

CRUISE REPORT No. #

RRS *JAMES CLARK ROSS* CRUISE 163

7 DEC -15 DEC 2006

Drake Passage repeat hydrography: WOCE Southern
Repeat Section 1B – Burdwood Bank to Elephant Island

Principal Scientists

A. P. Williams and R.E Hadfield

DOCUMENT DATA SHEET

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SCIENTIFIC PERSONNEL

Name:	Affiliation:	Role:
ATKINSON Chris	NOC	Underway, Salts
CONTARDO Stephanie	BODC	Bathymetry, Salts
DE LA ROSA HOHN Sara	IfM	Navigation, Oxygen Isotopes
ELLIOT James	BAS	Salts
HADFIELD Rachel	NOC	CTD, Salts
HOLLIGAN Patrick	NOC	Surface Sampling
JICKELLS Tim	UEA	Surface Sampling
MASSEY Alison	BAS	Salts
PRESTON Mark	BAS	Technical Support
WATSON Sue-Ann	NOC	Salts
WILLIAMS Adam	NOC	CTD, LADCP, ADCP
WILLIS Doug	BAS	IT Support

Key:

BAS: British Antarctic Survey

NOC: National Oceanography Centre, Southampton

BODC: British Oceanographic Data Centre

UEA: University of East Anglia

IfM: Institut fuer Meereskunde, Hamburg, Germany

SHIP'S PERSONNEL

Name:	Rank:
Burgan, Jerry	Master
Page, Tim	Chief Officer
King, David	Second Officer
Cox, Joanna	Third Officer
Glostein, Michael	Radio Officer
Anderson, Duncan	Chief Engineer
Armour, Gerald	Second Engineer
Stevenson, James	Third Engineer
Balfe, Thomas	Fourth Engineer
Trevett, Douglas	Deck Engineer
Rowe, Anthony	ETO Engineer
Turner, Richard	Purser
Gill, Andrew	Cadet
Peck, David	Bosun
Bowen, Albert	Bosun's Mate
Chappell, Kelvin	Seaman
Raper, Ian	Seaman
Dale, George	Seaman
Holmes, Kevin	Seaman
Estibeiro, Anthony	Seaman
MacKaskill, Angus	Motorman
Smith, Bruce	Motorman
Huntley, Ashley	Chef
Lee, Jamie	2 nd Cook
Jones, Lee	Senior Steward
Greenwood, Nicholas	Steward
Raworth, Graham	Steward
Weirs, Michael	Steward

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ACKNOWLEDGEMENTS

Adam Williams

It is a pleasure to acknowledge the efficiency and high standards of hospitality of the Master, Officers and crew of the *James Clark Ross*. Their efforts were essential in the smooth running of the cruise and the execution of all operations under tight time constraints.

A thank you must go out to the technical and IT support staff, Mark Preston, Doug Willis and Manos Tsentides for baring with us while we found our feet on the cruise and for their continued high level of support and patience throughout. We also thank Sue-Ann Watson, Alison Massey and Jim Elliott for volunteering to help us and participating on the 12-hour watches.

Finally, we must thank Tim Jickells for his support and advice during the whole cruise which was greatly appreciated.

OVERVIEW

Adam Williams

This report describes the twelfth occupation of the Drake Passage section, established during the World Ocean Circulation Experiment as repeat section SR1b, first occupied by Southampton Oceanography Centre (now the National Oceanography Centre) in collaboration with the British Antarctic Survey in 1993, and re-occupied most years since then.

The main objectives are:

- (i) to determine the interannual variability of the position, structure and transport of the Antarctic Circumpolar Current (ACC) in Drake Passage;
- (ii) to examine the fronts associated with the ACC, and to determine their positions and strengths;
- (iii) by comparing geostrophic velocities with those measured directly (by the lowered ADCP), to determine the size of ageostrophic motions, and to attempt to estimate the barotropic components;
- (iv) to examine the temperature and salinity structure of the water flowing through Drake Passage, and to identify thereby the significant water masses;
- (v) to calculate the total flux of water through Drake Passage by combining all available measurements.

The twelfth occupation of the NOC/BAS Drake Passage section went pretty much according to plan apart from the failure of the LADCP instruments and the usual last minute changes in logistical details. The problems associated with the Dash-7 aircraft and the difficulty in obtaining flights down to the Falklands Islands meant that the science party travelled down in two groups well in advance of the departure date of the cruise. On the 25th November, the majority of the party flew to Montevideo, Uruguay to join the RRS Ernest Shackleton for the four day crossing to Mare Harbour in the Falklands. It was a rare opportunity for NOC scientists to travel on the RRS Ernest Shackleton and to meet

this year's BAS contingent en-route to Halley Station. The remaining members of our party flew down on the LAN Chile flight via Madrid, Santiago and Punta Arenas on the 30th November, arriving in Stanley on 1st December. We all joined the ship from our various locations on 3rd December, and did not depart from FIPASS until 6th December due to the volume of cargo operations for the trip down to Rothera. We set sail at 2pm after a brief stop in Port William Sound where safety drills were carried out and the cargo was secured down in preparation for the Drake Passage crossing. The ship was almost full to capacity, with personnel destined for Rothera and some extra passengers due to the delayed Dash-7 flights into Rothera. This included the usual contingent of scientists, general assistants and base support crew plus two artists on the . The ship was heavily loaded with supplies for the new development at Rothera and after the delays in Stanley the ship was steaming at 15 knots to make up on some of the lost time. The extended mobilization time gave us ample time to get the CTD and LADCP equipment working for the first station. This year we used the BAS CTD equipment and Niskin bottles with the UKORS 300khz RDI ADCP and 24 bottle CTD frame.

The CTD operations began with the occupation of a test station at 11.00pm on the 7th December half way between the Falkland Islands and Birdwood Bank so that we could test out the LADCP unit in relatively deep waters. We came onto the first station of the section proper at 0600 on the morning of the 8th December and began the section in relatively calm waters. The LADCP data did not record for station 5 and all LADCP operations were ended after station 8 when it was discovered that there were broken beams on both instruments requiring repairs by the manufacturer. There were problems on station 18 when the top 4 Niskin bottles failed to fire and error messages began to appear on the upcast of the station on the CTD acquisition software. On recovery of the CTD it was discovered that the swivel required replacing and was duly replaced and tested with a shallow cast before proper CTD operations were resumed. The bottle firing mechanism on the CTD PC began to fail and was not registering every bottle firing, causing bottles to be fired twice on stations 20, 22 and 26. After Station 26, the computer was rebooted and all bottle firing was performed manually on the CTD deck unit.

In general, the weather was very calm, with the loss of only 5 hours, on the evening of 9th December, during the whole transect where it was considered unsafe to continue with CTD operations.

Between stations 2 and 3, and 27 and 28, the ship stopped so that the team from the Permanent Service for mean sea-level (PSMSL) from the Proudman Oceanographic Laboratory (POL) could service their bottom pressure recorder moorings. These all went according to plan, with the first mooring coming up straight away, and only a short two hour delay in recovering the second, southerly mooring.

Elephant Island (and the first iceberg) was first sighted on the morning of the 12th December, before it subsequently disappeared into the mist for the remainder of the day until the final station was completed at 20:00, where it was possible to just make out the form of some land appearing through the cloud. The Island did not come properly into view until we were to the south of the Island, where we could finally see the true daunting environment of Elephant Island.

On the route down to Rothera, we picked up two BAS personnel from Fildes Peninsula on King George V Island on the 13th December, and were lucky enough to have clear skies on the passage through the Neumayer and Lemaire Channels the following day after a cloudy journey passed the imposing views of Livingston and Deception Islands. A brief stop over at the Vernadsky Station to allow the POL team to service the tide gauge there, allowed all personnel to experience some Ukranian hospitality and to see the historical site of what used to be BAS's Faraday Station. The ship then headed back out to sea to round Adelaide Island and make its final approach to Rothera Station which was reached at 11:00 on 15th December. The back deck of the ship was quickly cleared for the morning operations of JR155 in Margerite Bay and the ship left the dock at 19:00 to start the next project. This took two more days with the ship returning finally on the 17th December.

1. CTD DATA AQUISITION AND DEPLOYMENT

Rachel Hadfield and Adam Williams

1.1 Introduction

A Conductivity-Temperature-Depth (CTD) unit was used on JR163 to vertically profile the temperature and salinity of the water column. Thirty-one stations were occupied in total. The nominal station locations are listed in Table 1.1 and actual locations at the start, bottom and end of each cast, alongside the water depth, are listed in Table 1.2. Station 1 was a test station carried out to a depth of 2000 m. A deep test station was chosen to check the LADCP, which did not return full upcasts on the previous cruise. For more details refer to section 2.

Table 1.1 Nominal station positions for Drake Passage section (from Bacon et al., 2003)

Station	Lat, °S	Lat, min	Long, °W	Long, min	Depth, m
1	54	40.00	58	32.61	
2	54	55.34	58	23.10	
3	54	56.62	58	22.31	
4	54	57.66	58	21.67	
5	55	04.18	58	17.62	
6	55	07.27	58	15.71	
7	55	10.25	58	13.86	
8	55	12.86	58	12.24	
9	55	31.00	58	01.00	
10	55	50.00	57	49.23	
11	56	09.00	57	37.45	
12	56	28.00	57	25.67	
13	56	47.00	57	13.90	
14	57	06.00	57	02.12	
15	57	25.00	56	50.35	

16	57	44.00	56	38.57	
17	58	03.00	56	26.79	
18	58	22.00	56	15.02	
19	58	41.00	56	03.24	
20	59	00.00	55	51.47	
21	59	20.00	55	39.07	
22	59	40.00	55	26.67	
23	60	00.00	55	14.28	
24	60	20.00	55	01.88	
25	60	40.00	54	49.49	
26	60	47.97	54	44.55	
27	60	49.99	54	43.30	
28	60	51.02	54	42.66	
29	60	58.86	54	37.80	
30	61	03.00	54	35.23	

Table 1.2 JR163 CTD Stations. The three times and positions given for each station represent variables for the start, maximum depth and end of the station. Depth (m) is the depth derived from the maximum CTD depth and the altimeter height off the seabed.

STATION	Julian Day	Time hh:mm:ss	Latitude °S	Latitude (mins)	Longitude °W	Longitude (mins)	Water depth (m)	Ctd Max pressure (db)
163ctd01	342	01:59:14	53	30.40	58	11.01	2313	2032
		02:34:36	53	30.40	58	11.00		
		03:15:54	53	30.40	58	11.00		
163ctd02	342	08:58:39	54	40.00	58	32.62	389	384
		09:07:16	54	39.99	58	32.62		
		09:21:34	54	40.00	58	32.62		
163ctd03	342	10:58:51	54	55.37	58	23.11	529	526
		11:11:45	54	55.37	58	23.11		
		11:30:55	54	55.37	58	23.11		
163ctd04	342	14:22:52	54	56.62	58	22.31	1145	1146
		14:44:47	54	56.62	58	22.31		
		15:16:25	54	56.62	58	22.31		

163ctd05	342	16:07:48 16:37:50 17:16:20	54 54 54	57.65 57.66 57.66	58 58 58	21.68 21.68 21.67	1598	1608
163ctd06	342	18:24:14 19:02:09 19:51:33	55 55 55	4.16 4.18 4.17	58 58 58	17.68 17.63 17.63	2069	2089
163ctd07	342	20:47:33 21:33:20 22:26:28	55 55 55	7.26 7.26 7.26	58 58 58	15.71 15.71 15.71	2516	2546
163ctd08	343	23:13:16 00:05:11 01:02:21	55 55 55	10.30 10.30 10.30	58 58 58	13.80 13.81 13.81	3012	3052
163ctd09	343	01:54:27 03:00:13 04:14:02	55 55 55	12.86 12.86 12.86	58 58 58	12.23 12.23 12.23	3902	3965
163ctd10	343	06:07:00 07:20:38 08:42:52	55 55 55	30.96 30.97 30.99	58 58 58	1.17 1.23 1.29	4228	4300
163ctd11	343	10:54:55 12:18;51 13:50:45	55 55 55	50.04 50.05 50.06	57 57 57	49.13 49.12 49.13	4749	4833
163ctd12	343	16:02:26 17:01:29 18:10:20	56 56 56	8.99 9.04 9.12	57 57 57	37.46 37.03 36.04	3356	3403
163ctd13	343	20:28:09 21:34:15 22:49:20	56 56 56	28.00 28.04 28.08	57 57 57	25.63 23.61 21.31	3792	3852
163ctd14	344	05:52:55 06:43:31 07:39:28	56 56 56	47.23 47.72 48.23	57 57 57	13.99 14.15 14.23	2912	2951
163ctd15	344	09:28:17 10:35:40 11:52:41	57 57 57	6.09 6.18 6.18	57 57 57	2.01 1.93 1.93	3968	4033
163ctd16	344	13:48:33 14:51:42 16:01:06	57 57 57	24.98 24.98 25.21	56 56 56	50.17 50.16 49.37	3526	3579
163ctd17	344	17:58:43	57	44.00	56	38.50	3616	3670

