

User Manual Logbook

for Mac, Windows and iPad



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Preface

Thank you for your interest in LOGBOOK.

LOGBOOK, the main modul of LOGBOOK SUITE, is a digital logbook, developed by yachtsmen for yachtsmen, but is also suitable for motorboat drivers at seas and on inland waterways. It is easy to use and has been proved in practice.

The benefits of making entries in a digital logbook with LOGBOOK are, compared with a logbook on paper, the automatic calculations. With help of the trips and the summary you automatically get totals or average values for all relevant data and don't need to calculate them yourselves.

This user manual explains the functions of the modul LOGBOOK. General functions of LOGBOOK SUITE, such as installation, handling of data files and updating an old logbook file as well as the use of the SYNC service are described in the *User manual Logbook Suite Basics*.

We thank Magnus Olausson, Alex Voermans, Jérémy Kondi and Antonio Rizo for their tireless work on the translation and on testing the software package.

If you have any questions, please send an email to support@2k-yachting.de.

We hope that you like LOGBOOK as much as us and wish you nice sailing days and may there always be enough water beneath your keel...

Almute Kraus
2K Yachting, in May 2024

The Layout of LOGBOOK

The window of LOGBOOK offers five different views. To display a view you have to tab on the accompanying tab. In the top right of the window are some buttons for the program functions (see “The Buttons” on page 9).

The first view (the tab on the left with the compass rose) shows a decorative cover sheet for your personal logbook. The label of the book is automatically filled with your data: the ship name, the call sign as well as the time period of the entries in this logbook file. Beneath the call sign the title page offers—almost invisible—a blank line in which you can enter another short title text.

In the view **Ship’s Data** you can compile a plenty of important information on your ship. Therefore you always have everything you need to refer to at hand. In addition, the ship name and the call sign are used on the cover sheet. Read more on the **Ship’s Data** view in chapter “Entering the Ship’s Data” on page 31.

The three views **Summary**, **Trips**, and **Logbook** form the logbook itself. These views have a consistent layout: On top there is the index, beneath the data and at the lower end the evaluation.

The view **Logbook** is the daily ship’s diary where you can put in your data and remarks as you are used to do in a common logbook on paper. The view is divided into several tabs. For each day you will find a separate page. Use the navigation buttons to switch between the pages.

The navigational data are entered on the tab **Navigation** of the view **Logbook**. On the other tabs you have the possibility to add times of stops, times and distances using the engine(s), technical information, the weather forecast, photos and various free text—thus to write your personal travel diary with your experiences and impressions. You will read more about these views in the chapter “The Ship’s Diary” on page 48. On the tab **Tracking** you can create a Google track or a kml file of your route.

Several running travel days can be summarized in a trip. The view **Trips** shows the details of each trip. There is a separate page for each trip and last but not least the view **Summary** delivers an overview of all trips. You will read more about this two views in the chapter “The Views Trips and Summary” on page 92.

The user interface of LOGBOOK is nearly identical on all supported operating systems. All the functions you need during data entry or later when preparing of the logbook for printing, etc., are available directly in the user interface. If necessary, you can use buttons to open convenient popover or dialogs, floating over LOGBOOK’s views.

Setup of the NMEA function on iPad

To use the NMEA function on your iPad, you need to have installed and setup the app **LogbookNMEA connect** (on your iPad, which connects your NMEA instruments to LOGBOOK.

LogbookNMEA connect

LogbookNMEA connect is a small app that will help LOGBOOK to access to NMEA data sources that are connected to the iPad via WiFi, Bluetooth or cable. **LogbookNMEA connect** offers pre configured settings for the many devices or connections. You can also connect other devices via **LogbookNMEA connect** with LOGBOOK, if you know the configuration settings which are used to connect your iPad to your GPS/NMEA device.

A list of supported hardware can be found on our website (<https://logbooksuite.com/support#NMEAdevices>). Please contact our support team (support@2k-yachting.de) if you want to use a hardware not listed so that we can help with the setup.

LogbookNMEA connect is a mini version of the iPad app **NMEAremote** from Zapfware. If you already have a version of **NMEAremote**, you can connect your NMEA instruments to LOGBOOK using **NMEAremote** or **NMEAremote LITE**, too.

Tip

LogbookNMEA connect also simplifies the data entry in LOGBOOK, if you are not connected to an external NMEA data source, but only want to use the iPad's internal GPS module (only iPad models Cellular, 4G or 3G). **Logbook-NMEA connect** reads the data from the iPad's GPS and calculates course and speed over ground from this data.

Attention

To use the iPad's internal GPS with LOGBOOK and the NMEA Add-on, you need to have activated **Location Services** for **Logbook Suite** and for **LogbookNMEA connect** in the **Settings** app under **Privacy > Location Services**.

Attention

When using the NMEA function on iPad the file name of the LOGBOOK file needs to be without a dot or a blanc in the file name itself. (The extension fmp12 is of course separated by a dot.)

Installing and Setting up LogbookNMEA connect

You can download the app **LogbookNMEA connect** for free from the App Store. **LogbookNMEA connect** can only be used in conjunction with LOGBOOK. To help you finding the app, this is the icon:



The icon of the App LogbookNMEA connect

Before the first use of **LogbookNMEA connect** you need to configure the app.

1. Connect the iPad with your NMEA data source.
2. Start **LogbookNMEA connect**.
3. Tap on **Sources**. If **LogbookNMEA connect** has not been configured, you will now see a blank window titled **Sources**.
4. Tap **Edit** in the top right corner, and then in the next window in the top left on **+ Add Source**.
5. A list of all predefined connections is displayed. Select your device or connection type from this list.
6. This opens the next window showing the settings for the selected source. If necessary, check and edit the settings. In some cases it may be necessary to make further settings. These can be found in the manual of your NMEA data source.
7. Now activate your source using the option **Enable**.
8. After you have made all the settings and the source is activated, tap in the top left on **< Sources**.

9. In the following window tap in the top right on **Done**. Your source now appears in the list. The last two steps are very important because otherwise the source will not be set next time you start the app.
10. As last step tap **< LogbookNMEA** to go back to the start screen.

Now the setup of **LogbookNMEA connect** is completed and you can start entering data in your logbook. Of course, you can also insert multiple sources in the list. This way you can get the position data from internal GPS and the pressure from internal barometer, for example.

If you had closed **LogbookNMEA connect** and the app is restarted, you should check whether your source is still activated, before you start with the data entry in your logbook file:

1. On start screen tap on **Sources**.
2. This displays the list with your sources in which the name of the activated source is displayed in bold.
3. If the desired source is not activated—means not displayed in bold—, tap the name. This opens the settings dialog of the source, in which you can activate the source using the option **Enable**.
Please note that you may need to deactivate another source, which is still active, before.
4. Now tap on **< Sources** and then on **< LogbookNMEA** to get back to the start screen.




Get to Know LOGBOOK: The User Interface


The user interface of LOGBOOK is almost identical on PC and on iPad. All the menus you need during data entry or later in the processing of the logbook for printing, etc., can be found in popovers, floating over the LOGBOOK views. The popovers are opened using the buttons at the top right of the window.











The Buttons

At the top right of the LOGBOOK window there are menu buttons. Some buttons are not available in all views. In the table you can find a description of the buttons.

The functions are described in the respective sections of the manual. Some of the functions also differ depending on the operating system.

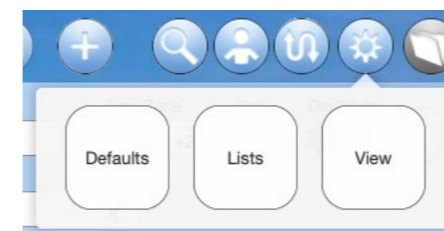
The buttons ,  and  open a popover with a kind of menu. Clicking on a text button opens another popover or a dialog with settings or executes the specified function.

To close a menu popover simply click/tap on a free area in the LOGBOOK window. Popovers with buttons to execute a setting or function are closed with these buttons or use the closing button () , which is located on many popovers in the upper right corner.

| Button | Function of the buttons in the top of the window |
|---|--|
|  | Go to first page of this view * |
|  | One page back * |
|  | One page forward * |
|  | Go to last page of this view * |
|  | Popover New (new day, new trip) * |
|  | Popover Search * |
|  | Dialog Crew List * |
|  | Popover Communication (Print, Export, Import, Backup, SYNC etc.) |
|  | Popover Settings (Defaults, Lists, Zoom) |
|  | Switch to Logbook Manager |


The buttons

* only available in views **Logbook** and **Trips**



The popover **Settings** () shows a menu with text buttons

Browsing Between Views and Pages

To display one of the five views of LOGBOOK click/tap on the header of the tabs in the top left labeled with , **Ship's Data**, **Overview**, **Trips** and **Logbook**. The tab of the active view appears in a more intensive blue.

Attention

In case that in the view **Trips** a trip is shown which has no day logbook day in view **Logbook**, you cannot activate the view **Logbook**.

To solve the problem first choose a page for another trip in the view **Trips** and then activate the view **Logbook**.

This case doesn't occur while regular use of LOGBOOK. But it can occur if you have changed the allocation of the days to trips in your logbook this way that there aren't any days for one or more trips.

The views **Trips** and **Logbook** can contain several pages. Use the four navigation buttons on the top of the window to flip the page (see table on previous page).

The Fields

In LOGBOOK the information is entered and displayed in fields. These fields have a white background color. Depending on the kind of the information that the fields can contain they have a different behavior. Fields with light blue background color contain data which are automatically calculated by LOGBOOK and can not be edited.

Standard Fields

Standard fields allow the input of text or numbers.



Entering text or numbers on PC

1. When you click with the mouse on a standard field a text cursor appears.
2. Enter your text or the numerical value.
3. Finalize the input of your data by moving the cursor further to the next field with the tabulator key, the return or the input key. Or click with the mouse at a place outside of the field.



Entering text or numbers on iPad

1. When you tap on a standard field a text cursor appears and the keyboard is shown.
2. Enter your text or the numerical value.
3. Finalize the input of your data by moving the cursor further to the next field with **Next** (on the keyboard or in the bar on top of the keyboard). Or tap at a place outside of the field, which will hide the keyboard too.

Please note

In many standard fields the numerical values are displayed with units. These units are added automatically when you leave the field (except in the view **Ship's data**). Please enter only the numerical values themselves.

If you enter a letter in a field which requires a numerical value some fields will provide you with an error message, while other fields just suppress displaying the letters.

**Please note**

In some fields the iOS menu that appears when you select text allows you to color, bold, or italicize the selected text after selecting the **Style...** option.

**Please note**

In some fields the options in the menu **Format** can be used to color, bold or italicize the selected text.

Time Fields

In all fields in which a time should be entered the time format hh:mm is used, thus two digits for the hours and then, separated by a colon, two digits for the minutes.

If you enter only one number (for instance, "4"), this is automatically interpreted as an hourly value and is complemented to 4:00.

Entering the current time

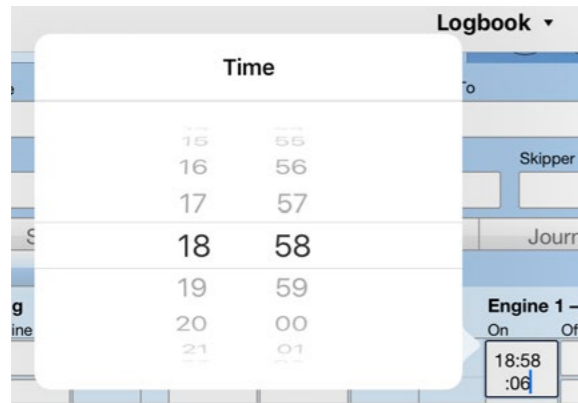
- To enter the current time in one of the time of fields on the various tabs of the view **Logbook** (except tab **Navigation**), click/tap in the field. The system time of the computer or iPad is entered and the selection of the field is deactivated directly.
- If you would like to enter the current time on the tab **Navigation** you only need to click/tap the **Time** button ☑ (without activating the time field).

Attention


Please note, that the system time of the computer or iPad needs to be set to the ship's time when using the automatic time entry.

**Changing times on iPad**

1. On iPad, if you tap the field **Time** on tab **Navigation** or on another tab one of the time fields in which already a time had been entered, the popup **Time** of the iOS is displayed.
2. The current time or the time is already entered.



The popup Time for time entry on iPad

- To choose another time, set up this time with the scrolling dials and then switch to the next field or finish the data entry by tapping on an area without a data field.
- Also, you can hide popup Time with  (in the bar on top left of the keyboard) and then enter the time using the keyboard.

Fields with Drop-down Value Lists

For easy use LOGBOOK provides drop-down lists for many fields.


- When you activate a field with a drop-down list for data input, the list is shown.
- Scroll through the list and click/tap on the appropriate entry.
- The entry is inserted and the cursor automatically moves to the next field.

Depending on kind of the information that the field contains, you can as well enter your own data instead of selecting from the list.



In order to do this on PC you need to click in the field once again while the drop-down list is shown. The list is closed and you can now type in your own data.



On iPad you can hide the list with the button  (in the bar on top left of the keyboard) and then enter your text using the keyboard.

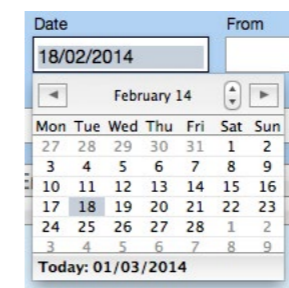
Read more about the different types of value lists in the chapter “Value Lists” on page 15.

Fields for Dates

As soon as you activate a field where a date should be entered, on PC a drop-down calendar appears and on iPad the popup date of the iOS.



On PC just click on the desired date in the calendar. With the arrows on the top left and on the top right you can go back or forward one month and with the arrows beside the month one year. Simply click on **Today** to enter the current date.




The drop-down calendar for the input of a date



On iPad choose the date with the scrolling dials and then switch to the next field or finish the data entry by tapping on an area without a data field.

The current date is preset. To enter this date, shortly scroll one of the scrolling dials back and forth, until the date is displayed in the field. Then switch to the next field by tapping **Next** or finish the data entry by tapping on an area without a data field.

Also, you can hide popup Date with  (in the bar on top left of the keyboard) and then enter the time using the keyboard.

Fields for Multi-line Text

Where a longer free text should be entered LOGBOOK offers the multi-line text field. Here you can write like with a word processor.

If you enter in a text field more text than fits in, the field will be enlarged during the data input. But as soon as you leave the field, it gets back its normal size and the text overflow isn't visible anymore.

Attention

The text which reaches beyond the visible area of a multi-line text field can not be printed. Often, however, the areas in the print view are somewhat larger than on the screens.

Fields for Images

The views **Logbook** and **Ship's Data** offer fields in which you can insert images. The fields are indicated by a tip text.



Inserting an image on PC

There are different ways to insert an image. Follow these steps:

1. Click on the button in the image area.
2. This opens the dialog box **Insert Picture**, where you can choose the desired image.
3. If you select the option **Store only a reference to the file** only a link to the image file will be inserted into the logbook file instead of the image itself. This will keep the logbook file smaller. Nevertheless, if the image file will be moved to another place or renamed, the image will no longer appear in the logbook file. If the image file is edited it will be updated automatically in the logbook file, too.

Note:

When inserting the image into LOGBOOK the size of the image is automatically reduced to a size which is a good compromise between file size and image quality. So it is not necessary to use the setting **Store only a reference to the file**.

4. Once you click **Insert**, the image appears in the image area. The image will be reduced proportionally to fit into the image area, that no image sections are cut off.

You can also select an image in your image editing program (e.g., Apple iPhoto or Adobe Photoshop), copy it and insert the image into the field from the clipboard.

1. Click in the picture area. It now shows a black border (not on the button).
2. Insert the image from clipboard.

Or drag the image directly from Finder, Explorer or out of iPhoto into the image area.

The following image file formats are supported by LOGBOOK: JPEG (.jpg), PDF (.pdf), PNG (.png), TIFF (.tif), Photoshop (.psd), PICT (.pct) and, in addition the less common formats JPEG 2000 (.jp2), MacPaint (.mac), PICS (.pcs) as well as Windows Bitmap (.bmp).

Deleting an image on PC

If you want to remove an image, click on the image and then press the Backspace or the Delete button.



Inserting an image on iPad

1. Tap in the picture area. An import popup is shown.
2. Choose whether you want to take a picture with the iPad's camera and insert this or you choose a picture from your photo gallery.
3. As soon as you have selected a picture, it appears in the image field. The image will be reduced proportionally to fit into the image area, that no image sections are cut off.

If the image field already contains an image, you can choose in the popup whether you want to delete the image or substitute it with another.

Tip

If you took a photo with iPad, you can export it from LOGBOOK. Tap the photo, choose **Export** from the menu, and then choose your destination. Note that the photo will be exported at the maximum with the image size selected in the preferences.

Output Fields

In addition to the fields for entering data, LOGBOOK also provides fields for displaying data, which are automatically calculated by the software. These fields have a light blue background. They can't be activated and hereby the user can't enter data. This are, for instance, the fields in the evaluation. But also the lists in the views **Summary** and **Trips** are composed of output fields.

Value Lists

For easy use LOGBOOK provides lists with preset values for some fields. There are four different types of lists.

Fixed List

For all fields where only preset data can be entered LOGBOOK provides a not editable, fixed list. For example the list with the hemisphere (north or south) for the current GPS position or the 16 directions of the compass rose for the direction of wind and stream.

Another example for a fixed list is the list for the weather icons (view **Logbook** tab **Navigation**, first field under the title **Weather**), which are fixed and can not be changed. In this case only the descriptions are displayed, not the symbols.


List Generated from Entries

Other lists are generated automatically by LOGBOOK from all entries you entered in the field up to now. Thus you don't need to type frequently used data over and over. At the beginning of the work with a new logbook file these lists are empty.

An example for a list generated from entries is the list for the field **Source** in the view **Logbook** on tab **Weather**. The list contains all sources for weather forecasts which you already used within this logbook file. Whenever you use a new source for your weather forecast you need to type the name into the field. Then, the next time you go into this field, the new source is added to the list.

List with Custom Entries

For fields where you can choose yourself what should be listed in the drop-down list, LOGBOOK uses an editable list. The list provides already some useful suggestions for the entries.

Lists of this type are the two lists for the fields under **Sails | Engine**, the list for the fields **Sea State** and **Comments**. This lists can be adapted to your ships sails or engines and to your favorite entries in the dialog **Lists**, which is available with the button  in the menu of the popover **Settings**. Read more about this under “The Dialog Lists” on page 27.

Since the space for the nautical data is extremely limited, there is the need to enter abbreviations or icons in some of the fields—which may need some explanation, especially at the beginning of your work with LOGBOOK. To save you looking up in the manual, the lists for those fields show the abbreviation or the icon, that will appear in the field, followed by a short description. When you click on the desired entry, only the abbreviation or the icon without the description is inserted in the field.

Tip

If you would like to know later once again what an entry means, click in the field. This opens the selection list in which the current entry is highlighted in gray or on the iPad has a check mark .

Navigating during Data Entry

When entering data in your logbook file, you can place the cursor with the mouse one by one in the fields or on iPad tap on the desired field. An input cursor appears in the field and on iPad the keyboard is shown, offering all keys needed for the type of field. Depending of the kind of the field further controls are provided. After you have entered your data you can place the cursor with the mouse one by one in the fields or on iPad put the cursor with a tap in every desired field.



Nevertheless, it is easier if you start in the first field and then move the cursor with the keys of the keyboard from one editable field to the next. To do this you can press the tabulator key as well as the return key or the input key of the numeric pad after the entry is finished. All three keys behave equal.



On iPad you start in the first field and then move the cursor further to the next field with **Next** (on the keyboard or in the bar on top of the keyboard).



Only fields for multi-line texts show a different behavior. Here the return key doesn't move the cursor to the next field, it inserts a paragraph break into the text. To move the cursor from the multi-line text field to the next field you need to use the tabulator key or the input key of the numeric pad.




When editing fields for multi-line texts on iPad the keyboard shows instead of the button **Next** the button **Return**, which inserts a paragraph break. To move the cursor from the multi-line text field to the next field you need to use button **Next** in the bar on top of the keyboard.

Attention

Note, however, your entry is only completed and permanently stored in the logbook file after you moved the cursor out of the entry fields. To do this click or tap on an empty area in the window.

Settings for LOGBOOK

In the **Preferences** dialog, LOGBOOK offers a number of settings with which you can adapt the behavior of the program and the input fields provided to the needs for your ship.

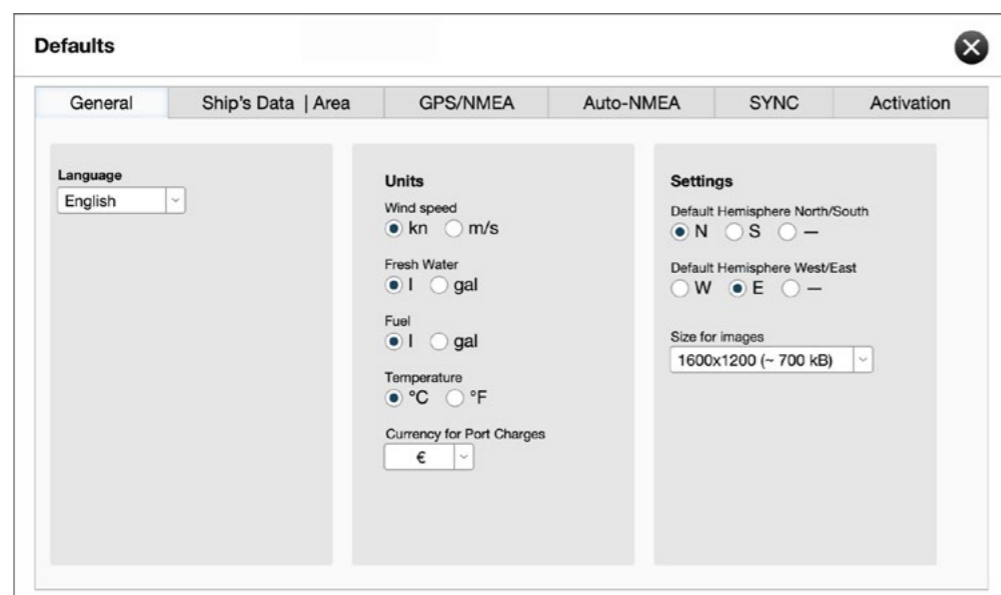
To open the dialog, select **Defaults** from the popover menu of the button  at the top right.

The dialog is divided into four tabs.

Options on the tab General

Language

Choose the language for the user interface of LOGBOOK. At this moment we support German, English, Dutch, French, Spanish and Swedish.



Dialog *Defaults*, tab *General*

The options in the Units area

Wind Speed

Here you can select which unit you would like to use when entering the wind speed. The selected unit will be shown in the title of the column for the wind speed (**Wind**) in the view **Logbook** on tab **Navigation**.

If you change the unit, all wind speed values that you have already entered in the logbook are converted into the new unit.

Fresh water and Fuel

With this options you select the unit in which you want to specify the capacity of your fresh water or fuel tanks in your logbook.

The selected units are for information purposes only. A conversion of the values entered is not possible. Therefore, you should set the units before you start working with your LOGBOOK file.

Temperature

Here you select which unit you would like to use when entering temperatures. The selected unit will be shown as unit in the view **Logbook** on tab **Navigation** in the temperature field under **Weather** and on tab **Journal** in the field **Water Temperature**. The unit selected will not be used for any calculation and values will not be converted if you change the unit.

Attention

All temperatures entered using NMEA function of the iPad are in units of degrees Celsius.

Currency for Port Charges

Here you set which currency you would like to use for the port charges which you can enter on tab **Journal**. In order that LOGBOOK can calculate with the port charges it is necessary that you enter all prices in the same currency within a logbook file. Where applicable you need to convert the charges into the chosen currency before you enter the value. You can select the currency from the list or enter your own currency.

The options in the Settings area

Default Hemisphere North/South and Default Hemisphere West/East

To ease the manual entry of your GPS position you can set LOGBOOK to always enter the abbreviation for the hemisphere (N/S or W/E) automatically.

If you are traveling in an area in which you are often in different hemispheres (for instance, at the English south coast, in Northern France or at the Spanish Mediterranean coast), you should choose **None (-)**. Then you need to select the hemisphere of the GPS position manually from the drop-down list when entering the position.

Size for images

Select from the list the image size in pixels used when storing the images you insert into your Journal in LOGBOOK. The approximate, resulting file size of the inserted image is shown in parentheses.

When you insert the images they are automatically scaled down to the selected image size. Any images already inserted are not affected by a change of the image size. Bear in mind that the size of your logbook file is significantly influenced by the size of the inserted images.

Options on the tab Ships data | Area

Options in the Ship's Data area

By activating one of the two options **Sailboat** or **Motor boat** you customize the user interface of LOGBOOK to the specific characteristics of each boat type. LOGBOOK provides different fields for data entry for the two different types of boats.

Number of Engines

Set how many engines you have in your ship. LOGBOOK supports the recording of the engine hours of one or two different engines.

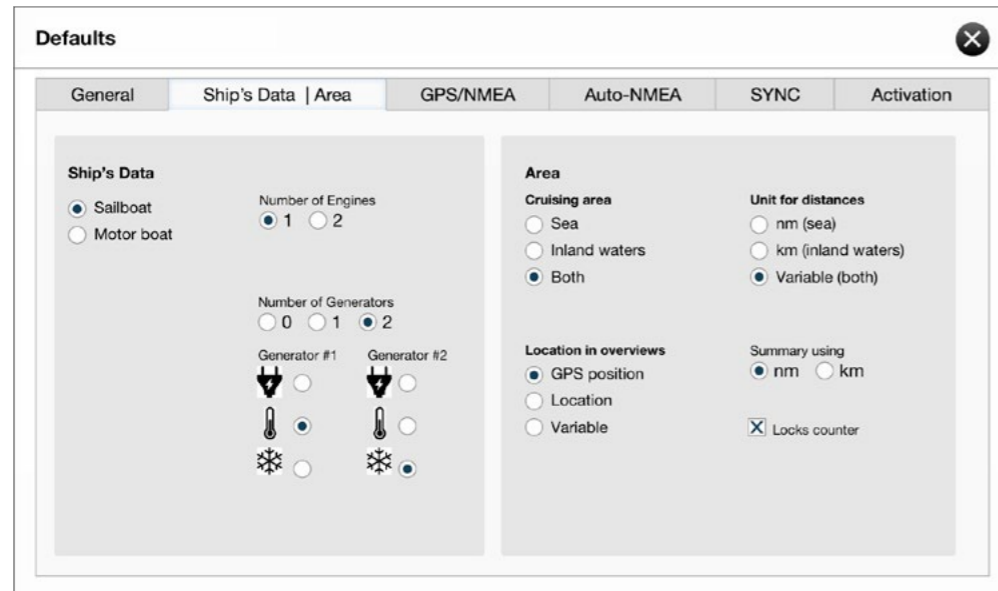
Number of Generators

Select here how many generators are in your ship. LOGBOOK can manage the operating hours of one or two generators. Instead of the operating hours of a generator, you can use the corresponding functions to manage the operating hours of a **diesel heater** or an **air conditioning system**. If two generators are activated, you can assigned symbols to the generators.

