M A N U A L

T r i p **C o n**

The Digital Logbook

Version 6.0 (May 2017)

EES GmbH
Bürohaus am Schloss
Grünauer Str. 5
D-12557 Berlin

Sales

tripcon-vertrieb@tripcon.de

Support
tripcon-support@tripcon.de

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0. How to use this Manual

This Manual serves to describe the entity of the TripCon-features. It is as well supposed to give online support.

Important advices are highlighted by italic heavy type – like this sentence.

After the installation process this manual is located in the installation folder C:\programms\TripCon as PDF-File.

The manual can be opened after TripCon has been started either

- by pressing the help key F1 at any time
  or
- by choosing “?\manual” in order to show the whole manual starting with the front page.

Using this manual for the first time the settings of the Adobe Reader should be selected in the way that the index appears on the left side of the document.

1. TripCon – The idea

TripCon's system components and its performance parameters (see **Fehler! Verweisquelle konnte nicht gefunden werden.**)

1.1. Purpose and Possibilities

- logging of the most important nautical parameters meanwhile a trip
- logging is adaptable to the features of different vessels
- manual entries, automatic entries, integration of audio and video information
- simple but comfortable data interpretation either as paper report or with the help of modern geographical information systems like Google Earth™
- structured data saving in a standardized data base
- shared use of NMEA-data with navigation programs or other applications by embedded UDP forwarding

1.2. TripCon – Editions

1.2.1 TripCon Basic – The Digital Logbook

- basic version of the program for the active use as logbook
- capturing, processing and saving of the NMEA-parameters for position, heading, and ground speed
- creating and interpreting of cruises using ***manually captured*** parameters
- photographs out of image files can be added belatedly to the logbook entries
- photographs made by web cams, audio and weather information as well as NMEA-data from the board system ***cannot be captured***
- except of slide show and web report all reports are available
- LiveReport (sending complete log entries incl. pictures) limited to upload possibility to your own Facbeook account

1.2.2 TripCon Pro – The Digital Logbook for Skippers

- Automatic acquisition, processing and storage of the parameters for position, course and speed over ground
- calculation of the run distance out of position differences
- autolog function, time and event based, auto track (for Google display) Adding images to logbook entries from web and network cameras. GoPro HERO5

- adding of pictures from web- and network cams as well as from screenshots to logbook entries
- autolog entries with picture capturing
- trip interpretation as slide show
- • Storage of weather information collected as text or graphics files with third party equipment (such as Mörer "WIB", Bonito "MeteoCom" ...) or as a screenshot.
- • The reports are stored in the TripCon database and are assigned to the stage view or the reports in a specific manner
- • Transfer of the current air pressure and the air temperature from the Mörer Weather Infoboxes

1.2.3 TripCon Complete – The Digital Logbook for Professionals

Software options for the following functions

- capturing, processing and saving of the NMEA-parameters for: wind speed and direction, air pressure and temperature, sea depth, sea temperature, speed through the water, AIS data
- calculation of the run distance on the basis of the log entry (speed through the water)
- save weather information which has been logged as text or image files with devices of sub suppliers (such as Mörer, “WIB”, Bonito, “MeteoCom”) or as screen shots
- belatedly completion of trip information by log data files out of NMEA-data-loggers (e. g. Weatherdock: easy LOGBOOK, Holux: M241, Nomatronics: Magigplex-8)
- uploading trip information directly to a webpage, or sending it via e-mail with attached pictures (requires a working internet connection)
- Software option for adding to existing installation
- View of the MFD screen, zoom available
- Insert of the MFD screen shot as picture of an log entry
- Full remote control of the MFD, Transmission of log entries from TripCon to MFD

2. Before starting

2.1. Download and installation

The TripCon Lite edition can be downloaded as freeware on www.tripcon.de and then be installed on a PC system. After downloading the program the installation is started by unpacking and running the packed file „TripCon x.y.exe“.
The following programs of other manufacturers are necessary to run TripCon. They are automatically installed during the main installation process. For these programs the licensing agreements of its manufacturer are in force. These agreements are listed behind TripCon agreements and they need to be accepted to run the installation process.

- Microsoft Report Viewer 2010 – to present reports
- Microsoft .NET-Framework 2.0, 3.5, 4.0, 4.6.1

2.2. User rights

During the normal usage of TripCon the application works with the rights of the user who has logged in to the windows system software.

Generally, the program can be run with the authorizations of the standard user (user = member of the group named “user”) except:

- Setting system date/time equal to the value received from GPS

If you want to do that, administrator rights are required

2.3. Licence request and activation

After the first installation of TripCon the program is generally registered as Basic Edition. This status is indicated every time you start the program by the following dialogue that as well mentions the most important restrictions.

In order to use other software options you need to acquire those edition in the TripCon-web shop (www.tripcon.de).

According to the licence agreements of TripCon it is only allowed to use a bought licence on maximal 2 computer systems. That is why after the installation the serial numbers of the TripCon components are registered on the computer system that is supposed to run TripCon. Therefore take the following steps:

From tripcon-vertrieb@tripcon.de you got an e-mail with your serial numbers. Double-click on the file **tripcon.tcl**, you have got as attachment of the e-mail with the serial numbers. Now TripCon is starting and the screen shows the license management dialogue. There you find the serial numbers of the purchased TripCon-options listed.

The activation status of all the sub-products is shown as “deactivated” (red cross sign, Figure 1):

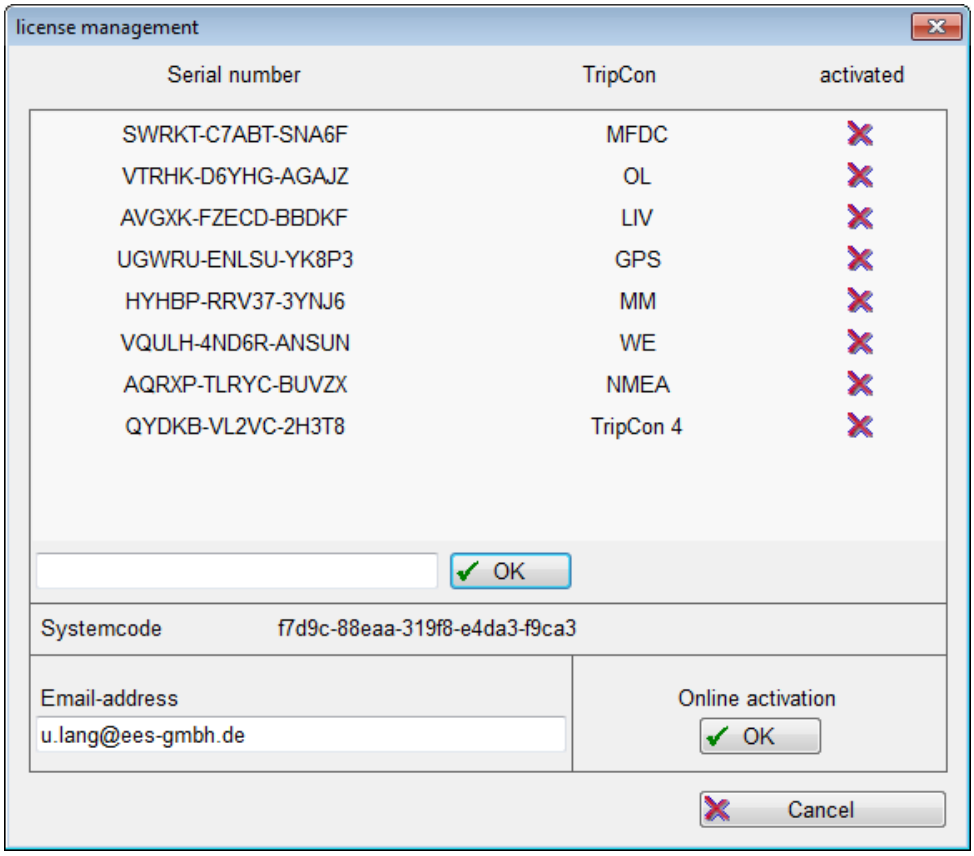


Figure 1: Licence administration of TripCon in the dialogue licence administration

- Enter your e-mail address. This address is the main reference to your purchase. Please keep this address in mind and hold it ready when contacting the TripCon support.
- Now it is imperative to have an internet connection available!
- Press the button “OK” in the field “Online activation”
- Your system code (calculated ID from your system purposes), the serial number and your e-mail address are sent to TipCon, and the license key will be generated and installed on your system.
- Please close TripCon and restart it again.
- In the license management dialogue the red crosses now have changed into green signs and you can use TripCon full licensed.

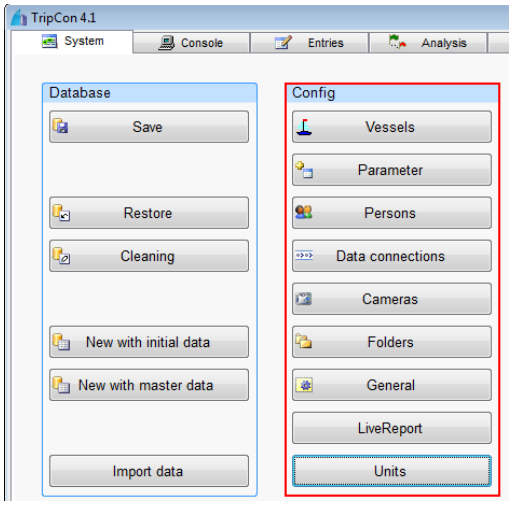
2.4. Installation

Download the installation package from https://tripcon.de/

Start the setup and follow the instructions on the screen.

Then, start TripCon from the shortcut on the desktop or from the Start menu.

2.5. Quick Start



To use TripCon a vessel and the crew members need to be created in the program. You can define the equipment of your vessel by yourself as far as possible, using the buttons in the frame

Please configure using the regarding buttons.

Figure 2: Possibilities for Configuration on tab “System

Vessels

- Create a new ship
- Name the most important parameters of the vessel (further entries are possible at any time)
- Add the vessel’s equipment (If you like to use other items please go to the parameter administration)
- Saving entries

People

- Enter crew members that are supposed to go on a trip for the first time
- New crew members are immediately added to the crew list (check box = activated)

Starting the first trip

Hit the button “Start” at the upper right corner of the Console-Screen and follow the dialogue.

Further information concerning the configuration of data interfaces, see section.
All configuration possibilities of TripCon are explained carefully in section 3.

Please note as well the following section 2.6 concerning the logbook’s framework.

Data connections

- Chose the type of data connection available for you GPS or the ships data bus and specify the regarding parameters.

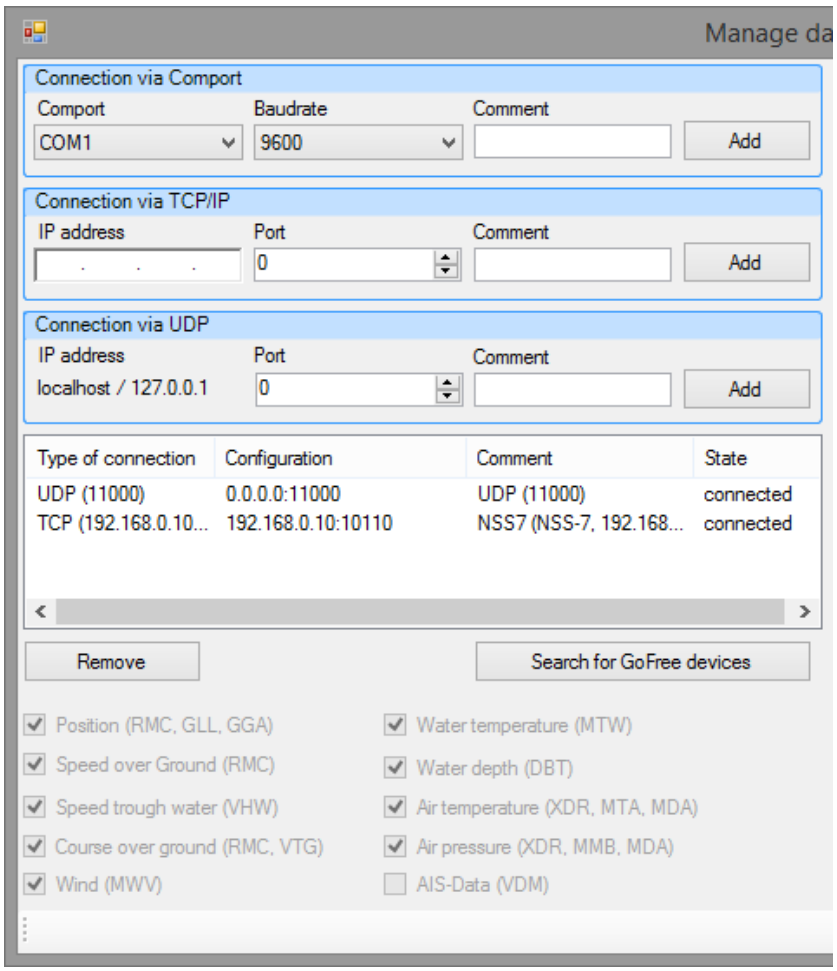


Figure 3: Context menu with the possibilities for linking the NMEA data

- Activate the output of the GPS device respectively the emitting device of your board system. Then set the transmission protocol to NMEA 0183 V.2.X.
- Detect the transfer rate of the data files which is set on the GPS resp. the NMEA bus (NMEA standard = 4800 Baud).
- Connect your GPS-device resp. the board instrument bus to a free serial port (COM port) of your computer system.
- If you use an USB-Port, you need to assure that the driver for the supply of a virtual COM port is installed. A virtual COM port can be acquired from a device producer.

2.6. The logbook's framework

2.6.1 The logbook parameter

In order to avoid unspecific free text entries all available parameters are listed in the system parameter data base. After the installation process these parameters are marked by initial values. They should be controlled before starting the first record and if necessary adapted to you own pre-adjustment, especially concerning the vessel parameters.

2.6.2 The vessel

Before starting the first record you need to define the vessel which runs the actual trip. Execute this definition on the tab „System" / Frame "Config" / "Vessels"(see section 3.2.1) while using the vessel specific parameters (vessel equipment, sail, motorization). These parameters could have been defined before in the Frame "Config" / "Parameter" (see section 3.2.1.3).

2.6.3 The crew

In order to con a ship at least one person is required (the skipper). This skipper can be created on the tab „System" Frame "Config" \ Persons"(see section 3.2.3). In this menu all the other crew members are listed as well and if necessary pictures can be added.

2.6.4 The stage

Generally, the trip that should be documented is divided in stages.
A stage is a part of the whole trip of any duration. Meanwhile a stage the definition of vessel and crew remain unmodified. For one stage an explicit point of start and destination can be selected. It is reasonable to define a stage as the part of the trip which starts with the cast off and ends with berthing in the harbour of your destination.
Excluding long distance trips a stage is described as a day trip. The summing-up of several stages in order to create one trip (e. g. holiday trip) isn't relevant for the definition of the stages. It is realized in the report generation.

Advice:
Logbook entries can only be generated within a started stage.

2.6.5 The logbook entry

By manual or automatic activation (auto log) all parameters visible in the tab “console” are registered to the TripCon data base so that a log book entry is generated. This could imply image, audio or free text information. Therefore an entry is a snap shot of the nautical parameters and additional information which are actually shown on the console.

The base of every log book entry is additionally linked with a brief parameter called “log event” (berth, cast off, routine entry). In that way for most of the entries additional free text entries aren’t necessary.

2.6.6 The report

All captured information is stored in a SQL data base, which is part of the system. These information are generally available for any data interpretation. But the program already provides some configured reports. With these reports you receive a complete and clearly arranged presentation of the run stages as printable documents, as slide show or as overlay for the Geo-information system “Google Earth™”.

2.6.7 Desktop division

TripCon has been created for users who are accustomed to Microsoft Windows application. TripCon is run in a window that can be shifted in any part of the desktop or can be downsized in the footer. As well TripCon can be used beside other applications (see
Figure 4). The windows are optimized for 1024 x 600 resolutions.

Meanwhile running, opening and closing the program in the header of the application various status information are shown. The configuration of basic parameters and the administration of the data base are executed by the appropriate buttons on the tab “System”.

The main log book conduct is exercised in the tabs in the window’s main part.
These tabs are subdivided in single frames in order to distinguish different parameters and functions. In the frame header you can find the frame name which designates the function or the parameter.

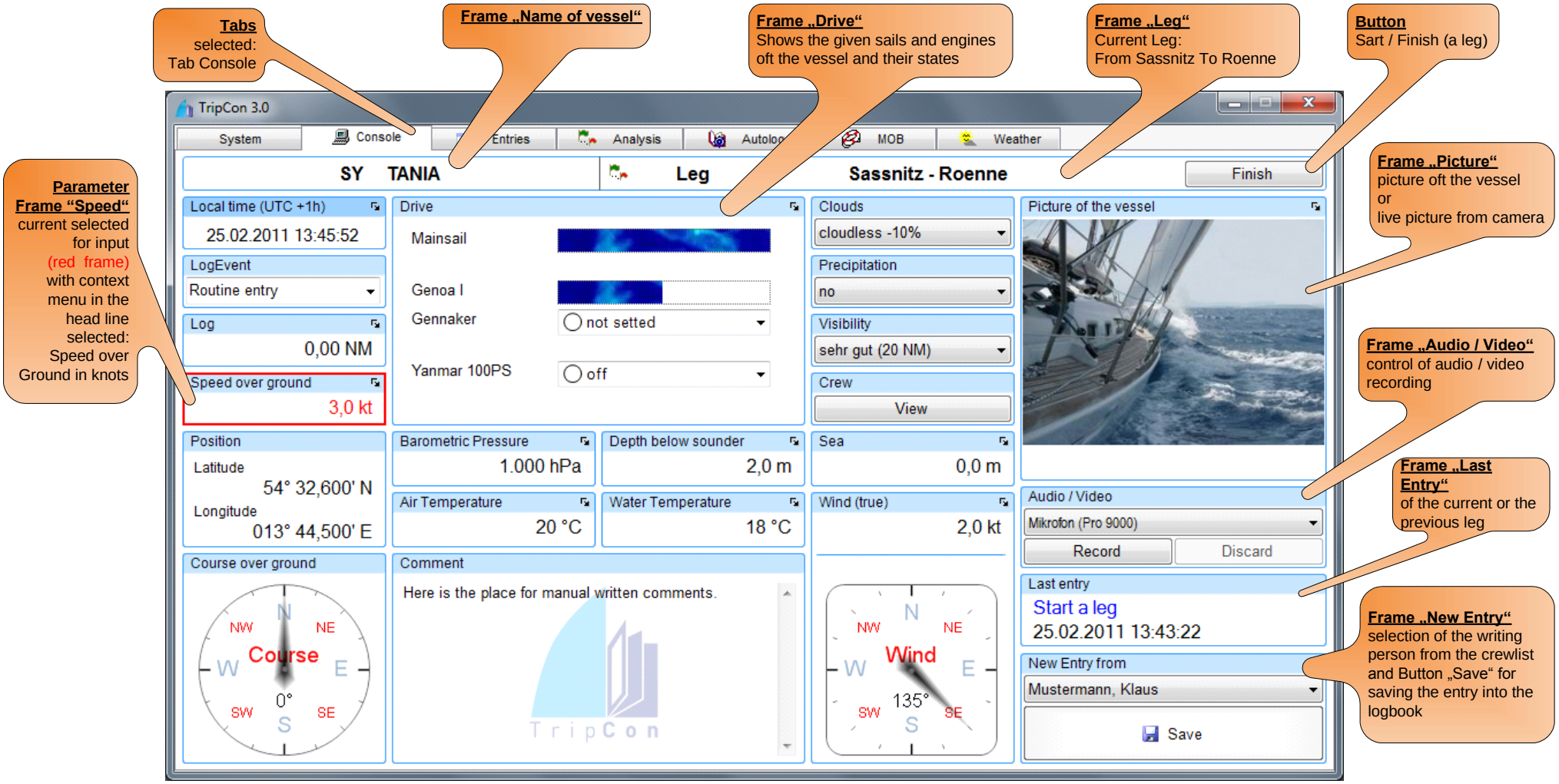
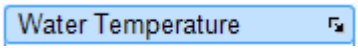


Figure 4: Desktop view of the console

2.6.8 Operating elements

Within the frames you will find mainly standard windows operating elements.

If next to the frame name on the right side of the header the following sign  is located the concerned frame e. g. 

has a context menu which can be activated by mouse click.

For the manual editing of the parameter frames you can use the mouse as well as the keyboard. The following operation functions are available.

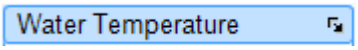
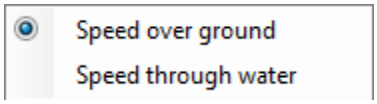
Operating function	Mouse	Keyboard
activation of a frame in order to do an entry	*left click* in the frame	• next frame: TAB • anterior frame: SHIFT + TAB
activation of the context menu of a frame	*left click or right click* On the header of the frame 	context key
selection of a configuration in the context menu	left click to the menu point 	• selection: arrow up/down • confirmation: ENTER
increase of a parameter value	*If the hand symbol comes up - click mouse left and manage input via keyboard ,see right)* 	• *arrow* down for light increase • *image* down for heavy increase
reduce of a parameter value		• *arrow* down for light reduce • *image* down for heavy reduce
exact entry of a parameter value		• **enter with number keys, use comma** • **enter "-" declares the parameter as undefined** • ENTER completes the entry • TAB goes ahead to the next frame
entry of a *direction* of course and wind, only main directions (N, NNE, NE, E)	*left click* near to the desired point in the display	• image up for increase, down for reduce
entry of a *direction* of course or wind, *exact angular degree*	*CTRL + left click* on the desired point in the display	• enter with number keys • ENTER completes the entry • *arrow* up for increase • arrow down for reduce

Table 1: Operating function for mouse and keyboard

For activating specific functions within the program explicitly labelled key elements or context menus (mouse right click) will be used.

3. Configuration and Settings

3.1. Tab “System” / Frame „Data“

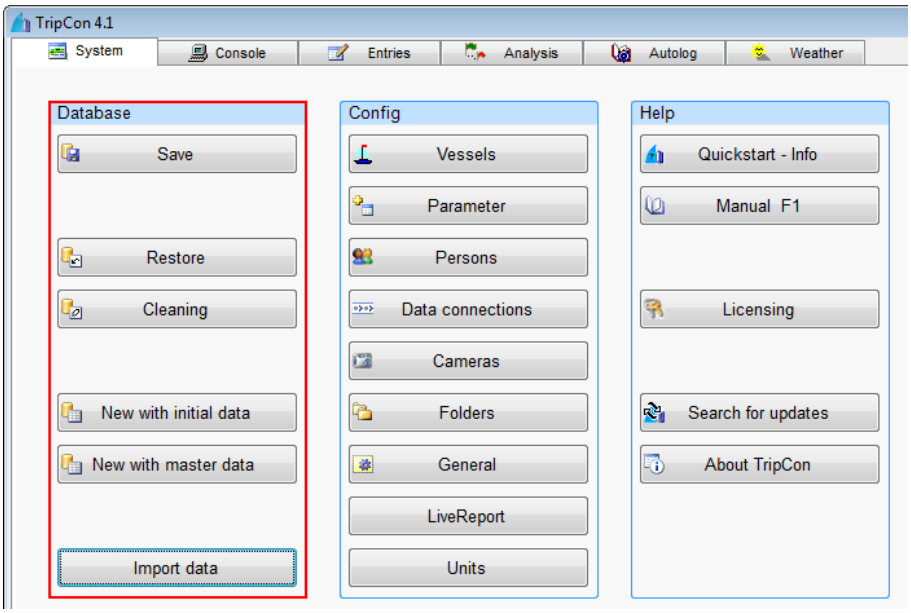


Figure 5: Tab “System” / Frame „Data“

All data captured with TripCon are stored in a SQL data base. This data base can be saved and recovered at any time you like.

3.1.1 Saving

With this button, you literally SAVE YOUR data. Please do it regularly

When you start TripCon, you can have a reminder of a backup. After how many days a backup is considered obsolete, you can define the General Settings itself.

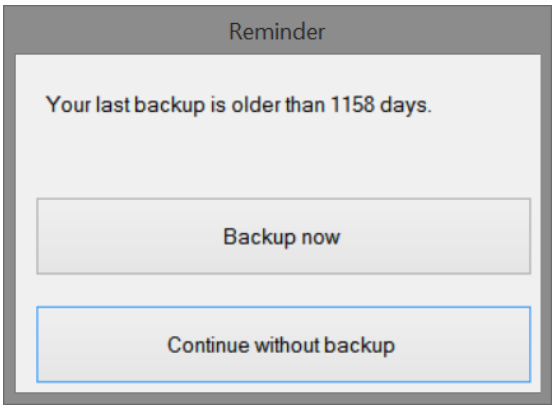


Figure 6: Reminder at the start of TripCon

As well the button “Save” (Figure 5) as the button “Backup now (Figure 6) generates a data base back up file and stores it in a selectable directory (default-directory: C:\TripCon\Backup). The directory can be changed on Tab “System / Frame “Config” / “Folders”

- data file name =: **TripCon_ *JJJJMMTT_HHMM*.bak**

This file should be stored on a separate memory medium (external hard drive, memory stick, CD or the like). Thus in case of a complete loss the data can be restored (see section 3.1.2).

Besides in two cases TripCon creates an automatic data back-up. But this can’t substitute the manual back-up:

a) while quitting the application if the option „save data base before exiting the program” is activated
   - data file name =: **TripCon_Closed_*JJJJMMTT_HHMM*.bak**

   It is recommended to activate this option always in order to be able to recover the last state of the program (see section 3.2.7).

   Please bear in mind: With each switch-off the latest file is overwritten. You can only access this data until the next switch-off.

b) before the automatic update of a data base if this becomes necessary because of an enhancement of the program

   - data file name =: **TripCon _v*XX*-v*YY*_*JJJJMMTT_HHMM*.bak**
     - JJJJ - year, e. g. 2007
     - MM - month, e. g. 03
     - TT -day, e. g. 27
     - HH - hours
     - MM - minutes
     - vXX - version XX – DB-version before the update
     - vYY - version YY – DB-version after the update

   The file can be used to restore the state of the data base before a program update. Older versions can be manually deleted.

3.1.2 Restoring

This function serves for reconstructing a data file which is stored as back up file in the data base.

Before recovering a backup data file a backup of the actual data base should be carried out. After the recovering the entire data base content is overwritten which means it is irreversibly lost.

After selecting the data file and entering the alarm the recovering process runs automatically. It is finished with the display of the last entry of the saved data base on the tab “console”. Then the program can be normally used.

3.1.3 Cleaning

This function serves for final deleting of all erased elements (persons, parameters, vessels, log book entries) forever from the data base. Executing histories of log book entries are no more available.

This function reduces the extent of your data base. Besides it eliminates manipulations of the data stock. It can be compared to the exhaustion of the windows paper waste basket.

Attention!! With this clearing up the logbook loses its authenticity which is needed for a possible presentation in official institutions!

3.1.4 New with initial data

A new data base is generated endowed with standardized initial values. In consequence all given data content will be overwritten.

3.1.5 New with master data

A new data base is generated endowed with the user’s parameters (all single parameters, vessels and persons). In consequence all given data content will be overwritten.

Thus the following data remain: all single parameters, all ships, all persons

Before generating a new data base you should back up the actual data base. After having generated the new date base the entire data base content is irreversibly lost.

3.1.6 Import data

Use this button to import data from previous versions of TripCon (V2.x, V3.x).

3.2. Tab “System” / Frame “Config“

Here you can define those parameters which are – independently of the nautical information – necessary to complete a report but do not need to be changed perpetually.

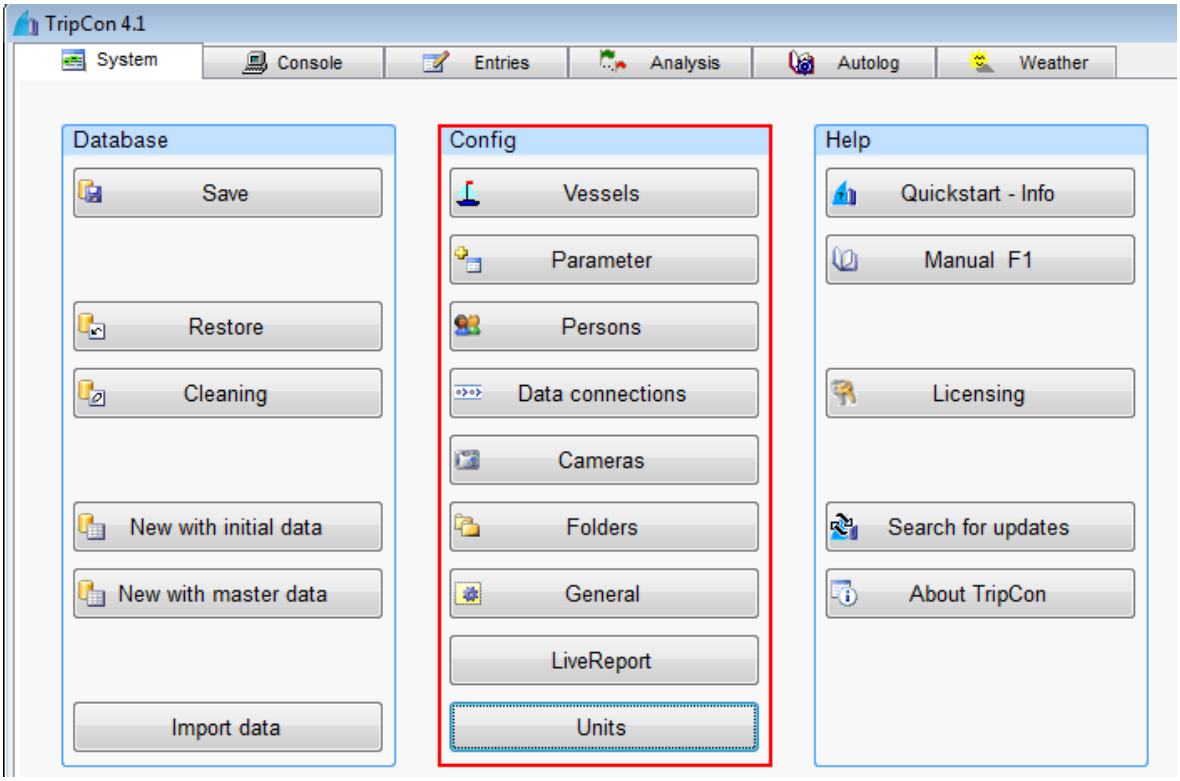


Figure 7: Tab “System” / Frame “Config“

Before the first trip the equipment parameters of the used vessel and the crew members need to be created in the data base. In the definition process of the vessel parameters, flexible data base parameters are considered. They are already filled with standard values but can be accustomed to the user’s needs (see following sections).

3.2.1 Vessels

Via the button „Vessels“ you can find the dialogue for the configuration of your vessel. Here all necessary information for the log book recording is captured so that you finally can receive an informative report. Vessels can be created, changed or completely deleted. With the button “Fuel” one enter the dialogue for the fuel management (see section 3.2.1.3**)**

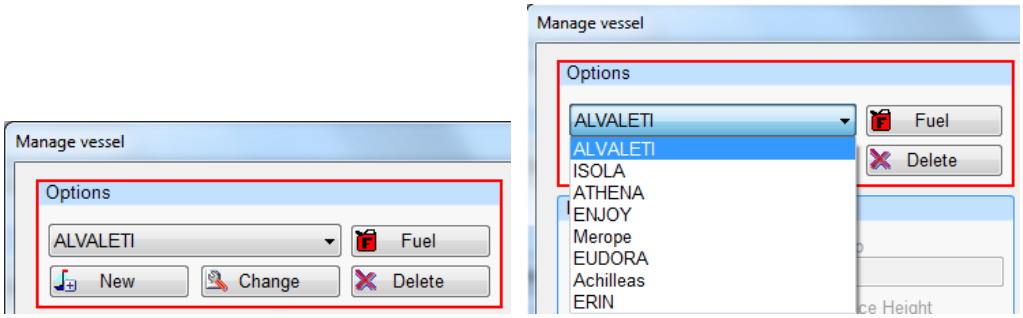


Figure 8: Dialogue "Vessel management"

The creation of a new vessel starts with selecting the vessel type and entering the vessel name. Later on this name can’t be changed.

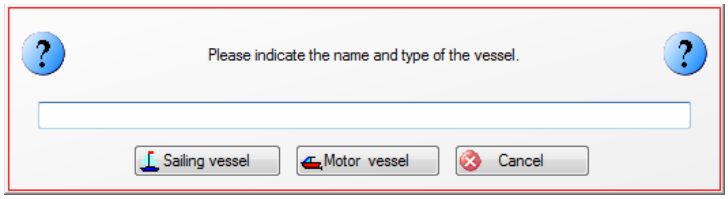


Figure 9: Starting dialogue for creating a new vessel

3.2.1.1 Sailing vessel

After selecting “Sailing vessel“ the vessel is created and the dialogue for entering respectively setting the vessel parameters is opened.

Frame Properties

Most of the input fields of this frame are self-explanatory except the following:

Description	Function
installation depth of the echo sounder below the water line	For calculation the water depth from the water line out of the NMEA-data of the echo sounder*, see section 4.1.12
Correction factor of the log emitter	For adaptation of the speed display out of comparable monitoring or measurement if the board instrument shows differing indications

Table 2: Specific input fields for a sailing yacht

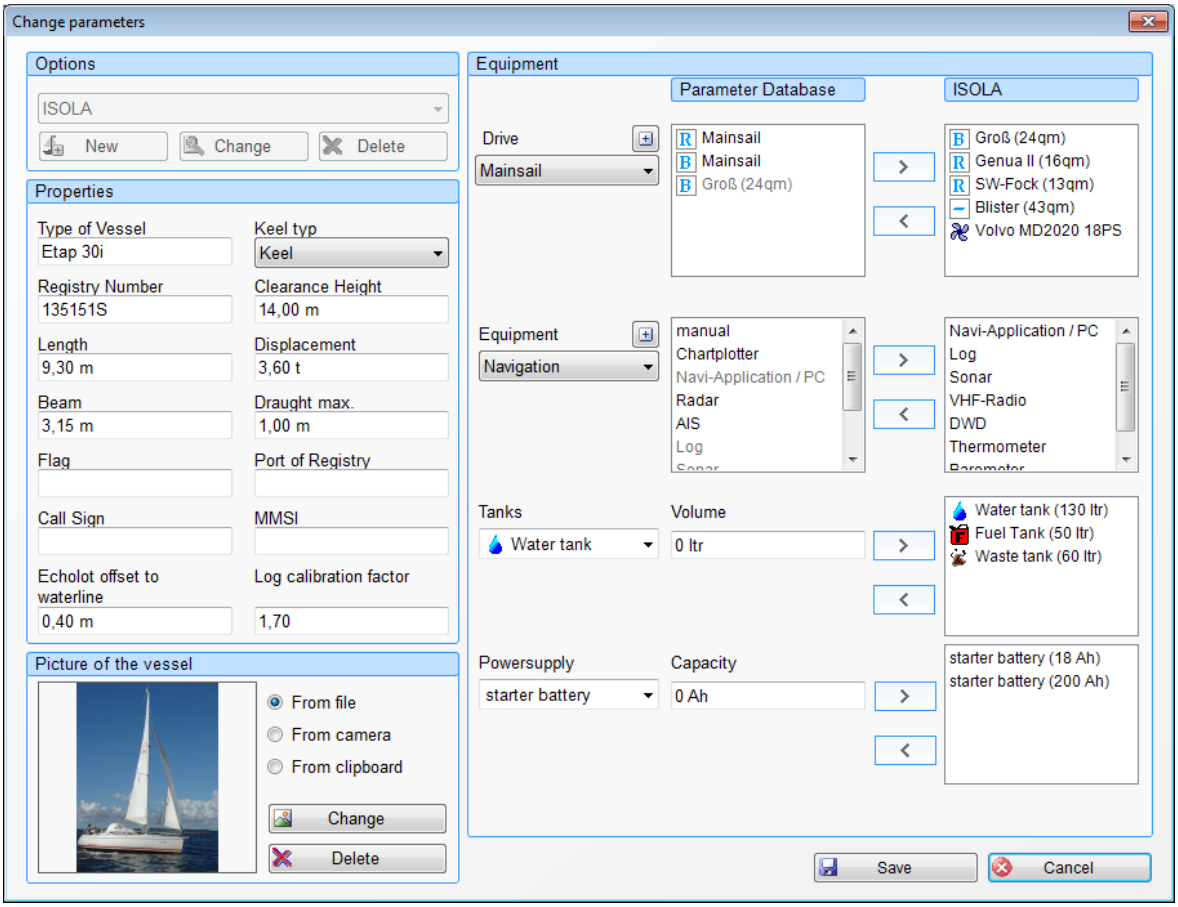


Figure 10: Dialogue for the configuration of a sailing yacht

When you enter data measuring units don't need to be regarded. After finishing a numeral entry (ENTER) the adequate measuring unit is added automatically. The entries can be saved with the according key and can be revised afterwards.

Frame Picture of the vessel

In this frame you can attach a picture to the vessel by using the sources "data", "camera" or "clipboard". The picture is displayed in the frame "picture" in the tab "console" as long as no camera is connected.

Frame Equipment

The field contents are self-explanatory.

For the equipment categories "drive", "other equipment", "tanks" and "electricity supply" the saved objects of the parameter data base are displayed on the left side.

These parameters can be attached to the vessel or can be taken back. This can be exercised by the respective direction key.

If you recognize meanwhile the configuration process that for example equipment items should be attached which haven't been defined in the parameter administration you can use the key  to create the designated parameter.
The tank equipment is completed after the pre-selection by the tank volumes and is added to the vessel by the keys. The same procedure is applied to „Power supply".

3.2.1.2 Motor vessel

After selecting „Motor vessel" the vessel is created and the dialogue for entries or revisions of the vessel parameters is opened.

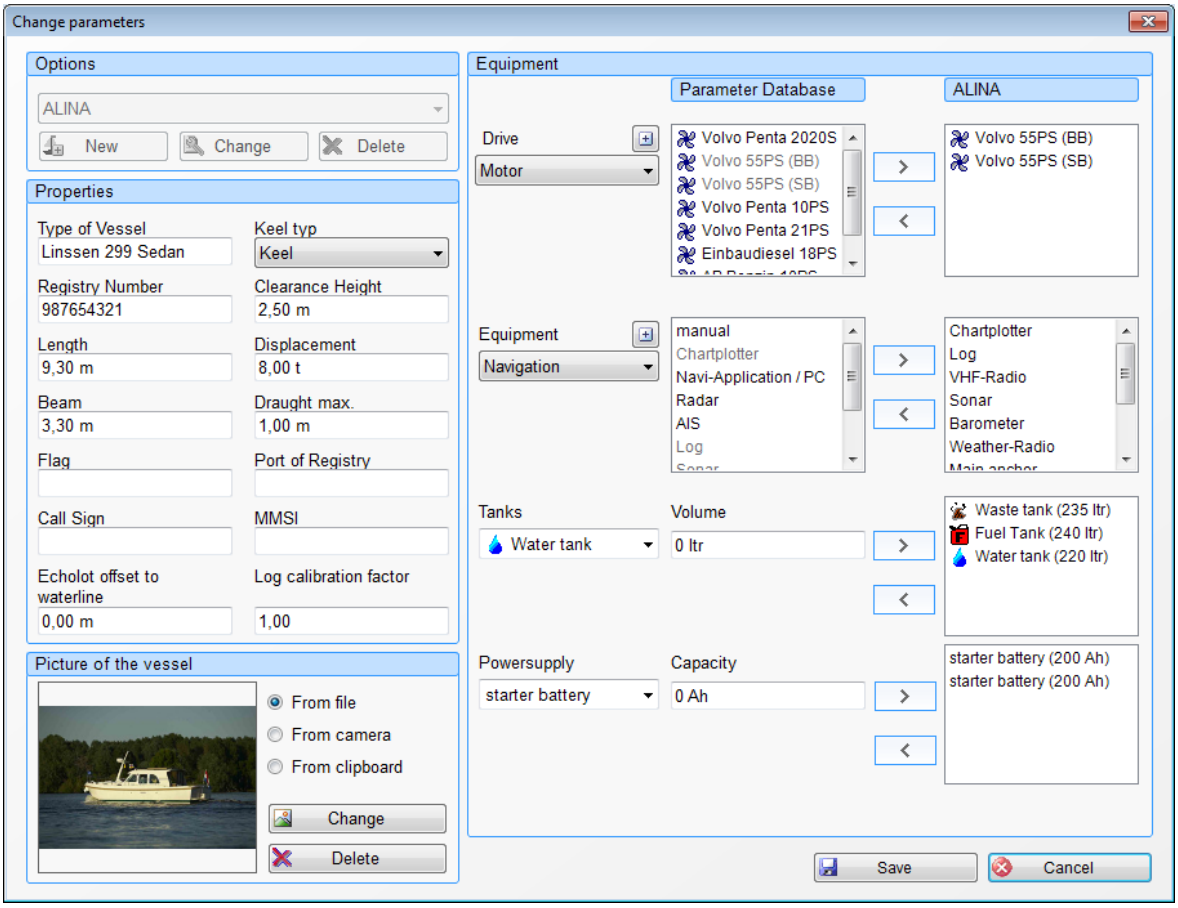


Figure 11: Dialogue for the configuration of a motor vessel

Frame Properties

Most of the input fields of this frame are self-explanatory except the following:

Description	Function
installation depth of the echo sounder underneath the water line	For calculation the water depth from the water line out of the NMEA-data of the echo sounder*, see section 4.1.12
correction factor of the log emitter	For adaptation of the speed display out of comparable monitoring or measurement if the board instrument shows differing indications

Table 3: Special input fields for a motor vessel

While entering the given measuring units don't need to be regarded. After finishing a numeral entry (ENTER) the adequate measuring unit is added automatically. The entries can be saved with the according key and can be revised afterwards.

