

YOKOSUKA YK10-02 Gravity

Last Modified: 2019-07-18

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Cruise ID: [YK10-02](#)

Gravity: Processed (DMO)-Corrected

Data Policy: [JAMSTEC](#)

Observation Items: Gravity

Science Keywords:

OCEANS > MARINE GEOPHYSICS > MARINE GRAVITY FIELD
SOLID EARTH > GEODETICS/GRAVITY > GRAVITY

Cruise Report

http://www.godac.jamstec.go.jp/catalog/data/doc_catalog/media/YK10-02_all.pdf

For Using Data

Principal Investigator

Data Management Office

Use Constraints

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

Data Citation

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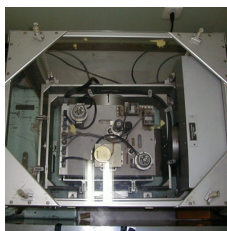
Period (UTC)

2010-02-18 00:11 – 2010-03-03 23:48

Instrument

Instrument:

Shipboard gravimeter



Instrument:

Microgravimeter(- YK14-01)



Overview

The data provided here are quality-controlled absolute gravity data and free-air anomalies. The absolute gravity data are a combination of relative gravity data measured by the shipboard gravity meter and the absolute gravity data of the ports in departure and arrival. Drift corrections and the Eotvos corrections were done before converting into absolute gravity. As a quality control, low reliability data were removed (see section 6. for the judging criteria). The absolute gravity values of the ports are referenced to those of the Japan Gravity Standardization Net of the Geographical Survey Institute of Japan.

Measurement System

(1) Shipboard gravity meter

The system consists of two main assemblies; the gyro-stabilized platform including the gravity sensor and the data handling & control system.

Manufacturer: LaCoste & Romberg

Model: S-63

Measuring range: 12,000 mGal

Accuracy: 1.0 mGal

Drift rate: < 3.0 mGal / month

Installation: No.1 research room

Reference: "Model "S" Air-Sea Dynamic Gravity Meter SystemII" INSTRUCTION MANUAL LaCoste and Romberg Gravity Meters, Inc. 2004

(2) Portable gravity meter

The portable gravity meter consists of two modules; the data acquisition/control module and the gravity sensor module. The gravity sensor is enclosed in a thermostatically controlled vacuum chamber. The portable gravity meter is used to calculate the absolute gravity of the port with reference to the gravity station of the Japan Gravity Standardization Net of the Geographical Survey Institute of Japan.

Manufacturer: LaCoste & Romberg

Model: G-1039

Measurement range: 7,000 mGal

Accuracy: 0.04 mGal

Drift rate: < 0.5 mGal/month

Reference: "Model G and D Gravity Meter System" INSTRUCTION MANUAL LaCoste and Romberg Gravity Meters, Inc.

Absolute gravity in Ports

Date (UTC)	Port	Absolute gravity (mGal)	Sea level (cm)	Draft shipboard (cm)	Absolute gravity at sensor position (mGal)	Reading of shipboard gravity meter (mGal)
2010/02/17 07:31:30	YOKOSUKA/JAMSTEC	979758.36	240	470	979757.85	10846.9
2010/03/04 01:06:40	YOKOSUKA/JAMSTEC	979758.40	287	450	979757.97	10851.4

* see [Term description](#)

Data processing

According to the filter process of the gravity meter system, the gravity data has a time lag of 180 seconds between the measurement and its output. After adjustment of this lag time, the following corrections and calculations were performed.

(1) Drift correction

$$D = ((V_{ge}-V_{gs})-(Age-Ags))/(T_e-T_s)$$

D: Drift value (mGal/day)

V_{gs}: The shipboard gravity at the start of the cruise (mGal)

V_{ge}: The shipboard gravity at the end of the cruise (mGal)

A_{gs}: The absolute gravity at the shipboard sensor position at the start of the cruise (mGal)

A_{ge}: The absolute gravity at the shipboard sensor position at the end of the cruise (mGal)

T_s: The start time of the cruise (day)

T_e: The end time of the cruise (day)

(2) Eotvoes correction

$$E = 7.503 \times S^2 \cos(\varphi) \sin(\alpha) + 0.004154 \times S^2$$

E: Eotvoes correction (mGal)

S: Ground speed of the ship (knot)

φ: Latitude (radian)

α: Course of the ship (radian, measured clockwise from the north)

Reference: Blakely, R.J., Potential theory in gravity & magnetic applications, Cambridge University Press, New York, 441pp, 1995

* The navigation data such as S, φ, and α are the 4-min average values. Before average processing, following data were removed from each dataset. If the number of data used for a 4-min average calculation did not include more than 50% of good data, the processed average value was considered as a missing value.

