



KONGSBERG

Installation Manual

# Seapath<sup>®</sup> 130 series

Compact GNSS aided Inertial Navigation System

Kongsberg Maritime  
ID: 422033/I







KONGSBERG

# ***Seapath 130 series Compact GNSS aided Inertial Navigation System***

***Installation manual***

Kongsberg Maritime  
ID: 422033/I

M340-63/9.0

May 2024 © Kongsberg Discovery AS

## Document history

Document number: M340-63 / Revision 9.0		
Rev. 1.0	September 2016	First version.
Rev. 2.0	December 2016	The Seapath 133 model is added. Updated spider cable drawing. Manual restructured.
Rev. 3.0	May 2017	Pin 10 and 25 on the connector board is swapped to get same polarity on the PPS pulse as the Seapath 300 series. Pin 2, 3, 17 and 18 on the connector board is swapped to get the Ethernet connection correct. Changed Sensor Unit mounting bracket. New names on the product range. Appendix with installation description based on use of junction box is added. A free open source software appendix is added.
Rev. 4.0	June 2017	In the connector board the black wire on pair 13 shall be connected to pin 13 MRU GND instead of pin 15 as documented earlier. In the Seapath junction box description in Appendix C is the connections for user side terminal P1 updated. The weight on the Sensor Unit is updated. Copyright for free and open source software. Connections for user side terminal P1
Rev. 5.0	July 2018	Updated to correspond with Product sw version 1.02.00. Updated connection schematics for user side terminal P1 in the Seapath junction box. Updated specifications with GAL and Beidou satellites support. Installation instructions for Seapath 130 used within Portable Hydrographic System (PHS).
Rev. 6.0	August 2018	The sensor unit drawing updated to rev. 4. Location of position reference point in Z direction above sensor unit holder is updated.
Rev. 7.0	December 2018	Updated heading specification and junction box connection description. Updated Portable Hydrographic System (PHS) installation configuration setup.
Rev. 8.0	September 2023	Updated to correspond with Product sw version 2.01.00. Fugro Seastar DGNS receiver connection diagrams included. Weight on Sensor Unit has been updated. Updated wiring schematic for DGNS cable to PPU. Updated Sensor unit power specification. Included description of RS-232 and RS-422 connections.
Rev. 9.0	May 2024	Updated to correspond with Product sw version 2.02.00. Updated performance specifications.

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*Kongsberg Discovery AS endeavours to ensure that all information in this document is correct and fairly stated, but does not accept liability for any errors or omissions.*

## Warning

***The equipment to which this manual applies must only be used for the purpose for which it was designed. Improper use or maintenance may cause damage to the equipment and/or injury to personnel.***

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*The user must be familiar with the contents of the appropriate manuals before attempting to operate or work on the equipment.*

*Kongsberg Discovery disclaims any responsibility for damage or injury caused by improper installation, use or maintenance of the equipment.*

### **Comments**

To assist us in making improvements to the product and to this manual, we welcome comments and constructive criticism.

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## Table of contents

<b>1</b>	<b>ABOUT THIS MANUAL .....</b>	<b>11</b>
<b>2</b>	<b>SEAPATH 130 .....</b>	<b>12</b>
2.1	Product description .....	12
2.2	System diagram .....	13
2.3	System units.....	15
2.3.1	Seapath 130 sensor unit description.....	15
2.3.2	MRU description .....	15
2.3.3	Light weight MRU subsea bottle description.....	15
2.3.4	Spider cable description.....	16
2.4	Scope of supply .....	16
2.4.1	Standard parts provided.....	16
2.5	Product restrictions .....	16
2.5.1	Restrictions in export .....	16
2.5.2	Restrictions in guarantee .....	17
2.5.3	Restrictions in use.....	17
2.6	Seapath as NTP server.....	17
2.7	Network security .....	18
2.8	Support information.....	19
<b>3</b>	<b>INSTALLATION .....</b>	<b>20</b>
3.1	Preparing the installation.....	20
3.1.1	Necessary tools and equipment .....	20
3.1.2	Drawings.....	21
3.1.3	Radio frequency authorisation.....	21
3.1.4	Worker skills .....	21
3.1.5	Determining the location of system parts .....	21
3.2	Installation summary .....	22
3.3	Terminating the cable within the sensor unit (optional).....	23
3.4	Mounting the sensor unit.....	24
3.5	Mounting the MRU subsea bottle.....	26
3.5.1	Subsea bottle connectors and pin configuration .....	27
3.6	Powering the Seapath system .....	28
3.7	Installing the Seapath operator software .....	29
3.8	Uninstalling the Seapath operator software.....	29
<b>4</b>	<b>CABLE LAYOUT AND INTERCONNECTIONS.....</b>	<b>30</b>
4.1	Cable plan.....	30
4.1.1	Ethernet connections .....	33
4.1.2	PPS signal output description.....	33
4.1.3	Communication interfaces in the Seapath system .....	33

4.1.4	DGNSS correction from Fugro SeaStar .....	34
<b>5</b>	<b>SURVEY OF SENSORS ON VESSELS .....</b>	<b>36</b>
5.1	Vessel reference system definition.....	36
5.2	Determining the MRU mounting orientation .....	37
5.3	Surveying the MRU subsea bottle.....	40
5.4	Determining the sensor unit position and orientation.....	41
5.4.1	Surveying the sensor unit.....	42
5.5	Determining the distance vectors .....	43
5.6	Survey accuracy.....	44
<b>6</b>	<b>SETTING TO WORK .....</b>	<b>45</b>
6.1	Setting to work summary.....	45
6.2	Verifying that the Seapath is ready for operational use.....	46
6.3	Powering up the Seapath for the first time .....	46
6.4	Configuration management description.....	46
6.4.1	Entering the configuration management system.....	46
6.4.2	Operator software configuration description.....	46
6.4.3	NAV Engine Configuration.....	47
6.4.4	Changing the system mode .....	48
6.5	Required sensor unit configuration.....	48
6.5.1	Setting vessel dimensions and reference points .....	48
6.5.2	Entering sensor unit location parameters.....	52
6.5.3	Using Calibration Wizard to determine antenna parameters.....	54
6.5.4	Setting motion reference unit (MRU) location and mounting angles .....	57
6.5.5	Using Mounting Wizard to determine MRU mounting angles .....	59
6.5.6	Selecting heave filter options .....	62
6.5.7	Setting monitoring points .....	63
6.5.8	Communication interfaces description.....	66
6.5.9	Using the Serial interface.....	67
6.5.10	Using the Ethernet interface.....	68
6.5.11	Setting up the Telegram out interface.....	70
6.5.12	Setting up the DGNSS correction link parameters .....	72
6.5.13	Connecting to a network.....	74
6.6	Additional sensor unit configuration .....	75
6.6.1	Entering vessel identification parameters .....	75
6.6.2	Importing vessel shape from file .....	76
6.6.3	Selecting SBAS satellites .....	79
6.6.4	Enabling Fugro high precision services.....	80
6.6.5	Selecting heading input format from gyro compass .....	81
6.7	Operator software configuration.....	82
6.7.1	Selecting the position of views in the display .....	82
6.7.2	Selecting the appearance of the Sky View .....	83
6.7.3	Adjusting the Integrity view .....	85

6.7.4	Adjusting the Compass view.....	86
6.7.5	Adjusting UTM presentation.....	87
6.7.6	Connecting the Seapath HMI software to the sensor unit .....	88
6.7.7	Selecting alarm message reception .....	90
6.8	Creating a backup of the configuration and software installation .....	91
6.9	Restoring the configuration backup.....	92
<b>7</b>	<b>DRAWINGS.....</b>	<b>94</b>
7.1	Sensor unit dimensions.....	95
7.2	Light weight MRU subsea bottle.....	96
7.3	Assembly drawing for light weight subsea bottle .....	97
7.4	Spider cable schematics, default version.....	98
7.5	Spider cable schematics, short version.....	99
<b>8</b>	<b>TECHNICAL SPECIFICATIONS.....</b>	<b>100</b>
8.1	Performance specifications.....	100
8.1.1	Roll, pitch and heading specifications.....	100
8.1.2	Heave specifications.....	100
8.1.3	Position and velocity specifications .....	101
8.1.4	Horizontal position drift specifications .....	101
8.2	Interface specifications .....	101
8.2.1	Sensor unit .....	101
8.3	Weight and outline dimensions.....	102
8.3.1	Sensor unit .....	102
8.3.2	Light weight subsea bottle .....	102
8.4	Power specifications .....	102
8.4.1	Sensor unit .....	103
8.4.2	MRU unit.....	103
8.5	Environmental specifications.....	103
8.5.1	Sensor unit .....	103
8.5.2	MRU Unit.....	103
8.6	Radio frequency specifications.....	104
8.6.1	GNSS antenna .....	104
8.7	Data output specifications.....	104
8.7.1	Sensor unit .....	104
8.8	Data input specifications.....	105
8.8.1	Sensor unit .....	105
8.9	Datum specifications .....	105
8.9.1	Sensor unit .....	105
8.10	Cable specifications .....	105
8.10.1	Sensor unit cable.....	105
8.10.2	MRU umbilical cable .....	106
8.11	Conformity declaration.....	106

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<b>9</b>	<b>EQUIPMENT HANDLING .....</b>	<b>108</b>
9.1	Handling and storage .....	108
9.2	Disposal .....	108
<b>A</b>	<b>OUTPUT PROTOCOLS .....</b>	<b>109</b>
A.1	NMEA format .....	110
A.2	Binary format 3 .....	116
A.3	Binary format 11 .....	117
A.4	Seapath Binary 23 .....	118
A.5	Seapath Binary 26 .....	120
A.6	Simrad EM3000 .....	122
A.7	KM binary format .....	122
A.8	Calibration format 7 .....	125
A.9	Echo sounder format 9 .....	126
A.10	Echo sounder format 18, TSS1 .....	126
A.11	RDI ADCP .....	127
A.12	Lehmkuhl gyro repeater format 12 .....	128
A.13	1PPS, NMEA ZDA format 13 .....	128
A.14	1PPS, Trimble format 14 .....	129
A.15	Atlas fansweep format 16 .....	129
A.16	PFreeHeave .....	130
A.17	Cyclic redundancy check algorithm .....	131
A.18	RTCM format 80 .....	132
<b>B</b>	<b>NMEA TELEGRAMOUT OPTIONS .....</b>	<b>133</b>
<b>C</b>	<b>INSTALLATIONS WITH JUNCTION BOX .....</b>	<b>135</b>
C.1	MRU–E–JB3 cable wiring to junction box M340–22 .....	141
<b>D</b>	<b>PORTABLE HYDROGRAPHIC SYSTEM (PHS) INSTALLATION .....</b>	<b>142</b>
D.1	Seapath configuration .....	148
D.1.1	General .....	148
D.1.2	Seapath setup for SIS version 4 users .....	151
D.1.3	Seapath setup for K-Controller (SIS version 5) users .....	153
<b>E</b>	<b>FREE OPEN SOURCE SOFTWARE .....</b>	<b>155</b>
E.1	BSD license .....	155
E.2	f2c license .....	156
E.3	GCC license .....	156
E.4	GNU C library license .....	157
E.5	GNU general public license, version 2 .....	160
E.6	GNU general public license, version 3 .....	165
E.7	GNU lesser general public license, version 2.1 .....	173
E.8	GNU lesser general public license, version 3 .....	179

E.9 PHP license..... 181





# 1 About this manual

Observe the general information about the Seapath 130 series in this manual. This manual applies to the Seapath 130–3, 130–5 and 130–5+ products.

## **Purpose of manual**

The purpose of this installation manual is to provide the descriptions and procedures required to install and set up the Seapath 130 series of products on a vessel.

## **Target audience**

This installation manual is intended as a reference manual for the personnel installing the system and it contains the necessary information to install and set up the Seapath equipment on a vessel.

## **Maintenance purposes**

This manual is also intended as reference material for the maintenance personnel. Keep this manual for later use.

## **License information**

Export of the MRU 5+, MRU 5, MRU H, miniMRU 50 or miniMRU 60 component requires an export license.

## **Registered trademarks**

Seapath® is a registered trademark of Kongsberg Discovery AS in Norway and the People's Republic of China.

## 2 Seapath 130

### 2.1 Product description

The Seapath 130 is developed specifically for hydrographic surveying where high precision heading, position, roll, pitch, heave and timing are critical measurements. The product combines state-of-the-art dual frequency GNSS receivers (GPS/GLO/GAL/BDS), inertial technology and processing algorithms in a compact and portable package.

The main component is the sensor unit with the motherboard, GNSS antennas and receivers. The sensor unit is to be mounted on top of the vessel mast or pole. On top of the transducer, the inertial sensor of type MRU 3, 5 and 5+ is mounted within a light weight subsea bottle. The Seapath operator software is installed on a connected PC for configuration and monitoring. All the components are connected through a spider cable with MRU (Motion Reference Unit) connection, three configurable serial lines, DGNSS (Differential GNSS) correction input, 1PPS output, network communication and power inlet.

The latest Seapath software includes Automatic Online Calibration (AOC) that significantly improves the roll and pitch accuracy. With the AOC functionality recalibration of the IMU is now longer required if the vessel is in motion with heading changes (not stationary vessels).

The Seapath 130 series is delivered in the following and improved product range:

- **Seapath 130–3** with MRU 3 to 0.010° roll and pitch accuracy
- **Seapath 130–5** with MRU 5 to 0.008° roll and pitch accuracy
- **Seapath 130–5+** with MRU 5+ to 0.005° roll and pitch accuracy

#### Note

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*The MRU 3 model part of Seapath 130–3 has to be mounted in a fixed direction relative to the vessel and that is with the connector pointing up or down. Else the performance of the Seapath 130–3 will be degraded.*

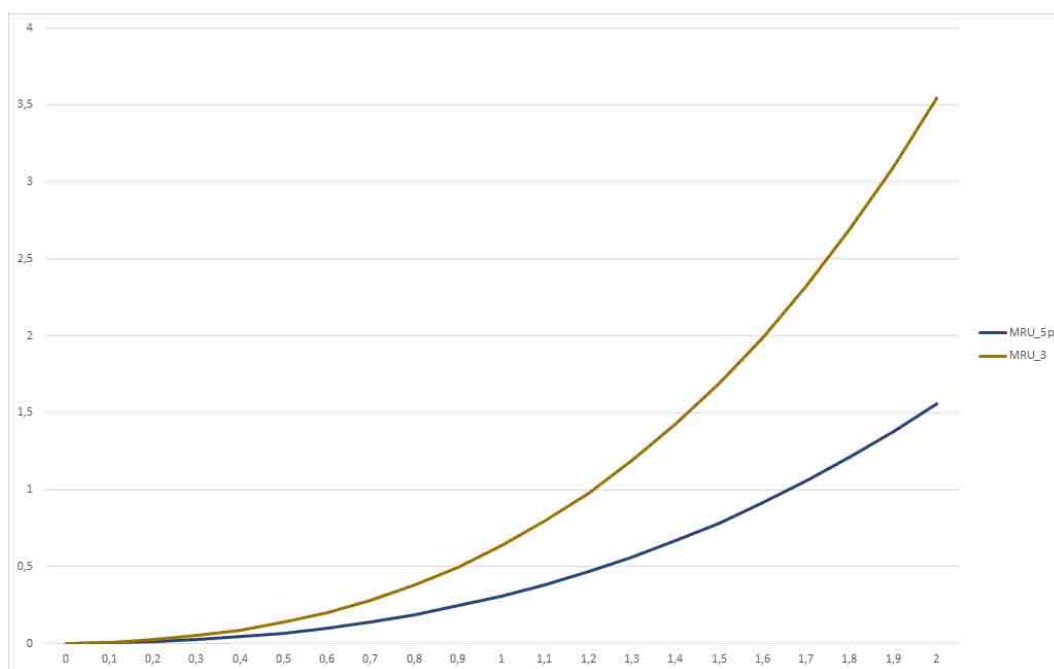
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The advanced Seapath navigation algorithms integrate the RTK GNSS data with the inertial sensor data. This gives the Seapath 130 unique advantages compared to stand alone RTK products. The Seapath product's accurate roll, pitch and heading measurements allow the RTK antenna position to be referenced to any point on the vessel where accurate position and velocity are required. All the data from Seapath have

the same time stamp and the output is in real-time. Subdecimetre position accuracy can be achieved through download of satellite orbit and clock data from internet and by post processing of satellite and IMU (Inertial Measurement Unit) data. The Seapath is robust against GNSS dropouts by using the inertial sensor for dead reckoning navigation in order to provide position, velocity and also heading measurements when GNSS is not available.

With latest Seapath software the typical position drift for MRU 3, and MRU 5/5+ after GNSS dropout is shown in the plot below:

*Figure 1 Typical position drift in meters after GNSS dropout in minutes*

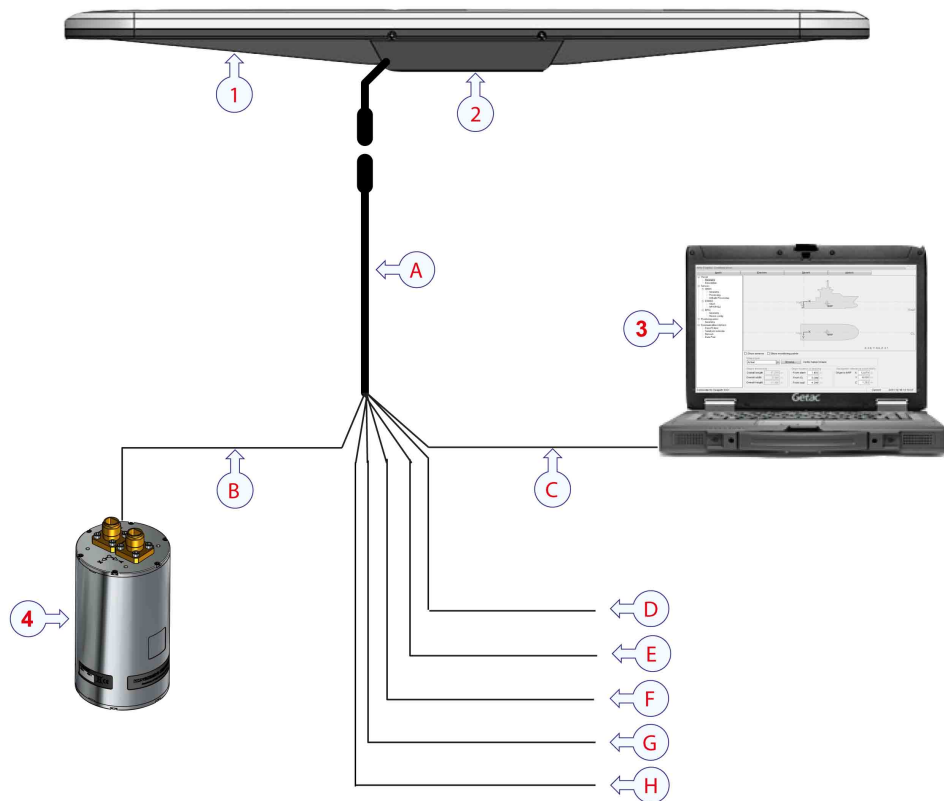


The product has three configurable RS-232/422 serial lines and Ethernet for output of motion data and NMEA messages to the multibeam and survey computer. Input of DGNSS corrections of various quality and sources are input on a configurable RS-232/422 serial line or Ethernet.

By utilising standard DGNSS, Fugro SeaSTAR XP2/G2/G4/G4+, VERIPOS Ultra/Ultra<sup>2</sup>, C-NavC<sup>1</sup>, C-NavC<sup>2</sup> and RTK corrections, this system is a unique solution for hydrographic surveying and dredging work which demand the most comprehensive, most accurate surveying data available.

## 2.2 System diagram

A system diagram for a Seapath setup.



### Main units

- 1 Sensor unit with 1 meter cable with male connector
- 2 Mounting bracket
- 3 Seapath operator software installed on a PC (not part of the delivery)
- 4 Motion reference unit (MRU) in subsea bottle

### Cables

- A Cable to the sensor unit, part of the spider cable, 20 meter length with female connector
- B MRU umbilical cable with 8-pin SeaCon connector, 15 meter length
- C Ethernet cable to PC and other users, 5 meter length
- D Input/output serial line for GNSS corrections with 9-pin Dsub, 5 meter length
- E Output serial line for motion data to multibeam or survey computer with 9-pin Dsub, 5 meter length
- F Output serial line for NMEA data with 9-pin Dsub, 5 meter length
- G 1PPS output with 9-pin Dsub, 5 meter length
- H 24 VDC input, 5 meter length

## 2.3 System units

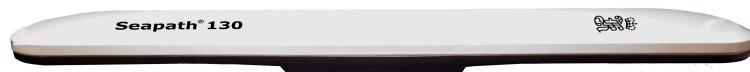
The Seapath product comprises the following main components.

### 2.3.1 Seapath 130 sensor unit description

The sensor unit runs the navigation software. This software combines the GNSS signal and the inertial measurements to determine accurate position, heading, attitude and heave signal. This software utilises Kongsberg Discovery AS advanced true multi-reference algorithms for real-time parallel processing of all available correction signals.

The sensor unit includes:

- Two GNSS receivers and antennas
- Motherboard
- Connector board for termination of the spider cable
- Cable of 1 meter with male connector
- Mounting bracket



### 2.3.2 MRU description

The MRU (Motion Reference Unit) is designed for motion measurement in marine applications. The unit incorporates 3-axis sensors for linear acceleration and angular rate, along with complete signal processing electronics and power supply. The MRU outputs absolute roll and pitch as well as dynamic acceleration in the north, east and down direction, velocity and relative position.

The interior of the MRU is divided into two sub-assemblies consisting of an electronic part and a sensor part. The sensor unit shall not be repaired or serviced by anyone else than Kongsberg Discovery AS.



### 2.3.3 Light weight MRU subsea bottle description

The MRU is mounted in a light weight subsea bottle. The top and bottom cover plates of the bottle are made of PVC and the cylinder of aluminum. The bottle is designed for use down to 10 metres. The MRU is mounted on a steering plate inside the bottle.

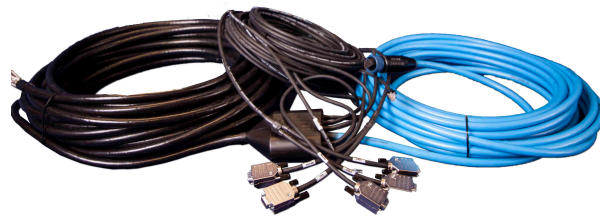
On the outside there are four mounting holes (M6) on both cover plates. The mounting direction of the MRU within the bottle is indicated on the bottom cover plate.

The bottle is delivered with two 8-pin Seacon connectors, one for serial and one for Ethernet communication.



### 2.3.4 Spider cable description

The product is delivered with a spider cable for sensor unit connection through the female connector, MRU connection through the 8-pin SeaCon connector, three configurable serial lines through 9-pin Dsubs, 1PPS output through 9-pin Dsub, network communication and power inlet.



Delivered in either 20 meter length or 8 meter length (short).

## 2.4 Scope of supply

### 2.4.1 Standard parts provided

Observe the basic items provided with a standard Seapath system delivery.

- 1 ea Seapath 130 sensor unit  
Part number M340-03
- 1 ea Seapath 130 mounting bracket  
Part number M340-05
- 1 ea light weight MRU subsea bottle  
Part number MRU-M-SB12
- 1 ea MRU motion sensor  
Models MRU 5+, MRU 5 or MRU 3
- 1 ea Seapath spider cable  
Part number M340-20 (20 m length) or  
Part number M340-25, short (8 m length)
- 1 ea user documentation

## 2.5 Product restrictions

### 2.5.1 Restrictions in export

Export of the MRU 5+, MRU 5 or MRU H sensor unit requires an export license.

## Note

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*Notice to importer: The MRU product specified in this document is shipped from Norway in accordance with The Ministry of Foreign Affairs' Official Notification on Export Control and U.S. Export Administration Regulations (EAR). The MRU may therefore be subject to restrictions from your national export control authorities if exported/re-exported from your country. **Any valid and approved export license granted to Kongsberg Discovery AS from the Norwegian Ministry of Foreign Affairs is not an authorization for you to export/re-export the MRU.***

---

### 2.5.2 Restrictions in guarantee

Changes or modifications to the product not explicitly approved by Kongsberg Discovery AS will void the guarantee.

The liability of Kongsberg Discovery AS is limited to repair of this system only under the given terms and conditions stated in the sales documents. Consequential damages such as customer's loss of profit or damage to other systems traceable back to this system's malfunctions, are excluded. The warranty does not cover malfunctions of the system resulting from the following conditions:

- The Sensor Unit is not shipped in the original transport box.
- The Sensor Unit has been exposed to extreme shock and vibrations.
- The Sensor Unit housing has been opened by the customer in an attempt to carry out repair work.
- Incorrect power connection.

### 2.5.3 Restrictions in use

The Seapath function is based on GNSS signals and requires free sight to the sky, minimum four visible satellites, PDOP value less than 6 and otherwise normal conditions to operate. It is designed for use on board marine surface operated vehicles with linear acceleration less than  $\pm 40 \text{ m/s}^2$  ( $\pm 4g$ ) and an angular rate range less than  $\pm 75^\circ/\text{s}$ .

Specifications are valid without multipath, without shadowing of antenna and with vessel in motion.

This Seapath product is intended for use in maritime survey and navigation applications.

## 2.6 Seapath as NTP server

The Seapath can be used as an NTP server for clock synchronization of connected computer systems. An accuracy better than one millisecond can be achieved in local area networks under ideal conditions.

To use the Seapath as the NTP server, the NTP clients have to be configured with the Seapath IP address as the server. How this is done depends on the client software in use. Nothing in the Seapath has to be configured. The NTP server on the Seapath runs in standard mode with the PPS as reference.

## 2.7 Network security

Equipment manufactured by Kongsberg Discovery AS is frequently connected to local area networks (LAN). Connecting any computer to a network will always expose the data on that computer to all other computers connected to the same network. Several threats may immediately occur:

- Remote computers can read the data.
- Remote computers can change the data.
- Remote computers can change the behaviour of the computer, for example by installing unwanted software.

Usually, two parameters are used to define the threat level:

- 1 The likelihood that any remote connection will do any of the above.
- 2 The damage done if a remote connection succeeds doing this.

Because Kongsberg Discovery AS has no information regarding the complete system installation at a location, we can not estimate the threat level and the need for network security. For this reason, we can not accept responsibility for network security. Systems provided by Kongsberg Discovery AS are regarded as stand-alone offline systems, even though they may be connected to a network for sensor interfaces and/or data distribution.

### Note

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*No network safety applications are installed on any Kongsberg Discovery computers. The computers are thus not protected against viruses, malware or unintentional access from external users.*

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Securing the system itself has no meaning unless there is a policy in place that secures all computers in the network. This policy must include physical access by trained and trusted users. The customer/end user of the system will always be in charge of defining and implementing a security policy, and providing the relevant network security applications.

### Note

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*Kongsberg Discovery AS will not accept any responsibility for errors and/or damages caused by unauthorized use or access to the product.*

---



## 2.8 Support information

- **Company name:** Kongsberg Discovery AS, Seatex
- **Address:** Havnegata 9, 7010 Trondheim, Norway
- **Duty phone:** +47 33 03 24 07 (24 hours)
- **Support e-mail address:** support.seatex@kd.kongsberg.com
- **Website:** <http://www.kongsberg.com/discovery>

### **KM-Support App**

Support is also available from the KM Support App. This app is available for free in App Store and Google Play.

# 3 Installation

This chapter provides information necessary to plan the Seapath installation on a smaller hydrographic survey vessel. Correct installation is important for the system performance.

## 3.1 Preparing the installation

### 3.1.1 Necessary tools and equipment

We assume that you are equipped with a standard set of tools. This tool set must comprise the normal tools for electronic and electromechanical tasks, such as screwdrivers, pliers, spanners, a cable stripper etc. Each tool must be provided in various sizes. We recommend that all tools are demagnetized to protect your equipment.

Unless stated otherwise, all mounting equipment (such as bolts, nuts, washers, screws etc.) referred to within this document is to be supplied by the customer or the shipyard.

Survey equipment should be made available to determine the MRU mounting angles in roll, pitch and yaw and the distance vectors from the Origin to the sensor unit, the MRU and the monitoring points.

#### **PC with Seapath operator software**

An external PC (not part of the product delivery) is required for the installation of the Seapath operator software. The minimum requirements for the PC is Windows 10 or newer, 2 GHz CPU, 2 GB RAM and 1024 x 768 screen resolution.

#### **Motion reference unit (MRU)**

The MRU is shipped in a specially designed transportation container. Keep the MRU within the container until everything is ready for installation of the unit in the mounting bracket.

#### **Note**

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*After the installation, please save the transportation container. The MRU must be shipped in this container for service or repair to maintain the warranty.*

---

### 3.1.2 Drawings

General arrangement drawings of the vessel should be acquired to simplify determination of offsets between the sensor unit, the MRU, the Navigation Reference Point (NRP) and the different monitoring points. Locations for the various parts of the system must be decided.

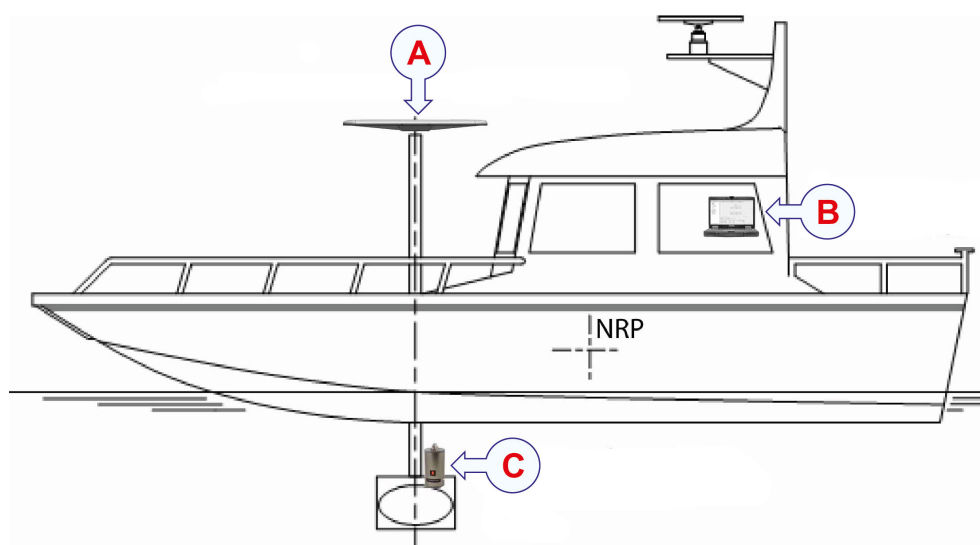
### 3.1.3 Radio frequency authorisation

Ensure that the data link between the reference station and the mobile Seapath system is assigned to operate on the radio frequencies that will be used in the survey area. An assigned approval from the Authorities is required before use.

### 3.1.4 Worker skills

Trained mechanical and electrical workers.

### 3.1.5 Determining the location of system parts



- A Sensor unit mounted on pole
- B PC with operator software installed, indoors
- C MRU in subsea bottle mounted on transducer head

#### 3.1.5.1 Sensor unit location

For the sensor unit, consider the following:

- The space above the sensor unit has to be free of obstructions of any kind.
- The sensor unit should be protected from direct illumination of radar beams and other transmitting antennas such as Inmarsat antennas. Seapath is more sensitive to blocking and reflections (multipath) of GNSS signals than GNSS sensors which only

use pseudo-range data. This is because Seapath also uses carrier phase measurements for heading determination, and both the internal GNSS antennas need to see at least four common satellites at the same time.

*Caution*

---

*The sensor unit has to be mounted in such a way that blocking of the GNSS signal is avoided.*

---

- In order to reduce problems due to multipath effects, the sensor unit has to be mounted above the nearest deck at a height which is equal to the width of this deck or higher.
- The sensor unit has to be mounted in such a way that torsion movement relative to the ship's hull is kept at an absolute minimum.

### **3.1.5.2 MRU location**

If the MRU is mounted in a subsea bottle, the MRU is recommended mounted close to the user equipment of which it is supposed to measure the motion. This is to avoid errors in alignment with the user equipment.

*Caution*

---

***Be aware of vibrations.***

*Avoid mounting the MRU on a pole that vibrates at high frequencies when the vessel speed increases. The MRU function may be disturbed if strong vibrations around 14 kHz are present. There is some sensitivity to vibrations around sequences of 100 Hz (100, 200, 300 Hz and so on). Such vibrations should not exceed 0.5 m/s<sup>2</sup> in any direction.*

---

## **3.2 Installation summary**

The installation consists of both mechanical and electrical installation.

### **Mechanical installation**

The mechanical installation consists of:

- Installing a holder for the sensor unit and having it fastened in a suitable location in a mast or pole.
- Installing the sensor unit on a holder in the mast or pole.
- Installing the MRU with the subsea bottle near the user equipment for which attitude data is wanted, or close to the selected Navigation Reference Point (NRP).

### **Electrical installation**

The electrical installation consists of:

- Connecting the cable from the sensor unit to the spider cable.
- Connecting the umbilical cable to the MRU subsea bottle.

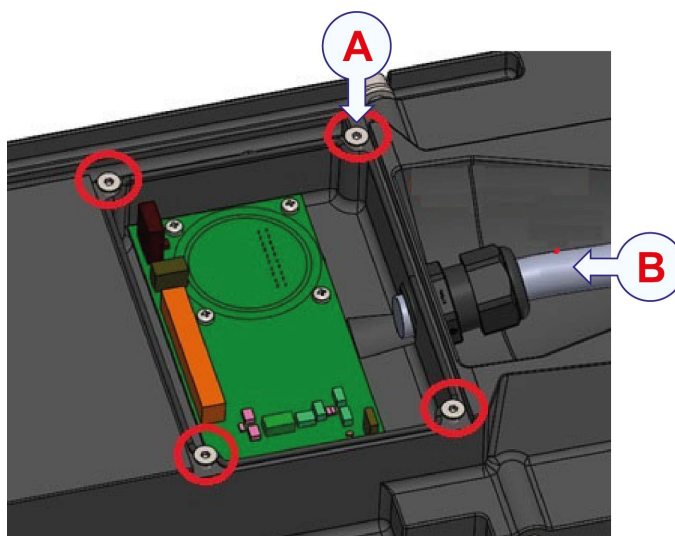
- Connecting the Ethernet cable to the PC with Seapath operator software.
- Connecting cable with DGNSS RTK corrections to the sensor unit cable.
- Connecting sensor unit cable with output data to the survey computer.
- Connecting sensor unit cable with output data to the echo sounder.
- Connecting sensor unit cable with 1PPS output to the echo sounder.
- Supplying 24 V DC power to the sensor unit cable.

### 3.3 Terminating the cable within the sensor unit (optional)

The sensor unit cable must be terminated in the unit before mounting it on the mast or pole. Normally the sensor unit is delivered with the cable terminated.

#### Procedure

- 1 Open the connector board cover at the bottom of the sensor unit by unscrewing the four screws marked with a red circle on the figure.



- A Connector board cover screws
- B Sensor unit cable

- 2 Run the sensor unit cable through the gland and terminate the cable wires on the connector board according to the cable wiring table.

Pin	Signal	Pair	Wire colour	Pin	Signal	Pair	Wire colour
16	PWR+	1	White	10	1PPS TX-B	8	Red
1	PWR-	1	Blue	25	1PPS TX-A	8	Green
17	ETH RXD-	2	Green	9	1PPS GND	9	Red
2	ETH RXD+	2	White	26	Echo GND	9	Grey
18	ETH TXD-	3	Orange	11	Echo TX TX-B	10	Red
3	ETH TXD+	3	White	27	Echo RTS TX-A	10	Brown
19	GNSS CTS RX-A	4	White	12	MRU RX-A	11	Black
4	GNSS RX RX-B	4	Brown	29	MRU RX-B	11	Orange
20	GNSS RTS TX-A	5	White	14	MRU TX-A	12	Black
5	GNSS TX TX-B	5	Grey	28	MRU TX-B	12	Blue
21	GNSS GND	6	Red	13	MRU GND	13	Black
23	Survey GND	6	Blue	30	MRU 1PPS NTX-A	13	Green
8	Survey TX TX-B	7	Red		Not used	14	Black
24	Survey RTS TX-A	7	Orange		Not used	14	Brown

- 3 Fasten the cable gland to the sensor unit chassis.
- 4 Re-mount the connector board cover.

## 3.4 Mounting the sensor unit

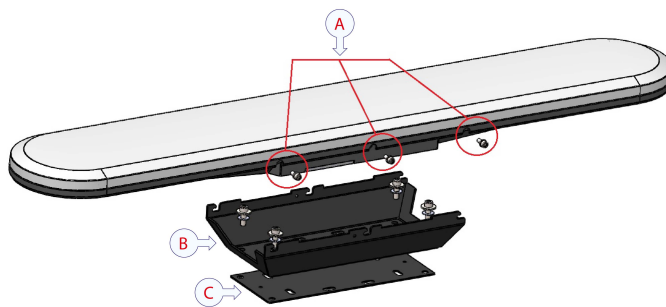
The sensor unit is designed to be mounted horizontally on top of a mast or pole.

### Prerequisites

A mounting arrangement for the sensor unit mounting bracket has been prepared by the customer.

### Procedure

- 1 Make a holder for the sensor unit mounting bracket and fasten the holder properly to the mast or pole.
- 2 Separate the sensor unit from its mounting bracket by unscrewing the three screws on each side.

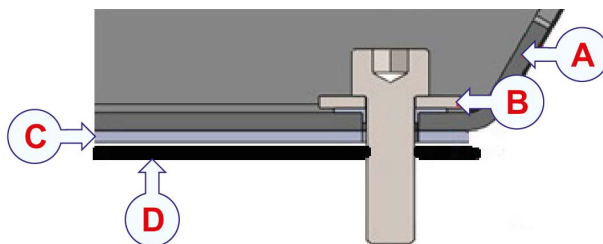


- A** Mounting bracket screws
- B** Mounting bracket
- C** Plastic insulation plate

- 3** Bring the sensor unit, its cable and mounting bracket as close as possible to the location of the sensor unit holder.

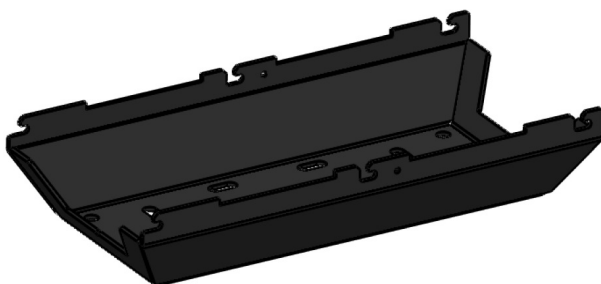
The normal orientation of the sensor unit is along ship with heading reference point no. 1 aft. It can, however, be mounted in any orientation, provided it is approximately horizontal.

- 4** Place the delivered insulation plate between the sensor unit mounting bracket and the holder, and ensure that the four bushings are placed in the mounting holes before the screws are entered (to ensure galvanic isolation of the sensor unit from the mast and to prevent corrosion). The nuts should be secured with washers or by using self-locking nuts.



- A** Mounting bracket
- B** Plastic washer
- C** Plastic insulation plate
- D** Holder

- 5** Place the mounting bracket in the preferred direction on the holder.



- 6** Lift the sensor unit on top of the mounting bracket. Insert the three screws on each side of the mounting bracket again and fasten them to the sensor unit.
- 7** Connect the cable from the sensor unit to the spider cable.

Figure 2 The two cable connectors



Figure 3 The two cables connected



### 3.5 Mounting the MRU subsea bottle

The MRU of model 3, H, 5 or 5+ is delivered mounted in a subsea bottle. The subsea bottle is mounted to the vessel or the transducer head.

#### Prerequisites

A mounting arrangement for the subsea bottle has been prepared by the customer.

#### Procedure

- 1 Find the location on the vessel, pole or transducer head to mount the bottle. If the orientation of the bottle can be freely selected, choose a subsea bottle orientation with the x arrow pointing in the bow direction.

The index lid has dowel pins and x and y arrow indication.

