

WinFrog Device Group:	GPS
Device Name/Model:	MANUAL GPS
Device Manufacturer:	
Device Data String(s) Output to WinFrog:	NONE
WinFrog Data String(s) Output to Device:	NONE
WinFrog Data Item(s) and their RAW record:	POSITION 303

DEVICE DESCRIPTION:

The Manual GPS device is a simulated GPS device whereby the position of the vessel can be entered manually in either geographic (Latitude and Longitude) or grid (Northing and Easting) coordinates.

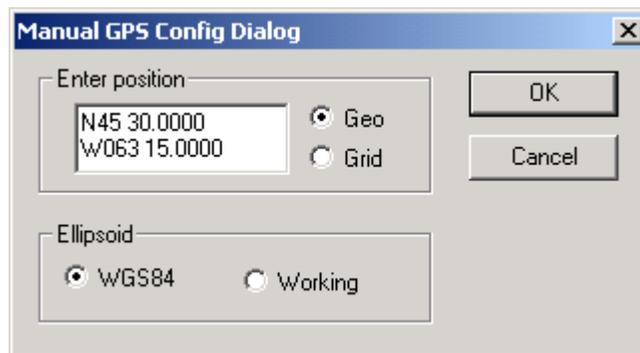
DEVICE CONFIGURATION INSTRUCTIONS

WINFROG I/O DEVICES > EDIT I/O:

This is a simulation device and is assigned com port 0.

WINFROG I/O DEVICES > CONFIGURE DEVICE:

This device must be configured at the I/O Device window level. In the I/O Devices window, click the device name to select it, then right-click and select Configure Device. The Manual GPS Config Dialog window appears, as seen below.



Here you can enter the vessel's position in either geographic lat/long or grid Northing/Easting coordinates. You can also select the Ellipsoid as either WGS84 or the working Ellipsoid as defined in the Configure/Geodetics option (See Chapter 3 of the WinFrog User's Guide for more details on Ellipsoidal parameters).

WINFROG VEHICLE > CONFIGURE VEHICLE DEVICES > DEVICE DATA ITEM > EDIT:

Adding the Manual GPS device creates the POSITION data item. Once the data item has been added to the vehicle, it must be edited to suit the application.

Note that this is a simulated device. Simply entering a desired position for the vessel in the appropriate dialog boxes operates this device. The following sections are included, for informational purposes and typically apply to real time devices.

Data item: GPS, ManualGps, POSITION

The POSITION data item must be edited once it is added to a vehicle's device list. Highlight the data item in the vehicle's device list and click the Edit button. The Configure Position dialog box appears as seen below.

The screenshot shows the 'Configure Position' dialog box. It has a title bar with 'Configure Position' and a close button. The dialog is divided into several sections. The 'Calculation' section has two radio buttons: 'Primary' (selected) and 'Secondary'. To the right is a checkbox 'Use for Heading Calculations'. The 'Graphics' section has two radio buttons: 'Off' (selected) and 'On'. The 'Elevation' section has two radio buttons: 'Off' (selected) and 'On'. The 'Accuracy' section has a text box containing '5.00m'. The 'Code' section has a text box containing '0'. The 'Multiple Position Source Options' section has two radio buttons: 'Disable Auto Switching of Primary' (selected) and 'Enable Auto Switching of Primary'. Below this is a text box 'Age of prime data when switch is to occur' containing '20sec'. The 'Offsets' section has three text boxes: 'Fore/Aft' containing '0.00m', 'Port/Stbd' containing '0.00m', and 'Height' containing '0.00m'. At the bottom are 'OK' and 'Cancel' buttons.

Calculation:

Set the Calculation selection to Primary or Secondary. Devices set to Primary calculation are used to provide a vessel position. Note that more than one Primary positioning device can be added to a vehicle's device list; data from these devices will be combined in a weighted mean solution. (See the paragraph on Accuracy below for more on the weighting of Primary calculation device data).