Frame Picture of the vessel

In this frame you can attach a picture to the vessel by using the sources "file", "camera" or "clipboard". The picture is displayed in the frame "Picture of the vessel" in the tab "console" as long as no camera is connected.

Frame Equipment

The field contents are self-explanatory.
For the equipment categories "Drive", "Equipment", "Tanks" and "Power supply" the saved objects of the parameter data base are displayed on the left side.

These parameters can be attached to the vessel or can be taken back. This can be exercised by the respective direction key.

If you recognize meanwhile the configuration process that for example equipment items should be attached which haven't been defined in the parameter administration you can use the key  to create the designated parameter.
The tank equipment is completed after the pre-selection by the tank volumes and is added by the keys to the vessel. The same procedure is applied to „Power supply".

3.2.1.3 Fuel management

This dialogue serves for the acquisition of the tanked fuel volume and the calculation of the average fuel consumption. Data is separately stored in the database for each vessel. The basic for calculation is the total capacity of the fuel tank. A number for the average consumption can only be calculated if the tank was completely filled. The calculation is based on the difference between the events via the active engine ours.

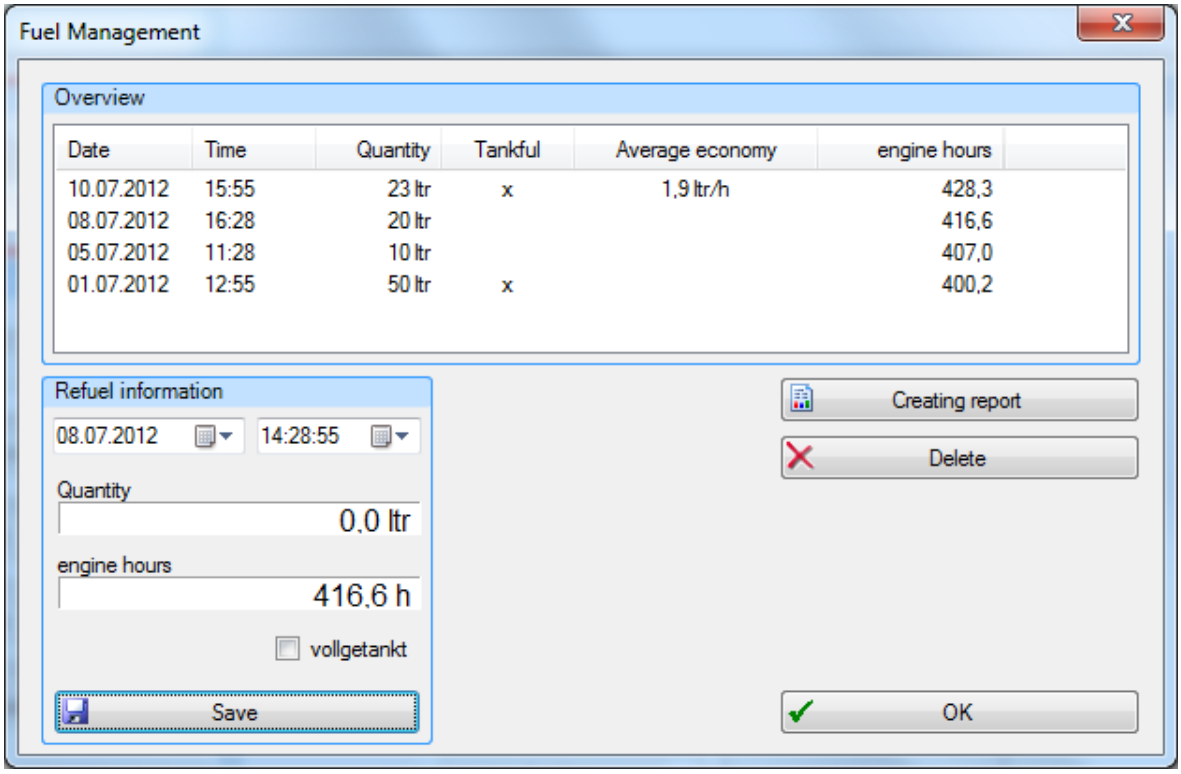


Figure 12: Dialogue Fuel Management

Date / Time – default: actual time, possible to change

Quantity – volume of tanked fuel

Engine hours – default: actual number calculated by the on/off-hours from the log entries, possible to change

Overview – table of tank events, latest on top

Save – save the inputted information in the data base

Delete – deletes marked tank events

Creating report – ask for the starting point for the report an generates a fuel report (PDF)

3.2.2 Parameters

The following parameters used within the program are configurable via the button “Parameter”:

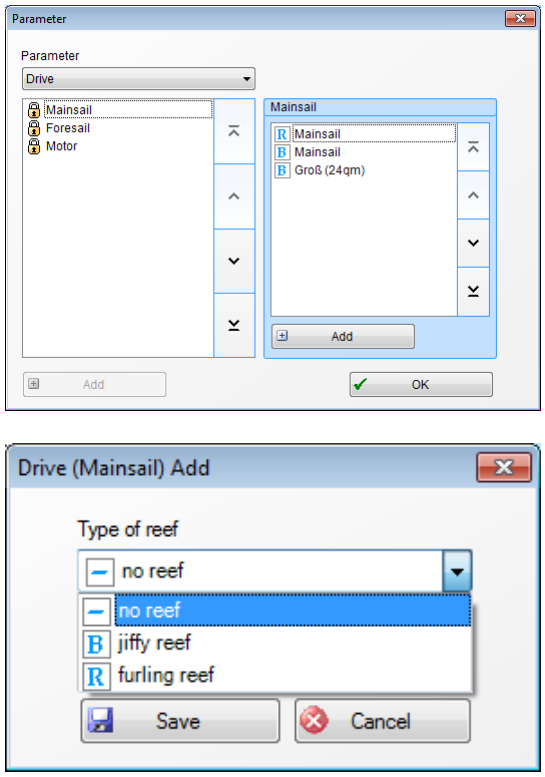
- drive
- clouds
- job
- log event
- precipitation
- equipment
- visibility

Because of the different characters of the parameters different configuration dialogues are supplied. In the following all available parameter dialogues are displayed and explained in alphabetical order.
The dialogues contain different options for generation new parameter values. It depends on the use of elder entries respectively technical interrelations if existing values are erasable. It is indicated by a locked or unlocked lock next to the parameter value.

All parameters can be assorted in different orders. In that way you can put the order for the later selection in the logbook.

The order is defined by selecting the value (left click on the mouse) and by sliding with the keys of the recorder keyboard.

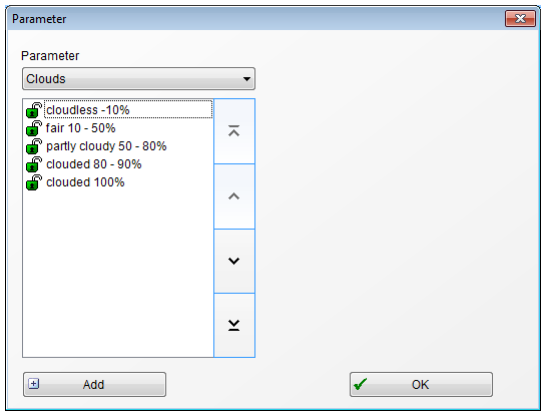
3.2.2.1 Drive



use of the parameter:	is added when configuration a vessel The actual state of the drive parameters are captured with every manual entry meanwhile a stage of a trip.
parameter type	text with categorical information which can be selected when creating a new entry. • -- → no reef • B → **B**inding reef • R → **R**oller reef
new parameter value possible?	yes
sorting possible?	yes, with recorder keys
sub parameters definable?	yes

Figure 13: Dialogue parameter „Drive“

3.2.2.2 Clouds



use of the parameter:	weather parameter for log book entry
parameter type:	text
new parameter value possible?	yes
sorting possible?	yes, with recorder keys
sub parameters definable?	no

Figure 14: Dialogue for parameter „Clouds“

3.2.2.3 Job

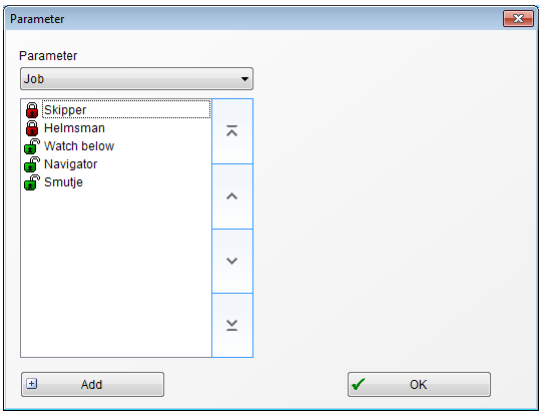
	use of the parameter:	is assigned to the crew when staring a stage or changing the guard, capturing as a specific logbook entry
	parameter type:	text
	new parameter value possible?	yes
	sorting possible?	Yes, with recorder keys except of skipper steersman
	sub parameters definable?	no

Figure 15: Dialogue for parameter „Job“

3.2.2.4 LogEvent

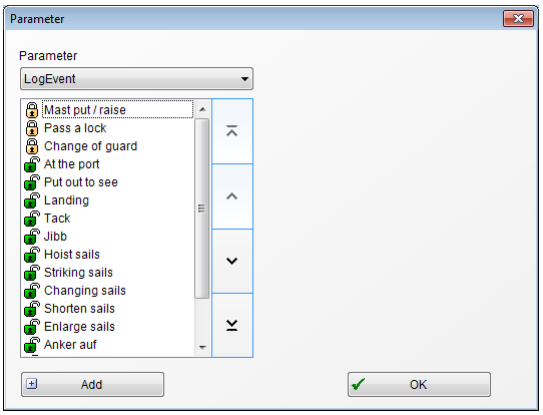
	use of the parameter:	brief explanation of the log book entry
	parameter type:	text
	new parameter value possible?	yes
	sorting possible?	yes with recorder keys
	sub parameters definable?	no

Figure 16: Dialogue for the parameter „LogEvent“

3.2.2.5 Precipitation

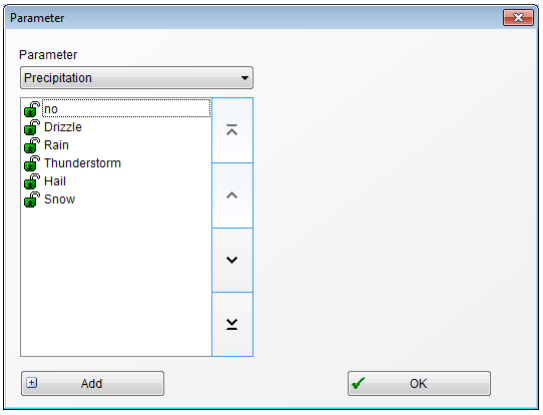
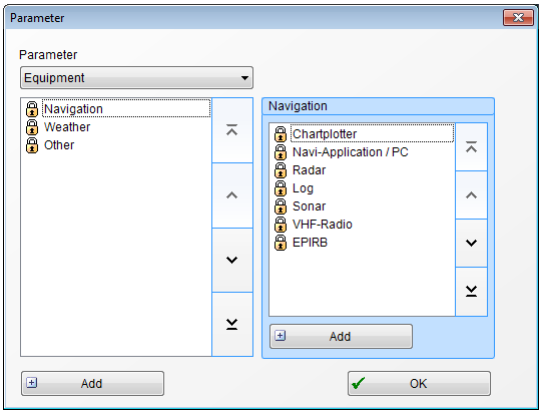
	use of the parameter:	weather parameter for log book entry
	parameter type:	text
	new parameter value possible?	yes
	sorting possible?	yes with recorder keys
	sub parameters definable?	no

Figure 17: Dialogue for the parameter „Precipitation“

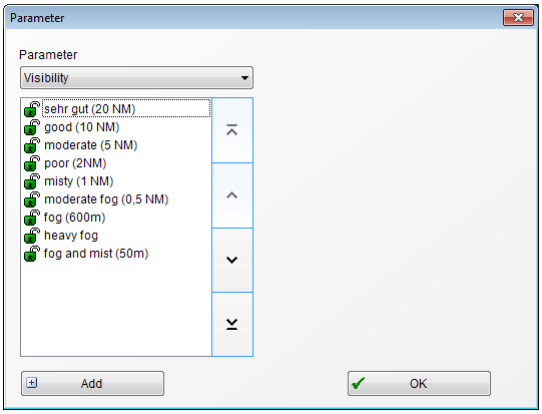
3.2.2.6 Equipment



use of the parameter:	for the vessel configuration, is displayed in the vessel description of a report
parameter type:	text
new parameter value possible?	yes
sorting possible?	yes with recorder keys
sub parameters definable?	yes

Figure 18: Dialogue for the parameter „Equipment“

3.2.2.7 Visibility



use of the parameter:	weather parameter which is added to every log book entry
parameter type:	text
new parameter value possible?	yes
sorting possible?	yes with recorder keys
sub parameters definable?	no

Figure 19: Dialogue for the parameter "Visibility"

3.2.3 Persons

In the dialogue „Persons“ all persons are registered that have ever taken part in the trip. A pre-selection is made by touching the screen or clicking with the mouse. Selected persons are clearly visible in black characters; gray letters mark unselected persons. The selection can be corrected during the stage start. In addition, the preparation of the trip can start with the pressure of the crew list. You can also search for specific persons by their names, language skills or boat driving licenses here.

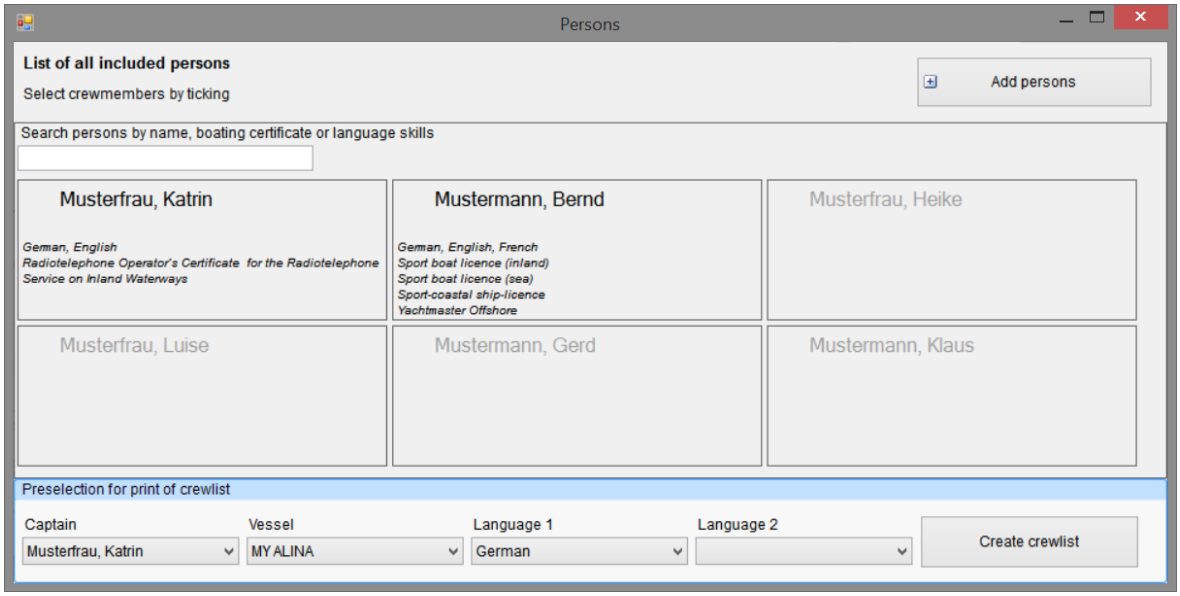


Figure 20: Dialogue „Persons“

New crew members can be added by pressing the key „Add persons“. They are promptly activated as crew members and arranged in alphabetical order.
Via a context menu (right mouse button or long touch on the touch screen) person can be edited as follows:

- **Edit** If persons already have been crew members in started or finished stage only the e-mail-address and the picture can be modified. Concerning new persons all parameters can be modified.
- **Delete** Erases the person for all future trips. In the finished stages the person will be obtained.

The dialogue for initial capturing respectively modifying personal data allows to enter name, surname an e-mail-address as well as to attach a picture of the given person.

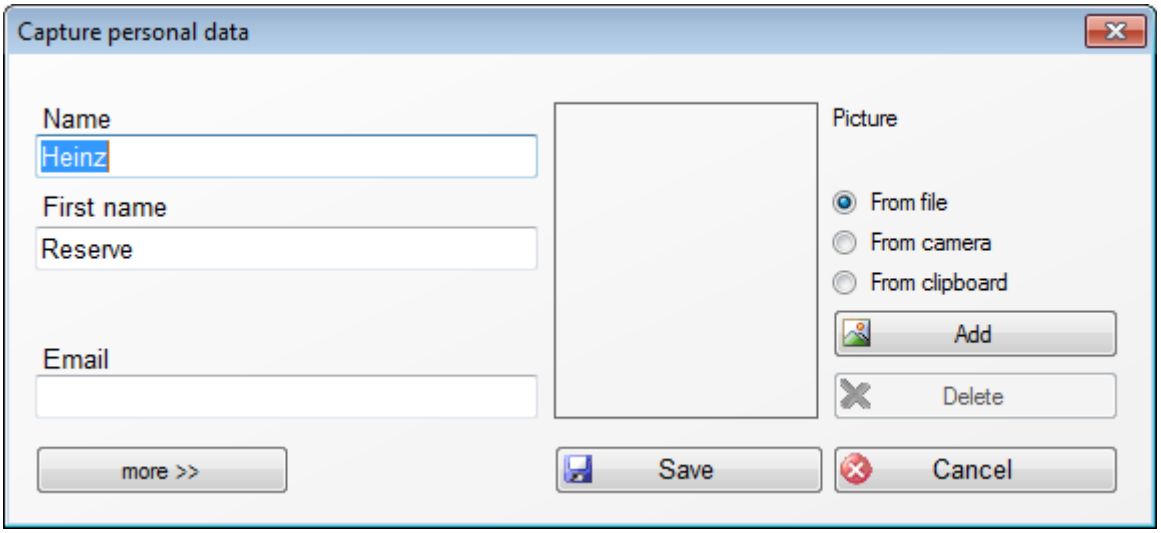


Figure 21: Dialogue “Capture personal data” – basic data

Name and surname are used to attribute a job meanwhile a stage. In the trip interpretation e-mail-address and picture are additionally attributed.
Pictures can be allocated out of image data files.
If a camera is connected and TripCon Multimedia has been acquired direct picture capturing with this camera is possible.

With the key “More” additional input fields for capturing crew information are activated.

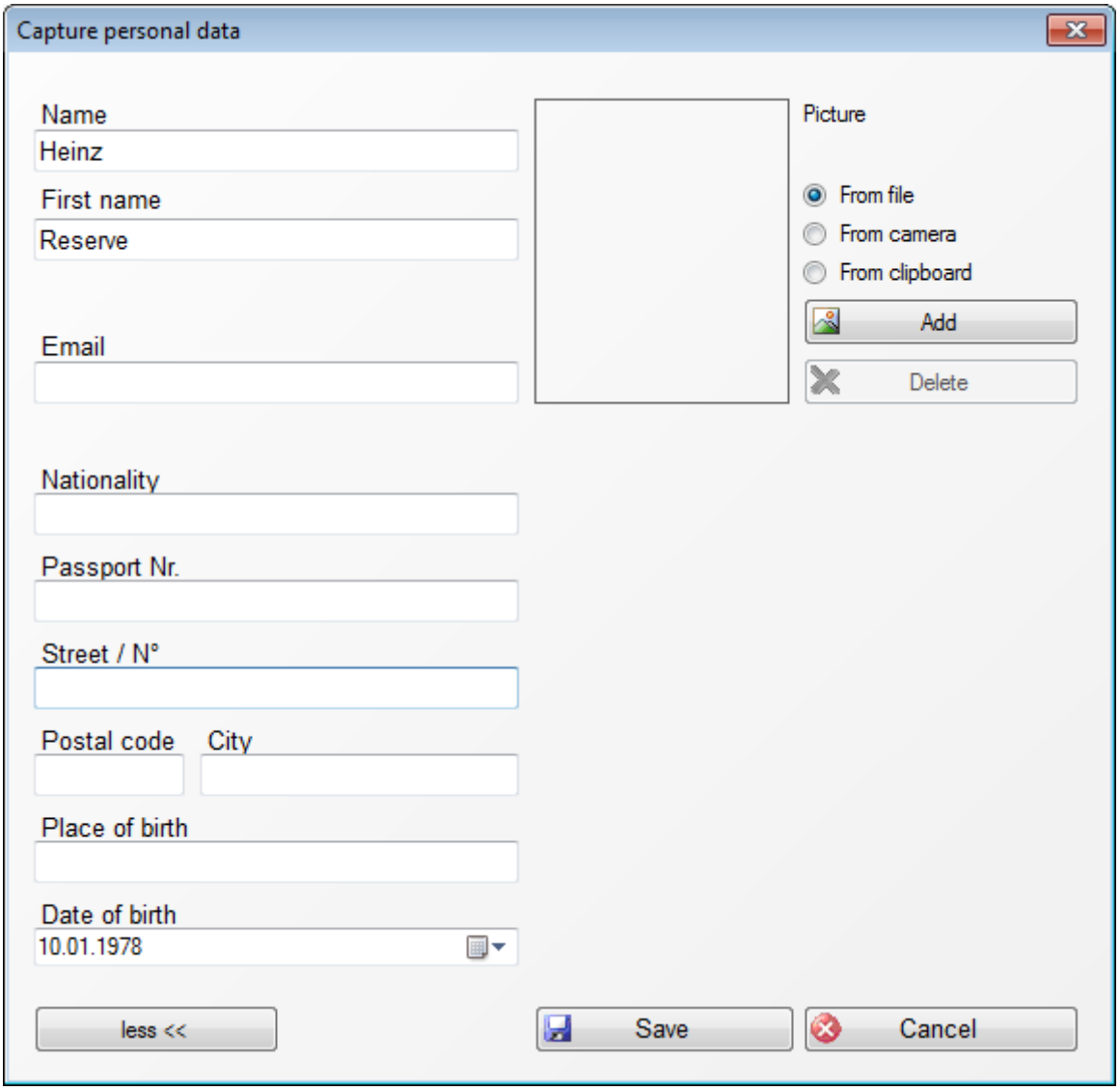


Figure 22: Dialogue "Capture personal data" - enlarged

You can start printing the crew list on the basis of the activated persons (check), the vessel and skipper selection and the selection of two languages for the document by pressing the key “create crew list”. Printing is possible before starting a stage in order to have the lists available although no printer is on board. Finally you receive a document as follows (language 1 = German, language 2 = Croatian”)

LIST OF CREW MEMBERS AND PASSENGERS
POPIS ČLANOVA POSADE I PUTNIKA

generated by:
www.tripcon.de

Yacht Jahta	SY ALVALETI	Flag of Zastava	DE	Port of Registry Luka pripadnosti	St. Eulalia

Number Redni broj	Name and first name Ime i prezime	Job on yacht Svojstvo ukrcaja	Date and place of birth Datum i mjesto rođenja	Nationality Državljanstvo	Number of passport Broj putovnice
1	Reserve, Heinz	Skipper	01.01.1978, Bonn	deutsch	123456789
2	Muster, Franz	Crew	01.01.1990, Muster	deutsch	123456789
3	Test, Käthe	Crew	01.01.1992, Köln	deutsch	123456789

Notes Napomene	

Ports Luka		Date Datum		Skipper Zapovjednik		Harbour Office Lučka kapetanija	

Figure 23: Printout of a crew list (selected language 1 = English, language 2 = Croatian)

3.2.4 Data connections

In this category the physical and logical connections to the board instrument system are configured. All incoming NMEA-datasets are provided via UDP for further applications without manipulation.

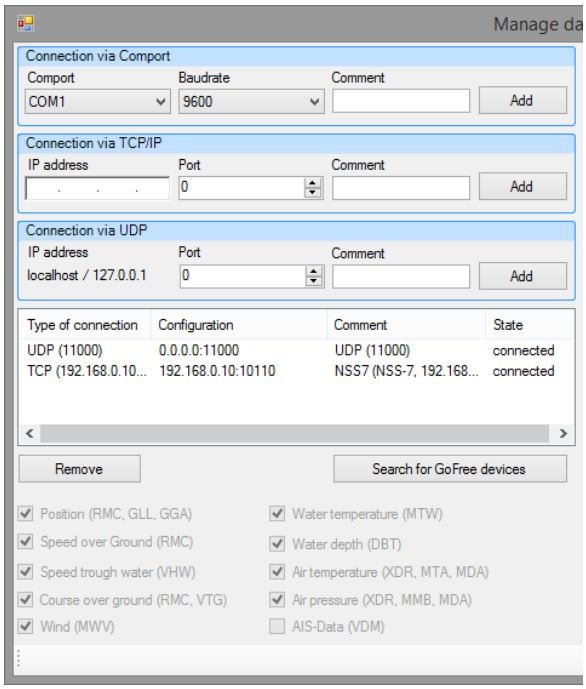


Figure 24: Selection of data link

Via the context menu a selection of the NMEA data source between 3 types is possible:

a) NMEA via COM-Port
b) NMEA via TCP/IP
c) NMEA via UDP
d) GoFree-WiFi-Connection

If a Weatherinfobox from the firm "Mörer" is connected via USB and no other NMEA-Connection is selected, then the button "Connect" will activate the capture of "Barometric pressure" and "Air temperature" from the box. The data is shown in the control window as NMEA-Data. The corresponding checkboxes for the automatic mode of the parameter frames on the tab "Console" can be used.

3.2.4.1 NMEA data connection via serial port

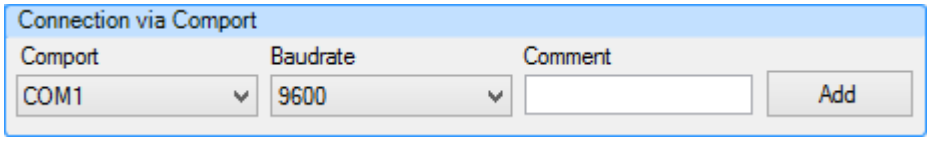


Figure 25: Dialogue for the connection with a serial port

That's the standard connection how it's used by most of the devices. Also devices connected via USB usually provide a "virtual serial port" which can be integrated that way.

3.2.4.2 NMEA data connection via TCP/IP

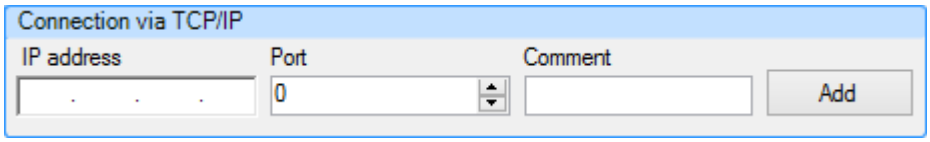


Figure 26: Dialogue for the connection with a TCP/IP port

If the NMEA-data are provided via a network connection with TCP/IP protocol you need to set up here the accordant IP address and the communication port of the sending device (e. g. Multiplexer). These specifications are delivered by the system manufacturer.

3.2.4.3 NMEA data connection via UDP

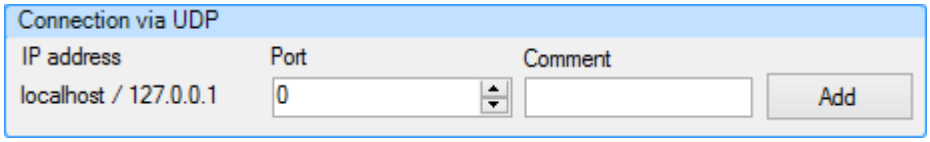


Figure 27: Dialogue for the connection with a UDP port

If the NMEA-data are provided via a network connection with the UDP-protocol you need to set up here the accordant communication port of the sending device (e. g. Multiplexer). These specifications are delivered by the system manufacturer.

3.2.4.4 GoFree WiFi Connection for Multi Funktion Displays

! Only available for touch based Multifunction displays from Lowrance®, Simrad Yachting, B&G !

If a GoFree-WiFi-1 (Navico-Wireless Accesspoint) is available and connected with tthe MFD, so it can be used as data provider for TripCon. First connect your PC with the GoFree WiFi-Accesspoint and log in with the password required by the access point. Now click on the menu item “Search for GoFree devices”

If you get the following error message then you don’t have a proper WiFi connection with the GoFree WiFi-1-Modul.

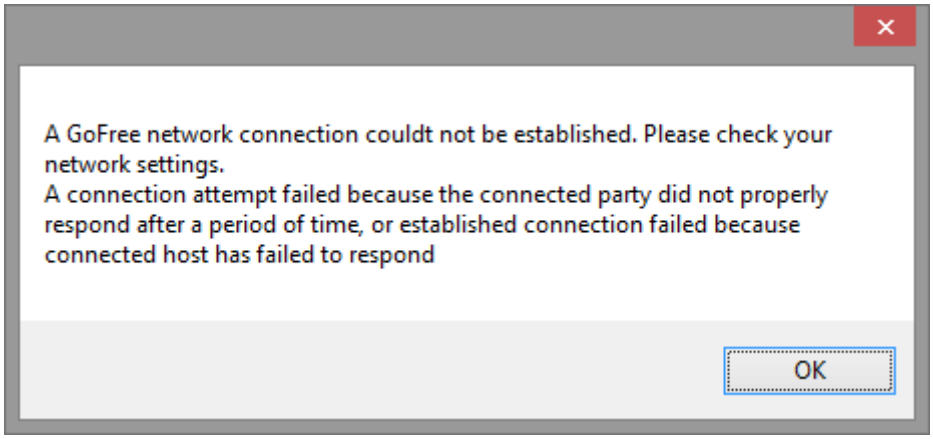


Figure 28: Error message in case of an inoperable Wifi connection

Additionally to the NMEA connection a data connection for transmission of video data from MFD and control information to MFD will be established (see section 4.1.21.3).

Please note: A correct display of the wind parameters requires an exact indication of the courses. The wind direction is calculated out of the relative wind direction (referred to the vessel’s course line) and the vessel’s course line.

3.2.4.5 AIS data

Decoded AIS data can be viewed live in the tab Console and stored for each stage via a button. AIS data are stored only during a stage in the database (to avoid the detection of large data volumes in the harbor). Although all AIS records are stored, however, only the following evaluation:

Types 1, 2 and 3: Position Report Class A

Type 5: Static and Voyage Related Data

Type 18: Standard Class B CS Position Report

Type 19: Extended Class B CS Position Report

Type 24: Static Data Report

Detailed information about the content of ais data are available on http://catb.org/gpsd/AIVDM.html

Use the "Entries" tab to display a map showing your position at this time, as well as the nearby ships and their course. The card material that is required for this will loaded from the Internet; therefore, a corresponding connection (for example, WiFi port in the port) is necessary for this function.

If after connection no data found, the following error may be present

Com-Port occupied by another program

Figure 29: Alarm: "Com-Port occupied by another program"

The port is probably already used by another program. Select another port.

No data or incorrect data available on the selected port

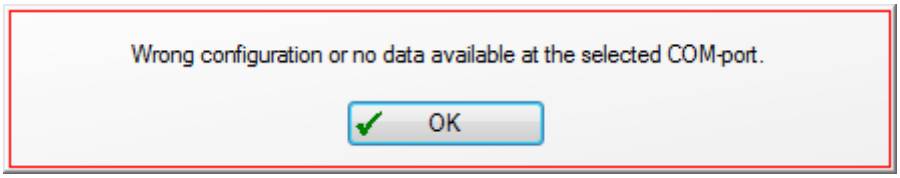


Figure 30: Alarm: „No data or incorrect data“

Check if your NMEA source is connected to the selected COM-port. Check if the settings for parity and baud rate are consistent with the emitting device. If necessary try with different settings utill the data is read.

3.2.5 Cameras

Via the button “Cameras” in the Frame “Config” cameras linked to the system can be connected to TripCon. The pictures from these cameras will be displayed in the picture frame of the tab “Console”

Via the context menu (right mouse click) the registration of a connected camera can be done. TripCon supports the following types:

- Cam’s recognised by the operating system as USB-Video-Device and working with the DirectX/DirectShow –API (e.g. Webcams from Logitech™, www.logitech.de , embedded cams from Notebooks)
- Mobotix®-Network-Cam’s, www.mobotix.de, working via an ActiveX-Plugin from Mobotix and are implemented via a TCP/IP connection
- GoPro HERO5 Black/Session (via WLan)

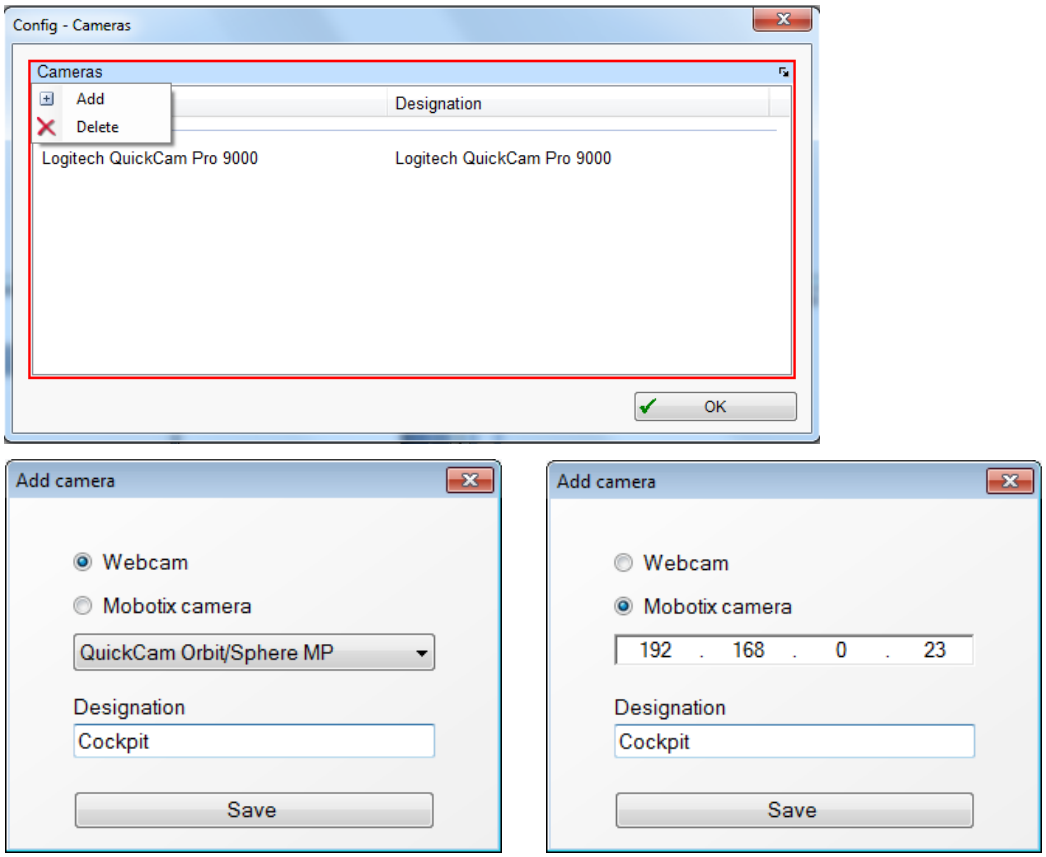
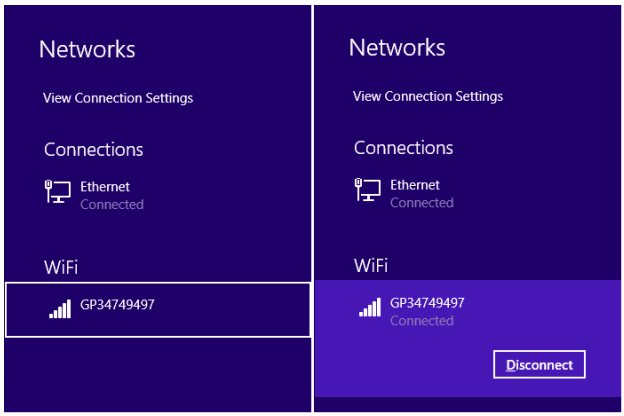
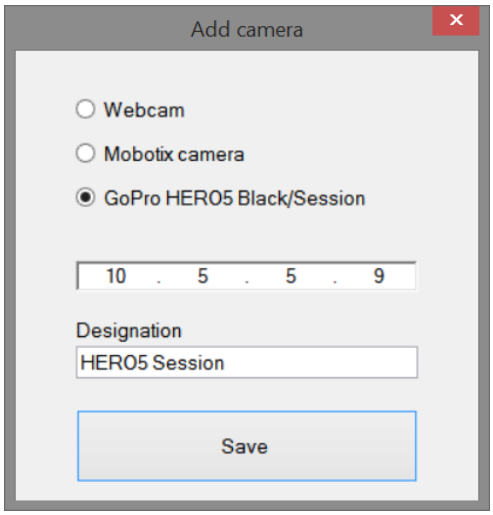


Figure 31: Type specific camera dialogue

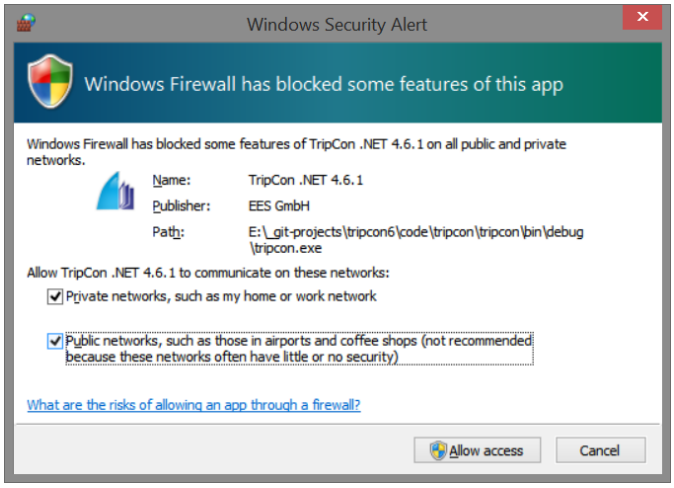
In order to integrate a GoPro HERO5, please make a WLan connection to the camera first. If the camera is switched on, a corresponding network is displayed.



You can then add the camera to TripCon via the corresponding dialog. The IP address and name are filled automatically if the camera is accessible via the network.



If you are using a firewall, you must allow access to the camera.



3.2.6 Folders

This button requests the dialogue “Folders”. The mentioned data file paths have been generated meanwhile the installation process. If necessary they can be changed by selecting and pressing the key „Change path“.