		19:15:25 20:27:08	57 57	44.03 44.11	56 56	37.10 36.00		
163ctd18	344	22:26:23 23:34:14 00:50:23	58 58 58	2.97 3.03 3.12	56 56 56	26.62 26.30 25.85	3951	4015
163ctd19	345	03:39:52 04:46:46 05:58:06	58 58 58	21.99 22.00 22.00	56 56 56	15.04 15.03 15.04	3893	3956
163ctd20	345	07:53:48 08:58:43 10:09:32	58 58 58	40.99 41.00 41.00	56 56 56	3.24 3.23 3.24	3751	3812
163ctd21	345	12:05:14 13:10:53 14:26:16	59 59 59	0.01 0.01 0.01	55 55 55	51.42 51.41 51.42	3773	3831
163ctd22	345	16:22:49 17:27:08 18:42:35	59 59 59	19.99 19.99 19.99	55 55 55	39.10 39.08 39.08	3756	3814
163ctd23	345	20:37:48 21:46:47 22:58:19	59 59 59	40.05 40.39 40.75	55 55 55	26.60 26.03 25.43	3673	3726
163ctd24	346	00:50:00 01:49:47 02:56:15	60 60 60	0.02 0.02 0.02	55 55 55	14.30 14.30 14.31	3499	3553
163ctd25	346	04:52:27 05:51:29 06:56:21	60 60 60	19.98 20.00 20.00	55 55 55	1.82 1.90 1.89	3437	3491
163ctd26	346	08:54:44 09:46:29 10:46:31	60 60 60	39.96 39.96 39.96	54 54 54	49.44 48.98 48.58	3091	3135
163ctd27	346	11:52:54 12:39:40 13:30:17	60 60 60	47.96 47.96 47.96	54 54 54	44.54 44.54 44.54	2576	2605
163ctd28	346	17:01:13 17:32:45 18:10:55	60 60 60	49.99 49.98 49.98	54 54 54	43.31 43.31 43.31	1777	1791
163ctd29	346	19:22:18 19:41:51	60 60	51.02 51.02	54 54	42.66 42.66	1001	1000

		20:06:10	60	51.02	54	42.66		
163ctd30	346	21:21:26	60	58.86	54	37.81	580	576
		21:34:58	60	58.86	54	37.81		
		21:52:29	60	58.86	54	37.82		
163ctd31	346	22:38:36	61	2.94	54	35.20	360	352
		22:47:23	61	2.97	54	35.21		
		23:02:41	61	3.00	54	35.22		

1.2 Configuration

A full sized SBE 24 carousel water sampler, holding 12 bottles, connected to an SBE 9 plus CTD and an SBE 11 plus deck unit was used to collect vertical profiles of the water column. The deck unit provides power, real time data acquisition and control. The underwater SBE 9 plus unit featured dual temperature (SBE 3 plus) and conductivity (SBE 4) sensors, and a *Paroscientific* pressure sensor. A TC duct and a pump-controlled flow system ensure that the flow through the T-C duct is constant to minimize salinity spiking. Used in conjunction with the SBE 32 and SBE 911, the SBE 35 Deep Ocean Standards Thermometer makes temperature measurements each time a bottle is fired. A file containing the time, bottle position and temperature is recorded allowing comparison of the SBE 35 record with the CTD and bottle data.

In addition, an altimeter, a fluorometer, an oxygen sensor and a transmissometer were attached to the carousel. The altimeter gave real time accurate measurements of height off the sea-bed once the instrument package was within approximately 100 m of the bottom. The Simrad EA600 system would sometimes lose the bottom or give erroneous readings on station, so care was needed to interpret these digitised records.

For all stations two UKORS LADCPs (one upward looking, the other downward looking) were attached to the main CTD frame, data was only logged for the first five stations before instrument failure was detected (see LADCP section). A fin was also added to

the frame to reduce rotation of the package underwater.

1.3 Deployment

The CTD package was deployed from the mid-ships gantry and A-frame, on a single conductor torque balanced cable connected to the CTD through the BAS conducting swivel. This CTD cable was made by Rochester Cables and was hauled on the 10T traction winch. The general procedure was to start data logging, deploy, and then to stop the CTD at 10 m cable out. The pumps are water activated and typically do not operate until 30-60 seconds after the CTD is in the water. If the word display on the Deck Unit is set to 'E' then the least significant digit on the display indicates whether the pumps are off (0) or on (1). After a 2 minute soak, the package was raised to just below the surface and then continuously lowered to a nominal 10 m above the seabed.

At each CTD station the first Niskin bottle was fired at the bottom of the downcast and subsequent Niskin bottles were fired during the upcast, with a pause of 5 seconds between the winch stopping and the bottle firing and a pause of 10 seconds between the bottle firing and the winch restarting while the SBE35 sampled. At all stations all 12 bottles were fired. Each bottle was sampled for both salinity and O^{18} analysis. The salinity sample collection and analysis is discussed in the calibration section below, O^{18} samples are discussed in more detail in section ???. In addition, bottles fired in the upper 50 m of the water column were analysed for chlorophyll, silica, particulate organic carbon and particulate inorganic carbon (see section ??)

When inspected, the PC clock, which sets the time in the SeaBird file headers, was 6 seconds slow.

1.4 Data Acquisition

The CTD data were logged via the deck unit to a 1.4GHz P4 PC, running Seasave Win32 version 5.37b (Sea-Bird Electronics Inc.). This new software allows numerical data to be

listed to the screen in real time, together with several graphs of various parameters.

Four files were created by the Seasave Win32 version 5.28e module for each station:

163ctdnn.dat a binary data file

163ctdnn.con an ascii configuration file containing calibration information

163ctdnn.con an ascii header file containing the sensor information

163ctdnn.bl a file containing the data cycles at which a bottle was closed on the rosette

where *nn* refers to the CTD cast number. These files were saved directly to the \\samba\\pstar drive.

The CTD data was converted to ascii and calibrated by running the Sea-Bird Electronics Inc. Data Processing software version 5.37b *Data Conversion* module. This program was used only to convert the data from binary, although it can be used to derive variables. This outputted an ascii file *163ctdnn.cnv*.

The pressure sensor was calibrated following:

$$P = C \left(1 - \frac{T_0^2}{T^2} \right) \left(1 - D \left(1 - \frac{T_0^2}{T^2} \right) \right)$$

where P is the pressure, T is the pressure period in μS , U is the temperature in degrees Centigrade, D is given by $D = D1 + D2U$, C is given by $C = C1 + C2U + C3U^2$, T_0 is given by $T_0 = T1 + T2U + T3U^2 + T4U^3 + T5U^4$.

The conductivity sensor was calibrated following:

$$cond = \frac{(g + h f^2 + i f^3 + j f^4)}{10(1 + \delta t + \epsilon p)}$$

where p is pressure, t is temperature, and $\delta = CTcorr$ and $\epsilon = Cpcorr$.

The temperature sensor was calibrated following:

$$Temp(ITS-90) = \left\{ \frac{1}{g = h(\ln(f_0/f)) + i(\ln^2(f_0/f)) + j(\ln^3(f_0/f))} \right\} - 273.15$$

where f is the frequency output by the sensor.

The Sea-Bird Electronics Inc. Data Processing software version 5.37b was then used to apply a cell thermal mass correction. This correction takes the output from the data conversion program and re-derives the pressure and conductivity to take into account the temperature of the pressure sensor and the action of pressure on the conductivity cell. The output file is of the form *163ctdnn_ctm.cnv*. This correction followed the algorithm:

$$Corrected\ Conductivity = c + ctm$$

where,

$$ctm = (-1.0 * b * previous\ ctm) + (a * dcdt * dt),$$

$$dt = (temperature - previous\ temperature),$$

$$dcdt = 0.1 * (1 + 0.006 * (temperature - 20)),$$

$$a = 2 * alpha / (sample\ interval * beta + 2)$$

$$\text{and } b = 1 - (2 * a / alpha) \text{ with } alpha = 0.03 \text{ and } beta = 7.0$$

All processed files were saved to the smb://samba/pstar drive, and the *_ctm.cnv*, *.ros* and *.bl* files also copied to *~/pstar/data/ctd/ASCII_FILES/*

1.5 Problems

On station 18, only 8 of the 12 bottles fires successfully. Investigation revealed that the swivel had failed; the insulation resistance of a good sea cable is 4 g ohms, after station 18 was around 5 m ohms indicating an internal breakdown of the CTD swivel (see Technical report, section ??? for more details). This was quickly replaced and a test dip suggested the problem was fixed. However, on station 20 difficulties in firing the bottles were again encountered with the computer indicating that bottles 1 and 3-12 had fired, but with all bottles closed when the CTD returned on deck. It appears that both bottles 1 and 2 fired at the bottom. After this time bottles were fired manually using the button on

the deck unit. Two further stations, 22 and 26, also suffered errors during bottle firing. The logging pc was rebooted before cast 27 and no further problems were encountered. On station 13, bottle 10 and station 29, bottle 2, the top tap was found to be untightened on return to deck. It is thought unlikely that this resulted in significant contamination of samples.

1.6 SBE35

The BAS SBE35 high-precision thermometer was fitted to the CTD frame. For each water sample taken using the rosette, the SBE35 recorded a temperature in EEPROM. This temperature was the mean of $8 * 1.1$ seconds recording cycles (therefore 11 seconds) data. The thermometer has the facility to record 157 measurements but the data was downloaded approximately every few casts.

To process the data, communication was established between the CTD PC and the SBE35 by switching on the deck unit. The *SeaTerm* programme was used to process the data. This is a simple terminal emulator set up to talk to the SBE35. Once you open the program the prompt is ">". The SBE35 will respond to the command 'ds' (display status) by telling you the date and time of the internal clock, and how many data cycles it currently holds in memory. A suitable file name can be entered via the 'capture' toolbar button, and the data downloaded using the command 'dd' (dump data). The data currently held in the memory is listed to the screen. This can be slow due to the low data transfer rate. Once the download is completed the 'capture' button should be clicked to close the open file, and the memory of the SBE 35 cleared using the command "*samplenum=0*". To check the memory is clear the command 'ds' should again be entered before shutting down the system. Some problems were experienced in the data download as incomplete records were being written to the .txt files. The remaining records had to be entered manually into the file before the instrument memory was reset.

The SBE35 data files were divided into separate files for each station with up to 12 records (one level for each bottle) called *jr163sbenn.txt*. These files were saved directly

to the \\samba\pstar drive `~/pstar/data/ctd/SBE35/`.

1.7 Data processing

Further processing of the CTD data using pstar scripts (in unix) required both the salinity data from the bottle samples and SBE35 temperature data. The final unix CTD files were a 1 Hz time series for the full cast (for use in LADCP processing, for example), and a 1 db file of the downcast. Following the procedure in JR94, to simplify reprocessing the scan numbers for the start of the downcast maximum depth and end of cast were selected from the 24 Hz file, and entered into a file called *163station_dcs*. Scripts requiring knowledge of these scan numbers interrogate this file. The scan number for the bottom of file was found automatically using *refval*. The start and end scan numbers were found from listings to the screen, judging the start of the downcast after hauling to the near surface, and selecting a scan number shortly before the CTD broke the surface at the end of the cast.

Routines used:

163seactd0

This exec converts the seabird ascii file *163ctd[nn]_ctm.cnv* to pstar. Depths from the EA600 were initially used at this processing step and were later updated using information using information on the maximum depth of the CTD and the final height off the seabed from the altimeter.

163seactd1

This exec calculates the salinity and potential temperature, creating the file *163ctd[nn].sal*

163seactd1.1

Obtains the data cycle for the bottom of the cast in the *.sal* file and adds it to *163stations_dcs*.

163seactd1.2

This produces listings of the pressure and salinity near the start and near the end of the cast for extraction of start and end cycle numbers.

163seactd1.3

This exec inserts the noted start and end cycle into *163stations_dcs*.

163seactd2

This extracts data from *163ctd[nn]* corresponding to the bottle firing times taken from the Seabird ascii file *163ctd[nn].bl*. Data were extracted for 3 seconds before the bottle closed and 5 seconds after the bottle closed. The extracted data are averaged to give a file containing a single data cycle for each bottle firing. The output file is *163ctd[nn].btl*.

163seactd7 performs averaging to output files *163ctd[nn].1hz* (which has both downcast and upcast) and *163ctd[nn].1db* (which only has downcast).

1.8 Data calibration.

Note that if doing more work on calibrations use /ctd/salt_check2.m

There are three opportunities for CTD data calibration/comparison: Internal check between the primary and secondary sensors, comparison with salinity samples and comparison with the SBE35. We use the notation T1, T2, C1, C2, S1, S2 for CTD sensors, S for salinity samples, and T35 for SBE35.

Primary/Secondary comparison: An initial comparison was made at 84 bottle closing events at 2000 m or deeper. The mean and one sd differences were:

$$T1 - T2 = 0.0011 \pm 0.0004 \text{ } ^\circ\text{C}$$

$$C1 - C2 = 0.0007 \pm 0.0003 \text{ mmho cm}^{-1}$$

$$S1 - S2 = 0.0015 \pm 0.0004$$

Thus T1 reads slightly higher than T2, and C1 reads slightly higher than C2.

Closer graphical investigation shows that both T1-T2 and C1-C2 appear to vary with pressure (**Fig XX: /ctd/Sen1_Sen2_rep.tif**). If T1 is used as the independent variable, the relationship is noisy, suggesting it is a pressure effect rather than a simple temperature

calibration slope error. The corresponding trend in S1-S2 also exhibits a dependency on pressure.