- Time error (inversion of time, continuation of same timestamps)
- Ship speed exceeding 20knot
- Course of the ship except 0-360°

(3) Calculation of the absolute gravity

$$G = A_{gs} + (V_g - V_{gs}) - D \times (T - T_s) + E + H \times \beta$$

G: The absolute gravity at sea surface (mGal)

A_{gs}: The absolute gravity at the shipboard sensor position at the start of the cruise (mGal)

V_{gs}: The shipboard gravity at the start of the cruise (mGal)

V_g: The shipboard gravity at the measurement time (mGal)

D: Drift value (mGal/day)

T_s: The start time of the cruise (day)

T: The measurement time (day)

E: Eotvoes correction (mGal)

H: Height from sea surface of the shipboard sensor position (m)

β: Free-air gradient 0.3086 (mGal/m)

(4) Calculation of the Free-air anomaly

$$G_f = G - \gamma + \delta$$

G_f: The Free-air anomaly (mGal)

G: Absolute gravity at sea surface (mGal)

γ: Normal gravity (mGal)

* The normal gravity formula of the Geodetic Reference System 1980

$$\gamma = 978032.67715(1 + 0.0052790414 \sin^2 \varphi + 0.0000232718 \sin^4 \varphi + 0.0000001262 \sin^6 \varphi + 0.0000000007 \sin^8 \varphi)$$

δ: Atmospheric correction at sea surface

$$\delta = 0.87 - 0.0000965 \times 0 \text{ (mGal)}$$

(5) Output of the data

Time (UTC)

Latitude (degree)

Longitude (degree)

Processed absolute gravity at sea surface (mGal)

Free-air anomaly (mGal)

Quality control of data

Following criteria were used for removal of low reliability data:

- Abrupt free-air anomaly change exceeding 10mGal/km
- Change in Eotvoes correction exceeding 3mGal/min
- Ground speed of the ship below 3knot

Note

(1) File naming rule: Cruise_ID_corr.grv

(2) Sampling rate: ten seconds

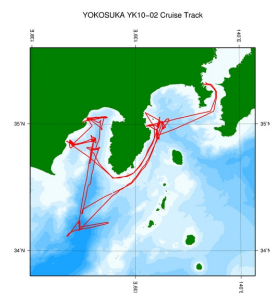
(3) Geodetic system: WGS84

(4) If you would like the raw data set, please contact us from "Contact Us" above.

Related Information

☒ Cruise Data

☐ Dive Data



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YK10-02

Ship Name: YOKOSUKA

Period: 2010-02-18 - 2010-03-04

Chief Scientist: Satoshi Tsukioka (JAMSTEC)/Tadahiyo Hyakudome (JAMSTEC)

Proposal Elemental Technology Tests for Deep & Long Cruising Range Autonomous Underwater

Title: Vehicle "URASHIMA"

Update History

2019-07-18	An observation data was registerd.
2014-09-11	An observation data was registerd.
2014-04-10	An observation data was registerd.
2012-09-28	An observation data was registerd.

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YOKOSUKA DEEP TOW
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6K Sonar DEEP TOW
KM-ROV
POWER GRAB SAMPLER (SHELL)
POWER GRAB SAMPLER (CLOW)
BMS

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Dive ID:

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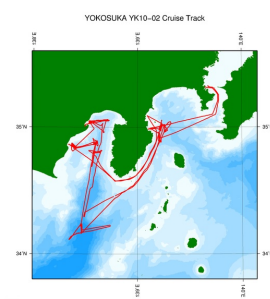
Data Policy: [JAMSTEC](#)

Gravity Corrected

No.	Column	Content	Format	Unit	Remarks
1	1 - 8	Date	i4,i2,i2		YYYYMMDD (UTC)
2	10 -15	Time	i2,i2,i2		hhmmss (UTC)
3	17 -25	Latitude	f9.5	degree	No sign for the northern hemisphere. Negative for the southern hemisphere.
4	27 -36	Longitude	f10.5	degree	No sign for eastern hemisphere. Negative for the western hemisphere.
5	38 -45	Absolute gravity	f8.1	mGal	
6	48 -53	Free-air anomaly	f6.1	mGal	

Related Information

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



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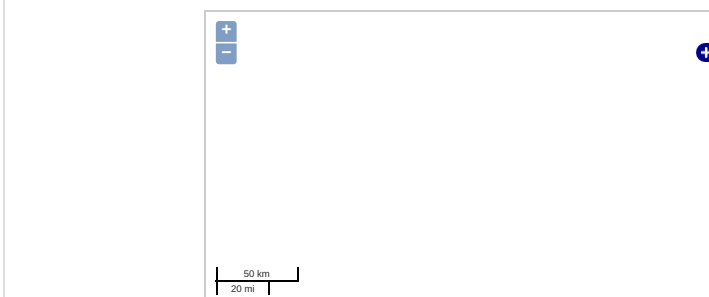
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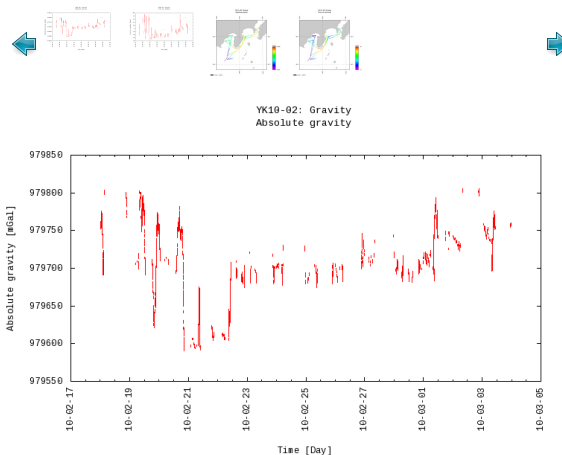
Observation Map



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

Imagery reproduced from ...

Figures



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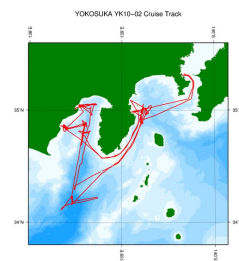
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File names

☐ YK10-02_corr.grv

Related Information

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