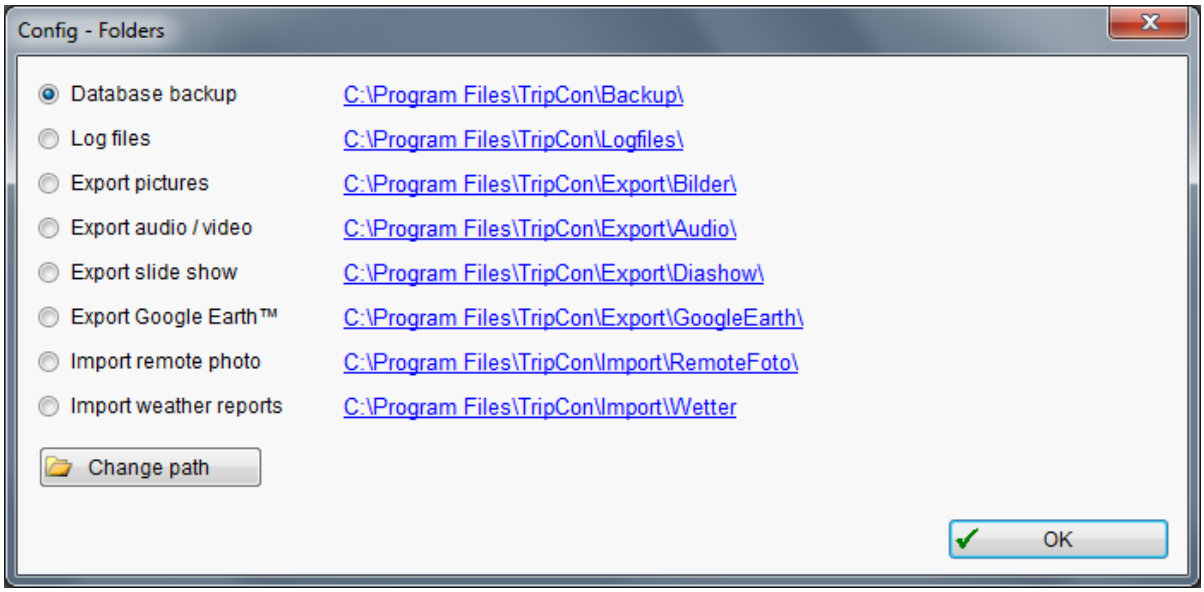


Figure 32: Dialogue "Config - Folders"

3.2.7 General

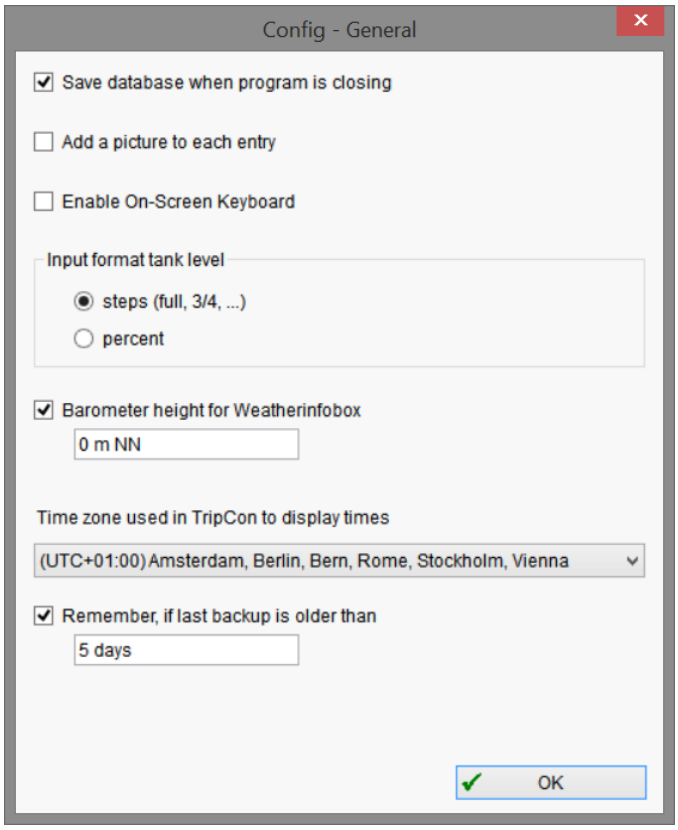


Figure 33: Dialogue "Config - General"

- **Save data base when program is closing**: creates a data base back up file which contains year, date and time in the data file name, filing path see below.

- **Add a picture to every entry:**
  If this option is activated with every entry a picture of the camera is automatically stored in the data base. If a picture is created by the key “record” (manual entry) it is saved as related to this logbook entry.

- **Enable On-Screen Keyboard:**
  Option for Touch-pads; If the option is activated, the On-Screen keyboard of a Touch Screen device comes up every time when an input frame is entered

- **Input format tank level**
  Define the format of input data for the tank level, required in the stage dialogue

- **Barometer height for Weatherinfobox**

Here a correction value for the barometric pressure can be assigned. This checkbox is only available if a “Weatherinfobox from Mörer” (http://www.wetterinfobox.com/english/index.htm) without display is connected (devices with display have own correction possibilities).

- **Time zone used in TripCon to display times**

The time zone set here is independent of the system time for all time values displayed in TripCon, including the reports.

- **Remember, if last backup is older than x days**

Here you can set the date when a backup is considered obsolete and remind you to create a backup.

3.2.8 LiveReport

LiveReport ist a feature for the transmission of log entries via wireless connections (UMTS, Wifi, Satellite) The Volume depends of the chosen transmission format.
This dialogue realizes the configuration of the transmission parameters. The transmission itself will be initiated via the tab “Analysis” (see section 4.3.5.7)

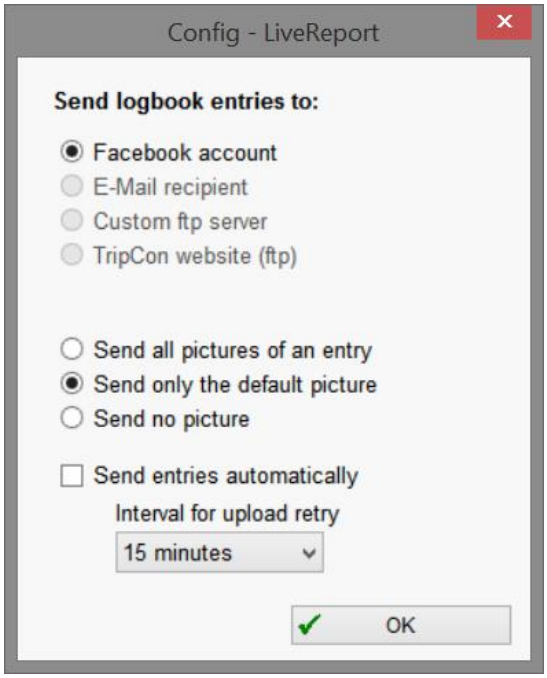


Figure 34: Dialogue with LiveReport-Options

Already the Basic-Version of Tripcon is able to send Log entries o a Facebook account. All the other option are grayed. The usage of these options requires TripCon-LiveReport.

Facebook-Account – TripCon sends the log entry to the configured facebook account

E-Mail Empfänger – TripCon sends the log entry incl. the attached pictures to all recipients configured in the list

FTP-Server – TripCon sends the log entry incl. the attached pictures to the configured FTP-server. The data is packed as an xml-file (see Anlage 5.2). The transmission can start immediately, when a log entry is saved by hand or automatically. Automatic transmission is useful if a good UMTS connection is available (e.g. at the shore line).

Tripcon Website (FTP) - TripCon sends the log entry incl. the attached pictures to the TripCon FTP-server. There the data will be processed and published at the public site www.tripcon.de \customer trips (compression for pictures – middle, ∅ 60…80KByte/ pic., transmission way: internet connection FTP

Options for the pictures of an entry:

- send all pictures of an entry
- send only the default picture
- send no picture

Send entries automatically - Realizes the automatic transmission of entries immediately after the creation. Regarding to the value in „**Interval for upload retry**„ TripCon checks the availability of the internet connection and (if OK) transmit the entries waiting in the queue.

OK – self explaining dialogues for the configuration of the necessary communication parameters (server names, account names, passwords, e-mail addresses...) After finishing the configuration the system is ready for the transmission of entries using the tab “Analysis” (see section 4.3.5.7)

3.2.9 Units

Choose here the units you want to use for all presentations in TripCon.

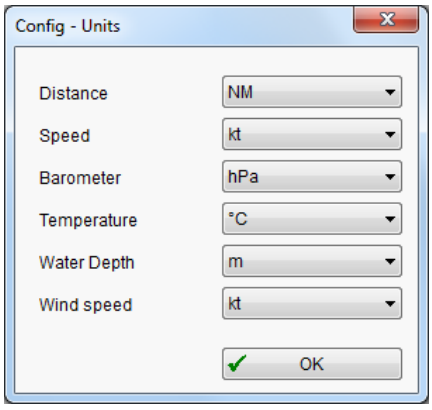


Figure 35: Dialogue for selection of units

3.3. Tab “System” / Frame “Help”

Here you find access to the help function via the manual, the TripCon homepage and the licence and update administration. Furthermore you can find the quick start info page and trigger information for the present system version.

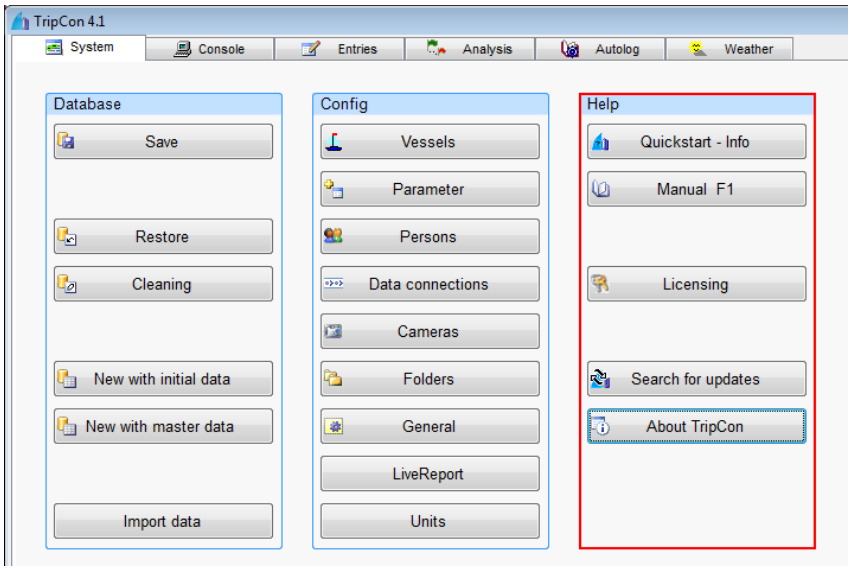


Figure 36: Tab “System” / Frame “Help”

3.3.1 Quick start information

You will receive the information you see when starting the non-configured TripCon system. More detailed information is available in this manual in section 2.5

3.3.2 Manual F1

Selecting this option or pressing the function key F1 this manual is opened via the Acrobat Reader.

3.3.3 Licence administration

This menu item serves to first enter you serial number or to generate the key code demand (see section 2.3).

3.3.4 Search for updates

This menu item serves to check the actuality of your TripCon installation. A connection to the TripCon Homepage is set up which requires an internet connection. If there is none an accordant message is shown. It follows an automatic synchronisation between the

presently installed version and the presently available update. If the latest version is already installed you get a short confirmation (see Figure 37).

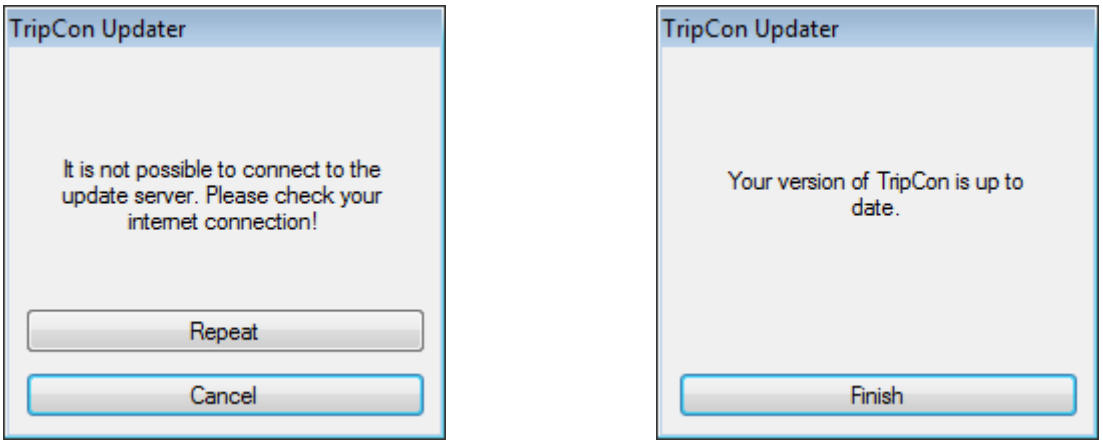


Figure 37: Information window in case of a missing internet connection resp. if the latest version already is installed.

If you are connected to the internet and a new update is available the accordant download is started immediately (see Figure 38, left). You can stop this process at any time (e. g. it has been activated accidentally and only an expensive internet connection is available)

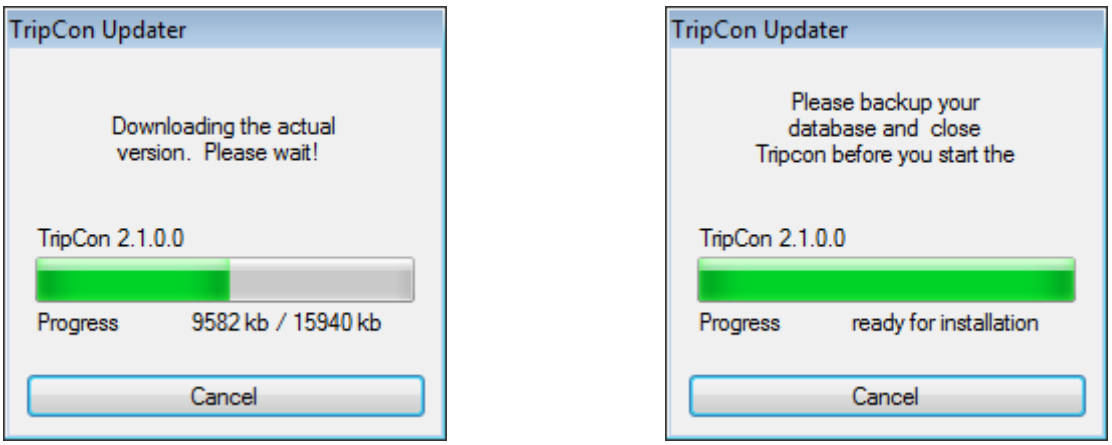


Figure 38: Started (left) and completed download (right).

If the download has been completed successfully you will be asked to save the data base and close TripCon (see Figure 38, right). If you haven't done a present backup yet please do it at this moment (tab "System / Frame „Data " / Save). Afterwards close TripCon. The updating process will be continued automatically.
If you press the key „Cancel" the entire update process is quitted. The downloaded data files will be rejected.

4. How to use the logbook

TripCon is used by the operation elements and displays shown in the following tabs:

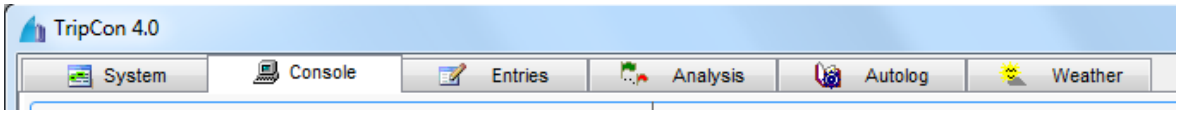


Figure 39: Tabs for the main functions of TripCon

System:	configuration of parameters, data base management, help
Console:	display of all automatically generated parameters, entry of manual parameters, start of stages, image and video capturing
Entries:	display of all logbook entries; without specific pre-selection of interpretations the present stage resp. the last completed stage can be looked at
Analysis:	selection of trips for inspection or print and display in scale
Autolog:	generating of pre-settings for automatic log book entries
Weather information:	bringing weather information into the log book

4.1. Tab ”Console“

This is the main operating tab for writing the log book meanwhile a trip. The log book parameters are displayed in different frames. Depending on the vessel’s technical equipment for single parameters the manual or automatic operation mode is available.

- **manual operation mode – define parameter values manually**
  The parameter frames represent the columns of a normal logbook which serve to capture the present values. Entering a “-“ (minus sign)declares the parameter as undefined. Do this if you don’t want to use this parameter.
  The headers of the parameter frames are displayed in light blue.

Figure 40: Manual operating mode, e. g. frame „Log“

The entering of the parameters is exercised with the help of the available operating elements (see section 2.6.8), if the hand symbol comes up.

- **automatic operating mode – parameter values by the board system**

  The parameter frames turn into the system monitor.

  The headers of the parameter frames are displayed in dark blue. The present parameter values are displayed in graphical and/or numeral form. The conditions therefore are: Automatic transfer of parameters of the board instrument system (NMEA) needs to be selected in the menu “Config\Settings\NMEA”. The accordant information needs to be effectively provided. This means there mustn’t be any disturbance on the bus system or on the ports.

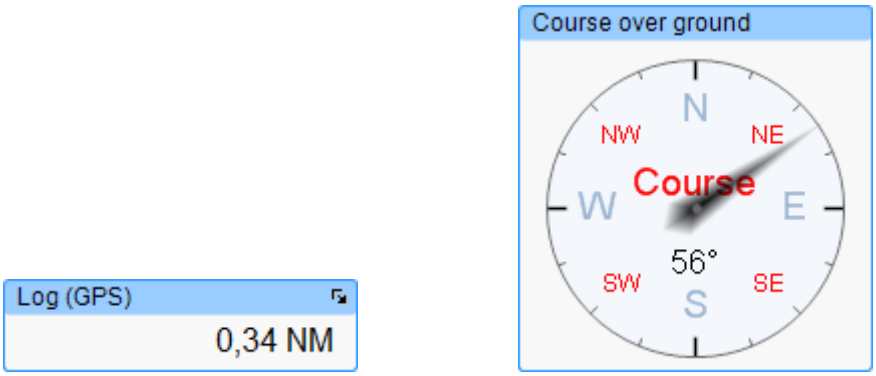


Figure 41: Automatic operating mode with numeral (Log) and graphical (Course over ground) display

Automatic operating mode - defective

If the selected NMEA information isn't available because of a defect the following happens:

- the automatic operating mode is deactivated
- the manual entry fort his parameter is activated

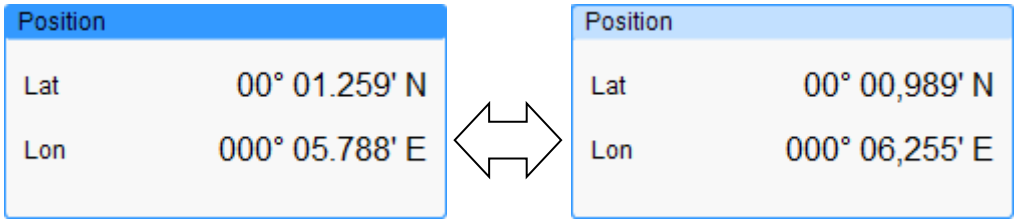


Figure 42: Frame "Position" in case of defective NMEA information of the GPS

Independently of the type of the parameter entry (manual or by the board system) the following is the case: A log book entry can only be created by

- pressing the key "Save"
  or
- via automatically release by the autolog function (see section 4.4.1)

In the following sub sections the specific characteristics and functions of all parameter frames are explicated. Thereby the different operation modes are considered.

4.1.1 Frame “Stage“

The important requirement for the creation of logbook entries is a started stage.

The frame shows the current status of a stage – without indication of name, press active key “Start” to begin,

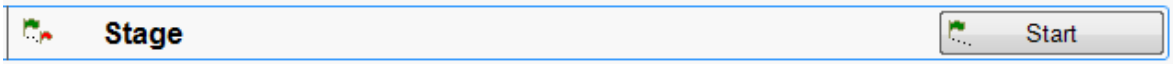


Figure 43: Frame „Stage/Start“

resp. for ongoing stages with starting point and destination indications, press active key „Finish“.

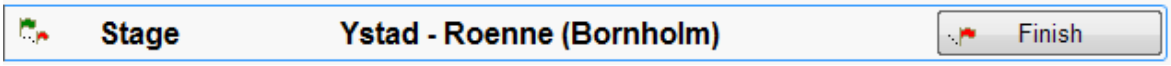


Figure 44: Frame ”Stage/Finish“

4.1.1.1 Starting a stage

Pressing key “Start“ opens a window that will ask you to enter relevant stage parameters:

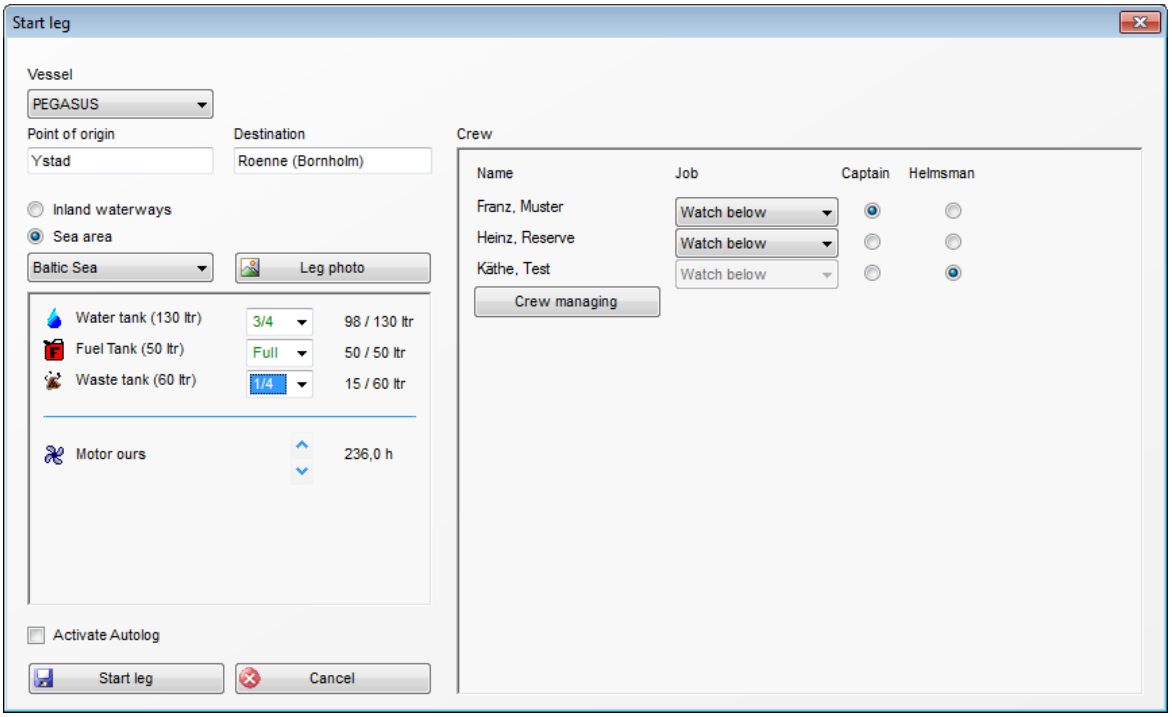


Figure 45: Dialogue "Start stage

Possible entries and functions are the following:

Vessel: choose from the indicated vessels in the vessel administration

Point of origin/Destination: free text entry, default suggestion: Starting point = destination of previous stage. Destination can but does not need to be indicated when starting a stage – this information will be asked for again at the end of the stage

Territory: Choice of territory from indicated selection in the parameter administration, default suggestion: territory = territory of previous stage

Stage photo: By activating this key a dialog opens up for taking over a picture that belongs to this new stage. This function can be used, i. e. to assign crew pictures or pictures that characterize the motif of a stage very well. Whenever a report is drawn up the picture will be preceded each stage. ***Advice: Here you can paste a screenshot of the stage in Google Earth via the clipboard, when the journey is done.***

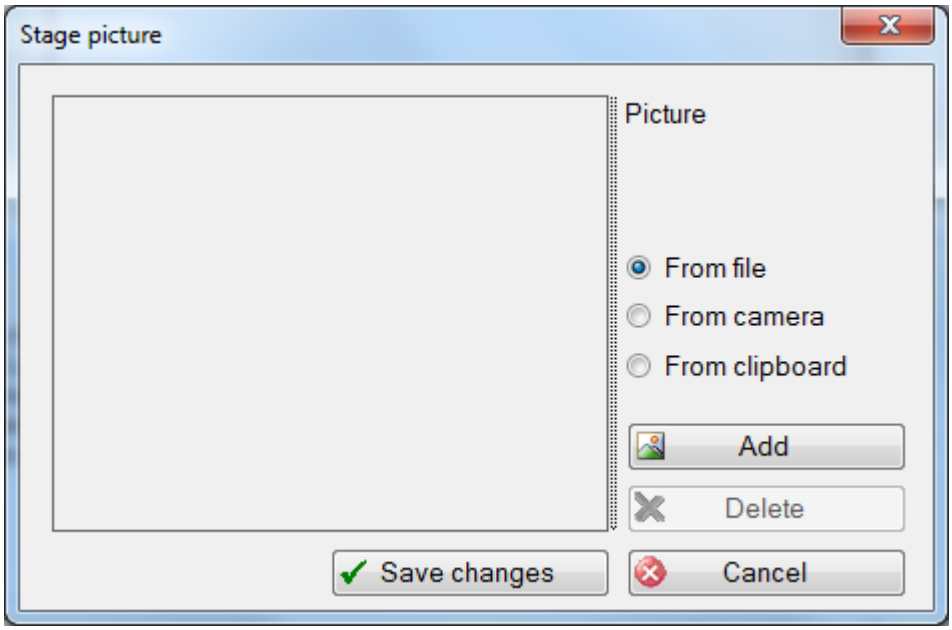


Figure 46: Dialogue: Stage picture

Crew: Selection of persons and duty assignment; Here, the selected persons in the crew assignment will be tagged with a hook. You will have to assign duties to these each assigned crew member (you will be able to change duties during a stage). The skipper and steersman must be assigned explicitly. All of the other duties are optional and can be assigned several times. All this is drawn onto the definitions of the parameter management (see 3.2.1.3). In case that not all of the on board persons are assigned in the pre-assignment of the selection of persons (see section 3.2.3) you will be able to add more crew members by using the key “crew managing”

Tank capacity and Engine hours: Choice of tank filling, submission of engine hours

Default-suggestion: Value at beginning of stage = Value at end of previous stage

Activate autolog: Corresponds with checkbox on tab „Autolog“ and can be activated here as well as on the tab “Autolog”.

Start stage: Initiates the start of the stage and creates the first logbook entry of the stage (LogEvent = Start of stage)

Cancel: aborts the start of a stage

4.1.1.2 Finishing a stage

The termination of a stage can be initiated in two different ways:

- Activating key „Close“ in frame „stage“
- Shutting down TripCon while stage is running and confirming „close stage“ (see Figure 48).

Both ways take you to dialogue „close stage“, where the actual place of destination, tank filling level and engine hours can be entered.

TripCon suggests a value for enengine houres calculate from the value at the start of the stage plus the time gone with engine on during the stage. The value can be overwritten.

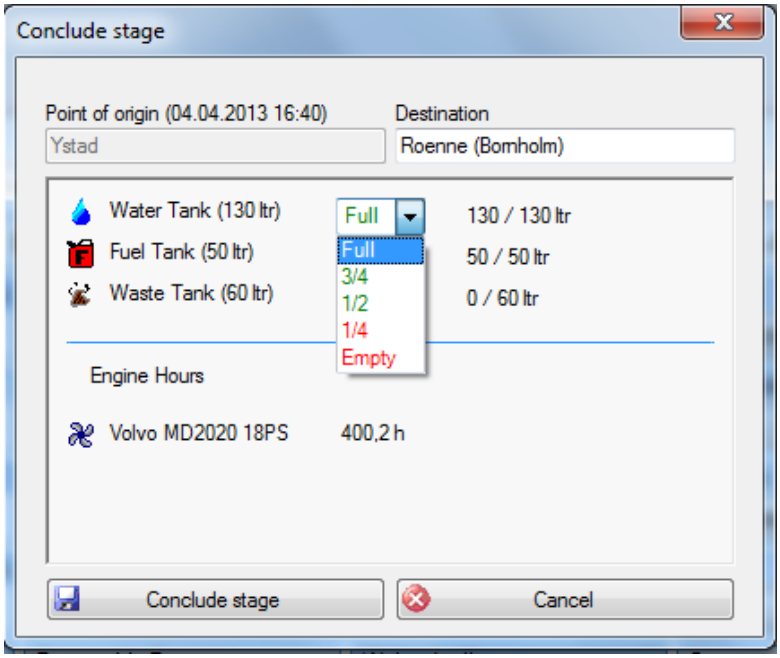


Figure 47: Dialogue "Close stage"

Finish stage – terminates the ongoing stage and goes back to tab „Console“, or shuts down program (depending on trigger, see above)

Cancel – terminates the dialogue without modifications of stage status and goes back to tab „Console”.

4.1.1.3 Interrupting a stage

The interruption of a stage is designated for the case that the program is being shut down in between the logbook entries. This is only happening, when energy sources of the vessel do not ensure an uninterrupted operation of the computer system during an entire stage. In case that an interruption of the stage is desired, the necessary actions will be automatically activated at opening and closing down of the program.

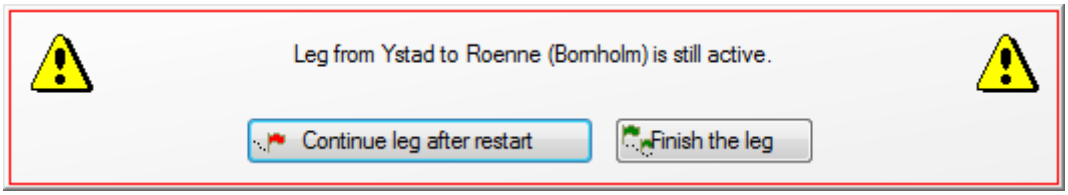


Figure 48: Dialogue for interruption or closing of a stage at the end of the program

Proceed at initialization – saves the ongoing stage as active and proceeds automatically at the next initialization.

4.1.2 Frame „Vessel name“

This frame contains the name of vessel that is used in the present stage. Additionally the type of the vessel is indicated (SY- sailing yacht, MY – motor yacht).

Figure 49: frame vessel name

After completion of a stage this name remains till the start of the next stage.

4.1.3 Frame “Time”

This frame is used to display the current time for the logbook entry in the configured time zone. The time zone can be changed in the "General settings".

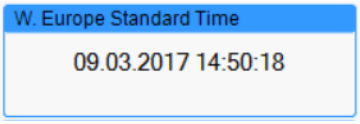
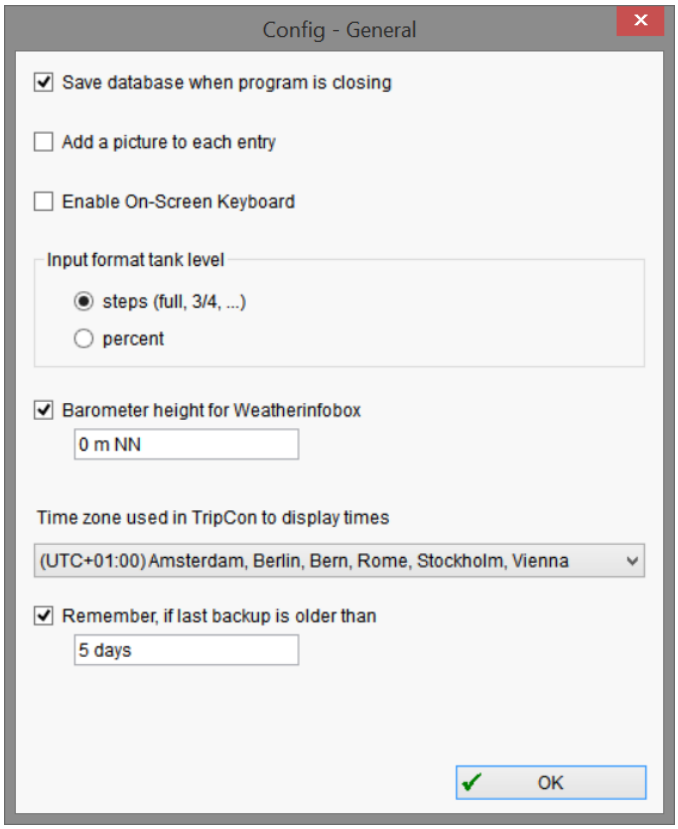


Figure 50: Frame "Time"

In the database of TripCon any time reference is gathered on UTC-basis.
The output of time information in the user interface or in reports strictly follows the configured time zone in the general settings.



4.1.4 Frame “LogEvent“

This frame serves for the determination of LogEvents.

A LogEvent characterizes in abbreviated form the reason for the logbook entry. LogEvents can be determined at one´s (see section 3.2.2.4). For internal functions of the TripCon the following LogEvents in the parameter administration are not available for modification:

LogEvent	Usage
Start of stage	Event , which at the beginning of a stage is automatically assigned to the first entry
Switch duty	Event for navigation of duty allocation among the crew members. The duty assignment in the frame „Crew“ can only be modified if this event is being activated.
Routine entry	Standard entry, which is always preselected.
Autolog	Denotes an entry, activated by a determined trigger condition(see section 4.4.1)

Table 4: Particular, integrated LogEvents

Manual mode of operation

The assignment of the LogEvents can be done by selecting out of the opened list menu or making a free text entry. The LogEvents in the list can be prepared using the tab “System” Frame “Config”/ Parameters. If you use the free text input an auto complete function compares your input with the prepared LogEvents.

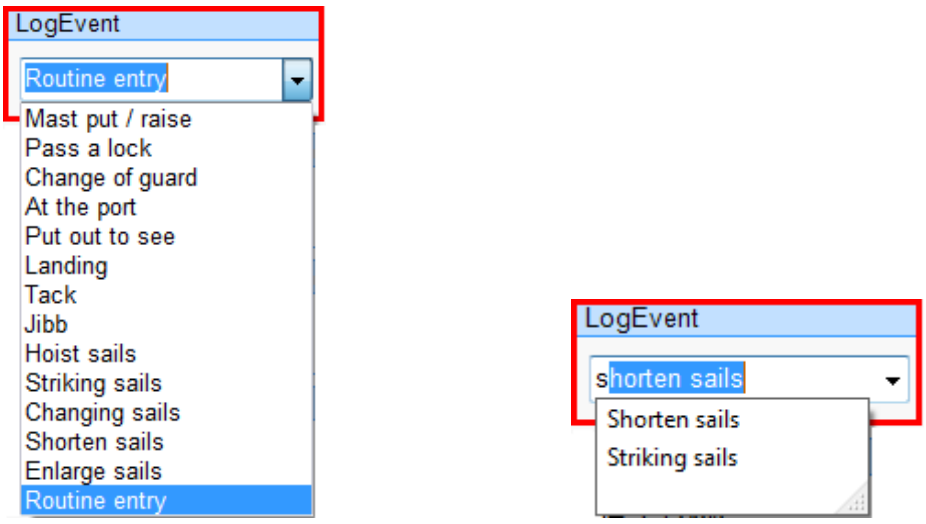


Figure 51: Frame „LogEvent“ in manual mode of operation

Automatic mode of operation

In case of Autolog entries (see section 4.4.1) the assignment ensues automatically.

4.1.5 Frame “Log“

This frame serves as a depiction of the actual log state.

Manual mode of operation:

According to your personal habits you can enter the Sumlog- or the TripLog-value.
For a manual entry of the parameter value the standard using functions should be applied, as already mentioned in section 2.6.8.

Automatic mode of operation:

Here the value will be calculated from the position indications of the GPS and depicted.
The visual display will only take place in between the beginning and the ending of an ongoing stage.

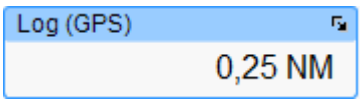


Figure 52: Frame "Log" in mode: distance calculated from GPS positions

4.1.6 Frame “Speed“

This frame serves for depicting the vessel’s speed.

With the context menu (mouse click right in the frame head) you can choose between the reference system and two units of parameter notation:

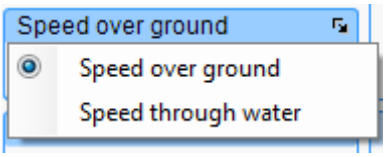


Figure 53: Frame "Speed"

Manual mode of operation:

For a manual entry of the parameter value the standard using functions should be applied, as already mentioned in section 2.6.8.

Automatic mode of operation:

Speed through water

The value that has been provided by the board instruments via the NMEA-Data will be shown in the frame (dataset VHW).

Advice: In case of an indicator deviation a corrective factor for speed calibration is already appointed for the log display. The same factor should be added to the statistical data of the ship configuration (see section 3.2.1).

Speed over ground

If the parameter via one of the configured data sources is available the value displayed is supplied by the GPS (dataset RMC or VTG).

4.1.7 Frame “Position“

This frame serves for the depiction of the ship’s geographical position.

Manual mode of operation

For a manual entry of the parameter value the standard using functions should be applied, as already mentioned in section 2.6.8.

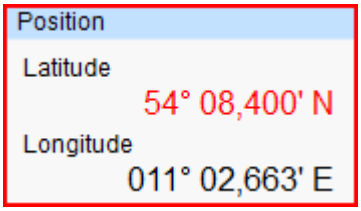


Figure 54: Frame "Position" chosen for manual entry of Latitude

The numeric entry ensues consecutively from left to right without comma punctuation. Invalid position information will be highlighted by a bleep and must be corrected immediately. The entry can be finished by pushing the “return”-key.

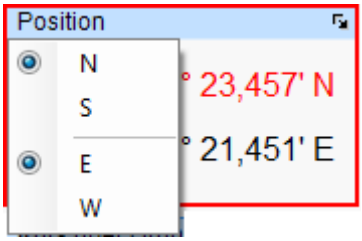


Figure 55: Frame "Position" with context menu in a manual mode of operation

With the context menu (mouse click right in the frame head) you can pick the valid points of the compass for the geographic length and breadth fitting the given situation.

Automatic mode of operation

If the parameter via one of the configured data sources is available the value displayed is supplied by the GPS, (dataset RMC).

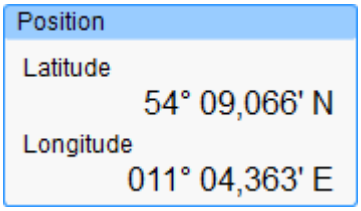


Figure 56: Frame "Position" in an automatic mode of operation

The usage of parameter “Position” in the automatic mode requires “TripCon-GPS

4.1.8 Frame “Course“

This frame serves for depicting the direction of vessel.

With the context menu (mouse click right in the frame head) you can choose between the “Magnetic Course” and the course above ground level, the “Course over Ground”.

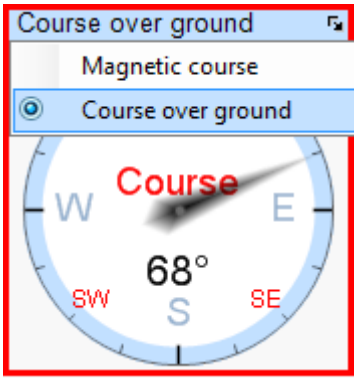


Figure 57: Context menu of frame "Course"

Manual mode of operation

The course is adjusted by standard using functions (see section 2.6.8).

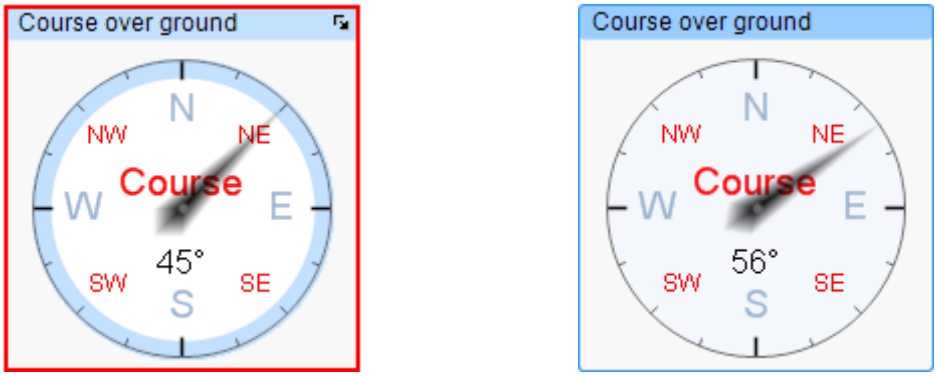


Figure 58: Frame "Course" in manual mode of operation (l) and in automatic mode (r)

Automatic mode of operation: exclusively “Course over Ground”

In the automatic mode of operation you will find neither a context menu nor a magnetic compass course.