Options in the Area area

Cruising area

Choose whether you are traveling exclusively at sea, exclusively on inland waters or alternately on both. The setting of this option determines which further settings can be made on the tab. There are no other settings available for the cruising area **Sea**. The distance is automatically displayed in nautical miles and for the location in the summaries always the GPS position.



Dialog *Defaults*, tab *Ship's data | Area*

Location in overview

For inland waterways you can enter a GPS position or a location and the river kilometer in the navigation data. Choose what you want to see in the reports. The option **Variable** allows you to individually choose for each logbook day. In this case an additional option is displayed in the header area of the view **Logbook**. This option is particularly interesting for trips from inland waterways out to sea or vice versa.

Unit for distances

While on inland waterways all distances can be entered both in nautical miles (nm) and in kilometers (km), depending on whether you are traveling at seas or at inland waterways. You can either specify a unit used throughout the whole logbook—option **nm (sea)** or **km (inland waters)**—or select the option **Variable (both)**, with which the unit can be set individually for each day in your logbook. In this case an additional option is displayed in the header area of the view **Logbook**. This option is particularly interesting for trips from inland waterways out to sea or vice versa. Please note that values that you already have entered are not changed to the new unit when you activate another setting. After activating the option **Variable (both)**, you can specify with the option **Summary using** using which distance unit the overall evaluation of your logbook would be shown (in the views **Summary** and **Trips**).



Locks counter

If you have selected for **Unit of distances** one of the two options for inland waterways (option **km (inland waters)** or **Variable (both)**), you can activate the lock counter (read more in the section “Automatic data entry using NMEA data on PC” on page 65).

Options on the tab GPS/NMEA

On this card the settings for the connection to the NMEA data source. The available options depend on whether the log file is opened on the PC or the iPad.

Tip: Testing NMEA data reception

Go to the view **Logbook** and select **NMEA Test** (button ) . In the dialog, you can start a data retrieval with the button  . The received data is only displayed in the dialog and is not saved in Logbook.



Settings for GPS/NMEA in LOGBOOK on PC

Changed in Logbook 6.6

NMEA/GPS connected using

First you need to select here, whether your PC is connected with the NMEA data source via USB, Bluetooth or WiFi using TCP or UDP.

Data volume when capturing NMEA data

Here you can choose how many characters from NMEA data stream are read for analysis. The optimal value depends on your NMEA data source. If the value is set too low, you may receive no data or incorrect data. To determine the wind data, for example, LOGBOOK needs to calculate an average value from a larger number of measurements.

With a NMEA0183 data source a value of 5000 will be fine. For data sources with NMEA2000 and NMEA0183 data, a considerably higher value may be required.

Test to find out which value provides reliable results with your hardware. You can either select a suggested value from the list or enter a custom value.

But note that higher values will result in a longer waiting time.

The screenshot shows the 'Defaults' dialog box with the 'GPS/NMEA' tab selected. The 'NMEA/GPS connected using' section has 'USB/Bluetooth' selected with a data volume of 5000 and a latency of 3 seconds. Under 'Settings for USB/Bluetooth', 'Enter port manually' is checked, and the current port is 'usbmodem101' with a baud rate of 4800. The 'Additional data from NMEA' section has checkboxes for Wind, Distance (Log) from log instrument (set to LOG), Pressure, Temperature, Relative Humidity, Motor speed (set to #1), and Water Temperature. There are also buttons for 'NMEA -> Support', 'Auto-NMEA -> Support', and 'Delete Auto NMEA data'.

Dialog Defaults, tab GPS/NMEA on PC

Enhanced in Logbook 6.6

Note:

If you are connected to a NMEA data source that provides both NMEA2000 and NMEA0183 data, you need to set a high value for the amount of data and, if applicable, the latency. The reason is that the NMEA0183 data, which are used by LOGBOOK, are only a very small amount of the overall data stream.

**New in
Logbook 6.6** **Latency (sec)**

This value determines the duration of the data retrieval. The default value is 3 seconds. If there are problems with the recording of NMEA data, increasing the value can be helpful.

Settings for USB/Bluetooth

If your NMEA data source is connected to the PC using USB or Bluetooth, you need to select the port, the data source is connected to. Use the following steps:

1. First click the button **Scan ports**. LogbookNMEAconnect now provides in the field beneath the button a list of all ports, that are available on your computer.
2. Open the list beneath the button and choose the port which connects the NMEA data source to your PC.
3. Then choose the baud rate of your connection from list **Baud**. NMEA0183 standard is 4800 baud. However, some units operate at a higher rate.

Enter port manually

Especially when using LOGBOOK with Windows, there may be problems with the names of ports. In this case activate the option **Enter port manually** and then type the port manually in the field **Current Port**, such as **COM1**. If you have problems, don't hesitate to contact our support.

Settings for WiFi

If your NMEA data source is connected to the PC using WiFi, you need to set up here the **IP** and the **Port** using which you can access the ships internal NMEA WiFi.

Tip: Optimizing the data connection

To avoid that LOGBOOK checks the port settings each time you want to receive data from the NMEA network, we recommend the following:

1. Setup your NMEA connection as described above and choose the data source from the Port list.
2. Test the NMEA connection.
3. When the data connection is setup right, enable the option **Enter port manually**, but leave all other settings unchanged to the values set with the automatic setup.



Attention

With USB connections in Windows, it is not possible to activate a device for LOGBOOK that is already used by a navigation software. Navigation softwares occupy the port of the device permanently and don't share it with other software.

Attention

On the PC LOGBOOK currently only supports NMEA data sources using NMEA0183 format. Data from pure NMEA2000 devices can not be read. Most multiplexers also provide data in NMEA0183 format for NMEA2000 networks.

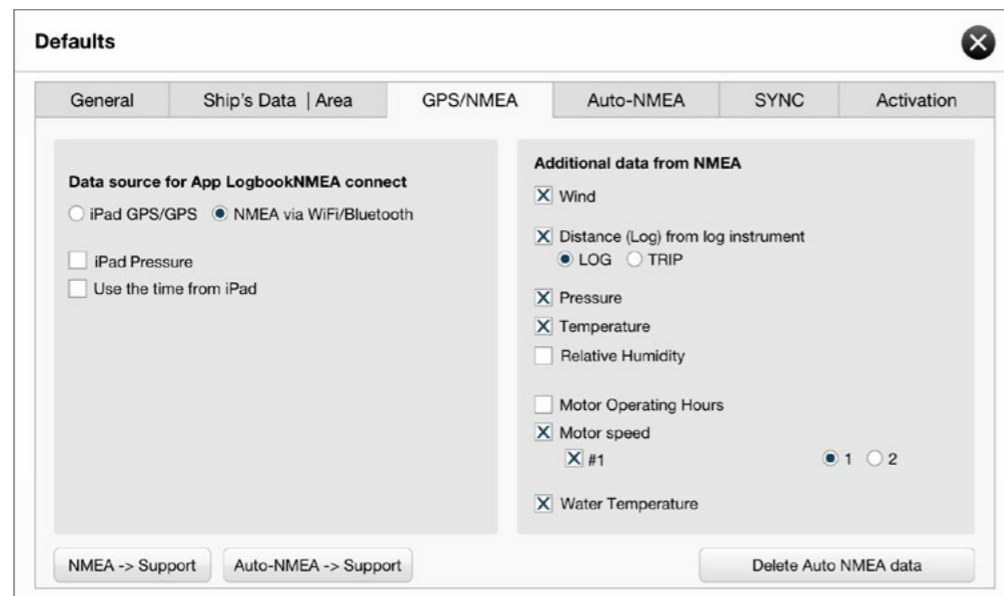
Settings for GPS/NMEA on iPad

On the iPad, all settings important for data retrieval are made directly in LOGBOOK.

Data source for App LogbookNMEA connect

Here you can select whether you want to read the GPS data using the app **LogbookNMEA connect** from iPad's integrated GPS module or from a NMEA data source connected via WiFi, Bluetooth or cable.

iPad Pressure allows to get the barometric pressure from iPad's integrated barometer. Please don't forget to setup the data source for the internal barometer in the App **LogbookNMEA connect**.



Dialog *Defaults*, tab *GPS/NMEA* on iPad

Use the time from iPad: In some cases, there are problems with the time from the GPS. In this case you can use this option to automatically enter the system time of the iPad. This option should only be activated if the GPS does not provide the correct time.



Additional data from NMEA

In this area you can select which data are provided from your NMEA data source and should be used by LOGBOOK.

Attention

Only enable available options, so LOGBOOK can work as efficiently as possible. Activating wrong options may cause that now data can be received.

Wind: Enable this option if your NMEA data source also provides wind data. For sailboats, the onboard NMEA network usually provides wind data, simple GPS devices do not provide wind data.

Distance (Log) from log instrument: With this option the values for LOG and TRIP can be taken over from the on-board network and entered. Depending on the available data this can be the value for the distance over ground (determined from GPS data) or the value from the ship's log. If both values are present, the distance over ground is entered. When the option is activated you need to determine whether the value LOG or the value TRIP ("day counter") should be entered.

Tip: Automatic distance calculation

The Auto-NMEA function calculates the distance over ground traveled between two entries from the positions saved in the background. This calculation is usually more accurate than the values from the log.

If the values calculated by LOGBOOK are to be entered in the **Log** field, the option **Distance (Log) from log instrument** option must be deactivated.

Pressure, Temperature and Relative Humidity: If you are using a NMEA2000 network with weather station you can let LOGBOOK enter the values for the field **Pressure, Temperature and Relative Humidity** from your network. **Weather data:** If you are using a NMEA2000 network with weather station you can let LOGBOOK enter the values for the field **Pressure, Temperature and Relative Humidity** from your network.

Engine operating hours: Enable this option if your NMEA2000 network also provides engine operating hours.

Engine speed: With this option, the engine speed for up to 2 engines can be taken from the on-board network and entered in the fields **Sails|Engine** or **Engines**. If only data for one engine is read out, one of the two fields can be selected, for 2 engines they are entered in sequence.

Water Temperature: Enable this option if your NMEA data source (NMEA0183 oder NMEA2000) also provides water temperature data.

NMEA -> Support, Auto-NMEA -> Support

This buttons are only required if you have problems with the NMEA connection or with the reading of NMEA data. After contacting the support at 2K Yachting you may be asked to use this buttons to send information about your settings and configuration by e-mail to support to help solving the problem.

Delete Auto NMEA data: With this button you can delete the data recorded with the Auto NMEA function and stored in LOGBOOK. This can be useful if the LOGBOOK file has become very large. But you should have completed all evaluations and generated all tracks before. After deleting the data, this is no longer possible.



Options on the tab Auto-NMEA

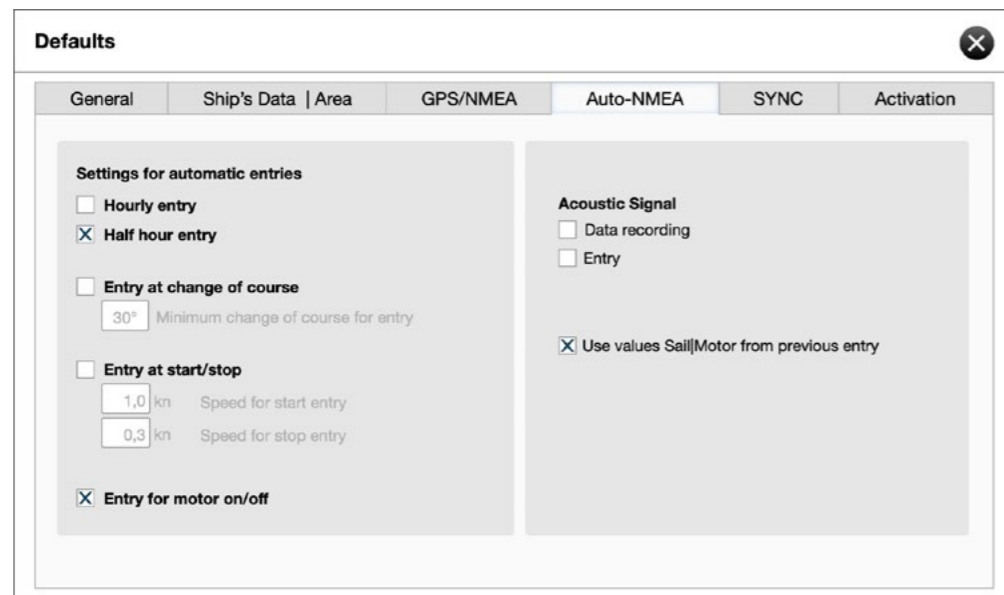


New in
Logbook 6.6

On this card you will find the settings that determine when or under which conditions the Auto-NMEA function should make automatic entries on the tab **Navigation** of LOGBOOK. These settings are identical for PC and iPad.

Note

The settings made here only determine the conditions for entries if the function for automatic logbook entries is activated. The function itself is activated and deactivated directly using the buttons in the view **Logbook**.



Dialog *Defaults*, tab *Auto-NMEA*

Hourly entry and **Half hour entry**: If this option is activated, an entry is made on the tab **Navigation** of LOGBOOK every full hour respectively every full hour and half hour.

Entry at change of course: If you want LOGBOOK to automatically make an entry on the tab **Navigation** each time you change course, you must activate this option and specify a minimum angle from which a course change should lead to an entry. The angle should not be too small, otherwise an offset of the ship due to waves or small steering errors will lead to an entry.

Entry at start/stop: If this option is enabled, an entry will be made automatically on the tab **Navigation** of LOGBOOK if the speed exceeds or falls below the specified speed for the start/stop entry.

Entry for motor on/off: If the NMEA data also contains the engine speed, an entry will be made automatically on the tab **Navigation** of LOGBOOK if. At the same time, the time and the log are also entered on the tab **Motor(s)**.

Acoustic signal: If the option **Data recording** is activated, a short notification tone is emitted for each data recording. LOGBOOK retrieves NMEA data every 2 minutes.

With the option **Entry** activated LOGBOOK reports each automatically created logbook entry with a double beep.

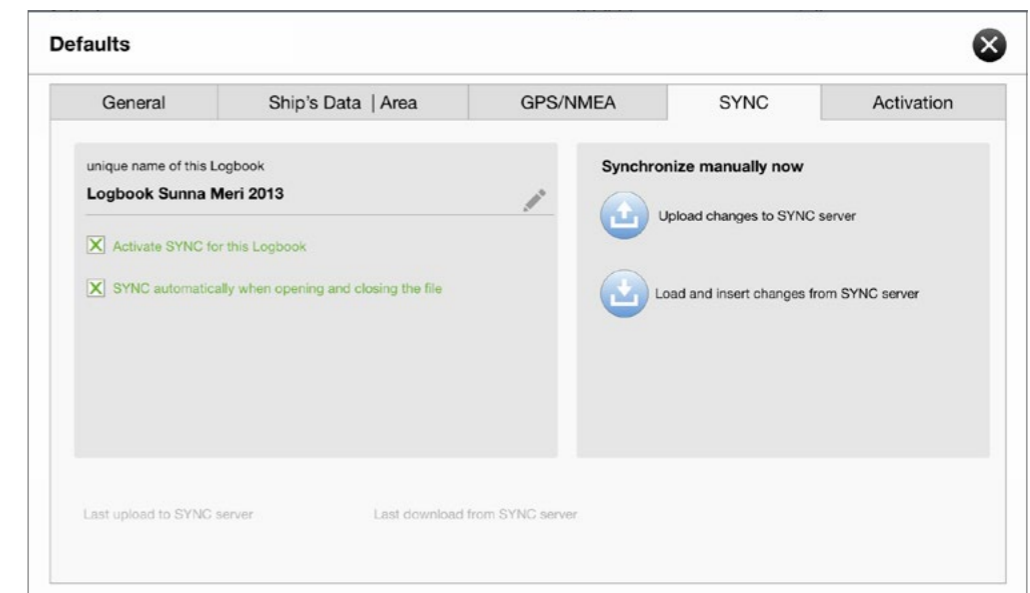
Use values Sail|Motor from the previous entry: If this option is activated, the automatic entry adopts the entries for the sail position or engine operation from the previous entry. If the sail position has remained unchanged, this saves manual editing of the entries when sailing. If engine speeds from the NMEA are also entered, this option must be deactivated.

Timeout LogbookNMEA connect (only for iPad): Here you can set how long LOGBOOK waits for NMEA data when recording data automatically. If there are problems with the connection a longer timeout can be helpful. With a good connection 10 s are sufficient.

Options on the tab SYNC

On the tab **SYNC** card, you can enable or disable the use of the **SYNC** function for this file and set the unique name of the file. If the **SYNC** function is active, you can start the upload or download with the two buttons in the right area.

You can learn more about the **SYNC** function in the *User manuel Logbook Suite Basics*.



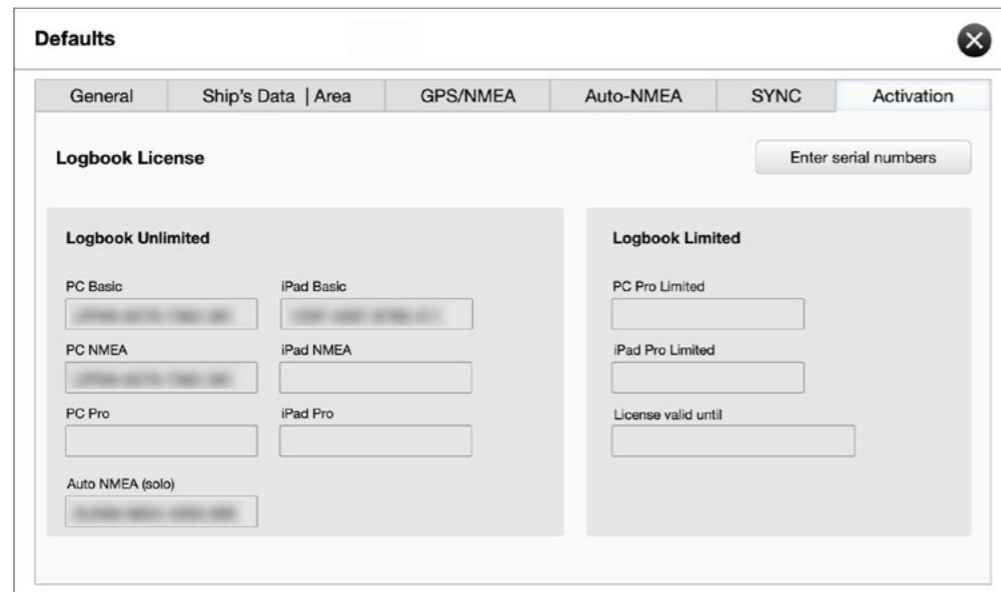
Dialog *Defaults*, tab *SYNC*

Attention

If you mistyped when entering the unique name, you can use the pencil icon to open a dialog where you can edit the name. If the name is changed while SYNC is already active, all changes made under the old name can no longer be assigned and will be lost.

Options on the tab Activation – enter the serial numbers for Logbook

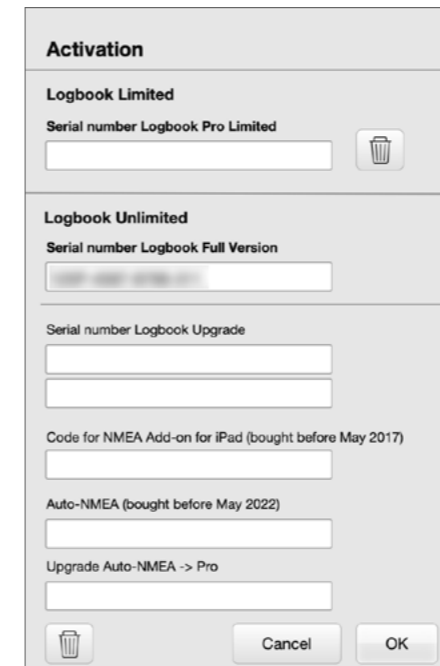
This tab shows all serial numbers entered into LOGBOOK. You can clearly see which functionality is activated.



Dialog Defaults, tab Activation

1. To unlock LOGBOOK select the button **Enter serial numbers** (the fields are not editable). This opens the dialog **Activation**.
2. If you have a time-limited license, the serial number will be entered in the upper section of the dialog (**Logbook Limited**). The serial numbers of all other licenses are entered in the upper section **Logbook Unlimited**.
3. Enter your **full version serial number** in the upper field of the **Logbook Unlimited** section. The full version serial number must always be entered for a non-limited license, even if you want to activate an upgrade.

4. If you also purchased **upgrades** (to second device, to NMEA or to Pro), enter the upgrade serial numbers in the second field and possibly also in the third field.
5. The 4th field is only for entering an iPad NMEA unlock code from our older numbering system before summer 2017.
6. In the next field you enter your **Auto-NMEA serial number** (available only until May 2022) and, if you have purchased an **upgrade from Auto-NMEA to Pro**, its serial number goes in the lowest field.




Dialog Activation

You must enter all existing serial numbers in any case, so that your permissions can be evaluated. You can enter all serial numbers on any device type. Depending on the functionality enabled by the serial numbers you entered, several fields will be filled in when you close the dialog **Defaults**. Serial numbers from old system used up to LOGBOOK version 3.8 will automatically converted into the new system.

Please note

Our serial numbers never contain the letter “O”. It is always the number zero.

The Dialog Lists

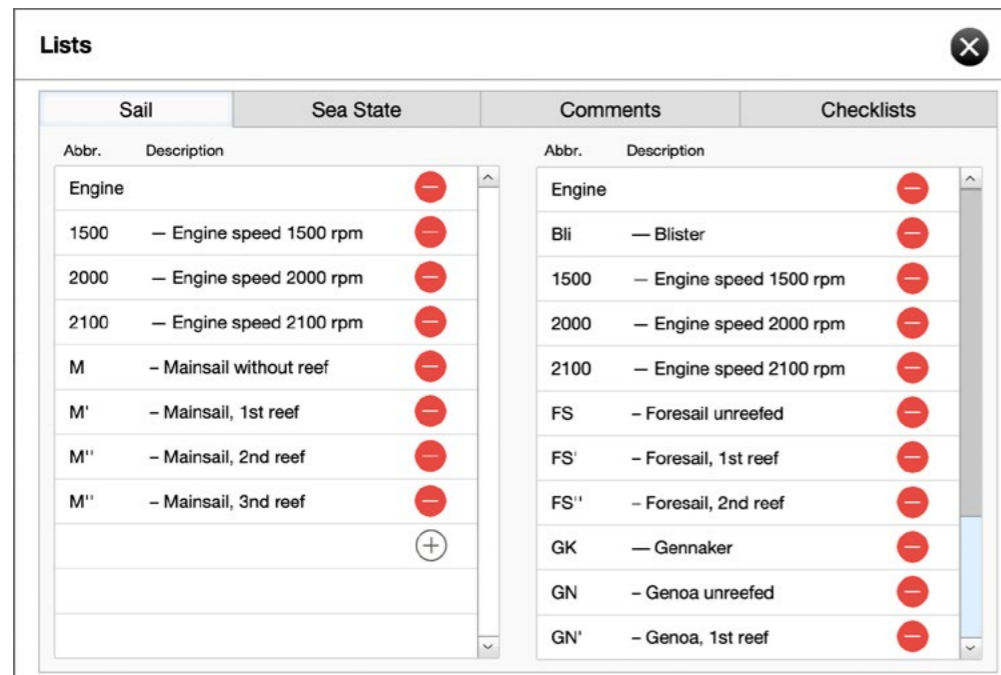
In the **Lists** dialog, which is opened via the button **Lists** in the popover menu of the button  (top right), can edit lists with custom entries to reflect your needs and the features of your ship. The dialog is divided into four tabs.

On the tab **Sail** (sailboat) or **Engine(s)** (motorboat) the selection list for the first fields under **Sail | Engine** (sailboat) or **Engine(s)** (motorboat) is defined on the left and the selection list for the second field on the right.

The entry **Abbr.** defines the abbreviation, which is displayed in the view **Logbook** on the tab **Navigation**, in the field next to it you can enter a description. The data is automatically sorted alphabetically according to the description. If you want, you can change the sorting by numbering the descriptions.

On the tabs **Sea state** and **Comments** the lists for the fields of the same name are configured.

On the tab **Checklists** you can set up the checklists that are provided on the daily tab **Checklists** to suit your needs and your ship. A maximum of 30 to-dos can be shown on the tab **Checklists** for each before and after the travel. The entries appear in alphabetical order. By prefixing a number, you can bring your items easily in the desired order.



Dialog Lists

You can edit or delete all existing entries that you don't need.

- To add a new entry click/tab on the plus sign at the bottom of the list.
- To delete an entry click/tab on the minus sign at the end of the line. After a warning message the entry will be deleted from the list.

Deleting an entry from the list has no effect on existing entries in the view **Logbook**. The entries remain untouched, even if you

remove the entry from the list. However, it is no more possible to display the description for the abbreviation.

The preset lists contain mostly frequently used entries for sailboats. In the lists you see the entry **Engine** both in the list **Main-sail** and in the list **Foresail**. Hereby you can make entries for journeys with engine and sail support (for instance, with wind aft).

If you would like to store more precise information about your engine use, it is recommended to enter the engine speed in the second field. A few values are already given. Enter into the list the engine speed which you usually use in standard situations.

Tip

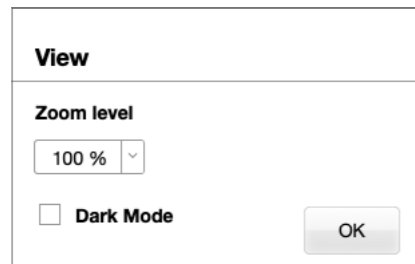
If your ship has a mizzen mast, you should set up your used combinations of main sail and mizzen under **Main-sail**.

Tip

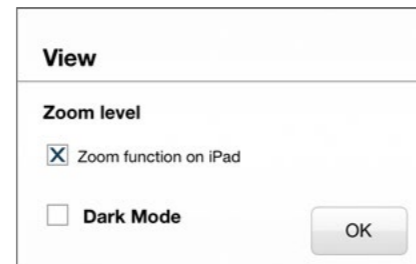
For use on a motor boat with 2 engines you can customize the two lists that way that the first list contains your entries for to engine #1 and the second list the entries for engine #2.

The Dialog View

In this dialog, basic view settings are made that affect all views and dialogs of LOGBOOK. On the PC and on the iPad the dialog offers different options.



The dialog **View** on PC




The dialog **View** on iPad



Zoom Levels (PC only)

On PC LOGBOOK offers several zoom levels. According to the size of your screen the zoom level **100%**, **130%** or **150%** will work best for you. In addition, the zoom can be increased to 200% as well as reduced to 75%. Usually these zoom levels will not be suitable for the standard use of LOGBOOK.

1. To change the zoom level open the popover **Settings** (button ) and choose the button **View**.


2. In the following **View** dialog select the desired zoom level.
3. After closing the popover with the button **OK** the new zoom level is set and the size of the program window is adapted to the content or to the size of the screen automatically. The zoom level is saved and automatically set when you open the logbook file the next time.

