramic configuration.

12. The method for controlling a marine vehicle as claimed in the preceding claim, wherein the adjustment step is performed in such a way that the body (11) is fully submerged in the panoramic configuration, with the mast (12) breaking the surface of the water.

13. The method for controlling a marine vehicle as claimed in any one of claims 10 to 12, comprising a step of deploying the mast (12), prior to the rotation step, from a stowed configuration in which the mast is folded down along the body of the marine vehicle, into the operational configuration by pivoting the mast (12) with respect to the body (11) about a pivot connection (18) connecting the mast (12) to the body (11).

14. The method for controlling a marine vehicle as claimed in the preceding claim, comprising a step of regulating the pitch of the body of the marine vehicle, prior to the rotation step, so that the axis xm is substantially vertical in the panoramic configuration.