Figure 4 Index lid

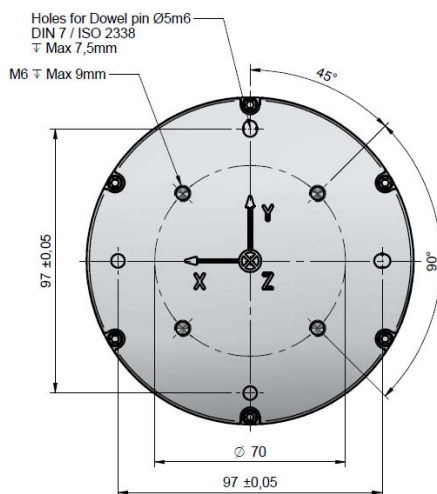
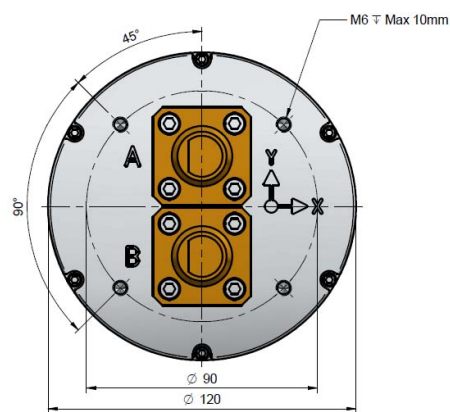
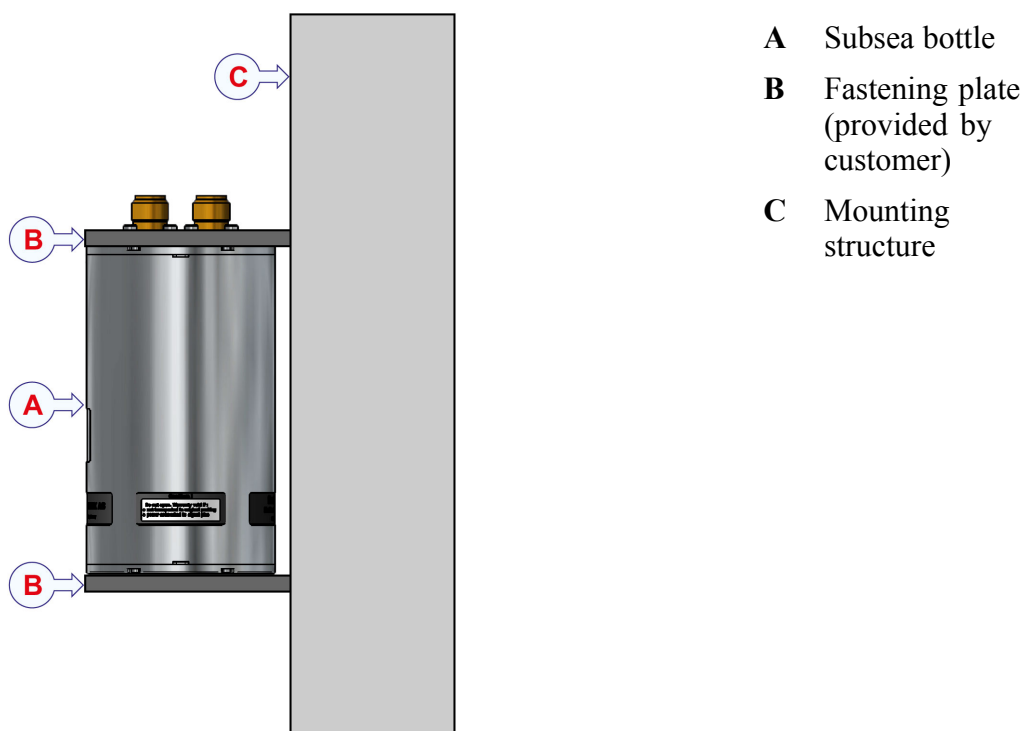


Figure 5 Connector lid



- 2 When the mounting location on a structure has been identified, prepare fastening plates for the subsea bottle connector and index lid screws.





- 3 Provide the necessary number of M6 screws of stainless steel (four for each lead) for fastening the subsea bottle to the structure.
- 4 Connect the MRU cable to **connector A** on the connector lid. Connect the provided dummy female connector to connector B since this is not used in the Seapath.
- 5 Fasten the MRU cable with clips to the structure to avoid the cable to vibrate when the vessel runs through the water.

### 3.5.1 Subsea bottle connectors and pin configuration

The bottle includes two 8-pin Seacon connectors. The part number for the Seacon connector is 5506-1508 (male). A Seacon pigtail for the customer's own application can be delivered as an option (part no MRU-E-PT8).

#### Connector A: Default pin configuration for Seapath

Pin	Signal (Seapath compatible)
1	POWER -
2	POWER +
3	COM1_IN_A-
4	COM1_IN_B+
5	COM1_OUT_B+
6	COM1_OUT_A-

Pin	Signal (Seapath compatible)
7	CGND (ground ref for XIN)
8	XIN (Seapath 1PPS)

**Connector B: Default pin configuration, Ethernet communication**

Pin	Signal (Ethernet communication)
1	POWER -
2	POWER +
3	RD- (RJ_6)
4	RD+ (RJ_3)
5	TD- (RJ_2)
6	TD+ (RJ_1)
7	GGND
8	ALERT

### 3.6 Powering the Seapath system

There is no switch to power on/off the Seapath system. The system starts up when power is connected to it.

**Procedure**

- 1 When cables are connected to the sensor unit and the MRU, apply 24 V DC power. The power connection for the spider cable is according to the table.

Signal	Sensor unit (wire colours)	MRU (wire colours)
PWR+ (+24 V DC)	Brown	Green
PWR- (0 V DC)	White	Yellow

- 2 The system now gets up and running.

**Powering off the Seapath system**

Disconnect the power input to shutdown the system. The system can now be dismantled.

## 3.7 Installing the Seapath operator software

This software is used to set the configuration parameters for the sensor unit and to operate the Seapath system. You must install the operator software on the local PC (standard Windows procedure).

### Procedure

- 1 Insert the USB flash drive with the software in the USB port on the local PC.
- 2 Open the Removable Disk drive to which the USB flash drive is connected.
- 3 Locate and run the installation file `SeapathHmiInstaller.exe`.
- 4 Follow the instructions on the screen in order to complete the installation of the **Seapath HMI** program.
- 5 When you reach the last step, clear the **Run the application** check box if you do not want to start the operator software immediately after installation.
- 6 Remove the USB flash drive from the local PC when the installation is finished.

## 3.8 Uninstalling the Seapath operator software

When you do not need the Seapath operator software anymore, you can remove it from your PC.

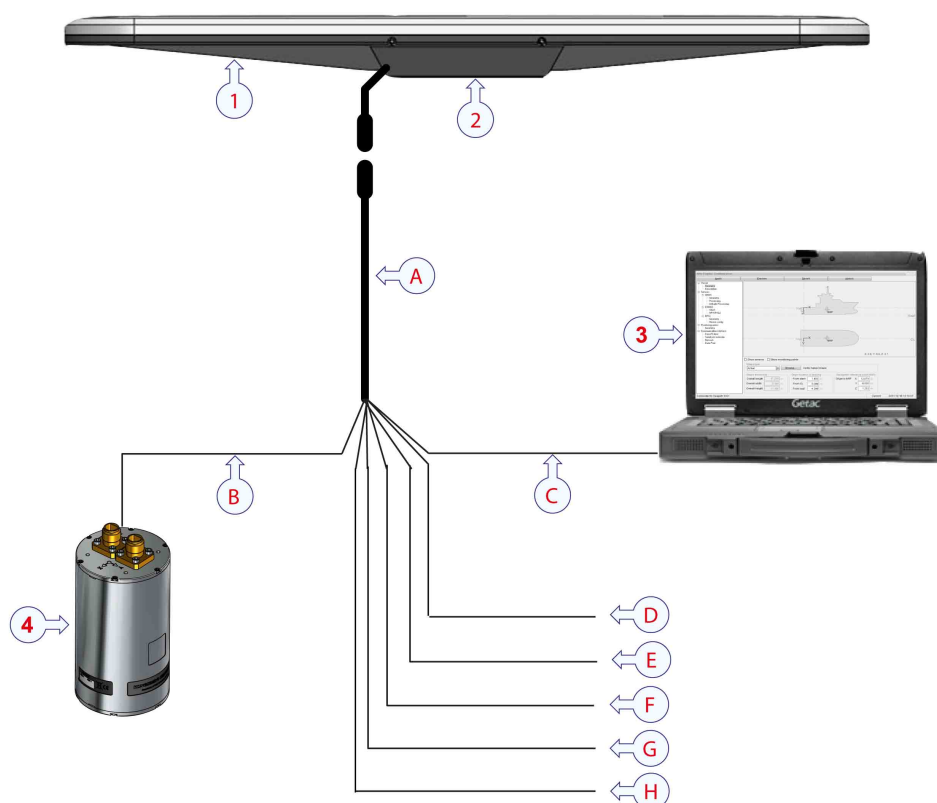
### Procedure

- 1 Open the **Control panel** on your PC and select **Programs and Features** (the dialog box where you remove programs).
- 2 Locate the **Seapath 130 series** program in the list.
- 3 Click the **Uninstall** button to remove the program.
- 4 Follow the instructions on the screen.

# 4 Cable layout and interconnections

## 4.1 Cable plan

All the components are connected through the spider cable with MRU (Motion Reference Unit) connection, three configurable serial lines, DGNSS (Differential GNSS) correction input, 1PPS output, network communication and power inlet.

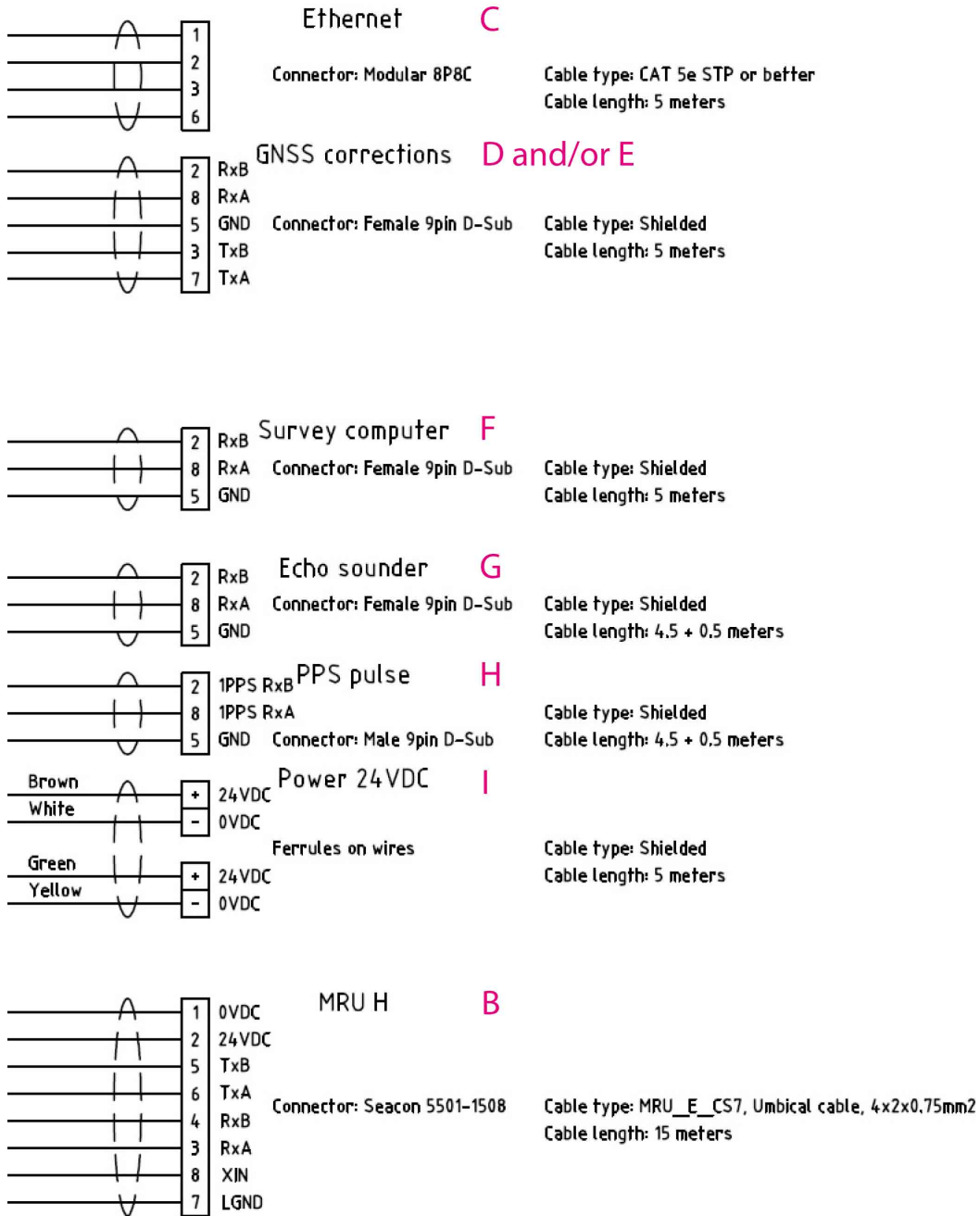


### Cables

- A** Cable to the sensor unit, part of the spider cable, 20 meter (default) or 8 meter (short) length with female connector
- B** MRU umbilical cable with 8-pin SeaCon connector, 15 meter length

- C** Ethernet cable to PC and other users, 5 meter length
- D** Input serial line for GNSS corrections with 9-pin Dsub, 5 meter length
- E** Output serial line to GNSS receiver with 9-pin Dsub, 5 meter length
- F** Output serial line for motion data to multibeam or survey computer with 9-pin Dsub, 5 meter length
- G** Output serial line for NMEA data with 9-pin Dsub, 5 meter length
- H** 1PPS output with 9-pin Dsub, 5 meter length
- I** 24 V DC input, 5 meter length

The pin-out for the different connectors is illustrated with a corresponding letter to the cables listed above.



The serial lines can be configured in the Seapath operator for either RS-232 or RS-422 communication. The signals between the two are shared as follows:

- RTS shares pin with TX-A
- TX shares pin with TX-B
- CTS shares pin with RX-A
- RX shares pin with RX-B

### 4.1.1 Ethernet connections

The system has the possibility to input and output data on individually configurable network ports. The format and update rate are configured for each port in the **NAV Engine Configuration** → **Network**. The network ports have 10/100 Mbps capacity. For direct connection to a PC you might need a crossover cable instead of a straight-through cable. The pin wiring for the different cable configurations is according to the table.

Straight-through			Crossover			
Signal	Pin no.		Signal	Pin no.	Pin no.	Signal
TX+	1		TX+	1	3	RX+
TX-	2		TX-	2	6	RX-
RX+	3		RX+	3	1	TX+
RX-	6		RX-	6	2	TX-

### 4.1.2 PPS signal output description

A 1 pulse-per-second (1PPS) signal synchronized with GNSS time is available from the 9-pin Dsub marked PPS output on the spider cable. The output has galvanic separation. This RS-422 1PPS signal originates from the GNSS receiver within the sensor unit. The 1PPS signal is buffered and fed to the Dsub at 120 Ohm. The 1PPS signal has a pulse width of 10 ms. The 1PPS is generated exactly once every second with its rising edge synchronised to GPS time.

Pin no. 8 (RxA) on the 9-pin Dsub has a rising edge and pin no. 2 (RxB) has a falling edge at the beginning of the pulse.

### 4.1.3 Communication interfaces in the Seapath system

The table below shows all available input/output ports available in the system. Only the DGNSS, ECHO, SURVEY and LAN1 are user configurable.

*Table 1 Communication interfaces*

I/O Properties	Type	Connected to
GNSS1	Serial, GNSS receiver no. 1	Internal GNSS antenna no. 1
GNSS2	Serial, GNSS receiver no. 2	Internal GNSS antenna no. 2
MRU	Bidirectional, RS-422	MRU 3, MRU H, MRU 5 or MRU 5+
DGNSS	Bidirectional, RS-232/422	GNSS corrections, user configurable
ECHO	Serial output, RS-232/422	Echo sounder, user configurable

Table 1 Communication interfaces (cont'd.)

I/O Properties	Type	Connected to
SURVEY	Serial output, RS-232/422	Survey computer, user configurable
1PPS	Serial output, RS-422	External equipment
LAN1	Ethernet port, 10/100 Mbit/s	User configurable

### 4.1.4 DGNSS correction from Fugro SeaStar

Connection diagrams for interfacing DGNSS correction signals from Fugro Seastar receiver are shown below.

Figure 6 Spider cable connection to Fugro Seastar 3610 receiver

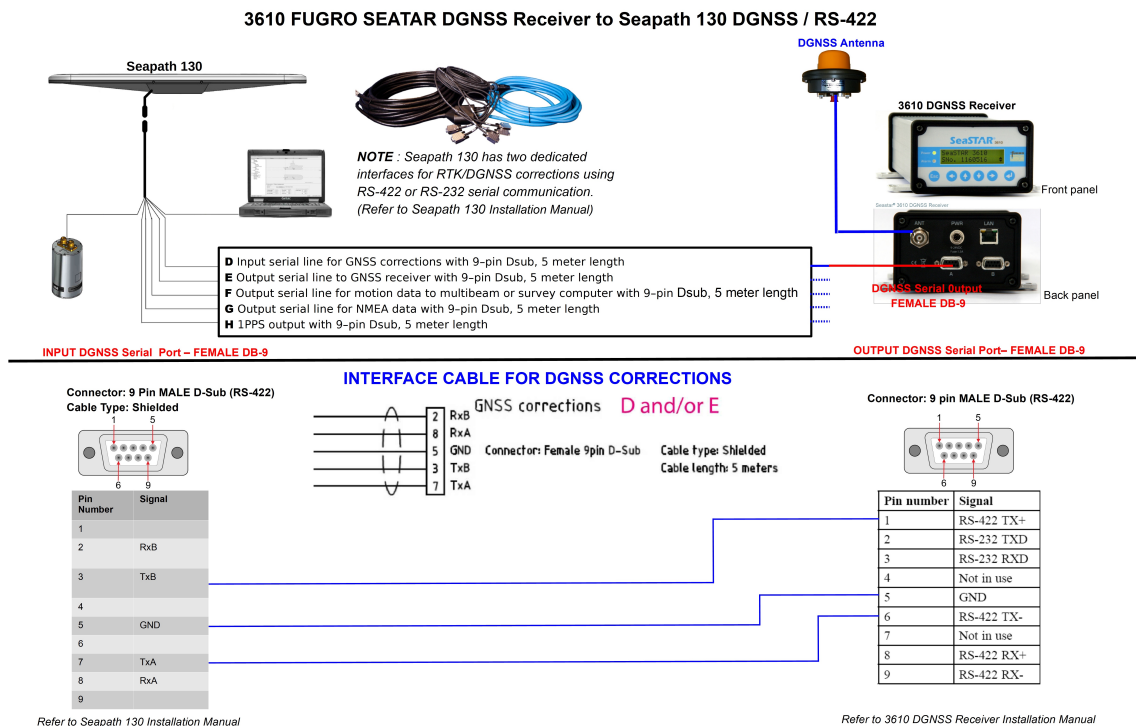
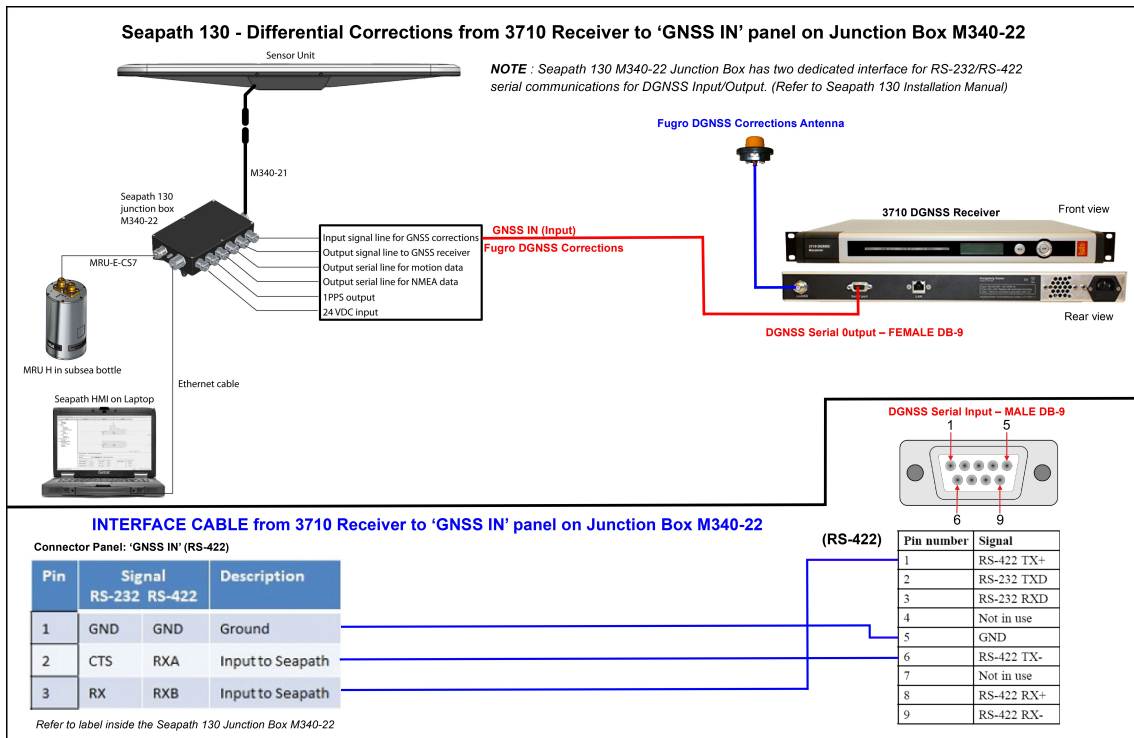




Figure 7 Fugro Seastar 3610 or 3710 receiver connection to Seapath junction box



# 5 Survey of sensors on vessels

In order to achieve the specified accuracy of the system have to be surveyed. The MRU (Motion Reference Unit) and the sensor unit have to be surveyed.

The reference systems in use are:

- The vessel reference system
- The MRU subsea bottle sensor point and axes system
- The sensor unit position and heading reference points

A survey has to be performed to determine the offsets in angle and position from the vessel reference system to the MRU and the sensor unit. These offsets are input in the **NAV Engine configuration** software and stored in the Seapath.

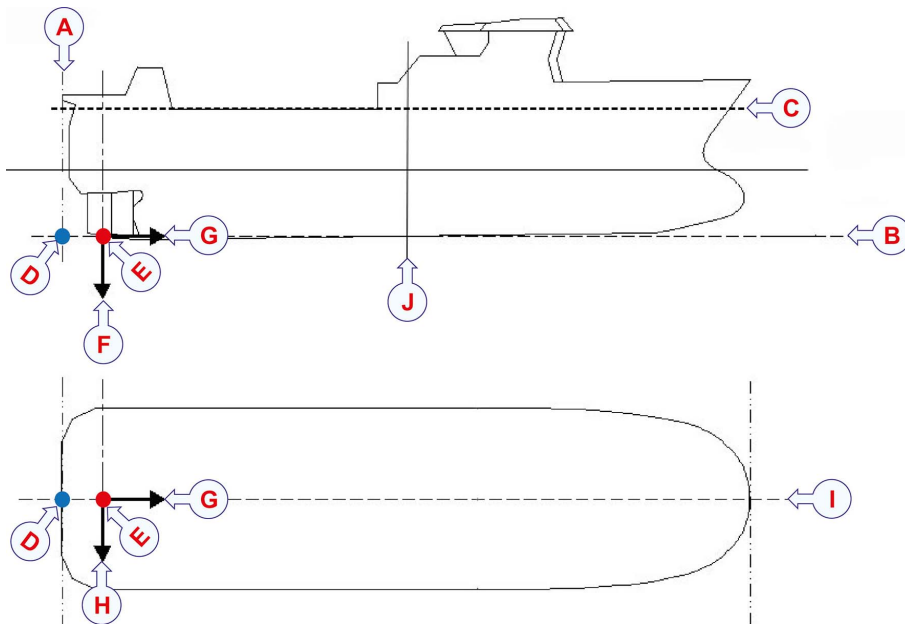
## 5.1 Vessel reference system definition

The following definitions are used:

- All vessels have a defined Cartesian coordinate system that all sensors can be referenced to. In this right hand system, the X-axis is positive forwards, which is parallel to the centre line of the vessel, the Y-axis, positive towards starboard, and the Z-axis, which is positive downward.
- The origin in the vessel reference system is typically frame 0 at keel level or the surveyed origin in a survey report, i.e. where X, Y and Z are all 0.
- The common reference point (CRP) is defined to be in the intersection between stern, centre line and keel. In case the keel is not parallel with the base line, the reference for CRP is where the keel crosses the vertical section amidships. The location of CRP vs the origin is configurable, and is typically set based on the survey report.
- The reference plane in this system must be well defined and described. This can be a Best Fit Plane on main deck, or a Best Fit Plane through the draught marks on the hull. This is particularly important on a floating vessel, as it is not possible to project the horizontal plane from land.

- The chosen convention must be made clear to all parties involved, both survey personnel performing the survey and the users of the survey results. Any deviation from the defined coordinate system, shown in the figure *Definition of Origin on vessel and positive X, Y and Z axes directions* on page 37, should be well described in both text and drawings to avoid common misunderstandings.

Figure 8 Definition of Origin on vessel and positive X, Y and Z axes directions



- |                                       |                           |
|---------------------------------------|---------------------------|
| <b>A</b> Stern                        | <b>F</b> +Z axis          |
| <b>B</b> Keel                         | <b>G</b> +X axis          |
| <b>C</b> Main deck                    | <b>H</b> +Y axis          |
| <b>D</b> CRP (common reference point) | <b>I</b> CL (centre line) |
| <b>E</b> Origin                       | <b>J</b> Amidships        |

## 5.2 Determining the MRU mounting orientation

The default mounting position is defined with the MRU (Motion Reference Unit) connector facing downward, the x-axis pointing forward and the y-axis pointing starboard. The illustrations show the mounting orientation of the x, y and z indexes at the top of the MRU according to the axes of the ship as well as the default mounting position. The directions marked on the MRU housing (x, y, z) should be aligned with the ship axes in the following way:

- The x-axis (x arrow) points in the bow (forward) direction of the ship.
- The y-axis (y arrow) points horizontally and starboard.

- The z-axis points in the downward direction.

Figure 9 Top view of MRU with x, y and z direction

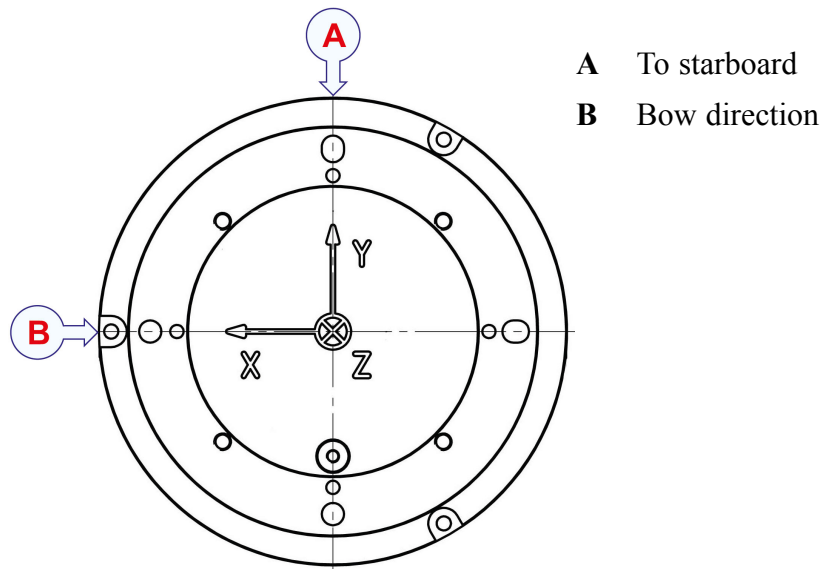
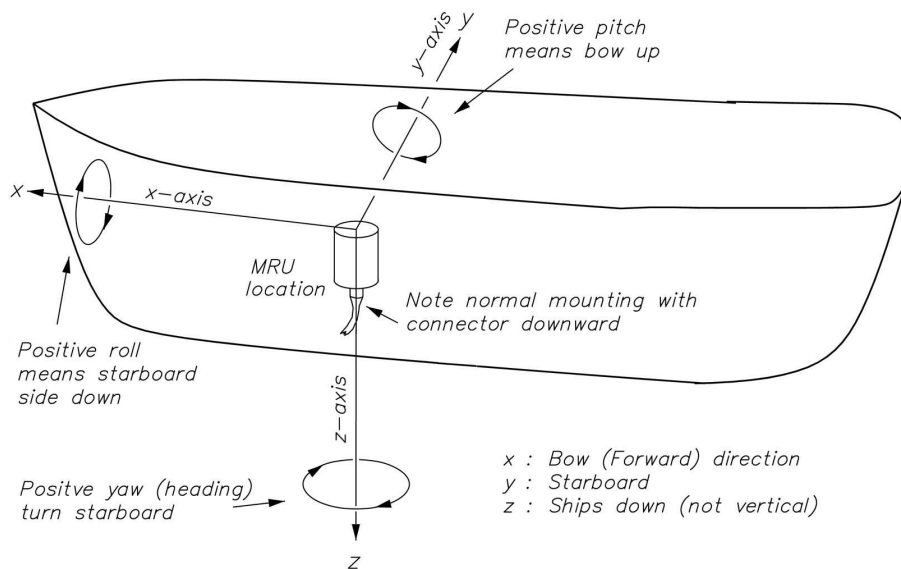


Figure 10 Default MRU mounting position



Positive (+) output signals from the MRU include:

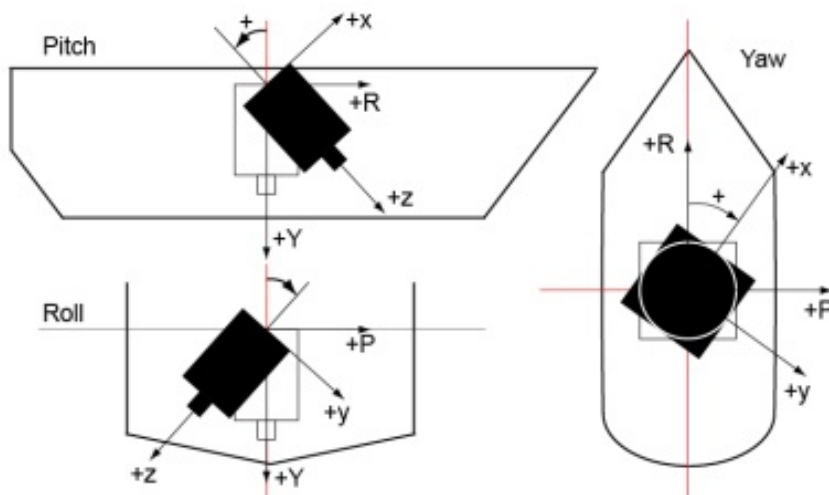
- Positive pitch means bow up, or a clockwise rotation about the y-axis.
- Positive roll means starboard (right) side facing downward, or a clockwise rotation about the x-axis.
- Positive yaw (heading, azimuth) means a turn to starboard (right), or a clockwise rotation about the z-axis.

The MRU is best mounted with the logical axes in the direction described above to avoid confusion and problems with the definition of the roll, pitch, yaw output angles. However, the MRU can be mounted in any orientation relative to the above mentioned logical axes. In this case, the offset angles between the MRU axes (x, y, z) and the ship axes (R, P, Y) are simply entered in the NAV Engine configuration, under Sensors →MRU →Geometry.

The **MRU Mounting Wizard** is available to assist in determining the MRU mounting angles. This mounting wizard starts with applying the main rotation which means to change the mounting angles in steps of 90° for each axis. After applying the main rotation of the MRU, the subsea bottle offset angles are defined as the remaining offset angles of the MRU axes (x, y, z) relative to the ship axes (R, P, Y). The roll and pitch bracket offset angles can be interpreted as the bottle's tilt angles relative to the ship deck plane (horizontal plane). Be aware that these angles are not exactly the same as the MRU roll and pitch mounting angles. The MRU mounting angle wizard will convert the measured offset bottle angles into the corresponding roll, pitch and yaw mounting angles (Euler angles) that are used in the MRU. The bottle offset angles are defined as:

- Roll offset angle. The angle between the ship Y-axis and the projection of the MRU z-axis in the ship's PY-plane.
- Pitch offset angle. The angle between the ship Y-axis and the projection of the MRU z-axis in the ship's RY-plane.
- Yaw offset angle. The angle between the ship R-axis and the projection of the MRU x-axis in the ship's RP-plane.

*Figure 11 MRU subsea bottle misalignment offset angles*



The illustration shows the positive roll offset angle if the bottle tilts to starboard. The positive pitch offset angle if the bottle tilts to stern and the positive yaw offset angle if bottle is rotated clockwise.

Note

Mounting of the MRU with the x-axis (x arrow) pointing up (0, 90, 0) or down (0, -90, 0) should be avoided due to the fact that there is a singularity in the Euler angle representation for a 90-degree pitch angle. Therefore, the MRU mounting wizard does not support these orientations.

Note

If the offset angles exceed 45°, another main rotation should be selected.

**Related topics**

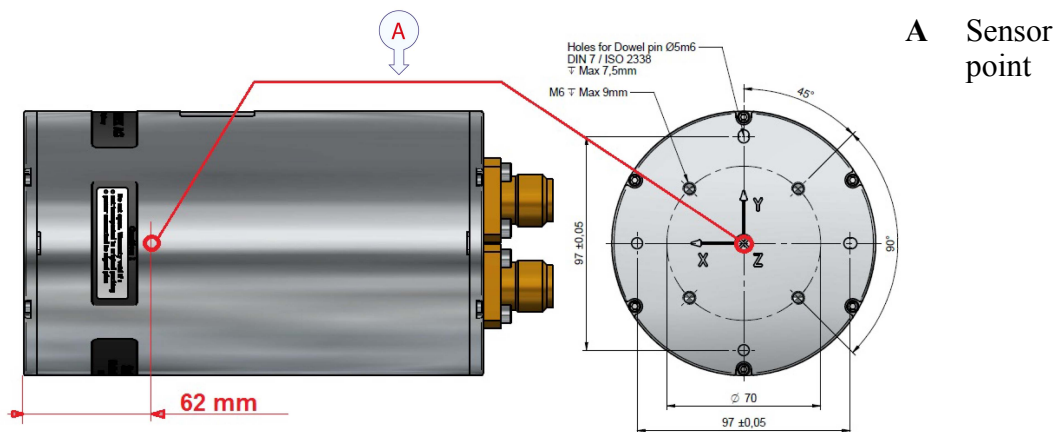
- Using Mounting Wizard to determine MRU mounting angles on page 59

## 5.3 Surveying the MRU subsea bottle

To determine MRU mounting angles and position the following have to be surveyed:

- Position (X,Y,Z) of sensor point. The axis cross centre on the MRU subsea bottle index lid. The distance vector from the Origin to the MRU sensor point has to be measured up.
- Mounting angles in Roll, Pitch and Yaw (heading). The MRU misalignment angles in Roll, Pitch and Yaw with the vessel axes have to be measured up.

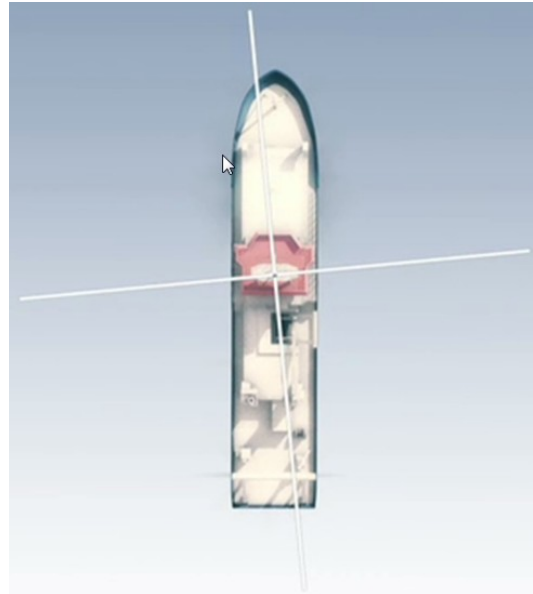
The illustration shows the sensor point and position (0, 0, 0) for the MRU subsea bottle.



After the mechanical installation is completed, the MRU x, y and z axes must be aligned to the corresponding vessel axes or the axes of the system to be compensated. To achieve the MRU's specified roll and pitch accuracy, any misalignment of the MRU axes with the vessel axes must be precisely calculated and accounted for.

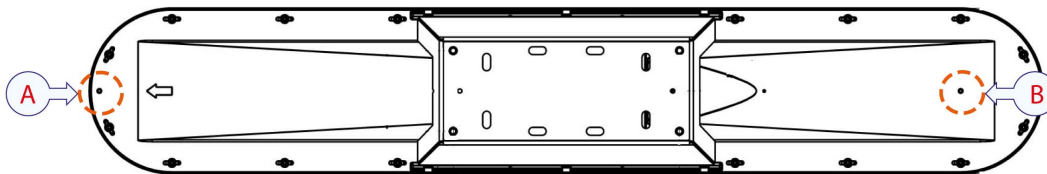
A typical alignment process consists of aligning the MRU axes to an external reference. Type of reference must be determined according to the required accuracy.

Figure 12 Alignment of MRU yaw axis to vessel longitudinal axis



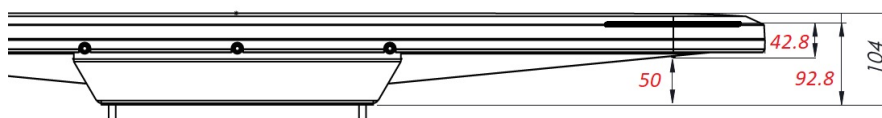
## 5.4 Determining the sensor unit position and orientation

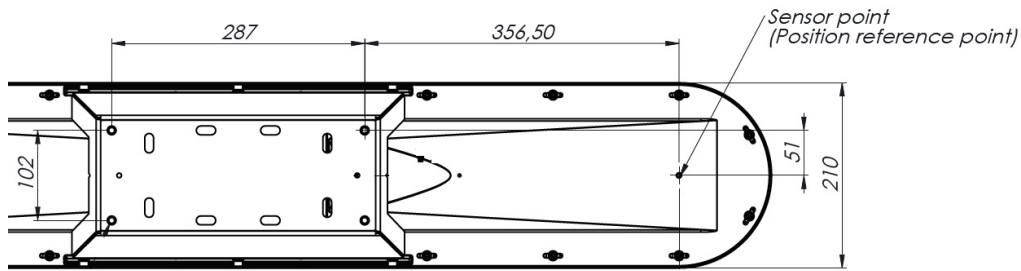
The illustration shows the reference points on the sensor unit. These points are used to determine the position and orientation of the sensor unit on the vessel it is mounted.



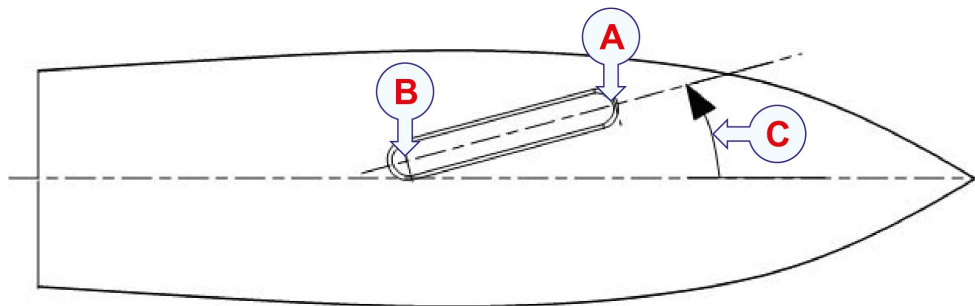
- A Heading reference point #2
- B Position reference point and centre of the internal GNSS antenna no. 1 and Heading reference point #1

Figure 13 Location of position reference point in Z direction, 92.8 mm above sensor unit holder





The location of the two heading reference points used for determining the mounting angle (heading offset). Angular offset between the line from heading reference point #1 to #2 and the vessel centre line (CL) have to be determined and input in the **NAV Engine configuration** as the heading offset.



- A Heading reference point #2
- B Heading reference point #1
- C Heading offset

### Related topics

- *Entering sensor unit location parameters* on page 52

## 5.4.1 Surveying the sensor unit

For the sensor unit the following should be surveyed:

- Position reference point (X, Y, Z). The distance vector from the Origin to the position reference point has to be measured up.
- Mounting angle in heading. The angular offset between the vessel centre line (CL) and the line from heading reference point #1 to #2 and have to be determined and input as heading offset in the **NAV Engine configuration**.

### Related topics

- *Entering sensor unit location parameters* on page 52



## 5.5 Determining the distance vectors

The MRU and the sensor unit both measure the motion for the location where they are located. These measurements must be transformed to be able to measure the motion in a common reference point, NRP (Navigation Reference Point). The NRP is the reference point for all measurements in this system.

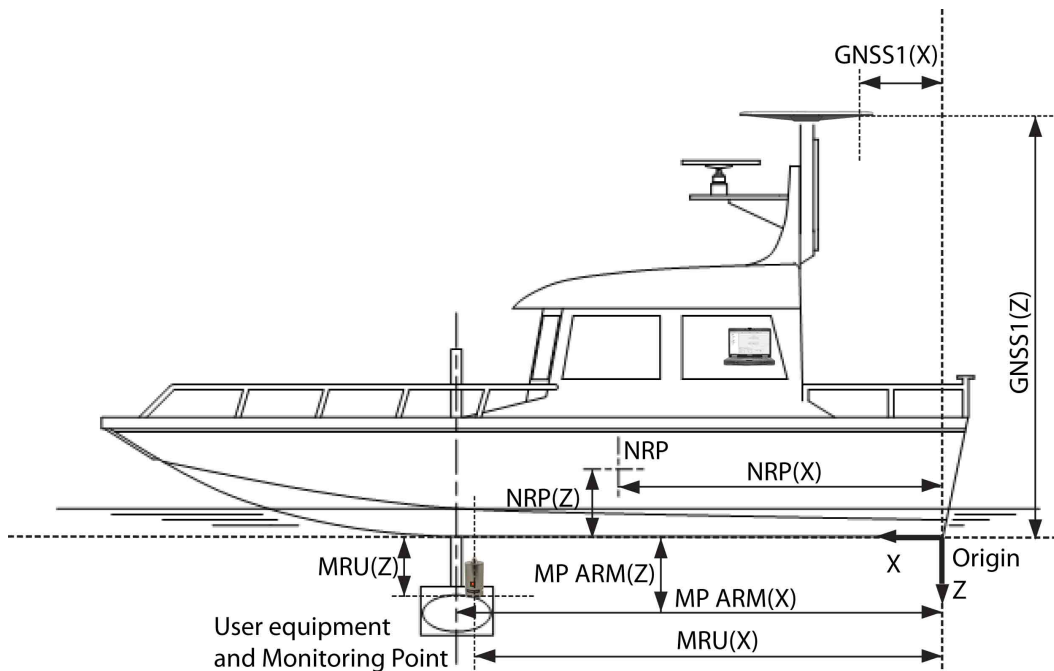
The following distance vectors have to be determined and entered into the various dialog boxes in the **NAV Engine Configuration**:

- The distance vector from the Origin to the position reference point (GNSS antenna no. 1) (GNSS Geometry).
- The distance vector from the Origin to the MRU location (MRU Geometry).
- The distance vector from the Origin to the selected NRP location (Vessel Geometry).
- The distance vectors from the Origin to each of the monitoring points (maximum eight MPs) (Monitoring points Geometry).

