

# **Adrena software**

By Olivier Douillard

***We are going to present the range of functions available in Adrena software. They are based on the principle of modularity and complement each other. The software can be configured according to your experience and actual needs. Whether you are taking part in inshore, offshore or ocean races, whether you are a racing sailor, a trainer or router, or whether you need to develop your boat's performance, you will find what you need here.***

## **Part 2: The RoadBook with MyBible and the alarms**

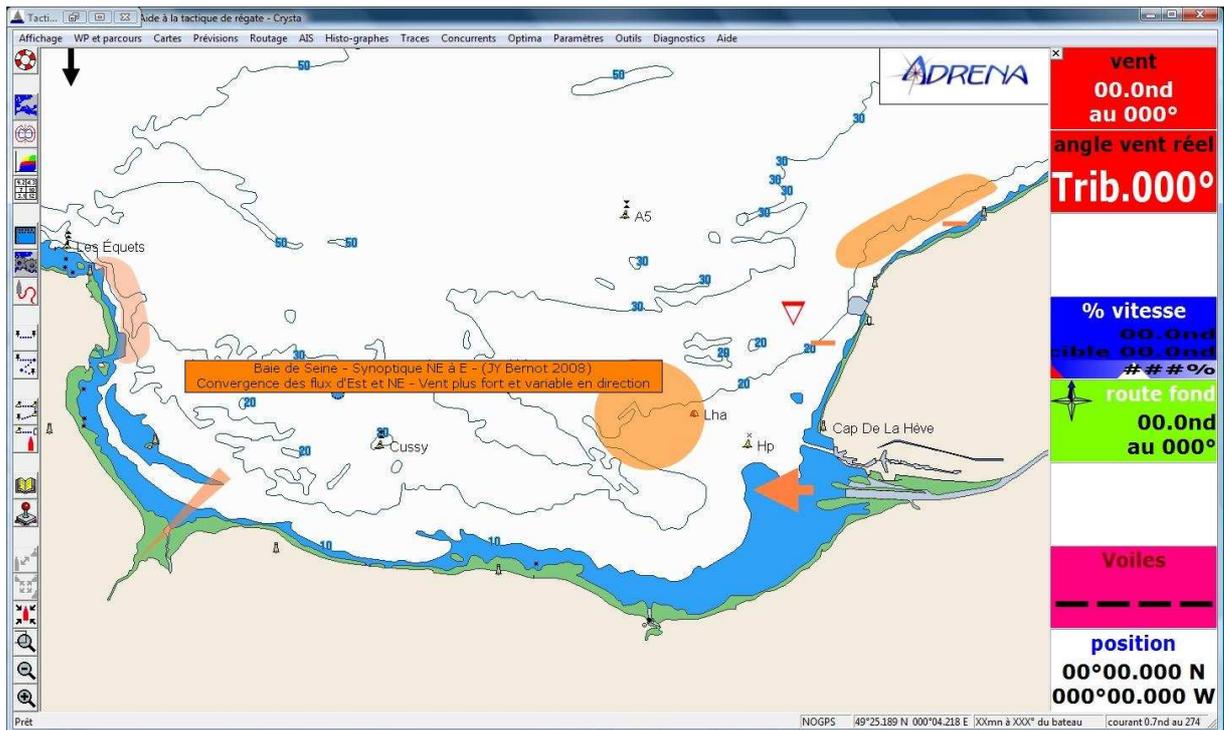
Whether for preparing a race, remembering sailing experiences or marking particular positions, there is always a notebook on the chart table. As racing boats have developed the chart table has tended to disappear. Offset screens have multiplied and above all the laptop PC has become generalised.

A digital notebook is now needed. We have already seen this in Part 1 with the TrimBook, which is a digital settings and adjustments notebook. One is also needed for navigation, with interactivity with the charts.