CTD/sample salinity comparison:

Salt samples were taken for calibration of the CTD salinity profiles. Each 200 ml medicine bottle was rinsed three times and then filled to just below the neck, to allow expansion of the (cold) samples, and to allow effective mixing upon shaking of the samples prior to analysis. The rim of each bottle was wiped with a tissue to prevent salt crystals forming upon evaporation, a plastic seal was inserted into the neck of the bottle and the screw cap was replaced. The bottle crates were colour coded and numbered for reference. The salinity samples were placed close to the salinometer - sited in the chemistry lab - and left for at least 24 hours before measurement. This allowed the sample temperatures to equalise with the ambient of the chemistry lab.

The samples were then analysed on the BAS Guildline Autosol model 8400B, S/N 63360 against Ocean Scientific standard seawater (hereafter OSIL) from batches P144 and P146. At the beginning, and at the end of each crate of samples one vial of OSIL standard seawater was run through the salinometer enabling a calibration offset to be derived and to check the stability of the salinometer.

Several problems were encountered during analysis of the salt samples. In particular, the salinometer readings were found to be highly unstable. The fluctuating readings observed here were caused by the presence of small bubbles in the cell. A similar problem was noted during the previous cruise (Hawker 2006) and was thought to be fixed by replacing the new external pump with an old peristaltic pump. After analysing the first 20 stations the old external pump was removed and samples were forced into the cell using air, as per standard autosol.

Once analysed, the conductivity ratios were entered by hand into an EXCEL spreadsheet, converted to salinities and saved on the Unix system. Using the routines

163samblank.exec, *163samfir_new* and *botcond* the bottle conductivities were computed for comparison with the CTD conductivity sensors.

Deeper than 2000 metres and after removal of outliers, the mean offsets were as follows:

$$S - S1 = -0.0083 \pm 0.0019$$

$$S - S2 = -0.0072 \pm 0.0018$$

$$C - C1 = -0.0073 \pm 0.0016 \text{ mmho cm}^{-1}$$

$$C - C2 = -0.0058 \pm 0.0015 \text{ mmho cm}^{-1}$$

Thus it is apparent that the secondary sensor is preferable to the primary one. The conductivity offsets calculated using the first 20 stations and the final 11 stations were not dissimilar ($0.0060 \pm 0.0015 \text{ mmho cm}^{-1}$ and $0.0056 \pm 0.0015 \text{ mmho cm}^{-1}$, respectively) indicating that removal of the external salinometer pump did not greatly alter the accuracy of the salinometer.

No trends with depth in $S - S2$ or $C - C2$ were discernable. Note that after the calibration of the conductivity cell, for all bottles (except outliers) there remains an offset of $0.0031 \pm 0.0146 \text{ mmho cm}^{-1}$.

CTD/SBE35 comparison: Deeper than 2000 metres, the mean offsets are:

$$T35 - T1 = -0.0009 \pm 0.0021 \quad (\text{mean of data for which } -0.0078 < T35-T1 < 0.0048)$$

$$T35 - T2 = -0.0002 \pm 0.0019 \quad (\text{mean of data for which } -0.0075 < T35-T2 < 0.0037)$$

Only 67 bottles were used for this comparison given the difficulties in firing bottles during some casts and the associated uncertainty in the firing depths.

When the full dataset is viewed with pressure as an independent variable, no trend is discernable in T35-T1, or in T35-T2. Comparisons of T1 and T2 with T35 suggest that T2 is to be preferred to T1.

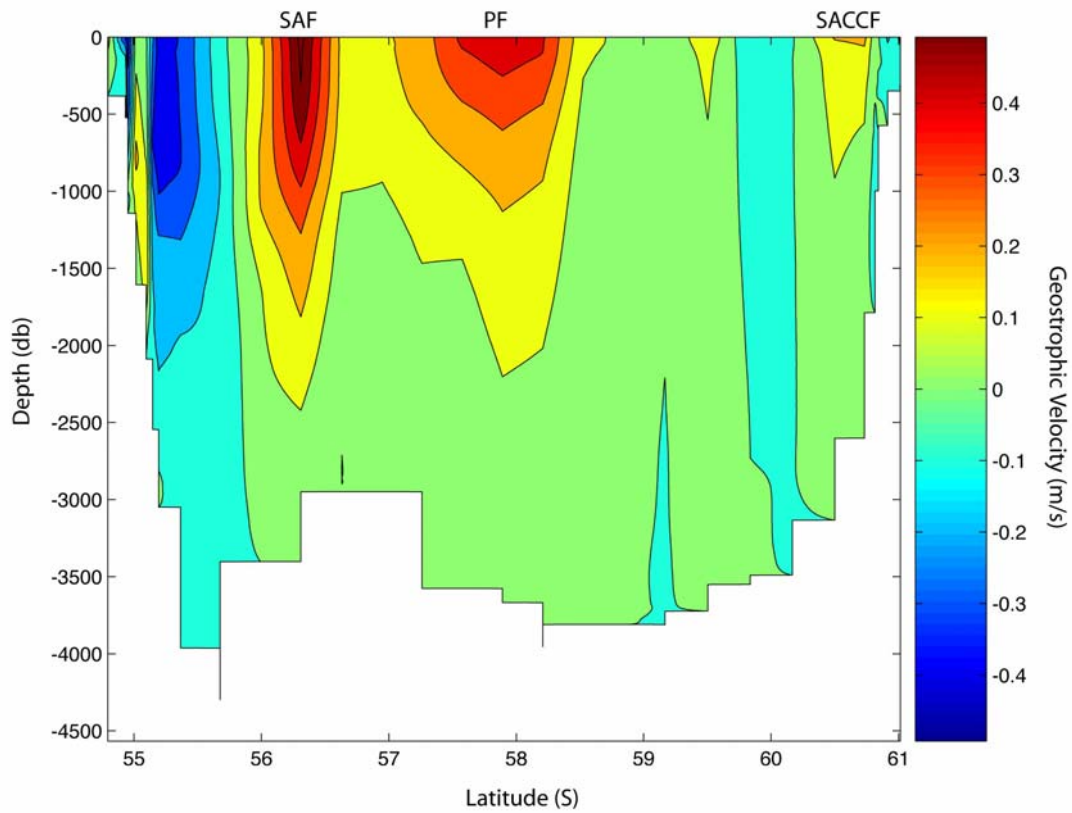


Figure 2.1: Geostrophic velocity plot, referenced to the deepest common level between station pairs. The location of the Polar Front (PF), Sub-Antarctic Front (SAF) and Southern ACC Front (SACCF) are marked. The total geostrophic transport is 125.0 Sv.

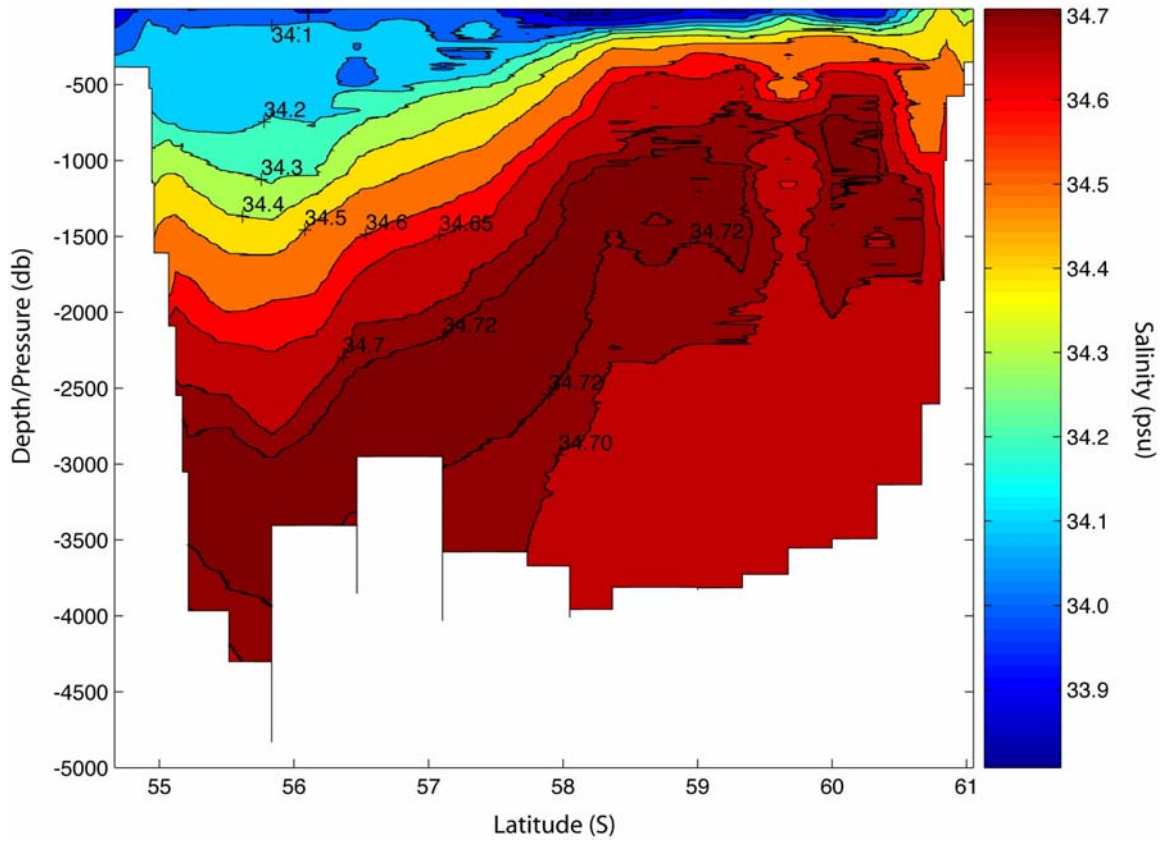


Figure 2.2 Plot of salinity (psu) from CTD stations on JR163. This is a plot of the corrected salinity field.

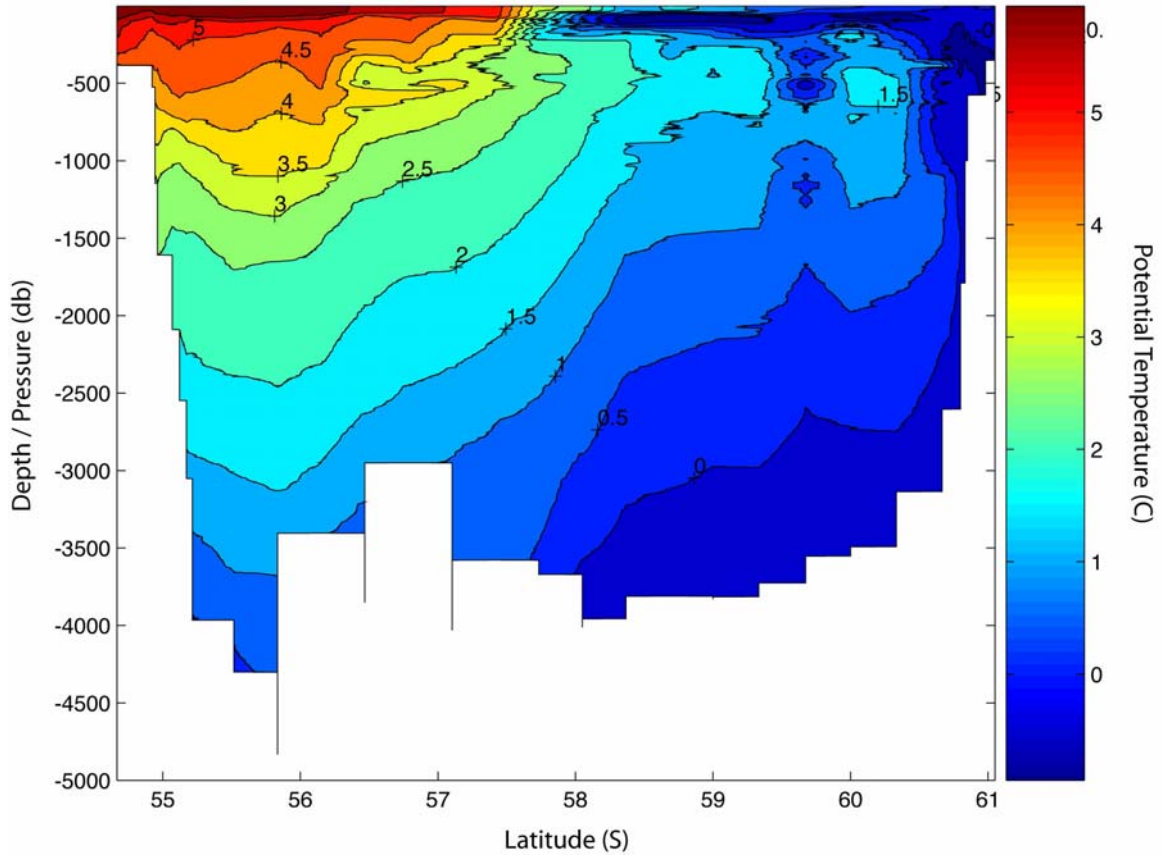


Figure 2.3: Plot of Potential temperature (°C) from JR163. The contour spacing is 0.5 °C