All these distance vectors have to be measured or calculated based upon drawings or previously measured points. These vectors are to be measured within an accuracy described in on page . Positive vector orientation for these parameters is

- X - positive forwards
- Y - positive towards starboard
- Z - positive downwards with the Origin as the reference point.

The illustration shows distance vectors between the different components.



### Related topics

- *Entering sensor unit location parameters on page 52*

- *Setting vessel dimensions and reference points* on page 48
- *Setting motion reference unit (MRU) location and mounting angles* on page 57
- *Setting monitoring points* on page 63
- *Survey accuracy* on page 44

## 5.6 Survey accuracy

The Seapath product must be surveyed to the following accuracy level. If not, the performance of the product will be degraded.

- Distance vector from the Origin to the sensor unit position reference point (X, Y, Z): < 0.01 metre
- Distance vector from the Origin to the user defined monitoring points (X, Y, Z): < 0.01 metre
- Distance vector from the Origin to the selected Navigation Reference Point (NRP) location (X, Y, Z): < 0.01 metre
- MRU misalignment angles (Roll, Pitch) with the vessel axes: < 0.1°
- MRU Yaw misalignment angles with the vessel axes: < 0.1°

# 6 Setting to work

## 6.1 Setting to work summary

Once all the hardware units have been installed, and all the cables have been connected, the Seapath can be powered up for the first time, and set to work.

### Prerequisites

- All hardware units have been installed according to the relevant instructions.
- All system cables have been installed.
- All connections have been made.
- All operating power is available.
- All external devices which shall communicate with the Seapath are available and operational.
- All relevant personnel and tools are available.

### Procedure

- 1 Verify that the Seapath is ready for operational use.
  - a Verify that all hardware units have been installed correctly.
  - b Verify that all cables have been connected correctly.
  - c Verify that the Seapath operator software is installed on an external PC.
- 2 Power up the Seapath for the first time.
- 3 Configure the Seapath for operational use.
  - a Configure the location and heading offset of the sensor unit.
  - b Configure location and mounting angles for the MRU.
  - c Configure location of monitoring points.
  - d Configuration of communication interfaces.
- 4 Set up interfaces to external devices.

To provide correct information the system needs to communicate with external devices. All these interfaces must be set up in the system software.
- 5 Create a backup with the system configuration and software installation.

Once all system configuration and testing have been completed, it is recommended to make a backup of the configuration data and software installation

## 6.2 Verifying that the Seapath is ready for operational use

The Seapath system is ready for operational use when:

- All cables are properly connected. Verify that the MRU cable is connected to connector A on the subsea bottle.
- The power is correct. The system operates on 24 V DC power from the vessel's mains supply.
- The Seapath application has been installed on an external PC.

## 6.3 Powering up the Seapath for the first time

When you have verified that all hardware units and cables have been properly installed, and that the supply power is correct, you can power up the Seapath system for the first time. The Seapath starts up automatically when correct power is applied.

## 6.4 Configuration management description

### 6.4.1 Entering the configuration management system

The configuration parameters are available from:

- the **System** menu → **NAVEngine** → **Standard** for system configuration and
- the **System** menu → **Operator SW** for display views configuration.

To be able to make changes to the setup you must be in **Configuration** mode for standard configuration tasks or **Engineering** mode for advanced configuration and diagnostic tasks.

Note

---

*Advanced NAVEngine configuration is for service personnel only.*

---

### 6.4.2 Operator software configuration description

You can adjust the appearance of the display views through the **Operator software configuration** dialog box.

The dialog box contains tab pages for various presentation options and each page contains two confirmation buttons with different properties and a cancel button.

- **OK button:** selecting the **OK** button will save the changes and close the **Operator software configuration** dialog box.

- **Apply button:** selecting the **Apply** button will save the changes but the **Operator software configuration** dialog box will not close.
- **Cancel button:** selecting the **Cancel** button will close the dialog box and changes will not be saved.

#### Note

*The position properties selected in the Operator software configuration dialog box are only for display purposes.*

### 6.4.3 NAV Engine Configuration

You can configure the system parameters from the **NAV Engine Configuration** dialog box.

The dialog box consists of a list of configuration options, a parameter settings section, an exit button and three buttons which each has different properties with regard to configuration changes.

#### Apply

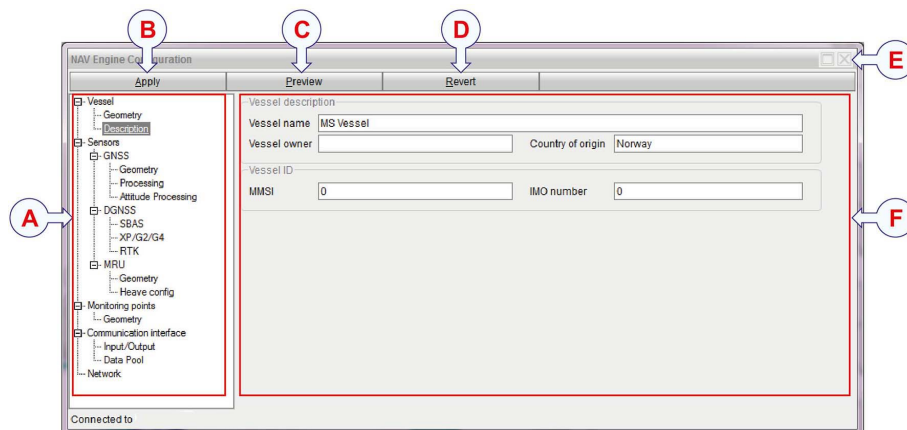
Select **Apply** to apply the configuration changes to the system. This button is disabled until you have made configuration changes. The button will be disabled when there are no configuration changes to apply.

#### Preview

Select the **Preview** button to see which parameters have changed since the configuration was loaded. Changed settings are highlighted in bold face. This button is disabled until you have made any configuration changes. Please note that monitoring point changes are displayed in the coordinate system in which they are actually stored by the configuration, i.e. related to the navigation reference point rather than origin.

#### Revert

Select the **Revert** button to reject all changes you made since the configuration was loaded. The button is disabled until changes have been made.



**A** Configuration options list

- B** Apply confirmation changes button
- C** Preview last configuration settings button
- D** Revert to previous settings button
- E** Exit NAV Engine Configuration
- F** Parameter settings section

## 6.4.4 Changing the system mode

The system has three modes: **Operation**, **Configuration**, **Engineering**. To be able to make changes to the setup you must be in **Configuration** or **Engineering** mode. You need a password to enter these modes. The password is **STX** and it is not case sensitive. The password is not possible to change.

### Via the System menu

#### Procedure

- 1 Select the **System** menu → **Change system mode**.
- 2 Select either **Configuration** or **Engineering** to open the **Change system mode** dialog box.



- 3 Type the password **STX** and select **OK**. The password is not case sensitive. You are now able to carry out changes and/or set system parameters.

### With keyboard commands directly from the display

#### Procedure

- 1 In the display, press
  - **CTRL+E** to enter Configuration mode
  - **CTRL+A** to enter Engineering modeObserve that the **Change system mode** dialog box appears.
- 2 Type the password **STX** and select **OK**. The password is not case sensitive. You are now able to carry out changes and/or set system parameters.

## 6.5 Required sensor unit configuration

### 6.5.1 Setting vessel dimensions and reference points

Define the vessel which hosts the Seapath system and the origin of the vessel coordinate system.

## Prerequisites

The navigation reference points you enter in this dialog box must be measured or defined before you start the configuration process.

## Context

This is information you need in order to specify correct location of various sensors, equipment and monitoring points on a vessel. The information you enter in this dialog box will help you later in the configuration process. The drawing is correctly scaled based on the vessel dimensions to ensure correct indication of the various points. The measurement unit of the entered coordinates is metres.

## Show sensors, Show monitoring points

These items are displayed in the vessel illustration when you select the boxes.

## Shape type

Defines the shape of the vessel hosting the system. You can select between Ship, Rig, Jackup (3 leg) and Jackup (4 leg). These are all scaled according to the dimensions given in the **Shape dimension** section. The general shape outline can be overridden by an actual shape defined in a drawing file. Supported file extensions are **Vessel models (\*.svm)**, **Vessel vector images (\*.svi)** and **Old vessel images (\*.txt)**. This file can be created or edited in a text editor. When a valid drawing file has been loaded, the dimensions are defined by the loaded shape and the **Shape dimension** parameters are locked.

## Shape dimensions

Holds parameters for the overall length of the vessel from stern to bow, the overall width of the vessel and the overall height, which is the distance from the highest point of the vessel to the keel.

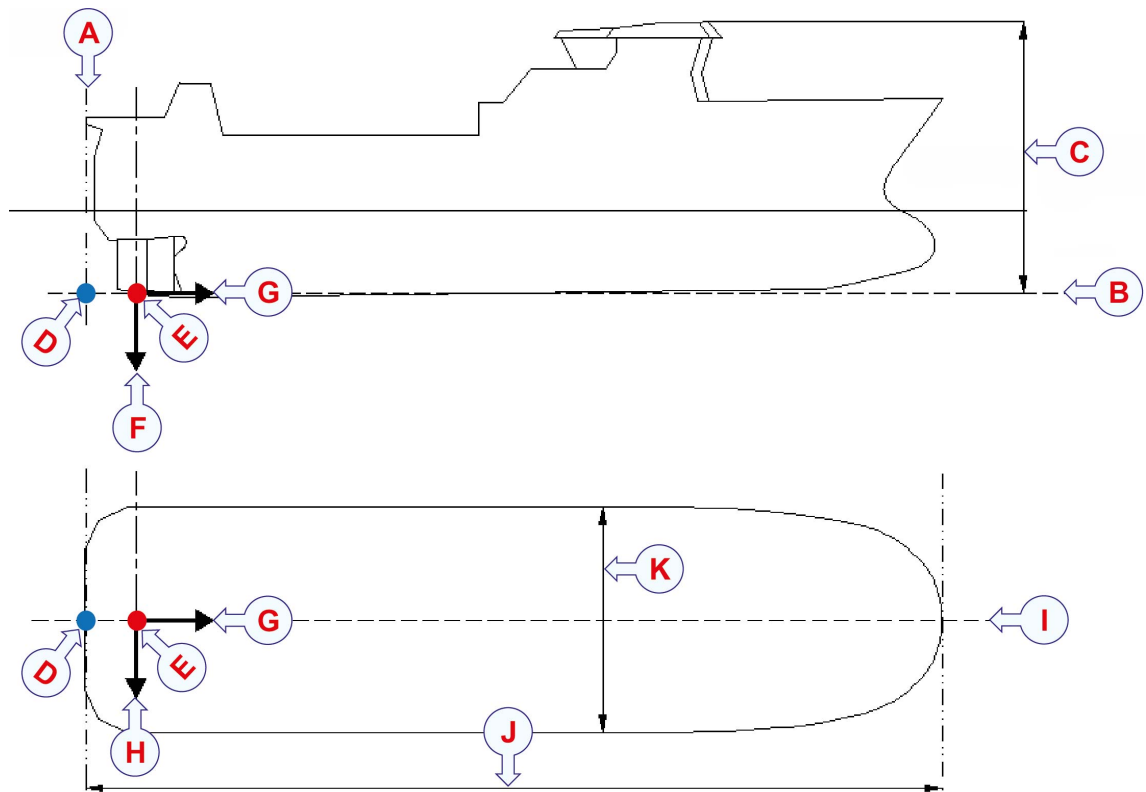
## Origin location in drawing

All point locations in the configuration refer to the origin. The location of the origin is defined using distance from stern, center line and keel (often referred to as the CRP (common reference point) in survey reports). The distance from stern is the distance from the aft point of the ship to origin along the X axis. The distance from CL is the distance from the vessel's centre line, positive towards starboard. The distance from keel is the distance from the keel, positive downwards.

## Navigation reference point (NRP)

The Navigation Reference Point location (NRP) is the reference point for all measurements in the system. The recommended NRP is near the Centre of Gravity (CG), but can be chosen freely. It is always defined related to the origin.

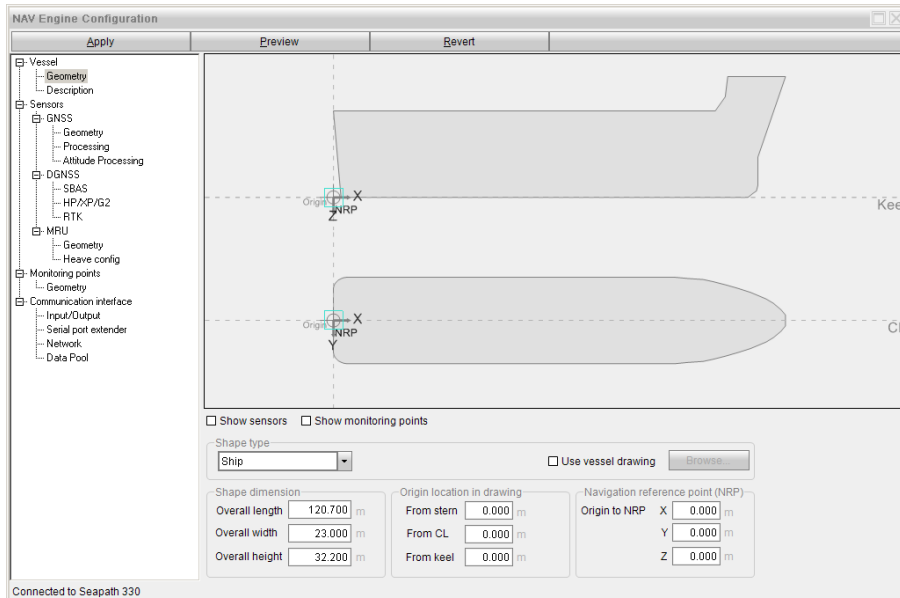
The illustration shows different vessel dimensions and location of origin. If a survey report is available the vessel origin should be located in the common reference point (CRP) used in the report.



- |                                       |                           |
|---------------------------------------|---------------------------|
| <b>A</b> Stern                        | <b>G</b> +X axis          |
| <b>B</b> Keel                         | <b>H</b> +Y axis          |
| <b>C</b> Overall height               | <b>I</b> CL (centre line) |
| <b>D</b> CRP (common reference point) | <b>J</b> Overall length   |
| <b>E</b> Origin                       | <b>K</b> Overall width    |



## F +Z axis



### Procedure

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Vessel** →**Geometry**.
- 3 Select the shape of your vessel from the **Shape type** list or select **Use vessel drawing** if you have a specific vessel shape file you want to use. Select **Browse** to search for the wanted file.  
If you select **Use vessel drawing**, the Shape dimension parameters will be locked.
- 4 Type the overall length, width and height dimensions of your vessel.
- 5 Type the parameters for location of origin (survey origin).
- 6 Type the navigation reference point location, X, Y, Z.
- 7 Select **Show sensors** and/or **Show monitoring points** if you want to display these objects in the vessel illustration.
- 8 Select **Apply** to store the settings.

### Related topics

- *Importing vessel shape from file* on page 76
- *Determining the distance vectors* on page 43
- *Survey accuracy* on page 44

## 6.5.2 Entering sensor unit location parameters

The antenna position, heading offset and height difference parameters have to be input correctly. If not, the performance of the system will be degraded. The antennas are included in the sensor unit.

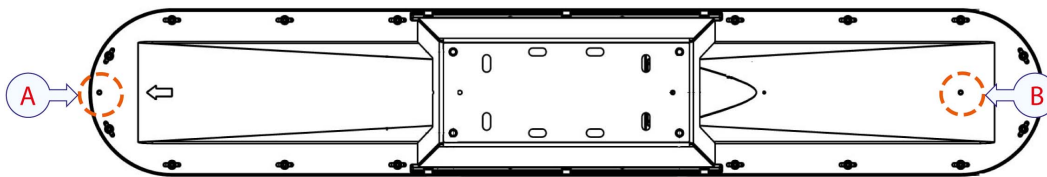
### Prerequisites

The sensor unit location parameters have been surveyed or measured:

- For **Antenna location**: The position reference point (X, Y, Z). The distance vector from the Origin to the position reference point.
- For **Antenna offset**: The mounting angle in heading. The angular offset between the vessel centre line (CL) and the line from heading reference point #1 to #2 called the heading offset.

### Context

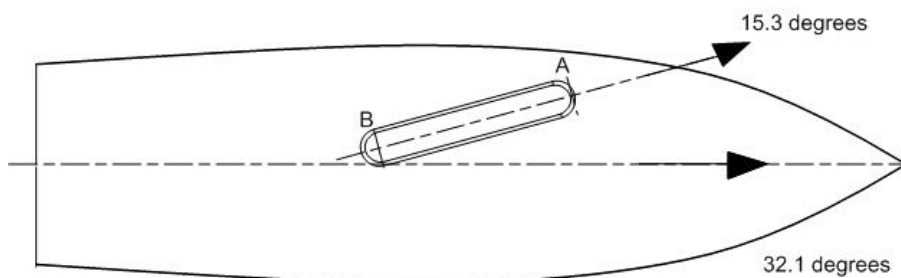
The reference points on the sensor unit are used to determine the position and orientation of the sensor unit on the vessel where it is mounted.



**A** Heading reference point #2

**B** Position reference point and centre of the internal GNSS antenna no. 1 **and** Heading reference point #1

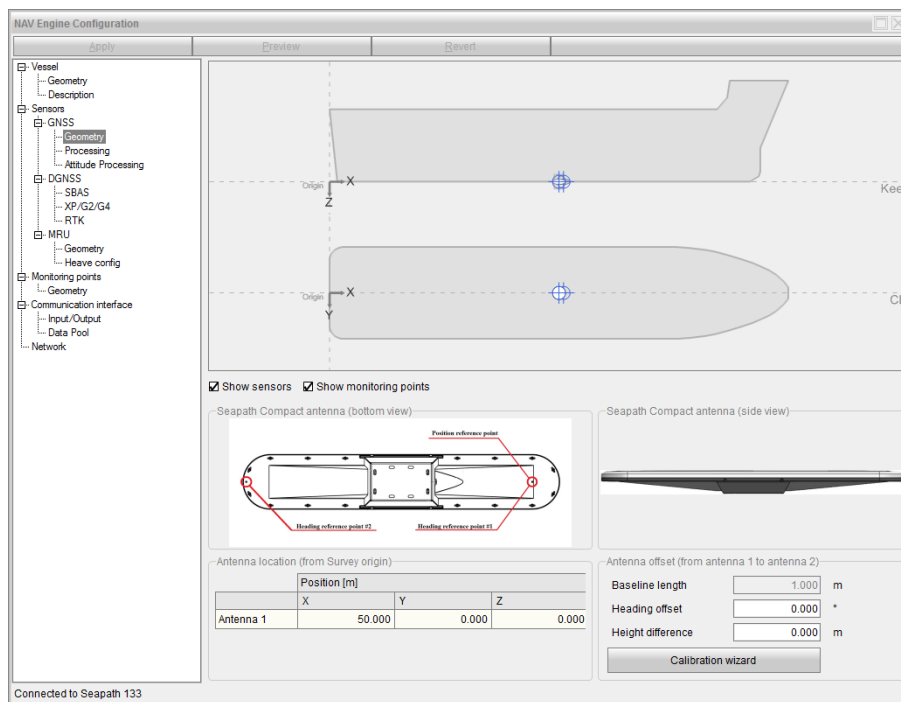
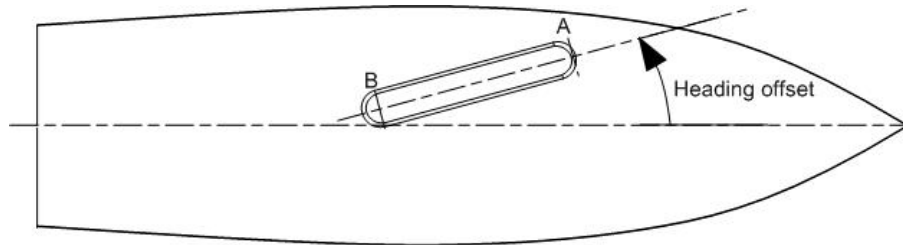
The location of the two heading reference points is used to determine the mounting angle (heading offset). The angular offset between the line from heading reference point #1 to #2 and the vessel centre line (CL) have to be determined and entered into the **NAV Engine configuration** as the heading offset.



### Example 1 Heading offset calculation

If the **Reference heading** measured by the reference system is found to be 32.1 degrees and the **GNSS heading** after the calibration is 15.3 degrees, the **Determined heading offset** will be (32.1 - 15.3). Observe that the heading offset is positive counterclockwise, and in the range [0,360] degrees.

### Example 1 Heading offset calculation (cont'd.)



## Procedure

- 1 Click the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Click the **Sensors** node →**GNSS** →**Geometry**.
- 3 Type the surveyed distance vector to the position reference point (antenna 1) in metres in the **Antenna location (from Origin)** table (X, Y and Z coordinates).
- 4 Type the surveyed **Heading offset** in degrees.
- 5 Type the **Height difference** in metres. For first time installation use the **Calibration Wizard** to calculate the correct height difference.
- 6 Observe that the sensor unit is located as expected in the vessel drawing. If not, check the signs and the location entered for the Antenna 1. Also, check the vessel dimensions and origin location in **Vessel geometry**.

## Related topics

- *Determining the sensor unit position and orientation* on page 41

- *Surveying the sensor unit* on page 42
- *Determining the distance vectors* on page 43

### 6.5.3 Using Calibration Wizard to determine antenna parameters

Use the Calibration Wizard to determine the heading offset and the antenna height difference for the sensor unit.

#### Prerequisites

Readings of the vessel reference heading data on another PC or by manual readings have to be available before starting the wizard.

#### Context

Calibration the direction of the sensor unit against an external reference. Type of reference must be decided according to the required accuracy. The following calibration parameters have to be determined:

- **Heading offset.** The direction of the sensor unit relative to the vessel's longitudinal axis is measured in degrees.
- **Height difference.** The height difference between the two internal antennas within the sensor unit according to the vessel horizontal plane (the height to antenna #1 minus the height to antenna #2, compensated for vessel roll and pitch) is measured in metres..

It is of crucial importance to calibrate the heading offset correctly. During this calibration, several accurate reference measurements of the vessel heading must be read/logged simultaneously with the heading output from the Seapath. The data logging should continue for at least two hours under calm conditions alongside a quay. The best results are achieved if continuous logging of both the reference system and the Seapath measurements can be performed during the calibration period. If simultaneous logging of the two systems is not possible, one reading from both systems should be done at least every 30 seconds for a minimum of two full hours.

The long calibration time is necessary in order to eliminate errors in the Seapath measurements caused by multipath effects, which may be particularly pronounced in the static conditions of a harbour area.

#### Note

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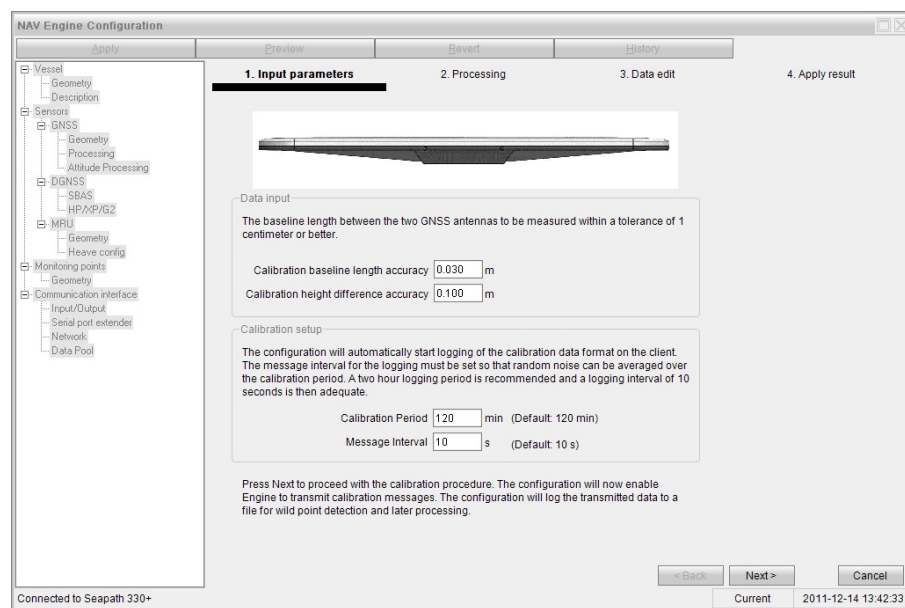
*Before entering the **Calibration wizard**, ensure that all configuration changes, including the correct MRU mounting angles, are applied by pressing the **Apply** button in the menu bar. Also, verify that roll, pitch and heading measurements are indicated as valid (green) before starting the wizard.*

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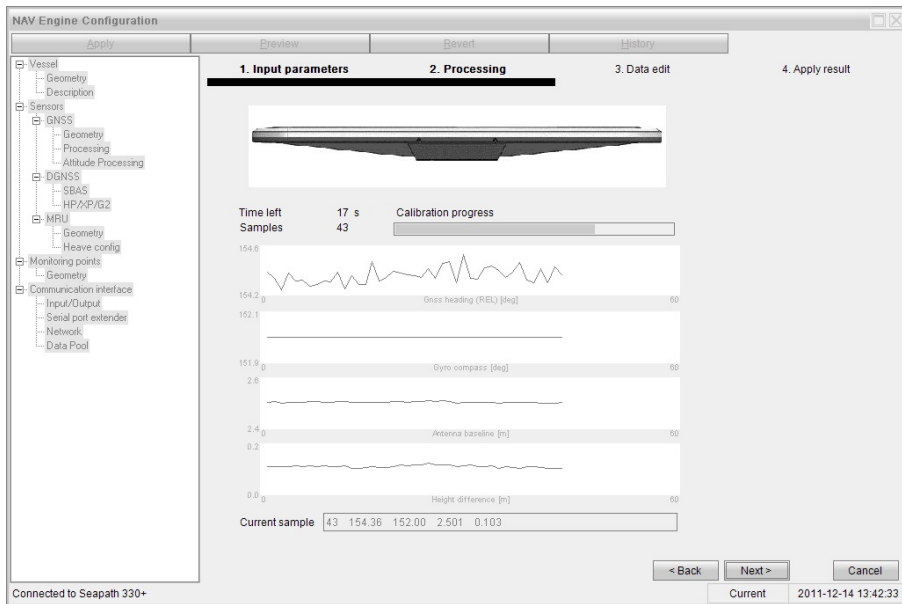
#### Procedure

- 1 Click the **Calibration wizard** button to start the calibration. The system will indicate when calibration measurements are ready.

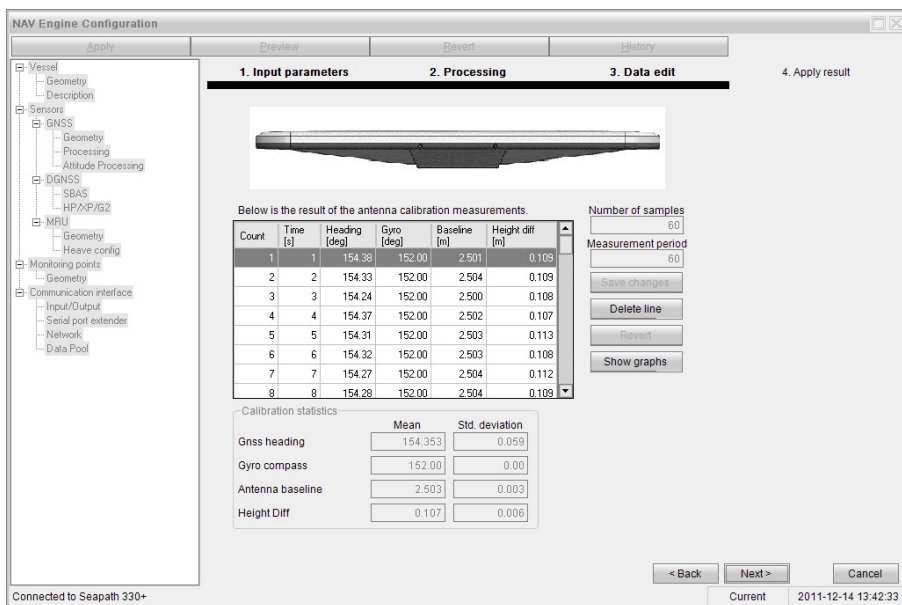
- 2 In the antenna Calibration Wizard Step 1 **Accuracy**, modify the baseline length and height difference accuracy values if needed. Clicking **Apply** will restart the calibration measurements.
- 3 If calibration measurements are unavailable, click **Cancel** and check that the prerequisites listed in the note above are all met. Then restart the Calibration Wizard.
- 4 The **Next** button will be enabled as soon as measurements are ready.
- 5 Click **Next** to continue to Calibration Wizard Step 2 **Period**.
- 6 Modify calibration period and message interval if needed. The default values are recommended.



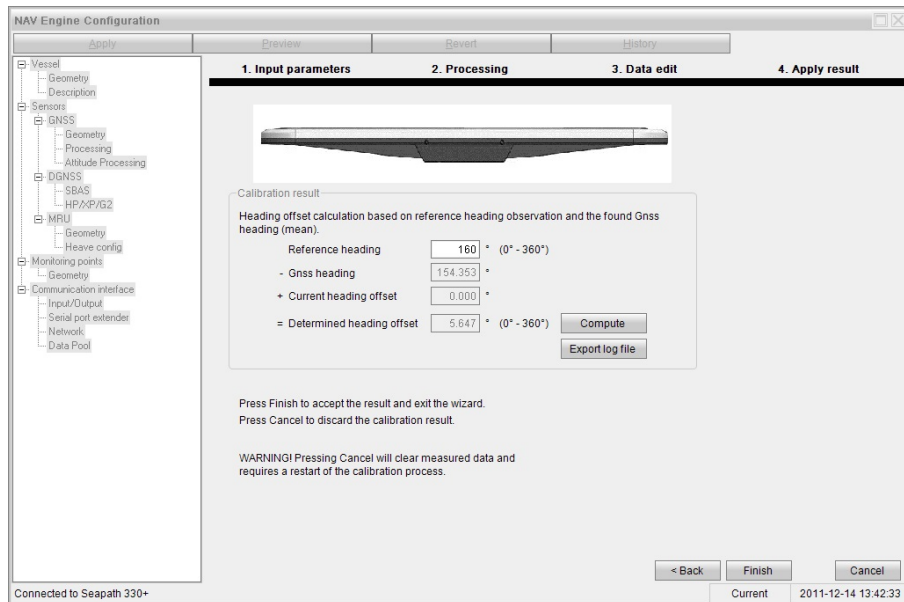
- 7 Before clicking **Next** to start the calibration logging, it is recommended to start recording data of the vessel reference heading on another PC or by manual readings. When logging of the reference heading has started, click **Next** in order to proceed to page 3 **Processing**.
- 8 The progress of the logging is indicated on the screen with a graphical presentation of the measured data.



9 Click **Next** to proceed to Step 4 **Validation** for inspection of the logged data.



- 10 Delete possible wild points by selecting the corresponding row in the table, then click **Delete line**.
- 11 When the calibration result has been found acceptable, click **Next** to proceed to the last step, **Apply result**.
- 12 Enter the mean value for the vessel heading reference, then click **Update** in order to calculate the heading offset.



Click **Export log file** if the calibration data are wanted for post processing.

- 13 Click **Finish** to accept the result and exit the antenna Calibration Wizard.
- 14 The **Baseline length**, **Heading offset** and **Height difference** fields are automatically updated upon successful completion of the Calibration Wizard, according to the calibration result.
- 15 Click **Apply** in the menu bar to save the calibration information.

### 6.5.4 Setting motion reference unit (MRU) location and mounting angles

The physical location of the MRU relative to the origin and its mounting angles is required for the Seapath system to be able to calculate position, roll, pitch and heading correctly.

#### Prerequisites

For accurate location of the motion reference unit you will need detailed vessel drawings.

#### Context

The motion reference unit (MRU) measures the roll, pitch and heave motions of the vessel. In the **MRU Geometry** dialog box you must define the physical location of the MRU sensor related to the origin location you created in the **Vessel Geometry** dialog box.

In the **MRU Geometry** dialog box you enter the MRU location parameters, the X, Y and Z coordinates in meters and the MRU mounting angles, the roll, pitch and yaw parameters in degrees. Look at the vessel drawing to help you enter the correct signs for the coordinates and to check if the motion reference unit appears on the expected spot.

If something looks out of place, check the signs and X, Y, Z coordinates you typed for the sensor location and/or return to the **Vessel Geometry** dialog box and check the vessel shape dimensions, the origin location and the navigation reference point (NRP) location.

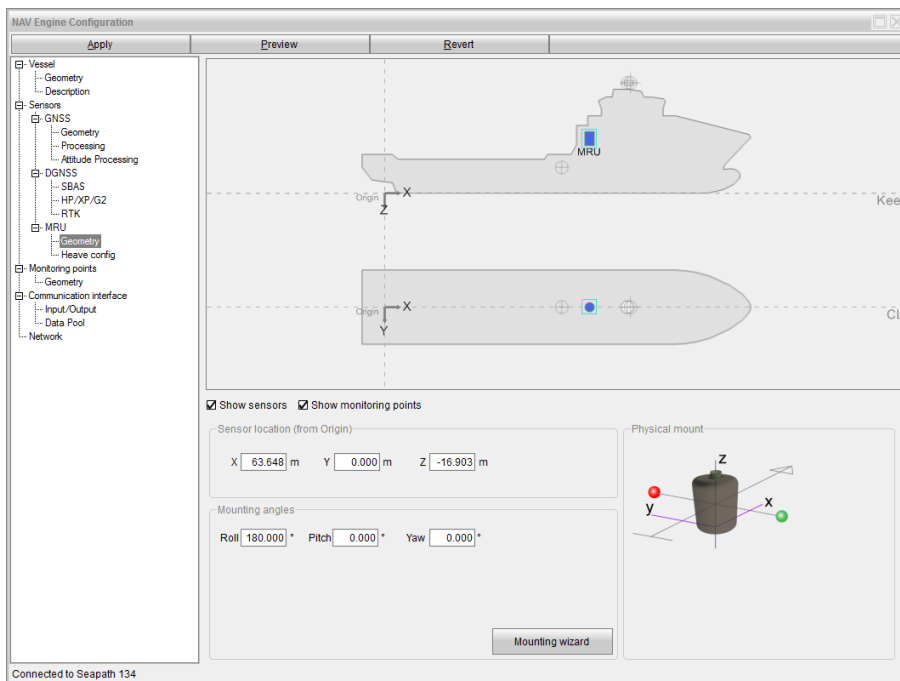
The MRU mounting angles can either be input manually or determined by use of the **Mounting wizard**. The Mounting Wizard is located in the **NAV Engine Configuration** → **Sensors** → **MRU** → **Geometry**.

### Sensor location (from origin)

The position of the motion reference unit (MRU) in X, Y, Z coordinates in metres from Origin. The sensor unit location has to be measured or calculated based upon drawings or previously measured points. The default location of the sensor unit is in the vessel Origin.

### Mounting angles

The mounting angles of the sensor unit in degrees for roll, pitch and yaw.



### Procedure

- 1 Click the **System** menu, → **NAVEngine** → **Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Click the **Sensors** node → **MRU** → **Geometry**.
- 3 Type the X, Y and Z coordinates in metres from Origin to MRU location.
- 4 Type the mounting angles in degrees for roll, pitch and yaw.

If the mounting angle values are not known to you, use the Mounting Wizard to calculate these values.

- 5 Click **Apply** to store the settings.

### Related topics

- *Determining the distance vectors* on page 43
- *Using Mounting Wizard to determine MRU mounting angles* on page 59



## 6.5.5 Using Mounting Wizard to determine MRU mounting angles

Use the Mounting Wizard to determine the roll, pitch and yaw mounting angles in degrees for the MRU sensor.

### Prerequisites

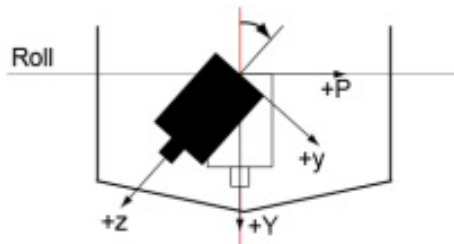
The MRU bracket offset angles have to be available from a survey report or through other methods with similar accuracy.

### Context

The mounting bracket offset angles which have to be entered are roll, pitch and yaw.

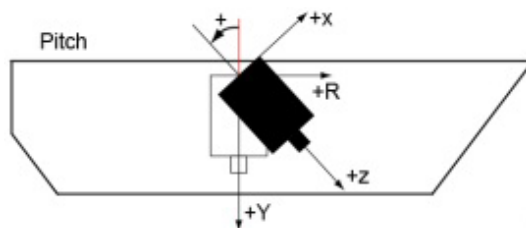
#### Roll offset angle

The angle between the ship's Y-axis and the projection of the sensor z-axis in the ship's PY-plane. Positive roll offset angle if the bracket tilts to starboard.



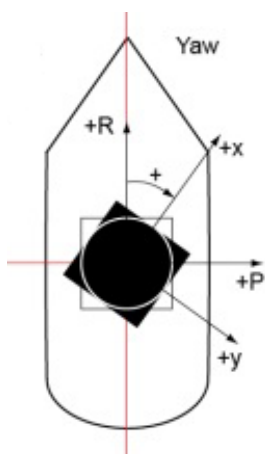
#### Pitch offset angle

The angle between the ship's Y-axis and the projection of the sensor z-axis in the ship's RY-plane. Positive pitch offset angle if the bracket tilts to stern.



#### Yaw offset angle

The angle between the ship's R-axis and the projection of the sensor x-axis in the ship's RP-plane. Positive yaw offset angle if bracket is rotated clockwise.



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**Note**

*If the mounting bracket offset angles exceed 45 degrees, another main rotation should be selected.*

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**Procedure**

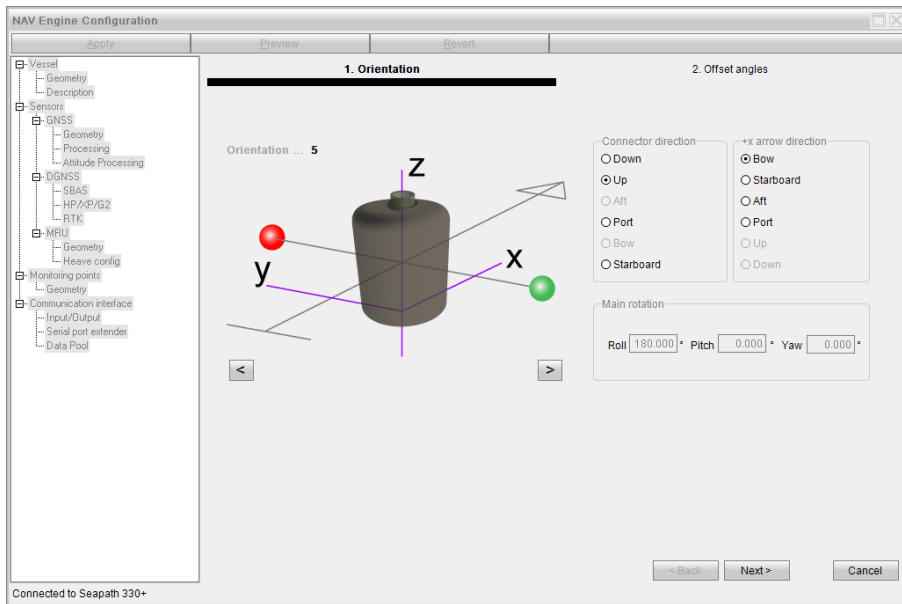
- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select the **Sensors** node →**MRU** →**Geometry**.
- 3 Select the **Mounting Wizard** button and use the wizard to calculate the roll, pitch and yaw mounting angles.

The red circle indicates Port and the green circle indicates Starboard. The arrow points in the bow direction.

- 4 In step 1, **Orientation**, select the < or > buttons to turn the motion reference unit around in 90-degree steps, axis by axis. Click until the correct mounting orientation of the motion reference unit has been found.

Observe that the parameters for roll, pitch and yaw in the Main rotation group are automatically updated with the actual main rotation of the motion sensor and gyro compass.

Alternatively, select the **Connector direction** or **+x arrow direction** option buttons to select the motion sensor and gyro compass orientation.

