

HYPER-DOLPHIN HPD 00576 Submersible Conductivity-Temperature-Depth Profiler (CTD)

Last Modified: 2018-08-31

ReadMe

Dive No.: [HPD 00576](#)

Submersible Conductivity-Temperature-Depth Profiler (CTD): Processed (DMO)-QCed

Data Policy: [JAMSTEC](#)

Observation Items: Depth/Pressure, Temperature, Salinity, Dissolved oxygen

Science Keywords:

OCEANS > OCEAN CHEMISTRY > OXYGEN
OCEANS > OCEAN TEMPERATURE > WATER TEMPERATURE
OCEANS > SALINITY/DENSITY > SALINITY

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:

CTD/DO measurement system
equipped on the remotely operated
vehicle "HYPER-DOLPHIN"



Overview

The CTD/DO system mounted on the 3000m-class remotely operated vehicle (ROV) "HYPER-DOLPHIN" is mainly composed of two instruments: a primary detection element and a PC for control and collection.

The primary detection element is consisted of SBE-19 SEACAT PROFILER CTD and SBE43 DO of Sea-Bird Electronics, Inc, installed horizontally under the main float of the front horizontal thruster of the vehicle. Its withstand depth is 4200m and its maximum depth of use is 4000m. Each parameter of conductivity, water temperature, pressure, and dissolved oxygen (DO) can be measured in 1Hz and is transmitted to the PC for control and collection onboard. , Record of each measurement data and ASCII conversions, data corrections, data management in the primary detecting element, time control, and other environmental settings can be conducted in the PC.

Specifications

SBE-19 SEACAT PROFILER CTD and SBE43 DO, Sea-Bird Electronics, Inc.

Sensor	Measurement range	Accuracy	Model	S/N
Temperature	-5 to +35 deg-C	0.01 deg-C	SBE 19	1924638-3068
Conductivity	0 to 7 S/m	0.001 S/m		1924638-3069
Pressure	0 to 6000 psi	0.02% of full scale range	SBE 43	0818, 0819
Dissolved oxygen	0 to 15 ml/l	0.1 ml/l		

Data collection and situations

The data collection in each dive starts from just before the HYPER-DOLPHIN (hereafter, the vehicle) submerges and ends immediately after it comes up to the sea surface.

Because of the installed position of the primary detecting element, actual observation depth of the CTDO will be approximately 1.3m higher than the depth of the sea bottom even when the vehicle is on the seabed. Water intake duct is extended by a vinyl tube ahead of the vehicle on the left to minimize the effect of disturbances by the vehicle.

Data processing

1-sec time interval data was treated with the contents equal to the SEASOFT software which is a following data processing module.

Module	Function
DATA CONVERSION	Converts raw data to pressure, temperature, conductivity, and oxygen.
FILTER	Performs a low pass filter on conductivity to make the high frequency data smooth.
ALIGNCTD	Advances temperature for 0.5 seconds compared with pressure to correct the measurement time difference.
DERIVE	Computes salinity.

Note

The abnormal value of salinity and oxygen were substituted with missing value '-999'.

・ Time: 14:14-14:57

Data available here

The data available on this web site is 1-sec mean CTD/DO data integrated with the vehicle positioning data in latitude and longitude. The SSBL (Super Short Base Line) method is used to measure the vehicle's position, which requires transponder installed on the vehicle and an array of transducers equipped on the bottom of the mother ship. The position is measured by both phase lag measured from angles of received sound waves and distance calculated from travelling period of them. As for the measurement accuracy of SSBL, standard deviation of the horizontal measurement error is within 2.5% of slant range. Vertical profile of sound velocity is needed to calculate accurate distance from the travelling period. Therefore, the temperature measurement using XBT etc. of each sea area is executed.

The vehicle positioning data was calculated by adding the relative distance to the mother ship's position. The simplified equation with the area-dependent coefficients every 30 degrees in latitude and longitude was applied to the distance (XY) to Lon/Lat conversion, which provided by Japan Coast Guard. Here, the original time interval of position data is more than 10 seconds. The noises remaining in the position data are manually eliminated and linearly interpolated when the speed calculated from adjacent two position data is greater than 3.0 knot which is the maximum operation speed of the vehicle. Moreover, noises remained in

the depth, temperature, salinity, and oxygen data are visually checked and replaced to missing values only when the data seemed to be obviously abnormal.

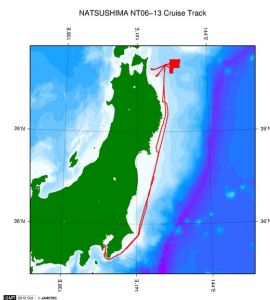
The CTDO system was not installed as the observation equipment, but installed as one of the navigation equipment to monitor the ambient environmental conditions of the vehicle. So, note that the calibration interval of the equipment is not especially provided and the calibration of the equipment is irregularly executed.