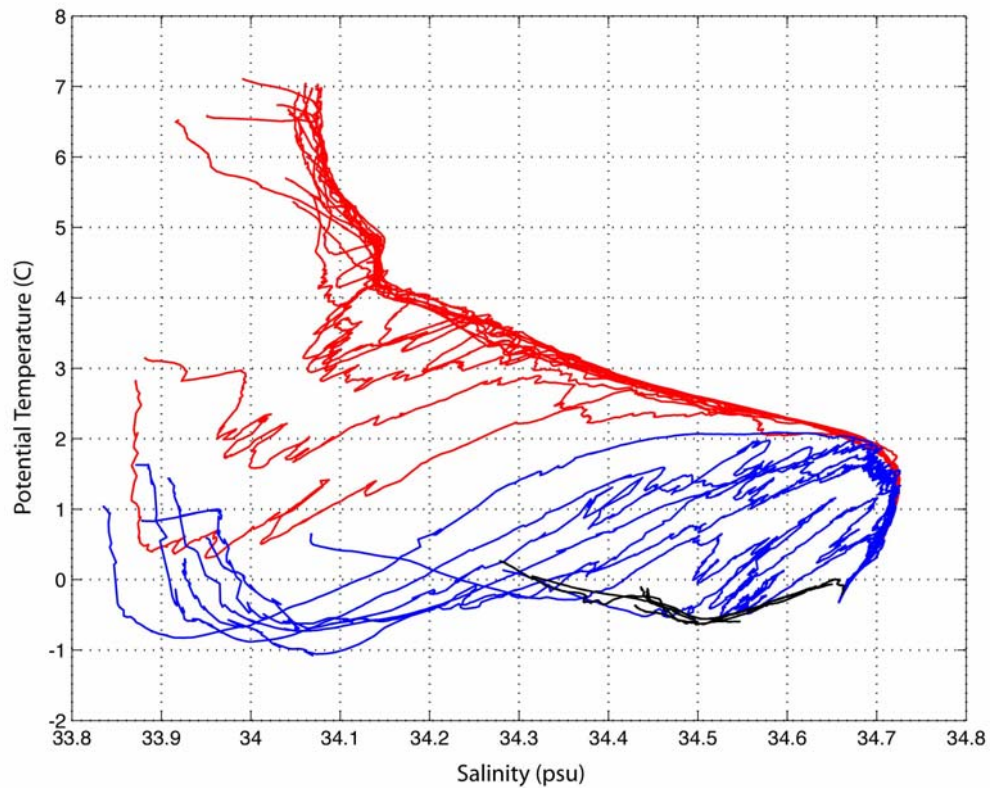


Figure 2.4: Potential Temperature vs. Salinity plot from all stations of JR163. Lines in red are from stations north of the Polar Front, lines in blue are from stations in the Antarctic Zone (between the Polar front and the Southern ACC Front), lines in black are from stations in the Continental Zone, south of the Southern Boundary/Southern ACC Front.

2. LADCP

Adam Williams

2.1. Introduction

Cruise JR163 planned to use two RDI Workhorse WH300 ADCP (WH) units to collect direct current velocity (LADCP) data. A single 300 kHz RDI WH unit (*DWH; serial number 4908*) was fixed in a downward facing position mounted off-centre at the bottom of the CTD frame. A second WH unit was attached in an upward facing position on the side of the CTD. After the problems experienced on the previous cruise JR161, a faulty connector pin was discovered between the upward looking WH unit and the LADCP battery pack. It was decided to only use the downward looking unit, but the other unit remained fixed to the CTD frame as the fault meant that it was not possible to blank the cables off when the unit was removed. A fin was added to the CTD frame to reduce spinning.

For the first seven stations, the LADCP was deployed as in the previous cruises (see Stansfield 2006, Hawker 2006). Between stations, each ADCP was connected to a controlling PC in the Underway Instrument Control (UIC) room through a serial cable for delivery of pre-deployment instructions and post-deployment data retrieval. The battery package was recharged after each deployment, by connection to a charging unit via a power lead.

Instructions for LADCP deployment and recovery during JR163

This set of instructions is based on the LADCP section of previous NOC cruise reports (including JR139 Stansfield et al., 2006).

2.2 JR163 LADCP DEPLOYMENT

Connect the communications and battery leads for both instruments.

Go to controlling PC:

A) MASTER (downward looking workhorse DWH)

1. Open BBTALK window for COM1
Press <F3> to create log file for all output: filename of the form
c:\ladcp\jr163\log_files\WHM###m.txt
where ### is ctd cast number, and m refers to master status
2. Press <END> to wake up DWH
If this fails, check communications lead
3. Type **TS?** <ENTER> to check DWH clock against scientific clock
gives time in form YYMMDDhhmmss

Type **TSYYMMDDhhmmss** <ENTER> if required to reset DWH clock
4. Type **RS?** <ENTER> to check available memory of DWH

If you need to clear memory, type **RE ErAsE** <ENTER>
Only clear if backed up to UNIX drive
5. Type **PA** <ENTER> to run diagnostic checks
6. If batteries were recharged, switch off battery charge unit and check battery voltage.

7. Press <F2> select DWH master configuration file
8. Press <F3> to stop log file

The master DWH should now be pinging.

B) SLAVE (upward looking workhorse UWH)

Repeat steps 1 - 8 in adjacent window noting:

1. UWH log file should be called **c:\ladcp\jr163\log_files\WHS###s.txt** (s refers to slave)
7. Select slave UWH configuration file

Detach communication and charger cables and fit blanks to cable ends.

2.3. JR163 LADCP RECOVERY

Remove Blanks and attach communications and charger cables.

1. Open BBTALK COM1 window (for master) and COM2 window (for slave)
Press <END> in both windows to wake up the LADCPs
2. Check battery voltage and switch on charger if needed.

3. type **RA?** <ENTER> to check number of deployments

Reset Baud rate to 115200 to allow for faster recovery of the data by typing **CB811**

To transfer data to PC:

Go to FILE, RECOVER RECORDER

Select c:\ladcp\jr161\master\ for DWH and c:\ladcp\jr161\slave for UWH as destination files

Reset Baud rate by typing **CB411**

Type **CZ** <ENTER> once data are transferred to power down LADCPs

4. Rename the default filenames to
c:\ladcp\jr161\master\jr161m###.000 and
c:\ladcp\jr161\slave\jr161s###.000

2.4 LADCP PROBLEMS

Cruise JR161 experienced a number of problems with the LADCP deployment and data recording. They were not obtaining full casts, with the LADCP stopping recording on deeper casts. The discovery of a faulty connector between the upward looking WH unit and the LADCP battery were thought to be the cause of the problems, so it was decided to use the downward looking WH unit deployed on its own. Deployment and recovery seemed to be working properly for the first six stations, but on station 7, the LADCP returned with no data. A deck test was performed and the unit seemed to be working properly. When it came to be deployed for the next station, the unit failed the diagnostic checks performed before each deployment. The connector leads were changed with the

upward looking WH unit and the input port was switched from COM2 to COM2. This did not resolve the problem and the setup was returned to the original configuration. After a short delay, the WH unit passed all of the diagnostic tests and appeared to be working normally.

After station 10, the LADCP was still recording data, but it was failing to transfer the data from the WH unit to the PC workstation. This problem persisted for three casts, but the data appeared to be on the WH unit, so operations continued until the major faults were detected.

The initial analysis of the data used the processing steps outlined in Stansfield (2006) and Hawker (2006). It appeared that the LADCP was not recording complete down and upcasts. Analysis of the raw data on the RD VM_DAS ADCP software showed that the data for full casts was in fact there and that the processing software was not correctly identifying the up and down casts. This may be due to the vertical looping motion of the CTD on the upcast when the package is stationary but the ship is rolling in large swell.

Brian King (connecting remotely from the NOC) performed an analysis of the data from cruise JR161 during JDAY 341 and determined that during that cruise, one of the four beams on each instrument had begun to fail and was now broken. This effectively meant that there was no use in continuing to deploy the instruments as they were not returning any useable data. It was decided to end all activities associated with the LADCP due to this fault, and that all previously recorded data was also of no use for the purposes of this cruise. All LADCP operations were suspended after station 8.

3. NAVIGATION

Sara de la Rosa Hohn

3.1 Introduction

During JR163 data from three of the scientific navigational instruments on RRS James Clark Ross were routinely processed. Primary positional, attitude and heading information were obtained from the *Trimble 4000* GPS receiver; Ashtech ADU-5 GPS receiver, and the Sperry Mk 37 Model D Gyrocompass, respectively. The SEATEX SEAPATH 200 unit, which provides heading data for the EM120 Swath System was also active for logging data, but was not processed on board.

A Racal Satcom received GPS SV range correction data via INMARSAT B from a fixed antenna in the Falkland Islands. This was passed to the *Trimble* and other GPS receivers to allow them to operate in differential mode (DGPS). All the instruments are logged to the SCS system and transferred to the RVS level C system. A series of UNIX scripts were used to process the navigation data in 12 hour periods from 0000 to 1159 (am) and 1200 to 2359 (pm). Each script requires the cruise number, the day of year number (jday), and whether am or pm data is to be processed, or the full day.

The primary source of positional information on JR163 was the Trimble 4000 receiver in differential mode. The UNIX script *gpsexec0* was used to process the data. The pstar programmes called were *datapup* to transfer the data from RVS to pstar binary files; *pcopya* to reset the raw data flag on the binary file; *pheadr* to set up the pstar dataname and header; and *datpik* to remove data with a dilution of precision (hdop) greater than five. Two output files were created for each 12 hr period, *163gps[jday].raw* and *163gps[jday]*, before and after the *datpik* stage respectively. The processed data were then appended to a master file *163gps01*.

3.2 Ashtech ADU-5

The Ashtech ADU-5 GPS is used to correct errors in the heading of the ship's gyrocompass prior to input of the data into the ADCP processing stream. This is necessary as the gyrocompass can oscillate for several minutes after a manoeuvre due to an inherent error.

The ashtech data must be processed and merged with the gyro data in order to correct the latter data for gyrocompass oscillations. Four UNIX scripts were used to process the Ashtech data in order to be able to correct the gyrocompass error as required.

Ashexec0 This exec used *datapup* to read in data from the RVS data stream in daily chunks; *pcopya* to reset the raw data flag and *pheadr* to set the header information. The output file created was 163ash[jday].raw.

Ashexec1 This exec used *pmerge* to merge in data from the master gyro file; and *parith* and *prange* to calculate the difference between the gyro and Ashtech headings was forced within the range +/- 180 degrees. A timeshift of -0.9s was applied to the Ashtech data in order to obtain the best agreement with the gyro data. An output file 163ash[jday].mrg was created.

Ashexec2 This exec was used to edit the merged data file using the PSTAR programmes: *datpik* to reject all data outside the limits given by:

- heading outside 0° and 360°;
- pitch outside -5° to 5°;
- roll outside -7° to 7°;
- atrf outside -0.5 to 0.5;
- mrms outside 0.00001 to 0.01;
- brms outside 0.00001 to 0.1;
- heading difference ("a - ghdg") outside -5° to 5°;

The output files were 163ash[jday].edit and 163ash[jday].ave.

3.3 Gyrocompass

Data obtained from the gyrocompass gives the most continuous information available on the ship's heading. Data was processed using the UNIX script *gyroexec0*. This called the following pstar programmes:

datapup to transfer data from the RVS to pstar binary files; *pcopya* to reset the raw data flag; *pheadr* to set up the pstar header and dataname; and *datpik* to force all heading data to lie between 0 and 360 degrees. One output file was created 163gry[jday].raw, and the data appended to a master file 163gyr01.

The RVS SCS system can provide duplicate time stamps in the gyro data hence *gyroexec0* also calls a pstar program *pcopym* to exclude this data from the processed data stream.

Correlation plots between the SEATEX and Ashtech data versus Gyrocompass, plotted in the (JR ???) cruise report, have shown that the accuracy of the Ashtech dataset is much lower than the accuracy of the SEATEX Seapath 200 unit.

4. VM_ADCP

Vessel-mounted Acoustic Doppler Current Profiler (VM-ADCP)

Adam Williams

4.1 Introduction

A 75 kHz RD Instruments Ocean Surveyor (OS75) ADCP was used during this cruise similar to JR139 (Stansfield 2006) and JR161 (Hawker 2006). The OS75, in principle, is capable of profiling to deeper levels in the water column, and can also be configured to run in either narrowband or broadband modes.

4.2 Instrument and configuration

The OS75 unit is sited in the transducer well in the hull of the *JCR*. This is flooded with a mixture of 90% de-ionised water and 10% monopropylene glycol. With the previous 150 kHz unit, the use of a mixture of water/antifreeze in the transducer chest required a post-processing correction to derived ADCP velocities. However, the new OS75 unit uses a phased array transducer that produces all four beams from a single aperture at specific angles. A consequence of the way the beams are formed is that horizontal velocities derived using this instrument are independent of the speed of sound (vertical velocities, on the other hand, are not), hence this correction is no longer required.