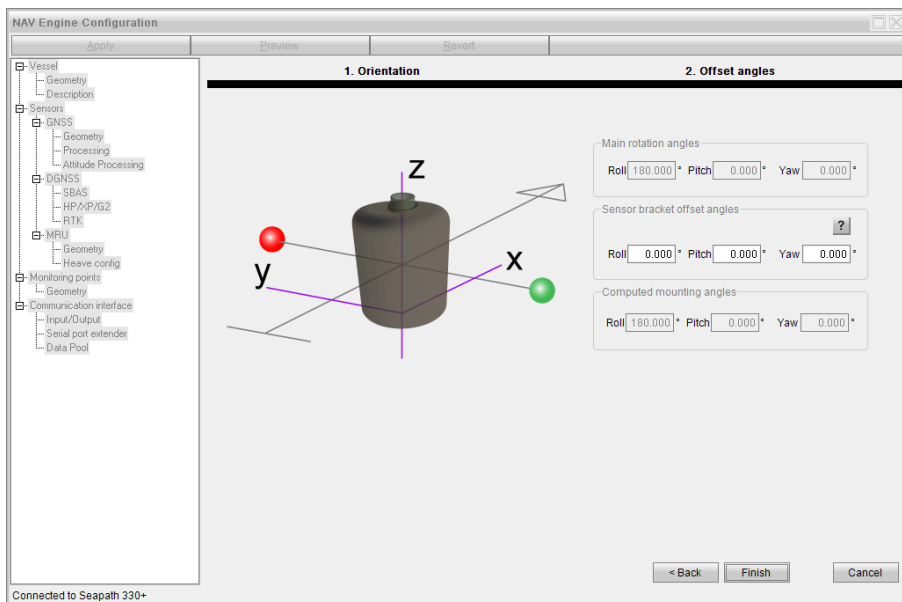


- 5 Select **Next** to continue to step 2, **Offset angles**.

Observe that the roll, pitch and yaw mounting angles are now indicated in the **Main rotation angles** group.

- 6 Type the surveyed sensor bracket offset angles in degrees for roll, pitch and yaw.

The system calculates the mounting angles automatically and the values appear in the **Computed mounting angles** group.



- 7 Select **Finish** when you are ready to complete the offset angle setting.

This will exit the wizard and take you back to the initial MGC **Geometry** dialog box.

- 8 Select **Apply** to store the settings.

## Related topics

- *Survey accuracy* on page 44

## 6.5.6 Selecting heave filter options

The heave configuration parameters allow you to tune the heave parameters to the vessel motion characteristics for the actual weather conditions. This is important when using real-time heave measurements in order to achieve optimum heave performance.

### Context

Before a survey and/or during operation check the heave performance and tune the heave parameters until the best heave performance is achieved. An alternative is to select *Automatic* and let the system automatically choose the best settings.

### Heave filter options

#### Hydrographic survey

To be selected when the heave phase and amplitude have to be output correctly in real time. This mode is typically selected when the heave output signal from the system is to be used for heave compensation of echo sounders and offshore crane systems.

#### Automatic

To be selected when the vessel is operating in various sea states or when the average heave period is unknown. The *Automatic* filter mode estimates the average heave period and automatically sets the filter period in real time during operation. The *Automatic* filter mode uses the *Hydrographic survey* filter structure.

#### GNSS aided

To be selected when RTK DGNSS corrections are available or the GNSS velocity measurements are accurate. In this mode the heave and height measurements are determined by blending vertical acceleration and GNSS height measurements in a Kalman filter. This combination makes it possible to measure wave slopes and the tide in real time with high precision ideal for hydrographic work. The height measurements are provided with centimeter accuracy and independent of wave frequency. If RTK is not available the algorithm will use the GNSS velocity measurements for aiding the heave. If GNSS velocities are not available, the **Automatic** algorithm is used.

#### General purpose

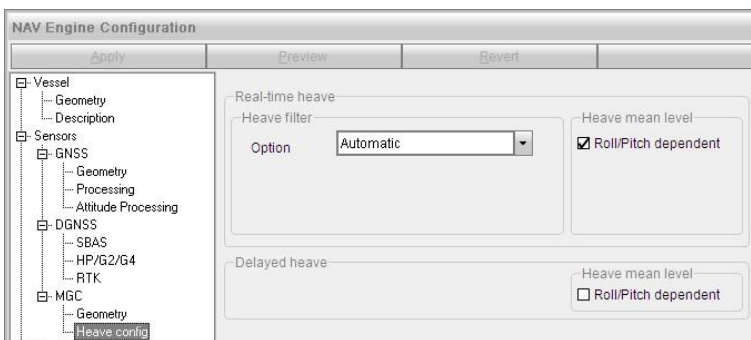
Is selected when the heave phase is of no importance. This mode is typically selected when the system is to be used for measuring the heave height and period on oceanographic buoys.

#### Period

An expected average heave period has to be set to the heave filter unless the automatic mode is chosen. The settling time for the heave measurements from power-on or after a turn will be about 10 times the selected period,  $T_0$ .

## Roll/pitch dependent

Use the check box to enable whether the heave mean level should be dependent on the roll and pitch measurements or not. When enabled, the heave position in the monitoring points (MP) has now longer zero mean level, instead its value depends on the vessel tilt at any time. This option is useful especially in applications where the distance between the MP and the sea level is to be determined, like in echo sounder installations with depth changes due to changes in vessel trim and list. If not enabled, the heave will always have zero mean level. It is separate selections for the real time heave and the delayed heave (PFreeHeave).



## Procedure

- 1 Click the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Click the **MRU** node →**Heave config**.
- 3 Select the heave filter mode you want to use from the **Options** list.
- 4 If you select **Hydrographic survey** or **General purpose**,
  - a Type the wanted filter period. Allowed value between 1 and 25 seconds.
- 5 Select the **Roll/Pitch dependent** box if you want the heave measurement dependent on the roll and pitch measurements. It is separate selections for the real time heave and the delayed heave (PFreeHeave).
- 6 Click **Apply** to store the settings.

## 6.5.7 Setting monitoring points

You must define the locations on the vessel for which you want the system to calculate the position.

### Prerequisites

To get exact coordinates from Origin to each monitoring point, each monitoring point has to be measured or calculated based upon drawings or previously measured points.

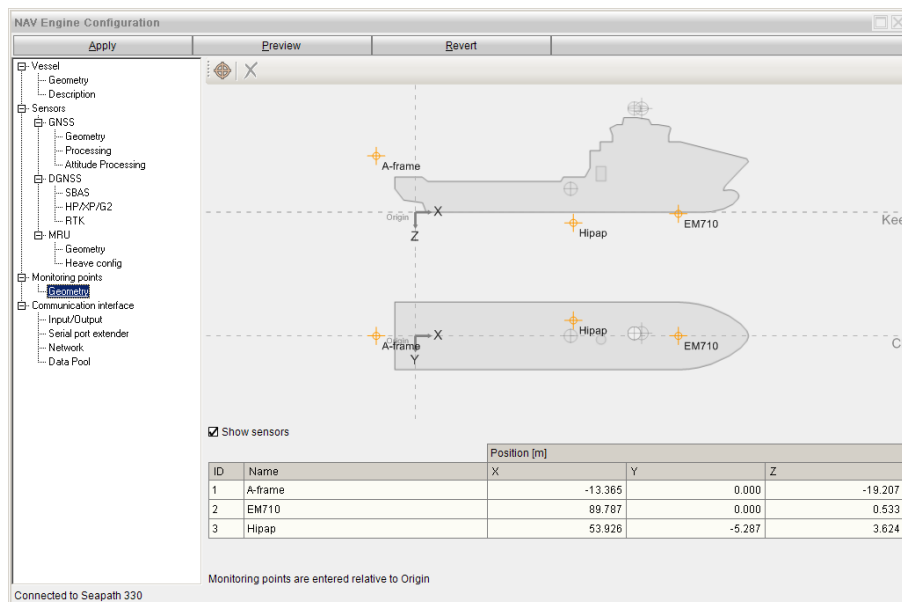
## Context

In this dialog box you can define points (monitoring points) on the vessel where you want the position measurements to be output. The monitoring points are given relative to Origin (positive forward, towards starboard and down). The position of a monitoring point relative to the Origin is indicated in the drawing when the cursor is over the monitoring point. As soon as a monitoring point has been defined, its location is indicated in the vessel drawing. If a monitoring point appears incorrect, check the signs and the coordinates input for each monitoring point and the vessel dimensions and the entered location of Origin in the **Vessel Geometry** dialog box.


The system supports up to eight user definable monitoring points.

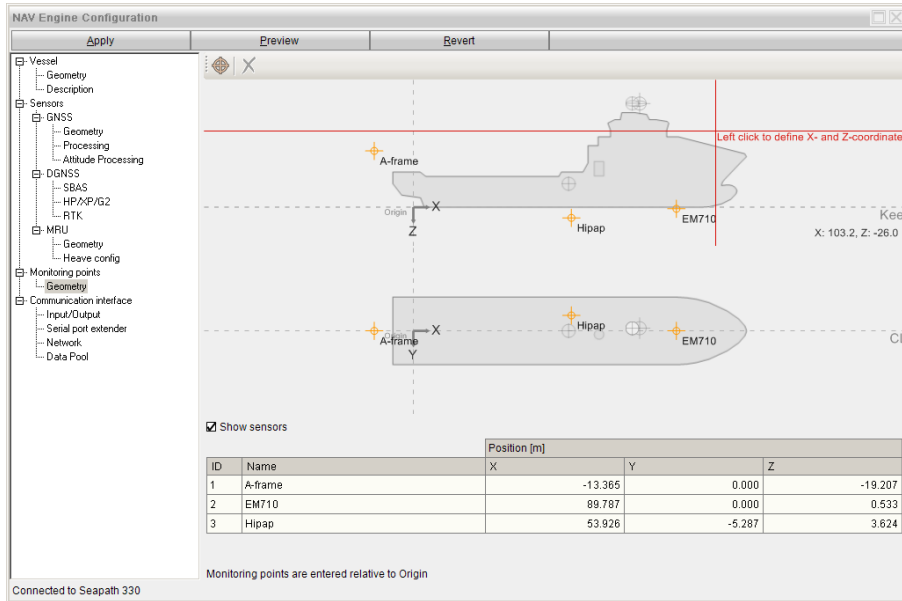
## Show sensors

These items are displayed in the vessel illustration when you select the box.



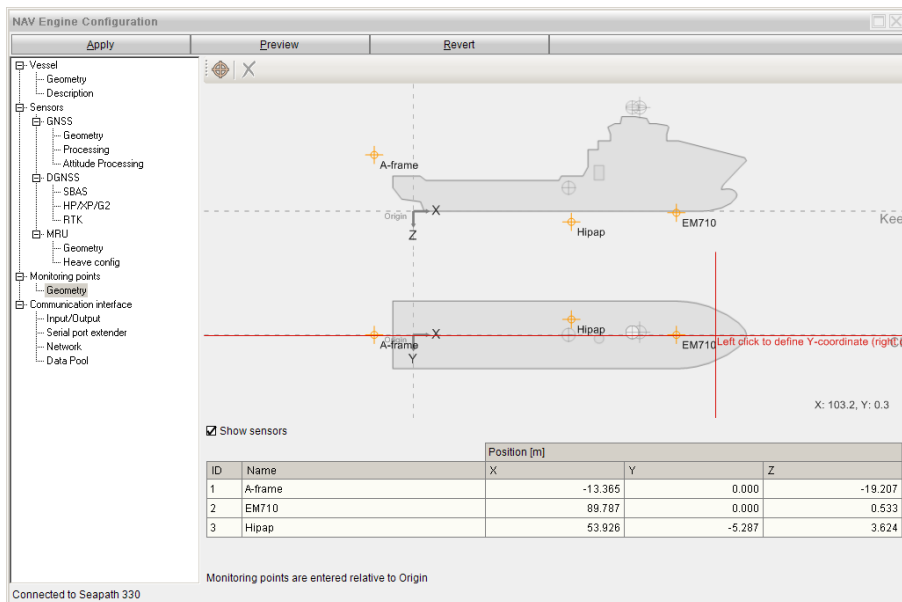
## Procedure

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Monitoring points** →**Geometry**.
- 3 Select **Add**  at the top of the page to add a monitoring point.  
Observe that the cursor changes to two red lines which will help you to place the new monitoring point in the drawing.
- 4 Drag the cursor to the location on the **upper** vessel drawing where you want to add the **X** and **Z** coordinates for your monitoring point and click the mouse button.

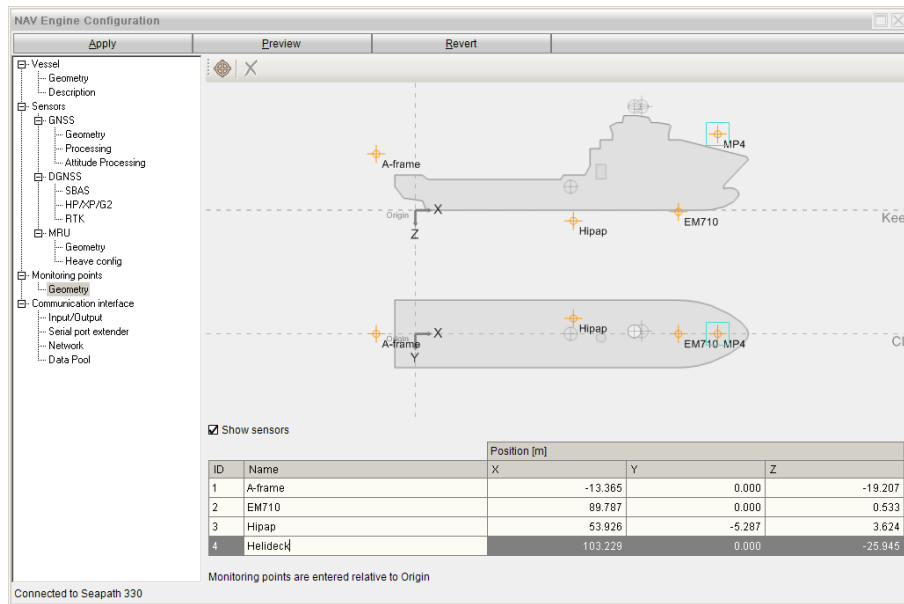


- Continue and drag the cursor to the location in the **lower** vessel drawing where you want to add the **Y** coordinate for your monitoring point and click the mouse button.

Observe that coordinates for the new monitoring point appear in the monitoring points table. These will also help you to get the wanted location for your monitoring point.



- Select the **Name** column in the table and type an identifying name for your monitoring point. Press **Enter** to confirm.



- 7 Select the **X**, **Y** and **Z** columns and adjust the coordinates by typing the exact location of the monitoring point, if necessary. Press **Enter** to confirm.
- 8 Select **Apply** to store the settings.

### Deleting a monitoring point

You can delete a monitoring point by selecting the wanted point in the table and clicking **Delete**

### Related topics

- *Determining the distance vectors* on page 43
- *Survey accuracy* on page 44

## 6.5.8 Communication interfaces description

The communication interfaces are set in the **NAV Engine Configuration** dialog box under **Communication** → **Input/Output**. The **Input/Output list** shows all input and output ports which are available in the system.

When you select an **Interface** in the **Input/Output list**, the **Configuration details** part for that particular interface will appear in the lower part of the page. These details will change based on the interface type you have selected, Serial or Ethernet. You must select either Serial or Ethernet for all available interfaces before you select the specific parameters for a particular interface.

Select the arrow next to the group headings to show or hide the information.

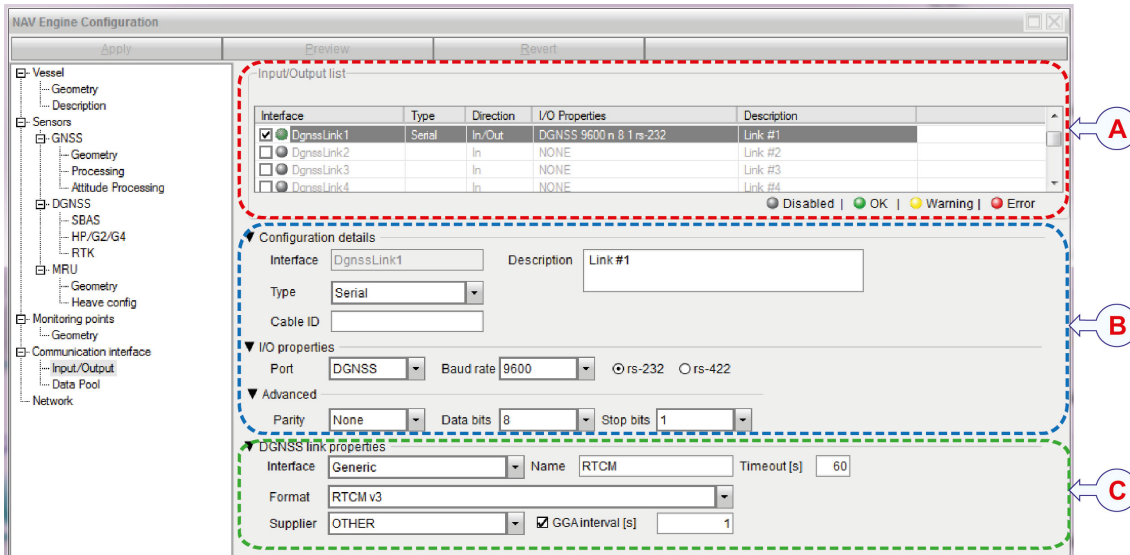
To be able to get a properly working system you must set up these communication interfaces:

- Telegram out
- DGNSS link



**Note**

You are not able to configure the GnssReceiver interface and the MRU interface.



- A Selected interface in Input/Output list
- B Type of interface selection: Serial or Ethernet
- C Specific configuration details for the selected interface

This procedure sums up the steps you have to go through to set up the communication interfaces for the system.

**Procedure**

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Communication interface** →**Input/Output**.
- 3 Select the interface you want to set up in the **Input/Output list**.  
Observe that the **Configuration details** parameters appear at the lower part of the page.
- 4 Select which type of interface you want to use from the **Type** list: Serial or Ethernet.
- 5 Select the wanted I/O parameters. These will vary depending on the type of interface you selected.
- 6 Select the specific parameters you want for the interface you selected.
- 7 Select **Apply** to store the settings.

**6.5.9 Using the Serial interface**

The Serial interface allows you to decide how the sensor unit shall communicate and interface to other equipment.

## Context

If you have decided to use a Serial interface, you must set up the port number, the baud rate and select RS-232 or RS-422 mode.

## Procedure

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Communication interface** →**Input/Output**.
- 3 Select the interface you want to set up.  
Observe that the **Configuration details** parameters appear at the lower part of the page.
- 4 Select **Serial** in the **Type** list.
- 5 Type an informative text about the interface in the **Description** box. This is optional.
- 6 Type a short identification text for the cables connected to the sensor unit in the **Cable ID** box. This is optional.
- 7 Select which port to use from the **Port** list.  
The serial port number corresponds with the number on the sensor unit.
- 8 Select which baud rate you want to use from the **Baud rate** list. Maximum baud rate is 115200 bits/second.
- 9 Depending on which port you selected, select if you want to use RS-232 or RS-422 for the electrical interface.
- 10 Select the properties for the interface you selected in the **Input/Output** list.
  - DGNSS link: **DGNSS link** properties
  - Telegram out: **Telegram out** properties and **Telegram timing**

## Result

You are now ready to set the specific parameters for the interface you have selected. See separate sections for selection details.

## Related topics

- *Output protocols* on page 109

## 6.5.10 Using the Ethernet interface

The Ethernet interface allows you to decide how the sensor unit shall communicate via the internet protocol (IP) network.

## Context

### Broadcast

Broadcasting is a method of transferring a message to all recipients simultaneously.

▼ I/O Properties

Broadcast  Unicast  Multicast

Local interface  ▼

Port

## Unicast

Unicast transmission is the sending of messages to a single network destination identified by a unique address.

Broadcast  Unicast  Multicast

Local interface  ▼ IP address

Local port  Remote port

## Multicast

Multicast (one-to-many or many-to-many distribution) is group communication where information is addressed to a group of destination computers simultaneously.

Broadcast  Unicast  Multicast

Local interface  ▼ IP address

Remote port

## Procedure

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Communication interface** →**Input/Output**.
- 3 Select the interface you want to set up in the **Input/Output list**.  
Observe that the **Configuration details** parameters appear at the lower part of the page.
- 4 Select **Ethernet** in the **Type** list.
- 5 Type a short identification text for the cables connected to the sensor unit in the **Cable ID** box. This is optional.
- 6 Select the wanted connection type: Broadcast, Unicast or Multicast.
  - **Local interface:** The LAN port on the sensor unit.
  - **Local port:** When receiving, this is the port on which the unit listens.
  - **Remote port:** When transmitting, this is the port to which the unit sends.
  - **IP address Unicast:** The target IP address, to which the unit is receiving or sending.
  - **IP address Multicast:** The multicast group address. Recommended range: 239.255.000.000 to 239.255.255.255.

#### Note

---

*It is recommended to use the same port number for both Local and Remote ports.*

---

- 7 Depending on the connection type you have selected, select which local interface you want to use from the **Local interface** list.
- 8 Select the properties for the interface you selected in the **Input/Output list**.
  - DGNSS link: **DGNSS link** properties
  - Telegram out: **Telegram out** properties and **Telegram timing**

#### Result

You are now ready to set the specific parameters for the interface you have selected. See separate sections for selection details.

#### Related topics

- *Output protocols* on page 109

### 6.5.11 Setting up the Telegram out interface

The Telegram out function allows you to enable and set up data messages transmitted to external equipment.

#### Context

Up to 16 serial and/or network interfaces can be configured.

#### Format

The format of the output telegrams.

#### Datum

The datum selection is only valid if the datum on the corrections input to the product are in WGS84 or no corrections are input. If the corrections input are in another datum than WGS84, you must select **WGS84** (which should actually have been labelled "No transformation" in this software). The datum of the output will then be on the same datum as the datum on the corrections input to the product. The other choices can only be used when the system navigates in WGS84 datum.

#### Monitoring point

A point on the vessel for which you want the position measurements to be output.

#### NMEA selection

The NMEA selection option is activated if the Format is selected as NMEA. Select between a number of NMEA telegrams.

## Options

The contents of some of the available NMEA telegrams can be modified according to options listed in the **Options** list. This is for example useful when interfacing to older equipment.

## NMEA talker ID

The talker ID of NMEA messages sent from this output. The default is IN.

## Log to file

Logs the measurements to file internally in the system.

## Time precision

Number of decimals in the time field in NMEA telegrams which supports Time precision.

## Interval

The interval between each sample. Can be selected in the range 0.005 to 3000 seconds.

## Event driven

The output of data is driven by receipt of MRU data to the Processing Unit. **Event driven** data is valid for the point in time the sensors within the MRU are sampled. Recommended used when transmission in real time is not required, typically for telegrams that include time information like Seapath binary 3, 11, 23 and 26.

## Timer driven

By timer driven output the data will be output in real time (0 ms delay). **Timer driven** output is recommended used when the data is preferred in real-time and for instance when the system that receives the data time stamp it by receipt. Typically used when the EM3000 format is output.

▼ Telegram out properties

Format: NMEA Datum: WGS84 Monitoring point: NRP

NMEA selection: GGA GST VTG

Options: [Empty]

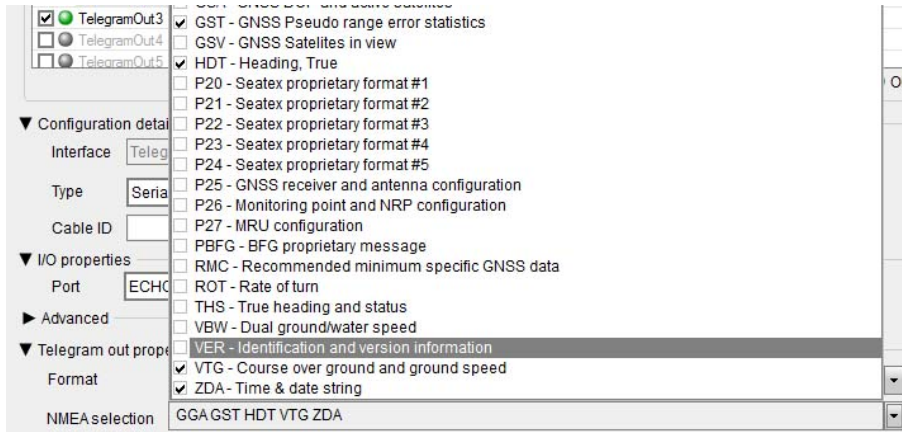
NMEA talker ID: IN  Log to file Time precision: 2

## Procedure

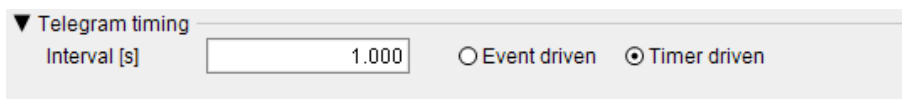
- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select the **Communication interface** node →**Input/Output**.
- 3 Select the **TelegramOut** interface you want to set up in the **Input/Output list**. Observe that the **Configuration details** parameters appear at the lower part of the page.
- 4 Select either **Ethernet** or **Serial** in the **Type** list. Enter the appropriate parameters for the selected interface type.
- 5 Continue to the **Telegram out properties** group.

- 6 Select the wanted output telegram format from the **Format** list.

Observe that if you select NMEA as telegram format, the NMEA selection list becomes active.



- 7 If NMEA is selected, select the wanted NMEA telegrams to use from the **NMEA** list.
- 8 Select the wanted datum format from the **Datum** list.
- 9 Select the wanted monitoring point from the **Monitoring point** list.
- 10 Type the talker ID of NMEA messages sent from this output in the **NMEA talker ID** box.  
The default value is IN.
- 11 Select the **Log to file** box if you want to log the measurements to file internally in the system.
- 12 Select the wanted number of decimals in the time field in NMEA telegrams which supports Time precision from the **Time precision** box.
- 13 In the **Telegram timing** group, select the wanted output interval for the messages.
  - **Event driven**: Outputs data only when the data are calculated or when a change occurs. Output data are delayed.
  - **Timer driven**: The interval between each sample, type wanted interval in seconds in the **Interval** box. Range 0.01 to 3000 seconds.



- 14 Select **Apply** to store the settings.

### Related topics

- *NMEA TelegramOut options* on page 133

## 6.5.12 Setting up the DGNSS correction link parameters

You can set up the system to receive various types of corrections which will improve the position accuracy.

## Prerequisites

Check whether the reference station requires to know the position of your system to be able to send valid corrections back. If this is required, then enable **GGA Interval [s]** and set up how often the GGA message shall be sent to the reference station in the **DGNSS link properties**.

## Context

### Interface

Which external equipment you want to interface. Some configuration parameters are dependent on the interface selection.

### Name

The name you want to give the DGNSS correction link.

### Timeout

Age limit. If the age of the corrections exceeds this limit, the corrections are invalid.

### Format

The format types which are supported by the system.

### GGA interval

If selected, sends GGA messages to the DGNSS receiver at specified intervals in seconds.

## Procedure

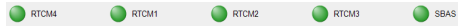
- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Communication interface** →**Input/Output**.
- 3 Select the **DGNSSlink** interface you want to set up in the **Input/Output list**.  
Observe that the **Configuration details** parameters appear at the lower part of the page.
- 4 Select either **Ethernet** or **Serial** in the **Type** list.  
Enter the appropriate parameters for the selected interface type.
- 5 Continue to the **DGNSS link properties** group.

- 6 Select the wanted interface from the **Interface** list.  
The content of the **Format** list will depend on this selection.
- 7 Select the wanted format from the **Format** list.
- 8 Select the name of the correction link supplier from the **Supplier** list.

This selection depends on the parameter you selected in the **Interface** list.

- 9 Type the name of the DGNSS correction link.

This name will be displayed in the DGNSS link status bar at the bottom of View 1.



- 10 Type the correction Timeout age limit in seconds.

If the age of the correction exceeds this limit, the corrections are invalid.

- 11 Select the **GGA Interval** box if you want the system to send GGA messages to the DGNSS receiver. Type the wanted interval in seconds between the telegrams.
- 12 Select **Apply** to store the settings.

### Related topics

- *Communication interfaces description* on page 66

## 6.5.13 Connecting to a network

Enter the Internet Protocol (IP) addresses for the sensor unit to be able to communicate on the local area network (LAN).

### Context

The Interface settings group allows you to modify the IP address of the physical interface selected in the **Interface** list.

The sensor unit communicates with the operator software using multicast UDP/IP. Any client may join the configured multicast group provided that the network hardware between the sensor unit and the client supports multicast forwarding.

The default IP address for the sensor unit is: 192.168.1.10.

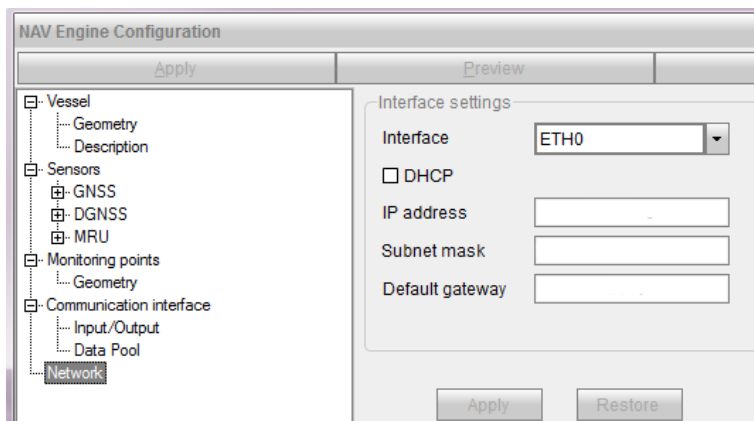
The default multicast address for the sensor unit is: 239.255.0.3.

The default subnet mask for the sensor unit is: 255.255.255.0.

The PC running Operator SW needs to be on the same subnet. Unless the IP address of the sensor unit is changed, the valid IP address for the PC would be 192.168.1.0-255 (excluding the address of the sensor unit itself).

Contact the network administrator for advice on IP address assignments.





## Procedure

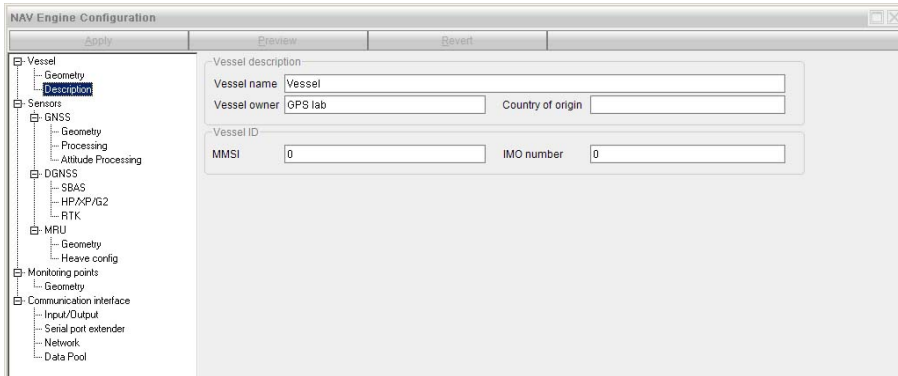
- 1 Click the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Click the **Network** node.
- 3 Select the interface for which you want to change the IP address.
- 4 Select the **DHCP** box if the IP address is given by a DHCP server.
- 5 Type the new IP address for the interface.
- 6 Type the subnet mask address for this interface.
- 7 Type the IP address for the default gateway.
- 8 Click the **Apply** button to confirm the changes.
- 9 Restart the sensor unit for these changes to take effect and for the new settings to be used by NAV Engine.
  - To restart, click the **System** menu →**Restart** →**Sensor Unit**.

If you click the **Restore** button you will return to the previous interface settings.

## 6.6 Additional sensor unit configuration

### 6.6.1 Entering vessel identification parameters

The vessel Description parameters allow you to enter information about the vessel which are needed for identification purposes.



## Procedure

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Vessel** →**Description**.
- 3 Type the name of your vessel. This box cannot be empty. The default value is **VESSEL**.
- 4 Type the name of the vessel owner. This is optional information.
- 5 Type the country of origin for the vessel. This is optional information.
- 6 Type the MMSI number assigned to the vessel. Default value is 0.
- 7 Type the IMO number assigned to the vessel. Default value is 0.
- 8 Select **Apply** to store the settings.

### 6.6.2 Importing vessel shape from file

You can load a vessel model from file in order to get accurate dimensions for your vessel.

#### Context

The pre-defined scalable vessel shapes represent the actual vessel outline only in rare cases. In order to configure the accurate location of various sensors, equipment and monitoring points, it is recommended to load a separate vessel model from file.

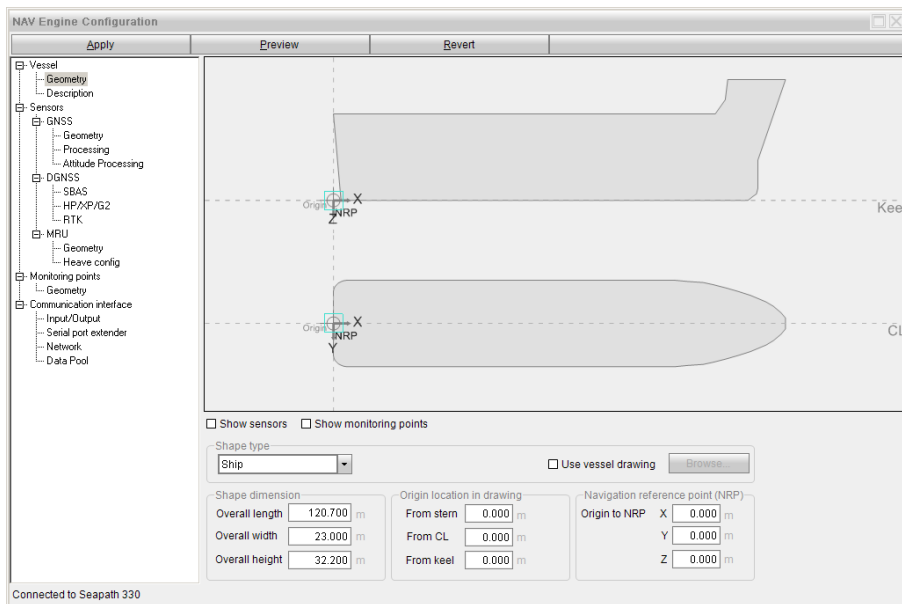
The system supports two types of two dimensional outlines: side view (towards starboard) and top view. Three file types are available: **Vessel models (\*.svm)**, **Vessel vector images (\*.svi)** and **Old vessel images (\*.txt)**.

The vessel image file must meet the following requirements:

- The vessel data have to be in an ASCII file generated by Excel, Notepad or similar tools.
- The file head includes Overall length (LOA), Overall width, Overall height and Stern to Origin data in metres.
- Profile (side view) data in X and Z coordinates in metres, related to the origin. Coordinates are specified clockwise from a point aft of the origin, and the last coordinate has to equal the first coordinate to form a closed polygon.

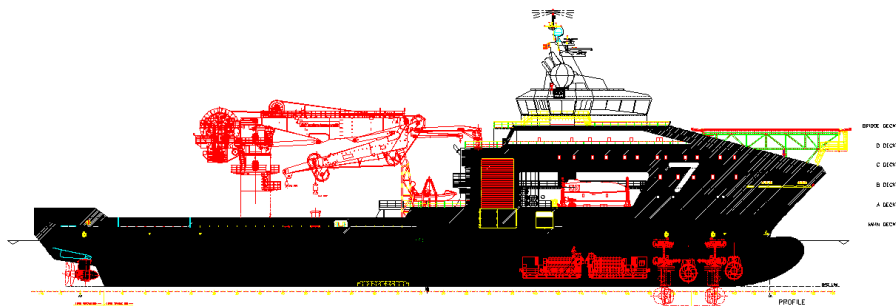
- The top view data in X and Y coordinates in metres. The first coordinate has to be aft of the origin along the centre line. Successive coordinates are specified clockwise, and the last coordinate has to equal the first to form a closed polygon.

Vessel image files can be created by Kongsberg Discovery AS upon customer request. GA drawings or similar are required to create vessel image files.



### Example 2 Vessel shape from file

The illustration shows an example of a GA drawing of a multi-purpose vessel.



A user text file from Notepad may look like this.

Example 2 Vessel shape from file (cont'd.)

```

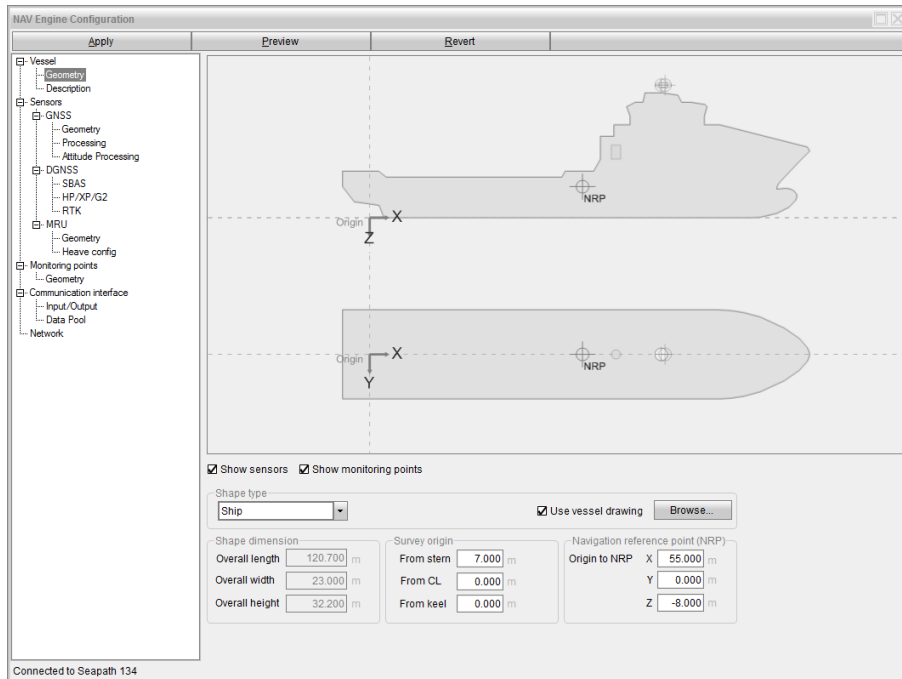
mpv.svi - Notepad
File Edit Format View Help
%Vessel Data [m]
%LOA = 120.70
%width = 23.00
%Height = 32.20
%AFT TO AP = 7.00

%Profile coordinates in (X,Z) [m]
0.00,-3.55
2.44,-3.19
3.69,0.00
98.60,0.00
101.00,-0.14
105.20,-1.12
108.36,-2.70
110.09,-4.51
110.35,-5.20
110.40,-5.43
110.40,-5.69
.
.
.
63.10,-24.00
63.10,-21.00
59.62,-21.00
59.62,-15.13
57.87,-12.99
49.65,-10.50
4.25,-10.50
2.31,-12.00
-7.00,-12.00
-7.00,-8.00
-4.00,-4.11
0.00,-3.55

%Profile cutout
-23.20,-36.48
-23.20,-10.24
23.20,-10.24
23.20,-36.48
-23.20,-36.48

%Top view coordinates in (X,Y) [m]
-7.00,0.00
-7.00,11.50
90.30,11.50
.
.
.
113.60,0.57
113.70,0.00
    
```

The vessel shape in the NAV Engine Configuration looks like this.



### Example 2 Vessel shape from file (cont'd.)

In the example, only the port side of the vessel top view is defined in the file. Symmetry is assumed, so this is sufficient to draw a symmetric vessel shape. If the vessel is *not* symmetric, use the section code `%Top view` coordinates in (X,Y) [m] Complete and give the coordinates along the complete shape, defined clockwise.

It is possible to define cutouts within the profile or top view polygons. For profile cutout, use `%Profile cutout n`, where *n* identifies the cutout.

### Procedure

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Vessel** →**Geometry**.
- 3 Select **Use vessel drawing** and click **Browse** to search for the wanted image file.  
If you select **Use vessel drawing**, the Shape dimension parameters will be locked.
- 4 Type the parameters for location of origin (survey origin).
- 5 Type the navigation reference point location, X, Y, Z.
- 6 Select **Apply** to store the settings.

### 6.6.3 Selecting SBAS satellites

The SBAS parameters allow you enable tracking of SBAS satellites and to set up automatic or manual tracking of these satellites.

#### Context

#### Enable

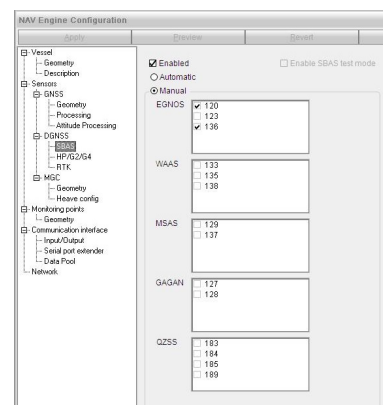
Select this box if you want your system to track SBAS satellites.

#### Automatic

The GNSS receiver selects which SBAS satellites to track. (This option is currently unavailable.)

#### Manual

The operator must select which SBAS satellites to use. If two SBAS satellites are selected, the system will automatically use data from the best satellite. If only one SBAS satellite is selected, only correction data from this satellite will be used in the computations.



If no specific SBAS satellite is selected, the system will select and use data from the best of the available satellites. If the selected SBAS satellite is not available, the system will not use the SBAS correction data in the computations. Maximum two SBAS satellites can be tracked by the GNSS receiver.