If the parameter via one of the configured data sources is available delivered by the GPS value "course over ground" (COG) will only be handed over and displayed in the frame (data RMC), when the speed for several seconds> 0.5kn.

(Cause: course over ground und speed over ground are calculated from the difference of two positions. At little sailing speed this entails in parts inaccurate values because of the imprecise determination of position.)

During this time the blue coloured frame head will change colour shades from light (manual mode of operation) to dark (automatic mode of operation).

The operating elements and parameter values remain in manual mode of operation until the expiration of this minute.

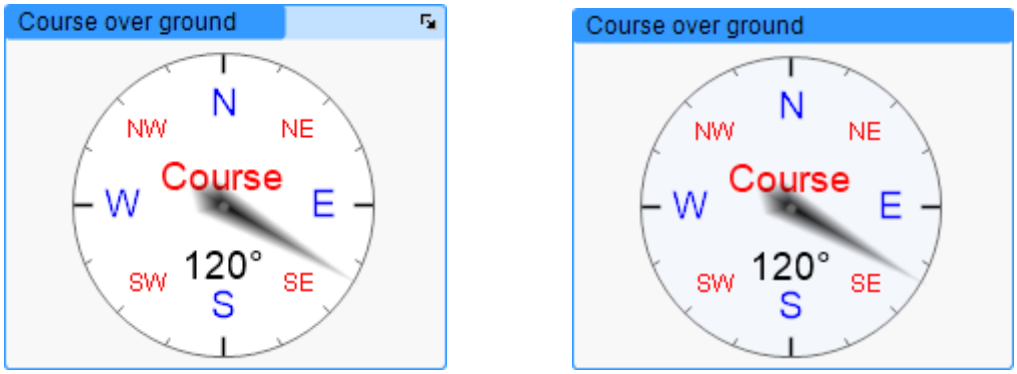


Figure 59: Frame "Course" at transition from manual (left) to automatic (right) mode

In the automatic mode all operating elements are. If Course over ground decreases on a value ≤ 0.5 kt during the automatic mode, it occurs a transition into manual mode of operation (see Figure 58). This then again remains as long as get to the value of SOG for some time> was 0.5 kt, and so on...

The usage of parameter "Course" in the automatic mode requires "TripCon-GPS"

4.1.9 Frame "Drive"

This frame serves for depicting the current situation of the vessel's drive.

4.1.9.1 Sailing yacht

In case of a sailing yacht all disposable sails as well as their adjustments and the operating condition of the engine (if existing) are displayed.

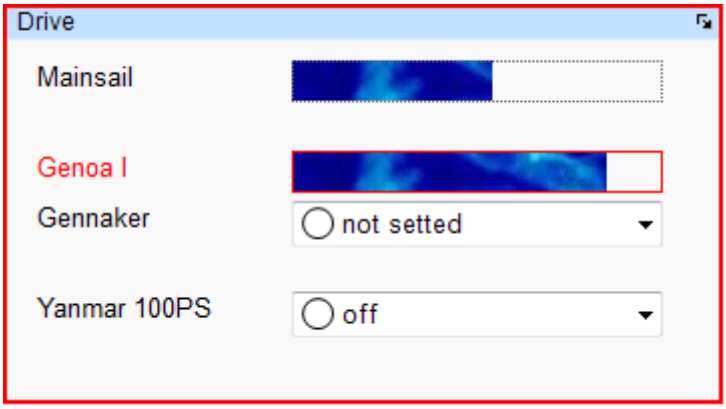


Figure 60: Frame "Drive" of a sailing yacht

Manual mode of operation:

Depending on the configured reefing ability of the sails (parameter adjustments of sails, see section 0) there are different handling possibilities at the assortment box of the concerned sail available:

Jiffy reef

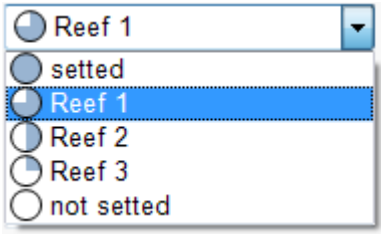


Figure 61: Choice of reefing degree for jiffy reef sails

Furling Reef

Figure 62: Operating element for choice of reefing degree for furling reef sails

The operation is carried out by the mouse – either through left mouse click or by cursor within the frame, but also possible through numeric enter, page or arrow key.

No reef

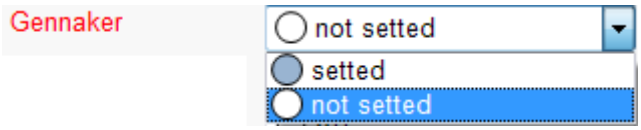


Figure 63: Operating element to set/strike the sails without reef

Engine

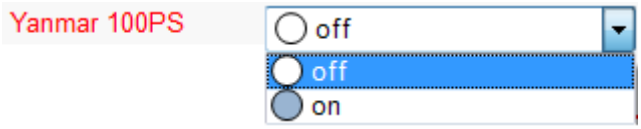


Figure 64: Operating element for determination of the engine's operating state

Automatic mode of operation:

An automatic mode of operation, which independently undertakes the current settings of the sails, does not exist.

In case of an activated autolog (see section 4.4.1 ***) none of the sail positions will be adopted in an autolog-entry.***

4.1.9.2 Motor yacht

In case of a motor yacht, rev counter and oil pressure tester for up to two engines can be displayed.

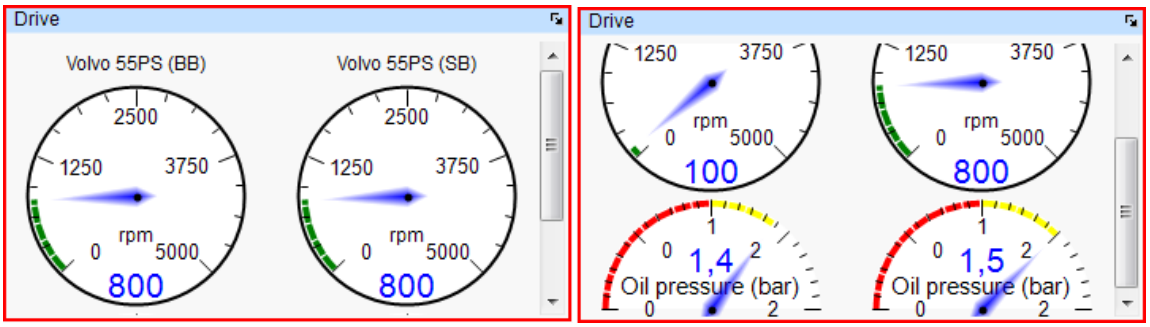


Figure 65: Frame "Drive" of a motor yacht, e.g. a two-engine yacht, right – the scrolled frame

Manual mode of operation:

For manual entry of the actual values of engine speed and oil pressure standard operating functions are applied, as mentioned in section 2.6.8.

Automatic mode of operation:

An automatic mode of operation, which independently undertakes the current motor parameters, does not exist.

In case of an activated autolog (see section 4.4.1) none of the motor parameters will be adopted in an autolog-entry (frame remains empty).

Starting a stage will always switch the engine/s to the ON-Mode with a value of the rev counter to 800 rpm.

4.1.10 Frame “Barometric Pressure“

This frame serves for depicting the current air pressure.

Manual mode of operation

As already explained in section 2.6.8 for manual entry of the parameter value standard operating functions will be applied.

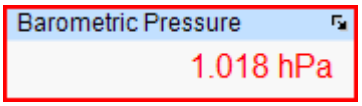


Figure 66: Frame "Barometric Pressure" in manual mode of operation

Automatic mode of operation

If the parameter via one of the configured data sources is available the value being delivered via the board instrument system (NMEA) will be displayed (dataset MBB or XDR).

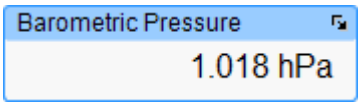


Figure 67: Frame "Barometric Pressure" in automatic mode of operation

A Weatherinfobox of the firm “Mörer” is also possible as data source

4.1.11 Frame “Air Temperature“

This frame serves for depicting the current air temperature.

Manual mode of operation

As already explained in section 2.6.8 for manual entry of the parameter value standard operating functions will be applied.

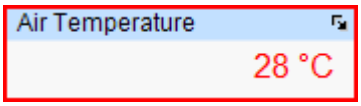


Figure 68: Frame "Air Temperature" in manual mode of operation

Automatic mode of operation

If the parameter via one of the configured data sources is available the value being delivered via the board instrument system (NMEA) will be displayed (dataset MTA or XDR).

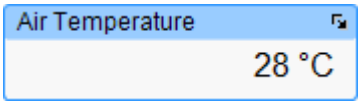


Figure 69: Frame "Air Temperature" in automatic mode of operation

A Weatherinfobox of the firm “Mörer” is also possible as data source

4.1.12 Frame “Water depth“

This frame serves for depicting the current water depth.

Manual mode of operation

As already explained in section 2.6.8 for manual entry of the parameter value standard operating functions will be applied.

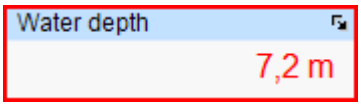


Figure 70: Frame "Water depth" in manual mode of operation

With the context menu (mouse click right in the frame head) you can set up your desired measurement for depiction and the reference line for depth indication.

- Depth below keel - Distance bottom of keel to ground
- Water depth - Distance water surface to ground
- Depth below sounder - Distance ultrasound-sensor to ground

!!Attention: In the calculation of these values the vessel parameter “installation depth of the depth sounder below the water line” is integrated (see section 3.2.1).

Exception: If the vessel delivers the NMEA parameter DPT the current value which has been delivered with this data set is used. The installation depth indicated in the vessel configuration (see section 3.2.1) is ignored (see also section 4.1.12).

Always compare the indications in TripCon with the indications of your board instruments. If necessary correct the settings for the installation depth!

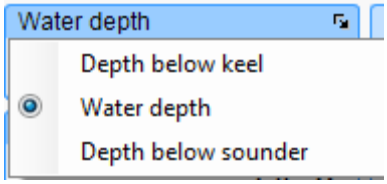


Figure 71: Context menu of the frame "Water depth"

Automatic mode of operation

If the parameter via one of the configured data sources is available the value being delivered via the board instrument system (NMEA) will be displayed (dataset DBT or DPT).

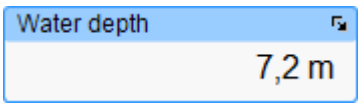


Figure 72: Frame "Water depth" in automatic mode of operation

4.1.13 Frame “Water temperature“

This frame serves for depicting the current water temperature.

Manual mode of operation

As already explained in section 2.6.8 for manual entry of the parameter value standard operating functions will be applied.

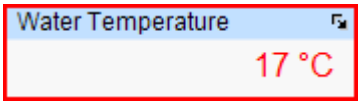


Figure 73: Frame "Water temperature" in manual mode of operation

Automatic mode of operation

If the parameter via one of the configured data sources is available the value being delivered via the board instrument system (NMEA) will be displayed (dataset MTW).

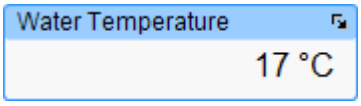


Figure 74: Frame "Water temperature" in automatic mode of operation

4.1.14 Frame “Comment“

This frame serves for entry of free text comments that should complete the logbook entry.

Manual mode of operation

Figure 75: Frame "Comments"

For the edition of any text entry all standard keys can be used except for the TAB key. In addition you can set individual markings and use windows compliant copy, cut and paste function. You cannot change font or font size.
The edited text will also be printed in the set formatting. The length of an entry is limited to 8.000 signs.

Automatic mode of operation

An automatic record in this frame is only possible, if the Autolog-function is activated (se section 4.4.1).
In this case, any reason for the entry will be held on in clear text.

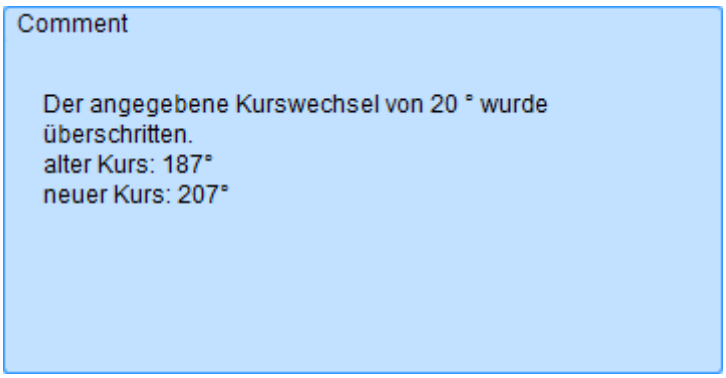


Figure 76: Frame "Comments" in image mode (tab „Entries“) showing an automatically generated remark due to an Autolog-entry “Change of course”

4.1.15 Frame “Sea“

This frame serves for the depiction of the current swell.

Manual mode of operation

For manual entry of parameter values all standard operation functions can be applied, as indicated in section 2.6.8.

Figure 77: Frame "Sea" in manual mode of operation

Automatic mode of operation

An automatic mode of operation, which independently undertakes the current sea, doesn’t exist.

In case of an activated autolog (see section 4.4.1) the sea won’t be adopted in an autolog-entry (value = “---“).

4.1.16 Frame “Clouds“

This frame serves for the depiction of the current cloudiness situation.

Manual mode of operation

The assignment of the concerned degree of cloudiness occurs through choice in the opened list menu.

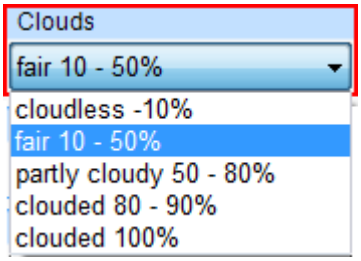


Figure 78: Frame “Clouds“ in manual mode of operation

The values at choice can be individually configured in the parameter administration (see section 3.2.2.2).

Automatic mode of operation

An automatic mode of operation, which independently undertakes the current degree of cloudiness, does not exist.
In case of an activated autolog (see section 4.4.1) the degree of cloudiness will not be adopted in an autolog-entry (value = “---“).

4.1.17 Frame “Precipitation“

This frame serves for the depiction of the current precipitation situation.

Manual mode of operation

The assignment of the concerned degree of cloudiness occurs through choice in the opened list menu.

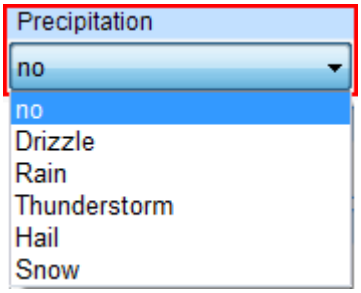


Figure 79: Frame “Precipitation“ in manual mode of operation

The values at choice can be individually configured in the parameter administration (see section 3.2.2.5).

Automatic mode of operation

An automatic mode of operation, which independently undertakes the current precipitation situation, does not exist.
In case of an activated autolog (see section 4.4.1 the degree of cloudiness will not be adopted in an autolog-entry (value = “---“).

4.1.18 Frame “Visibility“

This frame serves for the depiction of the current visibility conditions.

Manual mode of operation

The assignment of the concerned degree of cloudiness occurs through choice in the opened list menu.

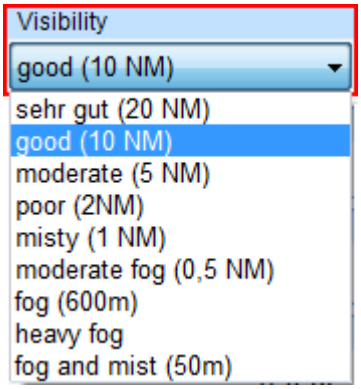


Figure 80: Frame “Visibility” in manual mode of operation

The values at choice can be individually configured in the parameter administration (see section 3.2.2.7.)

Automatic mode of operation

An automatic mode of operation, which independently undertakes the current visibility conditions, does not exist.

In case of an activated autolog (see section 4.4.1) the degree of cloudiness will not be adopted in an autolog-entry (value = “---“).

4.1.19 Frame “Crew”

This frame serves for the depiction of crew members and the assignment of their current services and shifts. Depending on the chosen LogEvent this frame offers the opportunity to see and edit the information.

LogEvent ≠ “Stage start” or “Change of guard”

The button in the frame allows viewing the crew- and guard information.

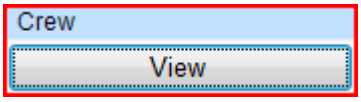


Figure 81: Frame “Crew” at LogEvent ≠ “Stage start” or “Change of guard “

In dialogue “Crew info” all operating devices are deactivated. The crew members and the assignment of their current job can only be viewed.

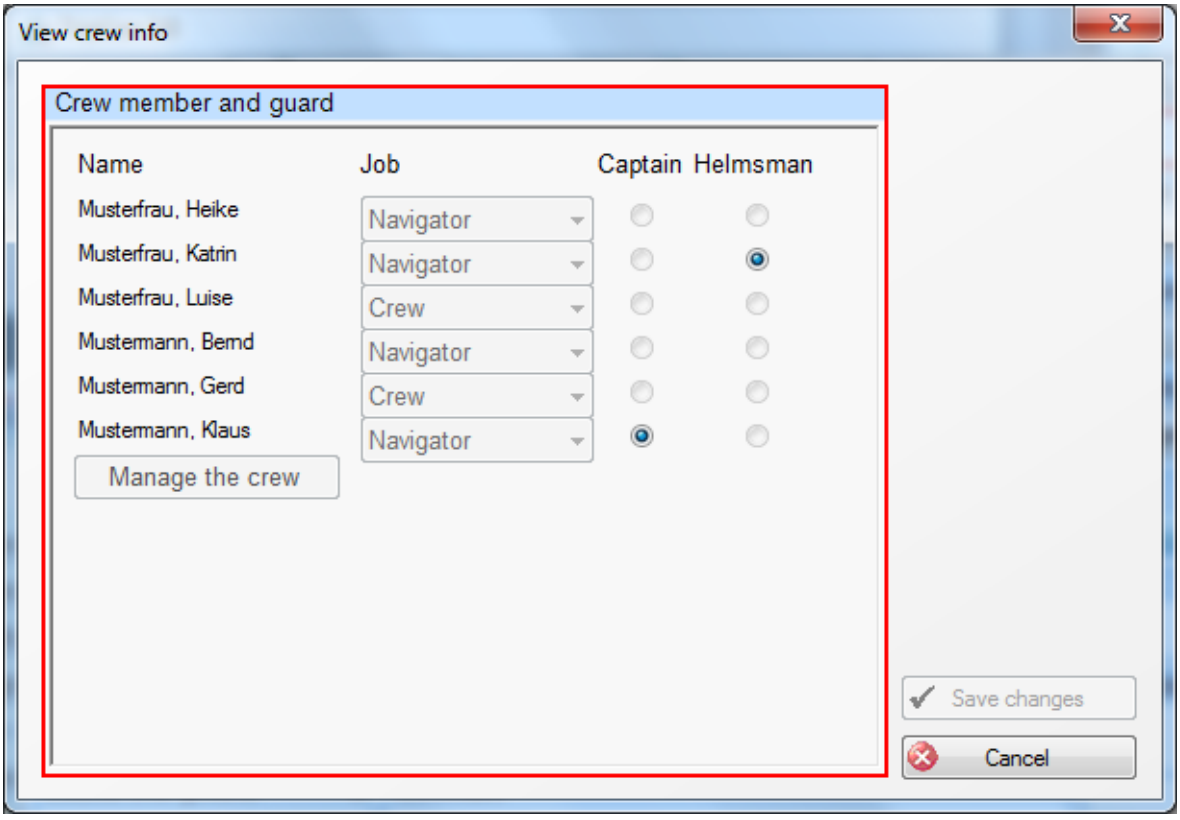


Figure 82: Dialogue "View crew info" at LogEvent ≠ “Stage start” or “Change of guard“

LogEvent = “Stage start” or “Change of guard”

The button in the frame allows viewing and editing the crew and guard information.

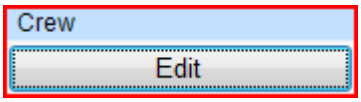


Figure 83: Frame “Crew” at LogEvent = “Stage start” or “Change of guard”

In the dialogue “Edit crew info” the “Save changes” - button is activated. The current assignment of the crew members´ job can be edited now.

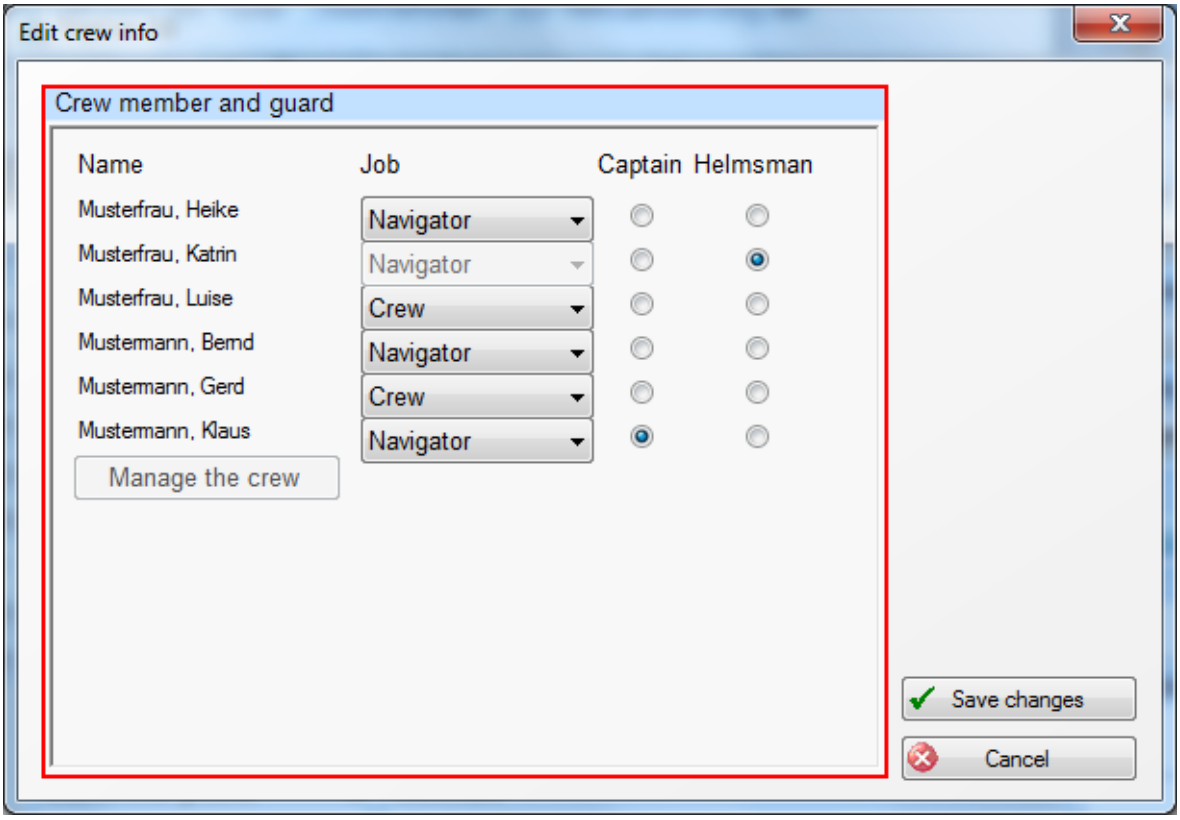


Figure 84: Dialogue "Edit crew info" at LogEvent = “Stage start” or “Change of guard“

4.1.20 Frame “Wind”

This frame serves for the depiction of wind speed and wind direction.

Manual mode of operation

For manual entry of parameter values all standard operation functions can be applied, as indicated in section 2.6.8.

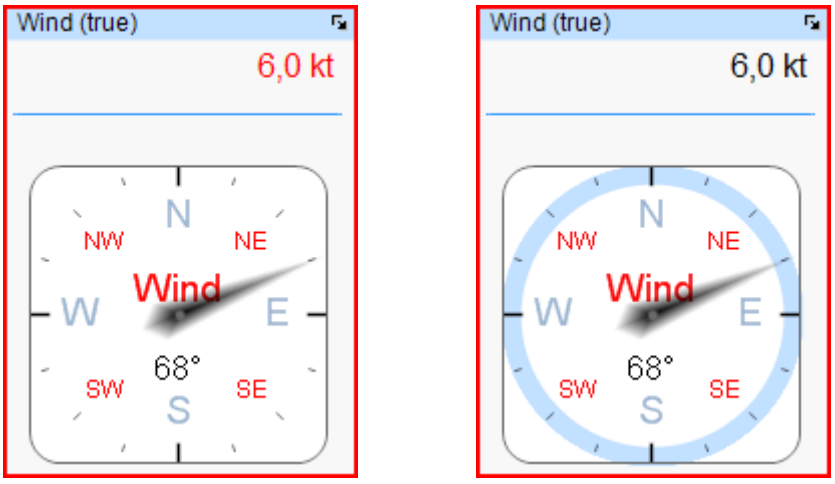


Figure 85: Frame "True wind" in manual mode of operation; left: wind speed active, right: wind direction active

With the context menu (mouse click right in the frame head) you can choose between true and apparent wind and set your desired measurement for depiction.

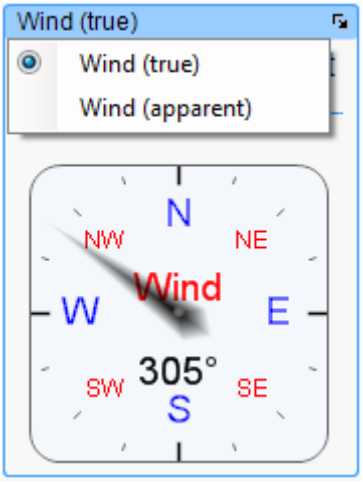


Figure 86: Context menu of frame "True wind"

Automatic mode of operation

If the parameter via one of the configured data sources is available the value being delivered via the board instrument system (NMEA) will be displayed (dataset MWV or VWR).

Since the board instruments can only display the wind direction as an angle referring to the course line of the ship, this angle will be overlayed with the current course over ground so that it will result in an adequate logbook indication. Neither displacement by wind nor current nor magnetic declination are considered.

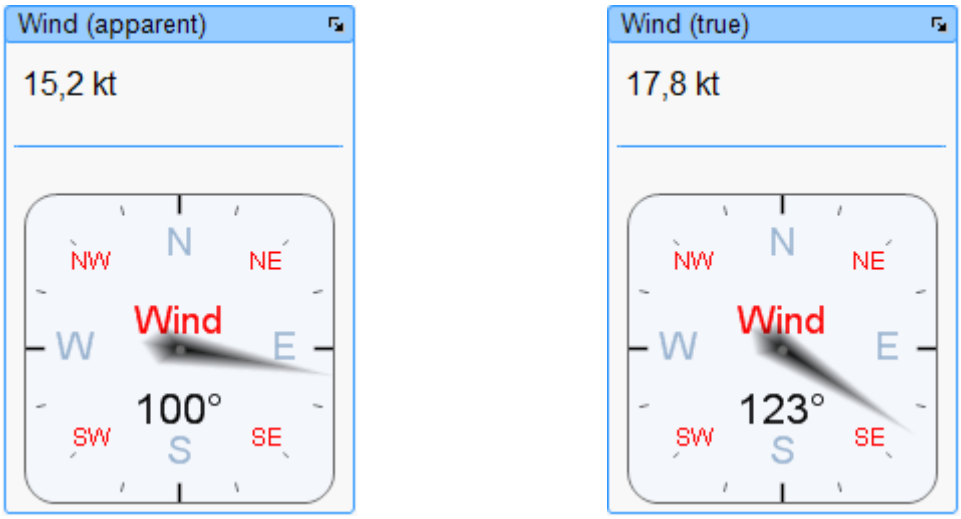


Figure 87: Frame "Wind" in automatic mode of operation; left: apparent wind, right: true wind (at course over ground = 0°, speed over ground = 7Kn)

Wind speed and wind direction are always being calculated by the use of the current values of course over ground and speed over ground. If these parameters are run in manual mode of operation, the displayed wind is of course depending on the accuracy of the parameters´ adjustment.
A practical use of this effect is the display of the absolute wind direction in the harbour, if the course pointer has been set towards the vessel's midline.

The usage of the wind parameters in the automatic mode requires "TripCon-NMEA".

4.1.21 Frame “Picture"

This frame is used to display pictures from different sources.
Presentable are:

- **Live picture of a camera -** The camera can be activated or deactivated on the tab “System” Frame “Config”/ Cameras (see section 3.2.5).
- **Picture of the vessel -** picture stored on the tab “System” Frame “Config”/ Vessels (see section 3.2.1).
- **Screenshot -** generated with standard system tools

Source selection of the picture is done by the context menu (mouse click right / left into the frame header)

4.1.21.1 Picture of the vessel

If no camera is plugged in or the picture of the vessel is selected in the context menu the saved picture in the vessels configuration will be shown in the frame. You can watch the full size picture of your vessel if you left click onto your currently installed image viewer application (generally Windows image and fax display).

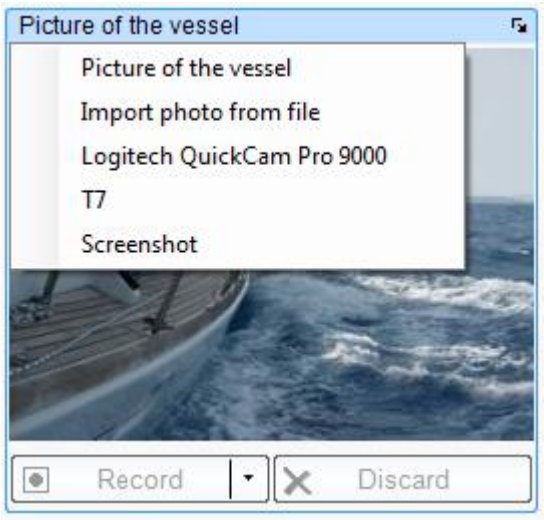


Figure 88: Frame "picture" with the picture of the vessel and options via context menu

4.1.21.2 Camera selected

Figure 89: Frame "picture" with selected camera „Logitech QuickCam Pro 9000“

At plugged in and signed in camera you will see a live picture in the frame.

Record Take a picture that afterwards can be seen in the frame
If the time delay is used a shrinking beam is shown in the head of the frame (s. Figure 89) and 5 seconds before the capture a audio sequence is send over the standard audio channel of the system:
pattern: 4 x short “Piep” – Capture – 1x long “Piep”

Discard Delete a picture from the temporary store and make the system again ready to take a new shot

In case you purchased TripCon Multimedia (MM) all taken pictures will be available for take over at your next log book entry.

Before using the camera with TripCon you should test its orderly functionality with the original software provided by the camera manufacturer.

4.1.21.3 Live-Screen from Multifunction display (MFD) with GoFree-Connection

Figure 90: Frame "Picture" with live screen from a B&G T7 MFD

If an active GoFree connection is available (see section 0) the screen of the MFD can be displayed. The screens are saved with each log entry like pictures from a live cam if the regarding checkbox is activated in System\Config\General (see section 3.2.7**).**

With a click into the frame an additional window will opens and shows the MFD-Display in full size.

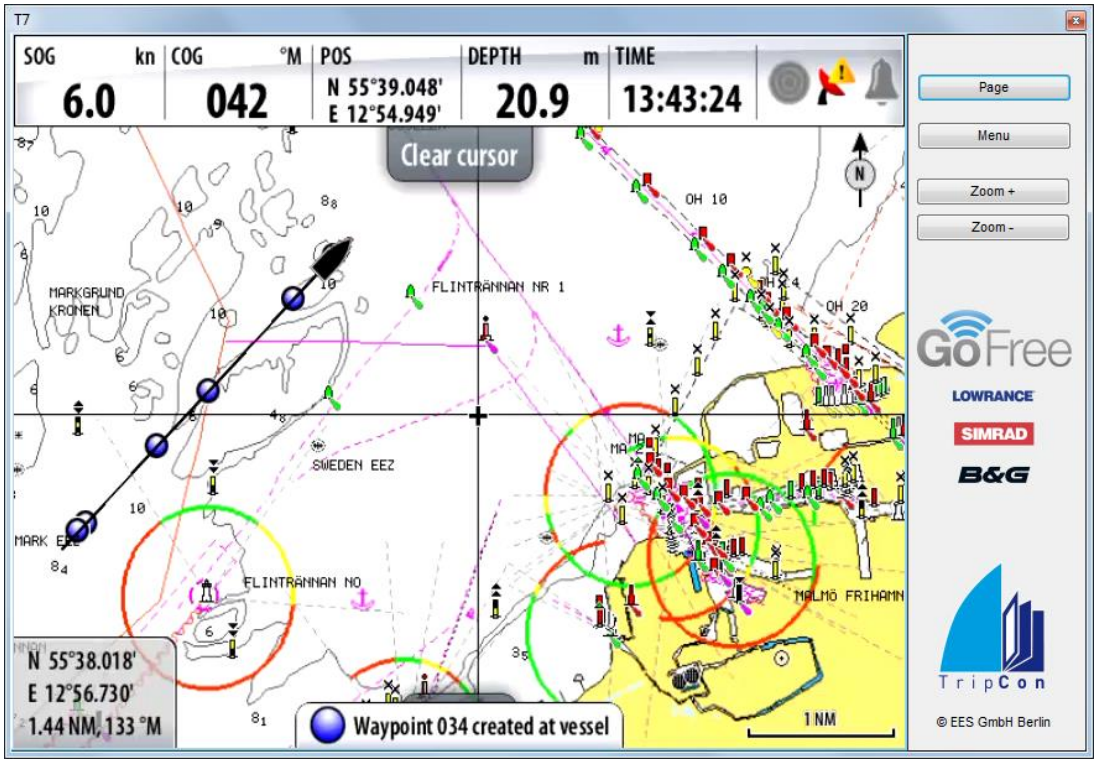


Figure 91: Separate window with MFD screen in full size an options for remote control

With a mouse click into this window one can control the MFD in the actual mode (Chart, instruments…). The buttons “Page” and “Menu” are equivalent to the buttons on the MFD and can be used in the same way.
In the Chart mode of the MFD all saved TripCon log entries are displayed on the MFD screen.

4.1.21.4 Screenshot

If in the context menu of the frame “Picture” Screenshot is chosen, then the actual content of the clipboard is shown in the Frame and available for saving with the next log entry.

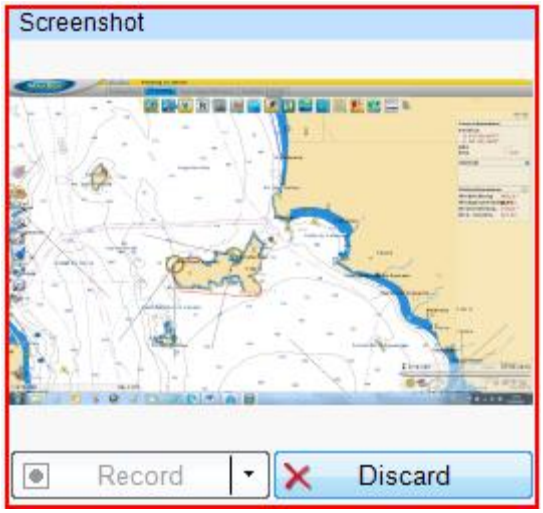


Figure 92: Frame "Picture" with screenshot

4.1.21.5 Import photo from file

Using this option will open the Microsoft file explorer to search for a photo file. After confirmation the photo is shown in the picture frame and available for saving. If desired the photo can discarded with the regarding button.

4.1.22 Frame “Audio / Video“

This frame serves for recording and rendering of audio or video sequences.
If a microphone is connected to the corresponding interface of the computer you can select it as an audio source in the context menu of the frame “Audio / Video”.

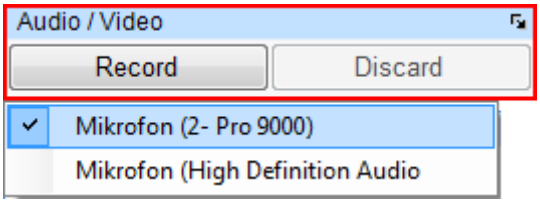


Figure 93: Context menu with 2 audio sources, selected: microphone of the camera

The video source is defined by the camera which is used in the frame “picture”. If no camera is selected then the record consists only of an audio stream from the chosen microphone. The buttons control the recording and playback of audio or video sequences with a maximum length of 20 seconds.

Figure 94: Frame "Audio” – ready to record

Record - Start the audio record and initiate a green progress bar

Stop - Stop the recording and initiate internal processing

Figure 95: Frame "Audio" during (left) and after independent completion of the record (right)

After recording for 15 seconds the colour of the progress bar will change into red which indicates the approaching end of the recording (max. 20 sec).

Play - Audio sequence playback with system default media player

Discard - Deletion of sequence, standby for a new record

In case you purchased TripCon Multimedia (MM) all recorded audio or video sequences will be available for take over at your next log book entry.

Advice: Please check all devices before requesting with TripCon by using the appropriate software contained:

- Camera and mike of the cam with the manufacture specific application
- Microphone with the tools of the operating system (see (Programs/Accessories/Sound Recorder)

4.1.23 Frame “Last entry”

In this frame there are no operating elements. It solely serves for the depiction of a short information notice (LogEvent, moment of entry, etc.) of the latest logbook entry. If you want to see this entry you must switch to tab “Entries”. There you will find the latest entry in full depiction.

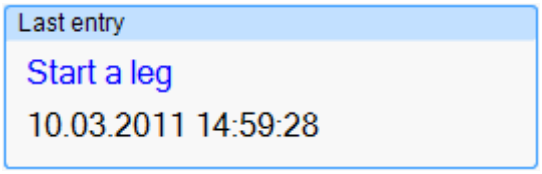


Figure 96: Frame "Last entry" (“Autolog” means that the entry will be created by the autolog function)

4.1.24 Frame “New Entry”

This frame serves to select the crew member who creates the entries.

The key for manual release of the logbook entry is located below the select box.

Figure 97: Frame "New Entry", left: focus on the creating person, right: focus on “Save”, release by ENTER

Save Saving of the logbook entry

All existent values of the parameter frames are written in the data base of the TripCon system (including image and audio information).

We advise you to prepare a logbook entry by jumping between the single frames with the TAB key. Thus no entry can be forgotten and at end you reach the frame “new entry”. Frames which are delivered with their current values by the board system (NMEA) in the automatic operating mode aren’t considered when jumping with the tab key.

Under board circumstances this entering by keys should be preferred to entering by mouse. In the same way all other inputs can be affected as well through the arrow and numeric keys (cf. section 2.6.8).

4.2. Tab “Entries”

On this tab the entries of the logbook are displayed in detail. Besides you will find different editing possibilities.

In order to realise a suggestive navigation between the entries only selected stages are stored in the memory of the tab “Entries“ (see Table 5).

State of the program	Stages in the memory of the tab “entries“
Stage is running	All entries of the running stage
Stage is finished	All entries of the latest stage
Selection of specific stages on the tab „interpretations“ and activation of selected entries (double click)	All entries of the selected stage

Table 5: Stages in the memory of the tab „Entries“

For fast access to the latest stage the memory is generally stored with the information of the running stage and the stage which has been finished at last. If you want to have a look at older stages these stages and entries which are selected via the tab “interpretations” are loaded in the memory and then are available for viewing and editing.

4.2.1 View Entries

4.2.1.1 View general parameters

Opening the tab “Entries” the tab firstly is shown in the view mode (see following figures).

