

For Using Data

Data Policy	JAMSTEC
Principal Investigator	Data Management Office Technology development program for enhancing utilization of marine resources (MEXT): Development of systems for wide area survey of seafloor mineral resources
Use Constraints	See Terms and Conditions about constrain of use.
Data Citation	See Terms and Conditions about data citation.

Quality

DMO-Processed

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 Data processing).

Measurement System

Manufacturer :	Reson Inc.
Type :	SeaBat 8160
Frequency :	50 kHz
Swath angle :	max 150 degree
Beam angle :	1.5 * 1.5 degree
Beam number :	126
Range :	10 m - 3,000 m
Resolution (Depth) :	1.4 cm / 2.9 cm / 8.6 cm (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 and XCTD data or the Argo float data.

Data processing

Following raw data with the low reliability are removed using the processing software "CARIS HIPS and SIPS Version 12.0" of Teledyne Technologies Inc.

- Navigation error data
- The Data exceeded the "Range" in the Measurement system section
- Spike noise data (If both of slopes calculated from the evaluated beam and prior/post one on the same swath are exceeded 5 degrees.)
- Side beam (Beam No.1-20, 107-126 : Starboard is No.1 beam.)
- The Bottom lost data due to the sea state etc.
- The data with high possibility of noise judged by Sonar Noise Classifier on CARIS Mira AI* (processing parameters are changed depending on the noise level, water depth, etc.)

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.

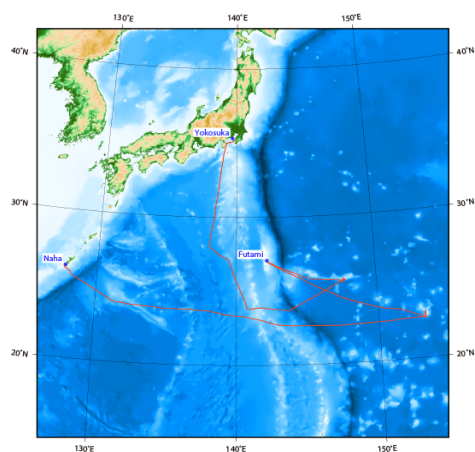
* <https://www.teledynecaris.com/en/products/caris-mira-ai/>

Note

- 1) Geodetic system : WGS84.
- 2) The tide is not corrected.
- 3) In this cruise, we have no plan to process the transit area data.
- 4) If you would like the raw data set, please contact DMO at "dmo@jamstec.go.jp".

Related Information

R/V NATSUSHIMA Cruise Trackline in NT15-03



© 2012 Jan 07 15:40:21 R/V NATSUSHIMA Cruise Trackline Copyright 2012 JAMSTEC

NT15-03

Ship Name:

NATSUSHIMA

Period:

2015/01/29 - 2015/02/20

Chief Scientist:

Blair Thornton (The University of Tokyo)

Proposal:

Format Description for Bathymetry XYZ

No.	Column	Content	Format	Unit	Remarks
1	1 - 11	Longitude	f11.6	degree	+ : Eastern hemisphere - : Western hemisphere
2	13 - 22	Latitude	f10.5	degree	+ : Northern hemisphere - : Southern hemisphere
3	24 - 31	Depth	f9.3	m	
4	32 - 33	Terminator	a2		[CR][LF]