### Enable SBAS test mode

The **Enable SBAS test mode** option is typically to be used for SBAS systems which have not reached full operation. An SBAS system in test mode does not provide full integrity.

### Procedure

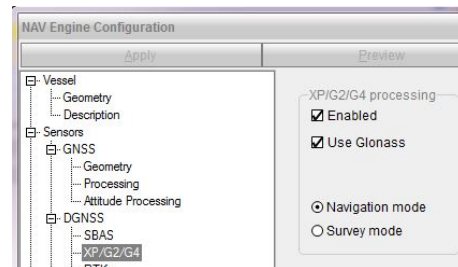
- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Sensors** →**DGNSS** →**SBAS**.
- 3 Select the **Enable** box to enable tracking of SBAS satellites.
- 4 If you want the system to select SBAS satellites automatically, select **Automatic**.
- 5 If you want to select which SBAS satellites to use, instead of automatic selection by the system, select **Manual**.
- 6 Select which SBAS satellites to use. You can select maximum two satellites.
- 7 Select **Apply** to store the settings.

## 6.6.4 Enabling Fugro high precision services

The XP/G2/G4 parameter allows you to use high precision services to improve the accuracy of the GNSS signals which results in a more accurate position.

### Prerequisites

A Fugro demodulator has to be connected and activated.



### Context

The use of high precision services must be enabled by the operator as the default setting is disabled.

### Enable

Select this box if you want to enable the use of high precision services in the position solution.

### Use Glonass

Select this box if you want to enable the use of GLONASS corrections in the position solution.

### Navigation mode

The use of Navigation mode is more reliable during difficult conditions, such as high ionospheric activity. It is not as accurate as Survey mode.

### Survey mode

The Survey mode is used for high accuracy survey.

### Procedure

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.
- 2 Select **Sensors** →**DGNSS** →**XP/G2**.
- 3 Select the **Enable** box to enable the use of high precision services.
- 4 If you want more reliability during difficult conditions select **Navigation mode** or if you want high accuracy select **Survey mode**.
- 5 If you want the system to use GLONASS corrections, select **Use Glonass**.
- 6 Select **Apply** to store the settings.

## 6.6.5 Selecting heading input format from gyro compass

Heading input from a gyrocompass or similar can be input to the system as a backup to improve reliability.

### Telegram in properties

#### Format

The format of the telegram.

#### Timeout

Age limit. If the age of the heading message exceeds this limit, the heading message is invalid [s].

#### Interval

Expected interval in seconds between incoming telegrams. Can be configured.

#### Checksum required

Enables or disables NMEA checksum requirement. Default set to Enabled, which is the recommended setting.

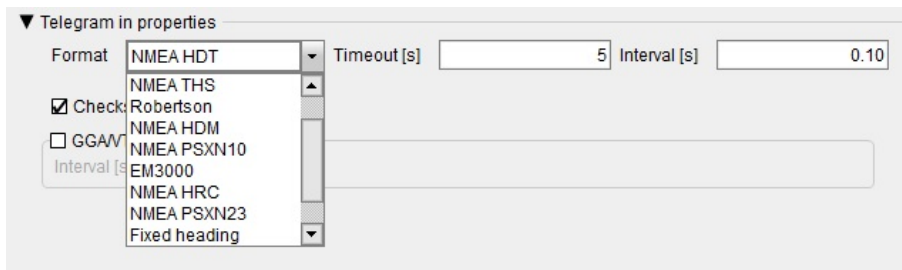
#### GGA/VTG, interval

If selected, sends GGA and VTG messages to gyro at specified intervals in seconds.

### Procedure

- 1 Select the **System** menu, →**NAVEngine** →**Standard** to open the **NAV Engine Configuration** dialog box.

- 2 Select **Communication interface** → **Input/Output**.
- 3 Select the **Gyro** interface you want to set up in the **Input/Output list**.  
Observe that the **Configuration details** parameters appear at the lower part of the page.
- 4 Select either **Ethernet** or **Serial** in the **Type** list.  
Enter the appropriate parameters for the selected interface type.
- 5 Continue to the **Telegram in properties** group.
- 6 Select the wanted gyro telegram from the **Format** list.



- 7 Type the wanted **Timeout** age limit in seconds.  
If the age of the gyro message exceeds this limit, the gyro message is invalid.
- 8 Type the wanted **Interval** for seconds between the incoming telegrams.
- 9 Select the **Checksum required** box if you want NMEA checksum to be required.  
This selection is default selected. This is the recommended setting.
- 10 Select the **GGA/VTG** box if you want the system to send GGA and VTG messages to the gyro at specified intervals.
- 11 Select **Apply** to store the settings.

### Related topics

- *Communication interfaces description* on page 66

## 6.7 Operator software configuration

### 6.7.1 Selecting the position of views in the display

The **View** tab page allows you to select the contents of each view when the HMI (Human Machine Interface) application starts.

#### Context

The **View** tab page has the same layout as the views in the display. You can select which information shall appear in the various views.

Two views cannot have the same contents. When one view is selected as contents in **View 1**, other contents will automatically be selected for **View 2** or **View 3**.





### Procedure

- 1 Select the **System** menu, →**Operator SW** to open the **Operator software configuration** dialog box.
- 2 Select the **View** tab.
- 3 Select which view you want for View 1, View 2 and View 3 from the drop-down lists.
- 4 Select **Apply** to store the settings.

## 6.7.2 Selecting the appearance of the Sky View

The **Sky View** tab page allows you to define the appearance of the Sky View.

### Context

#### Display correction satellites

**Display correction satellites** allows you to show correction satellites such as Inmarsat and Spotbeam in the Sky View. The satellite positions are predefined. You must enable the satellites which you want to appear in the **Sky view** where they are shown as brown triangles. Spotbeam satellites are marked with an S while Inmarsat satellites are marked with an I. When you hover the cursor over a correction satellite in the Sky View, a tooltip with satellite name, azimuth, elevation and position will appear.

#### Signal strength

**Signal strength** allows you to display a signal bar under the satellites in the **Sky view**. The signal bar indicates the signal-to-noise ratio for the satellite, and the longer the bar, the stronger the signal.

#### Note

---

*Signal strength L2 only available on dual frequency, single receiver systems.*

---

## Shadow sector

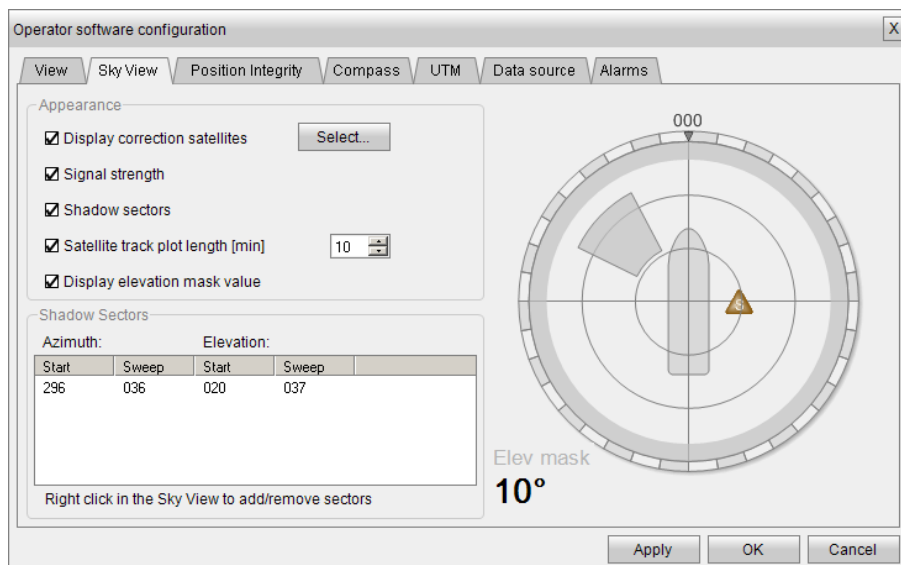
**Shadow sector** allows you to show the shadow sectors in the Sky View. You must add a shadow sector before you can display it in the Sky View. A shadow sector is just an indicator and does not influence the position solution in any way. The shadow sector refers to the vessel centre and will follow the vessel heading. Azimuth start describes the starting angle of the sector in degrees (0 to 360) related to North. Azimuth sweep describes the size in degrees. Elevation start describes the starting angle of the sector in degrees (0 to 90) where 0 degrees is the horizon and 90 degrees is straight above the antenna.

## Satellite track plot length

**Satellite track plot length** assists in determining if a satellite is rising or falling in elevation. The Satellite track plot length defines how long the length of the track plot should be. When you select this option, the track plot starts to increase. Maximum length of the track plot is 720 minutes.

## Display elevation mask

When you select **Display elevation mask**, the configured elevation mask is indicated in the lower left corner of the Sky view.



## Procedure

- 1 Select the **System** menu, → **Operator SW** to open the **Operator software configuration** dialog box.
- 2 Select the **Sky View** tab.
- 3 Select **Display correction satellites**.  
Observe that the **Select** button appears.
- 4 Select **Select**.  
Observe that the **Select Correction Satellites** dialog box appears.

- 5 Select the satellites you want to appear in the Sky View and click **OK**.
- 6 Select **Signal strength** if you want to display the signal bar under the satellites in the Sky view.
- 7 Add shadow sectors to be able to display them in the Sky View.
  - a Place the cursor over the sky view area to the right in the Sky View tab page.
  - b Right-click and select **Add sector**.

Observe that the sector appears in the sky view area and in the table in the **Shadow Sector** group. The table shows your shadow sectors.
  - c Hover the cursor over the shadow sector.

Observe that the cursor changes to arrow symbols.
  - d Drag the arrows horizontally and vertically to create your shadow sector.

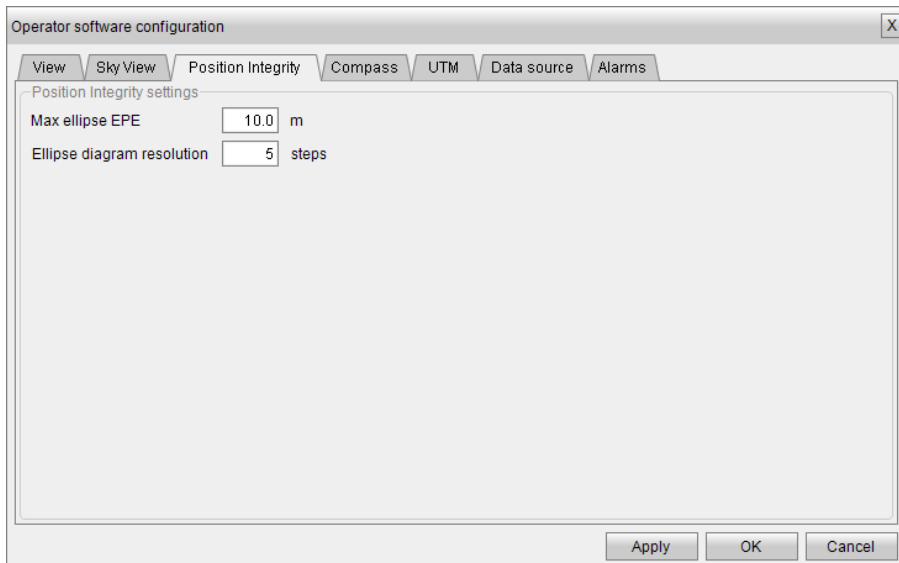
Observe the Azimuth and Elevation values in degrees.
- 8 Delete shadow sectors if they are no longer applicable.
  - a Select a sector in the sky view area to the right in the Sky View tab page.
  - b Right-click and select **Remove sector**.

Observe that the shadow sector disappears from the sky view area and from the table.
- 9 Select **Satellites track plot length** if you want to show this in the Sky View.

Observe that the Satellite track plot length list appears.
- 10 Select the wanted value for the satellite track plot length in minutes.
- 11 Select **Display the elevation mask value** if you want to display the elevation mask in degrees in the Sky View.
- 12 Select **Apply** to store the settings.

### 6.7.3 Adjusting the Integrity view

The **Position integrity** tab page allows you to adjust the scaling of the **Integrity** view.

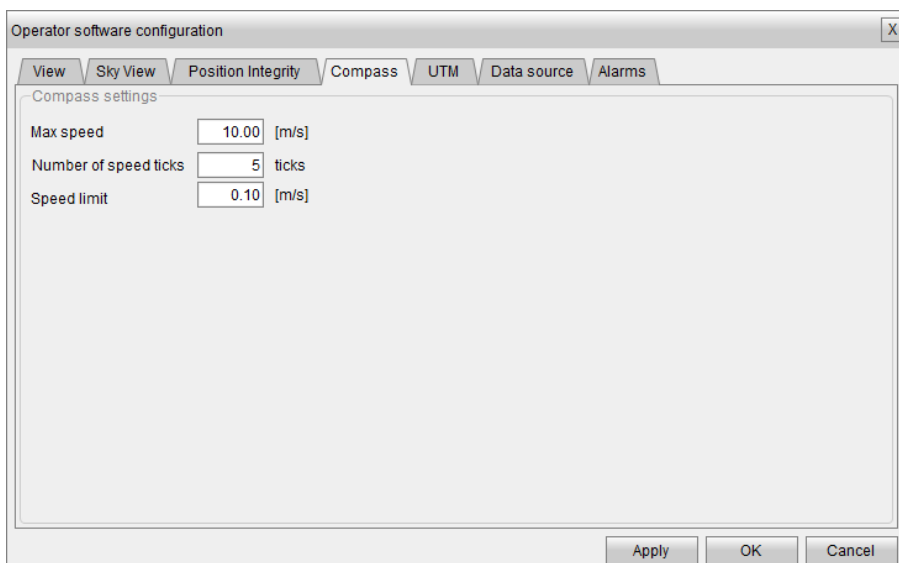


### Procedure

- 1 Click the **System** menu, →**Operator SW** to open the **Operator software configuration** dialog box.
- 2 Click the **Position Integrity** tab.
- 3 Enter the **Max ellipse EPE** in metres.
- 4 Enter the steps for **Ellipse diagram resolution**.
- 5 Click **Apply** to store the settings.

### 6.7.4 Adjusting the Compass view

The **Compass** tab page allows you to adjust the speed scaling of the **Compass** view.



### Procedure

- 1 Click the **System** menu, →**Operator SW** to open the **Operator software configuration** dialog box.
- 2 Click the **Compass** tab.
- 3 Type the maximum vessel speed in knots to be displayed in the Compass View.
- 4 Type the number of circles to be displayed.  
This is the resolution of the graphical presentation of the speed in the compass.
- 5 Type the lower speed limit in knots for when COG (Course Over Ground) and SOG (Speed Over Ground) shall be displayed in the Compass View.
- 6 Click **Apply** to store the settings.

### 6.7.5 Adjusting UTM presentation

The **UTM** tab page allows you to control how UTM positions are treated by the application. UTM is the Universal Transvers Mercator coordinate system.

#### Context

#### UTM options

When selecting **False Northing**, positions south of the equator will always be presented as positive in the **Position data** area in the display. A fixed offset of 10 000 000 m is added to the northing value to avoid negative coordinates in the southern hemisphere. When selecting **False Easting**, a fixed offset of 500 000 m is added to the true easting value to avoid negative coordinates. The UTM standard uses false northing and false easting, i.e. the coordinates are never negative. In case negative northing or easting is wanted, clear the **False Northing** check box.

#### Note

---

*It is not possible to clear the False Easting check box.*

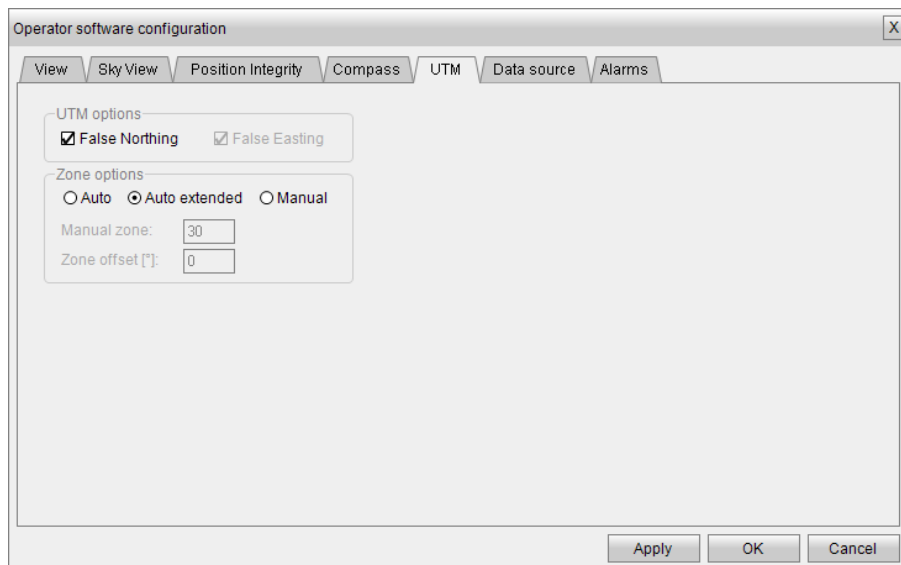
---

#### Zone options

The UTM zone is automatically calculated by default. The **Auto extended** zone option is only applicable between 56 degrees to 64 degrees north and 3 degrees to 6 degrees east. The 32V zone is extended west to 3 degrees east, so when selecting the Auto extended zone in this area, zone 32V is used. When outside the current area and Auto extended zone is selected, the used zone is equal to the zone used when selecting **Auto** zone.

When selecting **Auto** zone, the system zone is automatically calculated in accordance with the inserted coordinates.

Selecting **Manual** zone makes it possible to define which Zone and Zone offset to use. The **Zone offset** option allows a fixed offset to be applied to the longitudinal degrees. The UTM zone can be offset up to  $\pm 3$  degrees. The zone offset is typically used where the maps used have an offset. The zone range is from 1 to 60.

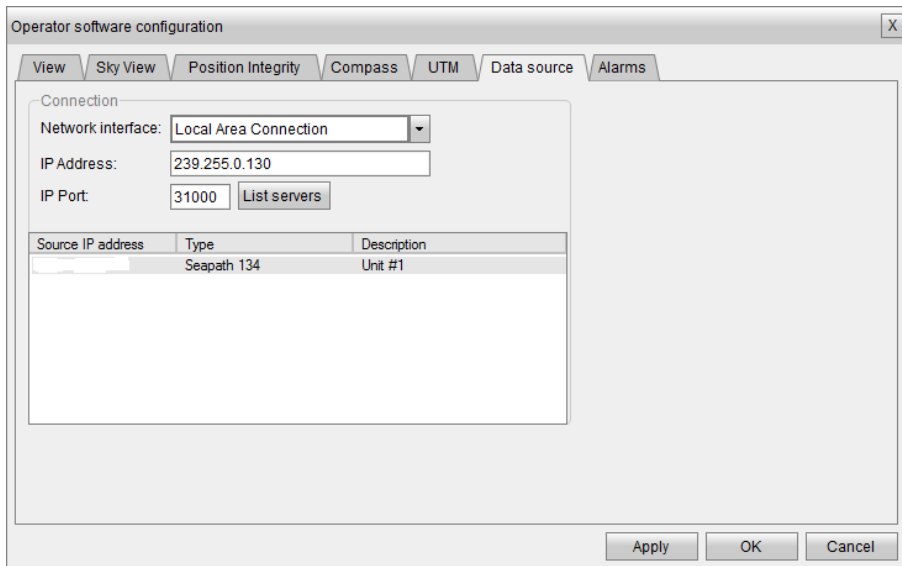


## Procedure

- 1 Select the **System** menu, →**Operator SW** to open the **Operator software configuration** dialog box.
- 2 Select the **UTM** tab.
- 3 Deselect the **False Northing** check box if you want positions south of the equator to be presented as negative values in the Position data when displaying position as UTM.
- 4 Select which zone option you want to use.  
If you select **Manual**
  - a Type the value for the zone you want to use.
  - b Type the zone offset for this zone, range 1 to 60.
- 5 Select **Apply** to store the settings.

### 6.7.6 Connecting the Seapath HMI software to the sensor unit

The **Data Source** tab page allows you to select the available physical network interface. This defines the data source for the operator software (Seapath HMI).



## Procedure

- 1 Click the **System** menu, → **Operator SW** to open the **Operator software configuration** dialog box.
- 2 Click the **Data source** tab.
- 3 Select the interface which represents the connection to the wanted sensor unit from the **Network interface** list.
- 4 Type the internet protocol (IP) address on which you want the operator software to receive data.

This is normally an address in the Multicast IP range.

- 5 Type the internet protocol (IP) port on which you want the operator software to receive data.

### Important

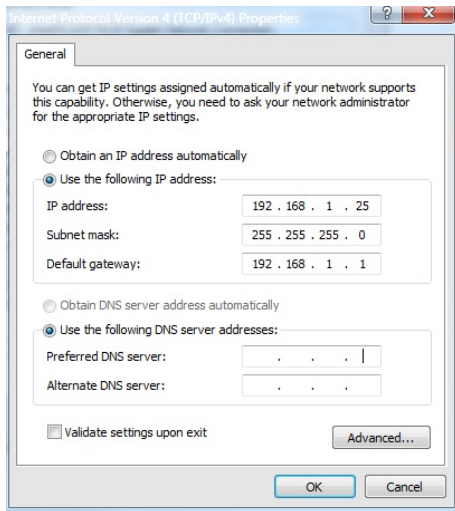
The IP Address and IP Port must match the UDP address and UDP port entered in the **NAV Engine Configuration** in order to establish communication with the operator software.

- 6 Click the **List servers** button to show Seapath systems available through this physical interface. Information presented for each available sensor unit is its IP address, the product type and a description.
- 7 Click **Apply** to store the settings.

## Important

---

Remember that the operator software has to be located on the same IP subnet as the sensor unit.



### 6.7.7 Selecting alarm message reception

The **Alarm** tab page allows you to define how to receive alarm messages.

#### Context

UDP Broadcast is the default (and recommended) setting. Defining a multicast address for alarm message distribution requires advanced network configuration skills.

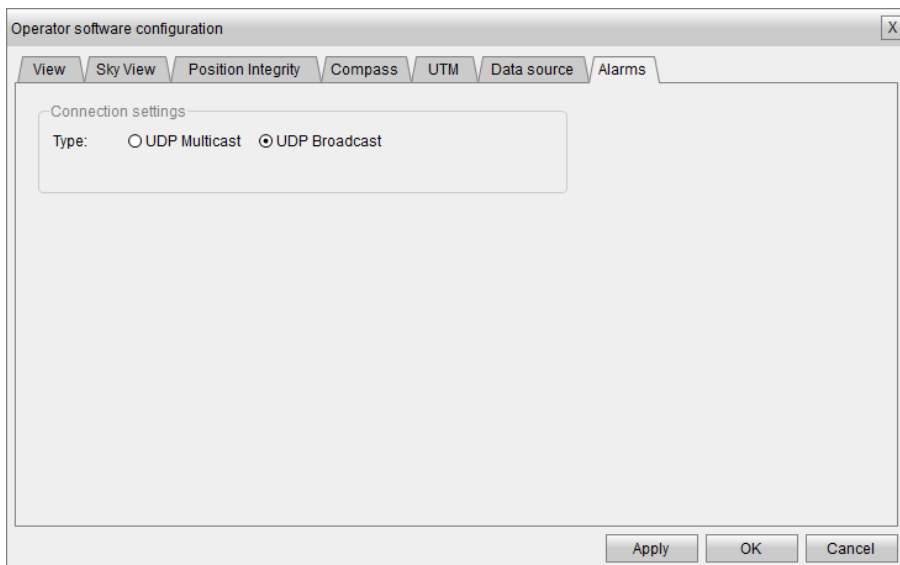
#### UDP Multicast

If the operator software configuration which is performed, is not in the same network as the sensor unit, IP multicast is required. To enable multicast, select **UDP Multicast** and enter the multicast address to use for receiving alarms.

#### UDP Broadcast

Select this option if alarm messages are transmitted to all network units.





### Procedure

- 1 Select the **System** menu, →**Operator SW** to open the **Operator software configuration** dialog box.
- 2 Select the **Alarms** tab.
- 3 Select the wanted connection type: UDP Multicast or UDP broadcast.
- 4 Select **Apply** to store the settings.

## 6.8 Creating a backup of the configuration and software installation

If you have a complex configuration setup in your system, it can be useful to make a copy of this configuration in case you should need it later.

### Context

The **Copy Configuration** tool will copy the system configuration to a disk based archive file or to a USB flash drive.

### Note

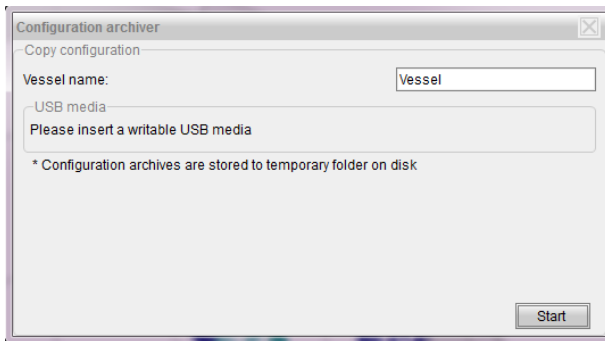
---

*This procedure will only copy the configuration setup and not a full image of the installed system.*

---

### Procedure

- 1 Insert a USB flash drive into the USB port on the external PC with the Seapath application.
- 2 Select the **Tools** menu →**Copy Configuration** to open the **Configuration archiver** dialog box.



3 The configured vessel name is automatically entered into the **Vessel name** box but you can change this if you want.

4 Select **Start** to copy the configuration files to the USB flash drive.

The copied configuration will be stored as a compressed archive (ZIP file) under the `ConfigBackup` folder in the root of the USB flash drive.

**Note**

---

*If a USB flash drive is not inserted, the archive will be stored in a temporary location on the local disk. In this case, the archive will only be available for restore until the next reboot.*

---

**Result**

You can use the USB flash drive with the copied configuration to restore the system configuration at a later date.

## 6.9 Restoring the configuration backup

If you need to restore the configuration setup to your system, you can use the USB flash drive with a copy of your configuration which you created with the **Copy Configuration** tool.

**Procedure**

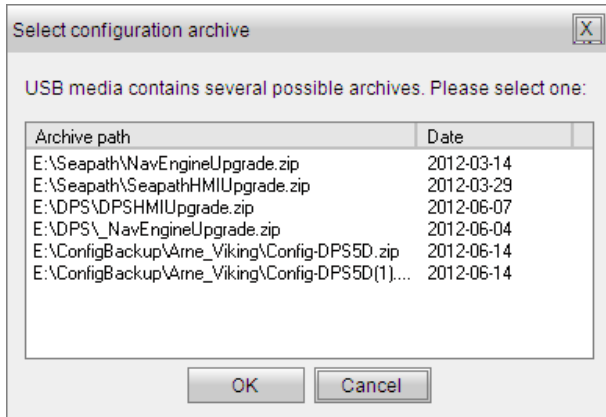
- 1 Insert a USB flash drive into the USB port on the external PC with the Seapath application.
- 2 Select the **System** menu → **Change system mode** to enter **Engineering** mode to open the **Change system mode** dialog box



3 Type the password **STX** and click **OK**. The password is not case sensitive.

You are now able to carry out changes and/or set system parameters.

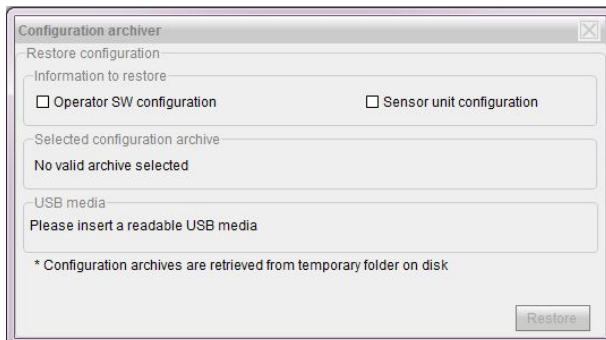
- 4 Select the **Tools** menu → **Restore Configuration** to open the **Select configuration archive** dialog box with a list of available archive files..



- 5 Select the wanted archive and click **OK** to continue.

Observe that the **Configuration archiver** dialog box appears with information about the selected configuration.

Select at least one option in the **Information to restore** group. This will enable the **Restore** button.



- 6 Select **Restore** to restore the wanted configuration.

Note

*The **Restore Configuration** tool will stop NAV Engine before restoring the configuration. NAV Engine will be restarted automatically.*

## 7 Drawings

Outline drawing with mechanical dimensions for the Seapath 130 sensor unit, the MRU subsea bottle and system schematics.

# 7.1 Sensor unit dimensions

**SECTION A-A**  
SCALE 1 : 2

Material: Aluminum bottom part and mounting bracket.  
Polyurethane cover  
Weight: 7,7 kg

Tolerance : ISO 2768-M If not specified on drawing

Rev.	Changes	Date	Sign.
00	First issue		
01	updated screw lower ribs on top cover.	2016-05-27	MB
02	Updated for increased stiffness	13.12.2016	LV
03	updated bottom part	19.01.2017	LV
04	Dimensions for sensor positions added	07.11.2017	LV

Sheet: 3 of 3  
Size: A3  
Scale: 1:5  
Sign: LV  
Revision: 04

**Kongsberg Seatex AS**  
Title: **Seapath Compact**  
Drawing type: Mechanical  
Project: 3812/Seapath Compact  
Revision: 03/03/2016  
Document ID: 3812-MA-100

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## 7.2 Light weight MRU subsea bottle

Holes for Dowel pin Ø6mm6  
DIN7 / ISO 2338  
T 7.5mm

M6 T Max 11mm

45°

Ø 70

97 ± 0.05

97 ± 0.05

31.5

213

M6 T Max 12mm

45°

Ø 90

Ø 120

Material : Top / Bottom Lid, Thermoplastic : Cylinder, Anodized Aluminium  
Weight including MRU : 3.95 Kg.  
Submerged weight : 1.35 Kg.  
Tolerance : ISO 2768-M if not specified on drawing

Rev	Date	Sign.	Description

Sheet: 1/1	Scale: A3	Scale: Not to scale	Rev: KL	Revision: 00
Title: LIGHT WEIGHT BOTTLE SB12 MRU-V				
Project/Product name: MRU-V				
Drawing type: Technical				
Date: 18.08.2016				
Document ID: 3800-MA-307				

Kongsberg Seatex AS  
KONGSBERG

Projection: First angle projection

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# 7.3 Assembly drawing for light weight subsea bottle

18	1	Label : Kongsberg logo
17	2	Dowel pin ø5mX12, DIN7/ISO 2338, A4
16	8	Screw Unbraco M5 x 16, DIN 912, A4
15	2	Subcon connector
14	1	Connector Lid Light Weight 3800-MD-310 / 301
13	1	Connection Board
12	4	Screw Unbraco M3 x 8, DIN 912, A4
11	1	Adapter Light Weight Subsea Bottle SB12 , 3800-MD-312
10	1	O-ring 64.5 x 3, 70 shore , Nitril
9	1	MRU
8	1	Cylinder Light Weight 3800-MD-313
7	1	Label : KONGSBERG SEATEX.....
6	1	Label : OA CHECK.....
5	1	Label : Caution.....
4	1	Label: Seatex MRU.....
3	3	O-ring 104.5 x 3 , 70 shore, Nitril
2	1	Index Lid Light Weight 3800-MD-311
1	12	Screw Unbraco M3x12, DIN 912, A4

Pos	Qty	Description
Tolerance : ISO 2768-M if not specified on drawing		
Rev.		Date, Sign.

**Kongsberg Seatex AS**

Project / Product name : Light Weight Subsea Bottle SB12

File : ASSEMBLY MRU-M-SB12 LIGHT WEIGHT SUBSEA

Projection : Mechanical

Sheet : 1/1

Size : A3

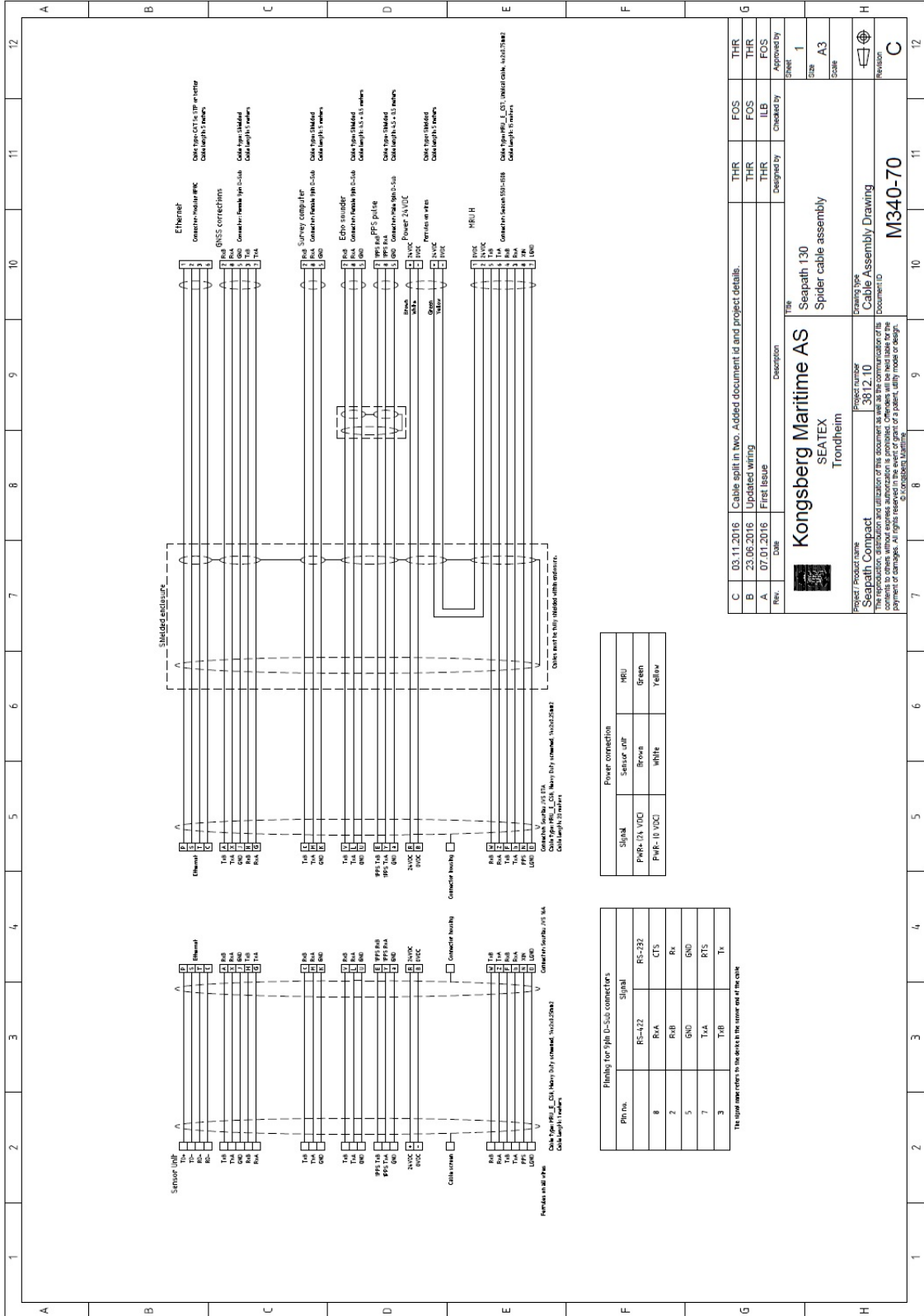
Scale : Not to scale

Issued : 26.08.2016

Document ID : 3800-MA-308

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# 7.4 Spider cable schematics, default version



Rev.	Date	Description	THR	FOS	THR	FOS
C	03.11.2016	Cable split in two. Added document id and project details.	THR	FOS	THR	FOS
B	23.06.2016	Updated wiring	THR	FOS	THR	FOS
A	07.01.2016	First Issue	THR	ILB	THR	FOS

Project / Product name	Project number	Sheet
Seapath Compact	3812.10	1
Seapath 130		A3
Spider cable assembly		Scale

Project / Product name	Project number	Drawing type
Seapath Compact	3812.10	Cable Assembly Drawing
Seapath 130		
Spider cable assembly		

Rev.	Date	Description	THR	FOS	THR	FOS
C	03.11.2016	Cable split in two. Added document id and project details.	THR	FOS	THR	FOS
B	23.06.2016	Updated wiring	THR	FOS	THR	FOS
A	07.01.2016	First Issue	THR	ILB	THR	FOS

Project / Product name	Project number	Drawing type
Seapath Compact	3812.10	Cable Assembly Drawing
Seapath 130		
Spider cable assembly		

Rev.	Date	Description	THR	FOS	THR	FOS
C	03.11.2016	Cable split in two. Added document id and project details.	THR	FOS	THR	FOS
B	23.06.2016	Updated wiring	THR	FOS	THR	FOS
A	07.01.2016	First Issue	THR	ILB	THR	FOS

Project / Product name	Project number	Drawing type
Seapath Compact	3812.10	Cable Assembly Drawing
Seapath 130		
Spider cable assembly		

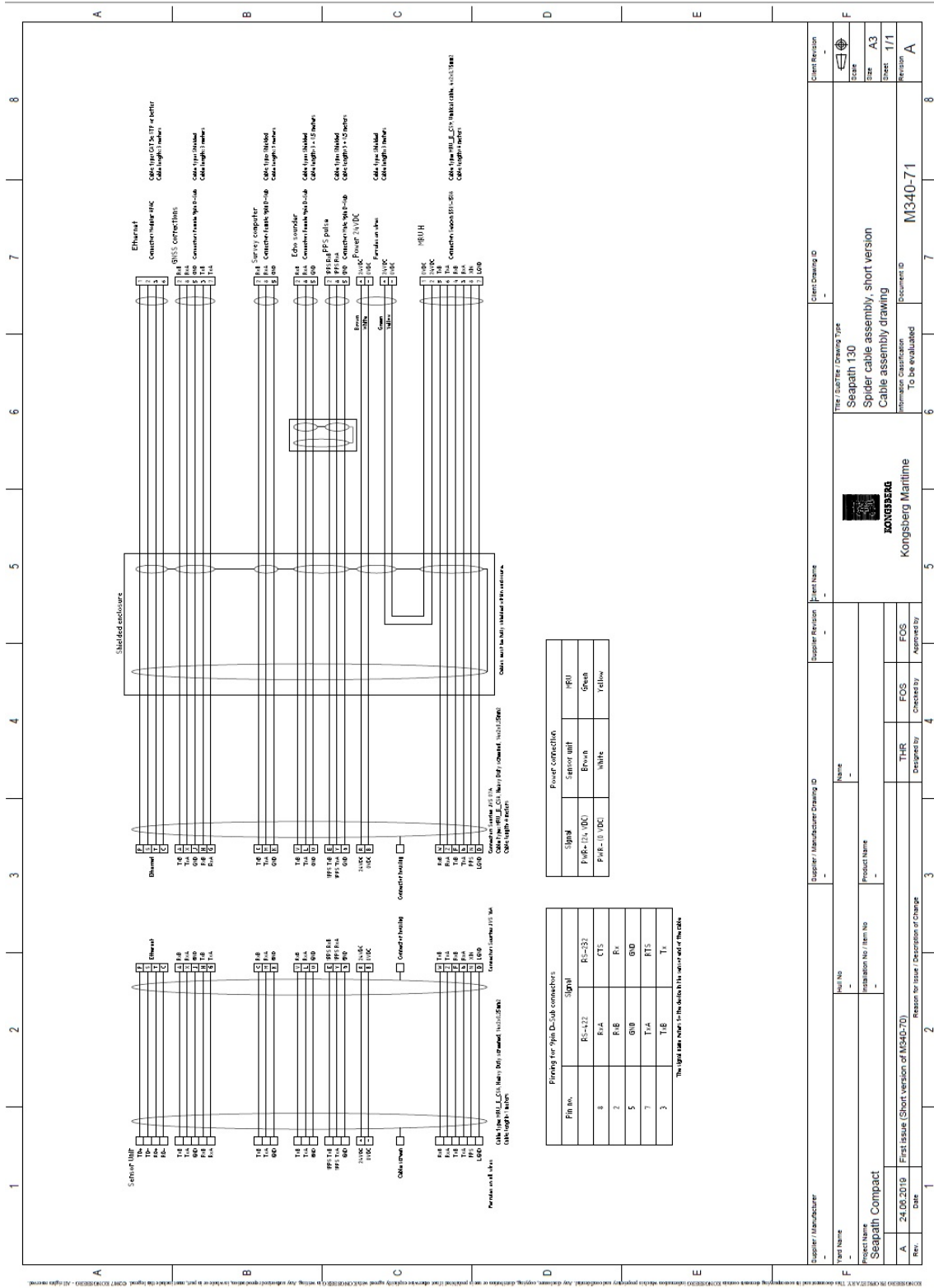
Rev.	Date	Description	THR	FOS	THR	FOS
C	03.11.2016	Cable split in two. Added document id and project details.	THR	FOS	THR	FOS
B	23.06.2016	Updated wiring	THR	FOS	THR	FOS
A	07.01.2016	First Issue	THR	ILB	THR	FOS

Project / Product name	Project number	Drawing type
Seapath Compact	3812.10	Cable Assembly Drawing
Seapath 130		
Spider cable assembly		



# 7.5 Spider cable schematics, short version



# 8 Technical specifications

## 8.1 Performance specifications

The performance specifications summarize the main functional and operational characteristics of the system.