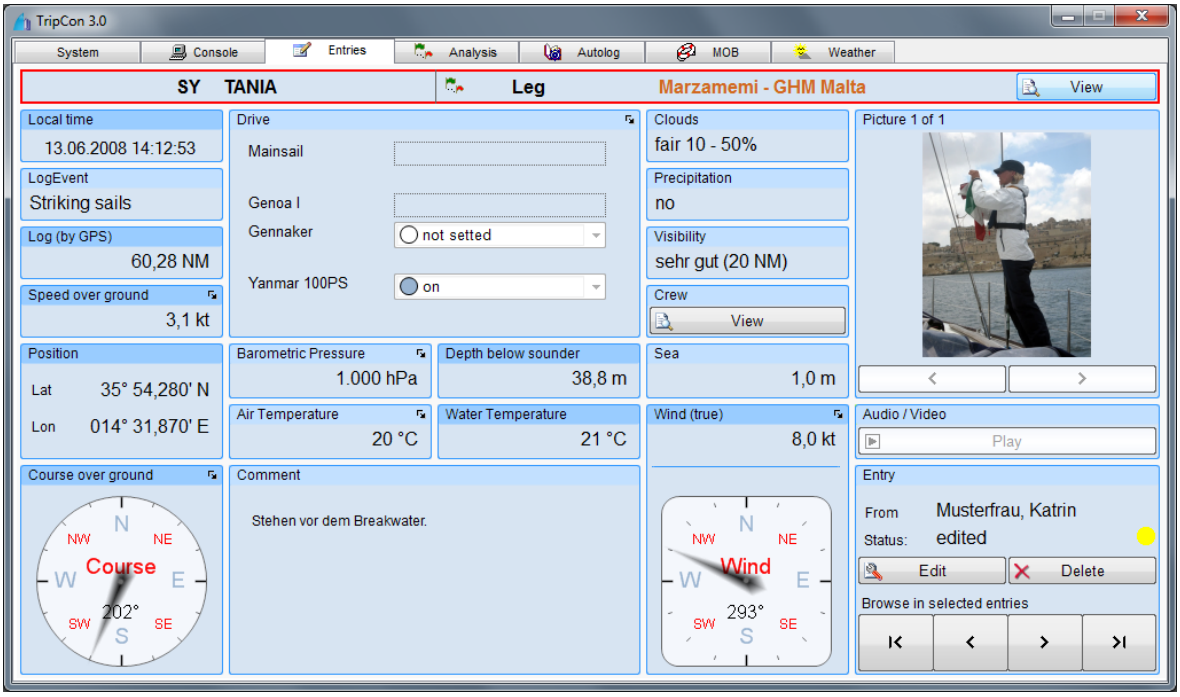


Figure 98: Tab „Entries” in the view mode – manual entry

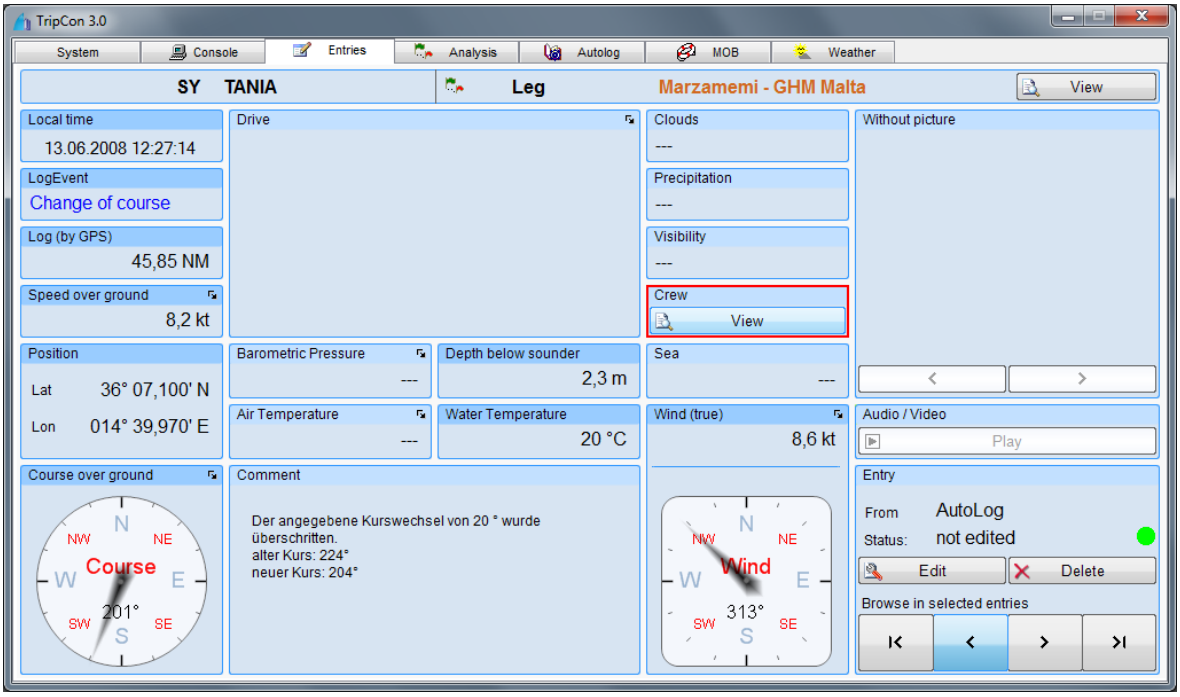


Figure 99: Tab „Entries” in the view mode – AutoLog entry

In this view all information of a logbook entry are displayed in the same interface like the tab “Console”. In order to differentiate between the tab “Console” and „Entries“ the latter has a darker background colour. The parameter frames can’t be influenced.

***Advice:* Concerning the autolog-entries (s. Figure 99) only the actually automatically delivered parameters are shown. Logbook parameters e. g. cloudiness, view, drive which had to be captured manually are marked by “----“.**

Besides this view mode there are a lot more operating possibilities as described in the following subsections.

4.2.1.2 Navigating between the entries, state of the entry

In the frame “Entry” you find a record key to navigate between the entries of a stage. Further elements are visible in the frame: the editing status of the selected entry and the context dependent operating elements for editing and deleting the entry.

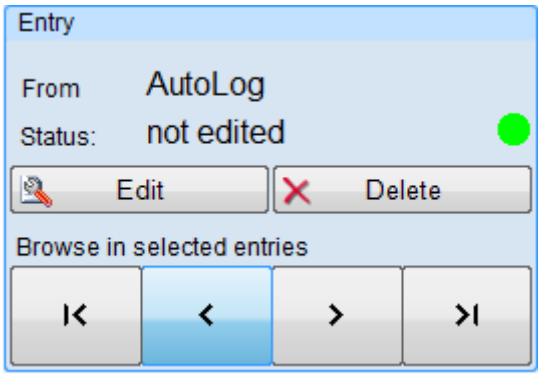


Figure 100: Frame "Entry", shown: an original (green spot) autolog entry

record keyboard	serves to navigate between the logbook entries of the stage
Edit	opens a separate dialogue for editing the entry (see 4.2.2).
Delete	deletes the selected entry (impossible for entries, where the LogEvent = “Start a Stage” or “Change of guard”)

The subsequent colour codes serve to mark the editing status of a logbook entry

coloured spots

- original entry, not edited, has been created at the named original point of time
- original entry, one or more parameters have been edited belatedly
- belatedly created entry

4.2.1.3 View stage information

Figure 101: frame "Stage" in the view mode of the entries

In the frame start and end point of the stage are displayed.

Viewing opens the dialogue „View stage“ (see Figure 102) and shows the stage specific parameters including the stage picture.

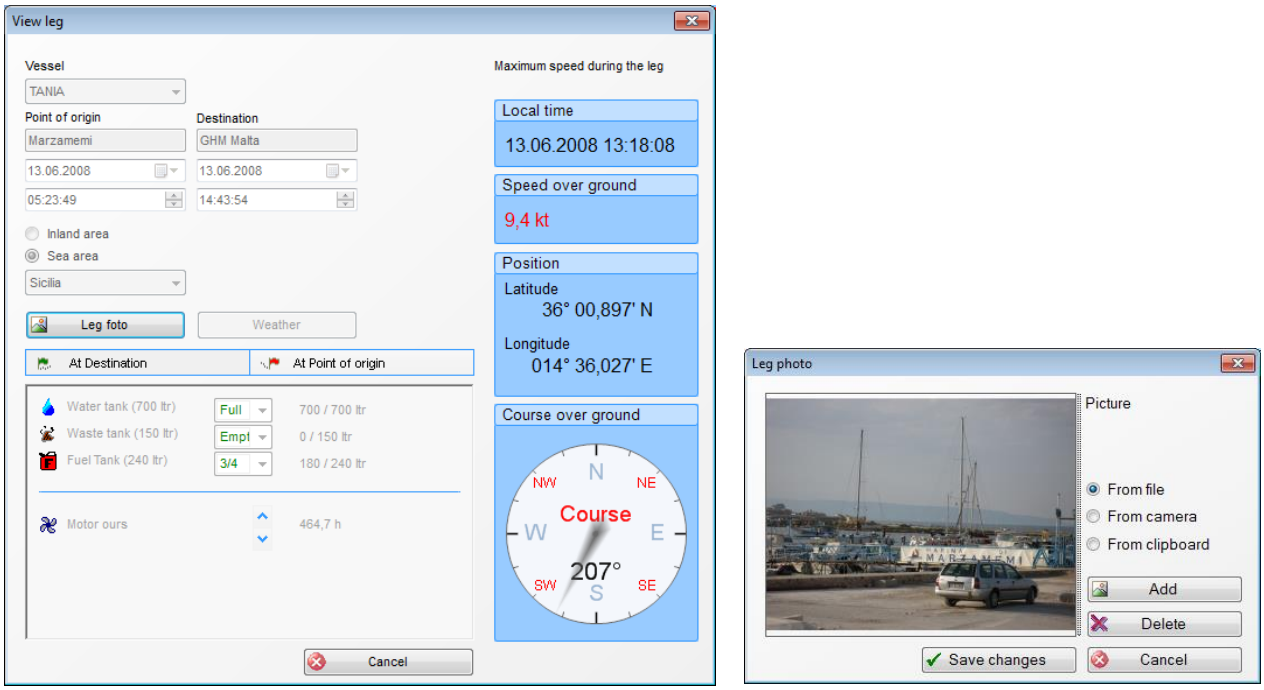


Figure 102: dialogues "View stage" and “Stage photo“

Via mouse click left on the buttons „At Point of origin“ resp. „At destination“ you can switch between the corresponding values for tank contents and motor hours.

Stage picture opens the dialogue for the view of the picture (see Figure 102, ri)

Weather opens the dialogue for the view of stage specific weather information

Cancel closes the dialogue „View stage“

At the right hand side of the dialogue the maximum value of the speed and the corresponding course and position during the stage is shown.

If the software option TripCon Weather (WE) has been purchased and weather information is available in the data base the key „weather“ is activated. It is assumed that there is information available in the time interval „stage start minus 12 hours until stage end“. These data refer to the date marks which are assigned when the weather information is being saved (see 4.5.1) Finally, if there is weather information available, the dialogue weather is opened via the key.

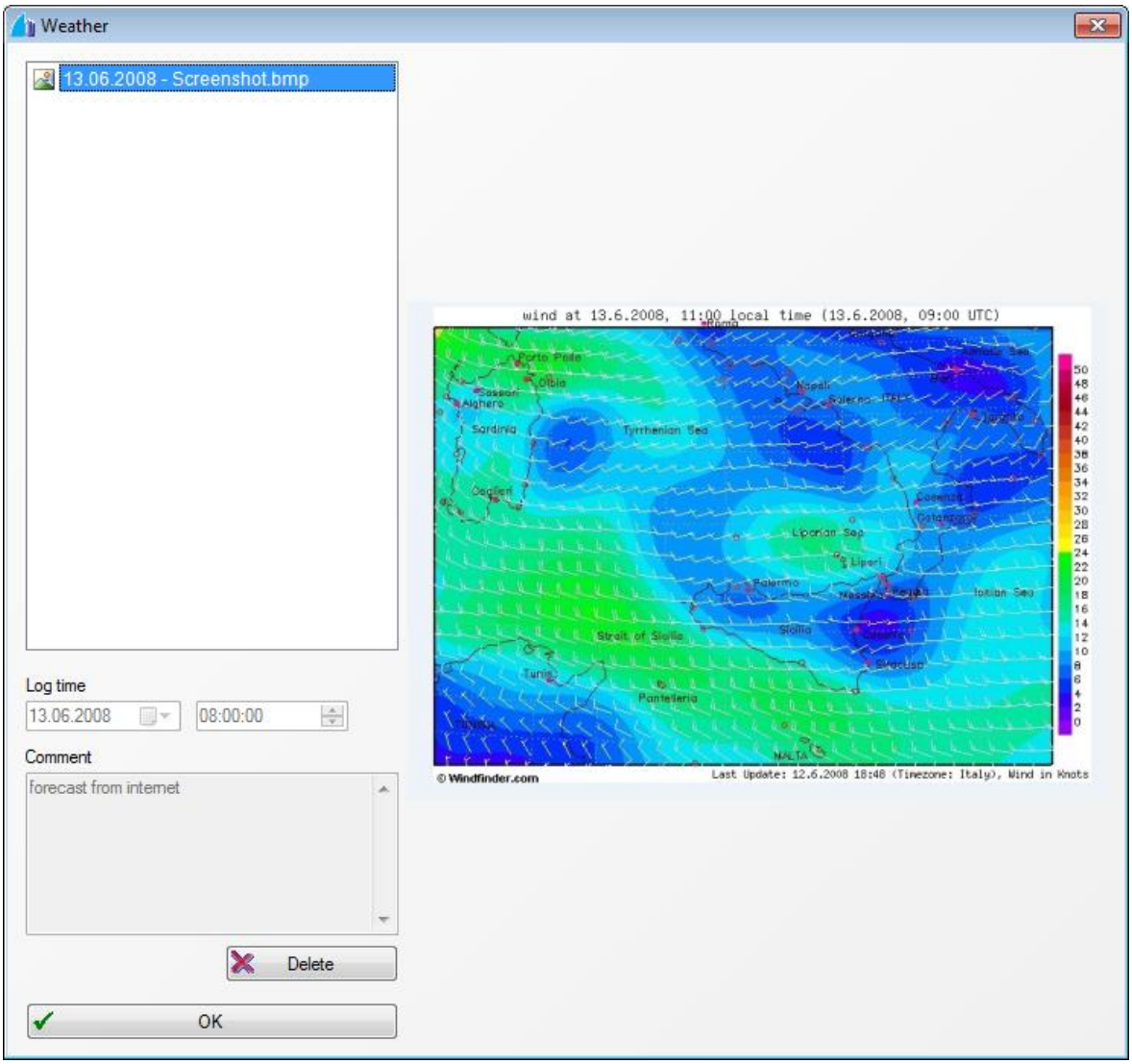


Figure 103: Stage specific weather information

In the list box all weather information are listed which are captured in the above mentioned space of time. By selection the reports and graphics can be displayed on the

right side of the window. You can have a look at graphic information by mouse click left via the picture and fax display. Besides you can enlarge or print the pictures.

Deleting deletes the respective weather information from the TripCon data base

4.2.1.4 Looking at pictures

Figure 104: Frame „picture" with activated picture change function.

If there is more than one picture associated with the logbook entry the arrow keys are activated. The number of pictures available for this entry and the actual number of the picture one is shown in the frame header in the format 1 of n.

Arrow keys change between pictures if there is more than one picture associated with the logbook entry.

Mouse click left opens the picture in full view via the windows picture and fax display

4.2.1.5 Replaying audio or video records

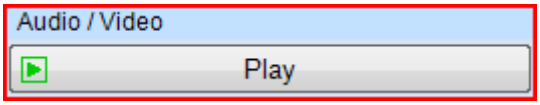


Figure 105: Frame "Audio / Video" with activated replay function

If the logbook entry is associated with an audio or video sequence the green replay symbol on the key is activated.

Mouse click left Starts the replay in the Windows Media player

Replaying audio sequences or viewing videos in the logbook requires TripCon-Multimedia, TC-MM.

4.2.1.6 View crew information

Via the key „View“ in the frame „Crew“ the dialogue „View crew information“ is opened.

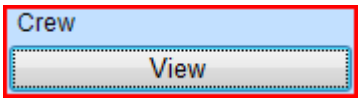


Figure 106: frame “Crew“ with key “View”

Here the crew members of the current stage and the job attribution at the moment of the entry are shown.

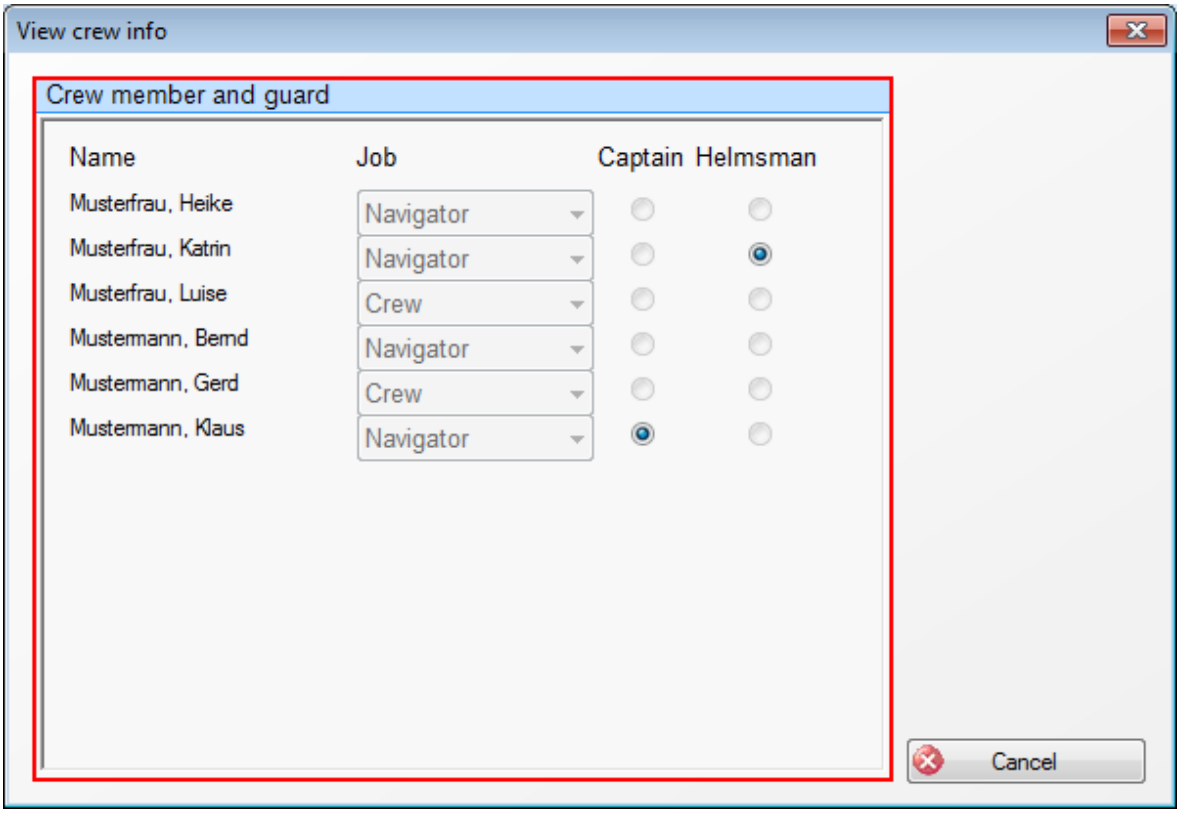


Figure 107: Dialogue "View crew info“

4.2.2 Editing / Deleting entries

The editing of stages and entries serves to:

- rework entries
- delete existing entries
- create belatedly stages and entries

There are several restrictions for the editing of entries:

- All parameters which are transferred from the board instrument system (either manual entries or autolog entries) can't be corrected.
- But: All manually captured parameters can be corrected.
- Complete entries can only be deleted if their LogEvents are not "Start of a stage" or "Change of guard"

The belated editing of existing entries is effected via the key „Edit" in the frame „Entry" of the tab „Entries". If the key „Delete" is activated (only when LogEvent is not "Start of Stage" or Change of guard") you can use it for deleting the selected entry (see Figure 108).

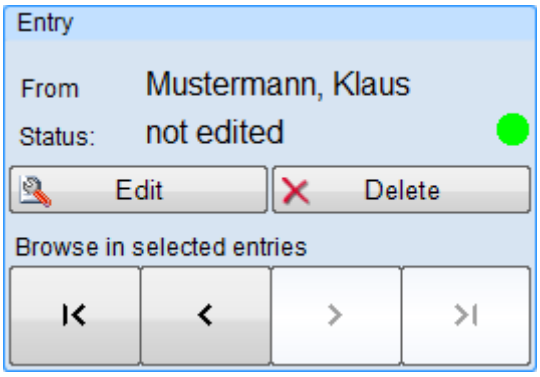


Figure 108: Keys for editing and deleting an existing log entry

The available editing possibilities are context depending. The editing possibilities for manual entries differ from those for autolog entries (see section 4.2.2.1 and 4.2.2.2).

4.2.2.1 Editing of manual entries

The dialogue for editing is displayed similarly to the console but on differently coloured background and in a separate window.

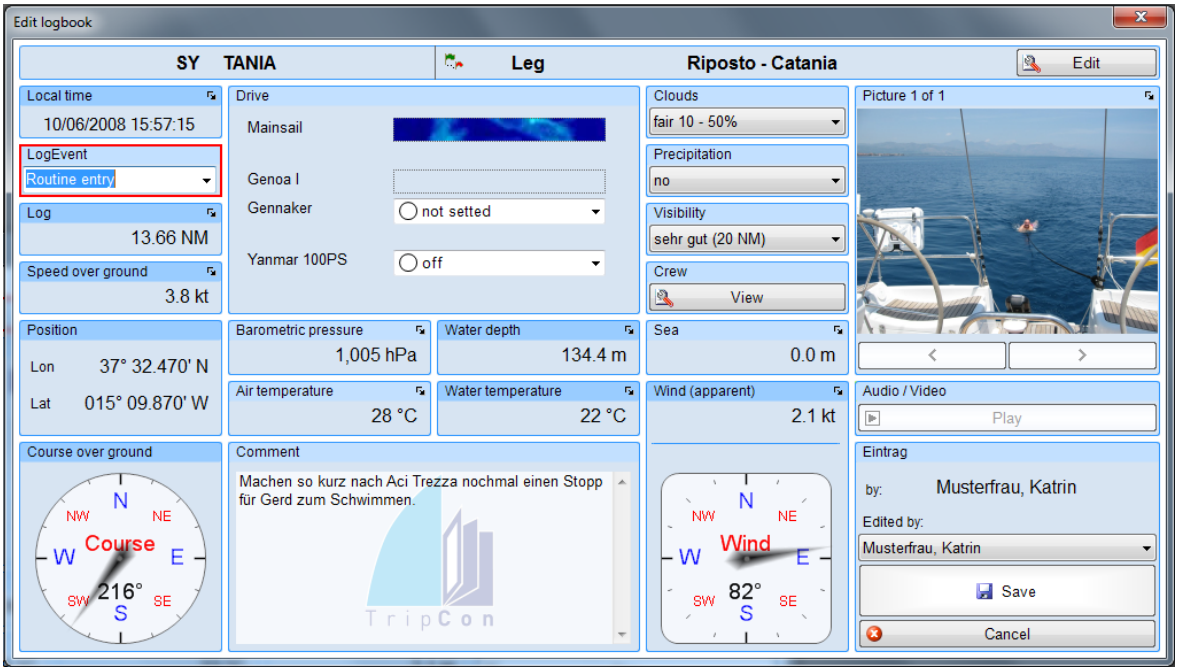


Figure 109: Dialogue „editing logbook“ in a separate window using the example of a manual entry

Figure 109 shows a selected manual entry. This entry can be edited in the following ways:

- Correction of all manually entered parameters including drive information
- Adding and Deleting of pictures
- Adding and Changing comments
- Editing of stage information
- The editing of the crew information isn’t possible for the shown entry because the LogEvent is neither „stage start“ nor „Change guard“. That is why in the frame crew the context specific key labelling “View” is to find.

All changeable parameters can be influenced via the standard operating elements (see section 2.6.8). Adding of comments resp. pictures can be effected through the context menu in the respective frame (mouse click right).

The following functions are available by pressing separate keys:

Edit (in frame “Stage”) opens the dialogue for the stage parameters (see Figure 110).

View (in frame “Crew”) leads to the dialogue „View crew information“ (see Figure 107)

Save saves the changed entry

Cancel closes the dialogue without changing the entry

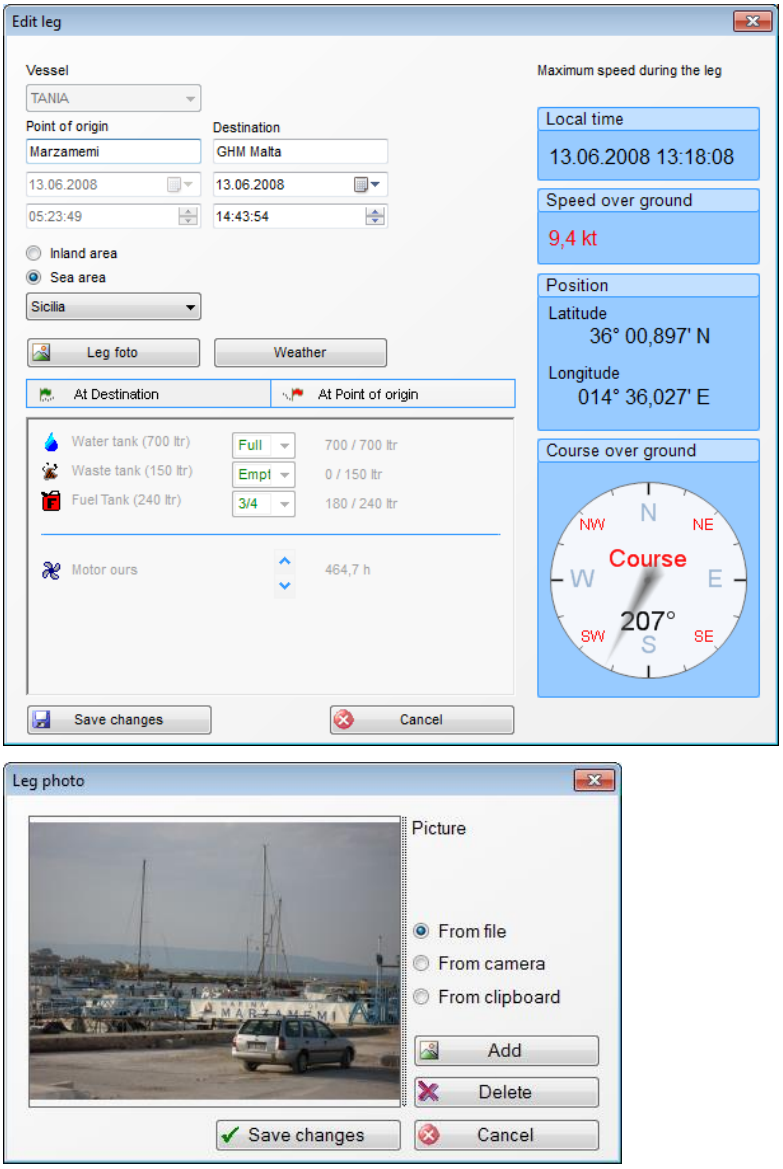


Figure 110: Dialogue "Edit stage” and "Stage picture"

In the dialogue „Stage photo“ a stage specific picture can be added (e. g. the crew together or the screenshot of the stage track in Google Earth). In the report this picture can be selected separately. Three sources are possible: a connected camera, a stored data file or the content of the clipboard.

4.2.2.2 Editing autolog entries

The dialogue for editing is displayed similarly to the console but with a different coloured background and in a separate window.

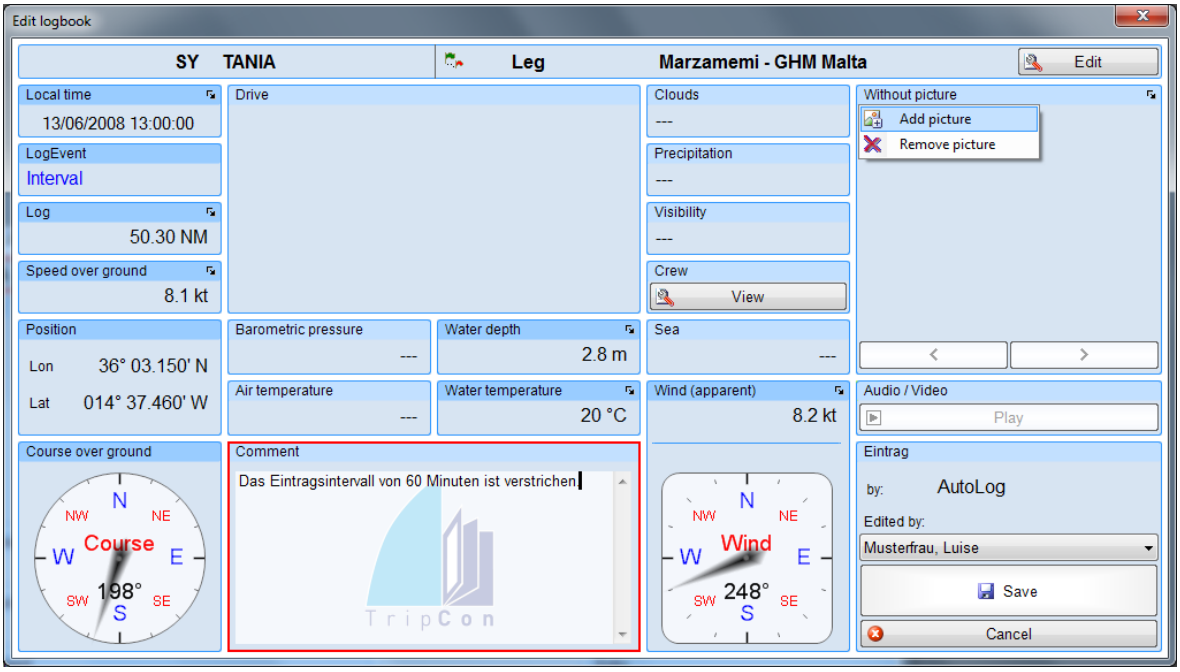


Figure 111: Logbook in the editing mode using the example of an autolog entry

All parameters which are captured manually meanwhile a stage are not present in an autolog entry (in the parameter frame "---"is shown resp. it is empty like the frame "Drive").

Figure 111 shows a selected autolog entry with the following editing options available:

- Adding and deleting of pictures
- Adding and deleting of comments
- Editing of the stage information

  The editing of crew information isn't possible for the shown entry because the LogEvent isn't "Start a stage" or "Change guard". That is why in the frame „Crew" the context specific key labelling „View" is to find

All changeable parameters can be influenced via the standard operating elements (see section 2.6.8). Adding comments or pictures is effected via the context menu in the respective frame (mouse click right).

The following functions are available by pressing separate keys:

Editing (in frame "stage") → dialogue „Edit stage"(see Figure 110)

Seeing (in frame "crew") → dialogue „View Crew info" (see Figure 107)

Saving	saves the edited entry
Aborting	closes the dialogue without modifying the entry

If an entry with the LogEvent „Start a stage“ or „Change guard“ is edited the contextual key labelling “Edit” appears in the frame “Crew”.

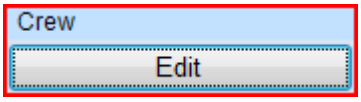


Figure 112: Frame „Crew“ at LogEvent = "Start a stage “ or „Change guard“ in the edit mode

When you press the key the dialogue „edit crew information“ is opened (see Figure 113).

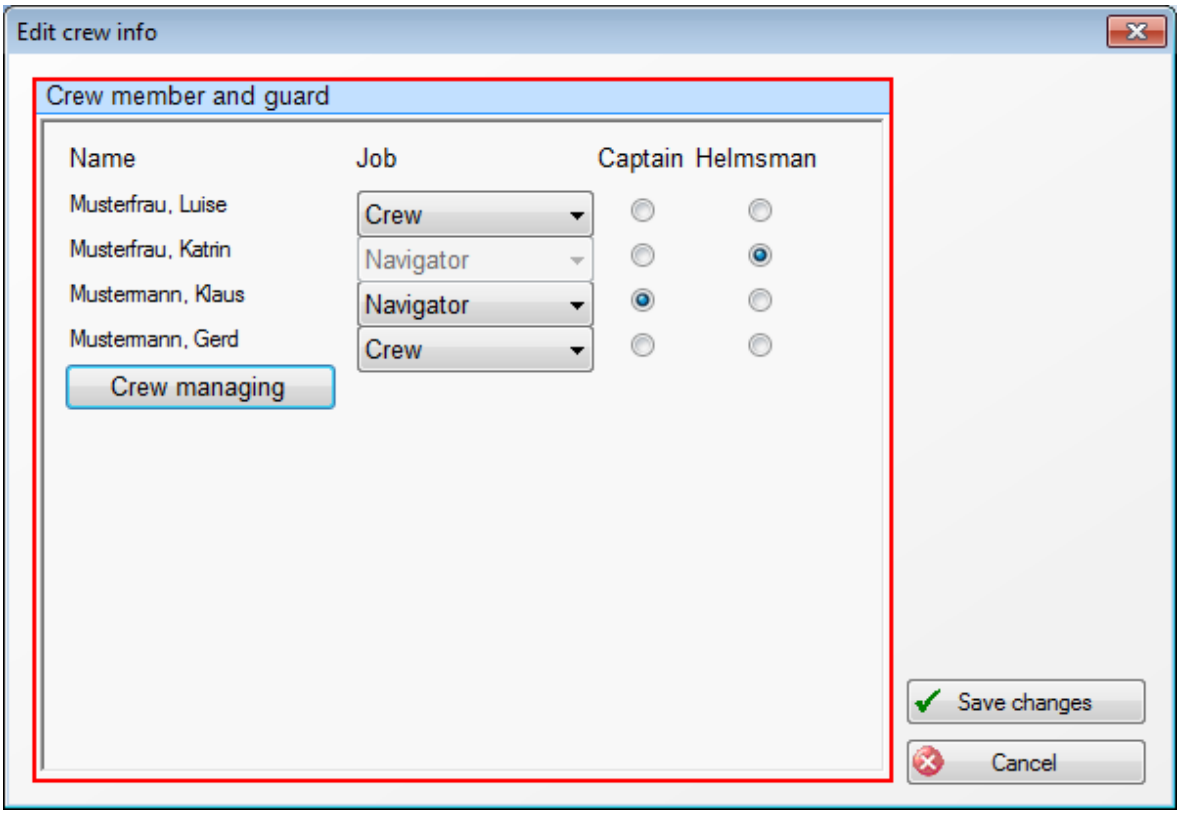


Figure 113: Dialogue „Edit crew info“

This dialogue is largely consistent with the dialogue „edit” which can be selected meanwhile the stage in the console in the frame “crew”. In contrast to a running stage you can create new persons (switch to the personnel administration) and add them to the stage crew.

4.3. Tab “Analysis”

This tab serves to systematically search entries in the entire database of the logbook in order to view, edit or create reports.

The following functions are available:

- Search stages in the logbook
- See, edit, delete stages and logbook entries
- Ex post creation of new stages and logbook entries
- Export of pictures and audio sequences
- Creation of printable logbook interpretations (reports)
- Creation of interpretations in order to view them in Google Earth

Every log entry is associated to a stage. The search of a specific entry can only be processed by previously searching the accordant stage.

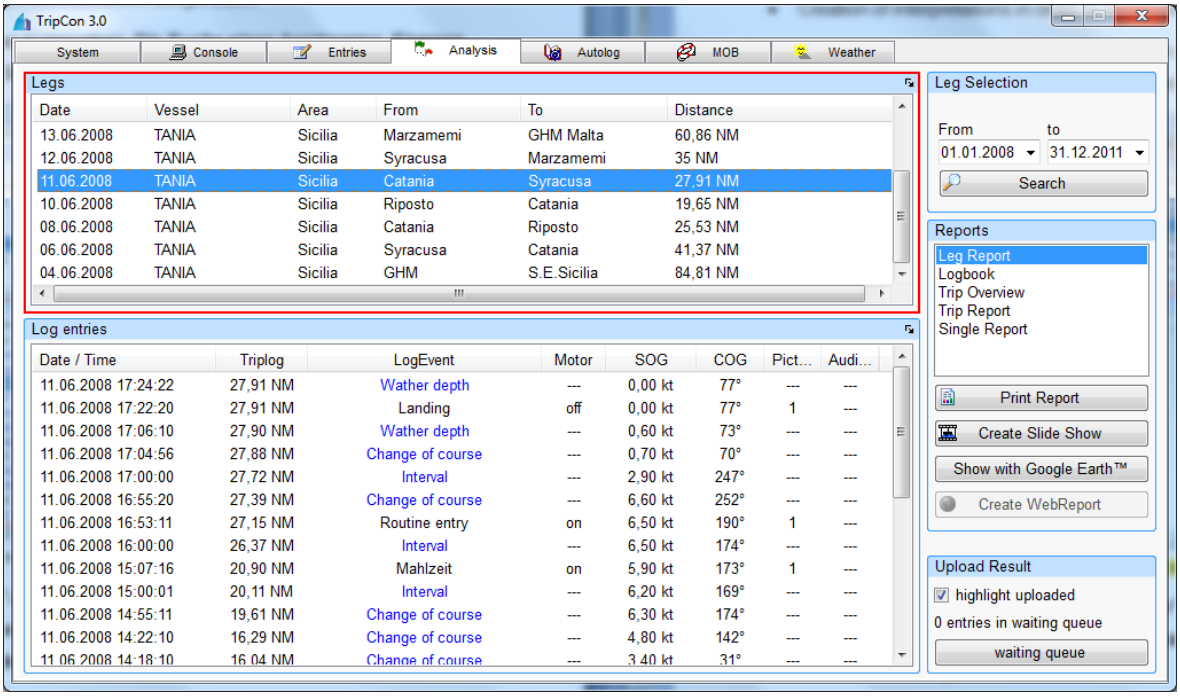


Figure 114: Tab „Analysis” with selected stage and associated log book entries

The height of the frames “Stages” and „Log entries“ as well as the width of the table columns can be adjusted by sliding the frame boarder resp. the column boarder in the table header. The settings are saved.

4.3.1 Stages – search, view, edit and delete

All in the data base stored stages can be searched with a time based search function and then can be displayed with the according logbook entries.

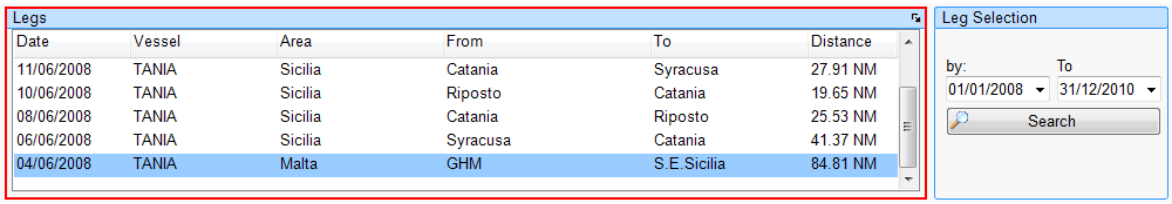


Figure 115: Frames „Stages" and „Stage Selection"

From …until selection of relevant space of time

Search release of search function, results are shown in the stage frame on the left

Further functions are available in the context menu (mouse click right)

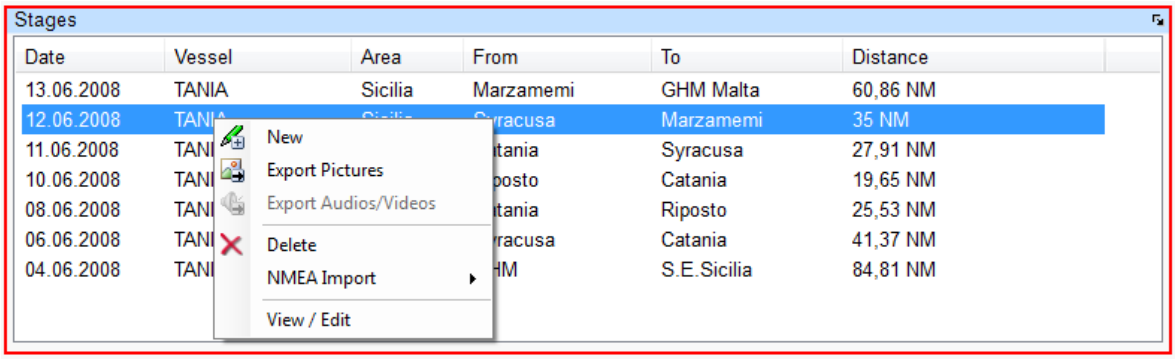


Figure 116: Functions in the context menu of the frame „Stages"

Double click (left) jumps to the tab "Entries" and loads the start entry of the stage which can be seen there. As well it is possible to scroll further in chronological order through all entries of the stage using the recording keyboard

New creates a new stage as addendum (see 4.3.3)

Export Pictures, Audios/Videos exports all pictures, audio and video sequences of the stage into the directory which had been chosen on tab "System" frame "Config" / Folders" (see section 3.2.6)

Delete deletes the selected stage including all associated entries.