The size of the window can be changed by dragging the edge of the window. If the window is dragged smaller than the minimum size to display all elements, the window gets scrollbars. When the window is enlarged, some fields may also be dragged larger.



Zoom (iPad only)

On the iPad, you have the option to zoom with the two-finger gesture to enlarge the data you want to see. The zoom function can be switched on and off. This way you can prevent it from accidentally zooming during data entry under bad conditions.

1. To enable or disable the zoom function open the popover **Settings** (button ) and choose the button **View**.
2. In the following dialog **View** turn the zoom function option on or off.

Note

The zoom function only affects the actual views of LOGBOOK. Zooming is not possible in the dialogs of LOGBOOK.

Dark Mode

The **Dark Mode** option of the dialog **View** switches LOGBOOK to a display optimized for darkness. **Dark Mode** layouts use red text

on a dark background, ensuring a glare-free display of the logbook even in near-total darkness.



Data entry in LOGBOOK in *Dark Mode*

Note


The **Logbook Pro** license is required to use the **Dark Mode**.

Entering the Ship's Data

In the view **Ship's Data** you can collect a lot of important data of the ship. Thus you have your data every time you need them at hand.

Every logbook file can only gather the data of one ship, since a logbook always is linked to a specific ship. If you make another travel with another ship, you should start on a new logbook file. The ship's name and the call sign, which you enter in this view, also appear on the cover page.

The view **Ship's Data**

The view **Ship's Data** is divided into three tabs which you can switch using the tab headers. The available fields differ for **sailboats** and **motor boats**. So choose your boat type in dialog **Defaults** (in the menu of the Settings popover, button  at the top right) before you start entering data.

The first tab **Ship's Data** contains the general data which you also need in many countries for clearing in. All fields are labeled with a clear term, so no further explanation is necessary.

Insert an current photo of your boat into the field **Photo of the Boat**. The inserted image is reduced to the image size that you have setup in dialog **Defaults** under **Size for images**.

Please note that you need to enter both, the values and the units, in the fields of the view **Ship's Data**. Thus it is also possible to use others than metrical units or add some annotations.

On the two other tabs you can collect comprehensive lists of your ship's equipment. Each of the 20 lines can be selected individually, you can also skip lines.




A few examples of entries in the lists:

- **Sails And Sizes** (only for sailboats): List here your various sails and put in information about the sail area.
- **Engine Equipment** (only for motor boats): Collect on this list all the important information about the engine technology and the connected units.
- **Interior Equipment:** Put in information about the electric equipment (batteries, battery charger, inverter etc.), cooker, toilets etc.
- **Deck Equipment:** Here you can enter information about anchor, winches, sloop, outboard, autopilot etc.
- **Nautical Equipment:** List here all nautical systems like chart plotter, AIS receiver/transceiver, radar, radio device, logging and anemometer, however, also binoculars.
- **Safety Equipment:** This is the list for entering information about your lifesaving appliances (the rescue west, life raft, emergency bark, foghorn, emergency pin, bilge pump etc.).
- **Miscellaneous Equipment:** Here you can collect all other important things that you could not assign into other columns.

The View Logbook

Before you will get detailed instructions on how to enter your ship's diary with LOGBOOK (in the chapter "The Ship's Diary" on page 48), you will find in this chapter a complete list of all fields provided in the view **Logbook**.









Fields in the Index of the View Logbook







| Field | Description | Unit/field format | How to enter |
|------------------|---|----------------------|---|
| Trip | The trip, to which the day is assigned | Integer | <ul style="list-style-type: none"> • Same as previous day • Choose from a list of trips |
| Date | Date of the logbook entry | Date | <ul style="list-style-type: none"> • Automatically a day after the last day • Current day if the last day lies in the past further • Choose a date from calendar |
| From | Location at the beginning of the day (starting point) | Text | <ul style="list-style-type: none"> • The Destination of the previous day will be entered by default • Manual input |
| To | Location at the end of the day (destination) | Text | <ul style="list-style-type: none"> • Choose from la list with all locations entered up to now • Manual input |
| Time Zone | Time zone of the ship's time | UTC, sign, time zone | <ul style="list-style-type: none"> • Same as previous day • Choose from list • Manual input (time zone incl. sign) • also time zones with half and quarter hour |
| Day | Unique, sequential number of the logbook page | Integer | <ul style="list-style-type: none"> • Automatic counter, not editable |
| Day Night | Indication whether during the day/night the ship sailed  or was at anchor  / in harbor  | Icons | <ul style="list-style-type: none"> • automatically calculated or from the data entry on the tab Journal, Port Anchorage Overnight stay |
| Aboard | A list of all persons aboard on this travel day | Text | <ul style="list-style-type: none"> • Same as previous day • In case a crew list was created, the list offers an enumeration of all persons in the crew • Manual input |

| Field | Description | Unit/field format | How to enter |
|------------------------------|---|-------------------|---|
| Skipper | Name of the person who is responsible during this day | Text | <ul style="list-style-type: none"> • Same as previous day • List with all persons in the crew (in case a crew list was created) • Manual input |
| Distances in | If in dialog Defaults the setting Variable (both) is selected for the option Unit for distances you can select here the distance unit used for this day | Text | <ul style="list-style-type: none"> • Selection from list (nm or km) |
| Location in overviews | If in dialog Defaults the setting Variable is selected for the option Locations in overviews you can select here the information used in the overview for this day | Text | <ul style="list-style-type: none"> • Selection from list (GPS position or location) |

Fields for Nautical Data on the Tab Navigation of the View Logbook and in Input dialog

| Field | Description | Unit/field format | How to enter |
|-------|-------------------------|-------------------|--|
| | Number of the entry row | Integer | <ul style="list-style-type: none"> • The numbers are fixed • In the case of automatic data recording, the numbers must correspond to the hour of the on-board time |

| Field | Description | Unit/field format | How to enter |
|---|--|-------------------------------|--|
| Time | Ship's time for the entries on the sheet | hh:mm | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Automatic entry of computer's/iPad's system time using time button  • Manual input |
| UTC | UTC for the entries on the sheet | hh:mm | <ul style="list-style-type: none"> • Calculation from Time using Time Zone |
| Position | Current GPS position | LAT/LON in degree and minutes | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input in 6 separate fields (degree, minutes, hemisphere respectively for latitude and longitude) |
| Course | Compass course | ° | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input |
| Speed | Velocity made good through the water | kn | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input |
| Log | Ground trip value of the GPS log | nm | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input |
| SOG | Average speed over ground since last entry | kn | <ul style="list-style-type: none"> • Automatic calculation after data entry in the field Log |
| Sails Engine (only for sailboats) | Information on current sails or use of engine(s) | Text | <ul style="list-style-type: none"> • Choose from two different lists (Mainsail and Foresail, editable in dialog Lists) • Automatic entry from NMEA data using NMEA button  • Manual input |
| Engine(s) (only for motor boats) | Information on current use of engine(s) | Text | <ul style="list-style-type: none"> • Choose from two different lists (Engine 1 and Engine 2, editable in dialog Lists) • Automatic entry from NMEA data using NMEA button  • Manual input |
| River km (only for inland waterways) | Position on a river | Text | <ul style="list-style-type: none"> • Manual input |

| Field | Description | Unit/field format | How to enter |
|---|--|-------------------|--|
| Location (only for inland waterways) | Location as free text | Text | <ul style="list-style-type: none"> • Manual input |
| Wind | Wind direction | | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Choose a direction of the compass rose from list |
| | Wind speed | kn or m/s | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input • Symbol for circulating wind |
| Sea State | Description of the state of the sea | Text | <ul style="list-style-type: none"> • Choose from list (editable in dialog Lists) • Manual input |
| Current | Current direction | | <ul style="list-style-type: none"> • Choose a direction of the compass rose from list • Symbols for with and against the current |
| | Current speed | kn | <ul style="list-style-type: none"> • Manual input |
| Pressure | Barometric pressure | hPa | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input |
| Weather | Clouds | Icon | <ul style="list-style-type: none"> • Choose from list with descriptions |
| | Temperature | °C or F | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input |
| | Relative humidity | % | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input |
| Comments | Notes about the situation, manoeuvres etc. | Text | <ul style="list-style-type: none"> • Choose from list (editable in dialog Lists) • Manual input |
| Watch | Watch | Text | <ul style="list-style-type: none"> • Automatic entry using button Watches  • Choose from list (if you have set up watches in dialog Crew List) |

Fields on the Tab Stops of the View Logbook

On the tab **Stops** you keep a record of the times in which your ship doesn't make way.

| Field | Description | Unit/field format | How to enter |
|-----------------|--|-------------------|--|
| Stop | Time when starting a stop | hh:mm | <ul style="list-style-type: none"> • Automatic entry of system time using Time button ☑ • Manual input |
| Resume | Time when ending a stop | hh:mm | |
| Duration | Duration of the stop | hh:mm | <ul style="list-style-type: none"> • Automatic calculation |
| Comments | Comment to stop | Text | <ul style="list-style-type: none"> • Manual input |
| Lock | When traveling on inland waterways, the number of locks passed can be entered here for stops at locks. | | <ul style="list-style-type: none"> • Tap to enter 1, other numbers can be entered manually |

Fields on the Tab Engine of the View Logbook

The tab **Engine** is divided in 2 sheets.

The first sheet is for recording distances and times the engines are used.

The second sheet manages the operating times of up to 2 generators or diesel heaters.


| Field | Description | Unit/field format | How to enter |
|---|----------------------------|-------------------|--|
| Sheet 1: Engine(s) | | | |
| Engine 1 – Log/Engine 2 – Log | | | |
| Engine on | Log when engine is started | nm | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button 📶 • Automatic entry using the buttons Engine on/off in input dialog • Manual input |
| Engine off | Log when engine is stopped | nm | |
| Distance | Distance under power | nm | <ul style="list-style-type: none"> • Automatic calculation |
| Engine 1 – Operating Times/ Engine 2 – Operating Times | | | |

| Field | Description | Unit/field format | How to enter |
|--|---|--------------------|--|
| On | Time when switching engine on | hh:mm | <ul style="list-style-type: none"> • Automatic entry when filling the corresponding field under Engine – Log • Automatic entry using the buttons Engine on/off in input dialog • Entry of the system time when activating the field • Manual input of time |
| Off | Time when switching engine off | hh:mm | |
| Duration | Duration of engine operation | hh:mm | <ul style="list-style-type: none"> • Automatic calculation |
| Engine Operating Hours | | | |
| Start | Engine operating hours at the beginning of the day (for one or two engines) | Hours (decimal) | <ul style="list-style-type: none"> • Transfer of operating hours at the end of the previous day • Manual input |
| End | Engine operating hours at the end of the day (for one or two engines) | Hours (decimal) | <ul style="list-style-type: none"> • Calculation from duration of engine operating times • Manual input |
| Time | Remaining time when using engine(s) | Hours (decimal) | <ul style="list-style-type: none"> • Automatic calculation |
| Range | Remaining distance when using engine(s) | nm or km | <ul style="list-style-type: none"> • Automatic calculation |
| Engine(s) switched on | Displays which engines are considered by Logbook as in use at the moment | Engine 1, Engine 2 | <ul style="list-style-type: none"> • Automatic calculation |
| Sheet 2: Generator(s) | | | |
| Generator 1 – Operating Times/Generator 2 – Operating Times | | | |
| On | Time when switching generator on | hh:mm | <ul style="list-style-type: none"> • Automatic entry of the system time when activating the field • Manual input of time |
| Off | Time when switching generator off | hh:mm | |
| Duration | Duration of generator operation | hh:mm | <ul style="list-style-type: none"> • Automatic calculation |
| Generator Operating Hours | | | |
| Start | Generator operating hours at the beginning of the day (for one or two generators) | Hours (decimal) | <ul style="list-style-type: none"> • Transfer of operating hours at the end of the previous day • Manual input |

| Field | Description | Unit/field format | How to enter |
|-------------------------------|---|-------------------|---|
| End | Generator operating hours at the end of the day (for one or two generators) | Hours (decimal) | • Manual input |
| Consumption | Fuel consumption of the generator | l or gal | • Automatic calculation |
| Consumption Generators | Fuel consumption of the generator per hour | l or gal | • Manual default value for the whole LOGBOOK file |

Fields on the Tab Weather of the View Logbook

The tab **Weather** contains 3 sheets. The sheet **Air pressure curve** shows the course of the air pressure in the course of the day.

| Field | Description | Unit/field format | How to enter |
|----------------------------------|--------------------------------------|-------------------|--|
| Sheet 1: Weather Forecast | | | |
| Source | Source of the weather forecast | Text | <ul style="list-style-type: none"> • Choose from list of already entered sources • Manual input |
| Report From | Date of the weather forecast | Date | <ul style="list-style-type: none"> • Automatic entry of the system date when activating the field • Choose a date from calendar • Manual input |
| | Time of the weather forecast | hh:mm | • Manual input |
| Water Temperature | Temperature of the sea water | °C or F | <ul style="list-style-type: none"> • Automatic entry from NMEA data using NMEA button  • Manual input |
| Synopsis | Description of the synopsis | Text | • Manual input (or paste from clipboard) |
| Weather Forecast | The weather forecast for next 2 days | Text | • Manual input (or paste from clipboard) |
| Longterm Weather Forecast | The longterm weather forecast | Text | • Manual input (or paste from clipboard) |

| Field | Description | Unit/field format | How to enter |
|------------------------------------|---|-------------------|---|
| Sheet 2: Weather Charts | | | |
| Insert weather chart here | In 2 fields a screenshot of a weather chart from the Internet can be inserted. The image size is reduced to 720 x 540 pixels. | Image | • Selection of image using button, by tapping on the image area or by dragging the image into the field (depending on operating system) |
| | Caption for weather chart above | Text | • Manual input |
| Sheet 3: Air pressure curve | | | |
| Air pressure curve | Display of the air pressure curve on this day on the basis of the values entered in navigation | Graph | • Button |

Fields on the Tab Journal of the View Logbook

The tab **Journal** is divided on 3 sheets.

The sheet **Journal** is the place for your personal travel diary.


Use the sheet **Port | Anchorage | Overnight stay** to enter information about the port or the anchorage, as well as where you spent day and night.

The sheet **Track** accommodates a screenshot of the track,.

| Field | Description | Unit/field format | How to enter |
|-------------------------|---|-------------------|----------------|
| Sheet 1: Journal | | | |
| Journal | Space for your personal diary, travel report etc. | Text | • Manual input |

| Field | Description | Unit/field format | How to enter |
|---|---|-------------------|---|
| Insert Photo here | Four photos or documents files can be inserted on separate sheets. Image size is reduced to the size you have setup in the dialog Defaults. | Image | <ul style="list-style-type: none"> • Selection of image/file using button, by tapping on the image area or by dragging the image into the field (depending on operating system) |
| | Caption for the image inserted on the register | Text | <ul style="list-style-type: none"> • Manual input |
| Sheet 2: Port Anchorage Overnight stay | | | |
| Port/Anchorage | Your comments about the port or anchorage | Text | <ul style="list-style-type: none"> • Manual input |
| Day | Marking whether the day was spent at anchor, in port or sailing | Icon | <ul style="list-style-type: none"> • Manual input • As soon as a covered distance is recorded on the tab Navigation, the option sailing is enabled |
| Overnight stay | Marking whether the night was spent at anchor, in port, sailing or not on board at all | Icon | <ul style="list-style-type: none"> • Manual input |
| Days in port | Number of additional full days in port until next LOGBOOK entry | Integer | <ul style="list-style-type: none"> • Manual input (only available if Overnight stay in the port is chosen) |
| Day at anchor | Number of additional full days at anchor until next LOGBOOK entry | Integer | <ul style="list-style-type: none"> • Manual input |
| Port Charges | | | |
| Days | Number of days for which the charges are paid | Integer | <ul style="list-style-type: none"> • Manual input |
| Per Day | Port charges per day | Currency | <ul style="list-style-type: none"> • Automatic calculation |
| Total | Total port charges in the period | Currency | <ul style="list-style-type: none"> • Manual input • \$ -> Budget enters the total cost as an expense in the Add-on BUDGET |
| Sheet 3: Track | | | |
| Insert Screenshot of the Track here | Insert screenshot of the track from your plotter, your navigation software or the Google Track here. Image size is reduced to 400 pixel. | Image | <ul style="list-style-type: none"> • Automatic input when creating the track on the Tab Tracking • Selection of image using button, by tapping on the image area or by dragging the image into the field (depending on operating system) |

Fields on the Tab Tracking of the View Logbook

| Field | Description | Unit/field format | How to enter |
|----------------------------------|---|-------------------|--|
| Google Track and kml File | | | |
| Color of the track | Color for the path in Google track or in kml file (6 colors to choose from) | | <ul style="list-style-type: none"> • Choose from list |
| Width of the track | Line width for the path in Google track or the kml file (3 thicknesses to choose from) | | <ul style="list-style-type: none"> • Choose from list |
| Google Track from | Sets the data from which the Google track is to be created and displayed in the window or saved on the tab Journal/Track | | <ul style="list-style-type: none"> • Track from the Auto NMEA data • Track from logbook entries • Generate creates the Google track, requires an internet connection •  stores the track permanently on the tab Journal/Track |
| kml file from | Sets the data from which kml file is to be create | | <ul style="list-style-type: none"> • kml file from the Auto NMEA data • kml file from logbook entries • Generate creates the kml file, requires an internet connection |
| Auto NMEA Tracking | | | |
| Positions | Displays the number of positions captured during automatic NMEA data acquisition. | | <ul style="list-style-type: none"> • Data is stored internally in LOGBOOK |

Field on the Tab Technical of the View Logbook

The tab **Technical** is divide on 3 sheets.

The sheets provide fields for technical comments, for monitoring battery capacity, fuel and fresh water.

| Field | Description | Unit/field format | How to enter |
|------------------------------------|-------------|-------------------|--------------|
| Sheet 1: Technical Comments | | | |

| Field | Description | Unit/field format | How to enter |
|---|--|-------------------|--|
| Technical Comments | Technical remarks | Text | • Manual input |
| Sheet 2: Batteries | | | |
| Battery monitoring – Charging | | | |
| Time | Time when charging is completed | hh:mm | • Entry of the system time when activating the field • Manual input of time |
| State of charge | Capacity after charging is completed | Ah | • Manual input |
| | Voltage after charging is completed | V | • Manual input |
| Comments | Technical comments on batteries, charging | Text | • Manual input |
| Battery monitoring – Consumption | | | |
| Restart measurement | Restart all calculations, for example, after a long absence or shore power | | • Option to check |
| Time | Time of the measured values | hh:mm | • Entry of the system time when activating the field • Manual input of time |
| out | Current indicated consumption value | kWh | • Manual input |
| in | Current displayed value for the charging | kWh | • Manual input |
| Balance | Current difference between consumption/charging | kWh | • Automatic calculation using the two values |
| State of charge | Current value of the battery capacity | Ah | • Manual input |
| Comsump./24h | Consumption during the last 24 h | kWh | • Automatic calculation |
| Charging/24h | Charing during the last 24 h | kWh | • Automatic calculation |
| Balance/24h | Difference between consumption and charging within the last 24 hours | kWh | • Automatic calculation |

| Field | Description | Unit/field format | How to enter |
|---------------------------------------|--|---|--|
| Difference/24h | Difference in battery capacity over the last 24 hours | Ah | • Automatic calculation |
| ∅ Consumption | Average consumption per day since the last reset of the measurement | kWh/24h | • Automatic calculation |
| Sheet 3: Tank Levels | | | |
| Fuel in [unit used for volume] | | | |
| Consumption | Average consumption used in the calculations (value from Fuel Calculator) | | • Automatic calculation |
| Engine(s) | Fuel consumed by engines | l oder gal | • Automatic calculation |
| Generator(s) | Fuel consumed by generators | l oder gal | • Automatic calculation |
| Start | Fuel at the beginning of the day | l or gal | • The fuel at the end of the previous day is entered • Manual input |
| End | Fuel at the end of the day | l or gal | • Automatic calculation |
| Time | Remaining time under power | h | • Automatic calculation |
| Range | Remaining distance under power | nm oder km | • Automatic calculation |
| Fuel Consumption | | | |
| calculated | Fuel consumption per hour and per distance unit, calculated from the refuelings entered in Fuel Calculator | l/h or gal/h l/nm, l/km, gal/nm, gal/km | • Same vaule as previous day will be entered by default • Automatic calculation |

| Field | Description | Unit/field format | How to enter |
|--|--|---|---|
| manually | Different consumption value to be used for the current driving condition instead of the calculated consumption | l/h or gal/h l/nm, l/km, gal/nm, gal/km | <ul style="list-style-type: none"> • Manual input consumption per hour • Automatic calculation of consumption per distance unit using the value in the first line |
| Reading tankful | | | |
| Reading tankful at | Time of reading | hh:mm | <ul style="list-style-type: none"> • Entry of the system time when activating the field • Manual input of time |
| Reading | Level of the tank at reading | l or gal | <ul style="list-style-type: none"> • Manual input |
| Change | Change in the level relative to the previous reading | l or gal | <ul style="list-style-type: none"> • Automatic calculation |
| Total | Total of the levels of all tanks/total change | l or gal | <ul style="list-style-type: none"> • Automatic calculation |
| Fresh Water in [unit used for volume] | | | |
| Consumption | Average consumption per day and person used in the calculations (value from fresh water calculator) | | <ul style="list-style-type: none"> • Automatic calculation |
| Start | Amount of fresh water at the beginning of the day | l or gal | <ul style="list-style-type: none"> • The fresh water at the end of the previous day • Manual input |
| End | Amount of fresh water at the end of the day (calculated using the average consumption and the number of persons in the crew) | l or gal | <ul style="list-style-type: none"> • Automatic calculation |
| Time (Days) | Number of days for which the fresh water supply is still sufficient | days | <ul style="list-style-type: none"> • Automatic calculation |
| Fresh water tanks filled | Sets the start value to the amount of fresh water specified under Volume fresh water tanks | | <ul style="list-style-type: none"> • Option to check |
| Fresh water consumption per person | | | |
| calculated | Fresh water consumption per day and per person, calculated from entries in Fresh Water Calculator | l or gal | <ul style="list-style-type: none"> • Same as previous day • Automatic calculation |
| manually | Different consumption value to be used for the current conditions instead of the calculated consumption | l or gal | <ul style="list-style-type: none"> • Value from single row in fresh water calculator, entered using the button ✓ at the end of a selected row • Manual input |

| Field | Description | Unit/field format | Field | Description | Unit |
|---------------------------------|--|-------------------|--------------------------------------|---|-------|
| Persons | Number of persons to be taken into account in the calculation of current consumption and the remaining time on the sheet Tank Level | number | Stops | Overhaul time of persons and stops on the day | hh:mm |
| | | | Engine (only for motor boats) | Calculation of driving times with engine (manual input) | hh:mm |
| Volume fresh water tanks | Total volume of fresh water available | l or gal | Distance | Total distance on the day | nm |
| | | | Total Sailing | Total distance under sail on the day | nm |
| | | | Under Power | (total distance minus distance under power) | |
| Reading tankful at | Time of reading | hh:mm | (only for sailboats) | Total distance under power on the day | nm |
| | | | Distance Total | (total distance minus distance under sail) Total distance on the day | nm |
| Reading | Level of the tank at reading | l or gal | Engine 1 | Total distance using engine 1 (values from tab | nm |
| Change | Change in the level relative to the previous reading | l or gal | Engine 2 (only motor boat) | sheet Engine 1 Total distance using engine 2 (values from tab | nm |
| Total | Total of the levels of all tanks/total change | l or gal | | Engine, sheet Engine 2) | |

Field on the Tab Checklists of the View Logbook

| Field | Description | Unit/field format | How to enter | Unit |
|------------------------|---|-------------------|--------------------------------------|-------|
| Before starting | List of important to-dos that need to be done before departure | | Engine Hours Checklists | hh:mm |
| After journey | List of important to-dos that need to be done after the arrival | | Generator Hours Checklists | hh:mm |
| | | | Locks (only inland waterways) | num |

Fields in the Evaluation Area of the View Logbook

| Field | Description | Unit/field format | How to enter |
|----------------------|---|-------------------|-------------------------|
| Travel Time | Total time period with entries on this page | hh:mm | • Automatic calculation |
| Cruising Time | Total cruising time without stops | hh:mm | • Automatic calculation |

Time Stamp

The bottom right corner of the view **Logbook** shows two time stamps. These time stamps make clearly recognizable if afterwards changes have been made to the logbook entries. This is important, if the logbook should be used as an evidence in case of a maritime casualty.

The first time stamp (**Last edits Navigation data**) shows the date and time of the last edit in the nautical data area, the second time stamp (**Last edits Day overall**) shows the date and time of the last edit in any entry for this day.

In the input dialog LOGBOOK in addition saves time stamps for each entry.

Please note:

The time stamps will only be refreshed if contents of fields are changed. If you, for instance, only click or tap in a field to have a look at the description of the abbreviation or icon and make no changes in the field's contents, the time stamp doesn't change.

Avoid changes to the entries afterwards! Only if you do so your digital logbook is a full alternative to a logbook you fill out by hand with a ballpoint pen.

The Ship's Diary

The view **Logbook** is the ship's logbook, in which you enter your data and comments, as you are used to from a traditional logbook on paper. In this chapter you get to know the view **Logbook** and how to work with LOGBOOK during your travel.

The view Logbook

All the entries you wish to make during the travel are entered in the view **Logbook**, which is divided into 8 tabs. LOGBOOK creates a separate page for each day. With the arrow buttons at the top in the middle of the menu area you can scroll between the pages/days.

All tabs share the **index** at the top and the **evaluations** at the bottom.

The index of the view Logbook

The **index** contains the key data for the day such as date, start and destination, names of the persons on board and name of the skipper. In addition, the day is assigned to a trip, the time zone is defined and the distance unit and location used for this day are selected for certain area settings (see the corresponding settings in the **Defaults** dialog under "Options in the Area area" on page 18).

On the left side of the index you will also find the two buttons for starting and stopping the automatic recording of GPS/NMEA data and the Auto-NMEA function for automatic logbook entries.

When automatic data recording is active, the respective buttons appear red and a button for manual creation of an entry from this data is also displayed.

Next to the number of the day, symbols show how the day and night were spent.

Tip: Non-consecutive day numbering

If you do not create LOGBOOK days in chronological order, the number of the day is also not chronological. This discrepancy will be fixed automatically with the next update for your LOGBOOK file

The button on the right simplifies the entry of watches according to predefined watch systems (see "Setting up Watches automatically using Watch Systems" on page 56).

Below the index there are 8 tabs which activate the 8 different tabs of the view **Logbook**.