### 8.1.1 Roll, pitch and heading specifications

Seapath 130–3 Roll and pitch accuracy for $\pm 5^\circ$ amplitude	0.010° RMS <sup>[1]</sup>
Seapath 130–5 Roll and pitch accuracy for $\pm 5^\circ$ amplitude	0.008° RMS <sup>[2]</sup>
Seapath 130–5+ Roll and pitch accuracy for $\pm 5^\circ$ amplitude	0.005° RMS <sup>[3]</sup>
Seapath 130–3 and 130–H heading accuracy	0.10° RMS
Seapath 130–5 and 130–5+ heading accuracy	0.08° RMS

### 8.1.2 Heave specifications

Heave accuracy (real-time output)	5 cm or 5 % whichever is highest
Seapath 130–5 and 130–5+ heave motion periods (real-time output)	0 to 25 seconds
Seapath 130–3 heave motion periods (real-time output)	0 to 18 seconds

- 
1. With Automatic Online Calibration (AOC).
  2. With Automatic Online Calibration (AOC).
  3. With Automatic Online Calibration (AOC).

Heave accuracy (delayed signal, PFreeHeave®)	2 cm or 2 % whichever is highest
Heave motion periods (delayed signal, PFreeHeave®)	0 to 50 seconds

### 8.1.3 Position and velocity specifications

Position accuracy with DGNSS	0.5 m RMS or 1 m 95 % CEP
Position accuracy with SBAS	0.5 m RMS or 1 m 95 % CEP
Position accuracy with Fugro SeaSTAR XP2/G2/G2+/G4/G4+	0.05 m RMS or 0.1 m 95 % CEP
Position accuracy with VERIPOS Ultra/Ultra <sup>2</sup>	0.05 m RMS or 0.1 m 95 % CEP
Position accuracy with C-NavC <sup>1</sup> , C-NavC <sup>2</sup>	0.05 m RMS or 0.1 m 95 % CEP
Position accuracy with RTK (x and y)	1 cm + 1 ppm RMS <sup>[4]</sup>
Position accuracy with RTK (z)	2 cm + 1 ppm RMS <sup>(2)</sup>
Velocity accuracy	0.03 m/s RMS or 0.07 m/s 95 % CEP

### 8.1.4 Horizontal position drift specifications

Seapath 130-3 typical position drift 1 minute after GNSS dropout (RTK)	1.6 m
Seapath 130-5 typical position drift 1 minute after GNSS dropout (RTK)	0.6 m
Seapath 130-5+ typical position drift 1 minute after GNSS dropout (RTK)	0.3 m

## 8.2 Interface specifications

### 8.2.1 Sensor unit

Output serial ports	3 non-dedicated isolated ports, RS-232 or RS-422
Input serial ports	1 non-dedicated isolated ports, RS-232 or RS-422
Baud rate	Up to 115 200 bits/sec
LAN	1 Ethernet port

---

4. The accuracy is dependent on GPS satellite geometry, environment, ionospheric conditions and distance to the reference station. Excessive multipath, GPS signal obstructions or interference may also reduce the performance.

Data output rate	Up to 100 Hz
Timing accuracy	1 ms
Data delay	All data in real-time (0 ms) plus transmission delay

## 8.3 Weight and outline dimensions

The weights and outline dimension characteristics summarize the physical properties of the system.

### Note

---

*For more detailed information about the physical dimensions, see Drawings.*

---

### 8.3.1 Sensor unit

Length	1210 mm
Width	210 mm
Height	94 mm
Weight (including 1 m cable)	7.7 kg

### 8.3.2 Light weight subsea bottle

Type	MRU-M-SB12
Height	209 mm, 240.5 mm incl. connectors
Diameter	120 mm
Dry weight	3.7 kg including MRU
Submerged weight	1.3 kg including MRU
Colour	Anodised aluminium
Depth	10 metres
Connectors	2, 8-pin Seacon

## 8.4 Power specifications

The power specifications summarize the power supply requirements for the system.

### 8.4.1 Sensor unit

Voltage	10 to 36 V DC
Recommended voltage	24 V DC
Power consumption	Max. 10 W (typical 8 W)

### 8.4.2 MRU unit

Voltage	10 to 36 V DC
Recommended voltage	24 V DC
Power consumption MRU H, 5 and 5+	Max. 12 W (typical 8 W)
Power consumption MRU 3	Max. 5.5 W

## 8.5 Environmental specifications

The environmental specifications summarize the temperature and humidity requirements for the system.

### 8.5.1 Sensor unit

Enclosure material	Aluminium bottom part and polyurethane cover
Operating temperature range	-40 °C to +70 °C
Storage temperature range	-40 °C to +70 °C
Operating humidity (max)	Sealed, no limit
Storage humidity	Sealed, no limit
Ingress protection	IP 56
Electromagnetic compatibility (immunity/emission)	IEC 60945/EN 60945
Vibration	IEC 60945/EN 60945

### 8.5.2 MRU Unit

Enclosure material	Anodised aluminium
Enclosure protection	IP-66
Operating temperature range	-5 °C to +55 °C
Operating humidity (max)	Sealed, no limit
Storage temperature range	-25 °C to +70 °C
Storage humidity	Sealed, no limit

Electromagnetic compatibility (immunity/emission)	IEC 60945/EN 60945
Vibration	IEC 60945/EN 60945
Max shock non-operational (10 ms peak)	1000 m/s <sup>2</sup>
MTBF (computed)	50000 h
MTBF (service history based))	100000 h

## 8.6 Radio frequency specifications

The radio frequency characteristics summarize the frequency ranges for the system.

### 8.6.1 GNSS antenna

Type	NovAtel GPS-713-GGG-N
Upper band	1584 ± 27 MHz
Lower band	1210 ± 45 MHz
LNA gain	35 dB (typical)

## 8.7 Data output specifications

The system will interface with peripheral systems and sensors using standard and/or proprietary datagram formats.

### 8.7.1 Sensor unit

Output formats	<p>Simrad EM3000</p> <p>Seapath binary format 3, 11, 23, 26</p> <p>Calibration format</p> <p>Echo sounder format</p> <p>Echo sounder format 18, TSS1</p> <p>RD Instrument ADCP proprietary NMEA format, “PRDID”</p> <p>Lehmkuhl gyro repeater format</p> <p>1PPS time tag, NMEA ZDA message</p> <p>1PPS time tag, Trimble compatible messages</p> <p>Atlas Fansweep format</p>
----------------	--

	RTCM v3, raw GNSS output
	PFreeHeave format
	IMU raw data output
	NMEA 0183 v. 3.0, Proprietary
NMEA message types	DTM, GBS, GGA, GLL, GNS, GRS, GSA, GST, GSV, THS, HDT, RMC, ROT, VBW, VTG, ZDA. NMEA proprietary: PSXN20, PSXN21, PSXN22, PSXN23, PSXN24, PSXN25, PSXN26, PSXN27.

## 8.8 Data input specifications

### 8.8.1 Sensor unit

DGNSS corrections	Seastar XP, Seastar G2, Seastar G4/G4+, VERIPOS Ultra/Ultra <sup>2</sup> , C-NavC <sup>1</sup> , C-NavC <sup>2</sup> , RTCM-SC104 v. 2.2, 2.3, 3.0 and 3.2, Trimble CMR
Gyro compass	NMEA 0183 HDT, HDM, HRC, PSXN10, PSXN23, Robertson LR22 BCD format and EM3000

## 8.9 Datum specifications

### 8.9.1 Sensor unit

Datum types. These datum types can only be selected if the corrections input to the product is in WGS84 or no corrections are input	NAD27, ED50, WGS84, MINNA, ARATU Bahia, ARATU Campos, ARATU ES, ARATU Santos, SIRGAS2000 and CAMACUPA.
---	--

## 8.10 Cable specifications

The cable characteristics summarize the cable specifications for the system.

### 8.10.1 Sensor unit cable

Type	Heavy duty screened, 14 x 2 x 0.25 mm <sup>2</sup>
Length	20 m

Diameter	13.5 mm
Weight	0.27 kg/m
Flame retardation	IEC 60332-1
Insulation	PP (conductors) and PUR (outer cover)
Screen	Cu-braid
Bend radius	100 mm

### 8.10.2 MRU umbilical cable

Type	Umbilical cable, 4 x 2 x 0.75 mm <sup>2</sup>
Length	15 or 30 m
Screen	Alum/braid
Diameter	12.6 mm
Bend radius static/dynamic	150 mm (minimum)
Weight in Air	241 Kg/Km
Weight in Sea	112 Kg/Km

## 8.11 Conformity declaration

The product is tested and is compliant with the relevant product standards.





KONGSBERG

## EU DECLARATION OF CONFORMITY

Manufacturer's name: Kongsberg Discovery AS  
 Manufacturer's address: Havnegata 9, N-7010 Trondheim, Norway

declares that the product:

Product name: Seapath 130 series  
 Product items: Seapath 130-3, 130-H, 130-5, 130-5+, 130-R2, 130-R3

is in conformity with the Radio Equipment Directive, RED, 2014/53/EU and with reference to ETSI guide ETSI EG 203 367, using relevant sections of the following product standards:

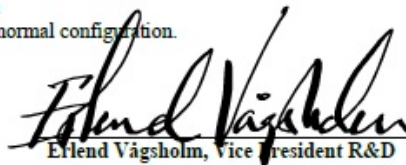
Essential requirements	Standards
Health and Safety (Article 3.1(a))	EN 61010-1:2010/IEC 61010-1:2010
EMC (Article 3.1(b)) (GNSS receivers)	EN 301 489 V2.1.1 (2017-02), EN 301 489-19 (2017-03)
EMC (Article 3.1(b)) (Sensor Unit)	EN 60945:2002
Spectrum (GNSS receivers)	EN 303 413 V1.1.0

**Test reference**  
 File: *Seapath 130 series TCF, SPH130S-2017-1*, issued by Kongsberg Seatex AS.

**RoHS**  
 To the best of our knowledge, with reference to standard EN IEC 63000:2018, the product is compliant with Directive 2011/65/EU as amended by Commission Delegated Directive EU 2015/863.

**Supplementary information**  
 The product was tested in its normal configuration.

Date and signature  
 2023-11-21



Erlend Vågsholm, Vice President R&D

Doc item: 110-0058553/A

## 9 Equipment handling

### 9.1 Handling and storage

Observe the following when handling the equipment:

- All units must be handled with care.
- The equipment must not be subjected to shocks, excessive vibration or other rough handling.
- The equipment must be preserved and stored in such a way that it does not constitute any danger to health, environment or personal injury.
- For operation and storage, see the respective environmental specifications.

#### Note

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*After the installation please save the MRU transportation container. To maintain warranty validity, the MRU must be shipped in this container for service or repair.*

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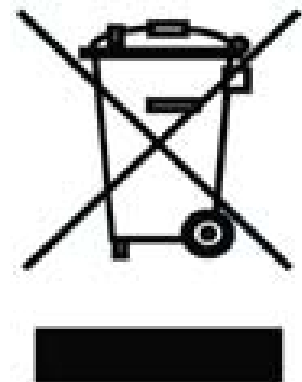
#### Related topics

- *Environmental specifications* on page 103

### 9.2 Disposal

All electrical and electronic components have to be disposed of separately from the municipal waste stream via designated collection facilities appointed by the government or local authorities. The correct disposal and separate collection of your old appliance will help prevent potential negative consequences for the environment and human health. It is a precondition for reuse and recycling of used electrical and electronic equipment. For more detailed information about disposal of your old appliance, please contact your local authorities or waste disposal service.

The equipment may be returned to Kongsberg Discovery AS if there is no local WEEE (Waste Electrical and Electronic Equipment) collection. The equipment is marked with this pictogram.



# Appendix A

## Output protocols

The following output data protocols are available from Seapath:

<b>Name</b>	<b>Format no.</b>	<b>Description</b>
NMEA	1	NMEA and proprietary messages
Seapath binary fmt3	3	Seapath binary format 3
Simrad EM3000/Hipap	6	Simrad EM3000, 300 and Hipap compatible
Calibration	7	Calibration format for GPS antennas
Echo Sounder fmt9	9	Echo sounder format
RDI ADCP	10	RDI ADCP format, PRDID
Seapath binary fmt11	11	Seapath binary format 11
Lehmkuhl gyro repeater	12	Lehmkuhl gyro repeater format
1PPS NMEA ZDA	13	1PPS time tag, NMEA ZDA message
1PPS Trimble	14	1PPS time tag, Trimble compatible message
Atlas Fansweep	16	Atlas Fansweep format
Echo Sounder fmt18	18	Echo sounder format, TSS1 compatible
Seapath binary fmt 22	22	Seapath output format for VMM 200 (not documented)
Seapath binary fmt 23	23	Seapath binary format 23
PFreeHeave format	24	Delayed heave format
Seapath binary fmt 25	25	Raw IMU output (not documented)
Seapath binary fmt 26	26	Seapath binary format 26
Seapath binary fmt 27	27	Seapath output format for VMM 200 version 2 (not documented)
KM binary	30	KM echo sounder compatible
RTCM version 3	80	Raw GNSS output
Post-processing 1	81	TerraPOS multiple telegrams in same stream (not documented)

## A.1 NMEA format

The NMEA format is an ASCII text format using DTM, ZDA, GGA, GLL, VTG, HDT, RMC, VBW, ROT, VER, GST, GSA and GRS messages, the proprietary PBFG and the proprietary PSXN 20, 21, 22, 23, 24, 25, 26 and 27 messages conforming to the same specification.

### Format:

**\$INDTM**,dcode,scode,latoff,{N|S},longoff,{E|W},altoff,rcode\*csum term

**\$INZDA**,time,day,month,year,\*,\*csum term

**\$INGGA**,time,lat,{N|S},long,{E|W},gga-qual,nsat,hdop,height,M,geoidal,M,age,stn\*csum term

**\$INGLL**,lat,{N|S},long,{E|W},time,gll-qual,mode\*csum term

**\$INVTG**,course,T,,M,speed,N,,K,mode\*csum term

**\$INHDT**,head,T\*csum term

**\$INHRC**,head,rate\*csum term

**\$INRMC**,utc,status,lat,{N|S},long,{E|W},speed,course,date,magvar,{E|W},mode\*csum term

**\$INTHS**,head,a\*csum term

**\$INVBW**,lwspeed,twspeed,Aw,lgspeed,tgspeed,Ag,stwspeed,At,stgspeed,As\*csum term

**\$INROT**,rate,Arate\*csum term

**\$INVER**,total-no,sentence-no,dev-type,vendor,,serial-no,model-code,sw-rev,hw-rev,seq-id\*csum term

**\$INGBS**,utc-fix,err-lat,err-long,err-alt,id-failed,missed,bias,sd-bias\*csum term

**\$INGNS**,time,lat,{N|S},long,{E|W},gns-mode,nsat,hdop,alt-msl,geo-sep,age,stn\*csum term

**\$INGSV**,tno,no,nsat-view,id,elev,azi,snr,.....,id,elev,azi,snr\*csum term

**\$INGST**,time,,semi-maj,semi-min,ell-orient,sd-lat,sd-long,sd-height\*csum term

**\$INGSA**,gsa-mode,gsa-status,id,id,id,id,id,id,id,id,id,id,id,pdop,hdop,vdop\*csum term

**\$INGRS**,time,1,res,res,res,res,res,res,res,res,res,res,res\*csum term

**\$PBFG**,vers,time,ro,pi,hd,hv,ro-rate,pi-rate,ya-rate,x-vel,y-vel,z-vel,sts-att,sts-hd,sts-hv,sts-vel\*csum term

**\$PSXN**,20,horiz-qual,hgt-qual,head-qual,rp-qual\*csum term

**\$PSXN**,21,event\*csum term

**\$PSXN**,22,gyro-calib,gyro-offs\*csum term

**\$PSXN**,23,roll,pitch,head,heave\*csum term

**\$PSXN**,24,roll-rate,pitch-rate,yaw-rate,vertical-vel\*csum term

\$SPSXN,25,gnss-rec,ant-forw,ant-stb,ant-down,ant-code,rec-code\*csum term

\$SPSXN,26,mp-no,mp-forw,mp-stb,mp-down,mp-name\*csum term

\$SPSXN,27,mru-forw,mru-stb,mru-down,angle-ro,angle-pi,angle-yaw\*csum term

### Explanation:

<b>dcode</b>	Local datum code (null field) on format ccc.
<b>scode</b>	Local datum subdivision code on format a.
<b>latoff</b>	Latitude offset in minutes N/S on format x.x.
<b>longoff</b>	Longitude offset in minutes E/W on format x.x.
<b>altoff</b>	Altitude offset in metres (+/-) on format x.x.
<b>rcode</b>	Reference datum code (WGS84 = W84) on format ccc.
<b>time</b>	UTC time on format hhmmss.ss where hh is hours (00 - 23), mm is minutes (00 - 59) and ss.ss is seconds (00.00 - 59.99).
<b>day</b>	Day of month (01 - 31).
<b>month</b>	Month of year (01 - 12).
<b>year</b>	Year on format yyyy.
<b>lat</b>	Latitude on format ddmm.mmmmmm where dd is degrees (00 - 90) and mm.mmmmmm is minutes (00.000000 - 59.999999).
<b>long</b>	Longitude on format dddmm.mmmmmm where ddd is degrees (000 - 180) and mm.mmmmmm is minutes (00.000000 - 59.999999).
<b>gga-qual</b>	GPS quality indicator: 0 = invalid position, 1 = GPS SPS used, 2 = DGPS used, 3 = GPS PPS used, 4 = GPS RTK used, 5 = GPS float RTK used, 6 = dead reckoning.
<b>nsat</b>	Number of satellites in use (00 - 99).
<b>hdop</b>	HDOP on format x.x.
<b>height</b>	Height above ellipsoid in metres on format m.mm.
<b>geoidal</b>	Geoidal separation in metres on format m.mm.
<b>age</b>	Age of DGPS corrections in seconds on format s.s.
<b>stn</b>	DGPS reference station ID (0000 - 1023).
<b>gll-qual</b>	Geographic position quality: A = valid, (D)GPS used (normal or reduced performance), V = dead reckoning or invalid position.
<b>mode</b>	Positioning mode: A = GPS used, D = DGPS used, E = dead reckoning, N = invalid position/velocity.
<b>course</b>	Course over ground, degrees true on format d.dd (0.00 - 359.99).
<b>speed</b>	Speed over ground, knots on format k.k.
<b>head</b>	Heading, degrees true on format d.dd (0.00 - 359.99).

<b>a</b>	Mode indicator: A = Autonomous, V = Data not valid.
<b>utc</b>	UTC of position fix on format hhmmss.ss.
<b>status</b>	Status: A = Data valid, V = Navigation receiver warning.
<b>date</b>	Date: day, month, year on format xxxxxx.
<b>magvar</b>	Magnetic variation in degrees on format x.x.
<b>lwspeed</b>	Longitudinal water speed in knots on format x.x. Longitudinal speed: "-" = astern
<b>twspeed</b>	Transverse water speed in knots on format x.x. Transverse speed: "-" = port
<b>Aw</b>	Status: Water speed, A = valid data on format A
<b>lgspeed</b>	Longitudinal ground speed in knots on format x.x. Longitudinal speed: "-" = astern
<b>tgspeed</b>	Transverse ground speed in knots on format x.x. Transverse speed: "-" = port
<b>Ag</b>	Status: Ground speed, A = valid data on format A.
<b>stwspeed</b>	Stern transverse water speed in knots on format x.x. Transverse speed: "-" = port
<b>At</b>	Status: Stern water speed, A = valid data on format A.
<b>stgspeed</b>	Stern transverse ground speed in knots on format x.x. Transverse speed: "-" = port
<b>As</b>	Status: Stern ground speed, A = valid data on format A.
<b>rate</b>	Rate of turn (degrees/minute on format x.x. "--" = bow turns to port
<b>Arate</b>	Status: A = Data valid, V = Data invalid, on format A
<b>total-no</b>	Total number of sentences needed (1-9) on format x.
<b>sentence-no</b>	Sentence number (1-9) on format x.
<b>dev-type</b>	The manufactured purpose of the device (GNSS).
<b>vendor</b>	Vendor name (KSX).
<b>serial-no</b>	The unique serial number for the device.
<b>model-code</b>	A code describing the type of model.
<b>sw-rev</b>	The product's software revision.
<b>hw-rev</b>	The product's hardware revision.
<b>seq-id</b>	Sequence message identifier (0-9) on format x.
<b>utc-fix</b>	UTC of the GGA or GNS fix associated with this sentence (hours, minutes, seconds) on format hhmmss.ss.
<b>err-lat</b>	Expected error in latitude on format x.x.
<b>err-long</b>	Expected error in longitude on format x.x.
<b>err-alt</b>	Expected error in altitude on format x.x.

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<b>id-failed</b>	ID number of most likely failed satellite, GPS: 1-32 , WAAS: 33-64, GLONASS: 65-96 on format xx.
<b>missed</b>	Probability of missed detection for most likely failed satellite on format x.x.
<b>bias</b>	Estimate of bias in metres on most likely failed satellite on format x.x.
<b>sd-bias</b>	Standard deviation of bias estimate on format x.x.
<b>gns-mode</b>	Mode indicator on format c-c. The first character indicates the use of GPS/GLONASS satellites. N = No fix, A = Autonomous mode, D = Differential mode.
<b>alt-msl</b>	Antenna altitude, metres, reference: mean-sea-level (geoide) on format x.x.
<b>geo-sep</b>	Geoidal separation, metres: the difference between the earth ellipsoid and mean-sea-level on format x.x.
<b>tno</b>	Total number of messages (1-9) on format x.
<b>no</b>	Message number (1-9) on format x.
<b>nsat-view</b>	Total number of satellites in view on format x.x.
<b>elev</b>	Elevation in degrees, 90° maximum on format xx.
<b>azi</b>	Azimuth in degrees (000-359) on format xxx.
<b>snr</b>	SNR 00-99 dB-Hz, 0 when not tracked on format xx.
<b>semi-maj</b>	Standard deviation of the semi-major axis of the position error ellipse in metres on format m.mm.
<b>semi-min</b>	Standard deviation of the semi-minor axis of the position error ellipse in metres on format m.mm.
<b>ell-orient</b>	Orientation of the semi-major axis of the position error ellipse in degrees (0 - 180).
<b>sd-lat</b>	Standard deviation of latitude error in metres on format m.mm.
<b>sd-long</b>	Standard deviation of longitude error in metres on format m.mm.
<b>sd-height</b>	Standard deviation of height error in metres on format m.mm.
<b>gsa-mode</b>	GPS position mode setting: A = height aiding enabled, M = 3D only.
<b>gsa-status</b>	GPS position mode used: 1 = no GPS position, 2 = height aided (3 satellites), 3 = 3D.
<b>id</b>	Satellite ID number, GPS (01 – 32), WAAS: 33-64, GLONASS: 65-96.
<b>pdop</b>	PDOP on format x.x
<b>vdop</b>	VDOP on format x.x.
<b>res</b>	GPS range residual in metres on format m.m (no fraction if the value is greater than 99.9 metres).

<b>vers</b>	Version number (1-9) on format x.
<b>ro</b>	Roll in degrees on format d.ddd. Positive with starboard side down.
<b>pi</b>	Pitch in degrees on format d.ddd. Positive with bow up.
<b>hd</b>	Heading in degrees on format d.ddd.
<b>hv</b>	Heave in metres on format d.ddd. Positive down.
<b>ro-rate</b>	Roll rate in degrees per second on format d.ddd. Positive with starboard side down.
<b>pi-rate</b>	Pitch rate in degrees per second on format d.ddd. Positive with bow up.
<b>ya-rate</b>	Yaw rate in degrees per second on format d.ddd. Positive clockwise.
<b>x-vel</b>	Velocity in North direction on format d.ddd.
<b>y-vel</b>	Velocity in East direction on format d.ddd.
<b>z-vel</b>	Velocity in Down direction on format d.ddd. Positive down.
<b>sts-att</b>	Status on roll and pitch angle and rate: 0 = Invalid, 1 = Reduced, 2 = Normal.
<b>sts-hd</b>	Status on heading and yaw rate: 0 = Invalid, 1 = Reduced, 2 = Normal.
<b>sts-hv</b>	Status on heave and velocity in Z-direction: 0 = Invalid, 1 = Reduced, 2 = Normal.
<b>sts-vel</b>	Status on velocity in X- and Y-direction: 0 = Invalid, 1 = Reduced, 2 = Normal..
<b>horiz-qual</b>	Horizontal position and velocity quality: 0 = normal, 1 = reduced performance, 2 = invalid data.
<b>hgt-qual</b>	Height and vertical velocity quality: 0 = normal, 1 = reduced performance, 2 = invalid data.
<b>head-qual</b>	Heading quality: 0 = normal, 1 = reduced performance, 2 = invalid data.
<b>rp-qual</b>	Roll and pitch quality: 0 = normal, 1 = reduced performance, 2 = invalid data.
<b>gyro-calib</b>	Gyro calibration value since system start-up in degrees on format d.dd.
<b>gyro-offs</b>	Short-term gyro offset in degrees on format d.dd.
<b>roll</b>	Roll in degrees on format d.dd. Positive with port side up.
<b>pitch</b>	Pitch in degrees on format d.dd. Positive with bow up.
<b>heave</b>	Heave in metres on format d.dd. Positive down.
<b>roll-rate</b>	Roll rate in degrees per second on format d.dd. Positive when port side is moving upwards.



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<b>pitch-rate</b>	Pitch rate in degrees per second on format d.dd. Positive when bow is moving upwards.
<b>yaw-rate</b>	Yaw rate in degrees per second on format d.dd. Positive when bow is moving towards starboard.
<b>vertical-vel</b>	Vertical velocity in metres per second on format d.dd. Positive when moving downwards.
<b>gnss-no</b>	GNSS receiver number [1..n].
<b>ant-forw</b>	Arm from Origin to GNSS antenna in forward direction [m].
<b>ant-stb</b>	Arm from Origin to GNSS antenna in starboard direction [m].
<b>ant-down</b>	Arm from Origin to GNSS antenna in down direction [m].
<b>ant-code</b>	IGS GNSS antenna code (20 characters).
<b>rec-code</b>	IGS GNSS receiver code (20 characters).
<b>mp-no</b>	Monitoring point number [0..n]. If <b>mp-no</b> = 0, then arm from Origin to NRP is input.
<b>mp-forw</b>	Arm from Origin to MP/NRP in forward direction [m].
<b>mp-stb</b>	Arm from Origin to MP/NRP in starboard direction [m].
<b>mp-down</b>	Arm from Origin to MP/NRP in down direction [m].
<b>mp-name</b>	Monitoring point name. If <b>mp-no</b> =0, then <b>mp-name</b> =NRP.
<b>mru-forw</b>	Arm from Origin to MRU in forward direction [m].
<b>mru-stb</b>	Arm from Origin to MRU in starboard direction [m].
<b>mru-down</b>	Arm from Origin to MRU in down direction [m].
<b>angle-ro</b>	MRU mounting angle roll [-180.000 to 179.999 deg].
<b>angle-pi</b>	MRU mounting angle pitch [-89.999 to 89.999 deg].
<b>angle-yaw</b>	MRU mounting angle yaw [-180.000 to 179.999 deg].
<b>event</b>	Event code: 1 = system restart.
<b>csum</b>	Checksum (exclusive or) of all characters between, but not including, the preceding \$ and *, hexadecimal (00 - FF).
<b>term</b>	CR-LF (2 bytes, values 13 and 10).

The ZDA, GGA, GLL, VTG, HDT, GST, GSA, GRS, PSXN 20, 21, 22, 23 and 24 messages are output regularly at an adjustable rate. If gyro calibration data are not being calculated, the PSXN, 22 message is not output. The PSXN, 21 message is output once when an event occurs.

A sub set of the available NMEA messages can be configured individually for each serial line.

## A.2 Binary format 3

This binary format consists of a fixed-length message using single-byte unsigned, 4-byte two-complement integer and 4-byte IEEE floating point data elements. For the multi-byte elements, the most significant byte is transmitted first.

### Format:

Element	Scaling	Format	Bytes	Value
Header		ASCII	1	ASCII "q"
Length		Unsigned	1	49
Token		Unsigned	1	0 - 255
Time	nanoseconds	Integer	4	0 - 999999999
Latitude	$2^{30} = 90$ degrees	Integer	4	$-2^{30} - 2^{30}$
Longitude	$2^{30} = 90$ degrees	Integer	4	$-2^{31} - 2^{31}$
Height	metres	Float	4	
Heave	metres	Float	4	
North velocity	metres/second	Float	4	
East velocity	metres/second	Float	4	
Down velocity	metres/second	Float	4	
Roll	radians	Float	4	
Pitch	radians	Float	4	
Heading	radians	Float	4	0 - 2 pi
Status word	radians	Bit-fields	4	
Checksum		Unsigned	1	0 - 255

Length is number of bytes between, but not including, the Length and Checksum fields. Checksum is calculated modulo 256 of all bytes between, but not including, the Length and Checksum fields. The contents of the Token field is adjustable. Latitude is positive north of the Equator. Longitude is positive east of Greenwich. Height is above the ellipsoid. Heave is positive down. Roll is positive with port side up. Pitch is positive with bow up.

The status word consists of 32 single bit flags numbered from 0 to 31, where 0 is the least significant bit.

A 1 value (true) means:

Bit no.	Interpretation
0	Reduced horizontal position and velocity performance.
1	Invalid horizontal position and velocity data.

Bit no.	Interpretation
2	Reduced heave and vertical velocity performance.
3	Invalid heave and vertical velocity data.
4	Reduced roll and pitch performance.
5	Invalid roll and pitch data.
6	Reduced heading performance.
7	Invalid heading data.

The remaining bits in the status word are reserved for future expansion.

### A.3 Binary format 11

This binary format consists of a fixed-length message using 1, 2 and 4-byte signal and unsigned integers. The signed integers are represented as two-complement numbers. For the multi-byte elements, the most significant byte is transmitted first. The total number of bytes is 42.

#### Format:

Element	Scaling	Format	Bytes	Value
Header		ASCII	1	ASCII "q"
Time, seconds	seconds	Integer	4	
Time, fraction of second	0.01 second	Unsigned	1	0 - 99
Latitude	$2^{30} = 90$ degrees	Integer	4	$-2^{30} - 2^{30}$
Longitude	$2^{30} = 90$ degrees	Integer	4	$-2^{31} - 2^{31}$
Height	centimetres	Integer	4	
Heave	centimetres	Integer	2	
North velocity	centimetres/second	Integer	2	
East velocity	centimetres/second	Integer	2	
Down velocity	centimetres/second	Integer	2	
Roll	$2^{14} = 90$ degrees	Integer	2	$-2^{15} - 2^{15}$
Pitch	$2^{14} = 90$ degrees	Integer	2	$-2^{15} - 2^{15}$
Heading	$2^{14} = 90$ degrees	Unsigned	2	$-0 - 2^{16}$
Roll rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$
Pitch rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$

Element	Scaling	Format	Bytes	Value
Yaw rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$
Status word		Bit-fields	2	
Checksum		Unsigned	2	

Checksum is calculated as a 16-bit Block Cyclic Redundancy Check of all bytes between, but not including the Header and Checksum fields. The CRC algorithm is described in a separate section. Time is divided in an integer seconds part and a fractional second part. The integer seconds part of time is counted from 1970-01-01 UTC time, ignoring leap seconds.

Latitude is positive north of the Equator. Longitude is positive east of Greenwich. Height is above the ellipsoid. Heave is positive down. Roll is positive with port side up. Pitch is positive with bow up.

The status word consists of 16 single bit flags numbered from 0 to 15, where 0 is the least significant bit.

A 1 value (true) means:

Bit no.	Interpretation
0	Reduced horizontal position and velocity performance.
1	Invalid horizontal position and velocity data.
2	Reduced heave and vertical velocity performance.
3	Invalid heave and vertical velocity data.
4	Reduced roll and pitch performance.
5	Invalid roll and pitch data.
6	Reduced heading performance.
7	Invalid heading data.

The remaining bits in the status word are reserved for future expansion.

## A.4 Seapath Binary 23

This binary format consists of a fixed-length message using 1, 2 and 4-byte signal and unsigned integers. The signed integers are represented as two-complement numbers. For the multi-byte elements, the most significant byte is transmitted first. The total number of bytes is 44.

**Format**

Element	Scaling	Format	Bytes	Value
Header		Unsigned	1	AA Hex
Header		Unsigned	1	51 Hex
Time, seconds	seconds	Integer	4	
Time, fraction of second	0.0001 second	Unsigned	2	0 to 9999
Latitude	$2^{30} = 90$ degrees	Integer	4	$-2^{30} - 2^{30}$
Longitude	$2^{30} = 90$ degrees	Integer	4	$-2^{31} - 2^{31}$
Height	centimetres	Integer	4	
Heave	centimetres	Integer	2	
North velocity	centimetres/second	Integer	2	
East velocity	centimetres/second	Integer	2	
Down velocity	centimetres/second	Integer	2	
Roll	$2^{14} = 90$ degrees	Integer	2	$-2^{15} - 2^{15}$
Pitch	$2^{14} = 90$ degrees	Integer	2	$-2^{15} - 2^{15}$
Heading	$2^{14} = 90$ degrees	Unsigned	2	$0 - 2^{16}$
Roll rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$
Pitch rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$
Yaw rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$
Status word		Bit-fields	2	
Checksum		Unsigned	2	

Checksum is calculated as a 16-bit Block Cyclic Redundancy Check of all bytes between, but not including the Header and Checksum fields. The CRC algorithm is described in a separate section. Time is divided in an integer seconds part and a fractional second part. The integer seconds part of time is counted from 1970-01-01 UTC time, ignoring leap seconds.

Latitude is positive north of the Equator. Longitude is positive east of Greenwich. Height is above the ellipsoid. Heave is positive down. Roll is positive with port side up. Pitch is positive with bow up.

The status word consists of 16 single bit flags numbered from 0 to 15, where 0 is the least significant bit.

A 1 value (true) means:

Bit no.	Interpretation
0	Reduced horizontal position and velocity performance.
1	Invalid horizontal position and velocity data.
2	Reduced heave and vertical velocity performance.
3	Invalid heave and vertical velocity data.
4	Reduced roll and pitch performance.
5	Invalid roll and pitch data.
6	Reduced heading performance.
7	Invalid heading data.

The remaining bits in the status word are reserved for future expansion.

## A.5 Seapath Binary 26

This binary format consists of a fixed-length message using 1, 2 and 4-byte signal and unsigned integers. The signed integers are represented as two-complement numbers. For the multi-byte elements, the most significant byte is transmitted first. The total number of bytes is 52.

### Format

Element	Scaling	Format	Bytes	Value
Header		Unsigned	1	AA Hex
Header		Unsigned	1	53 Hex
Time, seconds	seconds	Integer	4	
Time, fraction of second	0.0001 second	Unsigned	2	0 to 9999
Latitude	$2^{30} = 90$ degrees	Integer	4	$-2^{30} - 2^{30}$
Longitude	$2^{30} = 90$ degrees	Integer	4	$-2^{31} - 2^{31}$
Height	centimeters	Integer	4	
Heave, real-time	centimeters	Integer	2	
North velocity	centimeters/second	Integer	2	
East velocity	centimeters/second	Integer	2	
Down velocity	centimeters/second	Integer	2	
Roll	$2^{14} = 90$ degrees	Integer	2	$-2^{15} - 2^{15}$
Pitch	$2^{14} = 90$ degrees	Integer	2	$-2^{15} - 2^{15}$

Element	Scaling	Format	Bytes	Value
Heading	$2^{14} = 90$ degrees	Unsigned	2	$0 - 2^{16}$
Roll rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$
Pitch rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$
Yaw rate	$2^{14} = 90$ degrees/second	Integer	2	$-2^{15} - 2^{15}$
Delayed heave time, seconds	seconds	Integer	4	
Delayed heave time, fraction of second	0.0001 second	Unsigned	2	0 to 9999
Heave, delayed	centimeters	Integer	2	
Status word		Bit-fields	2	
Checksum		Unsigned	2	

Checksum is calculated as a 16-bit Block Cyclic Redundancy Check of all bytes between, but not including the Header and Checksum fields. The CRC algorithm is described in a separate section. Time is divided in an integer seconds part and a fractional second part. The integer seconds part of time is counted from 1970-01-01 UTC time, ignoring leap seconds.

Latitude is positive north of the Equator. Longitude is positive east of Greenwich. Height is above the ellipsoid. Heave is positive down. Roll is positive with port side up. Pitch is positive with bow up.

The status word consists of 16 single bit flags numbered from 0 to 15, where 0 is the least significant bit.

A 1 value (true) means:

Bit no.	Interpretation
0	Reduced horizontal position and velocity performance.
1	Invalid horizontal position and velocity data.
2	Reduced heave and vertical velocity performance.
3	Invalid heave and vertical velocity data.
4	Reduced roll and pitch performance.
5	Invalid roll and pitch data.
6	Reduced heading performance.
7	Invalid heading data.
8	Invalid delayed heave data

The remaining bits in the status word are reserved for future expansion.

## A.6 Simrad EM3000

The Simrad EM3000 format consists of a fixed-length message using single-byte unsigned, 2-byte unsigned and 2-byte two-complement integer data elements. For the 2-byte elements, the least significant byte is transmitted first.

### Format

Element	Scaling	Format	Bytes	Value
Status byte		Unsigned	1	
Header		Unsigned	1	90 Hex
Roll	0.01 degrees	Integer	2	-17999 to 17999
Pitch	0.01 degrees	Integer	2	-17999 to 17999
Heave	1 cm	Integer	2	-999 to 999
Heading	0.01 degrees	Unsigned	2	0 to 35999

Roll is positive with port side up. Pitch is positive with bow up. Heave is positive up.

The status byte can have the following values:

Value	Interpretation
90 Hex	Normal
91 Hex	Reduced performance
A0 Hex	Invalid data

Invalid data are also indicated by values outside the specified ranges. When the status is A0, the values which are within specified ranges can be assumed to have valid, but reduced quality.

## A.7 KM binary format

The KM binary protocol is a proprietary binary format used when connection to multibeam echo sounders and other systems. Length 132 bytes.

### Format

		Format	# of bytes
Start id	#KMB	char	4U
Dgm length		uint16	2U
Dgm version (=1)		uint16	2U
UTC seconds	s	uint32	4U
UTC nanoseconds	ns	uint32	4U



		<b>Format</b>	<b># of bytes</b>
Status		uint32	4U
Latitude	deg	double	8F
Longitude	deg	double	8F
Ellipsoid height	m	float	4F
Roll	deg	float	4F
Pitch	deg	float	4F
Heading	deg	float	4F
Heave	m	float	4F
Roll rate	deg/s	float	4F
Pitch rate	deg/s	float	4F
Yaw rate	deg/s	float	4F
North velocity	m/s	float	4F
East velocity	m/s	float	4F
Down velocity	m/s	float	4F
Latitude error	m	float	4F
Longitude error	m	float	4F
Height error	m	float	4F
Roll error	deg	float	4F
Pitch error	deg	float	4F
Heading error	deg	float	4F
Heave error	m	float	4F
North acceleration	m/s <sup>2</sup>	float	4F
East acceleration	m/s <sup>2</sup>	float	4F
Down acceleration	m/s <sup>2</sup>	float	4F
Delayed heave:			
UTC seconds	s	uint32	4U
UTC nanoseconds	ns	uint32	4U
Delayed heave	m	float	4F

This format include the necessary information for calculation of the Doppler effect at the transducer locations (needed in FM chirp mode). The update rate should then be minimum 100 Hz.

**Definitions**

**Data format**

Little endian (the least significant byte is transmitted first). Float is according to IEEE - 754.

**Dgm length**

The total number of bytes in the datagram.

**Dgm version**

The version is incremented if the datagram format is changed.

**Timestamp format**

Epoch 1970-01-01 UTC time, ignoring leap seconds.

**Position and height**

At user defined sensor reference point. Position in decimal degrees.

- Latitude: Negative on Southern hemisphere.
- Longitude: Negative on Western hemisphere.
- Height: Positive above ellipsoid.

**Positive roll**

Port side up.

**Positive pitch**

Bow up.

**Positive heave**

Downwards, at user defined sensor reference point.

**Heading**

True North.

**Error fields**

Sensor data quality: RMS

-1= not implemented

**Status word**

One bit per status info, 1= active

Bit #	
	<b>Invalid data:</b>
0	Horizontal position and velocity
1	Roll and pitch
2	Heading

<b>Bit #</b>	
3	Heave and vertical velocity
4	Acceleration
5	Delayed heave
	<b>Reduced performance:</b>
16	Horizontal position and velocity
17	Roll and pitch
18	Heading
19	Heave and vertical velocity
20	Acceleration
21	Delayed heave

## A.8 Calibration format 7

The calibration format is a columnar ASCII text format for use when calibrating the GNSS antenna installation.

### Format:

Element	Columns	Scaling	Decimals	Value
Time	1 - 7	seconds	1	0.0 - 86399.9
Heading	10 - 15	degrees	2	0.00 - 359.99
Gyro heading	18 - 23	degrees	2	0.00 - 359.99
Baseline	26 - 31	metres	3	
Height	34 - 38	metres	2	
Term	39 - 40			CR-LF

Each record consists of numbers on ASCII format separated by spaces and terminated by carriage return and linefeed (values 10 and 13). Leading spaces are used, so the numbers are separated by two or more spaces, and spaces may occur before the first number on the record.