	By deleting objects the extent of the data base isn't reduced. Only the objects aren't visible any longer in the user interface of TripCon but they are saved until they are deleted with the function "Cleaning" (menu "Data\Cleaning" see 3.1.3)
NMEA Import	imports NMEA-data out of data files and adds them to the selected stage (requires TripCon-OffLineLog, OL), sub menus see section 4.3.4
View / Edit	forces the dialogue "View stage" to come up where the general information (point of origin, destination, crew…) of the stage are shown and available for editing

4.3.2 Logbook entries – search, view, edit and delete

After supplying the relevant stages in the upper frame you can select a single stage on the left by mouse click. The accordant logbook entries with the essential parameters are displayed in the lower frame.

The LogEvent characterizes the reason for every entry.

Entries which are created by the autolog-function are displayed in blue.

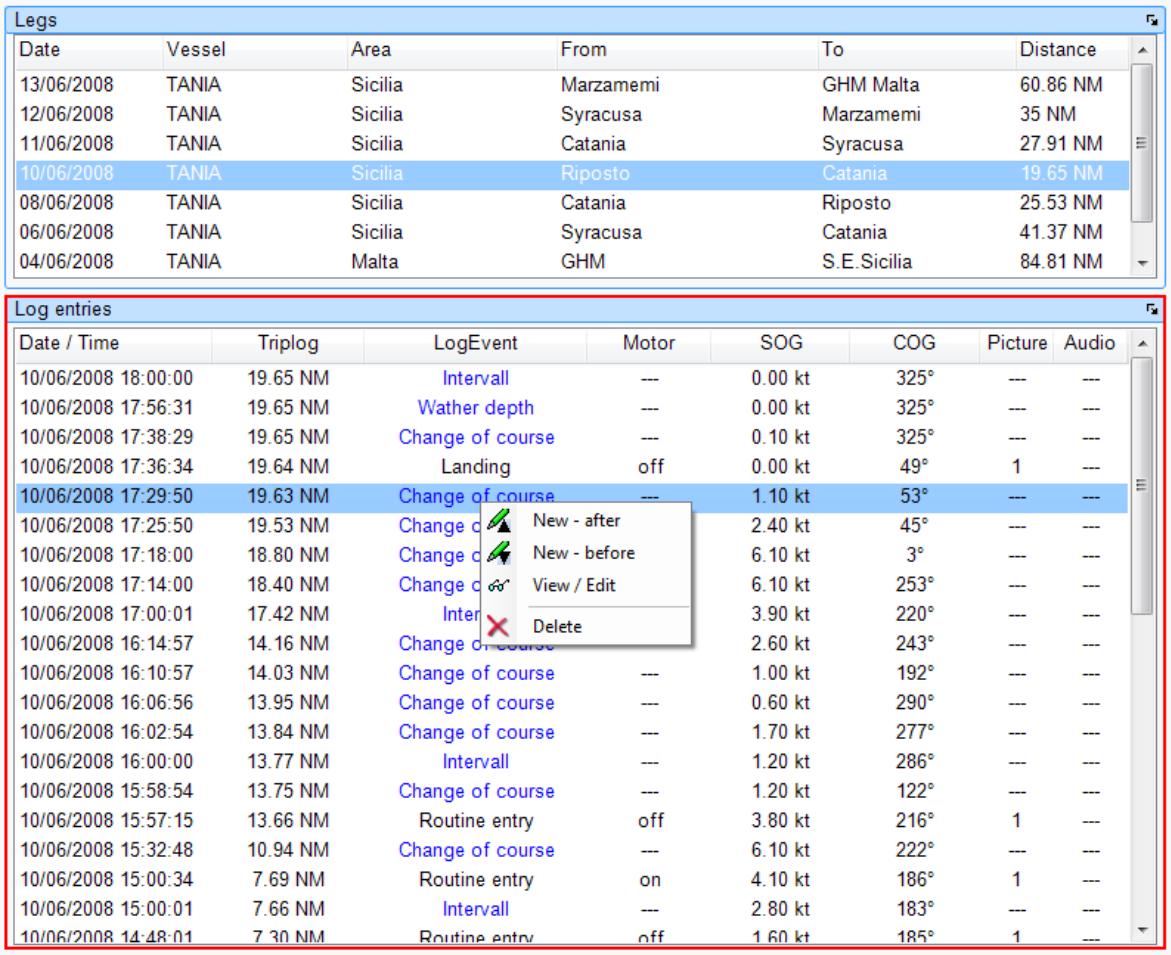


Figure 117: selected stage with accordant logbook entries, logbook entry with context menu

Further functions are available in the context menu (mouse click right).

For applying the menu function to a single entry you use the direct selection by mouse click right.

If the menu function should be applied to various entries a pre-selection is required according to the windows data file explorer.

CTRL + mouse click left pre-selection of additional single entries

SHIFT + mouse click left pre-selection of a block of various entries

Then you can apply the functions of the context menu to the preselected entry/entries.

New before Opening of the dialogue to enter a new logbook entry **before** the selected entry/block of entries; the values of all parameters are preset to the values of the selected entry.

New after Opening of the dialogue to enter a new logbook entry **after** the selected entry/block of entries; the values of all parameters are preset to the values of the selected entry.

View/Edit or double click (left) jumps to the tab “Entries” and loads the start entry of the stage which can be seen there. As well it is possible to scroll further in chronological order through all entries of the stage using the recording keyboard

Delete deletes the selected entry/block of entries

By deleting objects the extent of the data base isn’t reduced. Only the objects aren’t visible any longer in the user interface of TripCon but they are saved until they are deleted with the function “Cleaning” (menu “Data\Cleaning” see 3.1.3***)***

4.3.3 Stages and logbook entries – create belatedly

Generally the electronic logbook should be kept during a running cruise (like the paper version). The entries (manual or automatic) are always carried out at the point of the time of the concerning event – thus online.

The belated creation of logbook entries beyond a running stage is only interesting under two conditions:

- if the entry of relevant events have been forgotten meanwhile the stage
- if the logbook is only kept offline/belatedly to create interesting reports

New entries can be only added in existing stages. If there is none it needs to be create one belatedly.

Starting point of such activities is the tab “Analysis” (see section 4.3).

The recreation of a stage is effected though the context menu “New” in the frame “Stages”

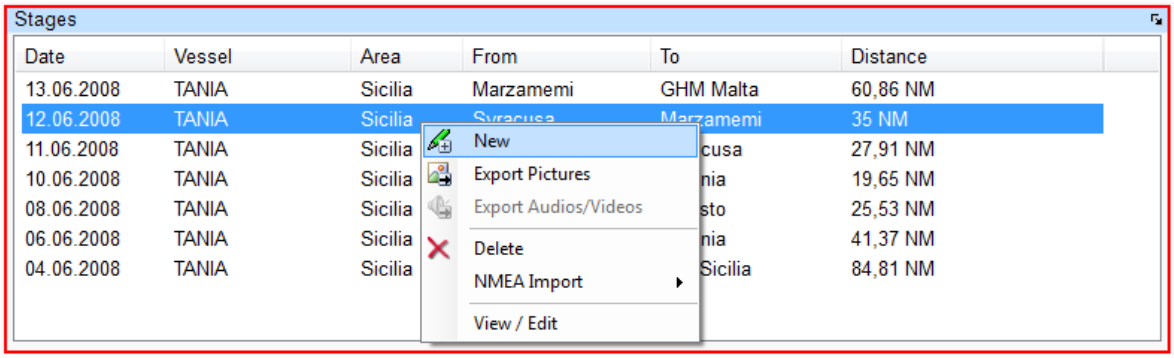


Figure 118: Context menu for the belated creation of a stage

In the following dialogue “Add a stage” is asked for the essential stage information. “Save stage” integrates the new stage chronologically in the list of stages (see Figure 119).

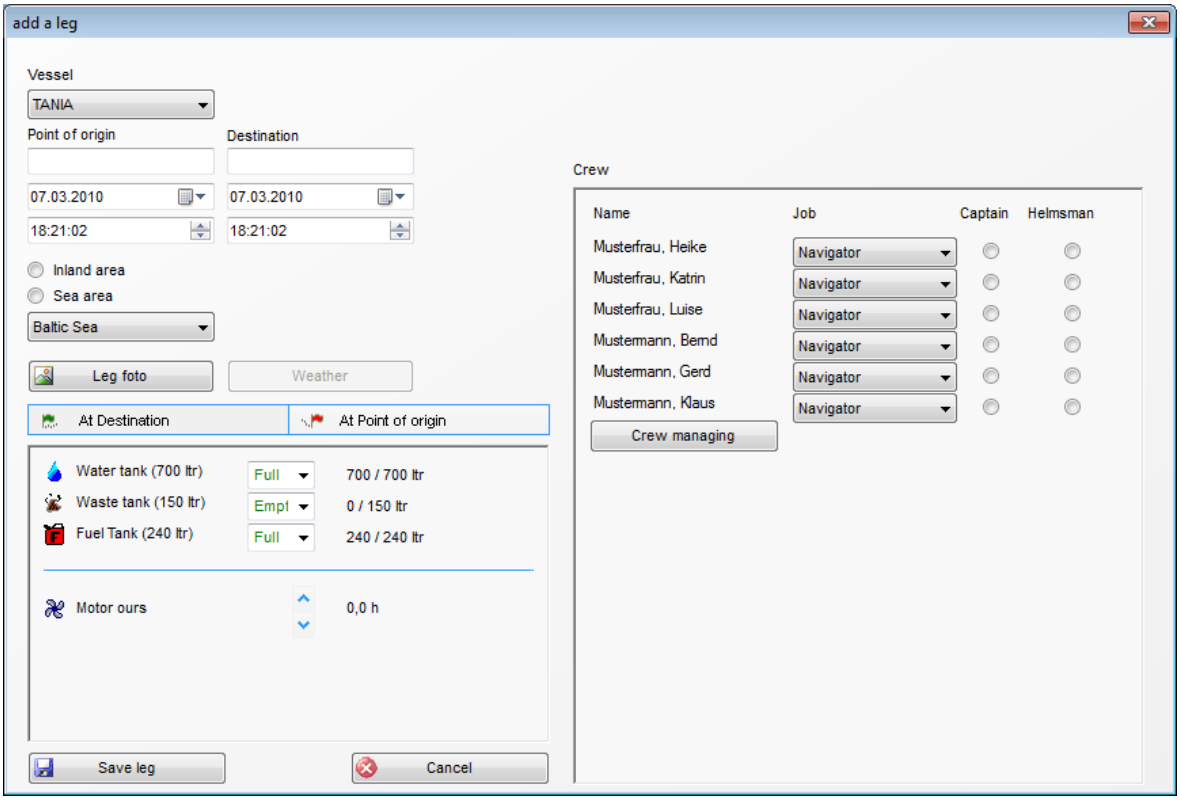


Figure 119: Dialogue "Add a stage"

The adding of entries within existing stages is effected through the activation of the context menu “New before” resp. “New after”.

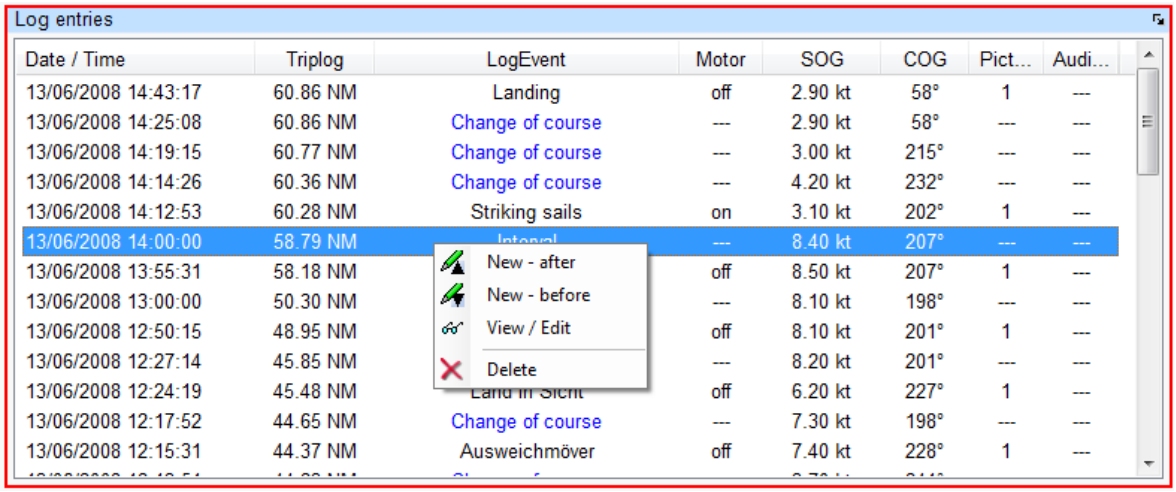


Figure 120: Context menu for the belated creation of a log entry

Now the following dialogue will be opened.

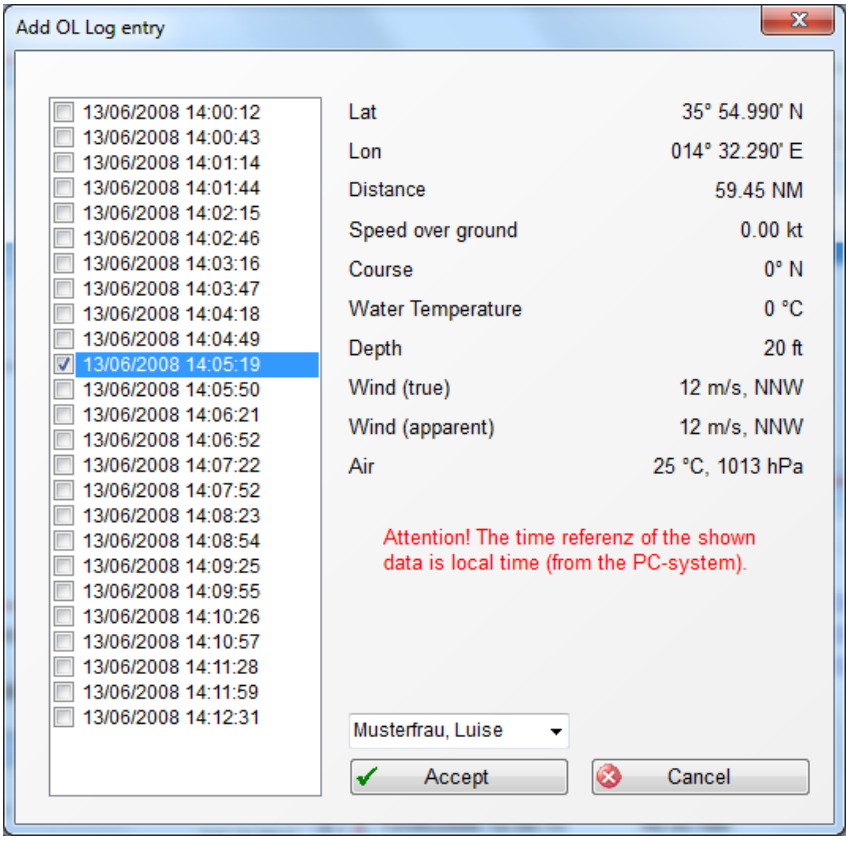


Figure 121: Choosing time points for converting to log entries

In this dialogue all time points are listed which are stored in the tracklog during a running stage. On the right side of the dialog the corresponding NMEA- data are shown.

By checking the appropriate boxes the time points for converting to log entries are selected. After saving the entry it is sorted between the entries of the stage and marked with a red point (status amendment, see section 4.2.1.2).

4.3.4 Create logbook entries belatedly out of NMEA-data (OfflineLog)

The use of this function requires the software extension TripCon – OffLineLog (OL) and a text file with NMEA-data sets. Such files are captured and saved by NMEA data loggers. ***It must contain at least the NMEA-data set "RMC" in the standard format after NMEA 0183.***

Starting point for the belated creation of log entries out of NEMA-data is an existing stage in TripCon. It could have been captured in real-time (meanwhile a trip) or belatedly. It defines the time frame for the import of external data.

To use these functions do the following:

- Import from NMEA 0183 data files see section 4.3.4.1
- Import from SD-card of "easy LOGBOOK" see section 4.3.4.2
- Import from SD-card of a "magicplex 8" -multiplexer see section 4.3.4.3

4.3.4.1 Import from standard NMEA 0183 files

On the tab "Analysis" chose the stage to which the information should be added. In case this stage doesn't already exist please create it (see section 4.3.3). Via the context menu (right mouse click) choose "NMEA Import\NMEA 0183" (see Figure 122).

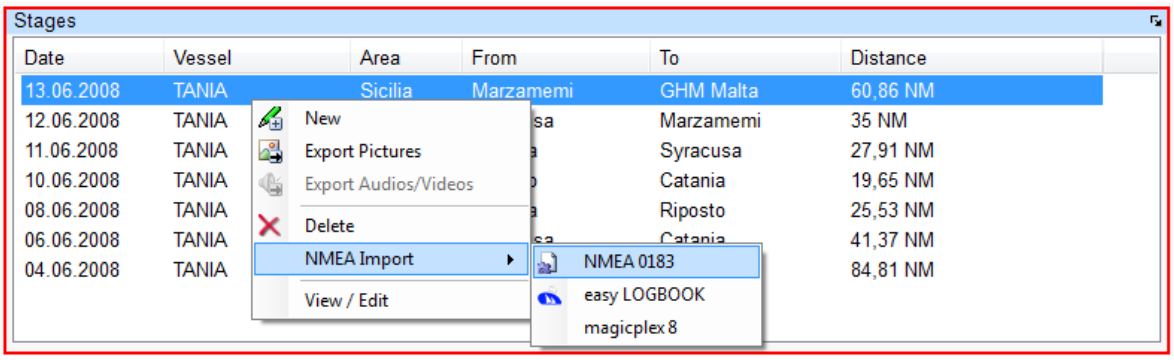


Figure 122: NMEA data import to a belatedly created stage from standard NMEA 0183 sources

The Explorer opens and you can select the data file with the NMEA-data (see Figure 123).

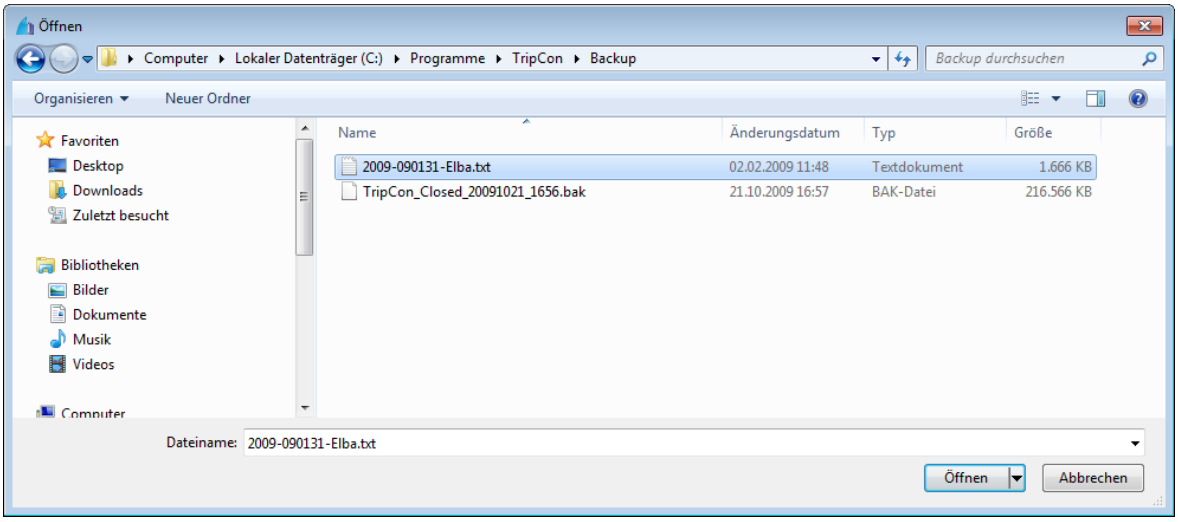


Figure 123: Data selection

After confirming the selection data is being tested for accordance with the time range of the selected stage. In the case of a mismatch an error message Figure 124 occurs.

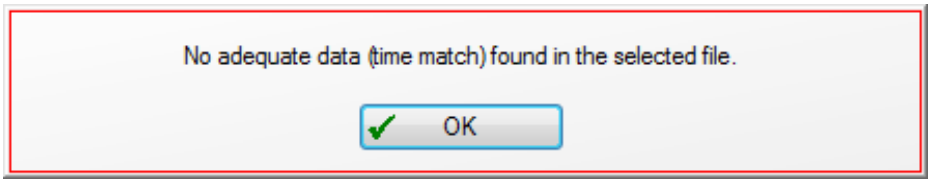


Figure 124: Error message in case of incompatible time ranges

If the selected file contains NMEA data from the time interval between start and end of the stage a list with the associated points in time is emitted.

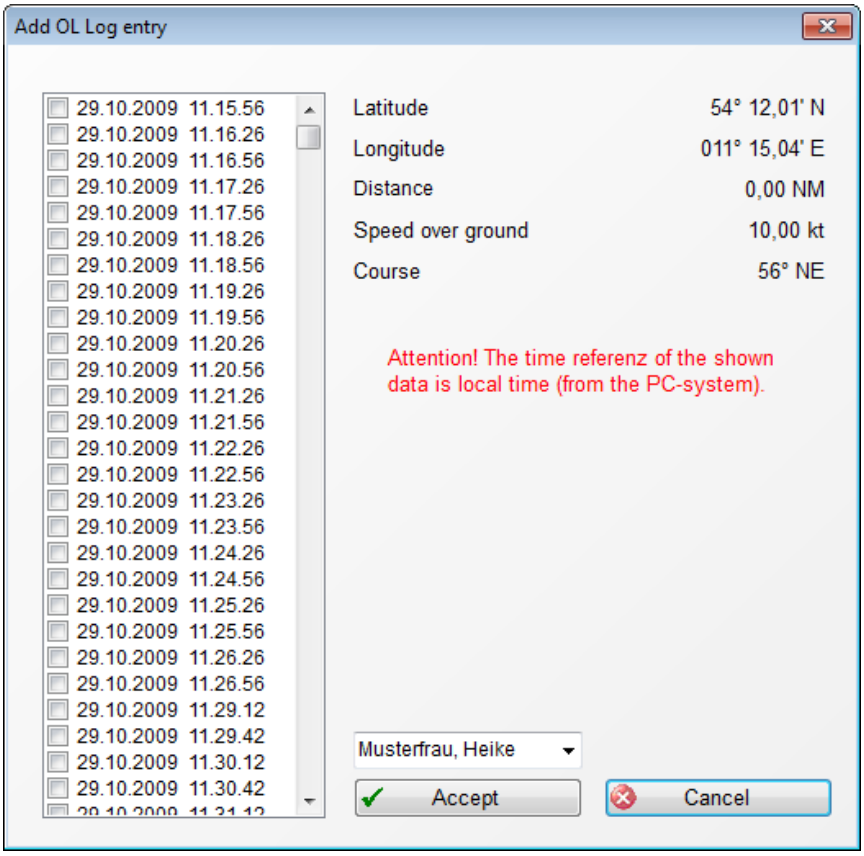


Figure 125: List of all points in time for which NMEA-data is available

Hint: The time shown is local time, based on the selected time zone of the PC. If you want to import data created in another time zone, please consider the difference between the time zones. For an easy orientation in another time zone it can be recommended to set the time zone of the PC temporarily to the time zone of the area where the data was created.

Now, activate the checkboxes of the points in time which you want to adopt as log entries. Then confirm with the key “Accept”. On the right side next to list the information of the data set are displayed with every click and the run distance from the point of origin to the respective point is calculated. After the adoption the log entries are available as usual. They can be seen and edited via the tab “Entries”.

4.3.4.2 Import from “easy LOGBOOK” data media

“easy LOOGBOK” is a product of Weatherdock AG, http://www.easyais.com/en/easylogbook.php

On the tab “Analysis” chose the stage to which the information should be added. In case this stage doesn’t already exist please create it (see section 4.3.3). Via the context menu (right mouse click) choose “NMEA Import\ easy LOGBOOK” (see Figure 126)

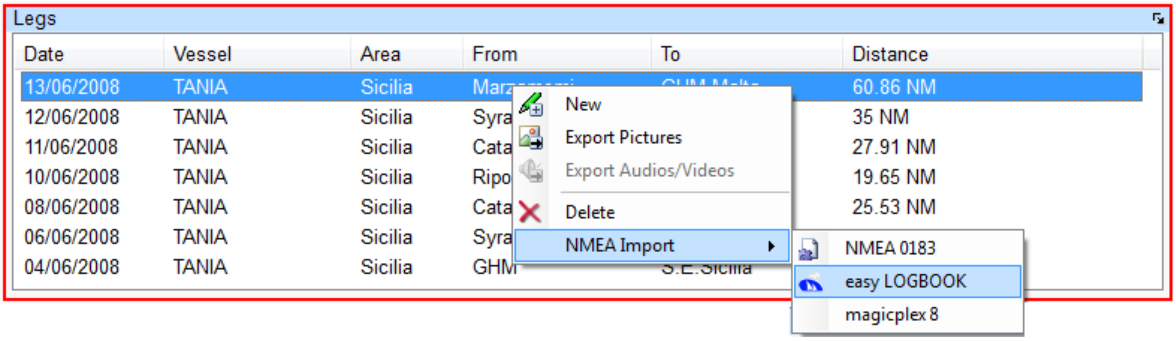


Figure 126: NMEA data import to a belatedly created stage from easy LOGBOOK media

You will be requested to apply the easy LOGBOOK card reader.

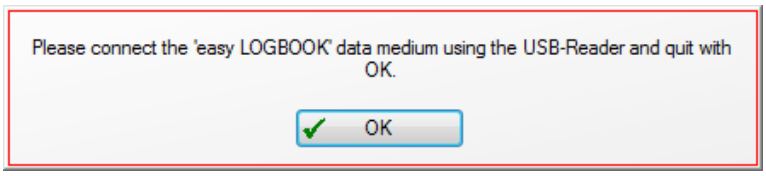


Figure 127: Request for card reader

If there is no card reader or no easy LOOGBOOK data on a removable media available, so the following dialogue is displayed and you can choose another folder or cancel. (easy LOOGBOOK data means: files with filename like: GPSLog-$Y_{ear}Y_{ear}M_{onth}M_{onth}D_{ay}D_{ay}$.txt which contain RMC data sentences.

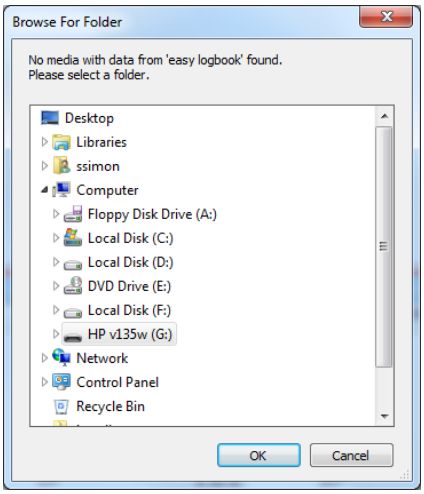


Figure 128: Search a folder for “easy LOGBOOK” data

If you choose a folder which contains “easy LOGBOOK” data the following dialogue appears, see Figure 129.

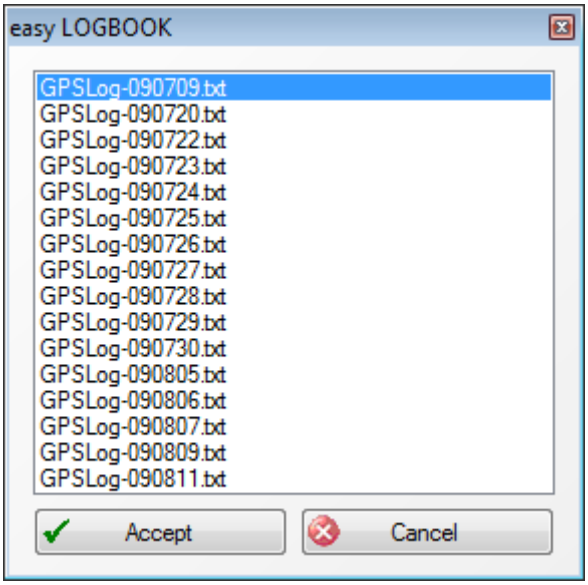


Figure 129: Select an easy LOGBOOK data file

Select a file, hit “Accept” and data is being tested for accordance with the time range of the selected stage. In the case of a mismatch an error message Figure 130 occurs.

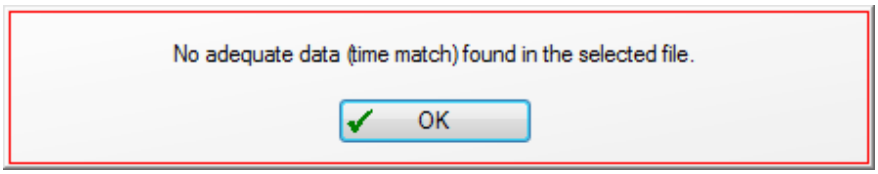


Figure 130: Error message in case of incompatible time ranges

If the selected file contains NMEA data from the time interval between start and end of the stage a list with the associated points in time is emitted.

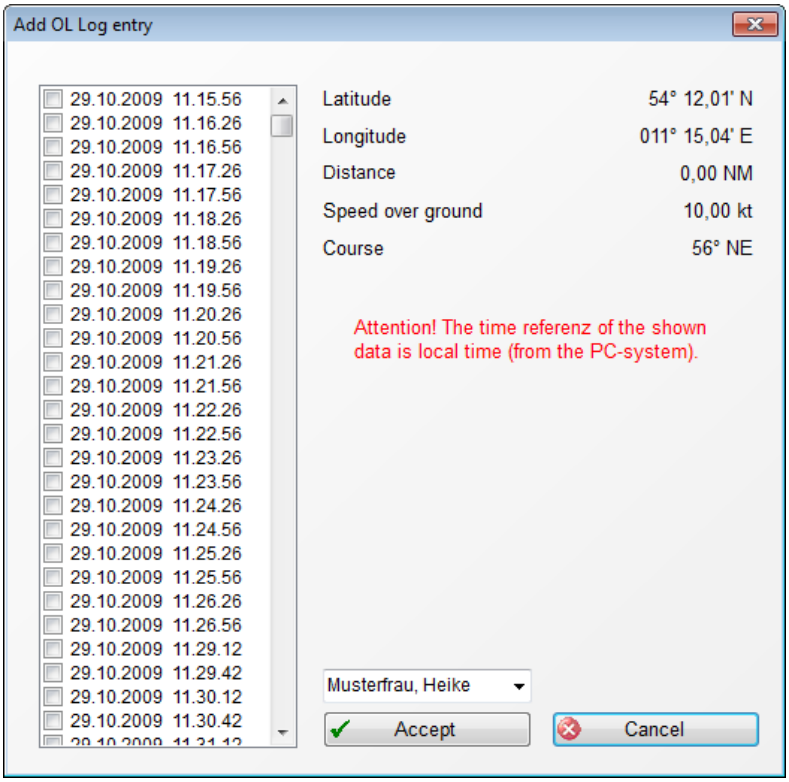


Figure 131: List of all points in time for which NMEA-data is available

Hint: The time shown is local time, based on the selected time zone of the PC. If you want to import data created in another time zone, please consider the difference between the time zones. For an easy orientation in another time zone it can be recommended to set the time zone of the PC temporarily to the time zone of the area where the data was created.

Now, activate the checkboxes of the points in time which you want to adopt as log entries. Then confirm with the key “Accept”. On the right side next to list the information of the data set are displayed with every click and the run distance from the point of origin to the respective point is calculated. After the adoption the log entries are available as usual. They can be seen and edited via the tab “Entries”.

4.3.4.3 Import of the SD card of the multiplex magicplex 8

Magiplex 8 is a product of the family Nomatronics, s. http://www.nomatronics.com

On the tab „analysis“ chose the stage to which you want to add the information . If it not yet existing create it (see section 4.3.3). Via the context menu (right mouse key) you hit the option „NMEA Import\magicplex“ – please click there (see Figure 126).

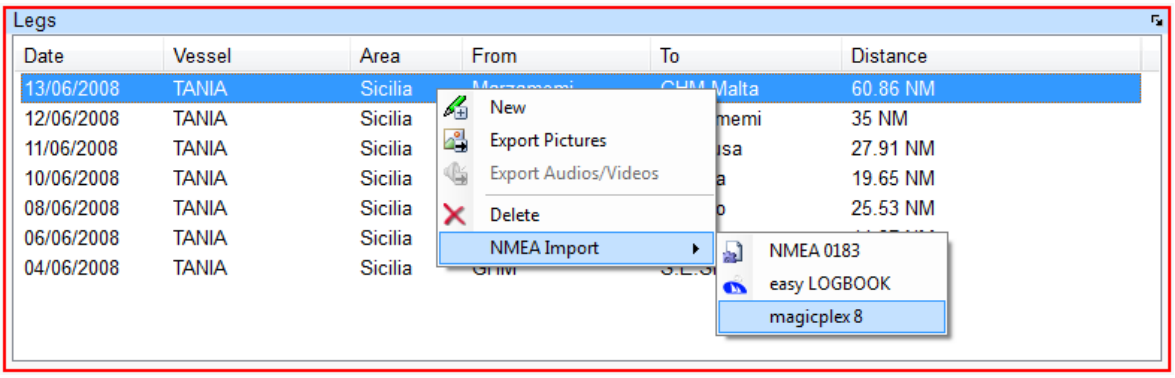


Figure 132: NMEA data import to a belatedly created stage out of "magicplex 8" data

Then a list of the available NMEA data is downloaded from the connected Multiplexer. Their file name carries the date of the creation (see Figure 133).

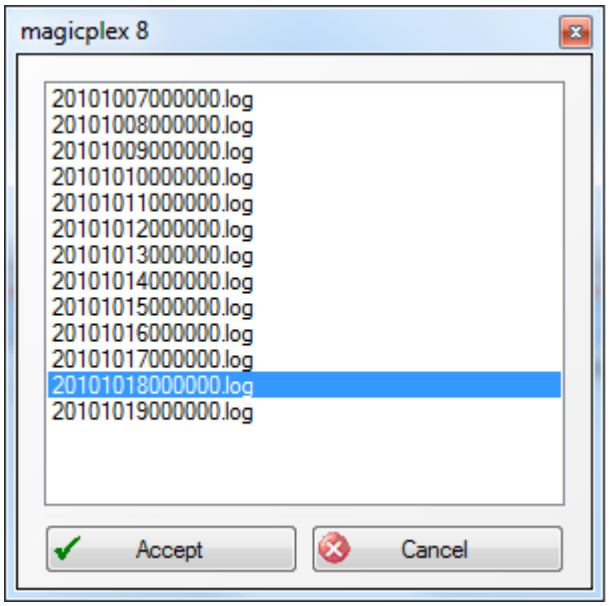


Figure 133: Selection of a „magicplex8”-file

After a file has been chosen and „transfer” has been pressed a testing is being exceeded. It checks if the data is congruent with the time range of the stage. If that isn't the case an error message is displayed (see Figure 134).

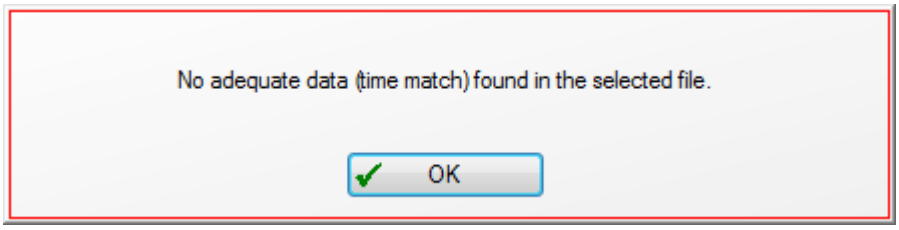


Figure 134: Error massage in the case of mismatching time intervals

If in the selected file NMEA data out of the time range between stage start and stage end are available a list of the accordant instants of time is emitted.

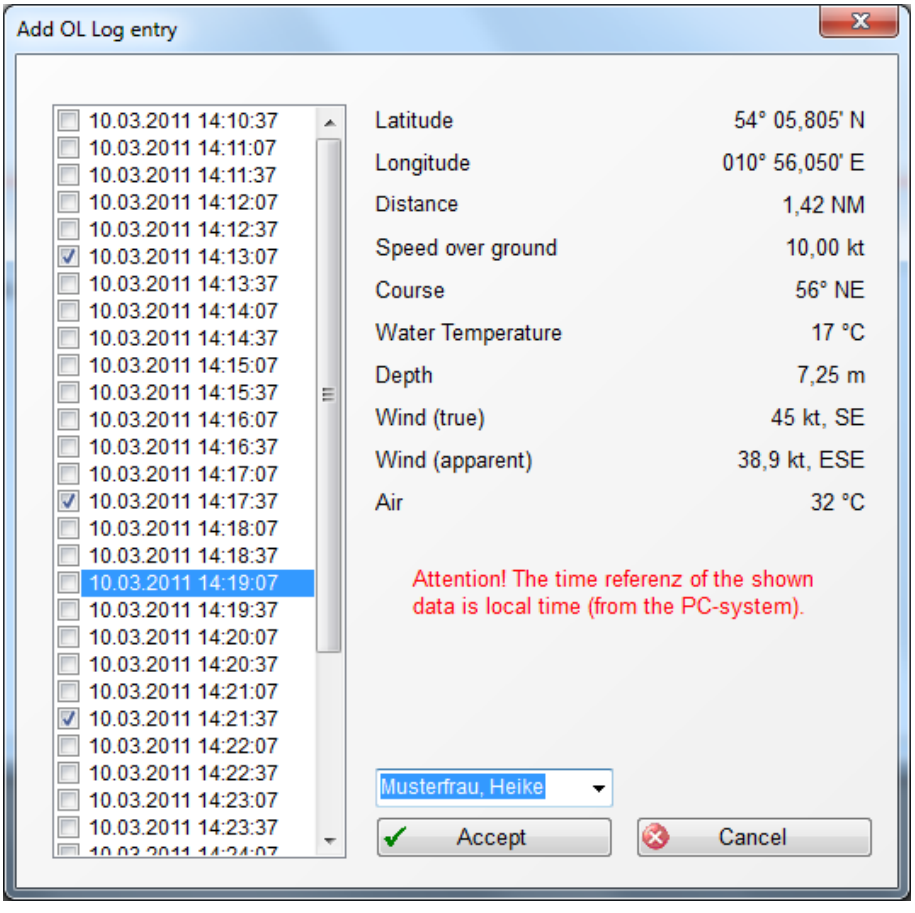


Figure 135: List of all points in time for which NMEA-data is available

Hint: The indicated instants of time are read as UTC-time. They are converted to the system time and displayed. The PC's time zone is taken as system time. If data out of recordings in different time zones should be imported you need to bear in mind the time zone mismatch. For an easy orientation according to the instance of time of the data capture the PC's time zone can be adjusted to the time zone of the recording.

Now please activate the check boxes of the instances of time which you want to transfer as log entries and press the key "transfer". On the right of the list the information of the data set are shown with every click. The run distance from the start until the respective point is displayed. After the transfer the log entries are available as usual. Via the tab "entries" they can be viewed and edited.

4.3.5 Logbook Analysis – reports

Besides the display of single logbook entries via the tab “Entries” the interpretation of the cruises captured in the logbook can be affected though three other attractive ways.

- **Print-report** – report display as PDF document, ready for printing

  If this report is chosen TripCon creates a report structured by pages. Before the automatic generation you need to enter some report specific details. The report can be displayed with a standard PDF-viewer (e. g. Acrobat Reader). With the printing function the report can be emitted by the printer which needs to be correctly initialized or can be saved as PDF-document.