The index of the view **Logbook** (for cruising area sea)



The index of the view **Logbook** during automatic data recording

The Evaluation area in the view Logbook

The **evaluation** at the bottom of the view **Logbook** calculates some interesting total or average values for the day. Take these values, how long you are already on the road, what total distance

you have covered, your average trip over ground, etc. A list of the evaluation fields can be found under “Fields in the Evaluation Area of the View Logbook” on page 46.

| Travel Time | Cruising | Stops | Engine | Distance: Total | Sailing | Under Power | SOG | Day's Run | Engine Hours |
|-------------|----------|--------|--------|-----------------|---------|-------------|--------|-----------|--------------|
| 8:05 h | 6:22 h | 1:42 h | 3:43 h | 32,5 nm | 12,4 nm | 20,1 nm | 5,1 kn | 122 nm | 3:43 h |

The daily evaluation in the view **Logbook**

The tab Navigation

The tab **Navigation** provides an overview of all navigation entries for the day, similar to a handwritten logbook. No entries can be made directly in this view, only the watches can be entered in the rightmost column. Clicking on an entry line opens the input dialog for the respective entry line.

The entry rows **0** to **25** are preset for each day, i.e. enough entry rows for an hourly entry. However, you can also enter your navigational data more frequently or less often. Not all entry rows have to be filled in and if necessary further entry rows can be inserted between the given entry lines. It is only important that in the list newer entries are arranged chronologically beneath the previous ones.


| Time | UTC | Position | Course | Speed | Log | SOG | Sails | Engine | Wind | Sea State | Current | Pressure | Weather | Comments | Watch | |
|-------|-------|-------------------------|--------|-------|----------|-----|--------|--------|------|-----------|---------|----------|-------------|----------|-------|----------------------------|
| 00:00 | | | | | | | | | | | | | | | | |
| 01:00 | 08:19 | 38° 28.7' N 15° 17.8' E | 0° | 0.0 | 22.532.0 | | Karne | 1000 | 3 | 5 | | | 1.017.1 mPa | 18.8°C | 70% | Anlagen |
| 02:00 | 08:26 | 38° 28.7' N 15° 17.8' E | 0° | 0.0 | 22.532.0 | 8.8 | GfW-FK | Chow | W | 9 | | | 1.016.1 mPa | 18.1°C | 70% | Kursänderung 2 min 180° |
| 03:00 | 09:01 | 38° 25.4' N 15° 16.2' E | 202° | 4.4 | 22.102.7 | 5.8 | GfW-FK | Chow | W | 12 | | | 1.016.5 mPa | 25.1°C | 67% | Stundenanfang |
| 04:00 | 09:07 | 38° 25.1' N 15° 16.2' E | 209° | 6.7 | 22.126.1 | 4.6 | GfW-FK | Chow | W | 13 | | | 1.016.5 mPa | 25.1°C | 67% | Kursänderung 2 min 172° |
| 05:00 | 09:17 | 38° 25.0' N 15° 17.7' E | 0° | 6.4 | 22.136.4 | 1.8 | Karne | 1000 | SWW | 10 | | | 1.016.5 mPa | 25.2°C | 66% | Gründel gelassen, Motor an |
| 06:00 | 09:19 | 38° 25.0' N 15° 17.7' E | 0° | 6.1 | 22.136.4 | 0.0 | Karne | Chow | W | 7 | | | 1.016.8 mPa | 21°C | 65% | Anker ab |
| 07:00 | 09:27 | 38° 25.0' N 15° 17.7' E | 164° | 3.3 | 22.136.5 | 0.0 | Karne | 1000 | W | 10 | | | 1.016.3 mPa | 21.7°C | 65% | Ende Pacer |
| 08:00 | 11:30 | 38° 25.2' N 15° 16.2' E | 40° | 4.8 | 22.136.8 | 4.5 | FK | 1000 | W | 10 | | | 1.016.2 mPa | 20°C | 64% | Anker auf |
| 09:00 | 11:38 | 38° 25.2' N 15° 16.4' E | 331° | 4.1 | 22.127.4 | 4.5 | FK | 1000 | W | 4 | | | 1.016.2 mPa | 18.2°C | 65% | Kursänderung 2 min 180° |
| 10:00 | 12:01 | 38° 26.2' N 15° 16.2' E | 284° | 3.7 | 22.129.0 | 4.4 | FK | 1000 | SWW | 7 | | | 1.015.9 mPa | 20.1°C | 67% | Stundenanfang |
| 11:00 | 13:01 | 38° 28.8' N 15° 15.5' E | 0° | 4.8 | 22.136.3 | 7.3 | FK | 1400 | NW | 10 | | | 1.015.5 mPa | 25.1°C | 67% | Stundenanfang |
| 12:00 | 13:39 | 38° 30.5' N 15° 15.7' E | 360° | 3.0 | 22.136.4 | 2.3 | Karne | 1000 | W | 16 | | | 1.015.3 mPa | 21.2°C | 67% | Einschalten in den Halten |
| 13:00 | 14:29 | 38° 35.4' N 15° 12.3' E | 302° | 4.3 | 22.136.4 | 4.7 | Karne | 1000 | DW | 7 | | | 1.015.1 mPa | 21.3°C | 66% | Anlagen |

View **Logbook**, tab **Navigation**

There are several different methods how to handle a logbook. One method is to make the entries at fixed time intervals. According to personal preference and the sailing area this can be every hour or every 2 hours. When sailing across an ocean with constant weather conditions, perhaps you will make your entry only every 4 hours from time to time. Another, often used method to enter in a logbook is to make an entry always when either a waypoint is passed, the course is changed, or the sails are changed.

The entry rows in the view **Navigation** are labeled from **0** to **25**, corresponding to the hours of the day (read in the section “Changing the Time Zone” on page 83 why there are 25 lines). Nevertheless, the row numbers doesn’t have any relevance for the calculations, they serve merely as an orientation while entering data.

The most important settings

Before you start working with LOGBOOK, you should double-check whether the most important settings (in dialog **Defaults** in the Settings menu, button ) have set to suit your ship and your travel area. These are:

- Cruising area incl. setting for the unit for distances etc.
- Type of ship (sailboat, motorboat)
- Number of engines
- Number generators
- Units for wind speed, fresh water, fuel and temperature

Also, enter in **Fuel Calculator** consumption values for your equipment such as generators or diesel heater (see “The Fuel Calculator” on page 87) and transfer the fuel consumption of your engines.

If you don't have entries in Fuel Calculator, you can also enter a value on the tab **Technical** on sheet **Tank Levels** in the field **Fuel Consumption, manually**.

For the calculation of fresh water consumption do the same. Either transfer a consumption value from the **Fresh Water Calculator** (see “The Fresh Water Calculator” on page 89), or enter a value on the tab **Technical** on sheet **Tank Levels** in the field **Fresh water consumption per person, manually**.

Before Starting

It is best if you make some of the entries already before you start.

① Creating a new day

Start with creating a new day in your logbook.

Attention: Special case new, empty Logbook file

The first time you work with a new, empty LOGBOOK file, the first day is already created. So you don't need to create a new day.

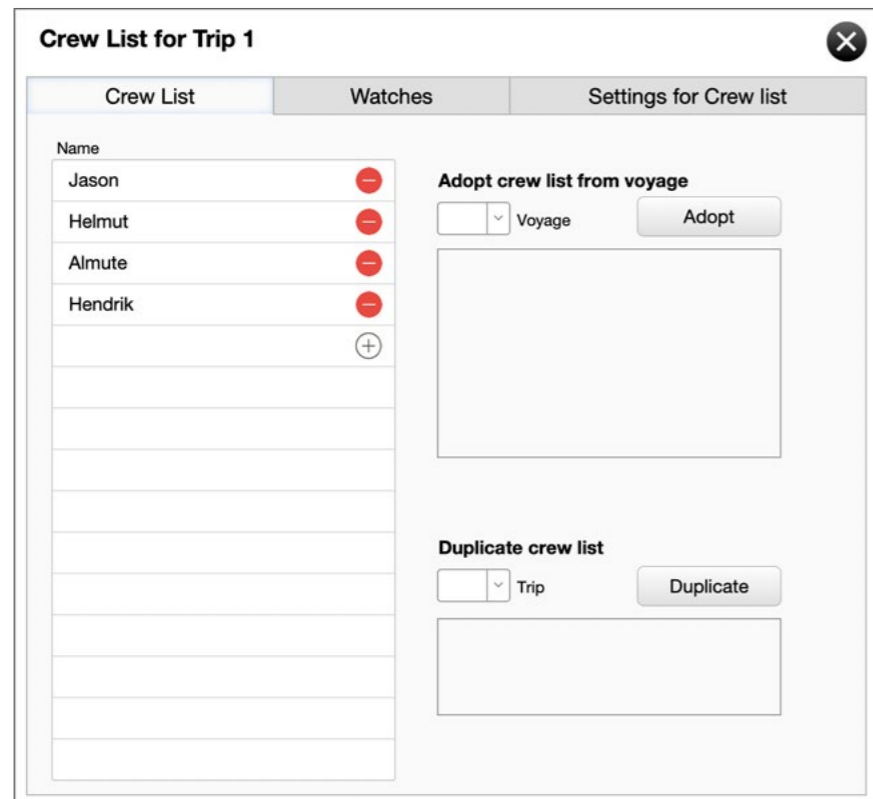
1. Activate the view **Logbook** or **Trips**.
2. Tap on the button + and then in popover choose the text button **New Day**.
3. After displaying a security message LOGBOOK adds on a new page for the new day. Thereby, some fields are automatically filled.
4. Check the entries in the fields that LOGBOOK had filled automatically and make your edits if necessary (see “Fields in the Index of the View Logbook” on page 33).

Attention

Please note that, once a day is created, it can't be deleted anymore.

② Setting Up a Crew List


If you start a new trip (more about trips in the chapter “The Views Trips and Summary” on page 92) or start with a new, empty LOGBOOK file, you should first create a crew list. This is helpful when filling the fields **Aboard** and **Skipper**.



The Dialog **Crew List**

Please note

For each trip LOGBOOK uses a separate crew list. Hence each crew list is linked to the trip and the crew can't be changed during a trip. For this reason you should create a new trip each time the crew changes.

1. Open the dialog **Crew List** (button .
2. LOGBOOK creates an own crew list for each trip. The dialog **Crew List** shows the crew list of the trip or day which is shown in LOGBOOK.
3. The names of all persons on board are entered on the tab **Crew List**. You can either enter the individual names or take a crew list from the Add-on CREW or from another trip.
 - To enter a new name click or tap on the + sign and enter the name or choose a name from the list. You can specify which names are displayed in the list on the tab **Settings for Crew list**.
 - As soon as you have entered a name in the field **Crew List**, a new empty input line appears beneath.
 - **Adopt crew list from voyage:** If you also use the Add-on CREW, you can transfer in one step the complete crew of a voyage from the add-on CREW to the current trip. To do this, select the voyage number from the list. The field shows a preview of all names in the crew list of the voyage. With the **Adopt** button all names are adopted for the crew list of the current trip.
 - **Duplicate crew list:** In your logbook you will often want to use a crew list that you have already created for one trip for

another trip. To do this, select the trip number from the list. The field shows a preview of all names in the crew list of the selected trip. With the **Duplicate** button all names are adopted for the crew list of the current trip.

4. After you have entered all the names, you can close the dialog using the Close button, or you can go on and set up the watches (“4 Setting up Watches” on page 54).

The tab Settings for Crew List

- **List of names from:** In the upper right part of the dialoge **Crew List**, you can determine which names should be available for selection when activating the field **Name**. This can be either the names of the persons listed in the Add-on CREW (optionally with first and last name or only the first name) or all names that you have used already in a crew list in this logbook file.
- Use the button **Reload data from Crew** to update this list. This is necessary, for example, if you are using the dialog for the first time or if you have added new persons to the crew.

Attention

LOGBOOK can only fetch crew lists and person names from the standard crew file **Crew.fmp12**.

Please note:

The crew list can contain up to 15 persons. LOGBOOK creates an entry suggestion for the field **Aboard** in the index of the view **Logbook** from this list. Therefore, if you have a large crew and not all names fit in the field, you should shorten long names.

③ Check and edit in the Fields of the Index

If you start with a new logbook file, create the first day in a new trip or several days have passed since the last entry in the view **Logbook**, not all fields will be filled correctly when creating the new day. Check the index and edit the entries if necessary.

The following fields are automatically filled in:

| Field | Value |
|------------------|---|
| Trip | Same trip as previous day |
| Date | The date of the previous day + 1 |
| From | The destination of the previous day will be entered |
| Time Zone | Same as previous day |

| Field | Value |
|--|--|
| Aboard | Same as previous day |
| Skipper | Same as previous day |
| Distances in | Same unit as previous day |
| Engine Operating Hours, Start (Engine 1, Engine 2) | The end value(s) of the previous day will be entered |
| Generator Operating Hours, Start (Generator 1, Generator 2) | The end value(s) of the previous day will be entered |
| Fuel, Start | The end value of the previous day will be entered |
| Fresh water, Start | The end value of the previous day will be entered |

- **Trip:** Select from the list the number of the current trip. The list offers only trips already set.
- **Date:** On PC click in the calendar on Today to insert the current date, or select the date.
On iPad select the date from popup date.
- **From:** Enter in this field the location from where you start.
- **To:** Here you can—if desired—enter the destination to where you would like to travel on this day. If you tap on the triangle at

the end of the field, a choice list with all places already used in this logbook file will open.

- **Time Zone:** Select from the list to which time zone your ship's time corresponds. The entry **Edit ...** bottom of the list, allows to enter your relevant time zones in the list.
- **Aboard:** If you click or tap in the field you will get a list with one single entry, which is an enumeration of all persons whom you have entered into the crew list for the current trip. You can either select this entry and edit it, if necessary, or type the names.
- **Skipper:** Select here the name of the person who is responsible for the ship during this day. The list contains the names of all persons in the crew list for the current trip.

Please note:

It is easier to edit the fields **Aboard** and **Skipper** after you have created on a crew list for the trip. Then the field **Aboard** offers an enumeration with all persons from the crew list and the field **Skipper** shows a list with the names of all persons in the crew list from which you can choose a name (see “2 Setting Up a Crew List” on page 51).

- **Distances in:** If you have activated the option **Variable (both)** under **Unit for distances** in the Defaults, you can select here the unit used for this day (nm for days when you're out at sea, km for days on which you travel on inland waterways).

Attention: Switching the unit for distances

Each LOGBOOK day can only use one unit for the distance. If you go on a day between inland water and sea and also switch your log instrument from km to nm or vice versa, you need to create a new day in LOGBOOK and give it the same date as the previous one. LOGBOOK recognizes this two days with identical date and counts them for one single day.

Attention

If you change in index the unit in the field **Distances in** (only available with the option **Unit for distances, Variable (both)** in the dialog **Defaults**), all values already entered are not converted. But the setting affects the totals show in the view **Trips**.

Attention: The special case empty logbook file

If you start to work with a new, empty logbook file, the first day is already created. So you don't need to create a new day. However, because no data can be transferred from the previous day, the fields in the index of the views **Logbook** are empty and you need to type in all data. In addition, enter the following values:

- on tab **Engine** on the sheet **Engine(s)** the current operating hours in the field **Engine Operating Hours, Start**
- on tab **Engine** on the sheet **Generator(s)** the current operating hours in the field(s) **Generator Operating Hours, Start** for your generator(s)

If you also want to record technical data such as consumption values

- on tab **Technical**, sheet **Tank Levels** in field **Fuel, Start** the starting value for fuel volume
- on tab **Technical**, sheet **Tank Levels** in field **Fresh Water, Start** the starting value for the fresh water volume.

④ Setting up Watches

If you work with a watch system, you can set up in the dialog **Crew List** which crew members form a watch.

1. Open the dialog **Crew List** (button .

2. Go to the tab **Watches** and click/tap on the + sign. A new watch is set up and the cursor is placed into the field **1st Person**.
3. LOGBOOK inserts the letter for the watch in the first column **Watch**. Choose a name for the field **1st Person** from the list. The list shows only names which were already entered into the crew list of this trip. Afterwards, in the field **2nd Person** you can select the second person for the watch.
4. Enter an abbreviation for the watch with up to 2 letters. LOGBOOK sets consecutive numbers by default.
5. Set up in this manner for the other watches. After you have set up all watches close the popover with the closing button on the top right.

Please note:
Up to 10 different watches can be set up for each trip.

Please note:
The order of the watches in the popover also determines the schedule in automatic watch system.

Setting up Times for Watches manually

After you have set up your watches, you can choose in the view **Logbook** on sheet **0-25** of tab **Navigation** a watch for every hour

of the day (read more in the chapter “During the Journey” on page 57).

1. Activate in the view **Logbook** on tab **Navigation** the field **Watch** which is the rightmost column (it is the only field that can be edited in this tab).
2. Select the desired watch from the list.
3. The field will get a background color corresponding to the watch. The field shows the abbreviation of the watch.
4. Use the tab key or the button **Next** to get to the next field below.
5. If you tap in the field once again, the names of the crew members in this watch are displayed.

You can also enter the watches in the input dialog, but there have to scroll from row to row.

| Watch | Color |
|-------|------------|
| a | yellow |
| b | light gray |
| c | mid blue |
| d | beige |
| e | dark gray |
| f | blue |

Colors for the watches

Note:

If you are using watches and watch systems in LOGBOOK, each of the rows 0 to 25 corresponds to the same hour of the day.

Setting up Watches automatically using Watch Systems

LOGBOOK also provides a function to automatically set up the time schedule for the watches based on several watch systems for 2, 3 or 4 watches:


- **4-4-4-4-4-4** 6 four-hour watches per day
- **3-3-3-3-3-3-3** 8 three-hour watches per day
- **4-4-4-4-2-2-4** 5 four-hour watches per day and
2 two-hour watches in the early evening.

Depending of the number of watches the schedule will be the same at each day or it will rotate.


For crews with only 2 watches LOGBOOK offers in addition the Swedish watch system, which has the advantage of the shortened watches and is also rotating:

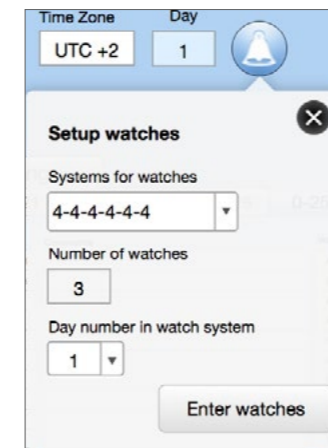
- **3-3-3-4-4-4-3** 4 three-hour watches at night and
3 four-hour watches at day.



Use the following steps to enter the watches for the activated day into your logbook:

1. In dialog **Crew List** (button ) set up on tab **Watches** the person(s) for each watch. It is important that you have set up the


correct number of watches because this affects which options for watch systems are provided. The order of the watches in the dialog also determines the schedule in automatic watch system.

2. Open the popover **Watches** (button  in index of view **Log-book**). If for the previous day no watch system has been selected, all fields are blank.
3. First select the desired watch system from the list **Systems for watches**.

*The popover **Watches***

4. LOGBOOK now automatically fills the field **Number of watches** according to the number of watches you had set up in the dialog **Crew List** (button ).
- Depending on the system and number of watches the field **Day number in watch system** provides Day 1, Day 2 or Day 3 to choose from. Start with Day **1**.
5. After you watch system is set up press the button **Enter watches**. LOGBOOK now enters for every hour the abbreviation for the watch matching the time schedule of the system. The order of the watches is the same order you had set up in dialog **Crew List** (button .

Setting up the time schedule for following days

If you open the popover **Watches** (button ) while for the previous day already a watch system has been set up, the popover shows the setting for this watch system. In case of a rotating watch system the field **Day number in watch system** shows the number of the next day in schedule.

So you only need to press the button **Enter watches**.


5 Enter the Weather Forecast


On the tap **Weather** you can enter information on the weather condition and the weather forecast.

First put in the **Source** of your data, then under **Report From** date and time of the weather report. When you enter the field, the current date is automatically entered. However, it can also be changed.

The other fields **Synopsis**, **Weather Forecast** and **Longterm Weather Forecast** correspond to the divisions used in many maritime weather reports. These three fields are multi-line text fields with vertical scroll bars.

If you insert the text of the weather report into LOGBOOK with copy and paste from a website, it will appear most times in another font and type size. If so, tap on the button **A**. Now the text appears in the normal font and type size of LOGBOOK.


In addition to the data of the weather report you can enter the current **Water Temperature**. Enter the value in the indicated temperature unit. You can set the unit for the temperature in the dialog **Default** (in the menu of the popover Settings, button ). Nevertheless, if you change of the unit, the value for the temperature will not be converted.

If you are using LOGBOOK's NMEA feature on PC or iPad and your PC or iPad is connected to a NMEA data source that provides the water temperature, you can enter the temperature automatically into the field using the NMEA button  (to use this feature the option **Water Temperature** needs to be activated in NMEA/GPS settings).

On the sheet **Weather Charts** you have the option of adding two screenshots of weather charts with a short comment text in the field below.

Weather charts slide show

With the **full-screen button** on the right you can open a slide show, showing all the weather charts stored in your logbook on the sheet **Weather Charts**. The slide show is displayed in its own window.

- To switch between the weather charts of a day use the dots below the images. On the iPad you can drag the images to the left or right.
- To scroll within the days use the buttons on the top right. Only days are called for which you have saved journal weather charts.
- With the closing button () on the top right of the window the slide show window is closed.

During the Journey

During the journey you enter the nautical data. The tab **Navigation** of the view **Logbook** shows a tabular overview of the data. For entering data the input dialog is opened.

Tip

If you always enter your data in the entry row which corresponds to the current hour of the day, you will later easier realize at which time of the day the entries have been made, when scrolling through the logbook.

Attention

If you are using watches and watch systems in LOGBOOK, each entry row number corresponds to one hour of the day.

Entering the navigational Data

Depending on how your boat is equipped and which licence of LOGBOOK of you have purchased, you need enter all navigational data manually or LOGBOOK can enter automatically some of the data.

- For automatic data entry from a NMEA data source (GPS mouse, NMEA network of the ship) you need the **NMEA licence** for your device type (PC or iPad) and on iPad you need to have installed and setup the App **LogbookNMEA connect**.
- If you want LOGBOOK to make the entries on its own, you also need the **Auto-NMEA license** for automatic data recording or a **Pro license**.

- Without NMEA license you need enter all data manually.

The Input Dialog

The navigatory data are entered in the **input dialog** that opens when you click/tap on the navigation data. The input dialog offers access to all entry rows, no matter for which row you had opened it.

The input dialog is divided into 3 areas.

The entry bar

The left area of the input dialog (the **entry bar**) with a darker blue background is used to select the entry row that is to be displayed and edited in the input dialog. You can scroll in the entry bar. The buttons with the row numbers have different text and fill colors, which directly indicate the status of the entry line.

| Fill Color | Status |
|------------|---|
| white | The entry row is empty or contains an entry made by the user. |
| blue | The entry row is currently selected for editing in the input dialog. |
| yellow | The entry in this entry row was created automatically by LOGBOOK (with Auto NMEA) |





| Text color | Status |
|------------|---|
| black | Entry row contains no entry or the entry is missing Time and Log value |
| green | Entry row contains a valid entry |

| Text color | Status |
|------------|--|
| red | Entry row contains an incomplete entry (time or log value missing) |
| orange | Entry row was changed manually afterwards |

Colors of the buttons in the entry bar of the input dialog

The header

At the top of the input dialog you will find the **header**, which also has a background in a darker blue. On the left side of the header is the number of the entry row which is shown in the input dialog for editing. The same colors are used for the **row number icon** as in the entry bar (however, the blue background color is omitted).



- To the right of the row number you can see the **date** of the selected day.
- If the entry was created automatically by LOGBOOK and not entered by a user, a note appears below the date.
- The button **New Entry Row**  inserts a new, additional entry row after the currently selected entry and before the next existing entry row. The numbering is extended with one decimal digit (e.g. entry row 7 is followed by entry row 7,1).
- With the arrow buttons  and  you can scroll to the previous or next entry row.
- The button  switches to the first free entry row, in which a new navigation entry can be made.
- The button **Start data** starts/stops the automatic recording of GPS/NMEA data (identical to the **Start data** button in the index

of the view **Logbook**). When recording is active, the button is red and named **Stop data**, otherwise blue.

- The button **Start Auto** starts/stops the automatic creation of logbook entries with the Auto NMEA function (identical to the **Start Auto** button in the index of the view **Logbook**). When the Auto NMEA function is active, the button is red and named **Stop Auto**, otherwise blue.
- The close button in the upper right corner closes the entry dialog.

The data area

In the data area, which has a light blue background, the navigation and environment data for the displayed entry row are entered and displayed. In addition to the input fields (a complete list can be found here: “Fields for Nautical Data on the Tab Navigation of the View Logbook and in Input dialog” on page 34), you also find some buttons here.

- The **NMEA button**  starts a data retrieval and inserts the data read from your GPS/NMEA data source.
- The **time button**  inserts the current system time of your computer or iPad for the on-board time.
- With the **engine buttons** (#1, #2 and #1+2) the values for log and time already entered in the input dialog can be taken over automatically for the on or off values for the respective engine (see “Automatic transfer of engine operating data from a Logbook entry” on page 71).
- The **Auto** button in the top right corner of the input dialog (only appears when the Auto NMEA function is running) allows you to easily activate or deactivate the **Entry on course change**

option. We recommend to deactivate the option when maneuvering in harbor or at anchorage, otherwise you will create unnecessary entries.

- With the **End button** ⏻, which is displayed in the lower right corner of the input dialog (only appears if the total values for duration and distance are greater than zero), all entries can be terminated at the end of the travel.

In the lower right area of the input dialog two different time stamps can appear:

- under **Auto-NMEA** a time stamp indicates when an entry was made with the Auto NMEA function, and
- under **Last edits**, a time stamp indicates when the last changes were made to the data in this entry row.

This makes it possible to see at any time whether and when the entries had been edited.

The data entry dialog

Input of navigational data - manual input without NMEA connection

If you don't have a GPS/NMEA data source connected to LOGBOOK and don't have a NMEA license, you have to enter all data manually.

Navigational data is entered in the first fields of the dialog.

Attention

For a complete logbook with correct evaluations, the first entry of the day must be done at the departure.

Enter navigation data

1. Click in the view **Logbook** on the tab **Navigation** on the entry row in which you want to make your entry. If you want to have a common logbook, it is best to select the entry row with the row number corresponding to the current time.
2. Activate the field **Time**. To insert your computer's or iPad's current system time for the ship's time, click on the **Time** button (🕒). For this it is important that your computer's or iPad's time is set to ship's time. Otherwise you need to type in the ship's time in the field **Time**. Use the format hh:mm (hh = hours, mm = minutes).

On iPad tapping the field **Time** opens the popup Time of the

iOS. (Read more in section “Time Fields” on page 11).
Or enter the time with the keyboard.

Attention

It is very important that make a first entry at **starting time**. The last entry in the field Time needs to be the **time at the end** of the day’s journey. Both times are essential for the calculations in the evaluation area. If you don’t enter these both times correctly, you will get inaccurate evaluations.

3. As soon as you move the cursor out of the field, your ship’s time is converted into UTC, the Coordinated Universally Time (based on the meridian in Greenwich), and entered into the field **UTC**.

