

## KAIREI KR09-07 Bathymetry (MBES)

Last Modified: 2012-09-28

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

Cruise ID: [KR09-07](#)

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/KR09-07\\_all.pdf](http://www.godac.jamstec.go.jp/catalog/data/doc_catalog/media/KR09-07_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 beam echo sounder ( - KR13-09)



### 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

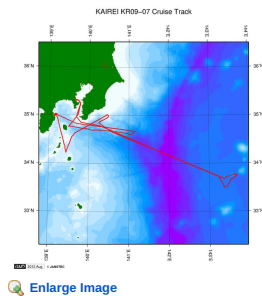
YYYY: year, MM: month, DD: day

"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



#### KR09-07

Ship Name: KAIREI  
Period: 2009-07-05 - 2009-07-12  
Chief Scientist: Seiichi Miura (JAMSTEC)  
Project Name: [Seismic study]  
Proposal High resolution deep seismic study in and around the Sagami Bay and off Boso Peninsula  
Title:

#### Update History

Date	Description
2012-09-28	An observation data was registered.

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Feeds

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Map Search  
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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 to a Dive Information

Dive ID:

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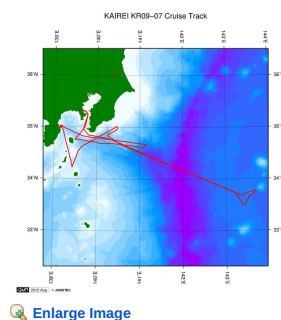
Data Policy: [JAMSTEC](#)

### 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 - : Western hemisphere
2	13 - 22	Latitude	f10.6	degree	+ : Northern hemisphere - : Southern hemisphere
3	24 - 31	Depth	f9.3	m	
4	32 - 33	Terminator	a2		[CR][LF]

### Related Information



[Enlarge Image](#)

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#### Lists

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#### Information of the Ships

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[CHIKYU](#)  
[KAIMEI](#)  
[SHINSEI MARU](#)  
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#### Information of the Submersibles

[KAIKO](#)  
[SHINKAI 2000](#)  
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[DEEP TOW](#)  
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[6K Camera DEEP TOW](#)  
[6K Sonar DEEP TOW](#)  
[KM-ROV](#)  
[POWER GRAB SAMPLER \(SHELL\)](#)  
[POWER GRAB SAMPLER \(CLOW\)](#)  
[BMS](#)

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This map displays the Kuroshio Current region, including the Japan Trench and surrounding seamounts. Bathymetry is shown in shades of blue, with depths ranging from 0 to 1000 meters. Key features labeled include the Japan Trench, Daiichi-Kasima Seamount, Choshi Spur, Katakai Canyon, Mogi Fan, Katsura Canyon, Taito Spur, Katsura Basin, Kiyosumi Seamount, Mogi Fan, Kita-mikura Canyon, Minami-mikura Canyon, Kita-Hachijo Canyon, Minami-Hachijo Canyon, Takahiro Seamount, Katsuk, Kurose Hole, Ogochi Spur, Keicho Seamount, Mikura Seamount, Izu-Oki Seamount, Izu Bank, Suruga Trough, Iro Canyon, Zenisu Bank, Zenisu Ridge, Niihima Canyon, Suruga Basin, Tokyo Canyon, Oiso Spur, and O Ne. A scale bar indicates 100 km and 50 m. A legend at the bottom identifies symbols for Observation Line (orange dashed line), Navigation (red line), Observation, Dive Point, Hole (orange dot), and Imagery reproduced from (blue square).

File names
20090705.zip
20090706.zip
20090707.zip
20090708.zip
20090710.zip
20090711.zip

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