### **1- The various uses of RoadBooks**

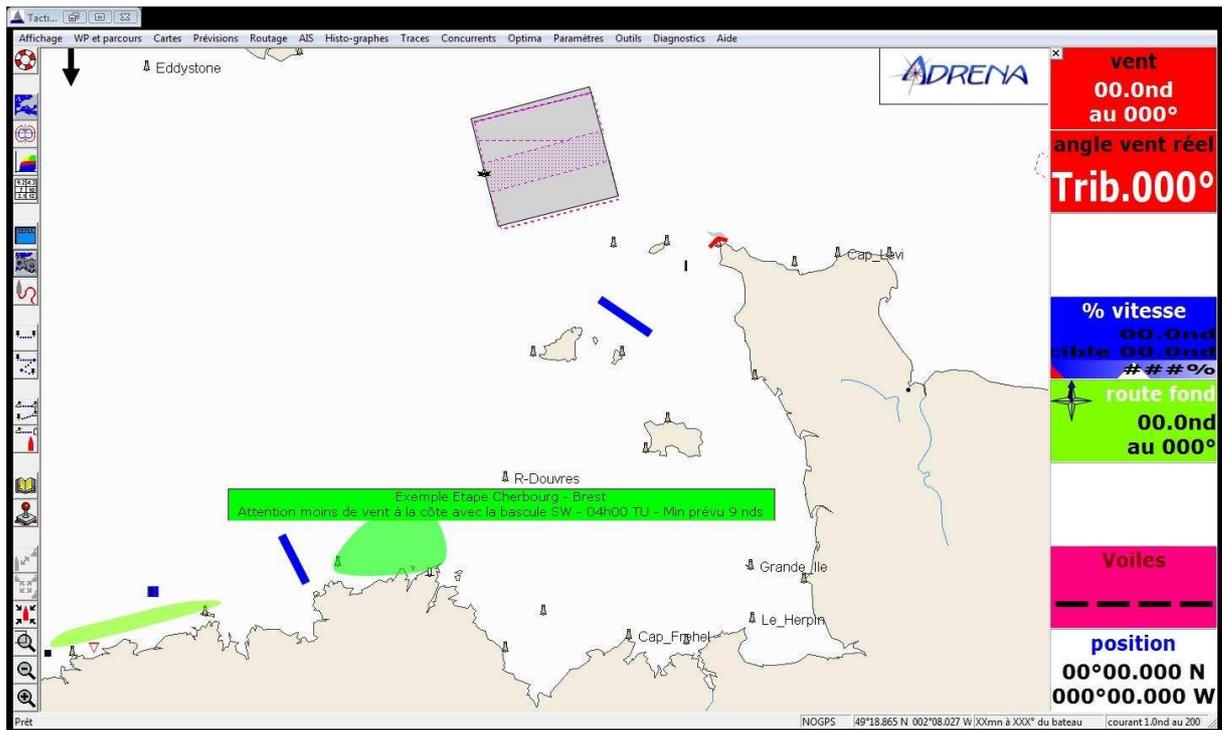
A RoadBook is a layer of information seen superimposed on the charts. As there is no limit to the number of layers, they can be organised according to different types of information.

Knowledge of meteorological phenomena and of the effects of coastal features has considerably increased, and this wide-ranging, important source of information is very useful for determining a strategy or taking tactical decisions. The information must, however, be available at the time it is needed.



This RoadBook represents modification of the synoptic wind from the NE to E in the Seine Bay. The symbols and areas have a comment attached which appears when the mouse passes over them. They are indeed based on presentations by Jean Yves Bernot. During an inshore race, wherever we are sailing, we dream of having available all the strategic information on the chart around the boat's position that needs to be taken into account.

Being able to prepare each leg is another application. Strategic information will be noted directly on the chart. Thus, as you move over the chart, the key points, which were prepared before the race, show up. There is little chance of forgetting to read your notes! All the less so because an alarm can be added to a specific area (see below in the article). The risk becomes almost non-existent!