Tip


If you want to enter information such as current weather observations before you start, you can use the entry row corresponding to the hour, but don’t to enter a Log value in this row. As of LOGBOOK 6.0, you can also enter the time. The same applies to entries after the end of the trip.

Please note

For a better orientation the UTC values appear colored when in Greenwich is another day than at your location.
UTC in blue = in Greenwich is still the previous day
UTC in green = in Greenwich is the already the next day

Attention

It is important that **every** entry of nautical data always includes an entry for the ship’s time. Otherwise LOGBOOK can not make the calculations needed for the evaluations.

5. In the next fields you can enter your current **GPS position**. The position’s information will be divided into 6 separate fields in the following order:
Latitude (LAT): Degree, minutes with one decimal place, northern or southern hemisphere
Longitude (LON): Degree, minutes with one decimal place, west or east of Greenwich.
If you had set a default for the hemispheres in the dialog **Default** (in the menu of the popover Settings, button ) the fields are automatically filled, as soon as you place the cursor in the field. If you would like to, you can fill the field for the degree value of the longitude with 3 digits with leading zeros. If you are traveling on inland waterways, you can enter the river kilometers instead of the GPS position, or you can enter any name for your location in the field **Location**.

Attention

LOGBOOK displays all decimal numbers as set up in your operating system.

6. In the following field **Course** you can enter your current compass course.
7. In the field **Speed** you can enter the velocity made good through water in knots oder km/h from your speed log.
8. The entry in the field **Log** is—together with time—the most important value. Here you can enter the trip value in nautical miles or km—best the ground trip value of your GPS log.

Please note:

Of course you can enter instead of a trip value also a log value. A disadvantage may be the higher numbers.

Attention

It is very important that you enter a value in the field **Log** on the first and also on the last sheet with a time entry. The calculation begins with the first time entry for the day and ends with the last one. If there is no **Log** value entered for these two times, the complete evaluation of the day will be incorrect.


Attention

To receive best evaluations you should—if possible—enter in the field **Log** a value that is measured with GPS and not the trip value which is display on your mechanical speed log. The GPS value gives the current distance you traveled over ground, while, with your log instrument, you only get the distance through the water. This value is heavily affected by currents. And, in addition, principally all mechanical log instruments work imprecise and the measure is more or less good only in a small speed range. And last but not least pollution of the log instrument can lead to wrong values—a very common problem.

Tip

With many plotters you can display the distance measured by GPS instead of the value from the speed log instrument. However, the names for this feature in the software of the plotters are not always obvious. Often names are used like “Ground trip”. If you activate a GPS track on your GPS device, you can get the distance information from this track.

9. The field **SOG** is automatically filled after you have finished your data entry in the field **Log**. The field **SOG** shows the average speed over ground since previous entry in knots.
10. The input area **Sails | Engine** (for sails boats) or **Engine(s)** (for motor boats) is divided into two separate fields. Here you can select from the lists with your sails or the engine used. On sailboats the first field of **Sails | Engine** is intended for entering the state of the main sail, the second for the foresail.


The choices in the lists can be set in the dialog **Lists** (in the menu of the dialog **Settings**, button ) on tabs **Mainsail** and **Foresail** or **Engine 1** and **Engine 2** (see “The Dialog Lists” on page 27).

If you would like to store more precise information about your engine, you can enter the **engine speed** in the second field.


For ships with two engines, you can use the first field for information on the operation of the engine 1 and the second field for engine 2.





Enter your Meteorological Observations

In the following fields you can enter your meteorological observations. The data are not used for the calculations.

1. The field **Wind** is split in two separate fields. In the first field you can select the wind direction from a list with the 16 directions of the compass rose or with circulating wind the symbol \emptyset . In the second field enter the wind speed in the unit which you have selected in the dialog **Defaults** in the menu of the popover Settings, button  (see “Options on the tab General” on page 17). The unit is also indicated in the column title. The field **Wind** includes an indirect wind force indicator. The numerical values for wind speeds from 6 Beaufort will appear in the field in color (see table).

| Wind force | m/s | knots | Color |
|------------|-------|-------|--------|
| 6 | 11-13 | 22-27 | green |
| 7 | 14-17 | 28-33 | yellow |
| 8 | 18-20 | 34-40 | orange |
| 9 | 21-24 | 41-46 | red |
| from 10 | 25< | 47< | purple |


2. In the field **Sea state** you can give a short description of the sea state. You can edit the list entries in dialog **Lists** (in the menu of the popover Settings, button ) on tab **Sea State** (see “The Dialog Lists” on page 27).
3. The field **Current** is split, as well as the field **Wind**, into two separate fields. In the first field you can select the direction of the current from a list with the 16 directions of the compass rose. In addition the current directions **With the current (->)** and **Against the current (<-)** are also available. In the second field you can enter the current speed in knots or km/h. The unit is the same you use for speed.
4. In the field **Pressure** you can enter the current barometric pressure in hectopascal with one decimal place. This helps you to observe the changes of the barometric pressure.
5. Under the title **Weather** LOGBOOK offers three fields for your entries. In the first field you can describe the **Cloudiness**. Select the suitable cloudiness from the list with the descriptions. LOGBOOK inserts the accompanying icon. In the second field you can enter the atmospheric **Temperature** in the unit you had set in the dialog **Defaults**. The unit is also indicated after the value. And in the third field you can enter the **Relative humidity** in percent.

| Icon | Description |
|---|---------------|
|  | 01 clear sky |
|  | 02 fine |
|  | 03 half cloud |
|  | 04 cloudy |

| Icon | Description |
|------|-------------------|
| ● | 05 overcast |
| ⋈ | 06 drizzle |
| • | 07 moderate rain |
| •• | 08 heavy rain |
| ☂ | 09 shower of rain |
| ∞ | 10 haze |
| = | 11 mist |
| ≡ | 12 fog |
| △ | 13 sleet |
| ▲ | 14 hail |
| ⚡ | 15 thunderstorm |
| * | 16 snow |

The icons for the weather

Comments

In the field **Comments** you can enter a free text to describe the current situation, manoeuvres etc. Some often used texts are already in the list. You can add your favorite the entries into the list dialog **Lists** (in the menu of the popover Settings, button ) on tab **Comments** (see “The Dialog Lists” on page 27). The texts can be longer than can fit in the field. However you only can see the text overflow if you tap in the field. Overflowing text cannot be printed.


Attention

Don't forget to move the cursor out of the fields after you have finished the data entries. To do so, click/tap on an empty space in the window. Only then your data entry is completed and permanently stored in the file.


Watches

In the last field of the area for the nautical data (**Watch**) you can assign the watches. After you chose a watch, the field is colored. The fields on the sheets show the abbreviation for the watch and the names of the persons in the watch.

Tip

We recommend to set up the watches for the whole day using the Watch button () or manually when you create the new day.

Air pressure curve

On the tab **Weather**, sheet **Air pressure curve** LOGBOOK draws you a curve from all air pressure values recorded for the day. To create the curve, simply press the  button in the upper right corner. This curve makes it easy to track changes in air pressure. Another air pressure curve can be found in the view **Trips**. If you want to see the air pressure curve for good analysis of the weather development not only for the current day but also for the


previous days, simply switch to the view **Trips** and there to the tab **Air pressure curve**.




Automatic data entry using NMEA data on PC

If you have connected a NMEA device or a GPS mouse to your PC using USB, Bluetooth or WiFi you can let LOGBOOK enter many of the navigation data into the logbook automatically.

Attention

Before you can record data from the connected NMEA data source into your logbook, you need to set up the connection to NMEA on tab **GPS/NMEA** of dialog **Defaults** (in the menu of the button ). Read more at “Settings for GPS/NMEA in Logbook on PC” on page 20.

1. Click in the view **Logbook** on the tab **Navigation** on the entry row in which you want to make your entry. If you want to have a common logbook, it is best to select the entry row with the row number corresponding to the current time.
2. Click the button **NMEA** . LOGBOOK now reads the data from your NMEA data source. This may take a few seconds since LOGBOOK needs to receive several complete data records and then calculates average values from these data to ensure a reliable result (especially for the wind data).
If you did not set up your NMEA connection in LOGBOOK yet, you will get a message and can make the settings now.
3. After some seconds the measured values are automatically filled into the appropriate fields. Possible data are:
 - **Board time** and **UTC**

- **Latitude (LAT)** – degree, minutes with one decimal place, northern or southern hemisphere
 - **Longitude (LON)** – degree, minutes with one decimal place, west or east of Greenwich
 - **Course over ground (COG)**
 - **Speed over ground (SOG)**
 - **Wind direction** and **Wind speed**
 - **Log value (LOG or TRIP)** from log instrument or over ground
 - **Engine speed**
 - **Weather data Pressure, Temperature and Relative Humidity)**
For the transfer of wind, log and weather data the respective options in the popover **NMEA/GPS** must be activated.
4. Now fill out the remaining fields as described for the manual data entry (“Input of navigational data - manual input without NMEA connection” on page 60).

Attention

If m/s is set as the unit for the wind speed, the values determined from the NMEA are now also converted into m/s and entered.

Attention

Please note that a GPS mouse provides maximum time, position, COG and SOG.

Attention

The NMEA function uses the communication file **LogbookNMEAconnect.fmp12** to establish the connection between LOGBOOK and your NMEA data source (NMEA network of your onboard system or external GPS receiver). For proper operation, this file must be in the data folder of LOGBOOK SUITE (standard on the Mac in the folder “Logbook Suite” directly inside of your user folder, with Windows in the folder “[system drive letter]:/Logbook Suite”).

If you have accidentally deleted the file, it is re-copied from the program package into the data folder the next time you launch LOGBOOK. However, all settings you may already have entered are lost.

**Automatic data entry using NMEA data on iPad**

Using the NMEA function for iPad your iPad can receive NMEA data from its internal GPS, from an onboard NMEA data network or from an external GPS receiver, which are connected to your iPad using WiFi, Bluetooth or cable adapter. Many of the navigation data then can be entered automatically into your logbook.


To use the NMEA function on the iPad, you need to have installed and setup the app **LogbookNMEA connect** on your iPad, which connects your NMEA instruments to LOGBOOK.

For detailed instructions for setting up the app **LogbookNMEA connect** see in the chapter “Setup of the NMEA function on iPad” on page 7.

Please note:

While LOGBOOK is in demo mode and there are less than five days in the logbook you can also test the App **LogbookNMEA connect**. Once you have created more than 5 days, the feature is only available if you have entered the activation key. For a list of currently supported hardware refer to our website (<https://logbooksuite.com/support#NMEAdevices>). If you want to use a hardware not listed, please contact our support at support@zk-yachting.de.

Use the following steps for automatic data entry:

1. Click in the view **Logbook** on the tab **Navigation** on the entry row in which you want to make your entry. If you want to have a common logbook, it is best to select the entry row with the row number corresponding to the current time.
2. Tap the NMEA button .
3. LOGBOOK now starts the app **LogbookNMEA connect** and then it reads the data from the NMEA data sources, which you had

setup in **LogbookNMEA connect**. This takes a few seconds since LOGBOOK needs to receive several complete data records and then calculate average values from these data to ensure a reliable result (especially for the wind data).

If you didn't set up **LogbookNMEA connect** yet, you will get a message and can make the settings now.

4. After **LogbookNMEA connect** has received the data you had activated in dialog **Defaults** on tab **GPS/NMEA** (see "Settings for automatic data recording" on page 72), the system automatically switches back to LOGBOOK and the measured values are automatically filled into the appropriate fields. This are (if you have connected **LogbookNMEA connect** to the NMEA onboard network):
 - **Board time** and **UTC**
 - **Latitude (LAT)** – degree, minutes with one decimal place, northern or southern hemisphere
 - **Longitude (LON)** – degree, minutes with one decimal place, west or east of Greenwich
 - **Course over ground (COG)**
 - **Speed over ground (SOG)**
 - **Wind direction** and **Wind speed**
 - **Log** value (LOG or TRIP) from log instrument or over ground
 - **Engine speed**
 - **Weather data Pressure, Temperature and Relative Humidity)**

For the transfer of wind, log and weather data the respective options in the popover **NMEA/GPS** must be activated.

5. Now fill out the remaining fields as described for the manual data entry ("Input of navigational data - manual input without NMEA connection" on page 60).

Attention

If m/s is set as the unit for the wind speed, the values determined from the NMEA are now also converted into m/s and entered.

Attention

If you are connected only to a GPS receiver or to the iPad's internal GPS at maximum time, position, COG and SOG

Tip

If you have problems with the time received from the GPS, you can enable the option **Use the time from iPad** in popover **NMEA/GPS**. LOGBOOK then inserts the system time of the iPad instead of GPS time.

On the automatic Log/Trip Value

Depending on the data provided by your NMEA data network, LOGBOOK enters for **Log** or **Trip** the distance traveled through the water, which is the value from the mechanical log, or the distance over ground determined digitally from the GPS data. If both data

are available, the GPS-based ground distance is always used, as this value is more accurate.

The distance measured with the mechanical speed log can be very inaccurate. The log measures the distance through the water, which can vary greatly from the distance over ground depending on current and wind conditions. And, in addition, pollution of the log can lead to wrong values—a very common problem.

The GPS value for the distance is usually calculated by the chart plotter. It is not included in the NMEA data flow of the measuring devices. Therefore, it can only be transmitted to LOGBOOK if the data from the chart plotter is also output via the selected interface. But unfortunately not all interfaces and multiplexers are configured like this.

Which log value is contained in my NMEA data?

Proceed as follows to find out which log value your NMEA data network provides. The procedure differs on the PC and the iPad.



1. Enter data in LOGBOOK via your NMEA data source.
2. Open the dialog **Defaults**, go to tab **GPS/NMEA** and select **NMEA -> Support**.
3. A support e-mail is generated. You do not need to send this now, but search in the text under **NMEA_data=** for a data row where the letters 4 to 6 are **VLW**.



1. Start the app **LogbookNMEA connect** directly from the iPad home screen.
2. If your sources are activated, you should now see a series of text rows on the start screen.
3. Search the text for a row of data where the letters 4 to 6 are **VLW**.

If this row contains only 2 numerical values followed by an N, only the data from the log device are returned. If the row contains 4 numerical values, the last two are the log and trip values calculated via GPS.

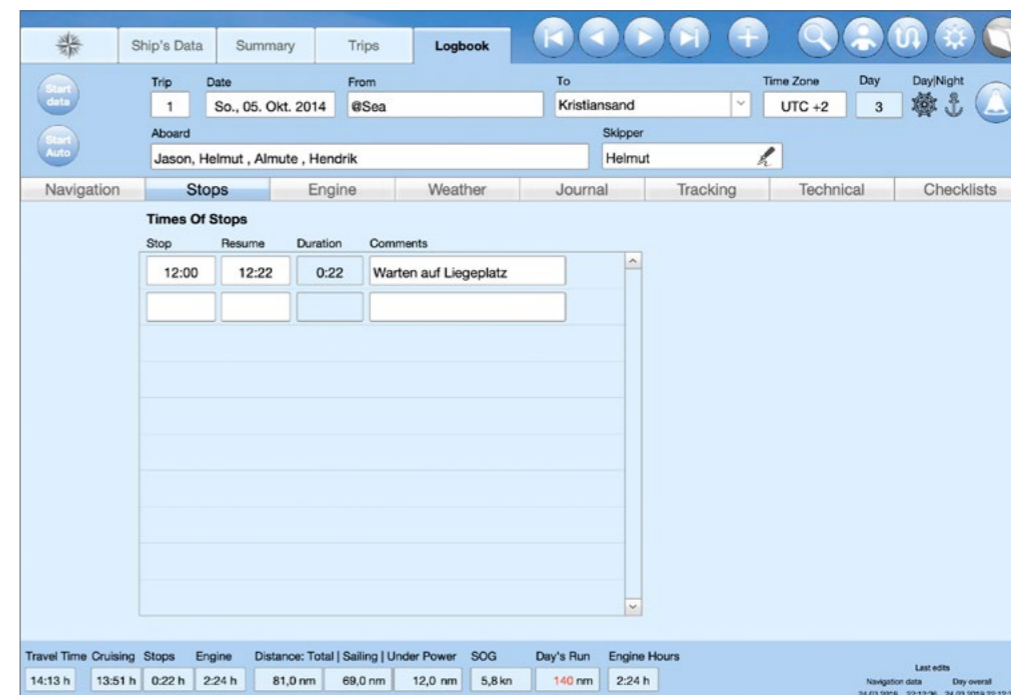
Stops

For the calculation of the average speed it is important that you keep a record of the times in which your ship doesn't make way (for instance, a short stop in a harbor, while waiting at a lock or during a stop at anchorage). These times should be entered on the tab **Stops**.

Any number of stops can be recorded.

- Enter the time at the beginning of a stop into the field **Stop**. When you activate the field, the current time is entered directly.
- When you continue your journey, enter the current time in the field **Resume**. When you activate the field, the current time is entered directly.
- LOGBOOK then displays the duration of the stop in the field **Duration**.

- In the field **Comments** you can add a comment to your stop such as “Wait before bridge”, “Anchoring and swimming stop.” When you activate the field, a list of all entries you previously entered in this field will be displayed.
- **Lock:** If you have selected in dialog **Defaults** an option for traveling on inland waterways and activated the option **Locks counter**, the stop can be characterized as stop at a lock by using this field. When activating the field, the number 1 (for one lock) is automatically entered. However, another number can also be entered, for example, if several locks are passed shortly after one another.
LOGBOOK counts all locks passed per day.



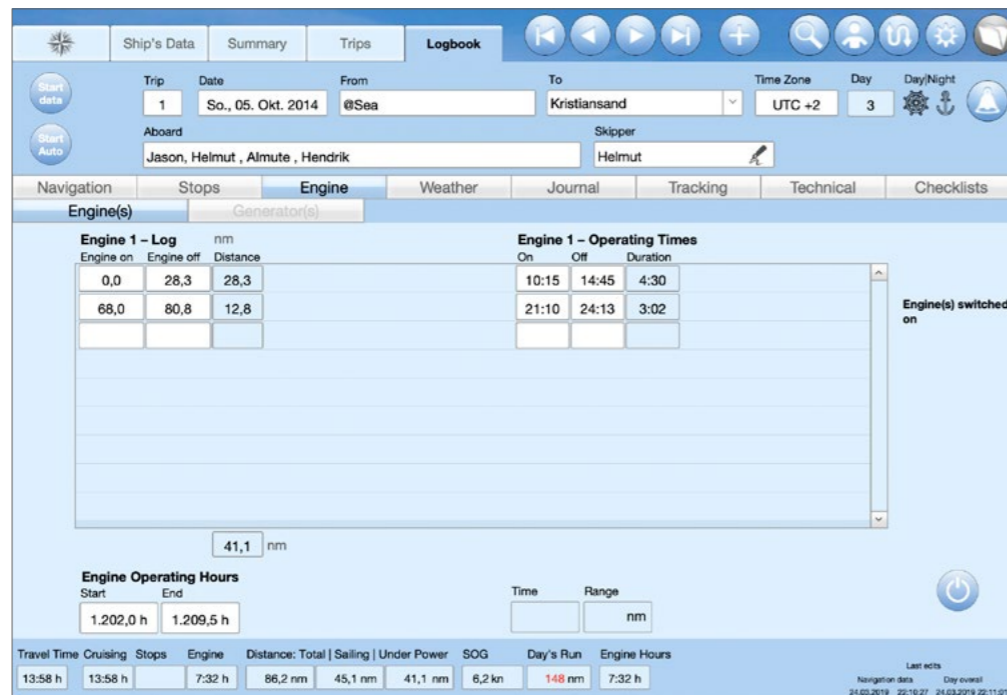
The view **Logbook**, tab **Stops**

Use of the Engine(s)

With the help of the entries on the tab **Engine** you can calculate for a sailboat which distances you have traveled under power and under sails, which engines had been used for which distance and how long each engine had been turned on.

For a motor boat this tab is used to record when each engine had been used and for which distance.

Simply enter while traveling every time when you turn on or off an engine your current log value and the current time. By entering the times you will you get reliable operating hour values.



The view **Logbook**, tab **Engine** with the sheet **Engine(s)** (for one engine)

Recording of turning on engine

1. On the tab **Engine** activate the sheet **Engine(s)**.
2. In the first blank row under **Engine – Log**, enter your current log value when turning on the engine into the field **Engine on**.
3. In the following dialog you can choose to let LOGBOOK directly set the time when the engine has been turned on.

4. Or enter the time manually under **Engine – Operating Times** in the field **On**. When activating the time field, the current system time is automatically entered.
5. If two engines are activated in dialog **Defaults** and you are entering data for engine 1 you will get a dialog where you can choose letting LOGBOOK enter the same values for engine 2.

Under the headline **Engine(s) switched on** you will see which engine is currently considered on by LOGBOOK to be in use.

Recording of turning off engine

1. On the tab **Engine** activate the sheet **Engine(s)**.
2. In the row, in which the last log value when starting the engine had been entered, enter your current log value when you turn off the engine in the field **Engine off**.
3. In the following dialog you can choose to let LOGBOOK directly enter the time when the engine has been turned off. Or enter time for turning the engine off manually in the field **Engine – Operating Times, Off** in the row in which the last time for turning on had been entered.
4. If both engines had been turned on together and you are entering data for engine 1 you will get a dialog where you can choose letting LOGBOOK enter the same values for engine 2.
5. LOGBOOK then shows in the column **Distance** the distance you traveled using the shown engine and in the column **Duration** how long the engine had been switched on.

6. When times are entered the value of **Engine operating hours**, **End** is automatically adjusted as well as the values for the remaining **Time** and the remaining **Range**.

Automatic transfer of engine operating data from a Logbook entry

If you make a logbook entry at the same time as the engine or engines are switched on or off, you do not have to manually transfer the values for the **time** and the **log** recorded on the tab **Navigation** to the tab **Engine**.

For this purpose the input dialog provides under **Engine on/of** up to three buttons depending on the number of engines. These buttons show the current state of the engine indicated by the number: gray button means “engine is switched off”, blue button “engine is switched on”.

By clicking/tapping a button the state of the indicated engine is changed. This means that the values for **time** and **log** entered on the current entry row are automatically transferred to the appropriate fields on the tab **Engine**.



Buttons in input dialog

left: both engines are off, right: only engine 1 is on

Recording the operating hours of generators and diesel heater

Using the fields on the tap **Engine** sheet **Generator(s)** you can record the operating hours of up to two units such as generators and diesel heaters. The operating hours recorded here are considered when calculating the remaining time and range using the consumption value you have setup in **Fuel Calculator** (see “The Fuel Calculator” on page 87).

For easier differentiation of generators 1 and 2, icons explaining the generators can be assigned in the dialog **Defaults** (button ⚙).

Recording time of turning on generator

1. On the tab **Engine** activate the sheet **Generator(s)**.
2. Under **Generator 1 – Operating Times** or **Generator 2 – Operating Times** with the number for your generator enter the time when turning on the generator in the field **On**.
When activating the time field, the current system time is automatically entered.

Recording time of turning off generator

1. On the tab **Engine** activate the sheet **Generator 1 + 2**.

2. Under **Generator 1 – Operating Times** or **Generator 2 – Operating Times** with the number for your generator enter the time when turning off the generator in the field **Off**. When activating the time field, the current system time is automatically entered.
3. LOGBOOK then shows in the column **Duration** how long the generator had been switched on.
4. The value of **Generator Hours, End** is automatically adjusted as well as the values for the fuel consumption of the generator on this day.

Auto-NMEA: NMEA data tracking and automatic logbook entries

With the new feature in LOGBOOK 4.0 for automatic recording of GPS/NMEA data, you can create a track of the covered route and —if desired—let LOGBOOK automatically make navigational entries.

The function for the automatic recording of GPS/NMEA data (**NMEA data tracking**) is an extension of the NMEA function. To use it, you need the **Logbook Pro license** for the device type (PC or iPad). Of course you can also test the function during the demo phase without a license.

Settings for automatic data recording

For automatic data recording, the connection from LOGBOOK to your GPS/NMEA data source must be set up in the same way as for normal NMEA data recording. This means that on the

PC you must have connected your data source with LOGBOOK using the settings in the dialog **Defaults, GPS/NMEA** and on the iPad the app **LogbookNMEA connect** must be installed and configured (see “Settings for GPS/NMEA in Logbook on PC” on page 20, “Installing and Setting up LogbookNMEA connect” on page 8 and “Settings for GPS/NMEA on iPad” on page 22). The same settings apply as for the normal NMEA function.

Starting and Using NMEA Data Tracking

1. To start NMEA data tracking, click the button **Start data** located in the top left of the index in view **Logbook**.
2. In the dialog select **OK** to start data data recording. On iPad the app **LogbookNMEA connect** is now activated and switches back to LOGBOOK after about 10 seconds. On the PC, the data is retrieved from the data source via the communication file **LogbookNMEAconnect.fmp12**. A message is displayed during data recording.
3. After the first data record has been successfully captured, a red button titled **Stop data** is displayed instead of the blue **Start data** button. The text on the tab **Tracking** appears green.
4. The NMEA data tracking now connects to the GPS/NMEA data source every 2 minutes and retrieves data. LOGBOOK saves the read data invisibly in the background. If the option **Acoustic Signal, Data recording** (in the dialog **Defaults** on tab **GPS/NMEA**, see “” on page 24) is activated, a short tone sounds after each data recording.

Using the NMEA data recorded, a track of the distance covered during the day can be created and displayed as a Google track and saved in LOGBOOK or exported as a kml file. For more

information see “Google-Track and kml File on tab Tracking” on page 79).

Attention

On the iPad, automatic data recording only works when the iPad is not in sleep mode and LOGBOOK is in the foreground.

If another module or app is in the foreground during the regular data retrieval, no data is recorded. The next data recording will happen as soon as LOGBOOK is in the foreground again.

To prevent an accidental sleep mode of the iPad, sleep mode is deactivated during automatic data recording by LOGBOOK SUITE. After stopping automatic data recording the iPad can go into sleep mode again.

Stopping NMEA data tracking

1. Clicking the **Stop data** button stops the data recording.
2. LOGBOOK shows in a dialog the number of recorded data records and if errors occurred also the number of errors during data acquisition.
3. After closing the dialog the blue button **Start data** is shown again.

Automatic logbook entries

Another use of the automatically recorded GPS/NMEA data is provided by the **Auto-NMEA function**, which automatically makes entries in the LOGBOOK input rows.

Changed in Logbook 6.6

In the **Defaults** dialog on the tab **Auto-NMEA** you can set when or under which conditions automatic entries should be created when the Auto-NMEA function is activated (see “” on page 24). Possible are hourly (at the full hour) and half hourly, entries at a change of course larger than the set angle or for under- or overrun of preset speeds and when switching a motor on and off.

Note

Since for the evaluations in LOGBOOK the time and the log value should be entered for each entry, LOGBOOK calculates for the automatic entries—if the data source does not supply a log value—the distance covered from the positions recorded since the last entry.