The OS75 transducer on the *JCR* is aligned at approximately 60 degrees relative to the centre line. This differs from the recommended 45 degrees. Shortly after sailing for JR139, the hull depth was measured by Robert Patterson (Chief Officer), and found to be 6.47m. Combined with a value for the distance of the transducer behind the seachest window of 100-200mm and a window thickness of 50mm, this implies a transducer depth of 6.3m. This is the value assumed for JR163, but note that the ship was very heavily laden during cruise JR139, and for other cruises it may be shallower.

During the trials cruise, it was noted that the OS75 causes interference with most of the other acoustic instruments on *JCR*, including the EM120 swath bathymetry system. To circumvent this, the ADCP pinging was synchronised with the other acoustic instruments

using the SSU, however this acts to reduce the pingrate. As noted by Dr. Sophie Fielding, when in deep water the swath can take 20 to 30 seconds from ping to end of listening, as a result this means the ADCP only pings once every 25 or so seconds. A further problem is that the ADCP appears to “time out” every other ping when it has to wait a long time between pings (i.e when running in deep water alongside the EM120). This results in it rebooting and waking the ADCP instrument up every other ping, which simply exacerbates the problem. A fix is promised by BAS AME, but requires a firmware upgrade from RDI which is not presently available. To circumvent these problems, only the single-beam echosounder (EA600) was run alongside the OS75 during JR139.

The heading feed to the OS75 is the heading from the Seapath GPS unit. This differs from the previous ADCP setup on *JCR*, which took a heading feed from the ship’s gyrocompass and required correction to GPS heading (from Ashtech) in post-processing.

4.3 Configuration

The OS75 was controlled using Version 1.42 of the RDI VmDas software. The logging PC also had Version 1.13 of the RDI WinADCP software installed and running, to act as a realtime monitor of data. The OS75 ran in two modes during JR163: narrowband (with bottom-tracking on) and narrowband (with bottom-tracking off). Narrowband profiling with bottom-tracking on was enabled with sixty-five 16 meter bins, and with bottom-tracking off with seventy 16 meter bins. Narrowband profiling was enabled with an 8 meter blanking distance (Note that this blanking distance is larger than the 2m initially used by the RDI technician during the trials cruise. This change was adopted following advice from Dr. Mark Inall and Dr. Deb Shoosmith, who voiced concerns over the quality of data in the top bin).. The time between pings was set to 2 seconds, again following advice from Dr E. Hawker and Dr. Deb Shoosmith. Salinity at the transducer was set to zero, and Beam 3 misalignment was set to 60.08 degrees (see above discussion). The full configuration files for each of the modes used are given in Appendix A.

4.4 Outputs

The ADCP writes files to a network drive that is samba-mounted from the Unix system. (Should the network fail, there is an alternative write path to the local ADCP PC hard drive to preserve data until the link is restored). When the Unix system is accessed (via samba) from a separate networked PC, this enables post-processing of the data without the need to move files.

Output files are of the form JR163_XXX_YYYYYY.ZZZ, where XXX increments each time the logging is stopped and restarted, and YYYYYY increments each time the present filesize exceeds 10 Mbyte.

ZZZ are the filename extensions, and are of the form:-

- .N1R (NMEA telegram + ADCP timestamp; ASCII)
- .ENR (Beam coordinate single-ping data; binary)
- .VMO (VmDas configuration; ASCII)
- .NMS (Navigation and attitude; binary)
- .ENS (Beam coordinate single-ping data + NMEA data; binary)
- .LOG (Log of ADCP communication and VmDas error; ASCII)
- .ENX (Earth coordinate single-ping data; binary)
- .STA (Earth coordinate short-term averaged data; binary)
- .LTA (Earth coordinate long-term averaged data; binary)

4.5 Post-processing of data

OS75 data were processed on JR163 using Matlab code originated by IFM Kiel. This was adapted by Dr. Mark Inall and Dr. Deb Shoosmith for use with the *JCR* system. The master file for the processing is “OS75_JCR_FINAL_JR163.m”, which calls a lengthy sequence of routines to execute the following steps:-

1) Read RDI binary file with extension .ENX and ASCII file with extension .N1R into Matlab environment.

2) Remove missing data and data with bad navigation

3) Merge Seapath attitude data with single-ping ADCP data.

4) Correct for transducer misalignment and velocity scaling error (calculated during first run-through of code, applied during second)

5) Derive ship velocity from Seapath navigation data

6) Perform quality control on data, such that four-beam solution is only permitted. Other screening is performed based on maximum heading change between pings, maximum velocity change between pings, and the error velocity.

7) Average data into ensembles of pre-defined length (120 seconds for JR163)

8) Calculates transducer misalignment and velocity scaling error (computation done on first run-through of code, to be applied during second)

9) Velocities from depths deeper than 86% of the bottom-tracking depth are set to missing.

10) Determine absolute velocities from either bottom-track ship velocity or Seapath GPS (usually the latter).

4.5.1 Output Files

Final data are stored in Matlab format. Filenames are of the form:-

1) JR163_000_000000_A_hc.mat, where A is the highest number of the user-incremented files. (This is the number that VmDas increments every time logging is stopped and restarted). This contains structured arrays “c” (ensembled-averaged data), and “b” (absolute velocities)

2) JR163_00A_00000Bd.mat, where A is as above, and B is the number VmDas increments every time filesize exceeds 10 Mbyte. This contains single-ping data in structured array “d”.

3) JR163_00A_00000Bd_ATT.mat. As (2), but containing ship’s attitude data rather than ADCP data.

4) JR163_00A_000000_ATT.mat. As (3), but for the whole section of data in the user-incremented series A

4.6 JR163 Data

The data was collected in a series of files for the section, due to the required changes in configuration file when the VM-ADCP needed to be changed from bottom-tracking to normal mode. Figure 4.1 shows the zonal and meridional velocities from the central part of the transect across Drake Passage. There is a large westward flow to the north of the passage that is also found in the geostrophic velocity field (figure 3.1). The Sub-Antarctic front is also very clearly found in the zonal velocity field centred on 56.5 °S latitude. The structure of the Polar front is less pronounced, with eastward flow over a large meridional distance. This is in broad agreement with the geostrophic profiles, which depicted a strong and localised Sub-Antarctic front with a core that extends deep into the water column, and a broader, shallower Polar Front.

There were a few issues with the data collection during the section. Some data was lost on the initial crossing over the continental slope on the south side of Birdwood bank due to the sharp topography and a delay in changing the sampling mode from bottom-tracking to deep water tracking. There was a period of bad values associated with the latter stations of the section where the VM-ADCP detected bad values during the periods of steaming between stations, causing a loss of spatial coverage in the southern third of the section. The data quality was still good during the periods when casts were being taken.

The VM-ADCP was kept running throughout the journey through the Bransfield Strait and towards Rothera. This was generally of a high quality, with a few lost periods due to sudden changes in the topography requiring a change of the sampling mode.

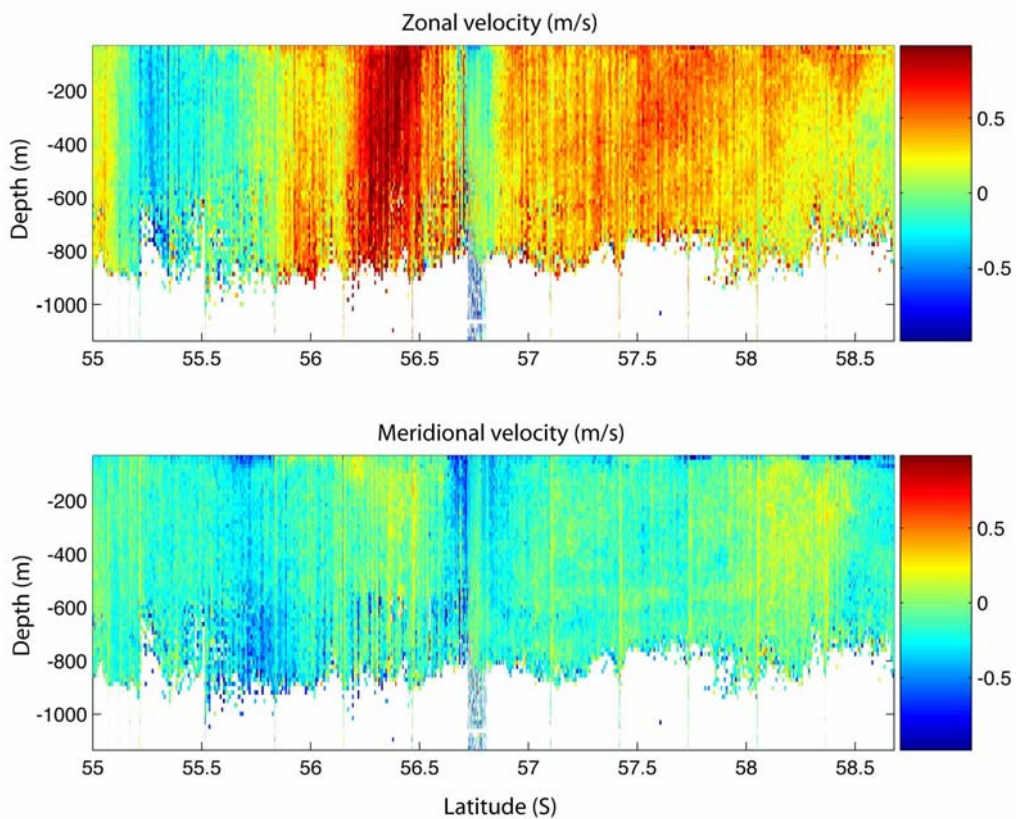


Figure 4.1 (Top) Zonal velocities from the VM-ADCP between 55-58.9 °S. (bottom) Corresponding meridional velocities from the VM-ADCP.

4.7 VM-ADCP Calibration files

1.) Deep water- bottom tracking mode off

-----\

; ADCP Command File for use with VmDas software.

;

; ADCP type: 75 Khz Ocean Surveyor

; Setup name: default

```
; Setup type: low resolution, Long range profile(Narrowband) deep water
;
; NOTE: Any line beginning with a semicolon in the first
; column is treated as a comment and is ignored by
; the VmDas software.
;
; NOTE: This file is best viewed with a fixed-point font (e.g. courier).
; Modified Last: 28August2005
;-----/
; Restore factory default settings in the ADCP
cr1
; set the data collection baud rate to 38400 bps,
; no parity, one stop bit, 8 data bits
; NOTE: VmDas sends baud rate change command after all other commands in
; this file, so that it is not made permanent by a CK command.
cb611
; Set for narrowband single-ping profile mode (NP), seventy (NN) 16 meter bins (NS),
; 8 meter blanking distance (NF), 390 cm/s ambiguity vel (WV)
; Switch Narrowband ON NP1
NP1
nn70
ns1600
nf0800
; Switch Broadband OFF WP0
WP000
WN065
WS800
WF0200
WV390
; Disable single-ping bottom track (BP),
; Set maximum bottom search depth to 1200 meters (BX);
```

Bottom track OFF

BP00

BX12000

; output velocity, correlation, echo intensity, percent good

WD111100000

; One and half seconds between bottom and water pings

TP000150

; Two seconds between ensembles

; Since VmDas uses manual pinging, TE is ignored by the ADCP.

; You must set the time between ensemble in the VmDas Communication options

TE00000200

; Set to calculate speed-of-sound, no depth sensor, external synchro heading

; sensor, no pitch or roll being used, no salinity sensor, use internal transducer

; temperature sensor

EZ1020001

; Output beam data (rotations are done in software)

EX00000

; Set transducer misalignment (hundredths of degrees)

EA6008

; Set transducer depth (decimeters) [= 6.5m on JCR]

ED00063

; Set Salinity (ppt) [salinity in transducer well = 0]

ES0

; Set to trigger by SSU

CX1,3

; save this setup to non-volatile memory in the ADCP

CK

2. Bottom tracking mode on

;-----\

```
; ADCP Command File for use with VmDas software.
;
; ADCP type: 75 Khz Ocean Surveyor
; Setup name: default
; Setup type: low resolution, Long range profile(Narrowband) 1000 m
;
; NOTE: Any line beginning with a semicolon in the first
; column is treated as a comment and is ignored by
; the VmDas software.
;
; NOTE: This file is best viewed with a fixed-point font (e.g. courier).
; Modified Last: 28August2005
;-----/
; Restore factory default settings in the ADCP
cr1
; set the data collection baud rate to 38400 bps,
; no parity, one stop bit, 8 data bits
; NOTE: VmDas sends baud rate change command after all other commands in
; this file, so that it is not made permanent by a CK command.
cb611
; Set for narrowband single-ping profile mode (NP), sixty five (NN) 16 meter bins (NS),
; 8 meter blanking distance (NF), 390 cm/s ambiguity vel (WV)
; Switch Narrowband ON NP1
NP1
nn65
ns1600
nf0800
; Switch Broadband OFF WP0
WP000
WN065
WS800
```


WF0200

WV390

; Enable single-ping bottom track (BP),

; Set maximum bottom search depth to 1200 meters (BX) (decimeters)

BP01

BX12000

; output velocity, correlation, echo intensity, percent good

WD111100000

; Two seconds between bottom and water pings

TP000200

; Three seconds between ensembles

; Since VmDas uses manual pinging, TE is ignored by the ADCP.