  A precondition for using this option is an installed application with display, print and save function for PDF-documents. In case this application isn’t available you can download the application „Acrobat Reader™“ from the following website: http://www.adobe.com/uk/products/reader/

- **Display in Google Earth™** - run with entries as graphic in Google Earth™

  A very concrete display of done cruises is supplied with the display in Google Earth™. This option requires a workable installation of the Google Earth™ software and an internet connection of the pc-system.
  If you haven’t already installed „Google Earth™“ you can realise this on the following website: http://earth.google.co.uk/intl/en_uk/

- **Slide show** – logbook entries as pictures
  This emitting way suits to the fast display of a cruise. It is the more attractive the more pictures have been added to the logbook entries. Every single entry is stored as JPG-data file in the folder.

- **LiveReport** – sending log entries to e-mail recipients or to web sites
  Single entries together with the regarding pictures are transmitted via FTP to a freely chosen Server or an e-mail account. The used data format is documented in an API.

The summary of the cruise information is putted together in predefined reports. The following types of reports are available:

- **report „Stage report“**
  This report displays all entries of a selected stage, summarized stage wisely

- **report „Logbook“**
  This report generates a summarizing interpretation of all stages in a selected space of time independent from the used vessel. A specific choice of relevant stages isn't made here because all stages with all vessels are relevant. (Not displayable with Google Earth™).

- **report „Trip overview“**
  This report creates an overview of the cruise stages. The summary of stages is made through marking all relevant stages and setting up a cruise name.

- **report „Trip report“**
  This report creates a complete cruise report which consists of an overview (like an index) and the single stages. The summary of stages to a cruise is made through marking all relevant stages and setting up a cruise name.

- **report „single report”**
  This is the required report format for the LiveReport. It is possible to send several entries together by a multiple choice (CTRL + mouse click left).

4.3.5.1 Stage report

The stage report serves to display a stage in detail.
The relevant stage needs to be chosen in the frame “stages” in the tab “interpretations”.
After pressing the key „create print report” the following choice needs to be done:

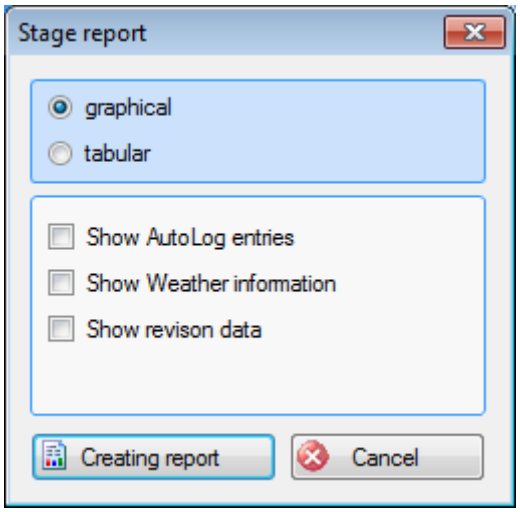


Figure 136: Dialogue to create a stage report

graphical / tabular – choice of the display form

Display autolog entries – include resp. exclude auto log entries

Display weather reports – add saved weather information to the associated stage (associated means: weather information has been saved in the period: 12 hours before the start of the stage until the end of the stage

Show revision data – add all deleted or modified log entries at the end of the report. This issue is useful to check the changed details of the modified entries. Revision data will be produced only as long as the feature “Cleaning Database” (see section 3.1.3) was not performed.

If the graphical display option is chosen the stage report consists of:

- cover with date, start and finish location, vessel name
- vessel description, technical details, picture
- if available stage picture
- crew list with picture and marking of the skipper
- logbook entries accordant to pre-selection
- if available: weather information
- stage summary

10.06.2008 11:10		Mustermann, Klaus		
37° 43,870' N / 015° 12,440' E		**Put out to see**		
Log	Air	Wind	See	Water Depth
0 NM	1005 hPa, 28 °C	3.6 kt, WSW	0 m	6 m
SoG / CoG	Clouds	Precipitation	Visibility	
0 kt, 137°	fair 10 - 50%	no	sehr gut (20 NM)	
Motor	on			
Yesterday sightseeing Etna and Taormina - Etna is very active at this time. Marina paid €160 for two night. Wind ca. 5kn from East.				
10.06.2008 11:23		Musterfrau, Katrin		
37° 44,150' N / 015° 13,000' E		**Hoist sails**		
Log	Air	Wind	See	Water Depth
0.6 NM	1005 hPa, 28 °C	1.7 kt, NNE	0 m	110.1 m
SoG / CoG	Clouds	Precipitation	Visibility	
2.5 kt, 89°	fair 10 - 50%	no	sehr gut (20 NM)	
Mainsail	100%			
Genoa I	100%			

Figure 137: Examples for entries with/without picture

The report is closed by a summary:

Summary

Engine hours	At Destination	At Point of origin	Stage
Yanmar 100PS	458,1 h	459,8 h	1,7 h
distance covered:	sailed:	motored:	total:
of the period 10.06.2008	13,08 NM	6,57 NM	19,65 NM

Figure 138: summary of the stage report

If the tabular display option is chosen a tightly compressed table without cover, vessel and crew information is created.

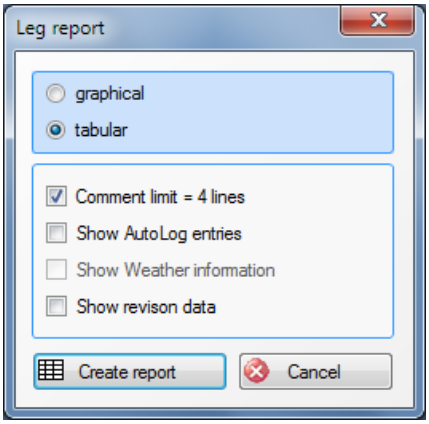


Figure 139: Selection dialogue for tabular reports

Limit comments to 4 lines – in order to create a compact table the comments are limited to four lines.

Show revision data – add all deleted or modified log entries at the end of the report. This issue is useful to check the changed details of the modified entries. Revision data will be produced only as long as the feature “Cleaning Database” (see 3.1.3) was not performed.

Date: 10.06.2008 **from: Riposto**
to: Catania

Time	Logevent	Position	Log (NM)	SoG (kn)	CoG	Air	Clouds	Precipitation	Visibility	Wind	Sea	Sails	Motor	Comment
10:59	Start a leg	37° 43,880' N 015° 12,440' E	0	0	0°	23 °C 1000 hPa				3.1 kt WSW	0 m			Dienstzuordnung: Skipper: Mustermann, Klaus Steuermann: Musterfrau, Katrin Crew: Musterfrau, Luise Navigator: Mustermann, Klaus Crew: Mustermann, Gerd
11:10	Put out to see	37° 43,870' N 015° 12,440' E	0	0	137°	28 °C 1005 hPa	fair 10 - 50%	no	sehr gut (20 NM)	3.6 kt WSW	0 m		on	Yesterday sightseeing Etna and Taormina - Etna is very active at this time. Marina paid €160 for two night. Wind ca. 5kn from East.
11:23	Hoist sails	37° 44,150' N 015° 13,000' E	0,6	2,5	89°	28 °C 1005 hPa	fair 10 - 50%	no	sehr gut (20 NM)	1.7 kt NNE	0 m	Mainsail - 100% Genoa I - 100%	off	Luise am Steuer, Gerd als Leichtmatrose und Klaus am Kommandieren!!! Legen ab bei wunderbarem Wetter in Richtung Catania und freuen uns auf einen schönen Segeltag mit dem Feuerspeienden Ätna im Hintergrund! Was geht's uns gut!!!
11:44	Routine entry	37° 43,070' N 015° 13,600' E	1,8	5,3	157°	28 °C 1005 hPa	fair 10 - 50%	no	sehr gut (20 NM)	2.8 kt NE	0 m	Mainsail - 100% Genoa I - 100%	off	So, jetzt ist Gerd am Steuer und Luise darf grinsen!!! ;-)
12:39	Routine entry	37° 41,200' N 015° 13,720' E	3,8	1,6	213°	28 °C 1005 hPa	fair 10 - 50%	no	sehr gut (20 NM)	3.2 kt E	0 m	Mainsail - 100% Genoa I - 100%	off	Computer durch fehlendes Stromkabel ausgegangen. Machen gerade für Gerd eine Schwimmpause. Todesmutig, im Angesicht der glühenden Lavaströme, die unaufhaltsam den Ätna herunterrollen und dem Meer entgegenfliessen, trotzt er den kalten Elementen und liefert sich erbitterte Kämpfe mit Hai und Riesenkrake. Ganz zu schweigen mit dem Seemansgarn, das so ungesichert in Untiefen dümpelt...:-)
14:48	Routine entry	37° 38,110' N 015° 12,880' E	7,3	1,6	185°	28 °C 1005 hPa	fair 10 - 50%	no	sehr gut (20 NM)	3.9 kt NNE	0 m	Mainsail - 100% Genoa I - 100%	off	Immer noch ziemliche Flaute und nach dem Mittagessen liegen nun alle still und reglos in der Hitze, wie die Löwen in der Steppe. Alles ruhig, nur manchmal springt der kleine Schwertfisch...
15:00	Routine entry	37° 37,730' N 015° 12,800' E	7,7	4,1	186°	28 °C 1005 hPa	fair 10 - 50%	no	sehr gut (20 NM)	3.6 kt NNE	0 m	Mainsail - 100%	on	Da der von Windfinder verprochene Wind um 14 Uhr noch nicht eingesetzt hat, ist Klaus das Gedümpel jetzt doch zu langsam geworden und wir sind für eine gewisse Zeit wieder ein Powerboat!!!
15:57	Routine entry	37° 32,470' N 015° 09,870' E	13,7	3,8	216°	28 °C 1005 hPa	fair 10 - 50%	no	sehr gut (20 NM)	5.5 kt NE	0 m	Mainsail - 100%	off	Machen so kurz nach Aci Trezza nochmal einen Stopp für Gerd zum Schwimmen.

Figure 140: tabular report form

4.3.5.2 Trip overview

The report creates a summarizing overview of stages which are run meanwhile a cruise.
You can choose the stages in the frame “Stages” of the tab „Analysis“.
After pressing the key “Print Report” the following dialogue appears:

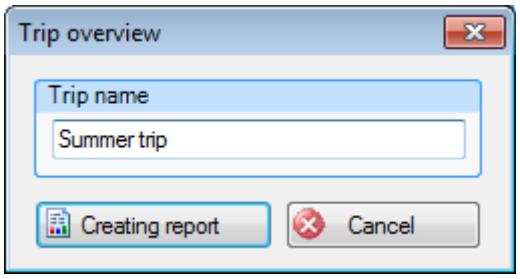


Figure 141: Input dialogue for the specification of the cruise overview

Trip name – free text entry for cover and side header of the report
Pushing the button “Creating report” generates a report which consists of a presentation as follows for each stage.

10.06.2008	**10:59 - 18:29**		from:	Riposto		
Duration:	07:29		to:	Catania		
Vessel		Area:		sailed:	motored:	total:
TANIA		Sicilia		13,08 NM	6,57 NM	19,65 NM
Weather	Wind	1 - 3 bft from N - NNW				
	Clouds	fair 10 - 50%				
	Barometer	1000 - 1005 mBar				
Crew	Mustermann, Klaus (Skipper)		Musterfrau, Katrin			
	Musterfrau, Luise		Mustermann, Gerd			

Figure 142: Format: „Complete“

The report is closed by the following summary:

Summary

distance covered:	sailed:	motored:	total:
of the period 04.06.2008 - 13.06.2008	255,56 NM	39,57 NM	295,13 NM

Figure 143: Summary of the cruise overview

The resulting report „cruise overview" consists of:

- cover with date of start and finish of the cruise as well as the vessel name
- vessel description, technical data and picture
- crew list with picture
- summary of all stages
- cruise summary

4.3.5.3 Trip report

This report consists of the elements from “cruise overview” and the “stage report”. It is the most global type of any cruise reports.

You can choose the stages which are to summarize in the frame “Stages” of the tab “Analysis” (first stage – mouse click left, last stage – CTRL + mouse click left).

After pressing the key “Print Report” the following dialogue appears:

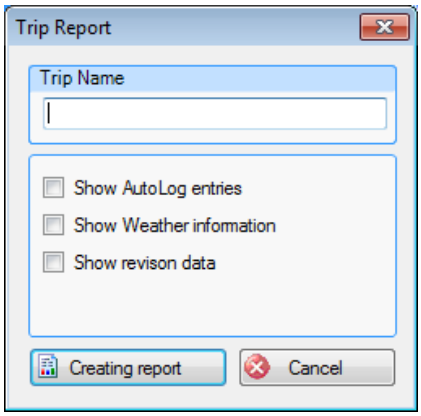


Figure 144: Input dialogue for the specification of a cruise report.

Trip name – free text entry for cover and side header of the report

Show Autolog entries – include or exclude autolog entries

Show weather reports – add saved weather information to the associated stage (associated means: weather information has been saved in the period: 12 hours before the start of the stage until the end of the stage).

Show revision data – At the end of the report all changed/edited log entries are added. The changes are available as long as no database cleaning was initiated (see section 3.1.3)

The resulting report „Trip report” consists of:

- cover with date of start and finish of the cruise as well as the vessel name
- vessel description, technical details and image
- crew list with image
- summary of all stages in the format complete
- by stages all selected entries of the cruise stages, like in the stage report including stage photo and weather information
- summary of the cruise

4.3.5.4 Logbook

In this report all cruises that have been done in the selected period of time are displayed coherently. This happens independently of the number of the used vessels – in contrast to other types of reports. In that way all cruises of one person in a certain time can be displayed (e. g. cruise with charter yacht + holiday with proper yacht + regatta with friends). The resulting report sums up all cruises.

Selecting the appropriate time period and pressing the key “Print report” will generate the following dialogue:

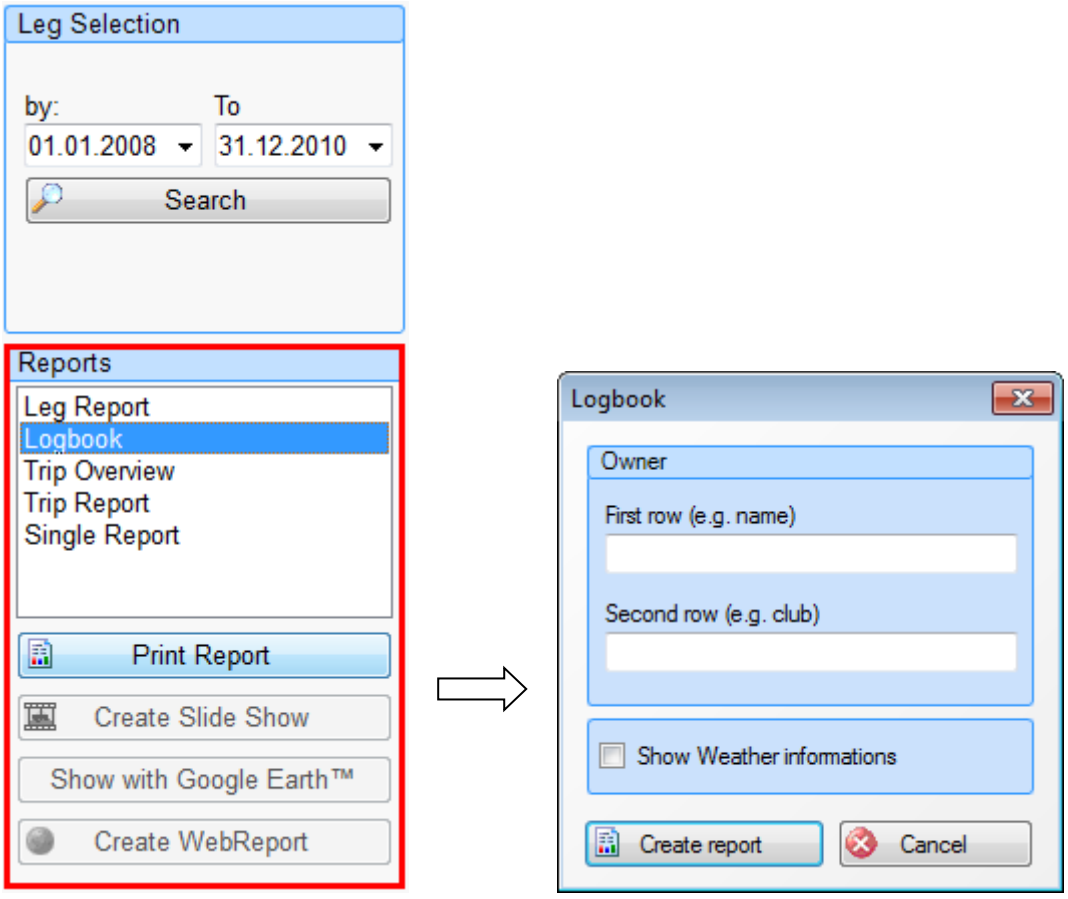


Figure 145: Dialogue for the specification of the log book

The resulting report „Logbook” consists of:

- cover with report year and vessel name
- vessel description (technical details and image) of all used vessels
- summary of stages
- summary of the cruise (see Figure 143)

4.3.5.5 Interpretation by Google Earth™

Beside the printing option the following reports can be displayed as well as Google Earth™ overlays created in the concrete geographic environment

- Stage report
- Trip report
- Trip overview

The contents are equal to the facts mentioned in the precedent sections.
In the stage- and the trip report different coloured segments are used to mark the track sections which are gone by sail rep. by motor. In the trip overview the different colours mark the stages of the trip.
After choosing the stage which should be displayed and pressing the key “Show with Google Earth™” the report specific input dialogues are shown. The dialogues contain the following additional selection options:

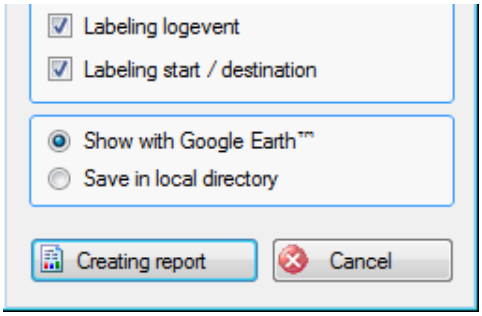


Figure 146: specific selection for Google Earth™ demonstration

Labeling logevent – adds a label with the name of the logevent to each log entry sign
Labeling start / destination – adds the name of start and destination of the trip to the regarding signs
Show with Google Earth™ – leads to the calculation of the overlay data files (.kml) and the start of Google Earth™ (needs to be already installed on the system)

Save in local directory – commits all calculated overlay information as data files to folder which has been chosen for the Google Earth™ Export on tab “System” Frame “Config” /Folders (see section 3.2.6).
In that way the demonstration can be restarted at any time by using the data file **start.kml**. The information in this folder is a very impressive gift for every crew member to remember the trip by viewing it via Google Earth at home.
Create report – releases the creation of the overlay information for the selected purpose.

The demonstration with Google Earth™ leads to a very concrete and attractive interpretation of the done trip (see section Figure 147).

Figure 147: Display of a cruise report with activated log entry

Advice:

- A very impressing way to retrace your cruise is to use the Google Earth™ function “Play tour”. In that way the cruise is shown in the order of the logbook entries and is stopped with every entry (including demonstration of image and comment).
- The screenshot of a trip can be well used as stage photo (add it in the dialogue "Edit stage” and "Stage picture" see Figure 110).

4.3.5.6 Interpretation as slide show

The following reports can be issued as slide shows:

- Stage report
- Cruise report

After choosing the report form and pressing the button „slide show“ all associated log entries are converted into JPG-data files which contain the most relevant information to realise an attractive slide show in a circle of friends. All images are stored in the preselected directory (see menu „Config\Settings\General\ “ – Export Slide Show) in a folder with the name: „ $Y_{ear}Y_{ear}M_{onth}M_{onth}D_{ay}D_{ay}$ _ $H_{our}H_{our}M_{inute}M_{inute}S_{econd}S_{econd}$ _ stage name“ (e. g.: 20081016_171003_Riposto-Catania). Then this folder can be copied to a memory stick or a CD and can be played back in every CD-player.

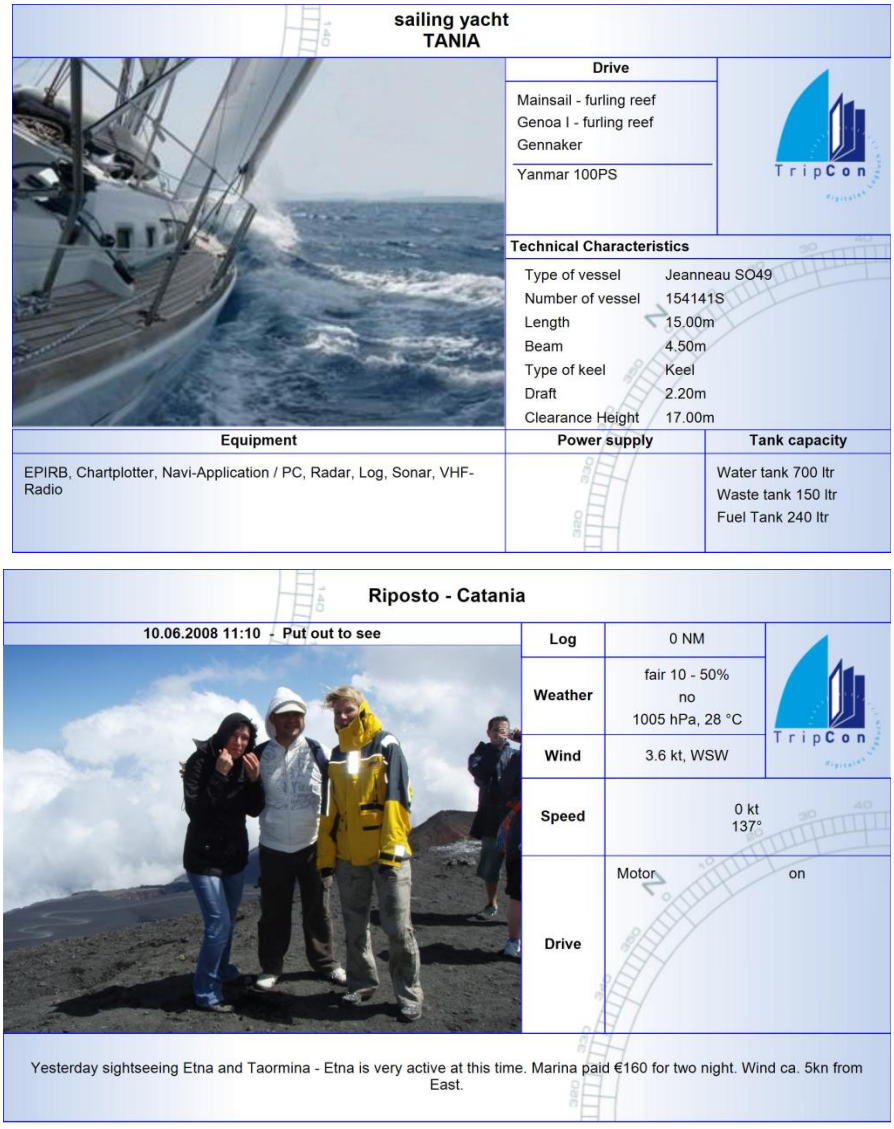


Figure 148: Vessel parameter and logbook entry as slide show

4.3.5.7 Interpretation on websites – TripCon WebReport

LiveReports are for transmission of log entries via wireless connections to web servers, Facebook accounts, email recipients or the public TripCon website „Customer trips“. The selection of the transmission mode is done in the dialogue „ Configuration – LiveReport“ , see section 3.2.8.

Start transmission of log entries:

- Create a logbook entry, modify log entry ...
- Mark the entries (multiple choice possible, CTRL + mouse click left) on tab “Analysis”
- Select “Single report” and hit the button “LiveReport” (see Figure 149)

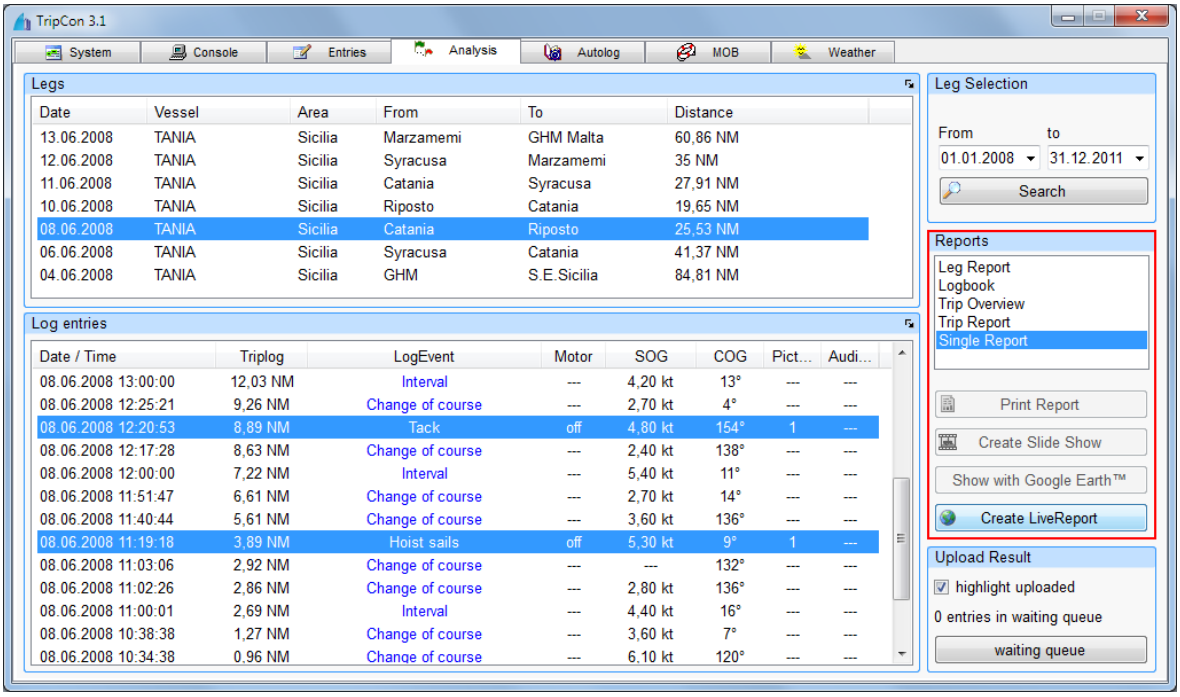


Figure 149: Generating a LiveReport

The entries are processed now in the way regarding the preselection (see section 3.2.8) as e-mail or as data package – stored in the transmission queue. E-Mails are generated using the standard e-mail application of the system. The transmission out of the waiting queue depends on the availability of the internet connection. The transmission status can be checked by opening the queue, see Figure 150.

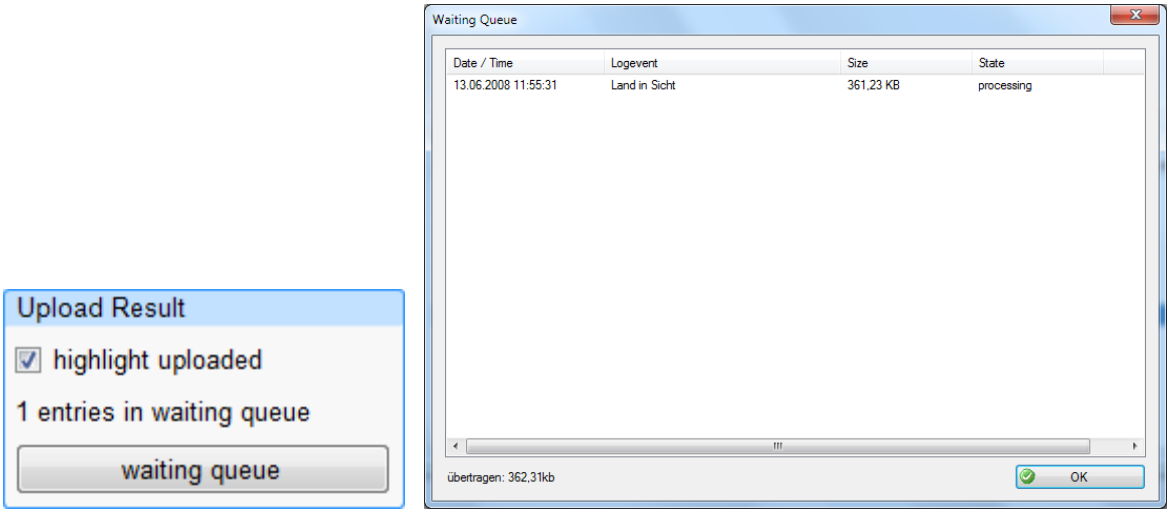


Figure 150: Waiting queue for FTP- and Facebook uploads

Selected transmission type: Facebook account

If the selection in the dialogue „Configuration – LiveReport (see section 328) was: Facebook-account, so the transmission starts out off the waiting queue direct to the photo album of the configured Facebook account, see Figure 151.

Figure 151: View of a TripCon log entry in the Facebook photo album

Selected transmission type: E- Mail recipient

If the selection in the dialogue „Configuration – LiveReport (see section 3.2.8) was: “E-mail recipient”, an e-mail with the entry pictures as attachments is generated (see Figure 152). All e-mail recipients from the list are preselected.

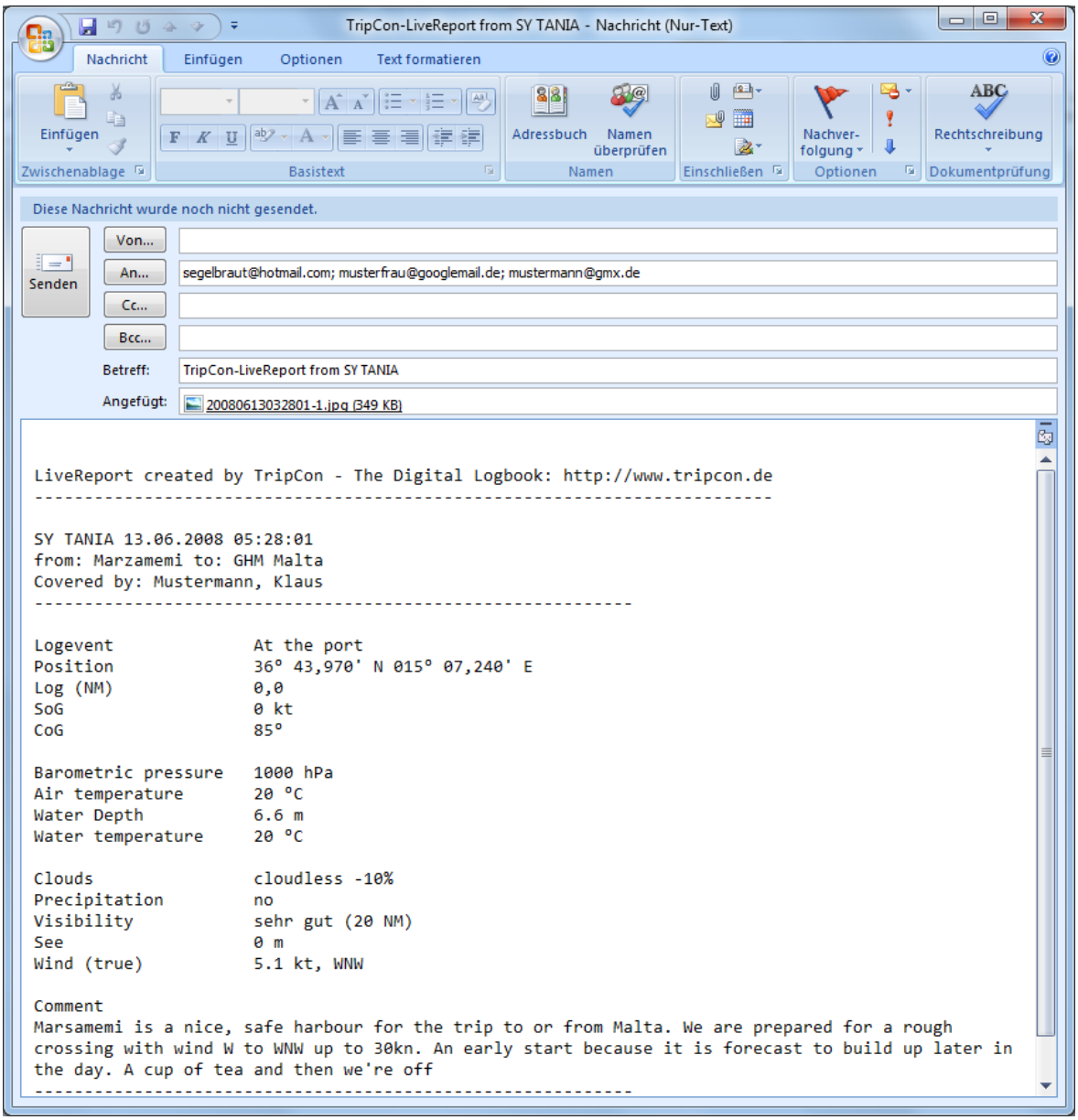


Figure 152: LiveReport as e-mail

Now the e-mail can be transmitted directly or modified before.

Important!!

As long as the mail was not send or discarded – further work with TripCon is not possible.

Selected transmission type: Custom ftp server

If the selection in the dialogue „Configuration – LiveReport (see section 3.2.8) was: “Custom ftp server”, a compressed file and the pictures of the selected log entry will be transmitted to the FTP-server. The processing of the uploaded data is in the hand of the customer. For a description of the file content see Appendix5.2

Selected transmission type: TripCon web site (ftp)

If the selection in the dialogue „Configuration – LiveReport (see section 3.2.8) was: “TripCon web site (ftp)”, a compressed file and the pictures of the selected log entry will be transmitted to the TripCon-FTP-server. There the processing is made for the presentation on the public web site “Customer trips”, like shown in the following figure.

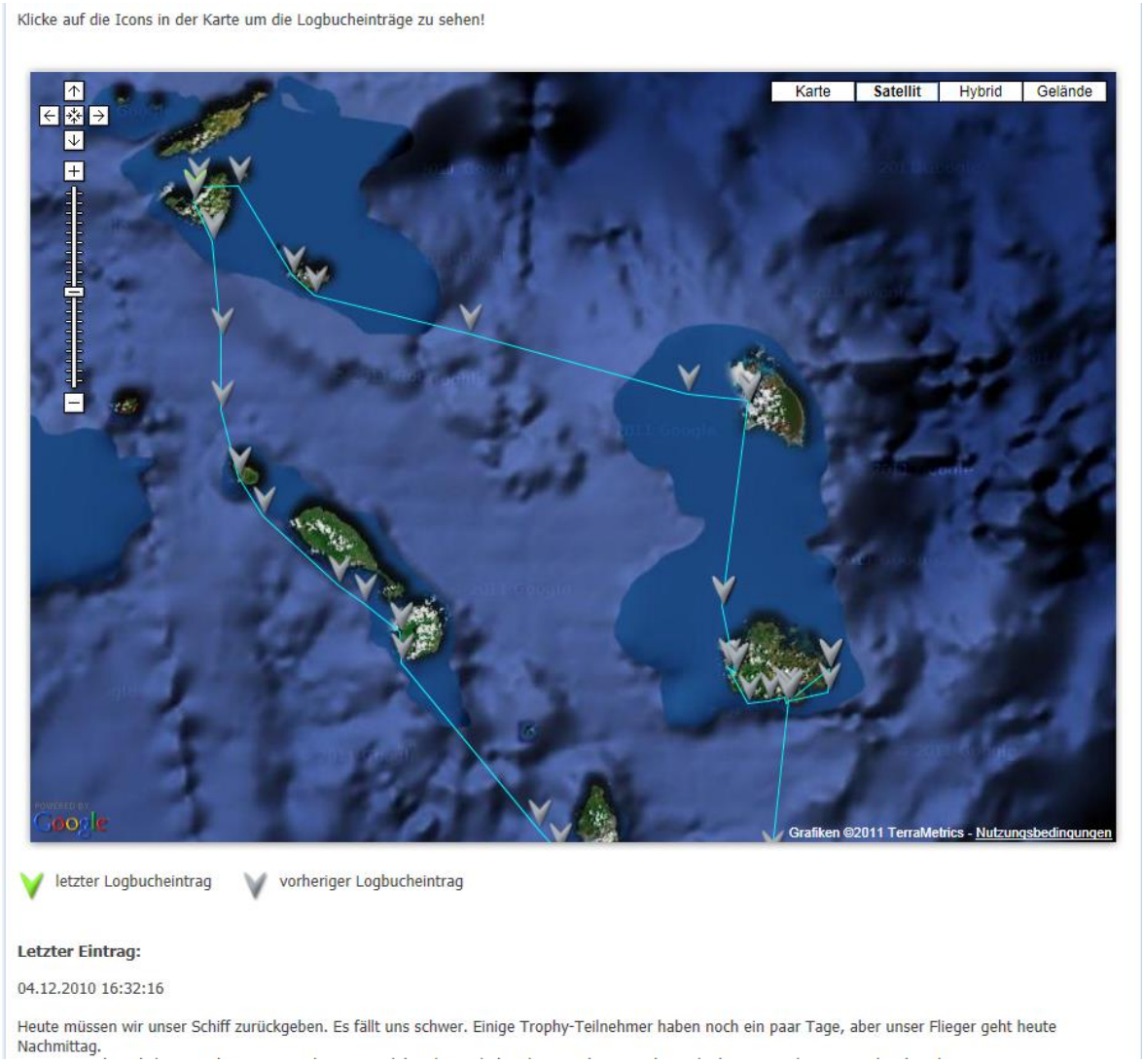


Figure 153: Google Maps™ display of log entries

On the page you can find on the one hand a Google Maps™ display of the uploaded entries with track line and on the other hand – by clicking on the respective entry – the accordant information in a separate window (see Figure 153, Figure 154).

Figure 154: Detailed view of a logbook entry

For the administration of the page we provide the customer with a separate password protected access.

The activation of a user account on that page works only manually by the TripCon administration at this time. In short there will be available a dialog for a self service.

The usage of this portal is free for customers who own a TripCon LiveReport license.

4.4. Tab „autolog“

This tab serves to configure the conditions for automatic logbook entries.
Independent from the events which can be selected here the manual release of a logbook entry remains (button „Save“ in the frame „New entry“, see section 4.1.24).

4.4.1 The autolog function

The autolog function creates those logbook entries by itself which are initiated by selected events.

Independent from the kind of release autolog entries contain only parameters which are constantly and currently delivered by the board instrument system. Logbook parameters e. g. cloudiness, sight, drive, which aren’t automatically supplied with current values by the board instrument system (NMEA) aren’t ascertainable with this automatic function. They are marked with the autolog entry „-------„.
To prepare an autolog entry at least one trigger event needs to be defined and selected by activation of the check box (see Figure 155).

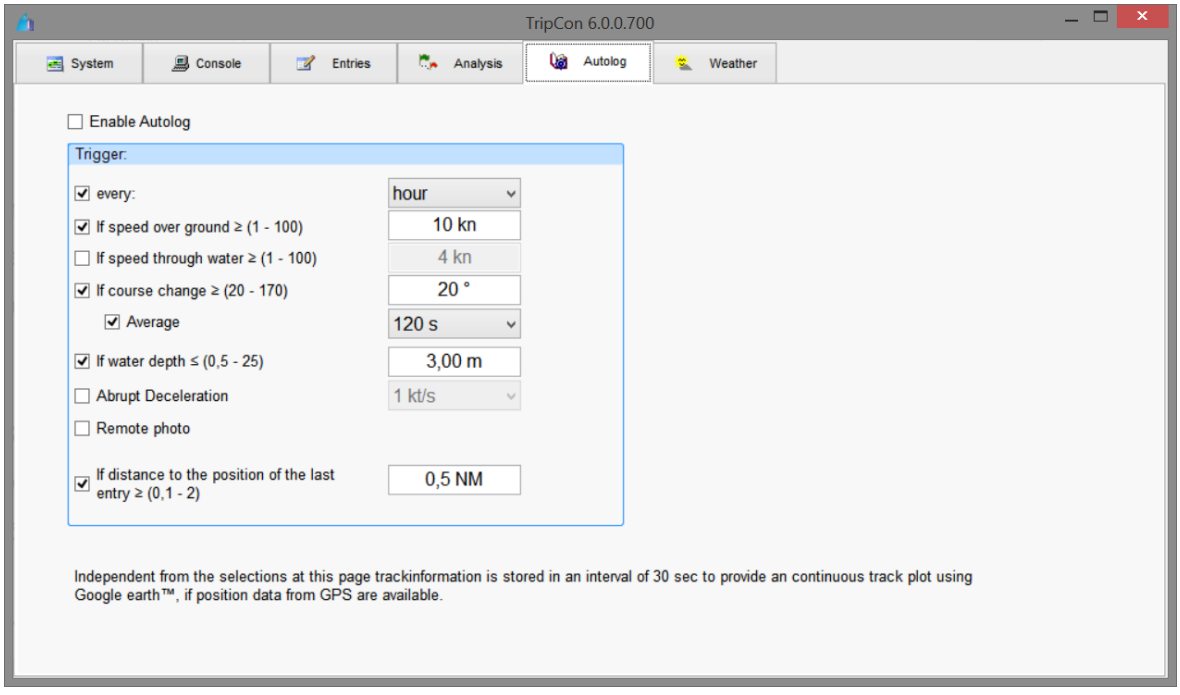


Figure 155: Tab "autolog"

Activate autolog

When starting a stage this checkbox is as well available in the window „stage start" and can be activated / deactivated in this window (see Figure 45).