Let Logbook make entries automatically

1. To start the **Auto-NMEA** function, click the **Start Auto** button located in the top left corner in the index of the view **Logbook** (as well as on top of the dialog **data input**).
2. Confirm in the dialog that you want LOGBOOK to make automatic entries in your logbook despite possible legal restrictions.
3. If the NMEA data tracking is not activated yet, it will be started now and after the next data retrieval you will be asked whether you want to create an entry now directly or at the

next due date according to the settings in the dialog **Defaults, GPS/NMEA**. **OK** creates an entry.

Cancel continues without creating an entry now.

4. While the Auto-NMEA function is running, the blue Start Auto button will be replaced by a red **Stop Auto** button. The text on the tabs **Navigation** and **Tracking** is green.
 5. In the background, the NMEA data recording is now running and whenever one of the predefined conditions for a logbook entry is fulfilled, an entry is made in the entry row corresponding to the current hour.
- For each entry automatically created by LOGBOOK, a short explanation of the entry is entered in the field **Comments** (e.g. hourly entry, course change, pause start, pause end, etc.).
 - Automatic entries always use an entry row that matches the hour of the entry.
 - If necessary LOGBOOK inserts additional rows.
 - If the data recorded with the Auto NMEA function does not contain a **log value**, it is calculated from the position data and entered. For each new day, you can choose whether to start with the value 0 or to use the last log value (except for overnight trips).
 - For entries at **course change** LOGBOOK compares after each data recording the current course with the course in the last

data record.

If the difference is greater than or equal to the angle specified in the dialog **Defaults, GPS/NMEA** in **Minimum change of course for entry**, an entry is created.

If the difference is smaller, the current course is also compared with the course from the penultimate record. If this course change is greater than or equal to the angle specified under **Minimum change of course for entry**, an entry is created. In this way also slow course changes and course changes in the moment of the data acquisition are reliably considered.

Tip

When setting the defaults for automatic entries in the dialog **Defaults** on the tab **GPS/NMEA**, the angle for the course change should not be set too small, as otherwise even a misalignment of the ship due to waves or small steering errors will lead to an entry.

Please note

We recommend to switch off the option for logbook entries when changing course during manoeuvres in port or during anchorage. This is easily done with the button **Auto** in the upper right corner of the input dialog.

- If option **Entry at start/stop** is activated in the dialog **Defaults, GPS/NMEA**, an entry is created and a pause is started when the speed falls below the speed specified under **Speed for stop entry** and the current time is entered in the **Stop** field on the tab **Stops**.

As soon as the speed preset for **Speed for start entry** is exceeded, an entry is made again in the logbook as well as on the tab **Stops**. The current time is entered into the field **Resume** and the stop is ended.

Tip

When setting the defaults for automatic entries in the dialog **Defaults** on the tab **Auto-NMEA** it should be taken into account for the speeds for start and stop entries that the ship may not lie still during the stop. Too small speed values can lead to unwanted entries during stops.

- With **Entry for motor on/off**, an entry is made in the logbook each time a motor is switched on and off and the time and log values are recorded on the tab Motor(s).
- For overnight trips, LOGBOOK performs all necessary steps at midnight to continue with the entries of the new day. If necessary, a new logbook day is also created for this purpose. For this reason, no special button for traveling overnight is shown when the Auto NMEA function is active.

Manual logbook entries during activated Auto NMEA function

With the button **data** (top button in the data area of the input dialog and second button from left in the index of the view **Logbook**) a logbook entry can be made manually at any time. The

data recorded for this purpose are stored as Auto NMEA data. In this way, the distance travelled is, if necessary, also automatically calculated for the entries made by the user.

Tip

Use the button **data** to create a logbook entry when the motor is switched on or off and then automatically insert the values for engine operation on the tab **Engine** using the engine buttons in the Data entry dialog.

With the button **data** (third button in the data area of the input dialog) new data can be retrieved and entered for the last automatically created logbook entry.

Stop the Auto-NMEA function

1. Clicking the **Stop Auto** button terminates the Auto-NMEA function.
2. You will first receive a confirmation prompt and then a prompt asking whether you want to create an entry from the last data recording or whether you want to stop the function without another entry. **OK** creates an entry. **Cancel** stops without creating an entry.
3. In the following dialog you decide whether the NMEA data recording should also be terminated. **OK** stops the NMEA data recording. **Cancel** continues the data recording.
4. After the Auto-NMEA function has been stopped, the blue **Start Auto** button appears again.

Flagging of automatically generated logbook entries

Attention!

Logbook entries created fully automatically by software may not meet the legal requirements of a logbook.

At some points, where more precise information is given about the requirements that a digital logbook must meet in order to be recognized as evidence in an emergency, it is stated that the entries may not be inserted into the logbook fully automatically by the software. Although the entries may take values from NMEA data sources, they must have been created by the responsible person.

The idea is that the responsible person proves by creating the logbook entry that he has observed the situation.

This is of course no longer the case with fully automated entries.

Therefore LOGBOOK uses several identifiers that indicate whether an entry was created by a person or by the software.

For each entry it is clearly indicated whether the LOGBOOK entry was created automatically by the software.

- On the tab **Navigation** and in the input dialog the entry row number field of an automatically generated entry has a yellow background color.
- In the input dialog, a red text is shown at the top of the header directly below the date.

- At the bottom right of the input dialog a timestamp under **Auto-NMEA** indicates when the entry was created by the software.

Making additions to automatically created entries

With the automatic entries, of course, only the data contained in the NMEA data flow are entered. Information such as the sails you have set or the cloudiness are missing in these entries. Likewise LOGBOOK cannot record automatically when you switch on or off of the engines and generators. In these cases you can manually edit and complete the entries.

As soon as you make changes to the entries, the timestamp under **Last edit** in the lower right corner of the input dialog will reflect when the last edit was entered. With the help of the two time stamps for each entry, it is easy to recognize when the Auto-NMEA function entered data and when subsequent changes or additions were made to the entry.

After the Journey


Just after you have finished the day's journey, do not forget to enter the last log value you entered in the navigation data also for the engines still active under **Engine off**, and if you entered times also the time when turning off.



Using the button  at the bottom right of the input dialog, you can automatically transfer all data needed from the tab **Navigation** and enter into the fields.

If you have not entered your engine operating times while traveling in the lists on the tab **Engine**, you now should read off the current engine operating hours and enter the value in the view **Logbook** on tab **Engine** on sheet **Engine(s)** in the field **Engine Operating Hours, End**.

After you have entered the value the engine operating hours on this day are displayed in the evaluation area.



If you are using LOGBOOK on iPad and your NMEA2000 data network also provides engine operating hours, you can enter the values automatically in the engine operating field or fields using the NMEA button .

To do this you need to have enabled the option **Engine operating hours** in dialog **Defaults, NMEA/GPS** for the NMEA function on iPad (in the menu of the popover Settings, button ). The NMEA button  only will be displayed left of the area **Engine operating hours**, if this function is activated.

You can make all other entries later. However, avoid making changes to the nautical data later. Thereby, the validity of your logbook should be affected. The time stamp shows the time the last entries in the nautical data area have been made.

Engine Operating Hours and Generator Operating Hours

When you create a new day for all activated engines and generators the **End** value for the operating hours of the previous day will be entered in the field **Start**. If you record during the day on the tabs **Engine(s)** and **Generator(s)** all times while your engine(s) and generator(s) are turned on, LOGBOOK calculates the end values and you don't need to make any further entries.

Tip

To get reliable values you should also record times when your engine(s) are turned on while you are not driving (for example, if you recharge your batteries using engine). In this way, you will always get the correct values for the engine operating hours and thus also for the fuel consumption.

Please note:

If you start a new logbook file, you need to enter the current operating hours in the field **Start** for your engine(s) and—if used—for your generator(s).

Entries on the tab Journal

On the tab **Journal** you can write down your personal diary. The diary is divided on four sheets.

The sheet Journal

The left area of the sheet **Journal** LOGBOOK provides a big text field for your personal travel report.

The right part of the sheet **Journal** shows four tabs on which the field **Insert Photo here** offers space for your photos or documents of the day. Beneath the photo you can give a short caption to the photo. When inserting the images are reduced automatically to a size you have chosen for the option **Size for images** on tab **Units** in dialog **Defaults** (“Options on the tab General” on page 17). Once an image has been inserted on a tab the number in the tab appears black.

Journal slide show

With the **full-screen button** on the right you can open a slide show, showing all the images stored in your logbook on the sheet **Journal**. The slide show is displayed in its own window.

- To scroll within the images of a day use the dots below the images. On the iPad you can drag the images to the left or right. When the last image is reached, you will here a tone and the first image is shown again.
- To scroll within the days use the buttons on the top right. Only days are called for which you have saved journal images.
- With the closing button (X) on the top right of the window the slide show window is closed.

The sheet Port | Anchorage | Overnight stay

On the sheet **Port | Anchorage** you find in the left a large text field for comments to the port or anchorage.

The entry under **Day** is used to determine on how many days the ship has sailed and how many days it has been at anchor or in port during the travel. As soon as a covered distance has been recorded on the tab **Navigation**, the option **sailing** is activated. If there is no covered distance, you can choose between **at anchor** and **in port**.

Similarly, under **Overnight stay**, it is possible to record where the night was spent.

In the upper right corner of the index of the tab **Logbook**, these entries appear again as symbols.

If subsequent days were spent at anchor or in port without a separate day being created for these days in LOGBOOK, the number of days spent there can be entered under **Days in port** or **Days at anchor**.

With the fields **Port Charges** you can record your mooring costs. Enter in the field **Days** for how many days you pay a mooring fee and in the field **Total** the total price for those days. The amount per day is calculated automatically.

The currency used for the prices is fixed and can be set up in the dialog **Defaults** (“Options on the tab General” on page 17). It is displayed for your information.

Attention

Note that LOGBOOK can't do any currency conversions. Therefore, they need to enter all prices in the same currency within a logbook file.

The sheet Track

In the field **Insert Screenshot of the Track here** you can insert a screenshot of the track from of the plotter or the navigation software, which shows the daily track. If you use the function to create a Google track on the tab **Tracking** (see “Google-Track and kml File on tab Tracking” on page 79), you can use the button there to insert an image of this track in this field. When you paste, the image will be resized to the size you selected in the Preferences dialog on the General map under Image size for photos.

When inserting the image is reduced automatically to a size you have chosen for the option **Size for images** in dialog **Defaults**.

Track slide show

With the **full-screen button** on the right you can open a slide show, showing day by day all the track images stored in your log-

book on the sheet **Track**. The slide show is displayed in its own window.

- To scroll within the tracks the buttons on the top right. Only days are called for which you have saved journal images.
- With the closing button (X) on the top right of the window the slide show window is closed.

Google-Track and kml File on tab Tracking


On tab **Tracking** you can generate a Google track or a kml file from your position entries, or from the positions recorded with the automatic data recording (NMEA data tracking).

There are 6 different colors and 3 line widths settings for the path to choose from.

Creating and displaying a Google track

The button **Generate** beneath the headline **Google Track from** creates a Google track from your positions entries or from the GPS positions that you recorded with the automatic data recording function.

After selecting one of the two options and clicking/tapping on button **Generate**, a map with your track as a colored line is displayed in the image field.

The button  saves the track as an image on the tab **Journal, Track**.

Attention

Creating a Google track requires an internet connection. This is no problem because you can generate the track at any time later.

Tip

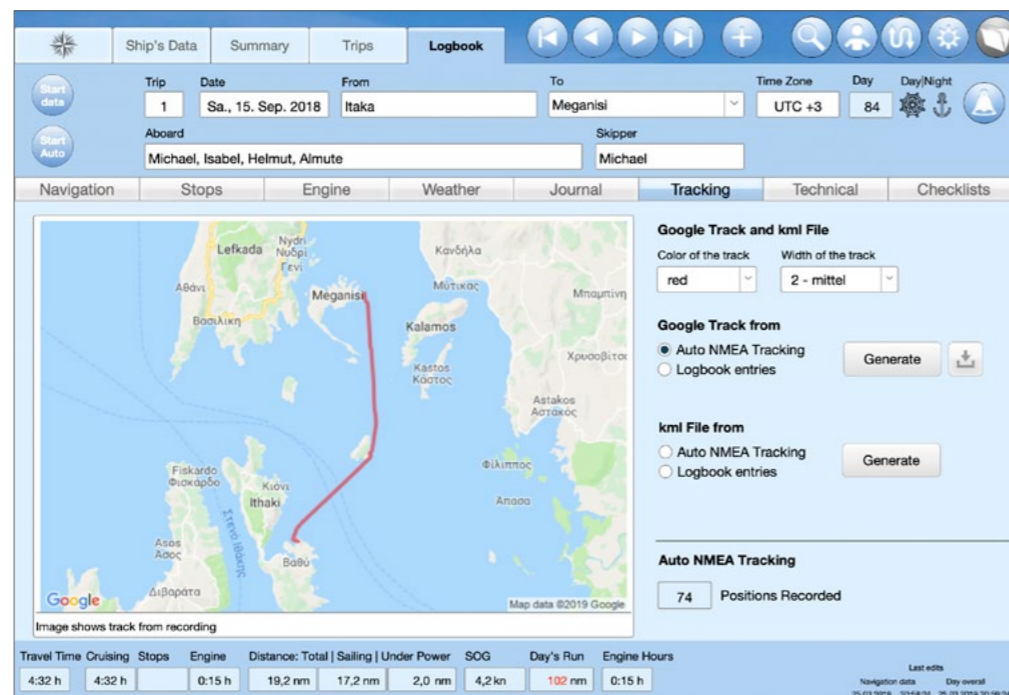
It is important that you also enter the positions of your starting point and the destination so the track shows the whole route. The more positions you have entered, the more accurate the track will be.

Creating and sending a kml file

The button **Generate** beneath the headline **kml File from** creates a kml file from your positions entries or from the positions recorded with the automatic data recording (NMEA data tracking).

With the following dialog you can choose to either store this file in the data folder of LOGBOOK SUITE or send the file directly with email.

kml files can be imported into software such as Google Earth. If you have installed Google Earth on your computer, just double click the kml file to display the path, that LOGBOOK calculated from your positions, on the globe.



The view *Logbook*, tab *Tracking*

Tip

In Google Earth you can edit the path, that is stored in the kml file. So you can, for example, rework a path that goes over land, because too few waypoints had been recorded. To do so, select the path and then select **Get info** from the context menu (right mouse button). Now the individual waypoints are displayed and can be moved. You can also add or delete waypoints. For more information, please refer to the help function of Google Earth.

Tip

LOGBOOK can also create a track or a kml file for a complete trip. Use the functions on the tab **Track** in the view **Trips**.

Under **Auto NMEA Tracking** you can see how many positions have been saved for that day with NMEA data tracking.

Traveling Overnight

A special case are the journeys which last over midnight. To make sure that all durations and the average values are calculated correctly, you need to enter some values twice. Here the button of the function **Travel overnight – Transfer to next day** helps, which appears in the input dialog, as soon as a time later than 23 h is entered.

Attention

For overnight trips, LOGBOOK performs all necessary steps at midnight to continue with the entries of the new day. If necessary, a new logbook day is also created for this purpose. For this reason, no special button for traveling overnight is shown when the Auto NMEA function is active.

Entries at the beginning of the new day

This is how you proceed to enter all the necessary data during an overnight trip when changing from one day to the next:

1. Make a last entry for the past day at midnight or within the first hour of the new day.
2. First enter on the page of the passed day at least the ship's time (**Time**) and the **Log** value.

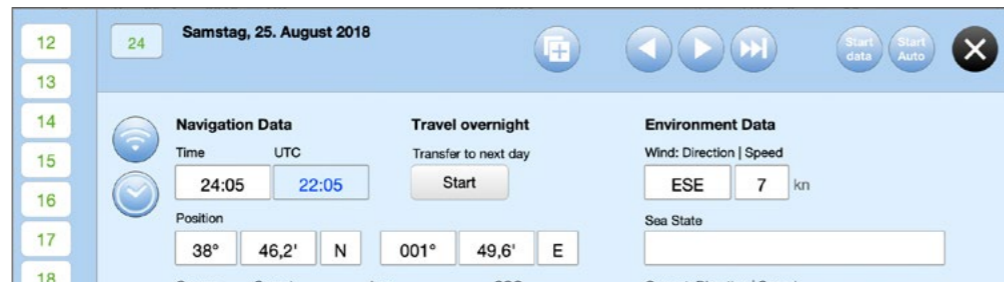
Don't enter a ship's time after midnight with a value like **0:05**. You need to enter **24:05**, because **0:05** means 5 minutes after midnight at the beginning of the day. Though your entry is done at the end of the day—thus after 24:00—you enter

24:05.

(Explanation: The travel time of the day is calculated with *last time entry on this day* minus *first time entry on that day*.

If you enter for the last time 0:05 and the first time 11:20, a negative travel time of -11: 15 hours would result. With 24:05 you will get the correct duration of 12:50 hours.)

- Now click/tap on the button **Start**, which is placed beneath **Travel overnight – Transfer to next day**. If you didn't create the next day before, you can do it in the following dialog box



Button for overnight traveling and the entries of the last entry of the day (entry row 24)



The first entry of the next day (entry row 0)

- After LOGBOOK has created the new day, or if you already had created a new day before, LOGBOOK switches to entry row **0** of the next day and copies all entries from last sheet of the pre-

vious day. This are at least the ship's time (**Time**) and the **Log** value. The time is displayed as usual (in the example above it reads **0:05**).

- If engines or generators are turned on, the end values are automatically set for the day past and accordingly all needed start values for the new day.

Attention

Thus LOGBOOK can perform correct calculations, the values for **Time** and **Log** at the start of the new day need to match to those at the end of the previous day. This is done automatically by the function **Travel Overnight**.

Tip

We suggest that you enter for the destination of the passed day (**To**) your GPS coordinates at midnight. If you create the pages for the next day, after you entered the destination, this GPS position is transferred to the field **From**, the starting point of the new day. If you already have created the day before, you can insert the GPS position later from clipboard.

Overnight trips with automatic logbook entries

If you have activated the Auto-NMEA function during an overnight trip, all these entries are automatically made correctly—the last entry on the old day and the first entry on the new day. If necessary, a new day will be created automatically. LOGBOOK also

automatically inserts the end and start values for the operating hours of engines and generators.

Changing the Time Zone

Another special case are overnight travels with a change of the time zone. To ensure a correct evaluation in LOGBOOK, you should change your ship's time at midnight (as usual in seafaring).

Shortened day

If you travel to the east, the last day in the old time zone is shortened about one hour. In this case you switch to the next day in LOGBOOK at 23:00 in the old time zone.

1. Make your last entry in entry row **23** and enter the time as **23:xx**.
2. Then click/tap the button **Start** on top of the dialog beneath **Travel overnight – Transfer to next day** to start the transfer of your data into the next day.
3. Now in entry row **0** of the new day the time entry appears correctly as **0:xx**.

Prolonged day

If you travel to the west, the last day in the old time zone has one hour more. This day has 25 hours instead of 24. This is why it is already past 25:00 in the old day when you put in your midnight's entry. In this case your last time entry should read **25:xx**, your first entry for the new day, as usual, **0:xx**.

1. Make your last entry in entry row **25** and enter the time as **25:xx**.

2. **Start** on top of the dialog beneath **Travel overnight – Transfer to next day** to start the transfer of your data into the next day.
3. Now in entry row **0** of the new day the time entry appears correctly as **0:xx**.

Attention

Do not forget to adapt the entry in the field **Time Zone** in the index, when you change the time zone.

Keeping track of Resources and Batteries

If you like to make regular records of battery capacity and levels of fuel and water tanks, you can use the data fields provided on tab **Technical**. Using the calculators you can determine average consumption values for fuel and fresh water.

The first sheet, **Technical Comments**, provides a large text field, offering space for all notes which concern the technique of your ship.

Monitoring your batteries

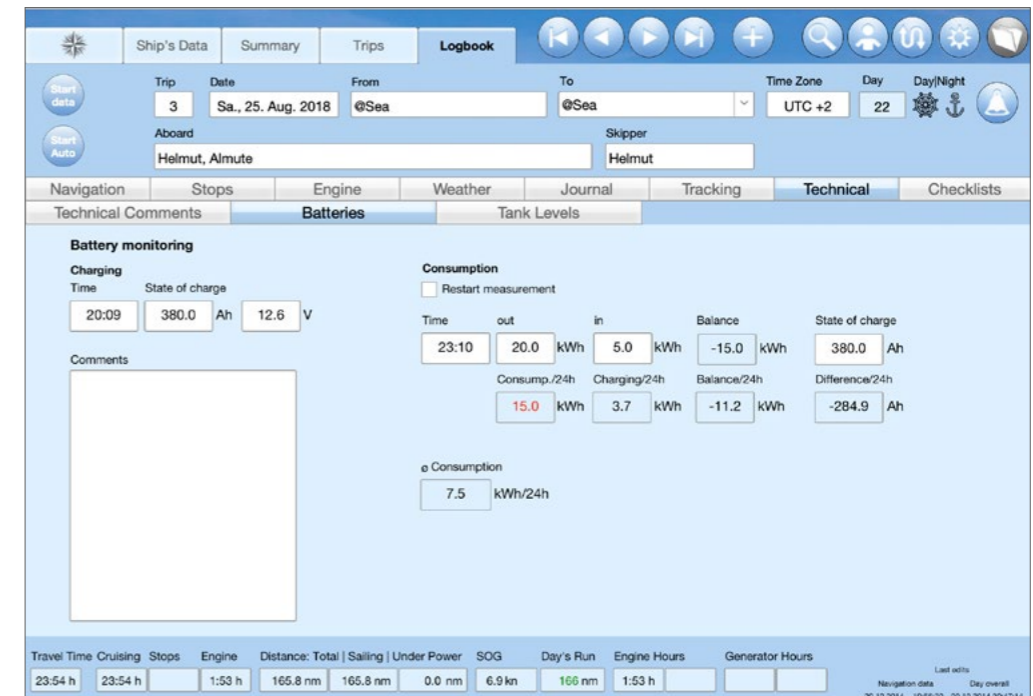
On the sheet **Batteries** you can record charging and consumption data of your batteries and determine the average consumption of your power supply.

After charging is completed go to area **Charging** and enter in the fields the **Time** when charging has been completed and in the field **State of charge** the charge in Ah and the current battery voltage in V.

The fields in the area **Consumption** will help you to keep track of your current power consumption. Enter once a day the kilowatt hours used and reloaded, and the current state of charge in Ah. Using this data LOGBOOK calculates all relevant consumption values during the last 24 hours. In case of deviations of more than 20% compared to the consumption values previously calculated in this LOGBOOK file (shown in the field **∅ Consumption**), the value under **Consumption/24h** is shown in green (very low consumption) or red (very high consumption).

By activating the option **Restart measurement** you can start a new calculation which don't uses the values from previous entry.

This is useful, for example, after a long absence or when you had been for a longer time in a marina and been connected to shore power.



The view **Logbook**, tab **Technical**, sheet **Batteries**

Monitor tank levels for fuel and fresh water

Fuel

The entries in the left half of the sheet **Tank Levels** of the tab **Technical** allow you to keep track of fuel consumption and fuel tank levels and how long or far you can still drive under power until you need to refuel.

Starting from the value in the field **Start** LOGBOOK automatically calculates the daily consumption based on the average fuel consumption that you have estimated using the **Fuel Calculator** (see "The Fuel Calculator" on page 87) and is shown in the field

Fuel Consumption, calculated. In addition to the fuel consumption by the engines also the fuel consumption due to aggregates such as generators and diesel heating is taken into account. The fields **Engine(s)** and **Generator(s)** show the fuel consumed during the day by the engine or generator operation.

Tip

You can enter the average consumption of your generators on the tab **Engine, Generator(s)** or in the **fuel calculator**.

As a result of this calculation LOGBOOK shows in the field **End** the currently remaining fuel or when the navigational entries are completed for the day, the remaining fuel at the end of the day, as well as in the field **Time** the engine hours which are probably still possible with the remaining fuel. The field **Range** specifies the distance that still can be traveled with the remaining fuel.

When you create a new day the **End** value of the previous day will be entered in the field **Start**. Therefore you normally only need to enter a new value in the field **Start** after refueling.

The screenshot shows the LOGBOOK software interface. At the top, there are navigation buttons and a menu bar with 'Ship's Data', 'Summary', 'Trips', and 'Logbook'. Below this, there are input fields for 'Trip' (3), 'Date' (Sa., 25. Aug. 2018), 'From' (@Sea), 'To' (@Sea), 'Time Zone' (UTC +2), 'Day' (22), and 'Day/Night'. There are also fields for 'Aboard' (Helmut, Almute) and 'Skipper' (Helmut). The main area is divided into several sections: 'Navigation', 'Stops', 'Engine', 'Weather', 'Journal', 'Tracking', 'Technical', and 'Checklists'. The 'Technical' section is active, showing 'Tank Levels'. It includes two main panels: 'Fuel in l' and 'Fresh Water in l'. The 'Fuel in l' panel shows a consumption rate of 3.0 l/h, engine and generator readings, and a 'Fuel Consumption' table with 'calculated' and 'manually' columns. The 'Fresh Water in l' panel shows a consumption rate of 20 l/day/person, tank readings, and a 'Fresh Water Consumption per person' table. At the bottom, there is a summary bar with 'Travel Time', 'Cruising', 'Stops', 'Engine', 'Distance: Total', 'Sailing', 'Under Power', 'SOG', 'Day's Run', 'Engine Hours', and 'Generator Hours'.

The view **Logbook**, tab **Technical**, sheet **Tank Levels**

Attention

Of course, the values displayed in the fields **Time** and **Range** are only estimated values. LOGBOOK calculates on basis of the values you specified for the fuel volume and the fuel consumption. In practice the consumption can differ substantially. So always schedule a fuel stop earlier! By also entering the operating times of other units, you will get more reliable results.

For special situations that result in a fuel consumption different from the usual value, you can enter custom values for consumption per hour and the distance per hour under **Fuel consumption, manually**. The different consumption per distance unit is calculated automatically. This value is applicable only for the

current day. A different value may for example be useful if you motor against strong current or against waves.

Please note:

If you start a new logbook file, you need to enter the current fuel in the field **Fuel, Start** before starting. The same is true after refueling.

If you have multiple fuel tanks and the opportunity to read the tank levels of a display, you can capture the levels of your fuel tanks under **Reading tankful** in the right of the area for fuel. Enter the time of your reading and then in the list below in the left column (**Reading**) the current level for each fuel tank in the unit volume specified. In the right column **Change** the change since the last reading is displayed.

If you take the reading daily after the trip, you can compare whether the total amount calculated here matches the amount calculated on the left at **End** based on the operating hours and adjust the average fuel consumption if necessary.

Tip

We recommend reading the tank either just before or after the cruise. If the result shows another total value as shown under **Start** and **End**, which are the base for the calculation of the remaining time and range, you can adjust the start value of the current day (when reading before the cruise) or of the following day (when reading after the cruise) accordingly.

Fresh water

The fields in the right half of the sheet **Tank Levels** affect the **consumption of fresh water** and work similar to the fields for the fuel consumption. They allow you to keep track of the fresh water tank levels and also for how long you still have enough fresh water.