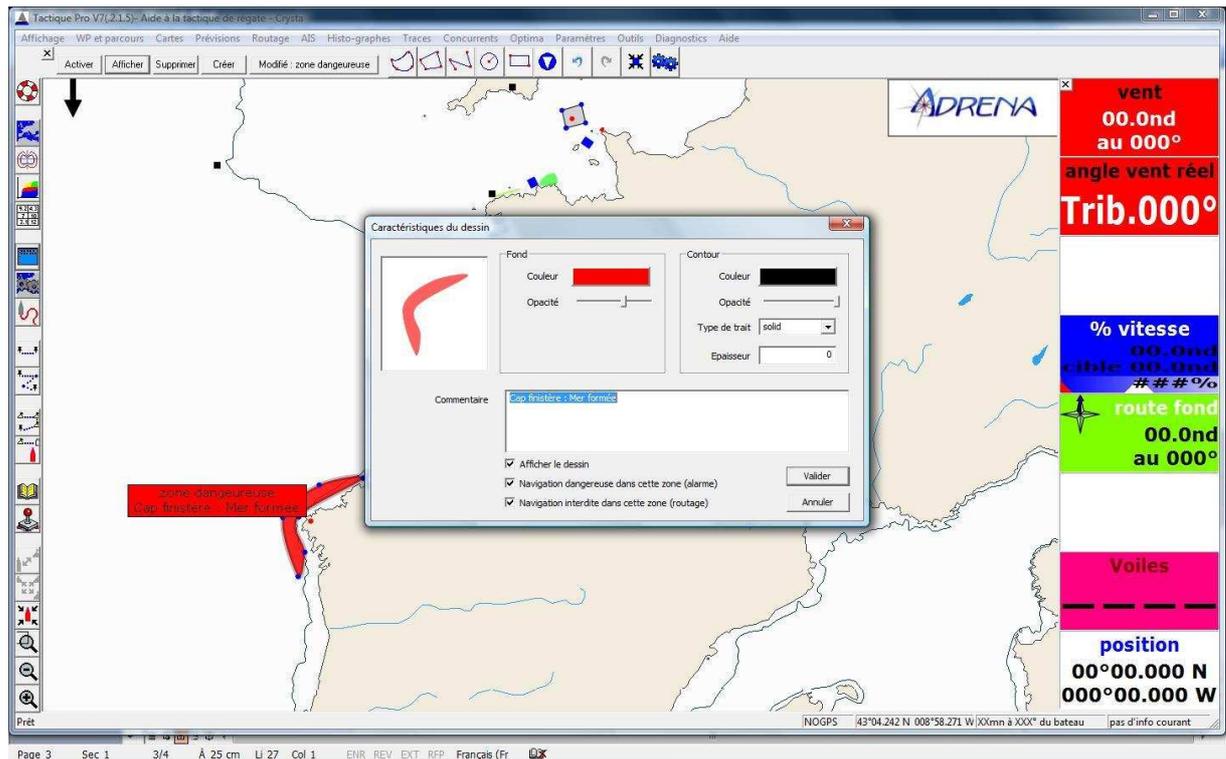


You can see a grey area at the top of the figure above, which represents a traffic separation zone. In this example, two RoadBooks are being displayed, one showing the preparation for the Cherbourg-Brest leg, the other a layer of information on dangerous zones to be avoided. From this area (associated with an alarm, or not), trajectories can be anticipated. This can also be taken into account in a route plan simulation. These areas can be exclusion zones for route planning. When creating a RoadBook of areas to be avoided you can therefore include, for example, wind shadows from an island or a point, areas where shallows or the current create dangerous seas, or areas prohibited in the race instructions. This really is a matter of optimising the route.

Another application is used for those frequent moments when, arriving in a bay, for example, you remember something, saying to yourself, "The last time I was here there was more wind near the shore but I can't remember the direction of the wind on that day." This information can be decisive in making a tactical choice. In the **MyBible** RoadBook you can record all your sailing or racing experiences and thus be sure to have all your past experiences available in real time. Your tactical choices become more and more relevant with time!

## 2- Managing RoadBooks

The picture below shows the creation of a danger zone at Cape Finistere in the "Danger zone" RoadBook.