If the Calculation type is set to Secondary, WinFrog will simply monitor the device's data. WinFrog will not use the data from a secondary device in the final solution of the vehicle's position.

If auto switching is enabled (see below) a secondary may automatically become a primary should all the primaries fail.

Use For Heading Calculations:

Select this checkbox if the device is to be used in conjunction with another GPS device for determination of the heading of the vessel.

Graphics:

If On is selected, a labeled square will show the raw (offset but unfiltered) location of the GPS antenna in the Graphics and Bird's Eye windows. This provides a means of comparing raw device and filtered vehicle positions.

Elevation:

Setting the Elevation option to On will result in the elevation determined by GPS to be used as the elevation of the vessel referencing the GPS (WGS84) Ellipsoid. The sounder data recorded in WinFrog's .RAW data files will not be affected.

This option is meant only for those applications where there is no fixed vertical reference (i.e. mean sea level), such as on a river. For acceptable results, this option requires the use of high accuracy "RTK" GPS data.

Accuracy:

The Accuracy value entered provides WinFrog with the expected accuracy of the position from this device. This value is used in the weighting of this device compared to other positioning devices that may be added to the vehicle's device list. The smaller the value entered, the more accurate it is considered to be, and hence the more weight that will be applied to the device's data.

The Accuracy parameter can be changed from the suggested values. Changes should be made with caution, however, as they will affect the final filtered position of the vehicle.

Code:

This entry window is used when the GPS data is being received by a remote GPS receiver connected via telemetry link. If this is the case, set the Code to coincide with the code parameters associated with the GPS unit being used. For all other applications, the Code entry must be set to 0.

Multiple Position Source Options:

This group box allows you to enable automatic switching of a secondary to primary should the data from all POSITION and PSEUDORANGE data items set to primary timeout. The **Age** entered is the length of time that the secondary will wait in the absence of data from all primaries, before taking over as primary. This age is only entered for the secondary.

For example, if the POSITION or PSEUDORANGE data items associated with two GPS receivers were set to primary and the POSITION or PSEUDORANGE data

item of a third GPS receiver was set to secondary, both primary GPS receivers must time out before the secondary will become the primary. Upon the recovery of either of the original primary data items, the original primary will be reset to primary and the original secondary will be reset to secondary.

Note for the auto switching feature to work, there must be at least one primary and one secondary enabled. For example, given two data items, one set to primary with the auto switching disabled and the other set to secondary with the auto switching enabled, if the primary fails the secondary is not set to primary and the vehicle positioning stops until the primary data item recovers.

Disable Auto Switching of Primary:

If this data item is not to be involved in the auto switching process, check this box. As stated above, this data item is then not involved in the auto switching process in any way.

Enable Auto Switching of Primary:

If this data item is to be involved in the auto switching process, either as a primary or a secondary, check this box. If set to secondary, enter the Age of data the primary data items must reach before this secondary is switched to act as the primary.

In order for this option to be effective you must have at least one primary and one secondary. If there are multiple secondary data items that are enabled for switching, the first one to receive data will become primary.

Note: This option is not enabled unless WinFrog determines that there is more than one POSITION and/or PSEUDORANGE data item associated with the respective vehicle. The exception to this is the case of a WinFrog with the Remote module operating as a Controlled Remote being configured remotely from the Controller. In this case, the option is always enabled even though it may not be applicable. The operator must be aware of what is available on the Remote and configure the data item accordingly.

Note: This option is not available in the WinFrog Remote package.

Note: This option is not available for USBL based POSITION data items.

Offsets:

Offsets are required to associate the GPS antenna position with the vessel's Common Reference Point (CRP). The offsets are applied *from* CRP (of the vehicle) *to* the GPS antenna location.

Forward Offsets are entered as positive values.

Aft Offsets are entered as negative values.

Starboard Offsets are entered as positive values.

Port Offsets are entered as negative values.

Height Offsets are positive upwards. (It is suggested that the vessel's Height origin should be at the water line.)

TELEGRAM SPECIFICATION:

None – simulated device.