Time is counted since last midnight UTC time. Heading is true heading from the GNSS phase measurement, which is not the same as the heading output on the other formats. Gyro heading is from an external gyro, 0.00 if no gyro is connected. Baseline is the slant range between the antenna centres from the GNSS phase measurement. Height is the height difference between the antennas from the GNSS phase measurement. Height is positive if antenna 1 is above antenna 2.

The data are intended for calibration of the antenna installation, so no data are output unless the GNSS phase measurements are valid.

## A.9 Echo sounder format 9

This echo sounder format is a proprietary ASCII text format with fixed-length records used when connecting Simrad EA500 and other echo sounders.

### Format:

Element	Columns	Scaling	Format
Header	1 - 7		:000000
Heave	9 - 13	1 cm	sdddd
Warning	14		space or “?”
Roll	15 - 19	0.01 degree	sdddd
Pitch	21 - 25	0.01 degree	sdddd
Term	26 - 27		CR-LF

Heave is positive up. Roll is positive with port side up. Pitch is positive with bow up.

The zeroes in the header occupy the columns used for acceleration when this format is output from other systems. Seapath does not output acceleration.

“s” is the sign character, space if positive and “-“ if negative. “dddd” is a decimal number with leading zeroes where appropriate.

The warning character is space if data are normal, “?” if data are invalid or of reduced quality.

Columns between elements are filled with spaces.

The definition of the attitude angles in this format is different from the Euler angles definition used elsewhere. The difference appears in the roll angle, where:

$$roll_{echo-sounder} = \arcsin[\sin(roll_{Euler}) \cdot \cos(pitch_{Euler})]$$

## A.10 Echo sounder format 18, TSS1

This echo sounder format is a proprietary ASCII text format with fixed-length records used when connecting Seapath to Seabeam and other echo sounders.

**Format:**

Element	Columns	Scaling	Format
Header	1 - 7		:000000
Heave	9 - 13	1 cm	sdddd
Warning	14		"F" or "f"
Roll	15 - 19	0.01 degree	sdddd
Pitch	21 - 25	0.01 degree	sdddd
Term	26 - 27		CR-LF

Heave is positive up. Roll is positive with port side up. Pitch is positive with bow up.

The zeroes in the header occupy the columns used for acceleration when this format is output from other systems. Seapath does not output acceleration.

“s” is the sign character, space if positive and “-“ if negative. “dddd” is a decimal number with leading zeroes where appropriate.

The warning character is “F” if data are normal, “f” if data are invalid or of reduced quality.

Columns between elements are filled with spaces.

The definition of the attitude angles in this format is different from the Euler angles definition used elsewhere. The difference appears in the roll angle, where:

$$roll_{echo-sounder} = \arcsin[\sin(roll_{Euler}) \cdot \cos(pitch_{Euler})]$$

## A.11 RDI ADCP

The RDI format is a proprietary ASCII text format used when connecting RDI ADCP equipment.

**Format:**

**\$PRDID**,pitch,roll,head term

**Explanation:**

- pitch** Pitch, degrees on format sddd.dd. s is the sign character, "+" or "-". ddd.dd is a decimal number with leading zeroes where appropriate. Positive with bow up.
- roll** Roll, degrees on format sddd.dd. s is the sign character, "+" or "-". ddd.dd is a decimal number with leading zeroes where appropriate. Positive with port side up.

- head** Heading, degrees true on format ddd.dd, with leading zeroes where appropriate.
- term** CR-LF (2 bytes, values 13 and 10).

## A.12 Lehmkuhl gyro repeater format 12

This Lehmkuhl gyro repeater format is used when outputting heading from Seapath to Lehmkuhl gyro repeaters. The message is similar to the HDT message output in the standard NMEA format from Seapath. The main differences are lower resolution and no checksum.

When heading is output to devices that are compliant to the NMEA specification, it is recommended to use the standard NMEA format and not the Lehmkuhl format.

## A.13 1PPS, NMEA ZDA format 13

This 1PPS time tag message is output once per second, approximately 0.5 seconds before the time pulse. The message format is ASCII text using the ZDA message. The message contains the UTC time when the message is output. The next time pulse appears at the first integer second after the time in the message.

### **Format:**

`$INZDA,time,day,month,year,*,*csum term`

### **Explanation:**

- time** UTC time on format hhmmss.ss where hh is hours (00 - 23), mm is minutes (00 - 59) and ss.ss is seconds (00.00 - 59.99).
- day** Day of month (01 - 31).
- month** Month of year (01 - 12).
- year** Year on format yyyy.
- csum** Checksum (exclusive or) of all characters between, but not including, the preceding \$ and \*, hexadecimal (00 - FF).
- term** CR-LF (two bytes, values 13 and 10).

This format is recommended used together with 1PPS signal output on the 1PPS cable in the sensor unit spider cable. This since the message is output synchronised with the 1PPS signal and is easier/faster to decode than the standard NMEA output with a number of NMEA messages included.

## A.14 1PPS, Trimble format 14

This 1PPS time tag message is output once per second, approximately 0.5 seconds before the time pulse. The message format is fixed length ASCII text. The message contains the UTC time of the next time pulse.

### Format:

Element	Columns	Format
Header	1 - 3	UTC
Date	5 - 12	yy.mo.da
Time	14 - 21	hh:mm:ss
Fix type	23	digit or '?'
No. of satellites	24	digit or '?'
Term	25 - 26	CR-LF

“yy.mo.da” is year (00 - 99), month of year (01 - 12) and day of month (01 - 31). “hh:mm:ss” is hours (00 - 23), minutes (00 - 59) and seconds (00 - 59). Fix type is “5” for 3D fix with accurate time, “?” for no fix (time from receiver clock). No. of satellites is “1” – “8” for 1 - 8 satellites tracked, “9” for 9 or more satellites tracked, “?” for no fix (time from receiver clock).

Columns between elements are filled with spaces.

## A.15 Atlas fansweep format 16

This Atlas format is a proprietary binary format used for outputting data to Atlas Fansweep echo sounders. It consists of a fixed-length message using single-byte and 2-byte two-complement integer data elements. For the 2-byte elements, most significant byte is transmitted first.

### Format:

Element	Scaling	Format	Bytes	Value
Start byte		Integer	1	10 Hex
Roll	$2^{14} = 90$ degrees	Integer	2	
Pitch	$2^{14} = 90$ degrees	Integer	2	
Heave	millimetres	Integer	2	
Status byte		Integer	1	
Stop byte		Integer	1	10 Hex

Roll is positive with port side up. Pitch is positive with bow up. Heave is positive up.

The definition of the attitude angles in this format is different from the Euler angles definition used elsewhere. The difference appears in the roll angle, where:

$$roll_{echo-sounder} = \arcsin[\sin(roll_{Euler}) \cdot \cos(pitch_{Euler})]$$

The status byte can have the following values:

Value	Interpretation
6	Normal
7	Reduced performance or invalid data

## A.16 PFreeHeave

This PFreeHeave® format consists of a fixed-length message using 1-, 2- and 4-byte signed and unsigned integers. The signed integers are represented as two-complement numbers. For the multi-byte elements, the most significant byte is transmitted first. The total number of bytes is 13.

The PFreeHeave output is delayed by a few minutes due to processing. The time fields contain time of validity for the data.

### Format

Element	Scaling	Format	Bytes	Value
Header		Unsigned	1	AA Hex
Header		Unsigned	1	52 Hex
Time, seconds	Seconds	Integer	4	
Time, fraction of second	0.0001 second		2	0 to 9999
Heave	Centimetres	Integer	2	
Status word		Bit-fields	1	
Checksum		Unsigned	2	

Checksum is calculated as a 16-bit Block Cyclic Redundancy Check of all bytes between, but not including the Header and Checksum fields. The CRC algorithm is described in a separate section. Time is divided in an integer seconds part and a fractional second part. The integer seconds part of time is counted from 1970-01-01 UTC time, ignoring leap seconds.

Heave is positive down. The status field is zero if heave is valid, non-zero if heave is invalid.



## A.17 Cyclic redundancy check algorithm

The 16-bit Block Cyclic Redundancy Check algorithm used to calculate the checksum in some formats is described in C and Fortran source code below.

### C code

```
#define POLY 0x8408
unsigned short blkcrc(
    unsigned char *bufptr,      /* message buffer */
    unsigned long len          /* number of bytes */
)
{
    unsigned char i;
    unsigned short data;
    unsigned short crc = 0xffff;

    if (len == 0L) {
        return ~crc;
    }

    do {
        for (i=0, data = (unsigned short) (0xff & *bufptr++);
            i < 8;
            i++, data >>= 1) {
            if ((crc & 0x0001) ^ (data & 0x0001)) {
                crc = (crc >> 1) ^ POLY;
            } else {
                crc >>= 1;
            }
        }
    } while (--len);

    crc = ~crc;
    data = crc;
    crc = (crc << 8) | ((data >> 8) & 0xff);

    return crc;
}
```

### Fortran code

```

SUBROUTINE blkcrc(inbuffer, len, crc)

INTEGER*2 len, i , bit
INTEGER*4 crc, data, poly
CHARACTER inbuffer*(*)

poly = 16#8408
crc = 16#FFFF
data = 0

IF (len.EQ.0) THEN
    crc = 0
    RETURN
END IF

DO i = 1, len
    data = ICHAR(inbuffer(i:i))
    DO bit = 1, 8
        data = IAND(data,16#FF)
        IF (IAND(crc,16#01).EQ.(IAND(data,16#01))) THEN
            crc = ISHL(crc,-1)
        ELSE
            crc = ISHL(crc,-1)
            crc = IEOR(crc, poly)
        END IF
        data = ISHL(data,-1)
    END DO
END DO

data = IEOR(crc,16#FFFF)
crc = IOR(ISHL(data,8),IAND(ISHL(data,-8),16#FF))

END

```

## A.18 RTCM format 80

This protocol is based on the RTCM Standard 10403.2, *Differential GNSS services*, version 3 with Amendments 1 and 2. See this standard for a description of the output properties.

This output protocol is used for outputting raw GNSS data for post processing of the position. All data are output in the GNSS antenna only and applies for both antennas.

# Appendix B

## NMEA TelegramOut options

The contents of some of the available NMEA telegrams may be modified according to options listed in the configuration. This is for example useful when interfacing to older equipment.

This table holds a description of the various options.

Telegram out option	Description
Output residuals on Ashtech RRE format (GRS)	Use this option if you have enabled the GRS sentence and want the residuals output on the Ashtech RRE format instead.
Send VHW message after VTG using ground speed from VTG	Use this option when a VHW sentence is needed, and vessel heading and vessel speed relative to the water are not available. When this option is enabled, an NMEA VHW sentence is output, using SOG as Speed, and COG as heading. The VHW sentence is output immediately after the VTG sentence.
Output empty fields in NMEA HDT and NMEA THS messages also for reduced accuracy	Use this option when you want to set invalid heading (empty HDT/THS field) when heading status is reduced (low accuracy).
Use inertial roll, pitch and heave only	Use this option if you want the output of roll, pitch and heave to be calculated from IMU measurements only (no GNSS).
Use time from dataset in NMEA ZDA message	GNSS systems: Use this option if you want the timestamp in the NMEA ZDA message to be equal to timestamp of the GNSS data set and the GGA message.
Disable additional GNS messages when diffcorr is used for both GPS and GLONASS	Use this option if you do not want additional NMEA messages if differential corrections are used for both GPS and GLONASS.
Limit correction age to 9.9 sec in GGA	Use this option if your system does not handle correction ages above 9.9 seconds in the GGA sentence. If this option is enabled, the correction age will increase and stop at 9.9 seconds even if the correct correction age is more than 9.9 seconds.

<b>Telegram out option</b>	<b>Description</b>
Use GNSS solution only	For Integrated systems only: Use this option if you want to output position based on GNSS only (no IMU).
Set GGA quality indicator to 5 if converged high precision	Use this option if you want the Quality Indicator in the NMEA GGA sentence set to 5, when position solution is converged clock orbit or float filter (XP, G2, Ultra, Apex etc).
Freeze NMEA position if invalid	Use this option if you want the position output to use the last known valid position when the current position becomes invalid.
Use current GNSS info if only integrated position is valid	Integrated systems only: Use this option if you want to output current HDOP, number of satellites and corrections age in the GGA message though the GNSS position is invalid and the integrated position is valid.
Allow more than 12 satellites in GGA message	The NMEA standard limits the number of satellites in the GGA sentence to 12. Use this option if you want the GGA sentence to use the actual number of satellites.
Use modified quality indicator in GGA message	Use this option if you want the quality Indicator in the NMEA GGA sentence to be replaced by GQI.
Use external attitude for lever arm compensation	Use this option if you want to use external attitude for lever arm compensation and velocity decomposition.
Use DQI(0-9) as GGA quality indicator	DP only: Use this option if you want to use talker DP and output DQI instead of NMEA Quality Indicator for GGA.
Send each NMEA telegram in separate UDP datagram	Use this option if TelegramOut is configured to send on UDP, and you want each NMEA telegram to be sent in a separate UDP telegram.
Use 2 decimals instead of 1 for velocity in NMEA VTG and RMC	Use this option if you want the velocity field in NMEA VTG and NMEA RMC to contain 2 decimals instead of the default 1.
Stop GGA, GLL, GNS and RMC output if invalid position	Use this option if you want the output of the position telegrams to stop if the position is invalid.

# Appendix C Installations with junction box

For more permanent installations the Seapath 130 can be installed by use of junction box as an alternative to the spider cable. In the below figures is described some alternatives with part numbers on the necessary cables and junction boxes.

Figure 14 Installation with stand-alone MRU and junction boxes

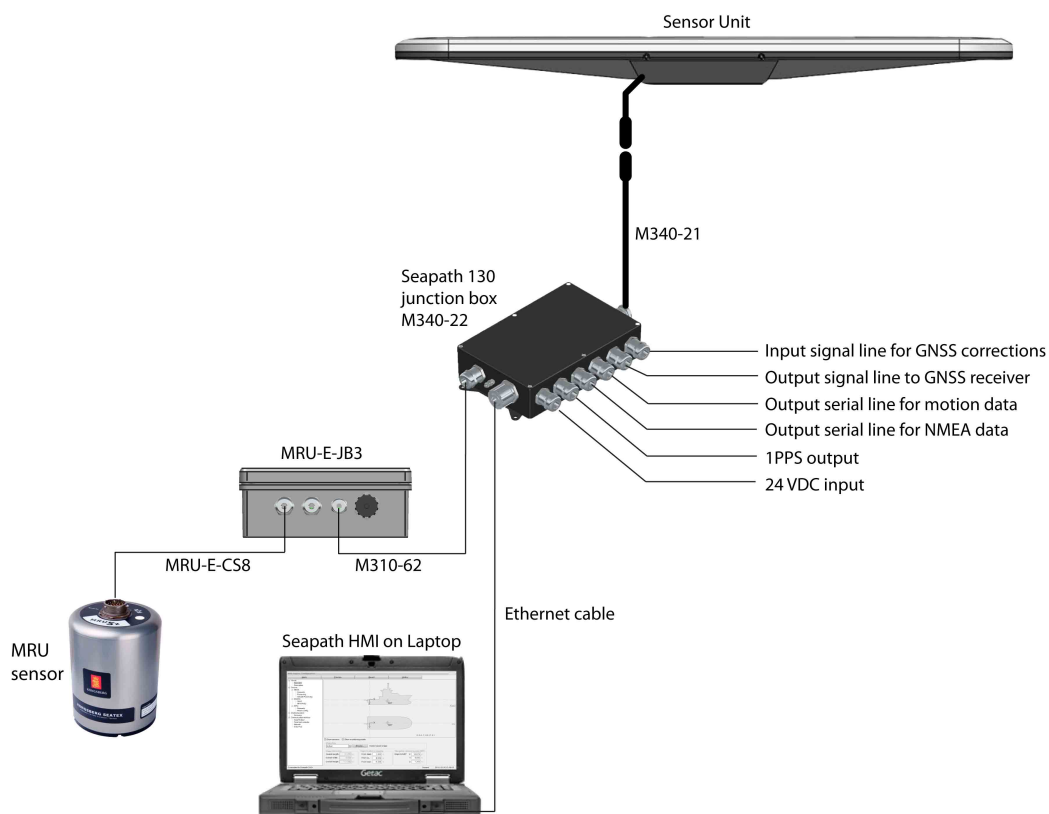


Figure 15 Installation with stand-alone MRU with direct cable to Seapath junction box

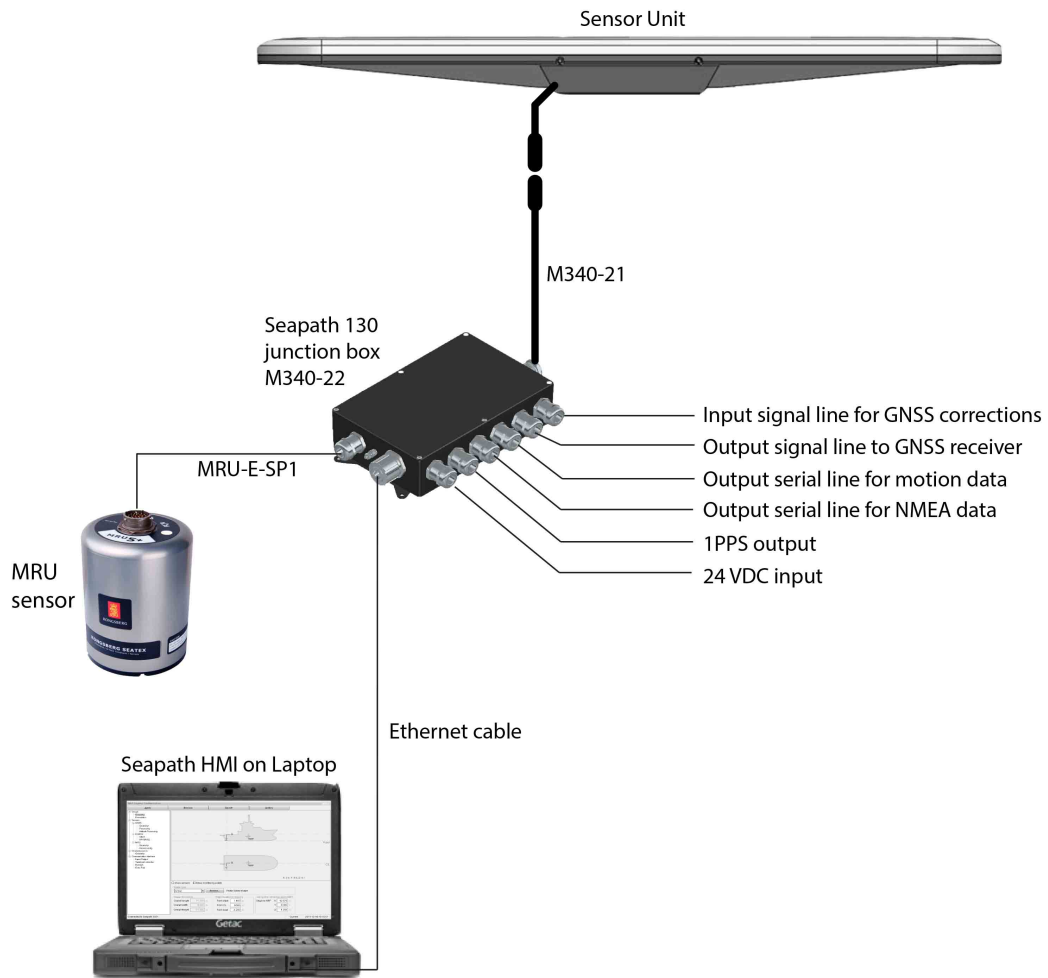
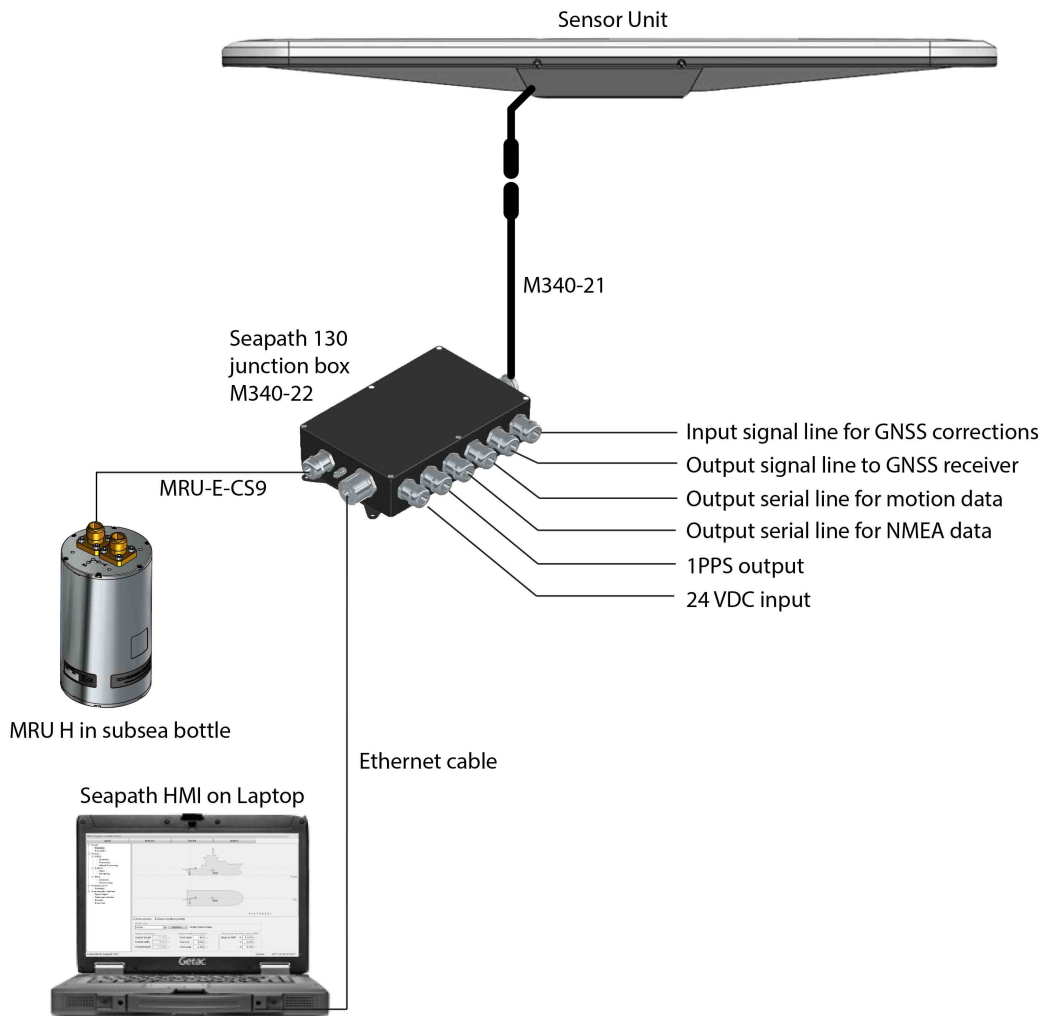


Figure 16 Installation by use of junction box and MRU in subsea bottle



The connections within the Seapath 130 junction box is described in the below figures.

Figure 17 Connections for user side terminals P2 to P9

**M340-22 Seapath 130 Junction Box**

P2 - MRU			P4 - PPS			P7 – GNSS IN																																	
Pin	Signal RS-422	Description	Pin	Signal RS-422	Description	Pin	Signal RS-232 RS-422	Description																															
1	0 V	Powerground	1	GND	Ground	1	GND GND	Ground																															
2	24 V	Power+	2	TXA	Output from Seapath	2	CTS RXA	Input to Seapath																															
3	RXA	Signal sent to MRU	3	TXB	Output from Seapath	3	RX RXB	Input to Seapath																															
4	RXB	Signal sent to MRU	<b>P5 - SURVEY</b> <table border="1"> <thead> <tr> <th>Pin</th> <th>Signal RS-232</th> <th>Signal RS-422</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>GND</td> <td>GND</td> <td>Ground</td> </tr> <tr> <td>2</td> <td>RTS</td> <td>TXA</td> <td>Output from Seapath</td> </tr> <tr> <td>3</td> <td>TX</td> <td>TXB</td> <td>Output from Seapath</td> </tr> </tbody> </table>			Pin	Signal RS-232	Signal RS-422	Description	1	GND	GND	Ground	2	RTS	TXA	Output from Seapath	3	TX	TXB	Output from Seapath	<b>P8 – 24 VOLT</b> <table border="1"> <thead> <tr> <th>Pin</th> <th>Signal</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0 V</td> <td>Powerground</td> </tr> <tr> <td>2</td> <td>24 V</td> <td>Power+</td> </tr> </tbody> </table>			Pin	Signal	Description	1	0 V	Powerground	2	24 V	Power+						
Pin	Signal RS-232	Signal RS-422				Description																																	
1	GND	GND	Ground																																				
2	RTS	TXA	Output from Seapath																																				
3	TX	TXB	Output from Seapath																																				
Pin	Signal	Description																																					
1	0 V	Powerground																																					
2	24 V	Power+																																					
5	TXB	Signal sent from MRU	<b>P6 – GNSS OUT</b> <table border="1"> <thead> <tr> <th>Pin</th> <th>Signal RS-232</th> <th>Signal RS-422</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>GND</td> <td>GND</td> <td>Ground</td> </tr> <tr> <td>2</td> <td>RTS</td> <td>TXA</td> <td>Output from Seapath</td> </tr> <tr> <td>3</td> <td>TX</td> <td>TXB</td> <td>Output from Seapath</td> </tr> </tbody> </table>			Pin	Signal RS-232	Signal RS-422	Description	1	GND	GND	Ground	2	RTS	TXA	Output from Seapath	3	TX	TXB	Output from Seapath	<b>P9 – ETHERNET</b> <table border="1"> <thead> <tr> <th>Pin</th> <th>Signal</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>RJ1_TXD+</td> <td>TD+, Ethernet</td> </tr> <tr> <td>2</td> <td>RJ2_TXD-</td> <td>TD-, Ethernet</td> </tr> <tr> <td>3</td> <td>RJ3_RXD+</td> <td>RD+, Ethernet</td> </tr> <tr> <td>4</td> <td>RJ6_RXD-</td> <td>RD-, Ethernet</td> </tr> </tbody> </table>			Pin	Signal	Description	1	RJ1_TXD+	TD+, Ethernet	2	RJ2_TXD-	TD-, Ethernet	3	RJ3_RXD+	RD+, Ethernet	4	RJ6_RXD-	RD-, Ethernet
Pin	Signal RS-232	Signal RS-422				Description																																	
1	GND	GND	Ground																																				
2	RTS	TXA	Output from Seapath																																				
3	TX	TXB	Output from Seapath																																				
Pin	Signal	Description																																					
1	RJ1_TXD+	TD+, Ethernet																																					
2	RJ2_TXD-	TD-, Ethernet																																					
3	RJ3_RXD+	RD+, Ethernet																																					
4	RJ6_RXD-	RD-, Ethernet																																					
6	TXA	Signal sent from MRU	<b>Note:</b> Plug the unused cable glands and tighten properly to ensure that they are watertight. This to fulfil the enclosure protection specification.																																				
7	LGND	Logical ground																																					
8	XIN	1PPS input to MRU	<b>P3 - ECHO</b> <table border="1"> <thead> <tr> <th>Pin</th> <th>Signal RS-232</th> <th>Signal RS-422</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>GND</td> <td>GND</td> <td>Ground</td> </tr> <tr> <td>2</td> <td>RTS</td> <td>TXA</td> <td>Output from Seapath</td> </tr> <tr> <td>3</td> <td>TX</td> <td>TXB</td> <td>Output from Seapath</td> </tr> </tbody> </table>			Pin	Signal RS-232	Signal RS-422	Description	1	GND	GND	Ground	2	RTS	TXA	Output from Seapath	3	TX	TXB	Output from Seapath																		
Pin	Signal RS-232	Signal RS-422	Description																																				
1	GND	GND	Ground																																				
2	RTS	TXA	Output from Seapath																																				
3	TX	TXB	Output from Seapath																																				



Figure 18 Connections for user side terminal P1 of the Sensor Unit cable, M340-21

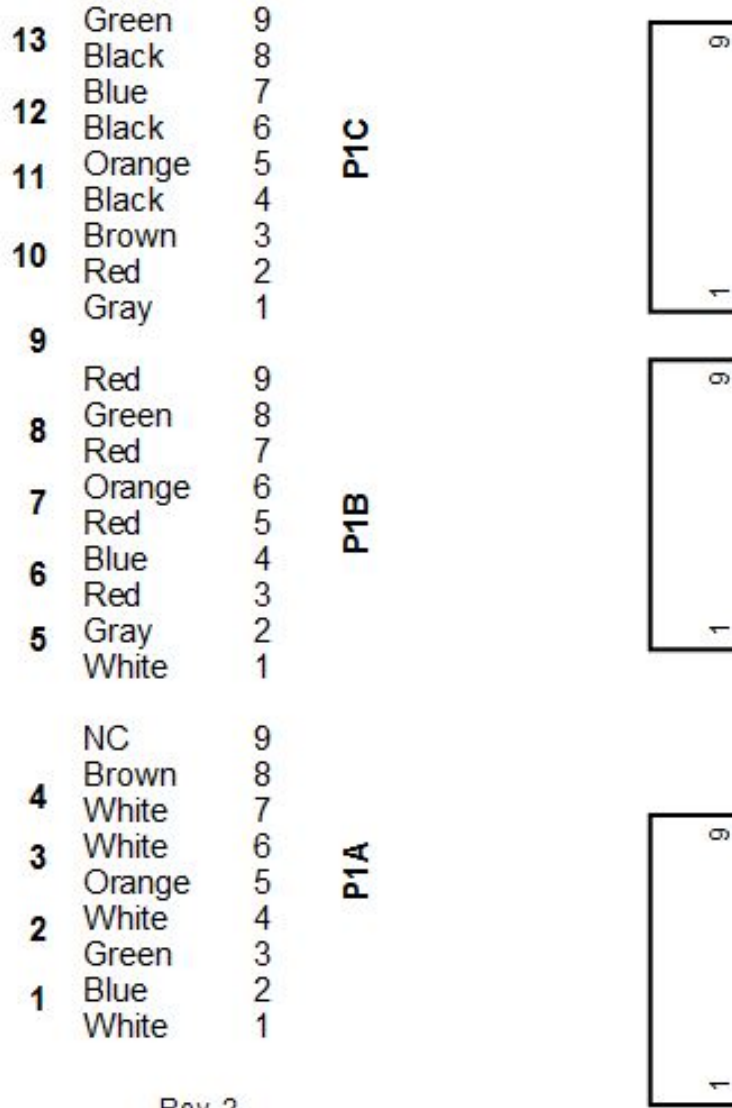


Figure 19 Cable wiring schematics for M340–21

Souriau 26 pin Signal	Conn.	Signal Description	Conductor	
			Pair No.	Color
PWR+	R	Power supply (+24 V)	1a	White
PWR-	B	Power supply (0 V)	1b	Blue
ETH RXD-	C	RD-, Ethernet	2a	White
ETH RXD+	T	RD+, Ethernet	2b	Orange
ETH TXD-	S	TD-, Ethernet	3a	White
ETH TXD+	P	TD+, Ethernet	3b	Green
GNSS CTS RX-A	G	RS422A- or RS232 input signal from GNSS rec.	4a	White
GNSS RX RX-B	H	RS422B+ or RS232 input signal from GNSS rec.	4b	Brown
GNSS RTS TX-A	X	RS422A- or RS232 output signal to GNSS rec.	5a	White
GNSS TX TX-B	A	RS422B+ or RS232 output signal to GNSS rec.	5b	Grey
GNSS GND	J	GND GNSS receiver	6a	Red
Survey GND	K	GND survey computer	6b	Blue
Survey TX TX-B	c	RS422B+ or RS232 output signal to survey comp	7a	Red
Survey RTS TX-A	M	RS422A- or RS232 output signal to survey comp.	7b	Orange
1PPS TX-B	E	RS422B+ output 1PPS signal	8a	Red
1PPS TX-A	Y	RS422A- output 1PPS signal	8b	Green
1PPS GND	a	GND for 1PPS signal	9a	Red
Echo GND	U	GND for echo sounder	9b	Grey
Echo TX TX-B	V	RS422B+ or RS232 output signal to echo sound.	10a	Red
Echo RTS TX-A	L	RS422A- or RS232 output signal to echo sounder	10b	Brown
MRU RX-A	Z	RS422A- input signal from MRU	11a	Black
MRU RX-B	W	RS422B+ input signal from MRU	11b	Orange
MRU TX-A	b	RS422A- output signal to MRU	12a	Black
MRU TX-B	F	RS422B+ output signal to MRU	12b	Blue
MRU GND	D	GND for MRU	13a	Black
MRU 1PPS P TX-B	N	1PPS signal to MRU (XIN)	13b	Green
		Not connected	14a	Black
		Not connected	14b	Brown

Figure 20 Cable wiring schematics for MRU-E-SP1 used for direct connection of MRU to junction box M340–22

Souriau 26 pin Signal	Conn.	Signal Description	Wire color	Junc Box Terminal
<b>SHIELD</b>	<b>A</b>	screen, connected to MRU housing	<b>Screen</b>	<b>Gland</b>
<b>PWR+</b>	<b>R</b>	Power supply (+24V)	<b>red</b>	<b>2</b>
<b>PWR-</b>	<b>B</b>	Power supply (0V)	<b>blue</b>	<b>1</b>
<b>Com1OutB</b>	<b>C</b>	RS-422B+ output data from MRU	<b>green</b>	<b>5</b>
<b>Com1OutA</b>	<b>T</b>	RS-422A- output data from MRU	<b>yellow</b>	<b>6</b>
<b>Com1InB</b>	<b>S</b>	RS422B+ input data to MRU	<b>brown</b>	<b>4</b>
<b>Com1InaA</b>	<b>P</b>	RS422A- input data to MRU	<b>white</b>	<b>3</b>
<b>CGND/LgnD</b>	<b>a</b>	Communication ground	<b>pink</b>	<b>7</b>
<b>XIN</b>	<b>U</b>	Signal to MRU, 5 Volt or RS232 level	<b>grey</b>	<b>8</b>

## C.1 MRU–E–JB3 cable wiring to junction box M340–22

A cable of type M310–62 or similar is used to connect the MRU signal between the Seapath 130 junction box (M340–22) on P2–MRU and MRU junction box (MRU-E-JB3) on P2/P3 side.

Table 2 MRU to M340–22 cable wiring

<b>M340–22 P2–MRU Pin no.</b>	<b>Signal</b>	<b>Description</b>	<b>MRU junction box Pin no.</b>	<b>MRU connector Pin no.</b>
1	GND (0 V)	Power ground	2(P2 side)	B
2	24V_MRU	Power +	1 (P2 side)	R
3	RX_A	Signal sent to MRU	4 (P2 side)	T
4	RX_B	Signal set to MRU	3 (P2 side)	C
5	TX_B	Signal sent from MRU	5 (P2 side)	S
6	TX_A	Signal sent from MRU	6 (P2 side)	P
7	LGND	Logical ground	24(P2 side)	a
8	XIN	1PPS input to MRU	23(P2 side)	U

# Appendix D

## Portable Hydrographic System (PHS) installation

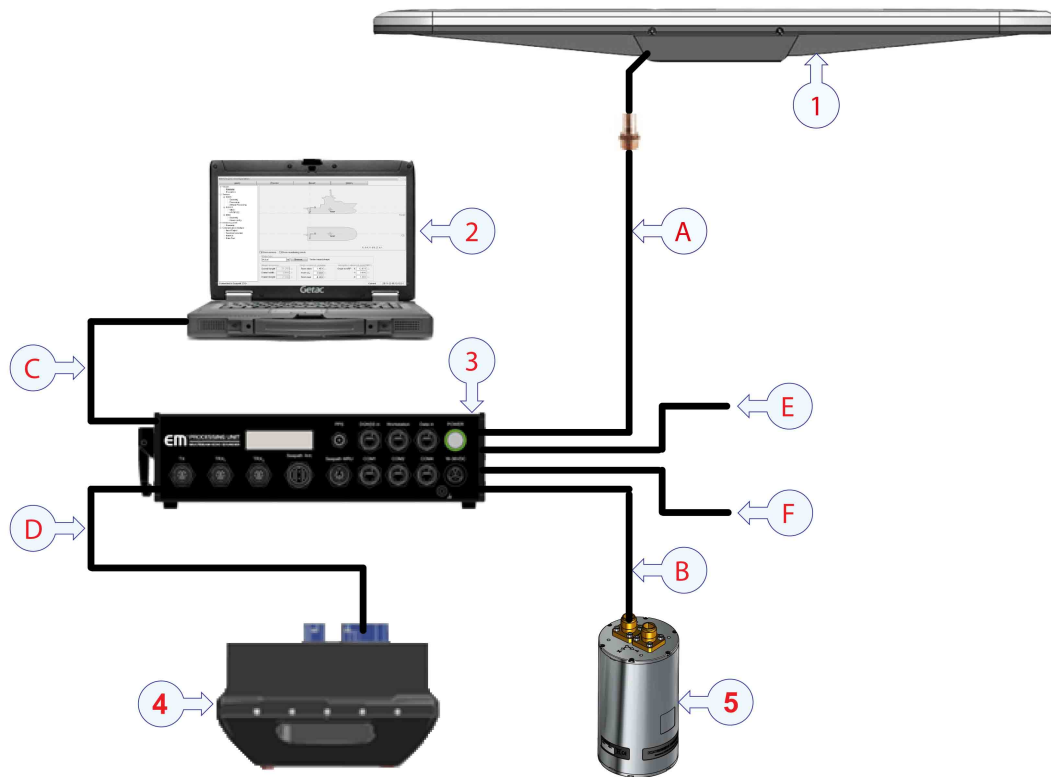
Instructions for Seapath 130 installation when included as part of the Portable Hydrographic System (PHS).

A PHS should be plug and play. This since the system is delivered completely set up. When turned on all the SW is installed, the Seapath is already configured and everything should «just work». The system can also be delivered with an over the side pole where all the offsets are known. All the customer needs to do is to let the system know where on the vessel (Survey Origin) of the system is located and the vertical axis offset.

This means that the Seapath is delivered already configured for being used as a part of the PHS system. Dependent on what is stated in the order acknowledgement, the Seapath will be configured according to part no. M340-SW\_2040P-SIS4 or M340-SW\_2040P-SIS5. This includes antenna and MRU offsets as well as serial and Ethernet outputs.

The Portable PU has a proprietary plug for the Seapath and the MRU allowing us to power the Seapath and the MRU from the processing unit and use the PPU as a central hub for a single cable interface.

Figure 21 Seapath 130 as part of the Portable Hydrographic System (PHS)



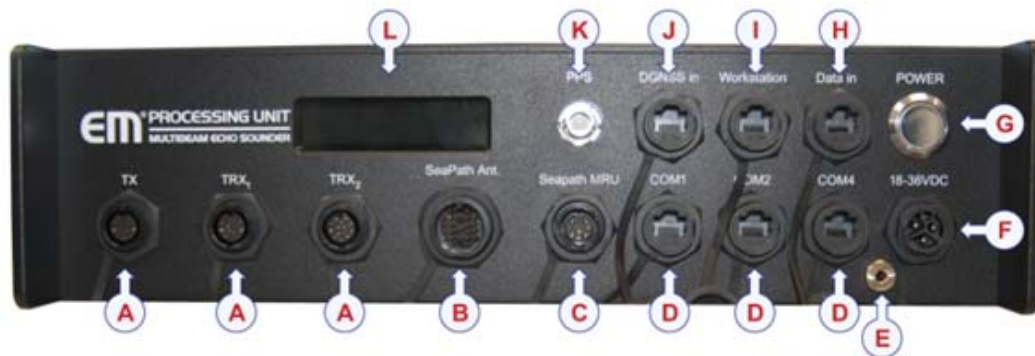
### System components

- 1 Seapath 130 sensor unit with 1 meter cable with male connector
- 2 Seapath operator software installed on a PC (not part of the delivery)
- 3 The EM Portable Processing Unit (PPU)
- 4 EM2040P transducer head
- 5 Motion reference unit (MRU) in subsea bottle

### Cables

- A Cable to the sensor unit, 15 meter length with connector to PPU. Part no. M340-24
- B MRU umbilical cable, 6 or 15 meter length with connector to PPU. Part no. MRU-E-CS10
- C Ethernet cable to PC and other users, 5 meter length
- D Cable from PPU to the EM2040P transducer head
- E Cable for 24 VDC input, 3 meter length
- F Cable for DGNS correction input, 4.5 meter length

Figure 22 The Portable Processing Unit (PPU) front connections

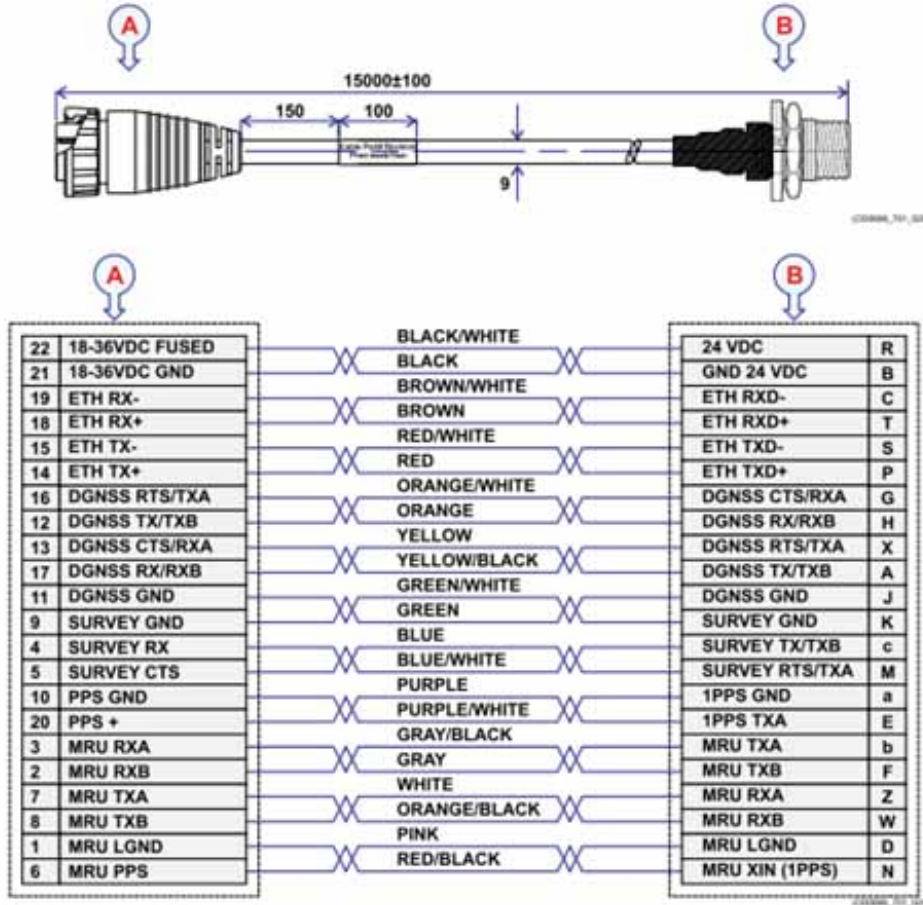


### Cables and connectors

- A Transducer cable input
- B Seapath 130 Sensor Unit interface cable, part no. M340-24
- C Seapath 130 MRU interface cable, part no. MRU-E-CS10
- D PU Serial Com ports (COM3 available from Seapath)
- E Ground connector
- F 18-36 V DC power input socket
- G Power on/off button. Correct direct current polarity indicated by green LED
- H External data input over Ethernet including attitude velocity
- I Hydrographic Work Station input
- J Input for DGNSS corrections
- K 1PPS input
- L Processing Unit display

The Seapath 130 interface cables to the PPU is described in the below figures.

