

SHINSEI MARU KS-19-22 Shipboard Acoustic Doppler Current Profiler (ADCP)

Last Modified: 2020-05-27

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

Cruise ID: [KS-19-22](#)

Shipboard Acoustic Doppler Current Profiler (ADCP): Processed (DMO)-Corrected

Data Policy: [JURCAOS-JAMSTEC](#)

Observation Items: Depth, Absolute velocity (zonal, meridional and vertical)

Science Keywords:

OCEANS > OCEAN CIRCULATION > OCEAN CURRENTS

Cruise Report

http://www.godac.jamstec.go.jp/catalog/data/doc_catalog/media/KS-19-22_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:

Shipboard acoustic doppler current profiler



Overview

Acoustic Doppler Current Profiler (ADCP) transmits acoustic pulses from a transducer assembly. The transducers receive backscattered sounds from small particles floating with water currents. Using the Doppler shift principle, the backscattered sound data can be converted into components of water current velocity at multiple depths. The shipboard ADCP mounted on R/V SHINSEI-MARU can measure the speed and direction of water currents for up to 128 layers. The dataset provided here is a 5-minute time average of absolute velocity data (i.e., water current velocity in geophysical coordinates) after various kinds of corrections. This data processing was carried out by DMO. See [here](#) for detailed correction methods.

Specifications

Manufacturer:	Teledyne RD Instruments
System:	OS-ADCP 38kHz
Frequency:	38.4kHz
Configuration:	4-beam phased array
Beam angle:	30deg
Transducer Depth:	5.0m beneath calm water line
ADCP data logger:	Teledyne RD Instruments VmDas 1.46.5
Ship heading and attitude	
[instrument maker/model]:	iXBlue/PHINS
Navigation	
[instrument maker/model]:	Fugro/StarPack-D

ADCP configuration

Configuration 1

Bottom track mode

2019/10/25 01:20 - 2019/10/27 10:14

Depth range:	30 m - 822 m (bin centers)
Bin length:	8 m
Number of bins:	100
Blanking interval:	16 m

Configuration 2

Bottom track mode

2019/10/29 05:46 - 2019/10/29 08:22

Depth range:	38 m - 1622 m (bin centers)
Bin length:	16 m
Number of bins:	100
Blanking interval:	16 m

Sound speed calculation:	used transducer temperature during acquisition
Correction of the alignment error	
[corrected angle]:	-0.028 deg

Need raw data?

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

SHINSEI MARU KS-19-22 Cruise Track

[Enlarge Image](#)

KS-19-22

Ship Name: SHINSEI MARU

Period: 2019-10-25 - 2019-10-31

Chief Scientist: Yusuke Kawaguchi (The University of Tokyo)

Proposal Interaction between TWC front and internal gravity waves in the central Japan Sea:

Title: Observations of turbulent mixing and primary production

Update History	
2020-05-27	An observation data was registerd.

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HYPER-DOLPHIN

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YOKOSUKA DEEP TOW

6K Camera DEEP TOW

6K Sonar DEEP TOW

KM-ROV

POWER GRAB SAMPLER (SHELL)

POWER GRAB SAMPLER (CLOW)

BMS

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ADCP Corrected,Qced 3

About data format

We provide the dataset as AWI Ocean Data View format (generic spreadsheet format).

 Ocean Data View : <http://odv.awi.de/>

 Japanese Guide : http://www.jodc.go.jp/jodc_pub/digitalpub_j.html

Format Description (tab space separated)

