

## NATSUSHIMA NT11-17 Bathymetry (MBES)

Last Modified: 2013-09-14

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

Cruise ID: **NT11-17**

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/NT11-17\\_all.pdf](http://www.godac.jamstec.go.jp/catalog/data/doc_catalog/media/NT11-17_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



### 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: Reson Inc.  
Type : SeaBat 8160  
Frequency : 50kHz  
Swath angle: Max 150°  
Beam angle: 1.5° \* 1.5°  
Beam number: 126  
Range: 10m - 3,000m  
Resolution (Depth) :1.4cm/2.9cm/8.6cm (It depends on depth.)

### 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.1-20,107-126 : 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

 Cruise Data  Dive Data



## NT11-17

Ship Name: NATSUSHIMA  
Period: 2011-09-05 - 2011-09-10  
Chief Scientist: Tatsuhiro Fukuba (The University of Tokyo)  
Proposal Title: A study on a hydrothermal plume mapping and a novel hydrothermal ore mine survey by in situ multi parameter measurements

## Update History

2013-09-14      An observation data was registerd.

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- Application for Data and Samples
- Data Policy

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|------------------|------------------------|
|------------------|------------------------|

## Data

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Detailed Search

### Information of the

**Ships**  
NATSUSHIMA  
KAIYO  
YOKOSUKA  
MIRAI  
KAIREI  
CHIKYU  
KAIMEI  
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

**Go to a Cruise Information**

Cruise ID:  Go

**Go to a Dive Information**

Dive ID:

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**JAMSTEC**

国立研究開発法人  
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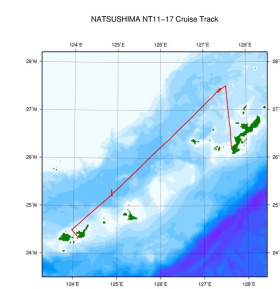
### Bathymetry XYZ

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

☒ Cruise Data ☐ Dive Data



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[KM-ROV](#)  
[POWER GRAB SAMPLER \(SHELL\)](#)  
[POWER GRAB SAMPLER \(CLOW\)](#)  
[BMS](#)

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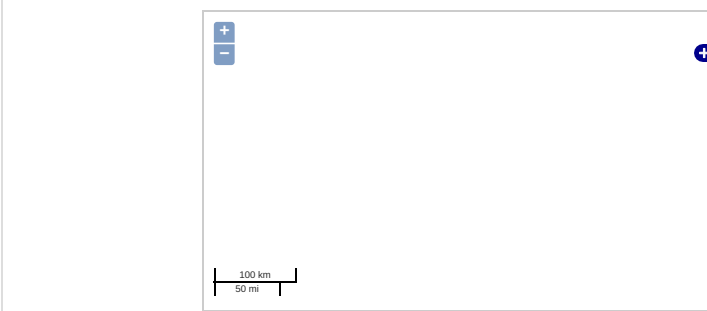
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### Observation Map



Imagery reproduced from ...

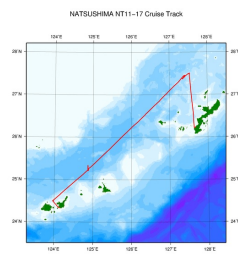
### Data List

[Add to Basket](#)

☐ File names  
☐ 20110907.dat  
☐ 20110908.dat

### Related Information

[Cruise Data](#) [Dive Data](#)



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