; You must set the time between ensemble in the VmDas Communication options

TE00000300

; Set to calculate speed-of-sound, no depth sensor, external synchro heading

; sensor, no pitch or roll being used, no salinity sensor, use internal transducer

; temperature sensor

EZ1020001

; Output beam data (rotations are done in software)

EX00000

; Set transducer misalignment (hundredths of degrees)

EA6008

; Set transducer depth (decimeters) [= 6.5m on JCR]

ED00063

; Set Salinity (ppt) [salinity in transducer well = 0]

ES0

; Set Trigger In/Out [ADCP run through SSU

; CX0,0

CX1,3

; save this setup to non-volatile memory in the ADCP

CK

5. UNDERWAY

Chris Atkinson

5.1 Introduction

The underway data comes from the meteorological sensors, situated on the forward mast, and the ocean surface layer sensors which measure the properties of the uncontaminated water supply. The oceanographic measurements include temperature, conductivity and fluorescence. The meteorological measurements include air temperature, humidity, atmospheric pressure, total incident radiation and photosynthetically available radiation (PAR). Other parameters sampled include the temperature of the conductivity sensor and the flow rate of the uncontaminated water supply.

Data from these sensors feed into the ship's oceanlogger data system. From there it is transferred to the ship's SCS scientific data collection system and thus to the UNIX and PC computer network.

Underway data first became available on day 341, shortly after departing the Falkland Islands, and was then collected continuously until day 349 where the water supply was switched off due to the presence of sea ice. Data from here to Rothera was sporadic and has not been analysed. Although data from the ship's anemometer takes a different route into the ship's SCS scientific data collection system it was processed together with the other meteorological data.

For a short period on day 342 and an extended period on day 343, flow rate to the thermosalinograph and fluorometer became erratic due to the presence of air in the system. Flow rate was returned to 0.6 l/min by the afternoon of day 343 and remained satisfactory until the supply was switched off. During the periods of erratic flow, measurements of water temperature, salinity and fluorescence were discarded. At this

point, underway water samples were taken from the ship's uncontaminated water supply every hour to provide replacement salinity measurements.

5.2 Data Capture and Processing

Data was processed in 24 hour sections using pstar. The scripts are based on those used during the previous JR94 and JR115 cruises (see Hawker 2005a, Hawker 2005b).

The executables for processing the data are described below:

oclexec0: Reads the ocean-logger and anemometer data streams and stores them into a single pstar type file called 163oclXXXd.raw (where XXX = J day).

oclexec1: Splits the data into separate ocean data and meteorological data files. It also performs some initial de-spiking of the conductivity data and calculates a raw salinity value. This creates a file called 163oclXXXd (and a meteorological file 163metXXXd.raw).

twvelexec: Merges the met data file with gyrocompass and navigation data streams in order to calculate ship motion and true wind velocity. Some de-spiking is also performed. This creates a file called 163metXXXd.

Data were then further de-spiked and plotted using MATLAB and the differences between duplicate meteorological instruments calculated.

5.3 Salinity (figures 5.1 and 5.2)

Sea surface salinity (SSS) was calculated from the ship's thermosalinograph (TSG) measurements of conductivity and water temperature. In addition, water samples were taken every 4 hours from the ship's uncontaminated water supply. The salinity from the TSG was comparable to that of the water samples (fig. 6.1) with the offset small and

essentially random though showing a faintly negative trend as the ship progressed south. The offset had a mean and standard deviation (s.d.) of -0.0006 and 0.004 , respectively. This s.d. is attributed mostly to inaccuracies in recording of underway sample time as s.d. of underway salinity ranged from 0.003 - 0.006 over a few minutes.

After moving off the continental shelf edge, salinity values of approximately 34.0 - 34.1 were recorded between 54°S to 57.5°S . Here, salinities dropped sharply across the Polar Front to values of around 33.8 - 33.9 between 57.5°S and 61°S . Moving onto the Antarctic continental shelf, salinities increased sharply again to 34.4 , before showing erratic values of between 34.1 - 34 along the Antarctic Peninsula (likely associated with formation and melting of patchy sea ice).

5.4 Sea Surface Temperature (figure 5.3)

North of the Polar Front, temperature decreased steadily from 8°C to 5°C between 53°S and 57.5°S . At the polar front, temperatures decreased sharply to 3°C before dropping gradually again to 0°C at 61°S . Along the peninsula, a slight increase in SST was recorded associated with warm weather and increased surface air temperature on day 347.

5.5 Fluorescence (figure 5.6)

Fluorescence estimates the amount of phytoplankton in the water, giving an indication of primary production. Around the continental shelf edges (53.5°S , 55°S and 60.5°S), fluorescence showed values of typically 0.4 ug/l to 0.5 ug/l. Notably, a sizeable peak of 1.5 ug/l was observed centred around 53.5°S . Between 55°S and 60.5°S , values were at their lowest, typically 0.1 ug/l to 0.2 ug/l with erratic spikes of up to 0.5 ug/l including at the Polar Front. Along the Antarctic Peninsula, values were mostly greater than 0.4 ug/l, showing peak values up to 0.7 ug/l at the western edge of the Bransfield Strait shortly before measurements stopped.

5.6 Air Temperature (figure 5.4a)

From 52°S to 65.5°S, temperature steadily decreased from 11°C to -1°C approaching the cold continental air. Along the Antarctic Peninsula, temperatures also showed variation of +/- 2°C about 0°C. Between 55°S and 57°S a peak of air temperature between 5°C to 8°C was observed that overlaps with a northward increase in SST. Typically the surface air temperature matches little of the SST spatial variability, including across the oceanic Polar Front. The difference between the two instruments ranged typically between 0 to -0.5°C with a mean offset of 0.13°C and s.d. 0.15.

5.5 Air Pressure (figure 5.4b)

From 52°S to 62°S, pressure broadly decreased from 1000 hPa to 975 hPa before increasing rapidly to 992 hPa between 62°S and 65°S. Some synoptic variation is observed, particularly increases of 10 hPa at 59°S and 61°S associated with local weather, however the sub-polar low marking the Antarctic front is clear. The difference between the two instruments was between -0.3 and +0.3 hPa throughout the section.

5.6 Humidity (figure 5.4c)

From 52°S to 64.5°S, humidity ranged erratically from 80% to 100%. From 64.5°S to 65.5°S, humidity showed lower values of between 35% to 90%. This change in range coincides with the Antarctic front separating cold continental air and the warmer, moister polar maritime air. The difference between the instruments ranged typically between 0-5 RH%, with mean offset of 1.8% and s.d. 2.3.

5.7 Total Incident Radiation (TIR) (figure 5.4d).

TIR showed near zero values at night with values increasing towards midday and decreasing towards night. The maximum daily values of TIR varied from 800 W/m² up to 1250 W/m². Variation in the maximum values was due to the degree of cloud cover or

mist. During the day the difference between the two instruments ranged between -200 W/m² to 150 W/m² while night time offset was between 0 W/m² to 0.3 W/m². Mean and s.d. of the offset were -3.8 W/m² and 8.65 .

5.8 Photosynthetically Active Radiation (PAR) (figure 5.4e)

The same type of pattern was observed for PAR as for TIR. Maximum values of PAR varied from 1700 $\mu\text{mol/s.m}^2$ to 3200 $\mu\text{mol/s.m}^2$. During the day the difference between the two instruments ranged between -400 $\mu\text{mol/s.m}^2$ to 400 $\mu\text{mol/s.m}^2$ while night time offset was 3 $\mu\text{mol/s.m}^2$. Mean and s.d. of the offset were 10.6 $\mu\text{mol/s.m}^2$ and 18.1 .

5.9 Anemometer – Winds (figure 5.5)

Across the section, winds were dominantly northwesterly to westerly. Along the Antarctic Peninsula, winds were dominantly northwesterly with some easterlies recorded leaving the Bransfield Strait. Wind velocities were relatively constant averaging 9.5 ms^{-1} and reaching a maximum of 20 ms^{-1} .

5.10 Flow meter

During the cruise, when the flow meter was switched on, the average flow rate was about 0.6 l/min, except for days 342 and 343 as discussed in section 5.1.

5.11 Southern Ocean Fronts and Water Masses

As discussed above, the Polar Front was observed near 57.5°S in both sea surface temperature and sea surface salinity data. This coincides with steeper slopes in both temperature and salinity fields observed by the CTD data in the upper 1000m of the water column. No evidence of the sub Antarctic Front was observed.

Three principal water masses were observed in the underway data. These are clearly observed in the T-S plot in figure 6.7. The first of these water masses is Sub-Antarctic Surface Water, with salinities between 33.85 and 34.1 and temperatures between 5°C and 7°C. This water mass is located north of the Polar Front. To the south of the Polar Front, two further water masses are observed. The first is Antarctic Surface Water, with salinities between 33.8 and 34 and temperatures between 0.5°C to 2°C. The second is Continental Shelf Water, observed south of 61°S, with salinities between 33.9 and 34.45 and temperatures between 0°C and 1.5°C.

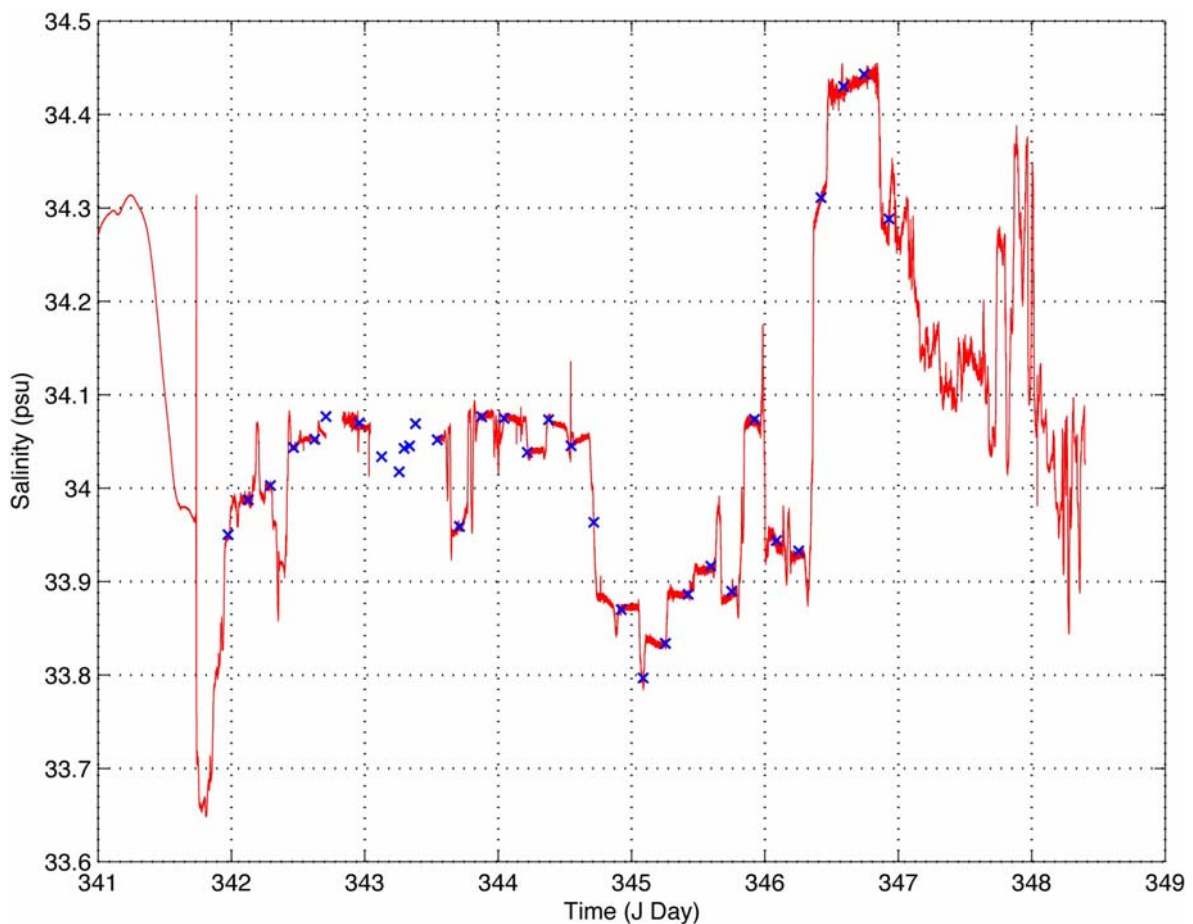


Figure 5.1. Plot of TSG salinity (red line) and surface water sample salinities (blue crosses) against J day.