Starting from the value in the field **Start** LOGBOOK automatically calculates the daily consumption based on the average fresh water consumption that you have estimated using the **Fresh water calculator** (see “The Fresh Water Calculator” on page 89) and the number of persons on board.

When you create a new day the **End** value of the previous day will be entered in the field **Start**. By activating the option **Fresh water tanks filled** you can set the total fresh water volume of your water tanks for your starting value. The function uses the volume set in the field **Volume fresh water tanks**.

If you want to perform the calculations using a different water consumption than the average from Fresh Water Calculator, enter this value in the field **Fresh water consumption per person, manually**. You can also take over a special value that suits your current situation directly from the fresh water calculator (see “Use fresh water consumption value for special conditions in your logbook” on page 90).

The number of persons to be included in the calculation of the remaining fresh water and the rest time can be entered either manually or automatically by clicking the button **From Crew List** next to field **Persons**.

If you have multiple fresh water tanks and the opportunity to read the tank levels of a display, you can capture the levels of your fresh water tank under **Reading tankful** in the right of the area for fresh water. Enter the time of your reading and then in the list below in the left column (**Reading**) the current level for each fresh water tank in the volume unit specified. In the right column **Change** the change since the last reading is displayed.

The Fuel Calculator

Using the button **Fuel Calculator** you get to the **Fuel Calculator** which is presented since version 3.7 in a separate window on top of the LOGBOOK window.

| Date | Engine Hours Reading | Duration | Distance Log (nm) | Difference Reading | Generator Hours | Refuel in l | Price (€) | Consumption l/h | Consumption l/nm | Comments | |
|---------------------|----------------------|----------|-------------------|--------------------|-----------------|-------------|-----------|-----------------|------------------|----------|--------------------|
| Fr., 04. Okt. 2019 | 2.961,3 h | 31,3 h | 24.100 | 101 | 0,0 h | 0,0 | 100,0 | 3,2 | 1,0 | Athen | |
| Fr., 27. Sept. 2019 | 2.930,0 h | 28,0 h | 23.999 | 100 | 0,0 h | 0,0 | 60,0 | 2,1 | 0,6 | Athen | |
| Fr., 20. Sept. 2019 | 2.902,0 h | 41,7 h | 23.899 | 113 | 0,0 h | 0,0 | 88,0 | 2,1 | 0,8 | Athen | |
| Do., 05. Sept. 2019 | 2.860,3 h | 35,6 h | 23.786 | 122 | 0,0 h | 0,0 | 120,0 | 3,4 | 1,0 | Athen | |
| Mi., 21. Aug. 2019 | 2.824,7 h | 13,9 h | 23.664 | 71 | 0,0 h | 0,0 | 25,0 | 41,25 | 1,8 | 0,4 | Mykonos |
| Fr., 02. Aug. 2019 | 2.810,8 h | 64,8 h | 23.593 | 326 | 0,0 h | 0,0 | 121,0 | 189,36 | 1,9 | 0,4 | Mykonos |
| Mo., 15. Juli 2019 | 2.746,0 h | 38,2 h | 23.267 | 316 | 0,0 h | 0,0 | 63,3 | 93,96 | 1,7 | 0,2 | Rhodos |
| Do., 20. Juni 2019 | 2.707,8 h | 89,1 h | 22.951 | 530 | 0,0 h | 0,0 | 218,0 | 324,80 | 2,4 | 0,4 | Athen |
| Di., 11. Juni 2019 | 2.618,7 h | 26,3 h | 22.421 | 188 | 0,0 h | 0,0 | 45,0 | 67,25 | 1,7 | 0,2 | Valletta |
| Do., 06. Juni 2019 | 2.592,4 h | 44,2 h | 22.233 | 206 | 0,0 h | 0,0 | 72,8 | 129,26 | 1,6 | 0,4 | Messina |
| Fr., 24. Mai 2019 | 2.548,2 h | 24,2 h | 22.027 | 291 | 0,0 h | 0,0 | 55,1 | 95,20 | 2,3 | 0,2 | Palermo |
| So., 07. Okt. 2018 | 2.524,0 h | 39,0 h | 21.736 | | 0,0 h | 0,0 | 41,0 | 75,00 | 1,1 | | Diesel Villasimius |
| Fr., 21. Sept. 2018 | 2.485,0 h | 13,0 h | | | | | 28,0 | 45,00 | 2,2 | | Diesel Olbia |
| Sa., 15. Sept. 2018 | 2.472,0 h | 31,0 h | | | | 0,0 | 103,0 | 165,00 | 3,3 | | Diesel Olbia |
| | 2.401,3 h | | 4.495,2 | | | | 5.270,1 | 2.015,82 | 2,2 | 0,5 | |

The **Fuel Calculator** window

The table in the **Fuel Calculator** provides you a tool to figure out the average fuel consumption of your ship over a longer time period. To use this tool you need to refuel your tank up to the same level each time.

If you want to consider the operation of equipment such as generators or diesel heaters in the calculations, you should first enter the consumptions per hour of these units (maximum 2) in the field on top of the windows. Best, take the values from the operating instructions of the devices.

To use this tool you need to refuel your tank up to the same level each time. Follow these steps:

1. Refuel your ship full and then choose the button **New Entry**.
2. In the dialog select, if you want to enter the refuel data manually or take over the data from your entries in LOGBOOK.
3. If you select **Automatic**, LOGBOOK creates a new row and enters the current date in the field **Date**. In the **Engine Hours, Reading** the current value of the engine operating hours is entered or, if there are two engines activated, the total of the engine operating hours of both engines. For the field **Distance, Log** LOGBOOK retrieves the last value calculated for the distance traveled using engine.


In case that still an engine is set to be turned on in LOGBOOK, you will get a warning where you can let LOGBOOK enter the current time for turning off.

If you have recorded the operating hours of your **generators** in your logbook, LOGBOOK automatically enters the operating hours into the fields under **Generator Hours, Reading**. The consumption by these units since last entry is calculated in the following field next to the operating hours.

4. If you select **Manual**, LOGBOOK creates a new row, enters the current date in the field **Date** and places the cursor in the field **Engine Hours, Reading**.

Enter in this field the current value of the engine operating hours and in the field **Distance, Log** the distance traveled using engine until refueling. Check the date and if applicable enter the generator operating hours into the fields under **Generator Hours, Reading**.

In case that still an engine is set to be turned on in LOGBOOK, you will get a warning where you can let LOGBOOK enter the current time for turning off.

5. Next time refuel again to the same level. Choose **New Entry** and repeat step 3 or 4. Then enter the volume you had fueled in the field **Refuel**. Use the fuel volume unit you set in the dialog **Defaults** (in popover **Settings**, button ) with the option **Unit, Fuel**.



6. Now LOGBOOK shows at the end of the second row the average fuel consumption of your engine per hour and per distance unit since previous refueling. The amount of fuel consumed by the generators is subtracted before the calculation so it has no influence on the fuel consumption for engine operation.
7. Enter for each subsequent refueling date, engine operating hours, distance, generator operating hours and fuel volume.

At the end of every row you can read the average fuel consumption of your engine(s) between two refuelings. Below the table the data are added up and the average consumption since the first refueling is calculated.


You can use the button **Delete Entry** to delete the row in which the cursor is located.

Transfer newly calculated fuel consumption in the logbook

When you are finished with your entries, you can transfer the average fuel consumption values from Fuel Calculator in the logbook day last displayed or close the window without changing the consumption values in the logbook itself.

- The check mark button () closes the window **Fuel Calculator** and enters the newly calculated average fuel consumption in the logbook.
- The close button () closes the window without changing data in the logbook.
- The button **\$ -> Budget** enters the fuel cost as an expense in the Add-on BUDGET.

Using Refueling entries from old Logbooks

In popover **Import**, which you can access through menu in communication popover (button ) , LOGBOOK offers a special feature

for importing fuel entries from older logbooks created with LOGBOOK. The refueling entries are automatically sorted descending by date (newest entry on top). Subsequently imported values from older records are thus automatically placed in chronological order.

Adjust the log value

The log value for **distance** traveled using engine in the current LOGBOOK file is not an absolute value for your ship as it doesn't include distances that have been recorded in older logbooks. If you are working with the Fuel Calculator and using entries from multiple logbooks, the value for the distance traveled using engine needs to consider distances from "old" logbooks, too. You can do this using the popover **Distances from old Logbooks** that opens with the pencil button (✎). Here you can enter the total distances traveled by engine of up to 12 old logbooks. If you now create a new entry for refueling, the total of all values from your "old" logbooks is added to the current distance value.

Attention

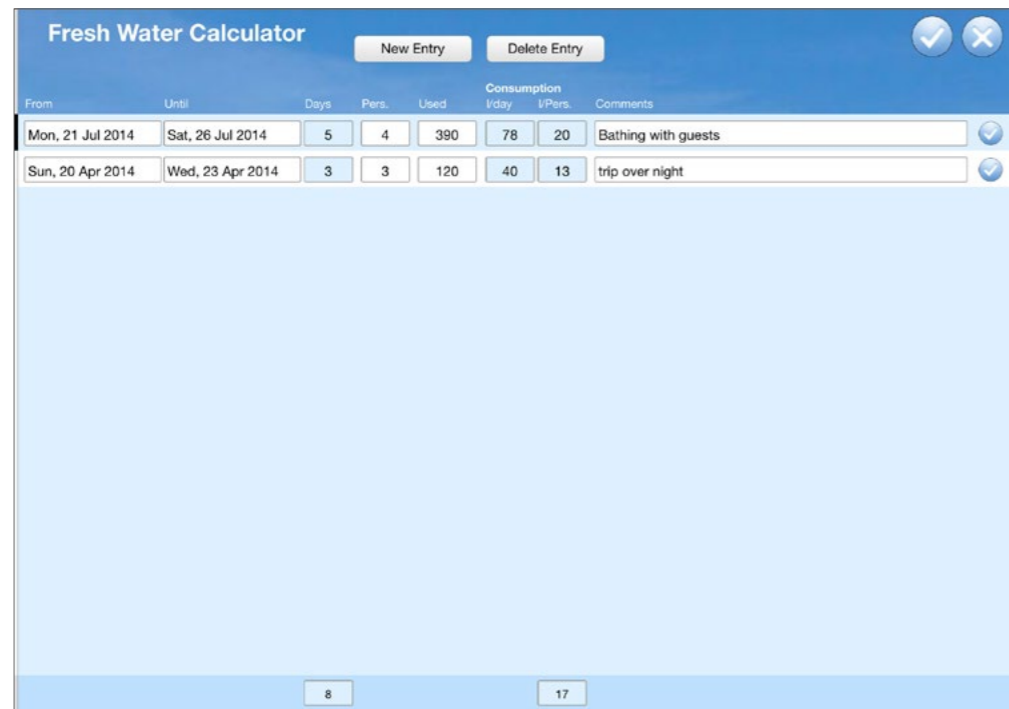
Fuel entries from LOGBOOK files prior to version 3.7 do not contain log values. These entries only can be used for calculating the remaining time.

The Fresh Water Calculator

Using the button **Fresh Water Calculator** you get to the **Fresh Water Calculator** which is presented in a separate window on top of the LOGBOOK window.

The table in the **Fresh Water Calculator** provides you a small tool where you can determine the average water consumption per person over a long period of time and for different situations. Proceed as follows

1. Choose the button **New Entry**.
2. LOGBOOK creates a new row and enters the current date in the field **From**.
3. Fill in the fields **From** and **To** the data for the period to be covered. The number of days will be calculated automatically.
4. Under **Persons** enter how many persons had been on board during the relevant period and in the field **Used** the amount of fresh water consumed during the period. Use the unit indicated, which is the unit selected for fresh water in the dialog **Defaults**. The total consumption per day and the consumption per person per day will be calculated and shown automatically.
5. In the **Comments** field you can enter information that describe the situation that has led to this water consumption. Examples of typical situations with very different water consumption are "drop anchor and swim with guests", "without a shower," "having a shower", "long-distance trip without port", "only short day trips."



The *Fresh water calculator* window

To delete the selected row in which the cursor is located use the button **Delete Entry**.

Transfer newly calculated fresh water consumption in the logbook

When you are finished with your entries, you can transfer the average fresh water consumption value from Fresh Water Calculator in the logbook day last displayed or close the window without changing the consumption value in the logbook itself.

- The check mark button (✓) closes the window **Fresh Water Calculator** and enters the newly calculated average fresh water consumption in the logbook.
- The close button (✕) closes the window without changing data in the logbook.

Use fresh water consumption value for special conditions in your logbook

Instead of the all-over average fresh water consumption you also can—to fit your current situation—transfer the fresh water consumption of a single entry which suits your current situation. To do this click/tap it on the check mark button (✓) at the end of the row. This pasts the consumption value calculated in this row in the logbook day into the field **Fresh water consumption per person, manually** and will be for consumption calculations on this day.

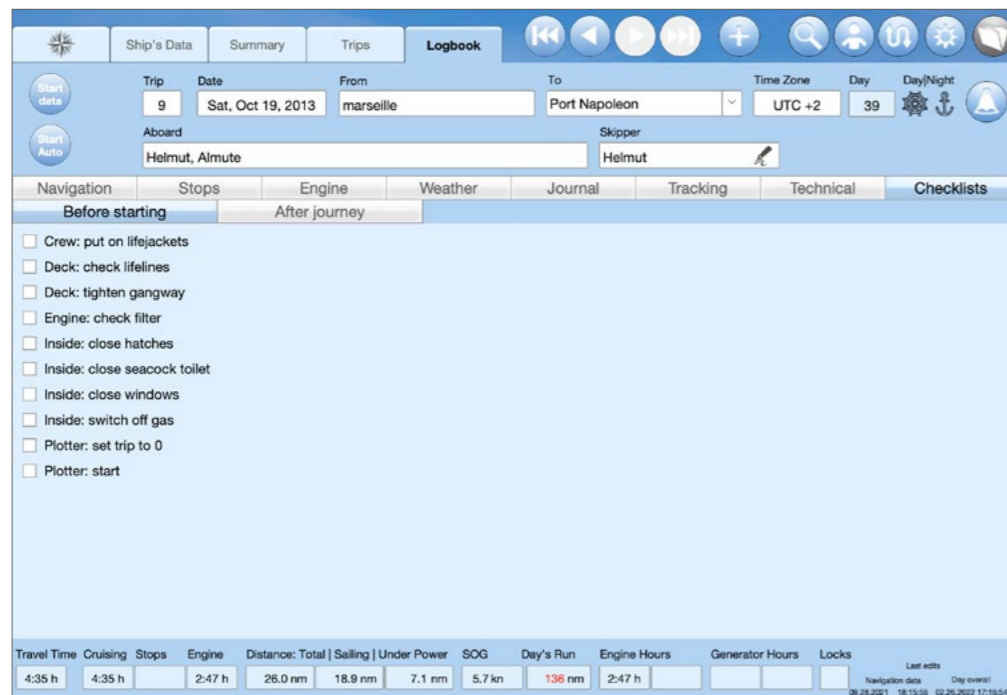
Checklists for your to-dos before and after the cruise

Using the checklists on the tab **Checklists** you can execute and check off to-do lists for everything that is needed to be done or checked before or after a cruise.

The tasks listed in the checklists are defined in the popover **Checklists** from the **Settings** popover, button ⚙️. Up to 30 tasks will fit on the tap **Checklists** for each before and after the cruise. The lists contain suggestions and can be adapted in the same way as described for the list on dialog **Lists** (read more in “The Dialog Lists” on page 27). The tasks are listed in alphabetical order on the tab **Checklists**. So we suggest that you use preceding numbers to get them in the right order.

Attention

If you delete entries in the popover **Checklists** that have already been used in your logbook, those entries are deleted completely from the logbook file—even from lists where you already check this entries. The items available are identical throughout a whole logbook file. Renaming an entry will change for all days.



The view *Logbook*, tab *Checklists*

The Views Trips and Summary

With help of the trips LOGBOOK offers the option to summarize several running travel days and make an evaluation. In the view **Trips** you have an own page for every trip. The trips are automatically numbered starting with trip 1. The view comes with 5 tabs.

Please note:

In order that LOGBOOK works perfectly, you should have assigned at least one LOGBOOK day to each trip. Otherwise you may have problems switching between the different views.

| Date Day/Night | From To | Duration | Cruising | Stops | Engine | SOG | Port: Days/Costs (€) | Engine Hours | Generator Hours | Locks | | |
|-------------------|-----------------|----------|----------|---------|-----------------|----------------|----------------------|--------------|-----------------------|--------------|-----------------|-------|
| Wed, May 01, 2013 | Almerimar | 8:55 h | 8:55 h | | | 5.3kn | 1 45.52 | 0:00 | | | | |
| | Marina del Este | 47.4 nm | 8.2 nm | 39.2 nm | 128 nm | Helmut, Almute | | | | | | |
| Thu, May 02, 2013 | Marina del Este | 5:37 h | 5:37 h | | | 3.6kn | 2 33.00 | 2:00 | | | | |
| | Caleta de Velez | 20.1 nm | 10.7 nm | 9.4 nm | 86 nm | Helmut, Almute | | | | | | |
| Sat, May 04, 2013 | Caleta de Velez | 7:15 h | 7:15 h | | | 5.0kn | 2 55.00 | 6:06 | | | | |
| | Fuengirola | 35.9 nm | 15.0 nm | 20.9 nm | 119 nm | Helmut, Almute | | | | | | |
| Mon, May 06, 2013 | Fuengirola | 5:28 h | 5:28 h | | | 4.2kn | 4 66.02 | 1:06 | | | | |
| | Marbella | 23.0 nm | 14.7 nm | 8.3 nm | 101 nm | Helmut, Almute | | | | | | |
| Fri, May 10, 2013 | Marbella | 3:09 h | 3:09 h | | | 4.9kn | 1 28.50 | 1:36 | | | | |
| | Estepona | 15.4 nm | 1.2 nm | 14.2 nm | 117 nm | Helmut, Almute | | | | | | |
| Sat, May 11, 2013 | Estepona | 5:23 h | 4:48 h | 0:35 h | | 5.4kn | 2 22.50 | 5:06 | | | | |
| | La Linea | 25.8 nm | 0.0 nm | 25.8 nm | 129 nm | Helmut, Almute | | | | | | |
| Travel Time | | Cruising | Stops | Engine | Distance: Total | Sailing | Under Power | SOG | Port: Σ Per Day (€) | Engine Hours | Generator Hours | Locks |
| 52:04 h | | 51:29 h | 0:35 h | | 262.0 nm | 112.5 nm | 149.5 nm | 5.1 kn | 485.00 20.21 | 22:12 h | | |

The view **Trips**

Creating a New Trip

It is your own decision which criteria you choose to use different trips. Here are some suggestions for criteria:

- Use an own trip for every turn.
- Create a new trip after a longer stop/harbor stay.
- Create a new trip after a change in the crew.
- Use an own trip for a passage of several days.

Please note

For each trip LOGBOOK uses a separate crew list. Hence each crew list is linked to the trip and the crew can't be changed during a trip. For this reason you should create a new trip each time the crew changes.

Use the following steps to create a new trip:

1. Click/tap on the button with the plus sign and choose **New Trip** in popover.
2. Choose whether you want to create only a new trip (where the last day is automatically inserted as the first day in the new trip), or whether you want to create, in addition, a new day which is then the first day of the new trip.
3. LOGBOOK adds a new page for the new trip and displays the new trip in the view **Trips**. The last logbook day or the day just created is already assigned to the new trip.

Attention

Please, note that trips can't be deleted.
Assign the trip number is always in chronological order to the travel days.

The view Trips

The view **Trips**, like the view **Logbook**, is divided into the 3 areas index, tabs and evaluation. All fields in the view **Trips** are automatically generated by LOGBOOK. Here you can't make any entries.

The only exception is the field **Via** on top in the index. Here you can choose a intermediate destination from a list with all destinations during the trip. This is particularly advantageous for example if your trip leads from your home port back to your home port.

The **index** shows the number of the trip, the date of the first and last day in the trip as well as the starting point (at the first day) and the destination (at the last day).

In addition, LOGBOOK calculates under **Days: Σ|Logbook** from these data the total number of days in the trip, the number of the days in the trip with entries in LOGBOOK. **Days|Nights** shows the number of days and nights the ship has sailed, been at anchor, or been in port (determined from the entries on the sheet **Journal, Port | Anchorage | Overnight stay**).

The **evaluation** shows totals for the fields listed in the data area. The value of the speed over ground (**SOG**) is an average value for the whole trip.

The daily evaluations map

The tab **Daily analyses** in view **Trips** shows a list with the most important data of each day in the trip. LOGBOOK transfers this data from the index and the evaluation in the view **Logbook**. For a description of the fields read the chapter "The View Logbook" on page 33. The view shows 6 logbook days. If there are more days you need to scroll.

If you had selected in the **Defaults** for the **Unit for distances** the setting **Variable (both)** the totals for each day are shown using the units used for the day. In the other hand all totals and averages in the evaluation area are shown in units selected under **Summary using**.

With the button ► in the left of each row you can directly switch to the appropriate day in the view **Logbook**.

In the view **Trips** you can also open the crew list.

The tabs Air pressure curve, Cruising times and Distance

On these 3 tabs you get graphical evaluations of the trip. To create the curve, simply press the ⌂ button in the upper right corner and wait until a dialog tells that the process is finished.

- The tab **Air pressure curve** shows a curve with all air pressure values recorded in the logbook during the stage.

- On the tab **Cruising times**, the travel times of the individual days of the trip are evaluated as a bar chart. There are bars for the total time, the cruising time, the stops and, depending on the boat type, for the engine operating time or the operating times of the individual engines.
- On tab **Distance** for sailboats a bar chart shows the total distance covered on each day as well as the distance under sails and under engine.
For a motorboat with one engine the total distance is shown, for a motorboat with 2 engines the distances covered with engine 1 or engine 2 are shown as bars in addition to the total distance.

The tab Track

On the tab **Track** you can generate a Google track or a kml file for the entire trip from your position entries or from the positions recorded with the automatic data recording (NMEA data tracking).

The function works in the same way as the function to create a day track on the tab **Tracking** of the view LOGBOOK (see “Google-Track and kml File on tab Tracking” on page 79). However, the track is inserted directly as an image so that it remains offline.

Attention

Because the number of positions in a Google track is limited, not every position captured by NMEA data tracking is considered for long trips. This means that the track can be less precise than for the individual day tracks.

The length of a kml file is not limited, which is why all positions captured are stored in it.

The View Summary

The view **Summary** provides an overview of all trips and lists all fields from the index and the evaluation of the view **Trips**. The evaluation at the bottom of the view **Summary** calculates total amounts for the fields listed in the data area on all entries in the logbook file. The value of the speed over ground (**SOG**) is an average value for the whole logbook.

The summary consists only of a single page and comes with 3 tabs.

| Trip | From | From Via | To | Travel Time | Cruising | Stops | Engine SOG | Engine Hours | Generator |
|-------|-------------------|------------------|----|---|-------------|-------------|-------------|-----------------------|-------------------|
| Until | Until | To | | Distance: Total Sailing Under Power | Days/Nights | Days/Nights | Days/Nights | Port: ∑ Per Day (€) | Days: ∑ Logbook |
| ▶ 1 | Wed, May 01, 2013 | Almerimar | | 52:04 h | 51:29 h | 0:35 h | | 22:12 h | |
| | | Algeceiras (RCN) | | 262 nm | 113 nm | 150 nm | 5.1 kn | 485 | 20.21 |
| | Sat, May 25, 2013 | Benalmadena | | 12 | 0 | 12 | 22 | 1 | 2 |
| ▶ 2 | Fri, Jun 21, 2013 | Benalmadena | | 33:55 h | 32:45 h | 1:10 h | | 19:24 h | |
| | | Marbella | | 149 nm | 59 nm | 90 nm | 4.5 kn | 242 | 34.63 |
| | Fri, Jun 28, 2013 | Almerimar | | 7 | 0 | 1 | 7 | 0 | 1 |
| ▶ 3 | Fri, Aug 23, 2013 | Almerimar | | 67:45 h | 66:05 h | 1:40 h | | 44:30 h | |
| | | | | 345 nm | 111 nm | 234 nm | 5.2 kn | | |
| | Mon, Aug 26, 2013 | Palma | | 4 | 1 | 0 | 0 | 0 | 0 |
| ▶ 4 | Thu, Aug 29, 2013 | Palma | | 5:20 h | 3:35 h | 1:45 h | | 0:42 h | |
| | | | | 19 nm | 16 nm | 3 nm | 5.2 kn | | |
| | Thu, Aug 29, 2013 | Palma | | 1 | 0 | 0 | 0 | 0 | 0 |

| Duration | Cruising | Stops | Engine | Distance: Total Sailing Under Power | SOG | Port: ∑ Per Day (€) | Engine Hours | Generator Hours | Locks |
|----------|----------|-------|--------|---|--------|-----------------------|--------------|-----------------|-------|
| 289:40 | 256:15 | 13:25 | 10:46 | 1,325.8 nm 545.1 nm 780.8 nm | 5.2 kn | 892.26 24.79 | 118:16 | 0:36 | |

The view *Summary*

The tab Trips

The tab **Trips** lists the results of each trip. Only a few trips are visible in the view. For more trips you have to scroll.

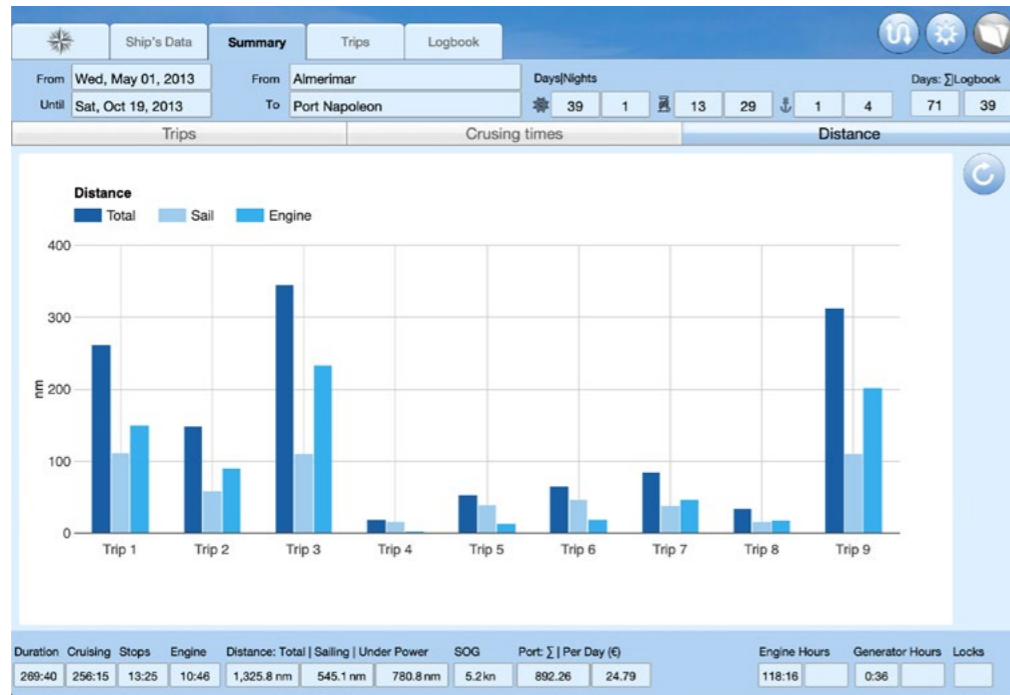
With the button ▶ in the left of each row you switch directly to the appropriate trip in the view **Trips**. The view **Summary** offers with this button a quick way to go to a particular trip.