If after successful activation of the autolog function in the necessary information can't be delivered (e. g. because of a breakdown of the board instrument system) the conditions which have been arranged by the check boxes will be obtained. Certainly no autolog entry can be released anymore. If the information is available again the system will work like before.

The breakdown of NMEA-information or the camera connection is displayed on the tab „console" by red blinking headers of the regarded Frame.

In Table 6 you can find the releasing events for an autolog entry and the therefore necessary NMEA-data.

Release entry:	Meaning	Necessary NMEA-information
every ¼, ½, full hour	Time-controlled entry at the accordant point of time	arbitrary, at least one parameter
if speed over ground ≥	Entry, if selected speed is exceeded	speed over ground from GPS
if speed trough the water ≥	Entry, if selected speed is exceeded	speed through the water , from Log
if change of track ≥	Entry, if the change of track over ground within 1 min > as the defined angle In order to smooth track fluctuation an arithmetic mean function can be activated. Here the arithmetic means of the tracks over the defined space of time are created. Then the difference is compared to the defined change of track for entry release.	course over ground from GPS
if water depth ≤	Entry, if the water depth drops under the defined value.	water depth from the depth-sounder
In case of abrupt reduce of speed	Entry, if there is abrupt reduce of speed (e. g. touch of ground)	course over ground from GPS
In case of remote photo	Entry, when you store an image data file (*.jpg) in the directory which has been selected in on tab "System" Frame "Config" \General (see section 0)	none

If distance to the position of the last entry	TripCon remembers the geographic position of the last entry and checks regularly whether the distance to the current position exceeds the value specified here. In this case, an entry is triggered.	position from GPS

Table 6: selectable autolog events and necessary NMEA-data

When activating the check boxes for the events the necessary NMEA-parameters are checked for availability. If the accordant NMEA-information isn't available the following error messages can appear:

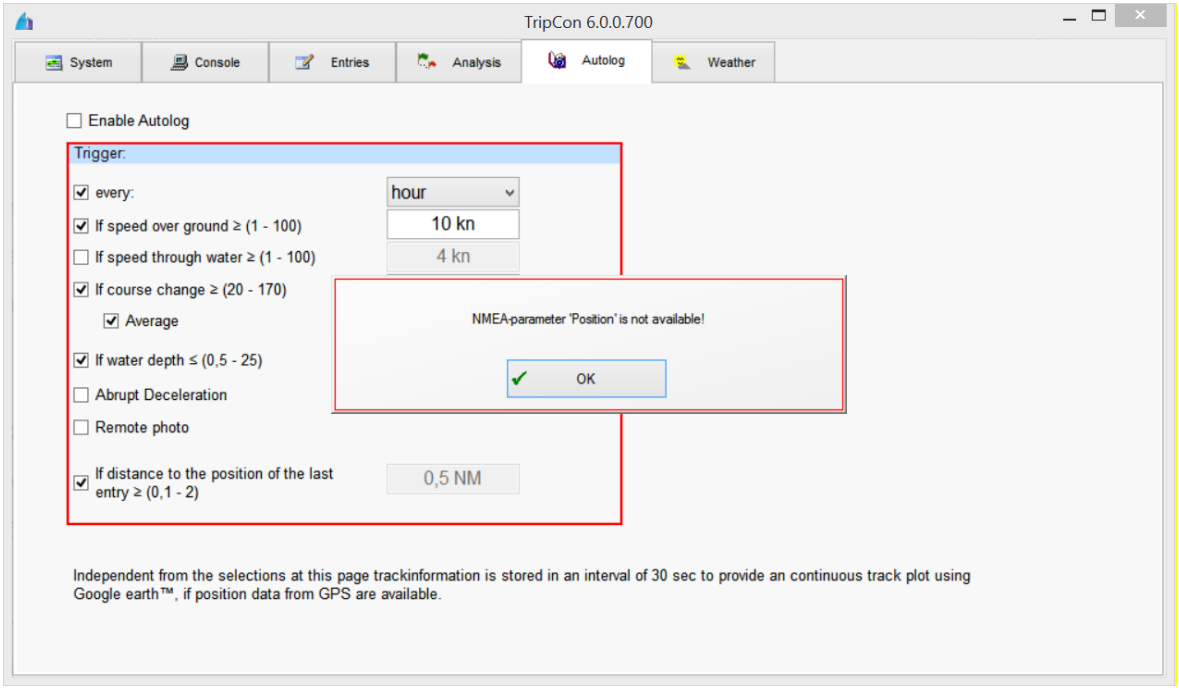


Figure 156: Selection of a time based event without available NMEA-information

Nevertheless, after applying the alarm the accordant box can be activated.
In that way e. g. the definition of auto log events is as well possible before a stage is started and with switched-off board instruments.

4.4.2 The auto track function

From version 2.0 on this function is automatically activated and can't be influenced by the user. It serves for the detailed reconstruction of the route meanwhile a stage. Every 30 seconds the actual vessel position is saved. Since version 5.0, AIS data are also stored regularly.

4.5. Tab “Weather“

This tab is already available in the Lite-version of TripCon and enables all functions mentioned in the following (except the saving of weather information). The full functional range is only feasible with the software option TripCon – Weather (WE).

4.5.1 Basis principle of using weather information with TripCon-WE

TripCon-Weather (WE) serves to pair structured weather information with the run stages. TripCon isn’t determined to the use of weather receive systems of certain manufacturers. Basically every system can be used that stores its received information as text or graphic information in certain directories of the data file system or provides screenshots. The following options are possible:

a.) as content of files in the following format with any file name:
text information: .txt, graphic information: .jpg; .bmp; .tif; .gif; .png

b.) as structured weather information according to the sea weather service for the shipping via the stations of the German Weather Service Offenbach (Main), Pinneberg (DDH, DDK). Transmitted are the text files with names such as FQEN50 EDZW 0000 for the sea weather report North Sea and Baltic Sea …

c.) as structured information of the nautical information service NAVTEX in text files according to NAVTEX convention

d.) as screenshot via the windows clipboard with any content (e. g. screenshot of a weather map of an internet supplier (Windfinder.com…) or navigation program with overlaying GRIB data, Bonito: MeteoCom, Wetterwelt GmbH: GRIB-View…)

e.) as structured information according to b.) and c.) but in automatic transfer out of the Weatherinfoboxes of the family Mörer

f.) as barometric pressure trend information in automatic transfer out of the weather info boxes of the family Mörer

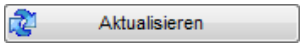
g.) as free text entry e. g. notes of information captured via radio

h.) as meteogramm with an 8-day-forecast via www.openportguide.org, if an internet connection is available

i.) as 3-day forecast from www.windfinder.com

While transferring according to a.) -c.) out of any weather applications you need to define the storage directories for the files within the corresponding programs. For the use in TripCon these directory paths are as well selected on the tab “system/Frame directories” (s. section 3.2.6).

4.5.2 Selection and storage of weather information in TripCon

All weather information sources (a.) - i.)) mentioned in the previous section are listed on the tab “weather” – if they exist – with the help of the key 

in the middle frame independently of the source (see Figure 157). If there are data files in the declared directory for the import of weather information they are all displayed here – including files in possible sub directories (see Tab „System“ / Frame “Config“ / Folders, section 3.2.6).

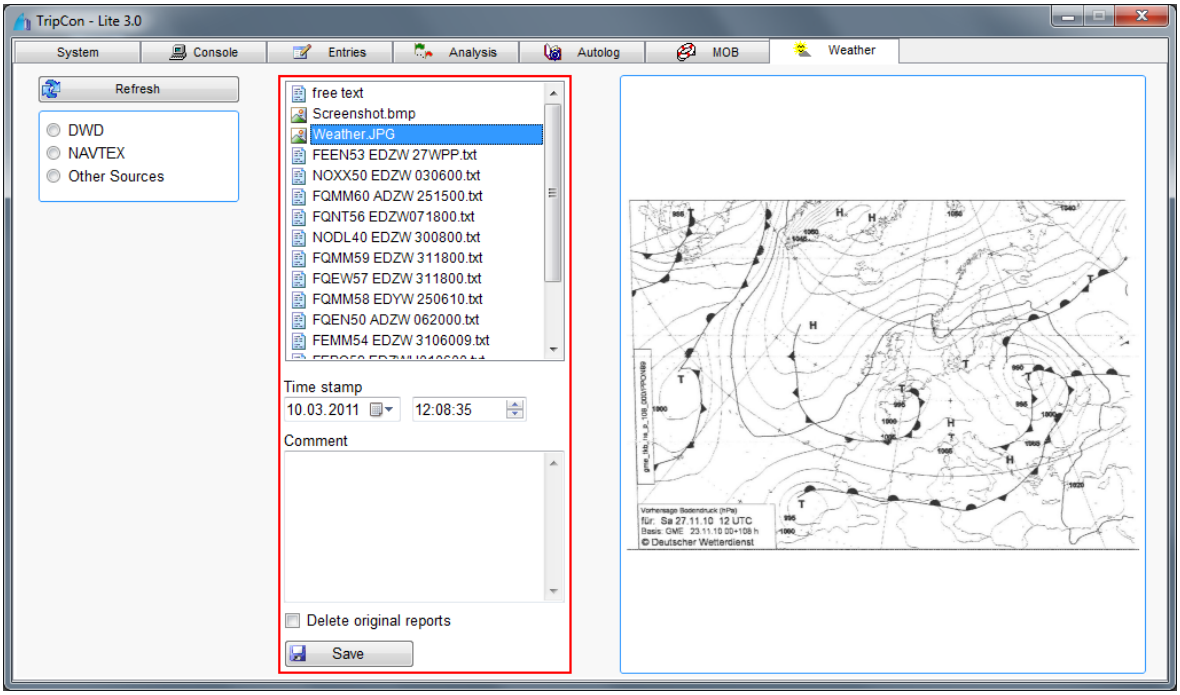


Figure 157: Tab "Weather" with files from different info sources

By marking the respective information (in Figure 157 e.g. a weather info page) is displayed in the right frame. If you display text files here you can carry out any modification such as partial deleting of uninteresting parts.

The saving of the reports (text and image information) is proceeded by the use of control elements in the middle part of the tab:

Time stamp– the point of time is used as reference for the pairing of reports and run stages

Comment – possibility to enter further comments

Delete original reports – erases the file with the original report from the directory of the weather receive system

Save – saves the report with comment and capture time in the TripCon data base

Graphic information is displayable in original size via clicking on the picture - the Windows photo display opens automatically (see Figure 158).

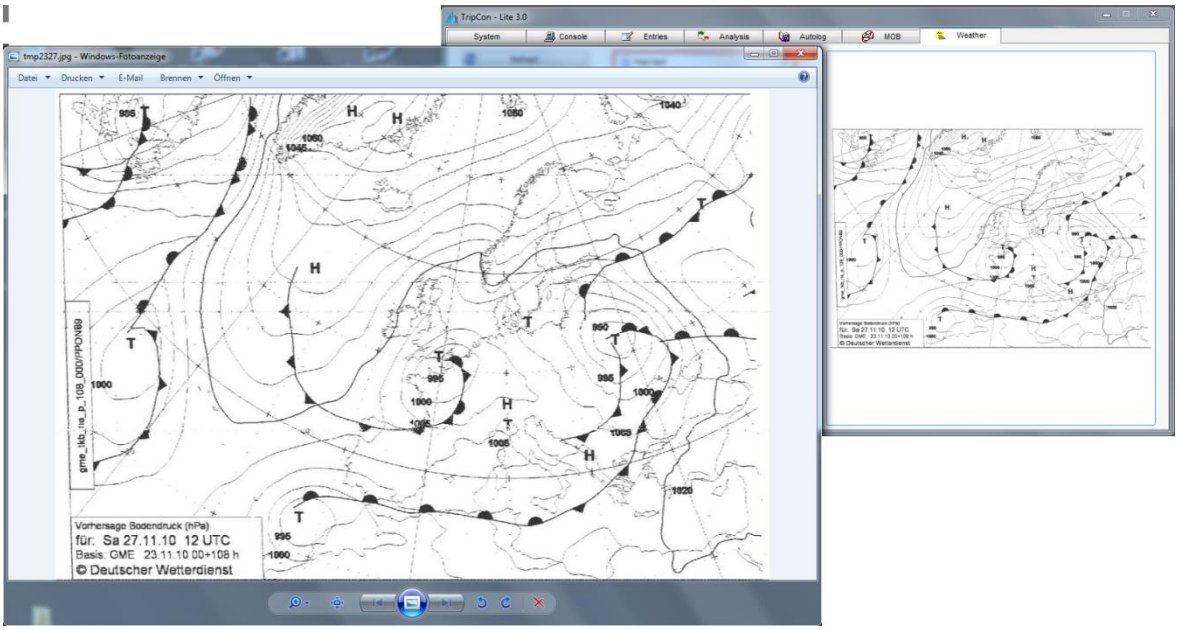


Figure 158: zoomed view of a JPG-file, initiated by clicking the figure

The listing of the information in the middle frame can be limited to certain contents with the elements on the left side (DWD, NAVTEX, other sources). Thus you gain a much clearer listing. (see Figure 159).

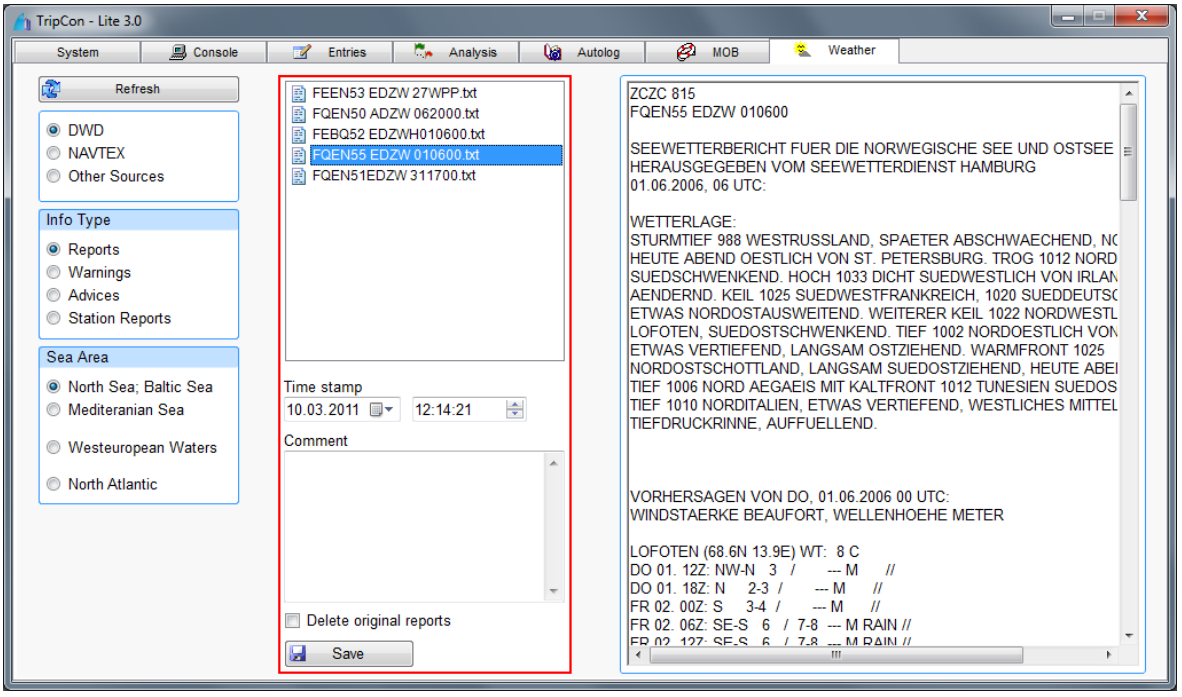


Figure 159: Tab "Weather" with active filters

4.5.3 Viewing stored weather information

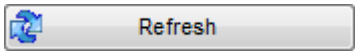
Weather information are always stored with a time stamp which enables the assignment to the run stages. All weather information between stage start minus 12 hours and the end of the stage are associated to one stage. They are displayable via the dialogue “view stage information” (see section 4.2.1.3).

Besides weather information can be emitted as attachment of printed reports. Thus they complete the “printed logbook”. Please catch up on that in section 4.3.5).

4.5.4 Using a Weatherinfobox by Fa. Mörer

TripCon version allows the direct access to Weatherinfoboxes by Fa. Mörer. Thus reading out weather data can be initiated out of the box on the tab “Weather”. If TripCon version 2.0 or higher is available and the option TripCon-WE has been purchased no additional software is required to get access to the boxes.

For the installation you do the following:

- Connect the box to the USB-port of the pc-system
- The using menu pops up automatically which signs in the box as drive. It can be closed
- Read data out of the box by using the button 

Without a selected filter all available data will be displayed in the middle frame. One of the offered data views is the barometric pressure history.

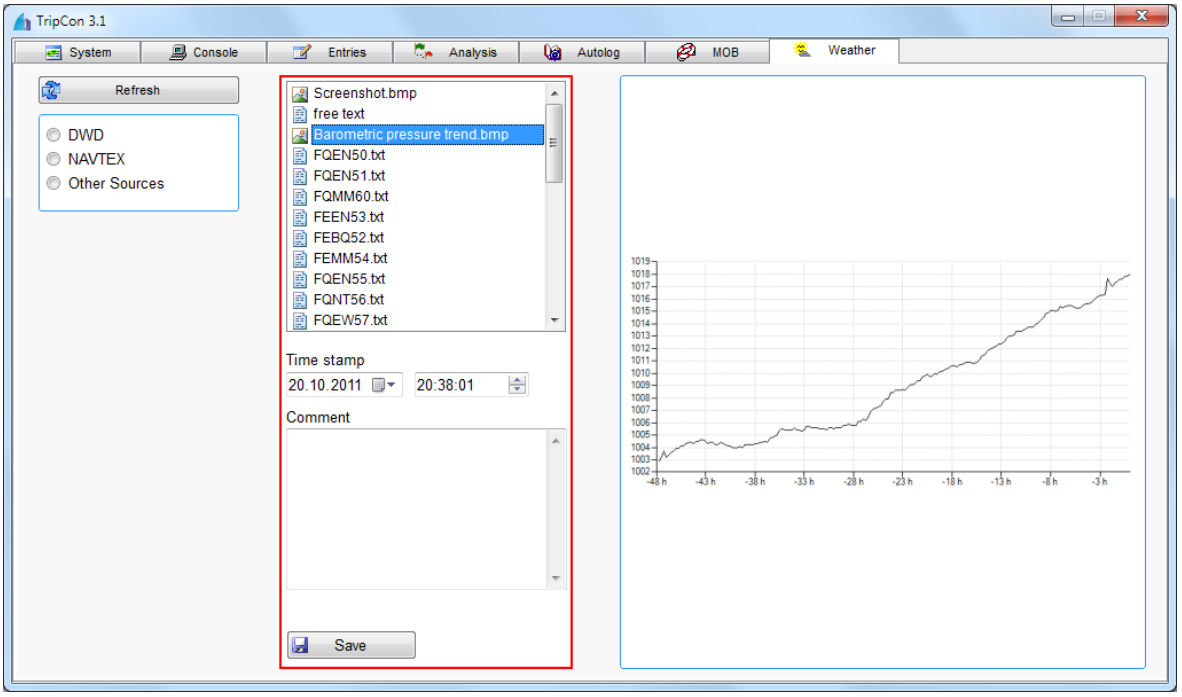


Figure 160: Barometric pressure history imported from a Weatherinfobox by “Mörer”

If you chose a filter at the left hand site the weather information is shown structured by the info type and sea area.

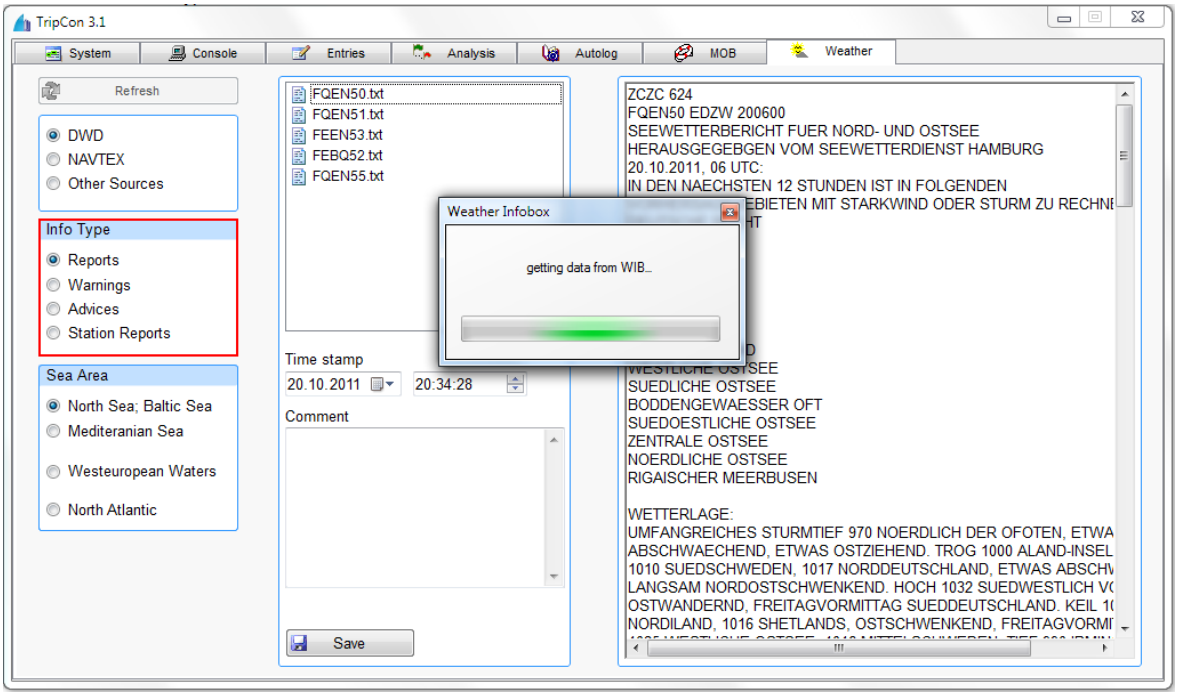


Figure 161:Tab „Weather“ with "Reports" North / Baltic Sea selected

General information about selecting, editing, saving and viewing weather information appear in sections 4.5.1 - 4.5.3.

4.5.5 Weather information from screenshot

An interesting application is the read in and the saving of screenshots. These can be generated by web pages of any weather provider or by separate applications which provide weather forecasts (e. g. Bonito, MeteoCom or navigation applications with sea maps overlaid by GRIB data).

That's how it works:

- Bring the respective weather information on the monitor
- Make screenshot
- In order to move the picture to the clipboard use:
    - the key "print" of your keyboard (screenshot of the entire display)
    - the keys "AltGr+print" of your keyboard (screenshot of the current windows)
    - in Vista and WIN7: the snipping Tool (freely adjustable range of the display)

Afterwards the picture is enlisted as screenshot.bmp in the middle frame. After marking it is displayed in the preview window. It might be necessary to press the key "refresh". When you click on the picture in the preview window an enlarged display of the automatically opened Windows photo display is generated.

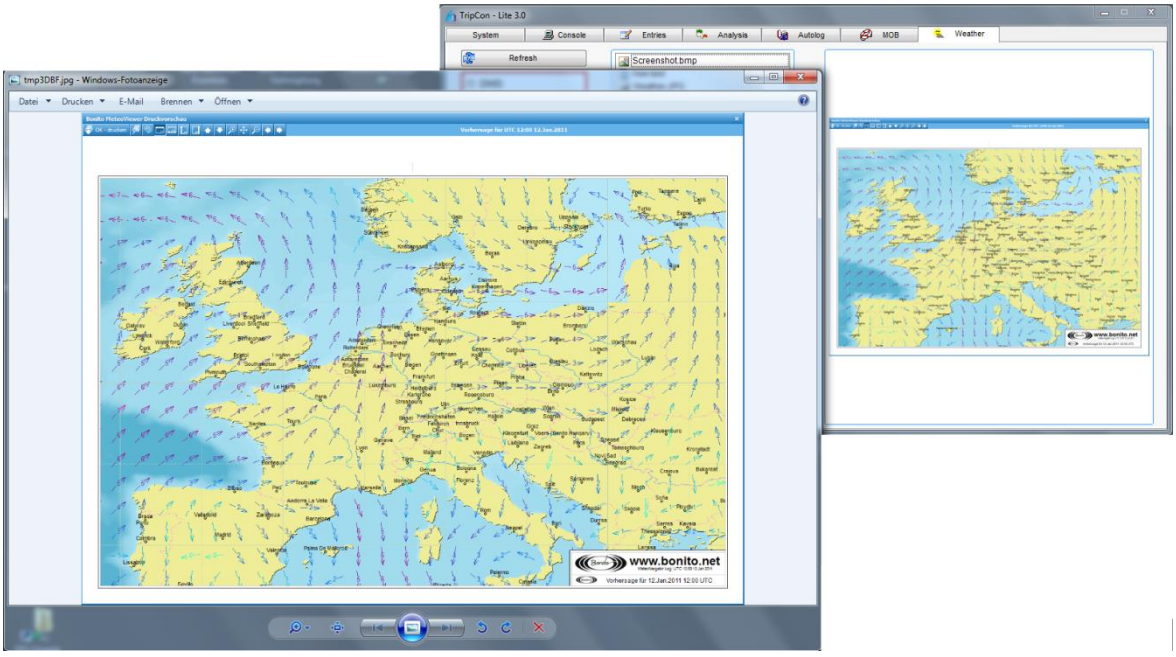


Figure 162: Screenshot of a weather info page in the preview window

General information about selecting, editing, saving and viewing weather information appear in sections 4.5.1 - 4.5.3.

4.5.6 Manually created weather information

The file „free text“ is enlisted in the middle range when no filter or the filter „other sources” is selected. If the file is selected weather information can be manually captured e.g. for saving of weather reports received via radio.

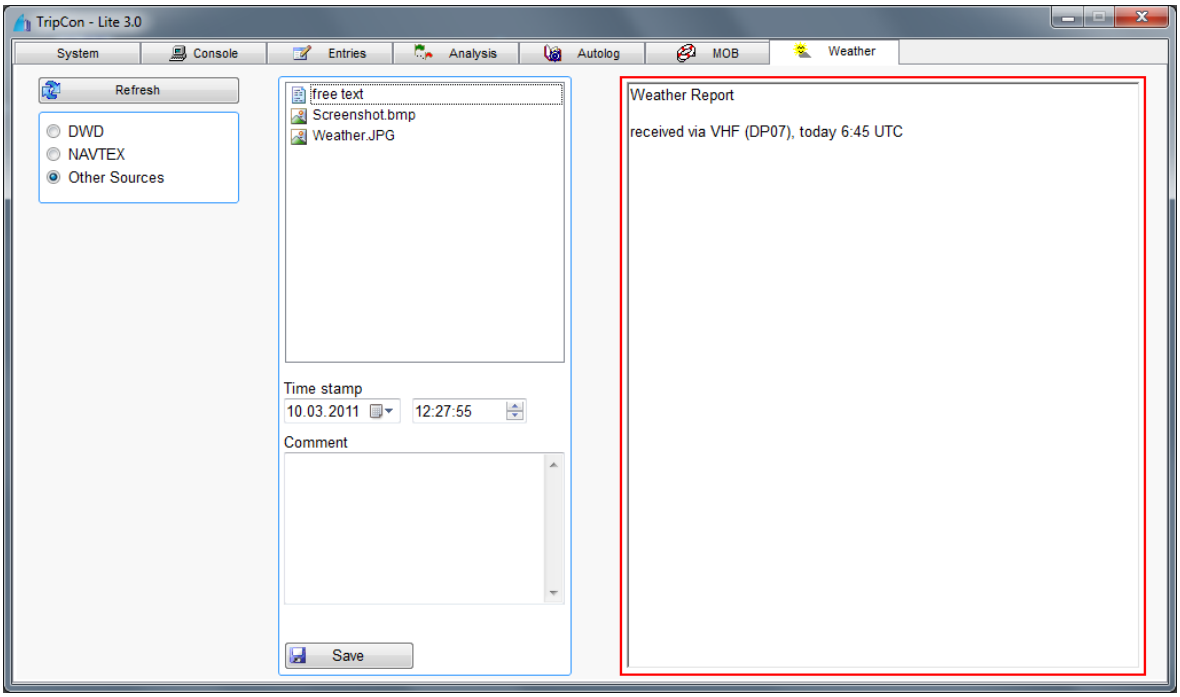


Figure 163: Tab "Weather" with free text information

General information about selecting, editing, saving and viewing weather information appear in sections 4.5.1 - 4.5.3.

4.5.7 Weatherinfomation from internet providers www.openportguide.org

If the PC has an internet connection available, then a request from the following two providers is initiated while entering the tab “Weather”.

- www.openportguide.org
- www.windfinder.com

4.5.7.1 Forecast from www.openportguide.org

- An 8-days forecast with various parameters (wind, humidity, air temperature, clouds…) is generated.
- The information is calculated for the actual position of the vessel, shown at the TripCon-console.
- It is possible to complete the forecast by a comment before it is stored with a time stamp.

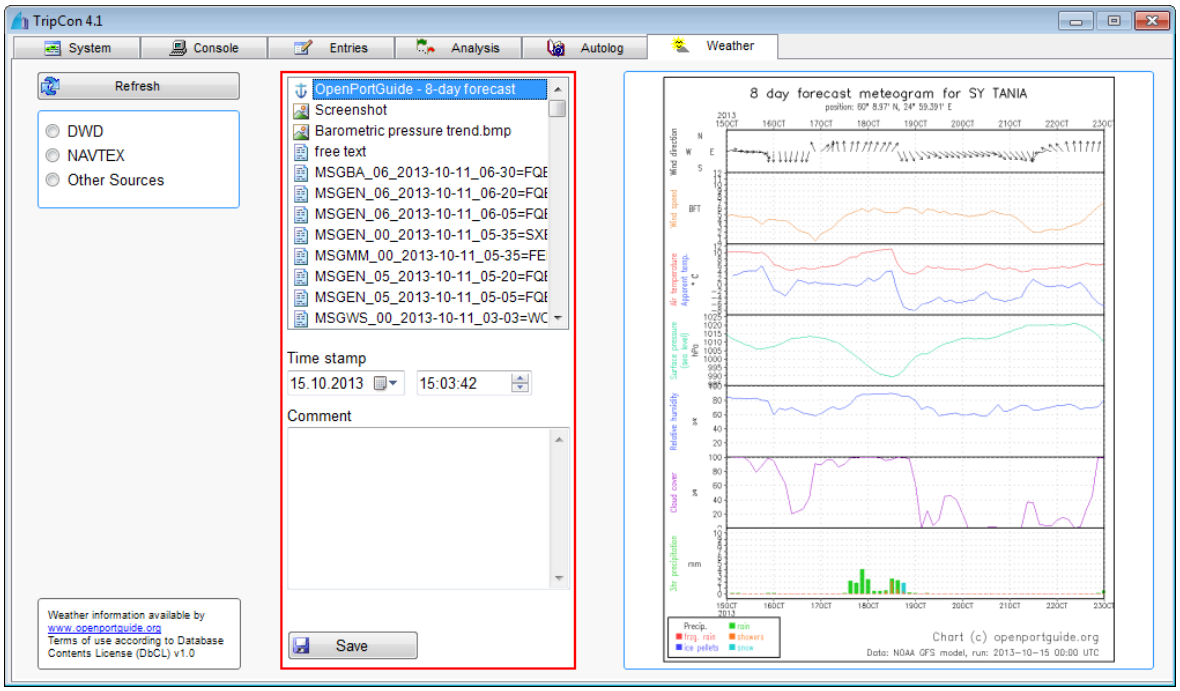


Figure 164: Tab "Weather", data from provider openportguide.org selected

General information about selecting, editing, saving and viewing weather information appear in sections 4.5.1 - 4.5.3.

4.5.7.2 Forecast from www.windfinder.com

- An 3-days forecast with data for wind, clouds and precipitation is generated.
- The information is calculated for the actual position of the vessel, shown at the TripCon-console.
- Additionally you can find an active link to an 7-day forecast and more detailed information on the webpage of the provider.
- It is possible to complete the forecast by a comment before it is stored with a time stamp.

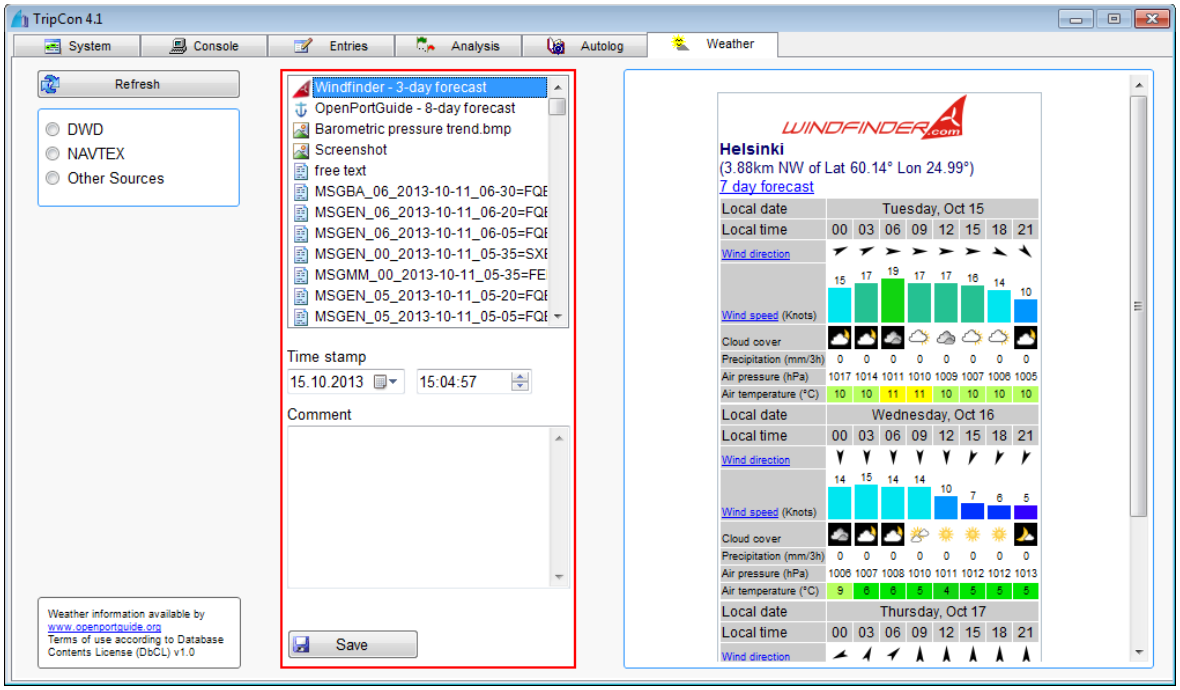


Figure 165: Tab "Weather", data from provider windfinder.com selected

General information about selecting, editing, saving and viewing weather information appear in sections 4.5.1 - 4.5.3.

5. Appendix

5.1. Used NMEA-datasets

The subsequently named datasets are adopted by the board instrument system and are evaluated for the indicated parameters:

The following datasets are usable with TripCon Basic

RMC - for position, speed over ground, course over ground

GLL - for position

GGA - for position

VTG - for speed over ground

For the use of the following datasets TripCon Pro is required

MTA - for air temperature

MMB - for air pressure

MDA - for air pressure

XDR - for air temperature and air pressure

For the use of the following datasets TripCon Complete is required

VHW - for speed through the water

VLW - for trip log

MWV - for wind direction and wind speed

VWR - for wind direction and wind speed

MTW - for water temperature

DBT - for water depth

VDM - for AIS data

****!! Attention: In the calculation of these values the vessel parameter "installation depth of the depth sounder below the water line" (see Table 2, Table 3) is integrated.***

Exception: If the vessel delivers the NMEA parameter DPT the current value which has been delivered with this data set is used. The installation depth indicated in the vessel configuration is ignored (see also section 4.1.12).

Always compare the indications in TripCon with the indications of your board instruments. If necessary correct the settings for the installation depth!

5.2. Name conventions and file structure of LiveReport objects

For the transmission of LiveReport data to FTP Servers the following objects are generated:

- Graphic files as JPG carrying the pictures of log entries
  Convention: YYYMMTTHHMMSS[-N].jpg
  - YYYMMTTHHMMSS: timestamp of the file
  - -N: number of the picture, if an entry has more than one picture

  The pictures are higher compressed for transmission with e-mail than for the transmission by internet / ftp.

- One compressed xml-file with all information of the log entry
  Convention /FTP: YYYMMTTHHMMSS_ YYYMMTTHHMMSS.gz
  - YYYMMTTHHMMSS: time stamp of upload time and timestamp of the log entry

  Convention / E-Mail: YYYMMTTHHMMSS.gz
  - YYYMMTTHHMMSS: time stamp of upload time

  The structure of the xml-file is shown on the following page.

<?xml version="1.0" encoding="utf-8" standalone="yes"?>	Describes the used xml-standard
<container>	Document Root
<trip id="33">	TripCon-stage number (intern)
<ship>ISOLA</ship>	Ship name
<from>Frederiksö</from>	Stage from:
<to>Hasle</to>	Stage to:
<entries>	Begin of the section „entries“
<entry id="20100723132622">	Begin of the section „entry“ Entry-ID = time stamp of the entry
<dt>20100723132622</dt>	Time stamp of the entry
<piccount>2</piccount>	Number of pictures in the entry
<event>Angelegt in Hasle</event>	LogEvent
<style>0</style>	Presentation stile (intern)
<sog>0 kn</sog>	Parameter: SOG with scale unit
<cog>200°</cog>	Parameter: COG with scale unit
<lat>55,1871333333333</lat>	Parameter: Latitude, grad
<lon>14,7041166666667</lon>	Parameter: Longitude, grad
<triplog_nm>26,09</triplog_nm>	Parameter: Triplog with scale unit
<weather>	Begin of the section „Weather“
<wind>4 kn, W</wind>	Parameter: wind with scale unit: speed, direction
<airpressure>1023 hPa</airpressure>	Parameter: barometric pressure with scale unit
<airtemperature>21 °C</airtemperature>	Parameter air temperature with scale unit
<sea>0 m</sea>	Parameter sea (m) or Beaufort-scale
<clouds>völlig bedeckt 100%</clouds>	Parameter clouds
<precipitation>kein</precipitation>	Parameter precipitation
<sight>mäßig (5 NM)</sight>	Parameter sight
<waterdepth>6.3 m</waterdepth>	Parameter water depth with scale unit
<watertemperature>23 °C</watertemperature>	Parameter water temperature with scale unit
</weather>	End of the section „Weather“
<sails />	Begin of the section „sails”
<sail>	Begin of the section “sails” first sail
<name>Groß (24qm)</name>	Name of the sail
<state>gesetzt</state>	State of the sail
</sail>	End of the section “sails” first sail
<sail>	Begin of the section “sails” second sail
<name>Genua II (16qm)</name>	Name of the sail
<state>100%</state>	State of the sail
</sail>	End of the section “sails” second sail
</sails>	End of the section “sails”
<engines />	Begin of the section „motor“
<engine>	Begin of the section „motor“ , in case of more than one motor this section is repeated, see section “sails”
<name>Volvo MD2020 18PS</name>	Name of the motor
<state>ein</state>	State of the motor (on/off)
</engine>	End of the section „motor“ , in case of more than one motor this section is repeated, see section “sails”
</engines>	End of the section „motor“
<comment> Alles bestens! </comment>	comment
</entry>	End of section “entry”
</entries>	End of section “entries”
</trip>	End of section “stage”
</container>	End of document