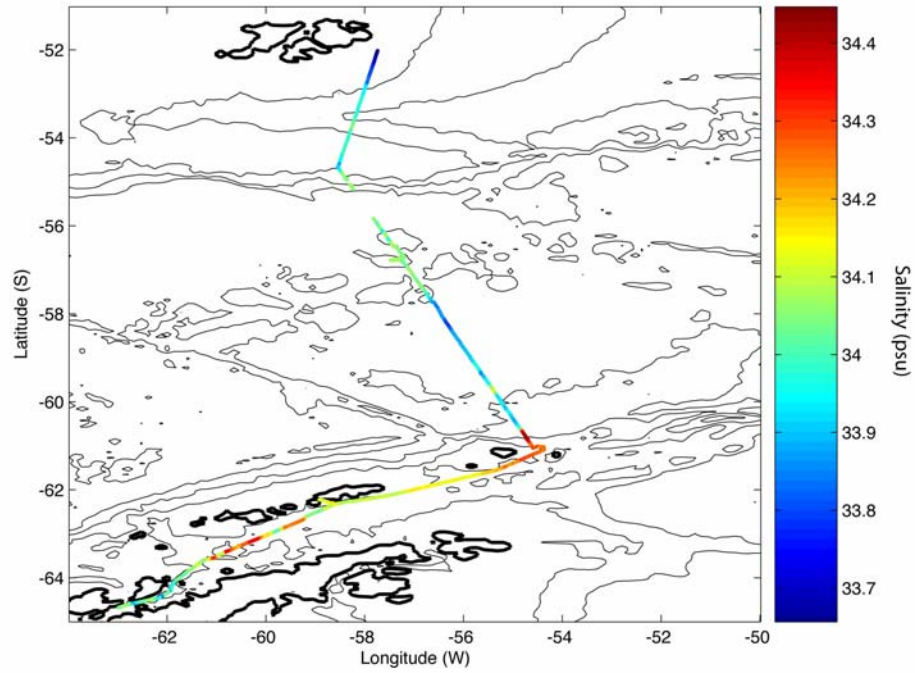


Figure 5.2. Plot of TSG Sea Surface Salinity for J days 341-349.

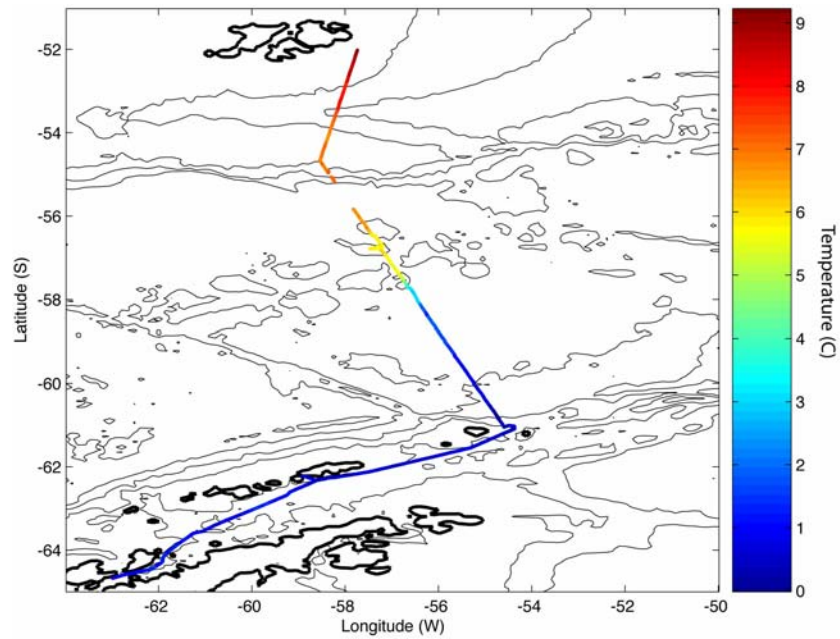


Figure 5.3 Plot of TSG Sea Surface Temperature for J days 341-349.

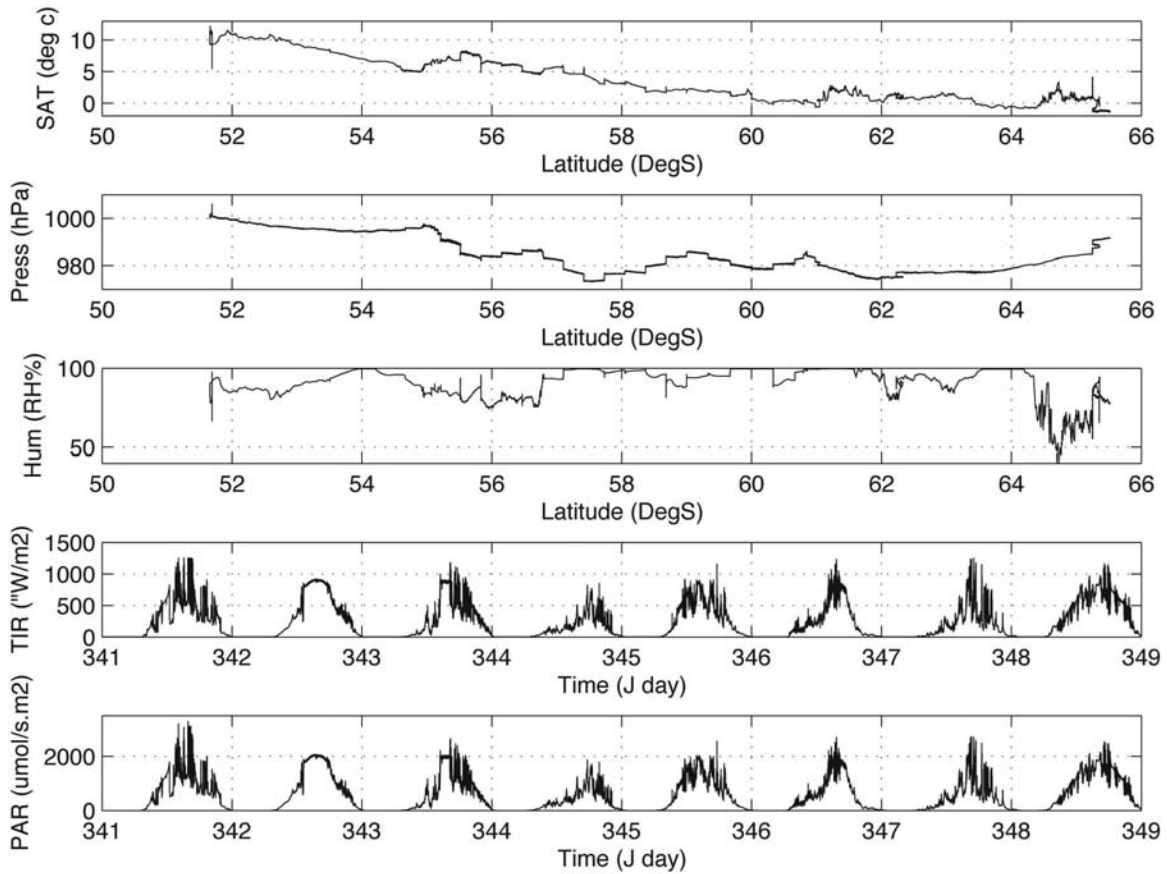


Figure 5.4. From top to bottom (a-e), plots of Surface Air Temperature, Surface Pressure and Humidity against latitude for J days 341-349 and plots of Total Incident Radiation and Photosynthetically Active Radiation against J day.

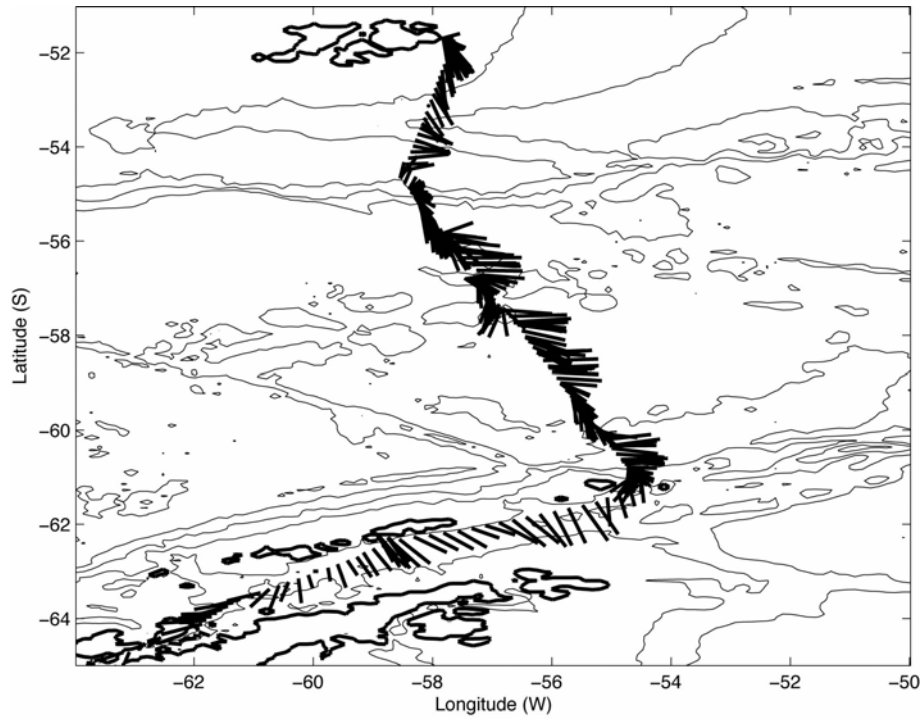


Figure 5.5. Vector plot of anemometer wind velocity and direction for J days 341-349. Average wind speed was 9.5 ms⁻¹ and reached a maximum of 20 ms⁻¹.

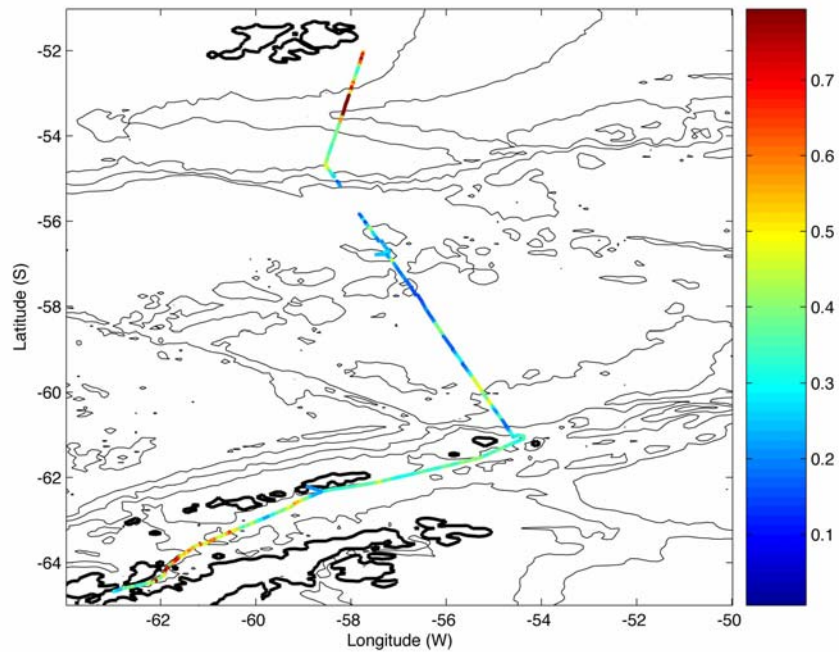


Figure 5.6 Plot of surface fluorimeter readings for J days 341-349.

6. ECHO-SOUNDER

Stéphanie Contardo

6.1 Introduction

The RRS *James Clark Ross* is equipped with two SIMRAD echo-sounders, the single beam EA600 and the swath bathymetry system EM120. The EA600 has one transducer mounted on the hull to starboard. The EM120 was switched off because of some interferences it caused to other instruments. The EA600 was used to produce a bathymetry profile.

6.2 Data processing

Raw data with an assumed sound velocity of 1500 m s^{-1} are logged by the SCS onto simulated level C streams. Raw data were retrieved into a twice daily pstar file using the pstar scripts *163sim*. Initial processing was done by running the script *163sim* from 'pstar/data/sim'. The script retrieves data from the level C stream (monitored by *lookd*), does some preliminary processing and reads the data into pstar format. The script takes raw data from the SCS every 30 seconds and runs a 5 point filter. The filter removes values greater than 100 metres from the median and assigns an absent data value to zero depths, which occur when no good data are available. This processing removes many spikes from the data.

From the options 'am', 'pm' or 'whole day' of data, the 'whole day' option 'd' was used to analyse all data from each Julian day. This produced the raw file '163simXXXd.raw' and the filtered data file '163simXXXd', where XXX was the Julian day of the data being processed. The times were set from XXX 0 0 0 to XXX 23 59 59 GMT for each day analysed. The Julian day, number of data cycles, and the version number of the file were recorded on the log sheet for each day processed.

A plot of the bathymetry along the ship track was done using the Matlab program bathy_map_jr163.m, which merges the bathymetry data with gps navigation data.

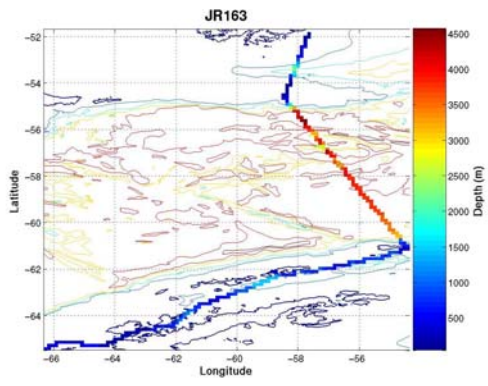


Figure 6.1 Bathymetry measured using EA600 along cruise track and Gebco bathymetry contours.