After considering the accuracy of the sensors, the significant digit of data was changed as in the following list.

Data	Raw (ASCII data)	On this web site
Depth	0.001 [m]	0.1 [m]
Temperature	0.0001 [deg-C]	0.01 [deg-C]
Salinity	0.0001 [PSU]	0.01 [PSU]
Dissolved oxygen	0.00001 [ml/l]	0.1 [ml/l]

Related Information

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



[Enlarge Image](#)

NT06-13

Ship Name: NATSUSHIMA
Period: 2006-06-28 - 2006-07-09
Chief Scientist: Izumi Sakamoto (JAMSTEC)
Project Name: ['Site Survey for IODP Expedition']

Update History

2018-08-31 An observation data was registerd.

JAMSTEC

[Site Policy](#)
[Privacy Policy](#)
[Application for Data and Samples](#)
[Data Policy](#)

[What's New](#)
[Update History](#)
[Feeds](#)

[Lists](#)
[Publication List](#)
[Amount of Public Info.](#)

[Data](#)
[Map Search](#)
[Data Tree](#)
[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:

Copyright 2011 Japan Agency for Marine-Earth Science and Technology



JAMSTEC 国立研究開発法人
海洋研究開発機構
JAPAN AGENCY FOR MARINE-EARTH SCIENCE AND TECHNOLOGY

HYPER-DOLPHIN HPD 00576 Submersible Conductivity-Temperature-Depth Profiler (CTD)

Last Modified: 2018-08-31

ReadMe

Dive No.: [HPD 00576](#)

Submersible Conductivity-Temperature-Depth Profiler (CTD): Processed (DMO)-QCed

Data Policy: [JAMSTEC](#)

Observation Items: Depth/Pressure, Temperature, Salinity, Dissolved oxygen

Science Keywords:

OCEANS > OCEAN CHEMISTRY > OXYGEN
OCEANS > OCEAN TEMPERATURE > WATER TEMPERATURE
OCEANS > SALINITY/DENSITY > SALINITY

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:

CTD/DO measurement system
equipped on the remotely operated
vehicle "HYPER-DOLPHIN"



Overview

The CTD/DO system mounted on the 3000m-class remotely operated vehicle (ROV) "HYPER-DOLPHIN" is mainly composed of two instruments: a primary detection element and a PC for control and collection.

The primary detection element is consisted of SBE-19 SEACAT PROFILER CTD and SBE43 DO of Sea-Bird Electronics, Inc, installed horizontally under the main float of the front horizontal thruster of the vehicle. Its withstand depth is 4200m and its maximum depth of use is 4000m. Each parameter of conductivity, water temperature, pressure, and dissolved oxygen (DO) can be measured in 1Hz and is transmitted to the PC for control and collection onboard. , Record of each measurement data and ASCII conversions, data corrections, data management in the primary detecting element, time control, and other environmental settings can be conducted in the PC.

Specifications

SBE-19 SEACAT PROFILER CTD and SBE43 DO, Sea-Bird Electronics, Inc.

Sensor	Measurement range	Accuracy	Model	S/N
Temperature	-5 to +35 deg-C	0.01 deg-C	SBE 19	1924638-3068
Conductivity	0 to 7 S/m	0.001 S/m		1924638-3069
Pressure	0 to 6000 psi	0.02% of full scale range	SBE 43	0818, 0819
Dissolved oxygen	0 to 15 ml/l	0.1 ml/l		

Data collection and situations

The data collection in each dive starts from just before the HYPER-DOLPHIN (hereafter, the vehicle) submerges and ends immediately after it comes up to the sea surface.

Because of the installed position of the primary detecting element, actual observation depth of the CTDO will be approximately 1.3m higher than the depth of the sea bottom even when the vehicle is on the seabed. Water intake duct is extended by a vinyl tube ahead of the vehicle on the left to minimize the effect of disturbances by the vehicle.

Data processing

1-sec time interval data was treated with the contents equal to the SEASOFT software which is a following data processing module.

Module	Function
DATA CONVERSION	Converts raw data to pressure, temperature, conductivity, and oxygen.
FILTER	Performs a low pass filter on conductivity to make the high frequency data smooth.
ALIGNCTD	Advances temperature for 0.5 seconds compared with pressure to correct the measurement time difference.
DERIVE	Computes salinity.

Note

The abnormal value of salinity and oxygen were substituted with missing value '-999'.

