

## YOKOSUKA YK13-01 Bathymetry (MBES)

Last Modified: 2019-01-16

[ReadMe](#) [Observation Data](#) [Data Format](#)

Cruise ID: **YK13-01**

Bathymetry (MBES): Processed (DMO)-Basic

Data Policy: [JAMSTEC](#)

Observation Items: Depth

Science Keywords:

OCEANS > BATHYMETRY/SEAFLOOR TOPOGRAPHY > BATHYMETRY  
SOLID EARTH > GEOMORPHOLOGY

Cruise Report

[http://www.godac.jamstec.go.jp/catalog/data/doc\\_catalog/media/YK13-01\\_all.pdf](http://www.godac.jamstec.go.jp/catalog/data/doc_catalog/media/YK13-01_all.pdf)

### For Using Data

#### Principal Investigator

Data Management Office

#### Use Constraints

See [Terms and Conditions](#) about constrain of use.

#### Data Citation

See [Terms and Conditions](#) about data citation.

### Instrument

Instrument:

Multi-narrow beam echo sounder ( - YK14-01)



### Overview

The data provided here are the bathymetric data obtained from the multibeam echo sounder system (MBES). The system transmits the shape echo sounder beam from the transmitter and receives the beam reflected from the seabed using the hydrophone. The water depth is calculated from the travel time of the beam between the transmitter and the receiver. Having many transmitters make fan beams across the keel, this system can obtain a lot of bathymetric data on a wide angle at once.

The travel time of the beam (from the transmitter to the seabed and from the seabed to the receiver) is corrected using the vertical profile of the sound velocity obtained from the in situ observations. (see section Sound velocity profile correction). The raw data with the low reliability such as the noise are removed using the software (see section Processed data).

### Measurement System

Manufacturer: SEABEAM INSTRUMENTS  
Type : SEABEAM 2112.004  
Frequency : 12kHz  
Swath angle: Max 150°  
Beam angle: 2 \* 2°  
Beam number: 151  
Range: 50m - 11,000m  
Resolution (Depth) : Center beam [Depth (m) \* 0.2%], Side beam [Depth (m) \* 0.5%]

### Sound velocity profile correction

In the survey area, the sound velocity profile correction is made using the XBT data acquired during the cruise. On the other hand, in the transit area, e.g., from the survey area to the port, where we do not conduct the XBT observations, the data are corrected using the historical XBT data or the Argo float data.

### Processed Data

Following raw data with the low reliability are removed using the processing software "HIPS and SIPS" of CARIS Inc:

- Navigation error data.
- Data more than manufacturer specification (see section Measurement System)
- Spike noise data (If both of slopes calculated from the evaluated beam and prior/post one on the same swath are less than 5 degrees.)
- Side beam (Beam No.1-21,131-151 : Starboard is No.1 beam.)

The data quality is different in the survey and transit area because of the difference of the temperature data for the sound velocity profile correction. Therefore, we open the survey and transit area data separately. The rule of the file name is as follows.

File name :

- Survey area data : YYYYMMDD.dat
- Transit area data : TYYYYMMDD.dat

YYYY: year, MM: month, DD: day

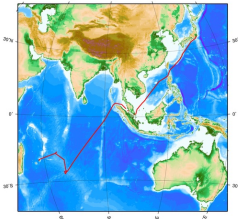
"T" of the header indicates the transit area data.

### Note

- (1) Geodetic system: WGS84
- (2) The tide is not corrected.
- (3) These data are compressed in zip format, please use that after unpacking.
- (4) If you would like the raw data set, please contact us from "Contact Us" above.

