

For Using Data

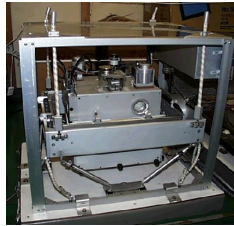
| | |
|------------------------|--|
| Data Policy | JAMSTEC |
| Principal Investigator | Data Management Office |
| Use Constraints | See Terms and Conditions about constrain of use. |
| Data Citation | See Terms and Conditions about data citation. |

Quality

DMO-Processed

Instrument

Shipboard gravimeter



Microgravimeter (- MR11-05 Leg2)

**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 Quality control of data 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.

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|---------------------|--|
| Manufacturer : | LaCoste & Romberg |
| Type : | S-116 |
| Measurement range : | 12,000 mGal |
| Accuracy : | 1.0 mGal |
| Drift rate : | < 3.0 mGal/month |
| Location : | Gravity meter room |
| Reference : | "Model S Air-Sea Dynamic Gravity Meter System II" 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 : | SCINTREX |
| Model : | CG-3M |
| Measurement range : | 7,000 mGal |
| Standard deviation : | 0.005 mGal |
| Drift rate : | < 0.02 mGal/day |
| Reference : | "CG-3M AUTOGRAV AUTOMATED GRAVITY METER OPERATOR MANUAL", 'SCINTREX |

Absolute gravity in Ports

| | | |
|-------------------------|----------------|---------------|
| Date (UTC) | 2008/5/26 6:16 | 2008/8/6 2:33 |
| Port | SEKINEHAMA | SEKINEHAMA |
| Absolute gravity (mGal) | 980371.94 | 980371.94 |
| Sea level (cm) | 261 | 276 |

| | | |
|--|-----------|-----------|
| Draft shipboard (cm) | 615 | 615 |
| Absolute gravity at sensor position (mGal) | 980372.93 | 980372.98 |
| Reading of shipboard gravity meter (mGal) | 12641.6 | 12641.6 |

Altitude conversion formula

$$A_g = P_g + \beta * HS/100 + (HD - HSG)/100 * (\beta - 4\pi * k * \rho_w)$$

A_g : The absolute gravity at the shipboard sensor position (mGal)

P_g : The absolute gravity of the portable gravity meter (mGal)

HSG : Height of the shipboard gravity meter from the ship bottom (530 cm : R/V MIRAI)

HS : Sea level (cm)

HD : Draft (cm)

β : Free-air gradient 0.3086 (mGal/m)

k : Gravitational constant

ρ_w : Density of sea water

$$4\pi * k * \rho_w = 0.0864$$



Data processing

According to the filter process of the gravity meter system, the gravity data has a time lag of 120 seconds between the measurement and its output. After adjustment of this lag time, the following corrections and calculations were performed.

1) Drift correction

$$D = ((V_g - V_{gs}) - (A_g - A_{gs})) / (T_e - T_s)$$

D : Drift value (mGal/day)

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

V_g : 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_g : 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) Eotvos correction

$$E = 7.503 * S * \cos(\phi) * \sin(\alpha) + 0.004154 * S^2$$

E : Eotvos correction (mGal)

S : Ground speed of the ship (knot)

ϕ : Latitude

α : Course of the ship (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 20 knot
- Course of the ship except 0-360 degree

3) Calculation of the absolute gravity

$$G = A_{gs} + (V_g - V_{gs}) - D * (T - T_s) + E - H * (\beta - 4\pi * k * \rho_w)$$

G : The absolute gravity at sea surface (mGal)

Ags : The absolute gravity at the shipboard sensor position at the start of the cruise (mGal)

Vgs : The shipboard gravity at the start of the cruise (mGal)

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

D : Drift value (mGal/day)

Ts : 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)

k : Gravitational constant

ρ_w : Density of sea water

$4\pi * k * \rho_w = 0.0864$

4) Calculation of the Free-air anomaly

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

Gf : 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

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

δ : Atmospheric correction at sea surface

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

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

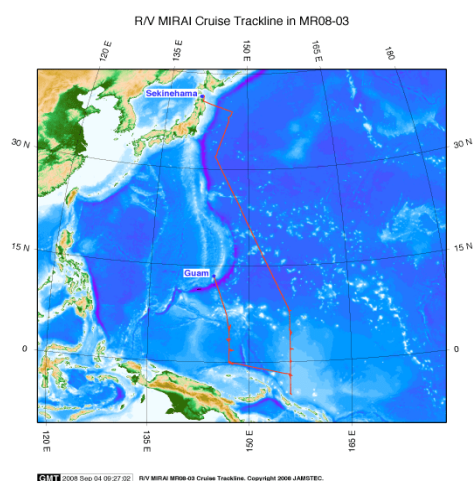
Following criteria were used for removal of low reliability data:

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

Note

- 1) File naming rule : Cruise ID_corr.grv
- 2) Data interval : ten seconds
- 3) Geodetic system : WGS84
- 4) If you would like the raw data set, please contact DMO at "dmo@jamstec.go.jp".
- 5) It was appeared that errors in a part of gravity data obtained by using R/V Mirai, associated with converting into absolute gravity. Inappropriate processing was also performed on this cruise, the data has been reprocessed using the correct absolute gravity value for the port and replaced in March 2024.

Related Information



MR08-03

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|------------------|--|
| Ship Name: | MIRAI |
| Period: | 2008/07/02 - 2008/08/06 |
| Chief Scientist: | Yuji Kashino (JAMSTEC) |
| Project Name: | [Tropical Ocean Climate Study (TOCS), Station KEO] |
| Proposal: | Tropical Ocean Climate Study |

Format Description for 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 | |