・ Time: 14:14-14:57

Data available here

The data available on this web site is 1-sec mean CTD/DO data integrated with the vehicle positioning data in latitude and longitude. The SSBL (Super Short Base Line) method is used to measure the vehicle's position, which requires transponder installed on the vehicle and an array of transducers equipped on the bottom of the mother ship. The position is measured by both phase lag measured from angles of received sound waves and distance calculated from travelling period of them. As for the measurement accuracy of SSBL, standard deviation of the horizontal measurement error is within 2.5% of slant range. Vertical profile of sound velocity is needed to calculate accurate distance from the travelling period. Therefore, the temperature measurement using XBT etc. of each sea area is executed.

The vehicle positioning data was calculated by adding the relative distance to the mother ship's position. The simplified equation with the area-dependent coefficients every 30 degrees in latitude and longitude was applied to the distance (XY) to Lon/Lat conversion, which provided by Japan Coast Guard. Here, the original time interval of position data is more than 10 seconds. The noises remaining in the position data are manually eliminated and linearly interpolated when the speed calculated from adjacent two position data is greater than 3.0 knot which is the maximum operation speed of the vehicle. Moreover, noises remained in

the depth, temperature, salinity, and oxygen data are visually checked and replaced to missing values only when the data seemed to be obviously abnormal.

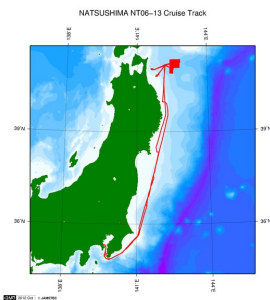
The CTDO system was not installed as the observation equipment, but installed as one of the navigation equipment to monitor the ambient environmental conditions of the vehicle. So, note that the calibration interval of the equipment is not especially provided and the calibration of the equipment is irregularly executed.

After considering the accuracy of the sensors, the significant digit of data was changed as in the following list.

Data	Raw (ASCII data)	On this web site
Depth	0.001 [m]	0.1 [m]
Temperature	0.0001 [deg-C]	0.01 [deg-C]
Salinity	0.0001 [PSU]	0.01 [PSU]
Dissolved oxygen	0.00001 [ml/l]	0.1 [ml/l]

Related Information

☒ Cruise Data ☐ Dive Data



[Enlarge Image](#)

NT06-13

Ship Name: NATSUSHIMA
Period: 2006-06-28 - 2006-07-09
Chief Scientist: Izumi Sakamoto (JAMSTEC)
Project Name: ['Site Survey for IODP Expedition']

Update History

2018-08-31 An observation data was registerd.

JAMSTEC

[Site Policy](#)
[Privacy Policy](#)
[Application for Data and Samples](#)
[Data Policy](#)

[What's New](#)
[Update History](#)
[Feeds](#)

[Lists](#)
[Publication List](#)
[Amount of Public Info.](#)

[Data](#)
[Map Search](#)
[Data Tree](#)
[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:

Copyright 2011 Japan Agency for Marine-Earth Science and Technology



JAMSTEC 国立研究開発法人
海洋研究開発機構
JAPAN AGENCY FOR MARINE-EARTH SCIENCE AND TECHNOLOGY

HYPER-DOLPHIN HPD 00576 Submersible Conductivity-Temperature-Depth Profiler (CTD)

Last Modified: 2018-08-31

[ReadMe](#)

Dive No.: [HPD 00576](#)

Submersible Conductivity-Temperature-Depth Profiler (CTD): Processed (DMO)-QCed

Data Policy: [JAMSTEC](#)

Observation Items: Depth/Pressure, Temperature, Salinity, Dissolved oxygen

Science Keywords:

OCEANS > OCEAN CHEMISTRY > OXYGEN
OCEANS > OCEAN > WATER
OCEANS TEMPERATURE TEMPERATURE
OCEANS > SALINITY/DENSITY > SALINITY

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:

CTD/DO measurement system
equipped on the remotely operated
vehicle "HYPER-DOLPHIN"



Overview

The CTD/DO system mounted on the 3000m-class remotely operated vehicle (ROV) "HYPER-DOLPHIN" is mainly composed of two instruments: a primary detection element and a PC for control and collection.

The primary detection element is consisted of SBE-19 SEACAT PROFILER CTD and SBE43 DO of Sea-Bird Electronics, Inc, installed horizontally under the main float of the front horizontal thruster of the vehicle. Its withstand depth is 4200m and its maximum depth of use is 4000m. Each parameter of conductivity, water temperature, pressure, and dissolved oxygen (DO) can be measured in 1Hz and is transmitted to the PC for control and collection onboard. , Record of each measurement data and ASCII conversions, data corrections, data management in the primary detecting element, time control, and other environmental settings can be conducted in the PC.