Figure 23 Wiring schematics for the interface cable (M340-24) between Seapath and PPU



**A** Local connection

Amphenol LTW DU-22BFFA-SL7000

**B** Connection to Seapath 130 antenna

JVS07A1726SN

The DGNSS signal can be configured to be either RS-232 or RS-422.

**Relation between RS-232 and RS-422 pins**

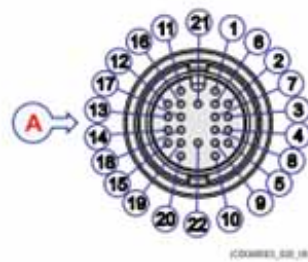
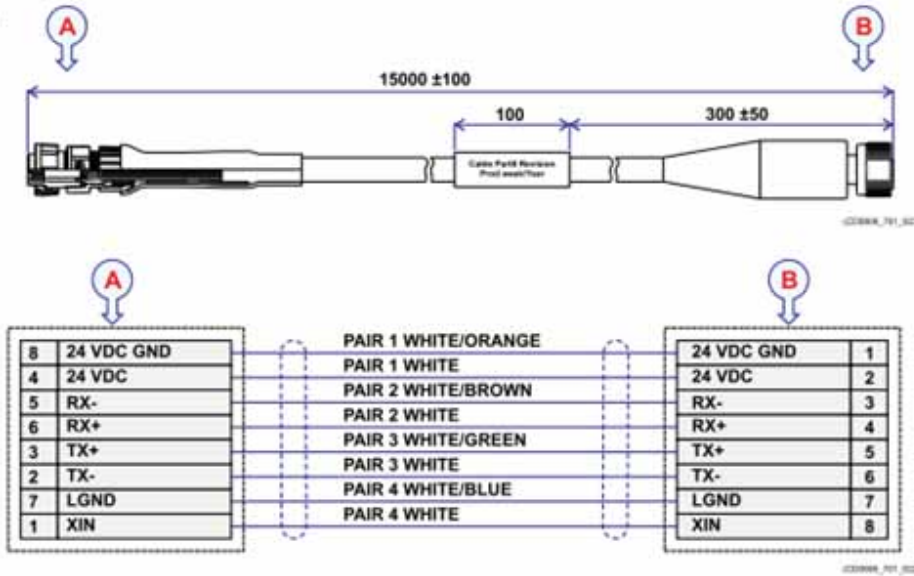




Figure 24 Wiring schematics for the interface cable (MRU-E-CS10) between MRU and PPU



**A** Local connection

*Amphenol LTW CD-08BFMA-LL7001*

**B** Connection Seapath MRU

*SEACON 5501-1508*

**Cable specifications**

- Cable length: 15 m
- Maximum outer diameter: 12.6 mm
- Minimum bending radius: 10 x diameter
- Conductors: 4 pairs, 23 AWG

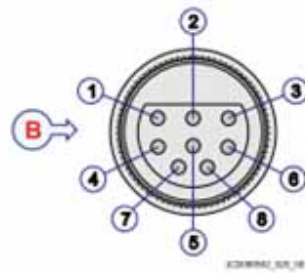
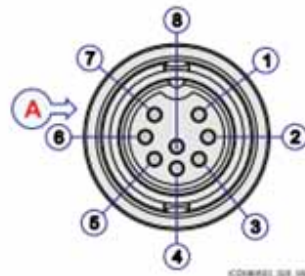




Figure 25 Wiring schematics for the DGNSS cable (ELD234244-1) between DGNSS receiver and PPU

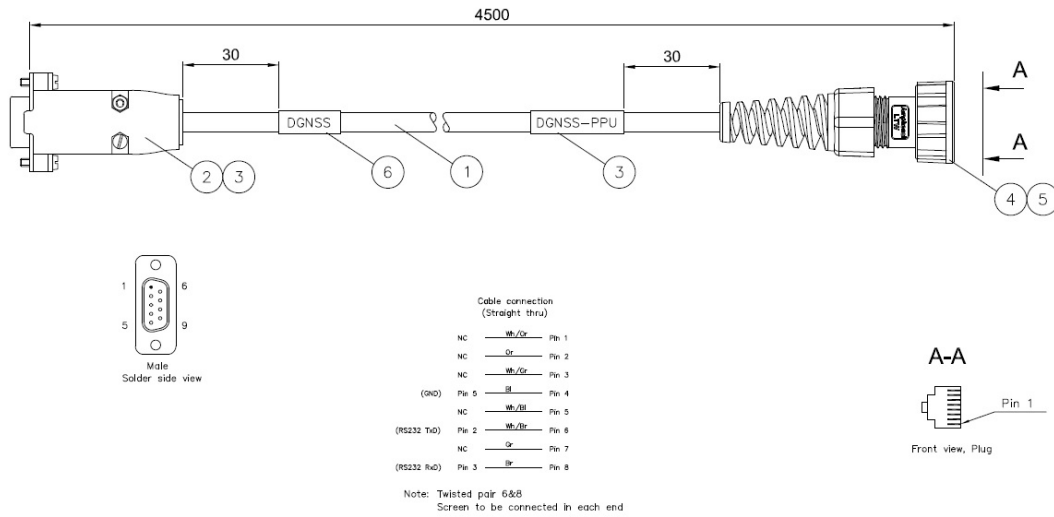
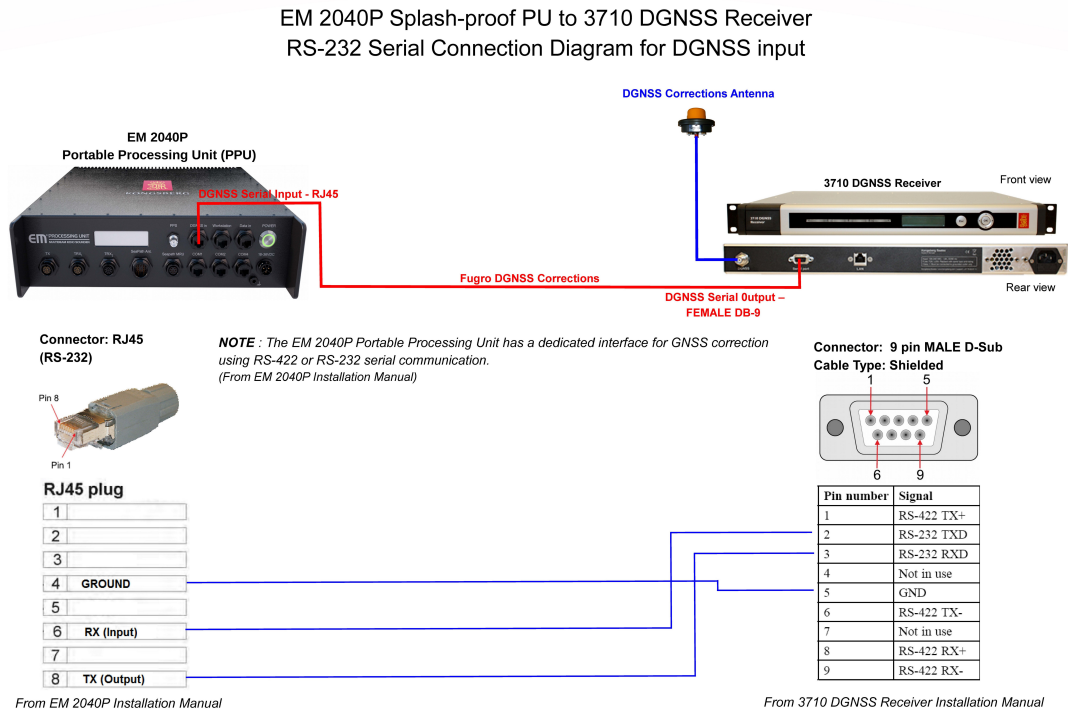


Figure 26 Connection diagram for Fugro Seastar 3710 receiver connection to EM Portable Processing Unit (PPU)

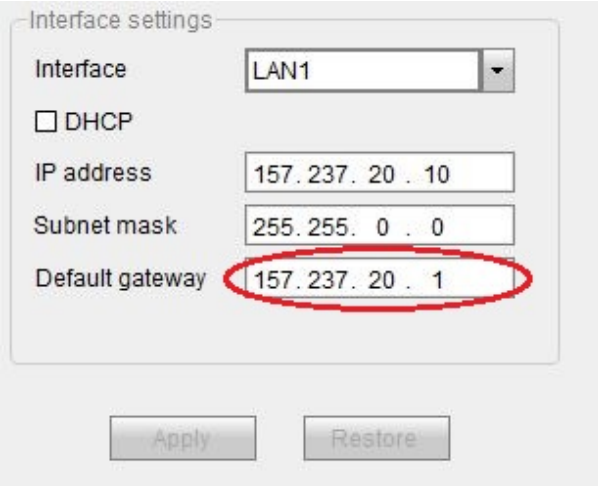


## D.1 Seapath configuration

### D.1.1 General

The EM Multibeam system is configured to work in the 157.237.xx.xx IP range. As everything is connected through the same LAN, and the Seapath HMI needs to reach the Seapath PU through that same network, the Seapath too needs to be configured to this range. The below settings should be applied for the Seapath unit to work seamless with the Portable Processing Unit.

*Figure 27 IP configuration*



Interface settings

Interface: LAN1

DHCP

IP address: 157.237.20.10

Subnet mask: 255.255.0.0

Default gateway: 157.237.20.1

Apply Restore

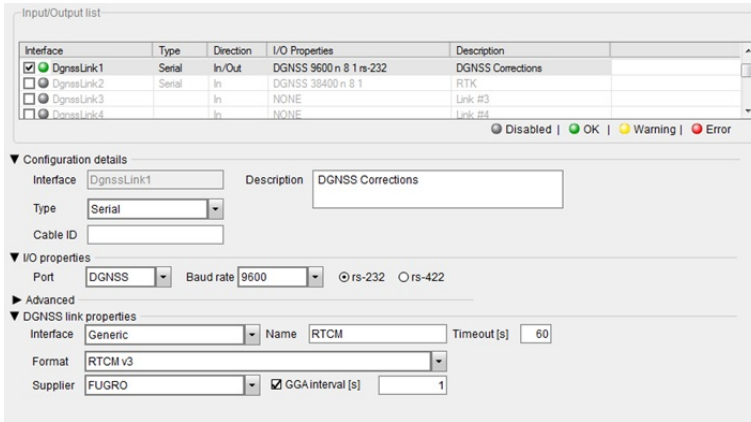
Default gateway configuration (red circle) is important. While irrelevant for the setup, the Seapath will reset everything upon restart if the Default Gateway is not in the same IP range.

The DGNSS serial port as well as some generic outputs are always the same regardless of the version of SIS software package used. The DGNSS serial port is set up to receive standard RTK over RS232.

Delayed heave set to 100 Hz over UDP port 31102. RTCM v3, IMU raw data and NMEA P25/P26/P27 are configured to be output, but not logged on file on the Seapath. Enabling logging in SIS 4 or 5 should be a matter of just pressing the Enable button in SIS.

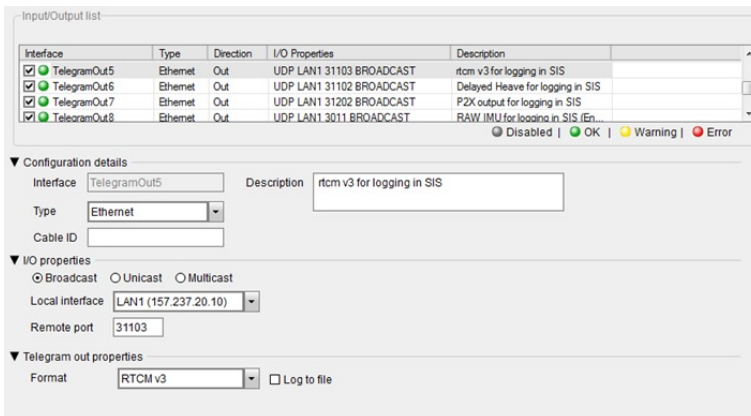
The DGNSSLink1 supplies the PHS system with RTK corrections. The DGNSS correction is received on the DGNSS line at baud 9600 and with 1 Hz rate.

Figure 28 DGNSS input configuration



TelegramOut5 is configured to output raw GNSS data on RTCM format to allow for a lot of positioning post processing options (PPP and PPK). Generally recommended to log this output in SIS if you are not using a correctional service to improve your position and can be logged in SIS.

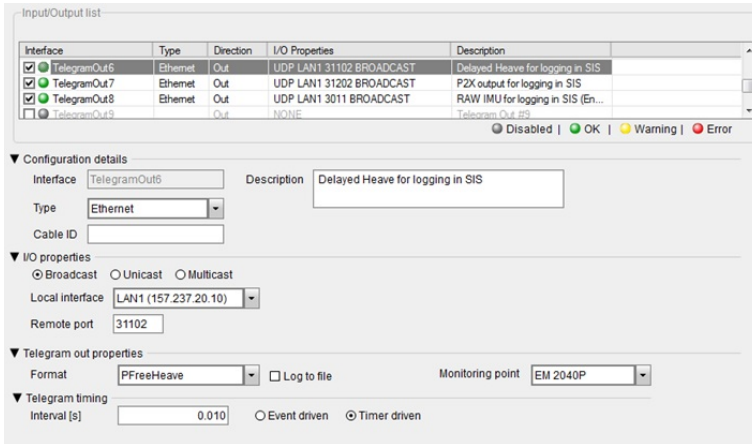
Figure 29 TelegramOut5 configuration for raw GNSS output



TelegramOut6 is configured to output delayed heave over UDP port 31102 at 100 Hz rate. The delayed heave can be logged on SIS.

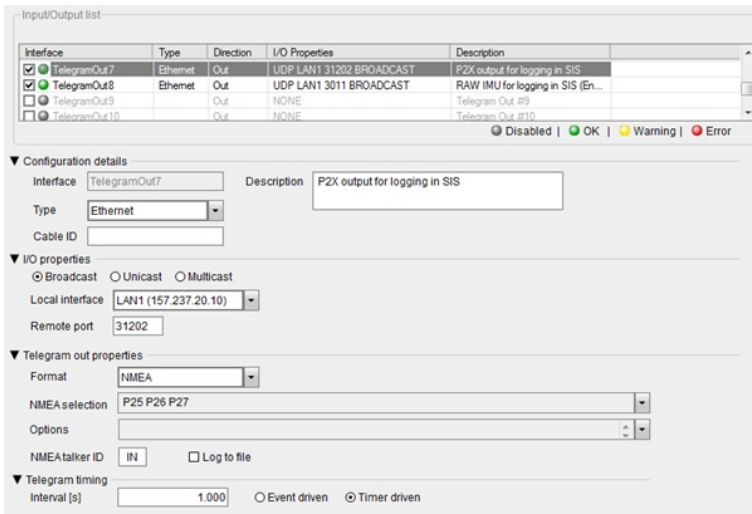
It is important to reference the delayed heave to the sonar head because some post processing software will struggle to manage the delayed heave in post processing if this is not done.

Figure 30 TelegramOut6 configuration for delayed heave



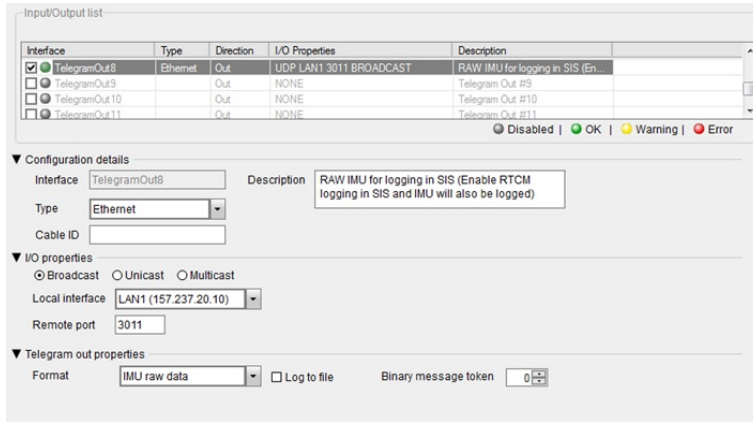
TelegramOut7 is configured to output Seapath installation settings. Logging P2X creates a new file everytime you change offsets or other installation settings in the Seapath. Handy for post processing and can be logged in SIS.

Figure 31 TelegramOut7 configuration for output of Seapath installation settings



TelegramOut8 is configured to output raw IMU data. Logging of raw IMU data allows for post processing of IMU data (smoothing and other) and can be logged in SIS.

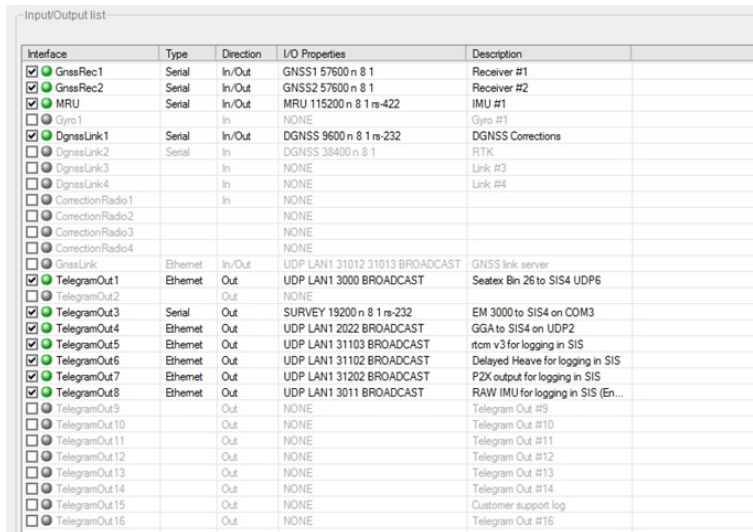
Figure 32 TelegramOut8 configuration for raw IMU data output



### D.1.2 Seapath setup for SIS version 4 users

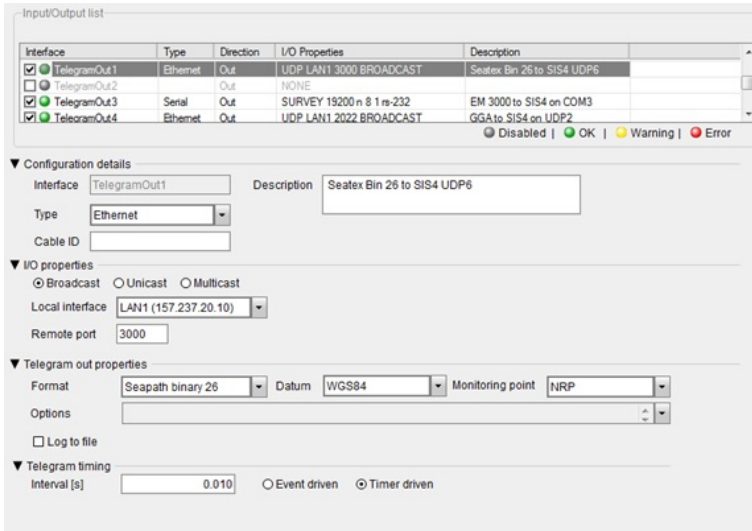
For Seapath 130 delivered with the configuration option M340-SW\_2040P-SIS4, the Seapath interfaces are configured as shown in the figures below.

Figure 33 Input/Output list



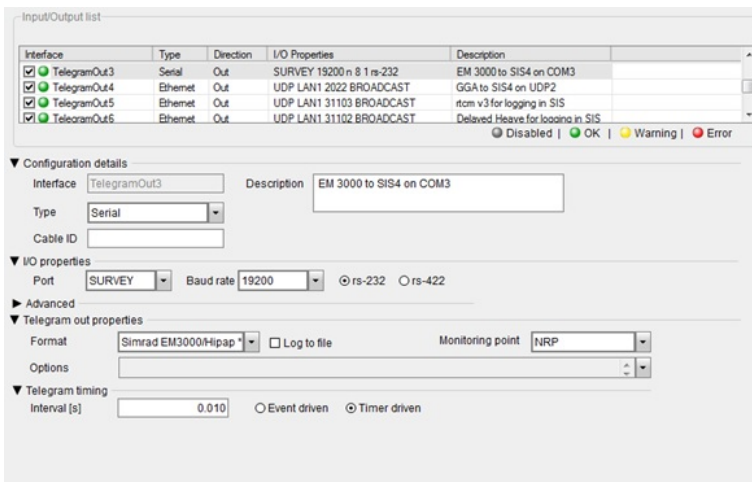
TelegramOut1 supplies the PHS system with attitude velocity corrections. Broadcasted as Seatex Binary 26 format over Ethernet at 100 Hz.

Figure 34 TelegramOut1 configuration



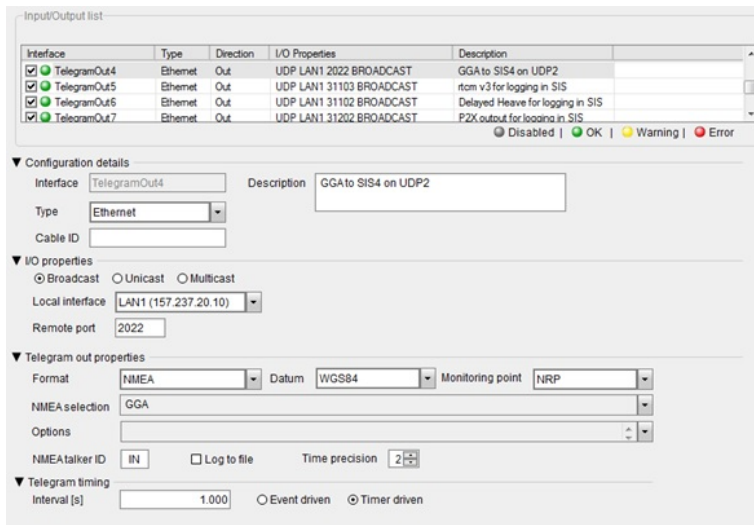
TelegramOut3 supplies the PHS system with motion data. Broadcasted as EM 3000 format over the SURVEY serial line at 19200 baud and 100 Hz output rate.

Figure 35 TelegramOut3 configuration



TelegramOut 4 supplies the PHS system with NMEA GGA position input. Broadcasted as NMEA GGA over Ethernet at 1 Hz rate.

Figure 36 TelegramOut4 configuration

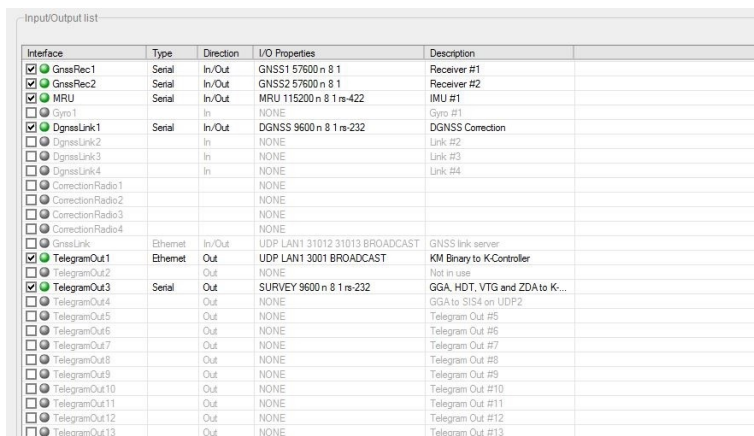


Remember to set time from positioning system (Active) in SIS4.

### D.1.3 Seapath setup for K-Controller (SIS version 5) users

For Seapath 130 deliveries with the configuration option M340-SW\_2040P-SIS5, the Seapath is configured as shown in the figures below. The K-Controller allows reception of all available data from Seapath over Ethernet and a setup different from that for SIS4 is therefore required.

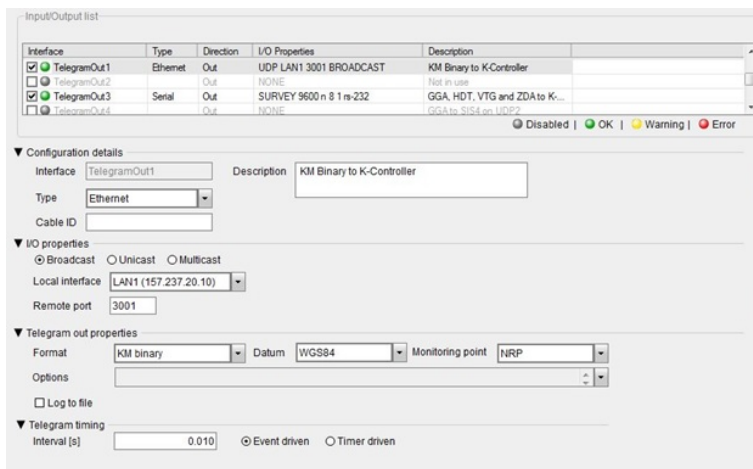
Figure 37 Input/Output list



TelegramOut1 supplies the PHS system with motion and attitude velocity data as well as time and date. Broadcasted as KM Binary format over Ethernet at 100 Hz.

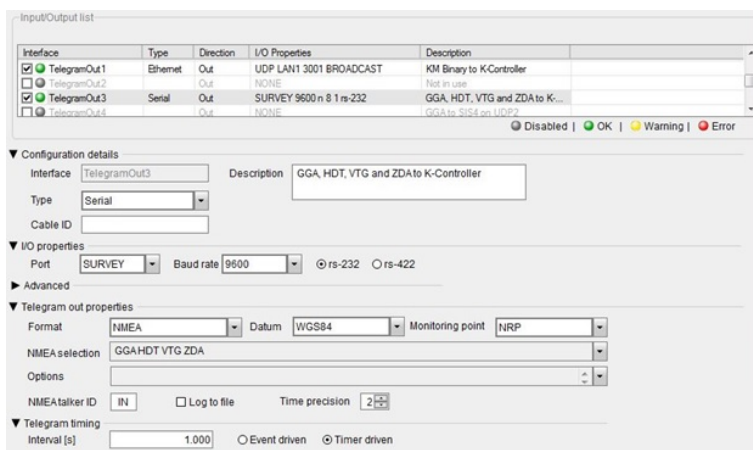


Figure 38 TelegramOut1 configuration



TelegramOut3 supplies the PHS system with NMEA GGA, HDT, VTG and ZDA data. Broadcasted over the SURVEY serial line at 9600 baud and with 1 Hz rate.

Figure 39 TelegramOut3 configuration





# Appendix E

## Free open source software

Some of the software components in this product are free and open source software released under the licenses shown below.

Source code for the relevant software components is available from:

Kongsberg Discovery AS

Attn.: Customer support

Pirsenteret

N-7462 Trondheim

Norway

E-mail: [support.seatex@kd.kongsberg.com](mailto:support.seatex@kd.kongsberg.com)

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**A**

accuracy, survey, 44  
 adjusting heave  
   parameters, 62  
 alarm message reception,  
   how to select, 90  
 antenna location  
   parameters, how to enter, 52  
 antenna offset, 52  
 antenna parameters, 54  
 assembly drawing, light  
   weight subsea bottle, 97  
 authorisation, radio  
   frequency, 21

**B**

backup of software  
   configuration, 91  
 Binary format 23, 118  
 Binary format 26, 120  
 broadcast, 68

**C**

cable specifications, 105  
 Calibration Wizard, sensor  
   unit antenna parameters, 54  
 centre of gravity (CG), 49  
 changing system mode, 48  
 clock synchronization, 17  
 common reference point,  
   CRP, 36  
 communication interface,  
   description, 66  
 communication interface,  
   how to set up, 67  
 communication interfaces, 66  
 Compass view appearance,  
   how to select, 86  
 configuration backup, how  
   to create, 91  
 configuration backup, how  
   to restore, 92  
 configuration management  
   system, how to enter, 46  
 configuration via NAV  
   Engine, 48  
 configuration via operator  
   software, 82  
 configuring operator  
   software for operational  
   use, 82  
 configuring sensor unit for  
   operational use, 48  
 connecting operator  
   software to sensor unit, 88  
 connecting to a network, 74

connectors, subsea bottle, 27  
 contact details, 19  
 correction satellite, 83  
 creating configuration  
   backup, 91  
 CRP, common reference  
   point, 36  
 cyclic redundancy check, 131

**D**

data input, sensor unit, 105  
 datum, 70  
 datum specifications,  
   sensor unit, 105  
 definition, vessel reference  
   system, 36  
 deleting monitoring points, 66  
 description, MRU Unit, 15  
 description, operator  
   software configuration, 46  
 description, sensor unit, 15  
 description, spider cable, 16  
 description, subsea bottle, 15  
 description, system, 12  
 determining MRU  
   mounting angles, 59  
 determining, distance  
   vectors, 43  
 determining, MRU  
   mounting orientation,  
   37, 40  
 determining, sensor unit  
   mounting orientation, 41  
 DGNSS correction link,  
   how to set up, 72  
 dimension specifications, 102  
 dimensions, 94  
 dimensions, sensor unit,  
   95, 102  
 dimensions, subsea bottle, 102  
 dimensions, subsea bottle,  
   light weight,, 96  
 disposal of electrical  
   components, 108  
 distance vectors, how to  
   determine, 43  
 drawings, 21, 94

**E**

elevation mask, 84  
 enabling high precision  
   services, 80  
 entering antenna location  
   parameters, 52  
 entering sensor unit  
   location parameters,  
   52

entering the configuration  
   management system, 46  
 entering vessel  
   identification parameters, 75  
 environmental  
   specifications, 103  
 environmental  
   specifications, MRU Unit, 103  
 environmental  
   specifications, sensor  
   unit, 103  
 equipment handling, 108  
 Ethernet interface, how to  
   use, 68  
 export, 16  
 export license, 11

**F**

free and open source  
   software, 155  
 frequencies, GNSS  
   antenna, 104  
 Fugro high precision  
   services, how to enable, 80

**G**

gateway, 74  
 GNSS antenna,  
   frequencies, 104  
 guarantee, restrictions, 17  
 gyro interface, how to set  
   up, 81

**H**

handling, equipment, 108  
 heading input from gyro  
   compass, how to select, 81  
 heading offset, 52  
 heave filter options, 62  
 heave parameters, how to  
   adjust, 62  
 heave period, 62  
 heave, Automatic mode, 62  
 heave, General purpose  
   mode, 62  
 heave, GNSS aided mode, 62  
 heave, Hydrographic  
   survey mode, 62  
 high precision services,  
   how to enable, 80  
 how to mount, sensor unit, 24  
 how to, adjust heave  
   parameters, 62  
 how to, change system  
   mode, 48

- how to, configure operator software for operational use, 82
- how to, configure sensor unit for operational use, 48
- how to, connect the operator software to the sensor unit, 88
- how to, connect to a network, 74
- how to, create configuration backup, 91
- how to, delete monitoring points, 66
- how to, determine distance vectors, 43
- how to, determine MRU mounting orientation, 37, 40
- how to, determine sensor unit mounting orientation, 41
- how to, dispose of electrical components, 108
- how to, enable high precision services, 80
- how to, enter antenna location parameters, 52
- how to, enter sensor unit location parameters, 52
- how to, enter the configuration management system, 46
- how to, enter vessel identification parameters, 75
- how to, import vessel shape from file, 76
- how to, install MRU subsea bottle, 26
- how to, install Seapath operator software, 29
- how to, power on/off the sensor unit, 28
- how to, restore configuration backup, 92
- how to, select alarm message reception, 90
- how to, select appearance of Compass view, 86
- how to, select appearance of Integrity view, 85
- how to, select appearance of Sky View, 83
- how to, select heading input from gyro compass, 81

- how to, select presentation of view in display, 82
- how to, select SBAS satellites, 79
- how to, select UTM presentation, 87
- how to, set monitoring points, 63
- how to, set MRU location, 57
- how to, set MRU mounting angles, 57
- how to, set up a communication interface, 67
- how to, set up DGNSS correction link, 72
- how to, set up gyro interface, 81
- how to, set up telegram out interface, 70
- how to, set vessel dimensions, 48
- how to, set vessel reference points, 48
- how to, survey MRU subsea bottle, 40
- how to, survey sensor unit, 42
- how to, terminate sensor unit cable, 23
- how to, uninstall Seapath operator software, 29
- how to, use calibration wizard to determine sensor unit antenna parameters, 54
- how to, use the Ethernet interface, 68
- how to, use the serial interface, 67
- how to, use wizard to determine MRU mounting angles, 59
- how to, verify Seapath for operational use, 46

**I**

- importing vessel shape from file, 76
- installation summary, 22
- installation, sensor unit, 24
- installing MRU subsea bottle, 26
- installing Seapath operator software, 29
- Integrity view appearance, how to select, 85
- interface specifications, sensor unit, 101

- IP address, 17, 74
- IP address, default sensor unit IP address, 74

**K**

- KM binary format, 122

**L**

- license information, 11
- license, export, 11
- local area network (LAN), 18
- location MRU, how to set, 57
- location, MRU, 22
- location, MRU subsea bottle, 22
- location, sensor unit, 21
- location, system parts, 21

**M**

- maintenance, 11
- manual, purpose, 11
- mechanical dimensions, 94
- mechanical installation, 24
- mode, system modes, 48
- monitoring points, how to delete, 66
- monitoring points, how to set, 63
- mounting angles MRU, how to determine with wizard, 59
- mounting angles MRU, how to set, 57
- mounting orientation, MRU, 37, 40
- mounting orientation, sensor unit, 37
- mounting the sensor unit, 24
- Mounting Wizard, MRU mounting angles, 59
- MRU location, 22
- MRU location, how to set, 57
- MRU mounting angle , how to set, 57
- MRU mounting angles, how to determine with wizard, 59
- MRU mounting orientation, 37, 40
- MRU mounting orientation, how to determine, 37, 40
- MRU subsea bottle, how to survey, 40
- MRU transportation container, 20

- MRU Unit, description, 15  
 MRU Unit, environmental specifications, 103  
 MRU unit, power specifications, 103  
 multicast, 69
- N**
- NAV Engine configuration, 48  
 NAV Engine configuration, Advanced, 46  
 NAV Engine configuration, Standard, 46  
 navigation reference point (NRP), 49  
 network security, 18  
 network, how to connect to, 74  
 NMEA telegram, 71  
 NTP server, 17
- O**
- offset angle, 39  
 operational use, how to configure operator software, 82  
 operational use, how to configure sensor unit, 48  
 operational use, how to verify that Seapath is ready, 46  
 operator software configuration, 46, 82  
 operator software configuration description, 46  
 operator software, how to connect to sensor unit, 88  
 operator software, how to install, 29  
 operator software, how to uninstall, 29  
 origin, 44  
 origin location in drawing, 49  
 output protocols, 109  
 output protocols, sensor unit, 104
- P**
- parts, location, 21  
 password, 48  
 performance specifications, 100  
 PFreeHeave format, 130  
 pin configuration, subsea bottle, 27  
 pitch, 38, 59  
 power specifications, 102
- power specifications, MRU unit, 103  
 power specifications, sensor unit, 103  
 power wiring, sensor unit, 28  
 powering the sensor unit on/off, 28  
 pre-installation, 20  
 preparations, 20  
 purpose of manual, 11
- R**
- radio frequency, authorisation, 21  
 radio frequency, specifications, 104  
 RDI ADCP format, 127  
 restore of software configuration, 92  
 restoring configuration backup, 92  
 restrictions, 16  
 restrictions, guarantee, 17  
 roll, 38, 59  
 roll/pitch dependent, 63
- S**
- satellite track plot length, 84  
 SBAS satellites, how to select, 79  
 scope of supply, 16  
 selecting alarm message reception, 90  
 selecting Compass view appearance, 86  
 selecting heading input from gyro compass, 81  
 selecting Integrity view appearance, 85  
 selecting presentation view in display, 82  
 selecting SBAS satellites, 79  
 selecting Sky View appearance, 83  
 selecting UTM presentation, 87  
 sensor unit antenna parameters, 54  
 sensor unit cable, how to terminate, 23  
 sensor unit cable, specifications, 105  
 sensor unit installation, 24  
 sensor unit location, 21  
 sensor unit location parameters, how to enter, 52
- sensor unit mounting orientation, 37  
 sensor unit mounting orientation, how to determine, 41  
 sensor unit, cable termination, 23  
 sensor unit, data input, 105  
 sensor unit, datum specifications, 105  
 sensor unit, default IP address, 74  
 sensor unit, description, 15  
 sensor unit, dimensions, 95, 102  
 sensor unit, environmental specifications, 103  
 sensor unit, how to mount, 24  
 sensor unit, how to power on/off, 28  
 sensor unit, how to survey, 42  
 sensor unit, interface specifications, 101  
 sensor unit, output protocols, 104  
 sensor unit, power specifications, 103  
 sensor unit, power wiring, 28  
 serial interface, how to use, 67  
 setting monitoring points, 63  
 setting MRU location, 57  
 setting MRU mounting angles, 57  
 setting to work, summary, 45  
 setting up a communication interface, 67  
 setting up DGNSS correction link, 72  
 setting up the gyro interface, 81  
 setting up the telegram out interface, 70  
 setting vessel dimensions, 48  
 setting vessel reference points, 48  
 shadow sector, 84  
 shape dimensions, 49  
 shape type, 49  
 signal strength, 83  
 Simrad EM3000 format, 122  
 skills, workers, 21  
 Sky View appearance, how to select, 83  
 software configuration backup, 91  
 software configuration restore, 92  
 specifications, 100

- specifications, cable, 105
- specifications, dimensions, 102
- specifications, environmental, 103
- specifications, power, 102
- specifications, radio frequency, 104
- specifications, sensor unit cable, 105
- specifications, system performance, 100
- specifications, umbilical cable, 106
- spider cable schematics, 98–99
- spider cable, description, 16
- standard NAV Engine configuration, 46
- standard parts, 16
- storage, equipment, 108
- subnet mask, 74
- subsea bottle location, 22
- subsea bottle, connectors, 27
- subsea bottle, description, 15
- subsea bottle, dimensions, 102
- subsea bottle, how to install, 26
- subsea bottle, light weight, dimensions, 96
- subsea bottle, pin configuration, 27
- summary of installation, 22
- support information, 19
- survey accuracy, 44
- survey, MRU subsea bottle, 40
- survey, sensor unit, 42
- system description, 12
- system diagram, 13
- system mode, how to change, 48
- system modes, 48
- system modes, how to change, 48
- system parts, location, 21
- system units, 15

## T

- target audience, 11
- technical specifications, 100
- telegram out interface, how to set up, 70
- telegram out options, 133
- terminating sensor unit cable, 23
- tools and equipment, 20
- transportation container for MRU, 20

## U

- UDP Broadcast, 90
- UDP Multicast, 90
- umbilical cable, specifications, 106
- unicast, 69
- uninstalling Seapath operator software, 29
- use, restrictions, 17
- using the Ethernet interface, 68
- using the serial interface, 67
- UTM options, 87
- UTM presentation, how to select, 87

## V

- verifying that Seapath is ready for operational use, 46
- vessel dimensions, how to set, 48
- vessel identification parameters, how to enter, 75
- vessel reference points, how to set, 48
- vessel reference system, definition, 36
- vessel shape from file, how to import, 76
- vibrations, 22
- view placement in display, how to select, 82

## W

- wiring, sensor unit power, 28
- worker skills, 21

## X

- x-axis, 37
- XP/G2/G4, 80

## Y

- y-axis, 37
- yaw, 38, 59

## Z

- z-axis, 37
- zone options, UTM, 87





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