Data No.	Content	Unit	Format	Remarks
1	CruiseID	i6		Cruise name
2	Station	i12		Station name set to be measurement time [YYYYMMDDhhmm]
3	Type	i1		Always "B", due to the number of data acquisition layers lower than 250-layer
4	Day	i10		Measurement day(UTC) [MM/DD/YYYY]
5	Time	i5		Measurement time [Center of average time](UTC) [hh:mm]
6	Longitude	degree	f8.4	Position at the measurement time [0 - 360]
7	Latitude	degree	f8.4	Position at the measurement time [North: +, South: -]
8	Bottom depth	m	f6.1	Set to be "0" if there is no data
9	Measurement depth	m	f7.2	Depth of measurement layer
10	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
11	Current speed (zonal)	m/sec	f8.4	5-minute average of zonal component of absolute velocity [Eastward: +] [Only good data of more than 120 count of ping correlation and more than 25 count of echo intensity were used for the average]
12	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
13	Current speed (meridional)	m/sec	f8.4	5-minute average of meridional component of absolute velocity [Northward: +] [Only good data of more than 120 count of ping correlation and more than 25 count of echo intensity were used for the average]
14	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
15	Current speed (vertical)	m/sec	f8.4	5-minute average of vertical component of absolute velocity [Upward: +] [Only good data of more than 120 count of ping correlation and more than 25 count of echo intensity were used for the average]
16	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
17	Speed of absolute velocity	m/sec	f7.4	Magnitude of absolute velocity
18	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
19	Current direction	degree	f5.1	Current direction of absolute velocity [0 to 360]
20	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
21	Error velocity	m/sec	f8.4	5-minute average of error velocity
22	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
23	Correlation	count	f5.1	5-minute average by 4-beam average correlation(send beam - received beam) [max:250count] [The data used to calculate velocity were used to average]
24	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
25	Echo Intensity	count	f5.1	5-minute average by 4-beam average echo intensity [max:120count] [The data used to calculate velocity were used to average]
26	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
27	Percentgood	%	f5.1	Rate of the good data that is used velocity calculation to the all data [0 to 100]
28	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
29	Ship's speed	m/sec	f7.4	Ship's speed by GPS
30	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
*31	Standard deviation of the Ship's Speed	m/sec	f5.2	Standard deviation of the Ship's Speed in the 5-minute
32	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
*33	Standard deviation of the Ship's Heading	degree	f6.2	Standard deviation of the Ship's Heading in the 5-minute
34	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
*35	Standard deviation of the Ship's Roll	degree	f5.2	Standard deviation of the Ship's Roll in the 5-minute
36	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad
*37	Standard deviation of the ship's pitch	degree	f5.2	Standard deviation of the ship's pitch in the 5-minute
38	Quality flag	i1		"0"=good, "4"=questionable, "8"=bad

* Standard deviations of the ship's speed and the ship's heading, roll, and pitch in each 5-minute average section are also included in the dataset, since data quality of ADCP velocity might be dropped due to the high variabilities of each variables. However, DMO doesn't make any evaluation for the ADCP data by them.



SHINSEI MARU KS-19-22 Cruise Track

Enlarge Image

KS-19-22

Ship Name: SHINSEI MARU
Period: 2019-10-25 - 2019-10-31
Chief Scientist: Yusuke Kawaguchi (The University of Tokyo)
Proposal Title: Interaction between TWC front and internal gravity waves in the central Japan Sea: Observations of turbulent mixing and primary production

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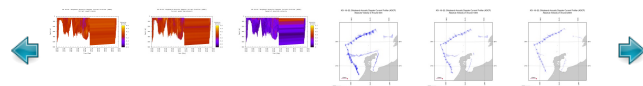
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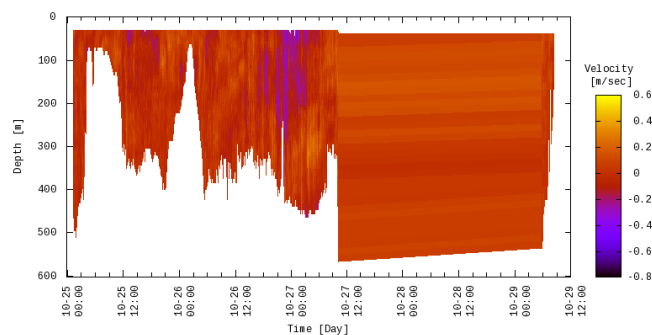
Observation Map



Figures



KS-19-22: Shipboard Acoustic Doppler Current Profiler (ADCP)
Current speed (zonal)

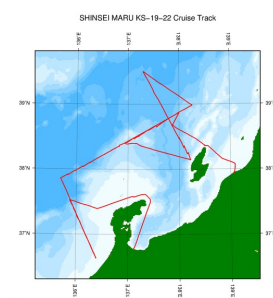


Data List

File names

☐ KS-19-22.txt

Related Information



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