Specifications

SBE-19 SEACAT PROFILER CTD and SBE43 DO, Sea-Bird Electronics, Inc.

Sensor	Measurement range	Accuracy	Model	S/N
Temperature	-5 to +35 deg-C	0.01 deg-C	SBE 19	1924638-3068
Conductivity	0 to 7 S/m	0.001 S/m		1924638-3069
Pressure	0 to 6000 psi	0.02% of full scale range		
Dissolved oxygen	0 to 15 ml/l	0.1 ml/l	SBE 43	0818, 0819

Data collection and situations

The data collection in each dive starts from just before the HYPER-DOLPHIN (hereafter, the vehicle) submerges and ends immediately after it comes up to the sea surface.

Because of the installed position of the primary detecting element, actual observation depth of the CTDO will be approximately 1.3m higher than the depth of the sea bottom even when the vehicle is on the seabed. Water intake duct is extended by a vinyl tube ahead of the vehicle on the left to minimize the effect of disturbances by the vehicle.

Data processing

1-sec time interval data was treated with the contents equal to the SEASOFT software which is a following data processing module.

Module	Function
DATA CONVERSION	Converts raw data to pressure, temperature, conductivity, and oxygen.
FILTER	Performs a low pass filter on conductivity to make the high frequency data smooth.
ALIGNCTD	Advances temperature for 0.5 seconds compared with pressure to correct the measurement time difference.
DERIVE	Computes salinity.

Note

The abnormal value of salinity and oxygen were substituted with missing value '-999'.
· Time: 14:14-14:57

Data available here

The data available on this web site is 1-sec mean CTD/DO data integrated with the vehicle positioning data in latitude and longitude. The SSBL (Super Short Base Line) method is used to measure the vehicle's position, which requires transponder installed on the vehicle and an array of transducers equipped on the bottom of the mother ship. The position is measured by both phase lag measured from angles of received sound waves and distance calculated from travelling period of them. As for the measurement accuracy of SSBL, standard deviation of the horizontal measurement error is within 2.5% of slant range. Vertical profile of sound velocity is needed to calculate accurate distance from the travelling period. Therefore, the temperature measurement using XBT etc. of each sea area is executed.

The vehicle positioning data was calculated by adding the relative distance to the mother ship's position. The simplified equation with the area-dependent coefficients every 30 degrees in latitude and longitude was applied to the distance (XY) to Lon/Lat conversion, which provided by Japan Coast Guard. Here, the original time interval of position data is more than 10 seconds. The noises remaining in the position data are manually eliminated and linearly interpolated when the speed calculated from adjacent two position data is greater than 3.0 knot which is the maximum operation speed of the vehicle. Moreover, noises remained in the depth, temperature, salinity, and oxygen data are visually checked and replaced to missing values only when the data seemed to be obviously abnormal.

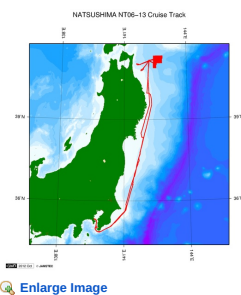
The CTDO system was not installed as the observation equipment, but installed as one of the navigation equipment to monitor the ambient environmental conditions of the vehicle. So, note that the calibration interval of the equipment is not especially provided and the calibration of the equipment is irregularly executed.

After considering the accuracy of the sensors, the significant digit of data was changed as in the following list.

Data	Raw (ASCII data)	On this web site
Depth	0.001 [m]	0.1 [m]
Temperature	0.0001 [deg-C]	0.01 [deg-C]
Salinity	0.0001 [PSU]	0.01 [PSU]
Dissolved oxygen	0.00001 [ml/l]	0.1 [ml/l]

Related Information

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



NT06-13
Ship Name: NATSUSHIMA
Period: 2006-06-28 - 2006-07-09
Chief Scientist: Izumi Sakamoto (JAMSTEC)
Project Name: ['Site Survey for IODP Expedition']

Update History

Date	Description
2018-08-31	An observation data was registerd.

JAMSTEC

Site Policy
Privacy Policy
Application for Data and Samples
Data Policy
What's New
Update History
Feeds

Lists
Publication List
Amount of Public Info.

Data
Map Search
Data Tree
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:

Copyright 2011 Japan Agency for Marine-Earth Science and Technology

 **JAMSTEC** 国立研究開発法人
海洋研究開発機構
JAPAN AGENCY FOR MARINE-EARTH SCIENCE AND TECHNOLOGY