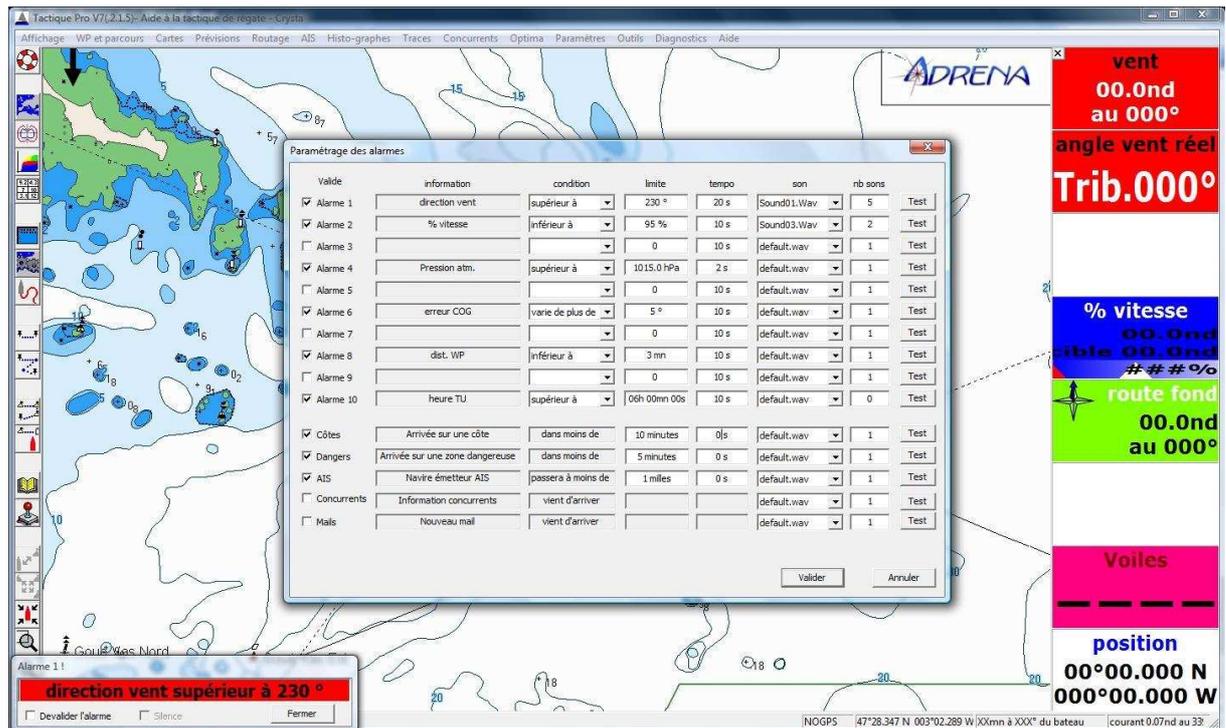


You can see the toolbar for managing the different RoadBooks. Several drawing formats are available as are notes, the same type as in the TrimBook. This is very practical for creating visual points of reference. At the time of creation you can indicate whether the area created should be excluded from route planning and whether an alarm should be applied to it. The two options can be applied together. With the various graphical representation options, the graphical information can be displayed differently with, for example, wind information in green, information about the current in blue etc. You can choose your own personal colour code. N.B. A RoadBook must be active for the alarms to be triggered and for exclusion zones to be taken into account in route planning.

Like the TrimBook, RoadBooks can be put onto your USB memory stick so that your races can be calmly prepared ashore and you can take your sailing experiences along with you.

### 3- The alarms

During a race, whether a windward leeward loop, an inshore or ocean race, taking tactical or strategic decisions requires a large number of parameters to be considered. At the same time, they are not all of the same importance at a given time. If safety parameters are added to this, the job of monitoring the different instruments quickly becomes very complex, and there is a considerable risk of forgetting what is most important at the right time.



The picture above shows the alarm management interface. There are 5 predefined alarms and 10 additional alarms can be created on any of the parameters of the navigational instrument computer.

Alarms are both visual (bottom left window) and audible. The sound is chosen from a list to suit you. In addition to more than fifteen prerecorded sounds, you can add personalised sounds (.wav format): music, a soft voice or, in contrast, something much more explicit!

The predefined alarms include three safety alarms:

- One concerns the AIS, and is important when you remember PRB and Virbac's near miss in the South Atlantic in the last Vendée Globe! Closer to home, it is very useful at night and in areas with a high density of traffic.
- Another warns of arrival near the coast. Single-handed sailors will undoubtedly find it very useful.
- The third indicates the presence of a particular area ahead on the boat's course and defined in one of the active RoadBooks.

Two other alarms show the arrival of an e-mail or a new competitor file.

You can create your own alarms. Start by choosing the parameter. All the parameters of the navigational computer are available even if a new sensor is added. A condition must then be defined which can have three states: less than, greater than, varying more than. The limit is fixed and a delay time is set so that the alarm does not trigger unnecessarily. All that remains is to select the sound and the number

of times that it is repeated, which will correspond to the importance and urgency of the alarm.

Such alarms could be a wind direction alarm or a background alarm for the % of target speed. For navigation and preparing for a manoeuvre, the alarm could be for the time to a waypoint or more performance related, on a course made good varying by more than  $x^\circ$ .

As far as weather is concerned it could be an alarm for atmospheric pressure, synonymous with a change in weather conditions, or for an ocean race the time of a radio broadcast with an alarm set to UT.

By considering what will be the next event, you can free your mind to concentrate on the priority of the moment: trimming the boat, eating, sleeping etc.