The tabs Cruising times and Distance

On these 2 tabs you get graphical evaluations.

To create the curve, simply press the ↻ button in the upper right corner and wait until a dialog tells that the process is finished.


- On the tab **Cruising times** the travel times of each trip are evaluated as a bar chart. There are bars for the total time, the cruising time, the stops and, depending on the boat type, for the engine operating time or the operating times of the individual engines.
- On tab **Distance** for sailboats a bar chart shows the total distance covered on each trip as well as the distance under sails and under engine.
For a motorboat with one engine the total distance is shown, for a motorboat with 2 engines the distances covered with engine 1 or engine 2 are shown as bars in addition to the total distance.



The view *Summary*, tab *Distance*

Creating a New Logbook File

LOGBOOK SUITE can manage several LOGBOOK files. Use the following steps to load a new LOGBOOK file into LOGBOOK SUITE (an internet connection is required for the function).

1. To create a new LOGBOOK file, use the button **Load new empty file** in the LOGBOOK MANAGER. From the list under **Load new, empty file from 2K Load Yachting for:** the entry **Logbook**.
2. A new, empty file is loaded into LOGBOOK SUITE. The file is named **Logbook**. An existing file **Logbook** is saved as a backup.
3. Open the new file the **Logbook** button.
4. If you want to import settings, lists, or ship data from an old logbook, you can import it using the import functions in the popover **Import from another logbook** (Button  and then Button **Import**). For more information, see “Importing from other Logbook Files” on page 107).

In which case is it recommended to create a new logbook file?

- Since every logbook file can manage only the data of one ship, you need an own file for every ship.
- If you are a lot on the move, you can, for instance, create an own logbook file for each year.



Tip

For best use of LOGBOOK we recommend that you always store your current LOGBOOK file in the LOGBOOK data folder (standard the folder “Logbook Suite” directly within your user folder or “[system drive letter]:/Logbook Suite”) and name your file **Logbook.fmp12**. That way the file will be automatically opened while starting the software. To use the NMEA function it is absolutely necessary. Later, you can rename your file and store it, if necessary, at another place.

Printing your Logbook on Paper and to PDF

You may also want to print your finished logbook so that you can hold it in your hand like a conventional logbook and flip through the pages. Or you can save your logbook in a PDF to get a digital, non-modifiable version of your logbook that you can use to view the logbook at any time without having our LOGBOOK software installed on your computer. For this purpose LOGBOOK offers a comprehensive print function.

Attention


To print the logbook or to create a PDF of the logbook, always use the print function from the communication menu. The screen layouts are not suitable for printing.

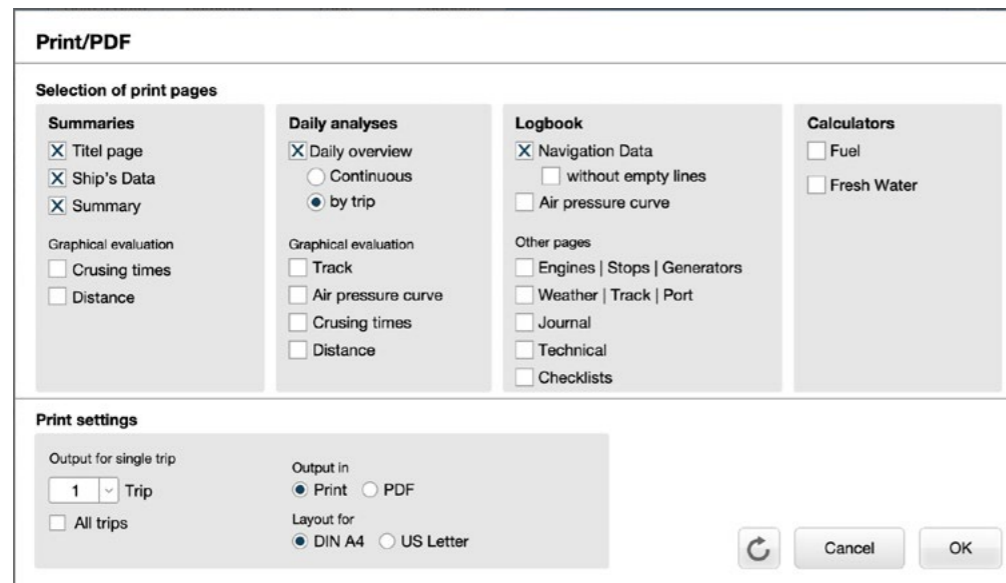
The print layouts

With version 4 LOGBOOK offers a revised print function with improved layouts optimized for printing and for PDF. All print layouts are designed for landscape printing on DIN A4 or US

Letter. The pages are predefined with a margin which is sufficient for normal printers. At the upper edge, a wider margin is added, so you easily punch your prints on the upper long edge or you can bind them to a book.

Select contents for printing

1. In communication popover (button ) choose the button **Print PDF**. This opens the dialog **Print/PDF**.
2. Under **Selection of print pages** you can choose in 4 columns what exactly you want to print or save as PDF. Each column corresponds to a print layout. When creating PDFs, the first 3 columns create one PDF each. The two calculators also produce separate PDFs. When printing on paper, the selected layouts are processed one after the other.



Dialog Print/PDF

3. Then select in the lower part of the dialog **Print/PDF** first which trip you wish to print. You can either print a single trip by choosing the number from the list, or the entire logbook (when checking the option **All trips**).
4. Since the layouts vary slightly depending on whether you are printing on **DIN A4** or **US Letter** paper, you need to choose your paper size under **Layout for**.
5. For printing on a printer activate the option **Print** for **Output in**. If you instead of printing on paper want to print to a PDF, select **PDF**.
6. Select **OK** to start printing or creating a PDF. You now get to print dialog of your operating system. Continue with the corresponding instruction.

Attention

Due to PDF licensing reasons, it is not possible to generate PDFs that collect all layouts in one file with Windows. Only the 4 layouts containing the data from the daily logbook pages (6a-6d) can be saved together in one PDF file.

If you want to save several different print layouts in a single PDF file, you need to combine the individual PDFs using a special PDF editing tool later.

The following table shows what content will be printed with each print layout.

| Option | Contents | Number of pages |
|-----------------------|---|-----------------|
| Summaries | | |
| Title Page | • Similar to title page | 1 |
| Ship's data | • Content view Ship's data , tab Ship's data including photo • Content of view Ship's data , tabs Sails(Engine Equipment)/Interior/Deck and Nautical/Safety/Miscellaneous | 2 |
| Summary | • All contents like in view Summary • Optional graphics | min. 1 |
| Daily analyses | | |

| Option | Contents | Number of pages |
|-------------------------------------|---|----------------------------------|
| Daily overview | <ul style="list-style-type: none"> • Continuous: Chronological continuous list of all logbook days with contents similar to view Trips. • by trip: Contents contents similar to view Trips. When printing several trips, each trips starts on a new page. • with by trip optional also graphics and track | min. 1 (one page per graphic) |
| Logbook | | |
| Navigation data | <ul style="list-style-type: none"> • Overview of all navigation entries similar to view Logbook, tab Navigation • If the option without empty lines is enabled, only the rows where there is input are printed | 1 per day |
| Air pressure curve | <ul style="list-style-type: none"> • daily pressure curve | 1 per day |
| Engines Stops Generators | <ul style="list-style-type: none"> • Contents of tabs Stops and Engine | 1 per day |
| Weather | <ul style="list-style-type: none"> • Contents of view Logbook, tab Weather and sheets Port Anchorage and Track of tab Journal | 1 per day |
| Journal | <ul style="list-style-type: none"> • Contents of view Logbook, tab Journal, sheet Journal including all photos and captions | 1 per day |

| Option | Contents | Number of pages |
|--------------------|---|-----------------|
| Technical | <ul style="list-style-type: none"> • Contents of tab Technical, sheets Technical Comments and Batteries | 1 per day |
| Checklists | <ul style="list-style-type: none"> • Contents of tab Checklists | 1 per day |
| Calculators | | |
| Fuel | <ul style="list-style-type: none"> • Fuel calculator | min. 1 |
| Fresh Water | <ul style="list-style-type: none"> • Fresh water calculator | min. 1 |

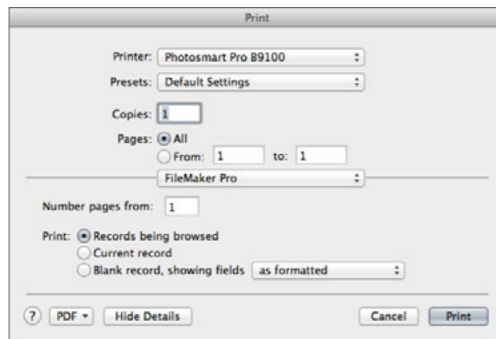


Page Setup and Printing using MacOS

In LOGBOOK the default printer page is setup in a way that the views can be printed in landscape format on a DIN A4 or US letter sheet. If the setting is not proper for your printer, you can setup the page in the dialog box **Page Setup** from the **File** menu. This opens the standard dialog box **Page Setup** of MacOS.

1. After you have selected the print layout and started printing with the button **OK** in dialog **Print/PDF**, LOGBOOK opens the standard dialog box **Print** of MacOS.
2. Activate the dialog's page with the settings for **FileMaker Pro**. For the option **Print** select **Records being browsed** (which means all records). Also make sure that for the option **Pages** the setting **All** is selected. Just so all pages of the selected layouts will be printed.
Some special settings are available for the print layouts for the view **Logbook**. To use this function you need to activate the option **All trips** in dialog **Print/PDF**.
 - Choose **Current record** for the option **Print** to print only the day last displayed in LOGBOOK.

- Using the settings under **Pages** on top of the dialog box you can also print individual logbook days. The page number is identical to the number of the day in the logbook.
 - Again check all other settings in the print dialog. If you want to print all pages, the setting **All** needs to be selected for **Pages**.
3. After you have checked all settings, start the print job with the button **Print**.



The *Print* dialog box when using MacOS



Creating a PDF on Mac

When you are using LOGBOOK on a Mac you can store your logbook in a PDF file instead of printing on paper. All selected layouts are automatically saved together in one file.

1. Make your setting in dialog **Print/PDF** the same way like for printing (see “Select contents for printing” on page 98). For **Output in** choose the option **PDF**.
2. In the following dialog specify a file name for the PDF.
3. The complete PDF is created.

Tip

If you want to create a PDF that only contains certain days, select **Print** in the **Print/PDF** dialog and then, as explained above, limit the output to certain pages.

To create the PDF, select **Save as PDF** from the drop-down list at the bottom left of the Print dialog.

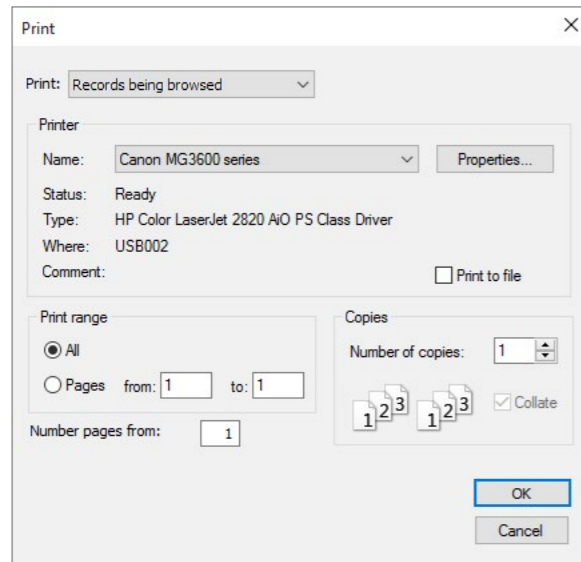


Print Setup and Printing using Windows

1. After you have selected the print layout and started printing with the button **OK** in dialog **Print/PDF**, LOGBOOK opens the standard dialog box **Print** of Windows.
2. For the option **Print** select **Records being browsed** (which means all records). Also make sure that for the option **Pages** the setting **All** is selected. Just so all pages of the selected layout will be printed.

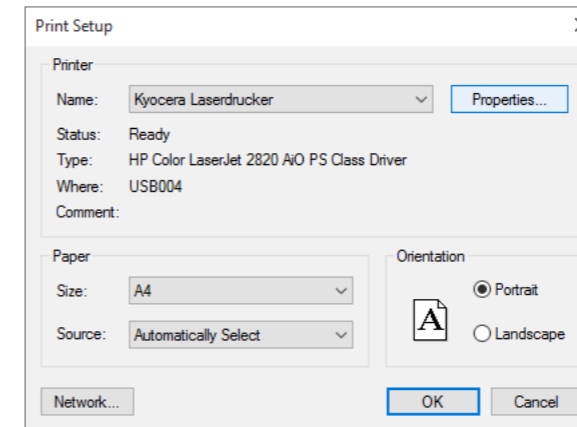
Some special settings are available for the print layouts for the view **Logbook**. To use this function you need to activate the option **All trips** in dialog **Print/PDF**.

- Choose **Current record** for the option **Print** to print only the day last displayed in LOGBOOK.
- Using the settings under **Pages** on top of the dialog box you can also print individual logbook days. The page number is identical to the number of the day in the logbook.



The *Print* dialog box when using Windows

3. Then, next to the name of your printer , click on the **Properties** button. This opens the dialog **Print Setup**.
4. Select here under **Paper - Size** the size paper **A4** or **US letter** and under Orientation the option **Landscape**. Then close the **Print Setup** dialog with **OK**. (How exactly your dialog **Print Setup** looks like depends on your printer. Please read, if necessary, in the operating instructions of your printer.)
5. Again check all other settings in the print dialog. If you want to print all pages, the setting **All** needs to be selected for **Pages**.
6. After you have checked all settings, start the print job with the button **OK**.



The dialog box *Printer Setup*



Creating a PDF using Windows

If you are using Windows and would like to store your logbook in a PDF file instead of printing on paper, it is necessary to have installed a **PDF printer**. Windows 10 includes a PDF printer. For older Windows version you can download PDF printers freeware software in the Internet.

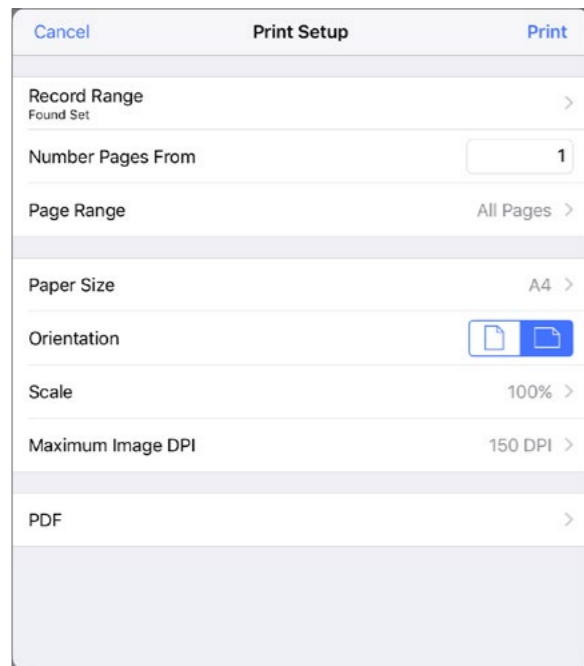
Printing with a PDF printer is similar to printing with a normal printer, the only difference is that you print in a PDF file instead of on paper. So follow the steps for printing, but in order to be able to enter a different file name for each print layout you need to choose the option **PDF** for **Output in**.

If you want to save several different print layouts in a single PDF file, you need to combine the individual PDFs using a special PDF editing tool later.



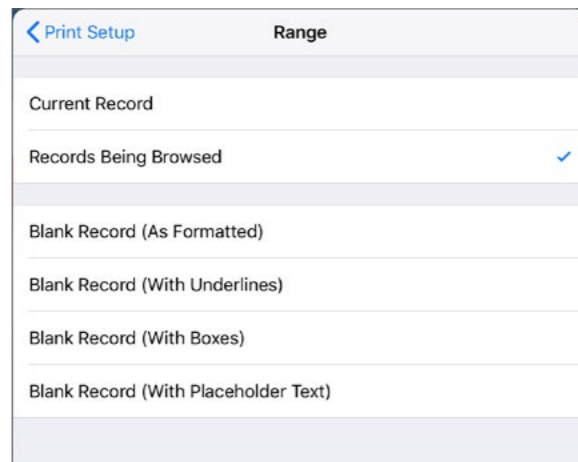
Print Setup and Printing on iPad

On iPad you need a printer which is capable for AirPrint (for details of setting up the printer refer to the manual of your printer or the iPad manual).



The dialog box *Print Setup*

1. After you have selected the print layout and started printing with the button **OK** in dialog **Print/PDF**, LOGBOOK opens the standard dialog box **Print Setup**.
2. Make the appropriate print settings here. For the option **Record Range** select **Records Being Browsed** (which means all records). Also make sure that for the option **Page range** the setting **All Pages** is selected. Just so all pages of the selected layout will be printed.
Some special settings are available for the print layouts for the view **Logbook**. To use this function you need to activate the option **All trips** in dialog **Print/PDF**.
 - Choose **Current record** for the option **Record Range** to print only the day last displayed in LOGBOOK.
 - Using the settings under **Page Range** you can also print individual logbook days. The page number is identical to the number of the day in the logbook.
3. Choose the paper size (A4 or US Letter) and make sure that you have set up **Landscape** for **Orientation** and **100%** for **Scale**.
4. After you have checked all settings, start the print job with the button **Print**.



Standard setting in dialog **Print Setup, Range**

Tip

On the iPad sometime the images are only printed in low quality. In this case, check the setting under **Maximum Image DPI** in the iOS dialog **Print Setup**. At least 150 DPI should be set here. This setting also affects the creation of PDFs.

iOS Creating a PDF on iPad

On the iPad, you can export your logbook without an additional app in PDF. All selected layouts are automatically saved in one file.

1. In the LOGBOOK dialog **Print/PDF** choose the option **PDF for Output in**. It allows all layouts selected in the **Print** dialog to be output to a single continuous PDF file.


2. Choose **OK**. The dialog is closed and a window with the print preview of the first print layout is opened. In the following dialog specify a file name for the PDF file.
3. Close the dialog with **OK**.
4. The **Print Setup** dialog opens. Check the settings (read more at “Print Setup and Printing on iPad” on page 102) and then select the **PDF** option below.
5. A PDF for the first selected layout is created.
6. Then the next print layout is displayed and automatically attached to the current PDF.
7. The process is complete when the print preview window is closed again.




You can find the PDF file in the documents folder of LOGBOOK SUITE in the list **My Apps** under **PDF** (button **Open another file**) Tapping on the entry displays the PDF in LOGBOOK SUITE. Using the Edit button in the top right you can transfer the PDF to another app or sent it by email.

Additional Functions of LOGBOOK

This chapter presents a few additional functions of LOGBOOK.

Searching in LOGBOOK


Using the **Search** button  you can search in the views **Logbook** and **Trips** in your logbook for a certain string or a date. The search is performed on all pages of the active view, not in others views. The behavior of the function is identical on PC and on iPad since version 4.0.

1. Click or tap on the **Search** button  to open the popover **Search**.
2. Select one of the two options **Search term** or **Date** and enter your search term or the date you are looking for in the text field. Then click/tap the **Search** button.
3. If your search string or date is found, LOGBOOK hides all pages except the pages which contain the search result. The term will not be highlighted on the pages. To indicate that not all pages are in view the symbol  in search button gets red.
4. Use the navigations buttons to scroll through the pages that contain your search term.
5. Tap the **Search** button  again or switch to another view to bring all pages in sight again.

Important note

For searching in LOGBOOK don't use the search icon which is located in the apps header on iPad. Using this button may cause problems.


Data Export

With the **Export** button in the menu in communication popover (button ) LOGBOOK provides a simple export feature, which allows you to export the most important logbook data for further processing in some common file formats. The file formats, which are shown in gray in the table are less suitable for export from LOGBOOK.

| File format | PC | iPad | Field titles |
|------------------------|----|------|--------------|
| dBase (.dbf) | x | x | x |
| Excel Workbook (.xlsx) | x | x | x |
| HTML (.htm) | x | x | – |
| Comma-separated (.csv) | x | x | – |

2K Yachting
 Hohenzollernallee 37
 40235 Düsseldorf
 Germany
 Phone +49.211.96667651
 E-Mail: support@2k-yachting.de
 Web: <https://logbooksuite.com>

| File format | PC | iPad | Field titles |
|----------------------|----|------|--------------|
| Merge (.mer) | x | x | x |
| Tab-separated (.tab) | x | x | — |
| XML | x | | |
| FileMaker Pro | x | | |

- To export your logbook data open the communication popover (button ) and choose the button **Export**.
- In the following popover you can have the choice between the two options **Logbook** and **Summary**. **Logbook** exports data of the days in your logbook, Summary totals of the trips.
- Selecting one of the two buttons opens a dialog box in which you specify the file format, name and location for your file. Other settings are not possible.
- On iPad the button **Save** saves the exported file in the documents folder of LOGBOOK SUITE on your iPad. You can find the file in the list **Device** under the heading with the name of the selected file format or under **Other Documents**. Alternatively, you can send the file directly by email.



Note:

In some export formats the file contains only the data and no titles of the fields. And when exporting in one of the data formats which include field titles, these titles are not translated from names used in internal processing of LOGBOOK to the field titles used in the views. So, for the order of the fields please refer to the following table on next page.


| Exported Fields | |
|----------------------------------|-------------------------|
| Button Logbook | Button Summary |
| Trip | Trip |
| Date | From (date) |
| From | Until |
| To | From |
| Aboard | To |
| Skipper | Via |
| Travel Time | Days total |
| Cruising Time | Days in Logbook |
| Stops | Travel Time |
| Distance | Cruising Time |
| Distance Under Sail | Stops |
| Distance Under Power | Distance |
| Speed over ground (SOG) | Distance Under Sail |
| Day's Run | Distance Under Power |
| Engine Hours, Engine 1 | Speed over ground (SOG) |
| Engine Hours, Engine 2 | Engine Hours, Engine 1 |
| Generator Hours | Engine Hours, Engine 2 |
| Engine 1 Operating Hours, End | Generator Hours 1 |
| Engine 2 Operating Hours, End | Generator Hours 2 |
| Generator 1 Operating Hours, End | Port Charges Total |
| Generator 2 Operating Hours, End | Port Charges ø |
| Fuel, End | |
| Fuel, Time | |
| Technical Comments | |
| Port/Anchorage | |
| Journal | |

Export photos taken within Logbook

You can easily export photos you've taken with iPad directly from LOGBOOK to the **Photos** app.

1. Tap the photo.
2. A pop-up menu opens. Select **Export** here.
3. In the following dialog, choose a name for the image and possibly also the image size.
Please note that depending on the setting for the image size in LOGBOOK (in the dialog Default) when taking the photo, the image already has a reduced size ("Options on the tab General" on page 17).
4. Select **Continue** and then at the bottom of the popover **Save image**.
5. The image will now be saved in the app Photos.

Importing from other Logbook Files


Using the button **Import** in menu of communication popover, button , LOGBOOK offers the possibility to import logbooks created in LOGBOOK 2.0 and newer versions into a logbook file of LOGBOOK SUITE. This way you can use the new features of LOGBOOK 4.0 in your older logbooks, too.

In addition, the import functions can be used to import settings, ship data and list from the last LOGBOOK file into a new empty LOGBOOK file.

- **Import all data** imports all data from the selected LOGBOOK file into the new file.
Use this function, for example, if an update for LOGBOOK is

available and you to want use the new functions of LOGBOOK in your current logbook.

This function also imports the serial number and—if existing—the activation code for the **Logbook NMEA Add-on for iPad** into the new logbook file, so you do not have to re-enter it.

- **Import ship's data** imports all the data from view **Ship's data**. Use this function if you want to create a new logbook file for a ship, for which you have already entered data in another logbook.
- **Import lists** imports the lists **Mainsail** or **Engine 1**, **Foresail** or **Engine 2**, **Sea state**, **Comments**, **Checklist before starting** and **Checklist after journey** (which are managed in dialog **Lists** and **Checklists**, which are found in the menu of the popover settings, button )
- **Import fuel data** adds the fuel data from the old logbook file into the **Fuel Calculator**.
- **Import fresh water data** adds the fresh water data from the old logbook file into the **Fresh Water Calculator**.

After clicking or tapping the button **Import** for the desired import function, you can select in a dialog box the logbook file, from which you want to import.



Use the button **Choose** to select another file in a standard dialog box.



On the iPad a popover opens, in which a selection list lists all files stored in the app for selection. If necessary you should reload the list with the button **Reload file list**.



Attention

On iPad you only can import from files which are stored in the documents folder of LOGBOOK SUITE on your iPad.

Tip

With the ability to import the fuel data from your log-books of the past years, the calculation of the average fuel consumption will get improved.

Troubleshooting



Restore a Damaged File

If you have a crash of the computer's operating system (on PC) or a hard disk access error while you are working with LOGBOOK, it may happen—in quite rare cases—that the logbook file gets damaged. In this case you will receive an error message when you try to open the logbook file next time. Normally this can be repaired quite simple.

1. For MacOS press the keys ⌘ and ⇧, for Windows press the keys Ctrl and ⇧ and double-click on the icon of the program LOGBOOK. Hold the keys pressed until the dialog box **Open damaged file** is displayed.
2. Select the damaged file and let LOGBOOK do the recovering. LOGBOOK creates a new file with the original file name and adds at the end of the name of the damaged file "OLD". A dialog box informs you about the steps LOGBOOK is performing.
3. Open the restored logbook file and choose in menu of the communication popover (button ↕) the button **Backup**. Save a copy of the restored file with the same name and use the option **Type: compacted copy (smaller)**.
4. Replace the restored file with the copy you just created.

If you notice unusual behavior in this new file, we recommend that you rely on a backup copy back that was created prior to the damage.

Updates

2K Yachting will develop LOGBOOK further and add new functions. From time to time 2K Yachting will provide a software update. Find out more on our website at logbooksuite.com.

Attention

LOGBOOK files from version 2.0 and newer can be opened with LOGBOOK 4.0, but provide only the functions contained in each version.

Using the import function (see “Export photos taken within Logbook” on page 107), you can easily transfer your logbooks from version 2.0 and newer into a new file of LOGBOOK 4.0.

Error Report

If you find any errors in Logbook, we would be grateful if you let us know, thus we can patch it with the next software release. Please send an email with a detailed error description to support@2k-yachting.de.