### Related Information

YOKOSUKA YK13-01 Cruise Track



Enlarge Image

**YK13-01**  
Ship Name: YOKOSUKA  
Period: 2013-01-05 - 2013-02-04  
Chief Scientist: Nobukazu Seama (Kobe University)  
Project Name: [QUELLE2013]  
Proposal Title: Crustal production process of slow spreading ridge system: Any relation to make hydrogen rich hydrothermal fluid?

| Update History |                                    |
|----------------|------------------------------------|
| 2019-01-16     | An observation data was registerd. |
| 2018-03-20     | An observation data was registerd. |

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YOKOSUKA

MIRAI

KAIREI

CHIKYU

KAIIMEI

SHINSEI MARU

HAKUHO MARU

Information of the Submersibles

KAIKO

SHINKAI 2000

SHINKAI 6500

DEEP TOW

HYPER-DOLPHIN

URASHIMA

YOKOSUKA DEEP TOW

6K Camera DEEP TOW

6K Sonar DEEP TOW

KM-ROV

POWER GRAB

SAMPLER (SHELL)

POWER GRAB

SAMPLER (CLOW)


BMS

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Cruise ID:

Go to a Dive Information

Dive ID:

 **JAMSTEC** 国立研究開発法人 海洋研究開発機構  
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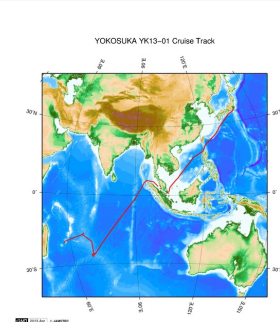
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### Bathymetry XYZ

The one record length of the Processed Data file is 33 bytes.

| No. | Column  | Description | Format | Unit   | Remarks  |
|-----|---------|-------------|--------|--------|--|
| 1   | 1 - 11  | Longitude   | f11.6  | degree | + : Eastern hemisphere<br>- : Western hemisphere   |
| 2   | 13 - 22 | Latitude    | f10.6  | degree | + : Northern hemisphere<br>- : Southern hemisphere |
| 3   | 24 - 31 | Depth       | f9.3   | m      |  |
| 4   | 32 - 33 | Terminator  | a2     |        | [CR][LF]   |

### Related Information



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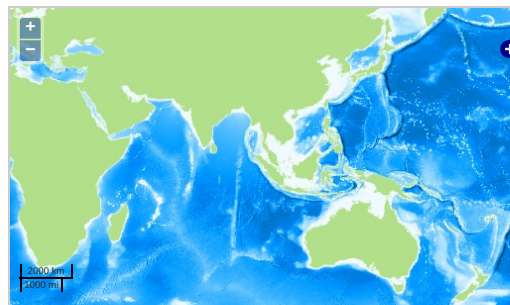
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### Observation Map



Imagery reproduced from ...

... Observation Line    ... Navigation    ... Observation, Dive Point, Hole

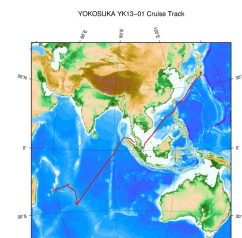
### Data List

[Add to Basket](#)

#### File names

|                          |               |
|--------------------------|---------------|
| <input type="checkbox"/> | 20130126.dat  |
| <input type="checkbox"/> | 20130127.dat  |
| <input type="checkbox"/> | 20130128.dat  |
| <input type="checkbox"/> | 20130129.dat  |
| <input type="checkbox"/> | T20130119.dat |
| <input type="checkbox"/> | T20130120.dat |
| <input type="checkbox"/> | T20130121.dat |
| <input type="checkbox"/> | T20130122.dat |
| <input type="checkbox"/> | T20130123.dat |
| <input type="checkbox"/> | T20130124.dat |
| <input type="checkbox"/> | T20130125.dat |
| <input type="checkbox"/> | T20130126.dat |
| <input type="checkbox"/> | T20130127.dat |
| <input type="checkbox"/> | T20130128.dat |
| <input type="checkbox"/> | T20130129.dat |
| <input type="checkbox"/> | T20130130.dat |
| <input type="checkbox"/> | T20130131.dat |

### Related Information



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(SHELL)  
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BMS

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