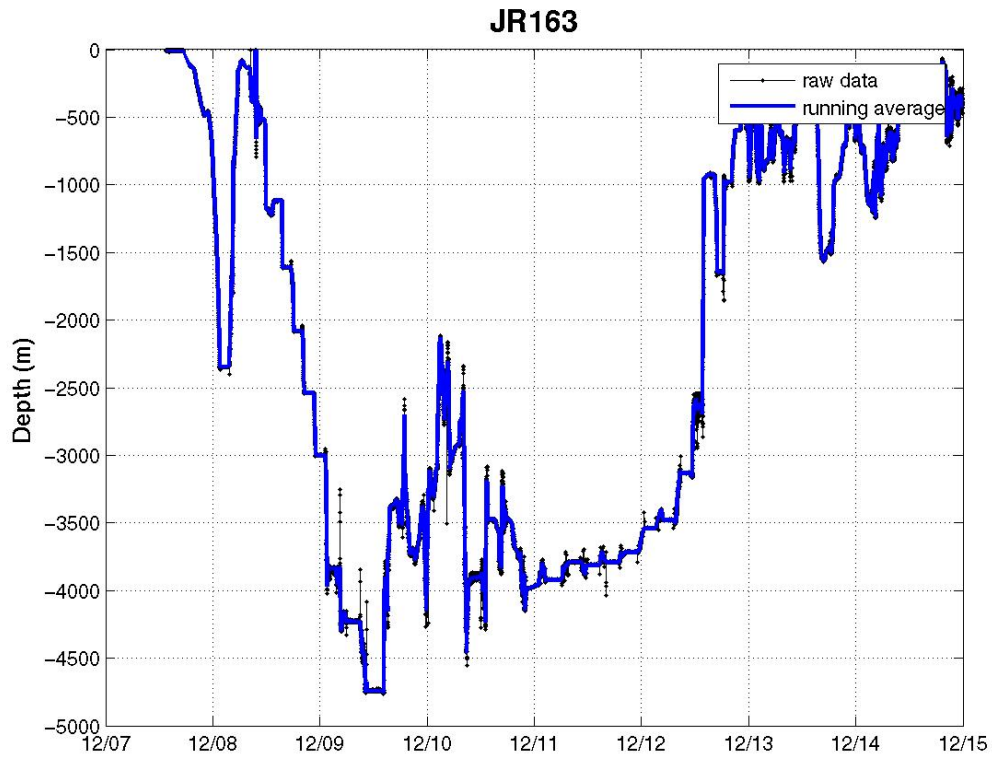


Figure 6.2 Bathymetry measured using the EA600 along cruise track, for the duration of the cruise.

7. PHYTOPLANKTON DISTRIBUTION ACROSS THE DRAKE PASSAGE

P.M. Holligan

The objective of biological work on the cruise was to investigate the cause of high reflectivity seen in satellite ocean colour images of the Southern Ocean during summer (December - February).

On the transect from the Falkland Islands to Elephant Island at the northern tip of the Antarctic Peninsula water samples were collected from CTD bottles (32 stations) and from the surface pumped supply to the laboratory, and filtered for determinations of chlorophyll a (Chl), particulate organic carbon (POC), particulate inorganic carbon (PIC) and biogenic silica (BSi). Chlorophyll was determined on board, and the other filters were stored for analysis in the UK. Also phytoplankton samples were collected on filters and in water preserved with buffered formalin (F) and lugols solution (L) for examination respectively by scanning electron microscopy (SEM) and by light microscopy. The total numbers of samples obtained were as follows:

Chl	131	POC	53 (-80C)	SEM	50
(analysed		PIC	56	F	40
on ship)		BSi	56 (-80C)	L	6

Satellite images for the period of the cruise (Fig. 1) showed that the Antarctic convergence was at about 58S along the cruise track. Chlorophyll levels were low ($<0.5 \text{ mg m}^{-3}$) along and just to the south of the convergence, and up to 2 mg m^{-3} at either end of the transect. Reflectance values were generally relatively low along the transect compared to those for Falklands shelf water. Of particular interest is the eddy-like feature just to the east of the transect line at about 58S which indicates the presence of mineralised plankton in cold water south of the convergence.

Measured surface chlorophyll concentrations ranged from $>2 \text{ mg m}^{-3}$ on the shelf south of the Falklands to $\sim 0.1 \text{ mg m}^{-3}$ in the central Drake Passage close to the Antarctic convergence, and agree well with the satellite data (Fig. 1). Calibration data for the CTD

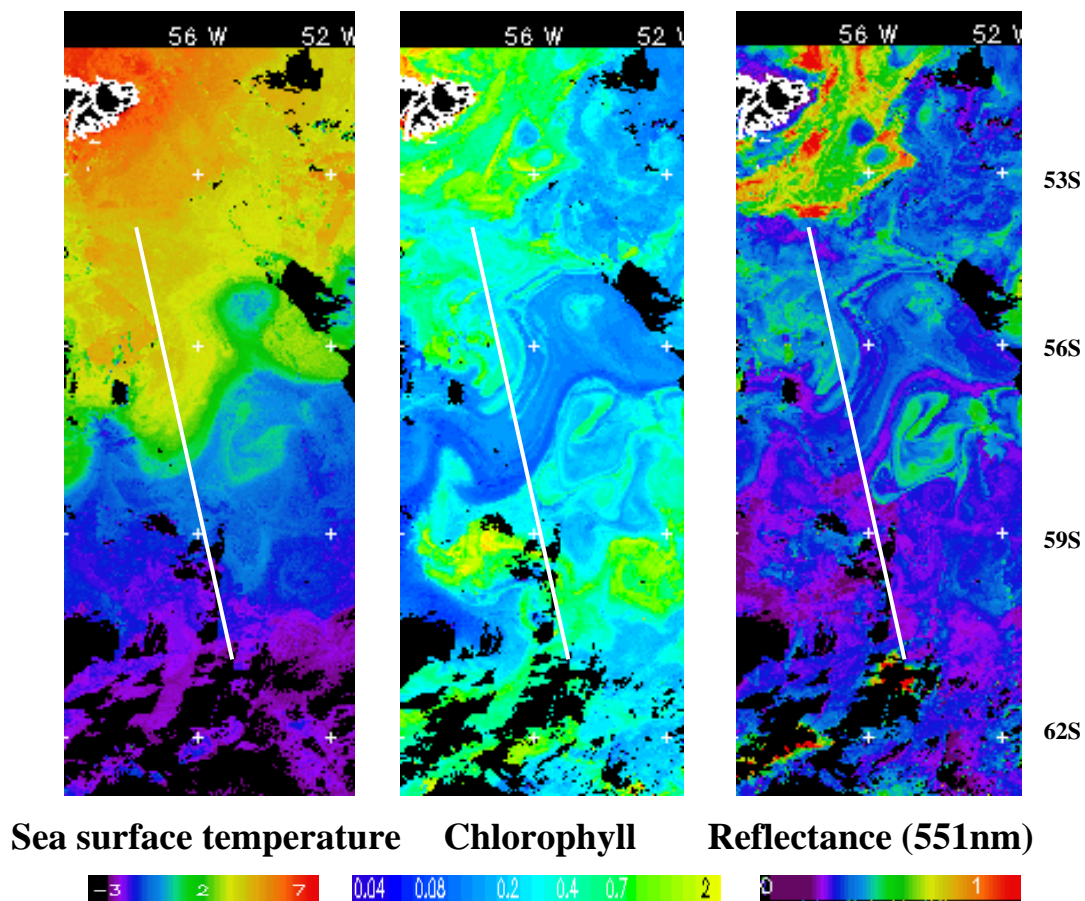
fluorometer are shown in Fig 2, and are subject to correction against laboratory determination of the chlorophyll standard used on the ship.

The relationship between measured chlorophyll values and CTD transmissometer values is shown in Fig. 3. Much of the variability in transmission appears to be attributable to chlorophyll-containing particles, and it is likely that the remainder is a function of the particle type – i.e. cell size and the presence of mineral phases.

Further interpretation of the satellite reflectance data and the CTD transmission data will depend on analyses of the POC, PIC and BSi samples and on examination of the phytoplankton types by microscopy. This work will be carried over the next few months when all the samples have been returned to NOCS.

Figure 7.1. MODIS data for 6-12 December, 2006

White lines indicate approximate position of transect



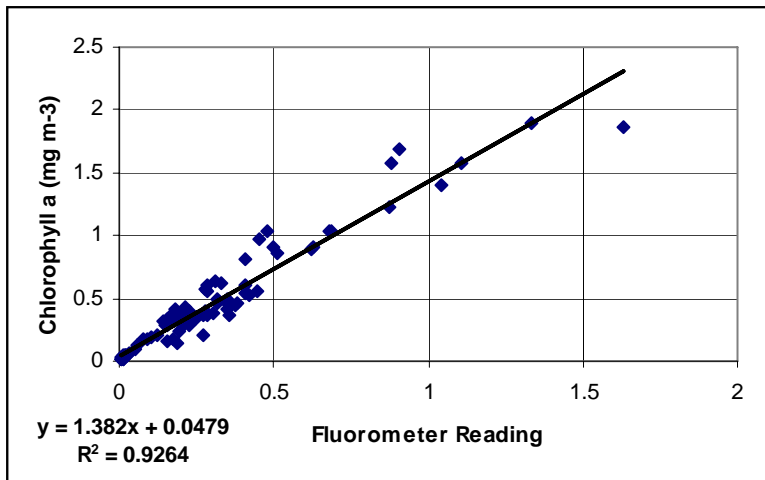


Figure 7.2 Calibration of CTD Fluorometer

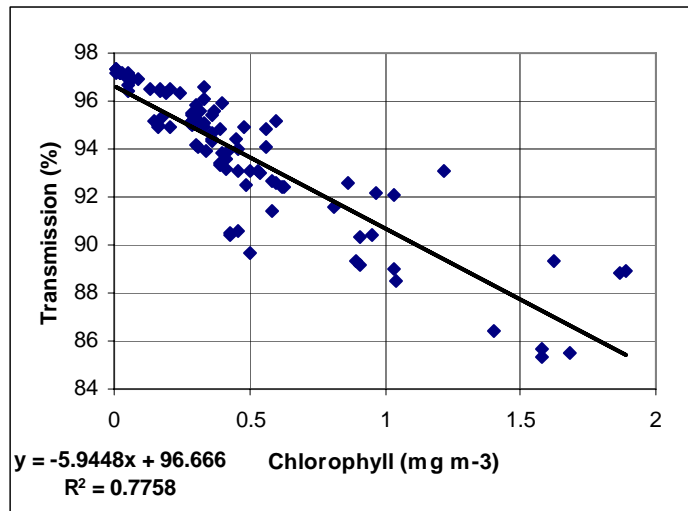


Figure 7.3 Relationship between chlorophyll concentration and transmission.

8. UNIX COMPUTING

Adam Williams

Unix computing was carried out on jruh (Sun Blade 150) in the data prep lab and jrui (Sun Blade 100) in the UIC. 45 Gb of Networked disk was available on jruf, of which a little over 7Gb was used. We were excellently supported by Doug Willis, who assisted with networking and a number of other computer-related issues.

Pstar: A copy of the JR115 pstar exec directory was brought from NOC. Scripts were copied into a new exec directory when required, and modified if necessary. Most, if not all, scripts used were modified to introduce `#!/bin/csh -f` on the first line to provide fast start without running `.cshrc`. Brian King set up the majority of the scripts remotely from the NOC before the cruise began. The main issues were surrounding the new data management system on the JCR, requiring some adaptation of previous methods.

Each time the ship leaves port, a new leg is started (defined as the current leg), and a data directory is set up on the BASnet network. This system means that all data is automatically backed up in Cambridge, improving the safety and security of all data. All instruments are connected to this system, with directories for each instrument. The pathways for the data processing scripts had to be adjusted so that the processing was carried out in the data area, and not as in previous cruises, under the pstar directory.

Matlab: It appears that Matlab is licensed for a single user on a single machine. Therefore all Matlab computing was done by pstar logged on to jruh. Matlab was chiefly used for LADCP processing, incidental calculations, and some float work by BAK and REBL before the main section work began.

Laptops: One laptop was brought to aid with computer processing. A Mac iBook G\$4 was used for calculating and transferring sample salinities and TSG bottle times

and numbers.. A unix directory was mounted using samba so that files could be transferred to unix by drag and drop.

Desktops: The windows desktops in the data prep lab were used for drafting text.

9. TECHNICAL SUPPORT

Mark Preston

Summarised from BAS Technical Report by Adam Williams

i.) Autosal- salinometer (S/N 65763)

Continued problems with bubbles still being experienced with the salinometer. Both new and old peristaltic pumps can at times generate air bubbles. This has caused problems with the stability of salinity measurements. Investigations continue

ii.) Acoustics: EM120 Echosounder

Computer failed to find an echosounder on one occasion. Investigation in the tween deck found the breaker top RHS of the EM120 cabinet was off. Restoring this solved the problem. No reason for the breaker to trip was found.

iii.) Acoustics: EK60 Echosounder

38KHz Used briefly to help locate a mooring

iv.) CTD swivel S/N 196111

Swivel failed mid cast. Electrical measurements on deck showed insulation resistance down to low number of Meg Ohms. Needs repairing

v.) CTD Swivel linkage

Both CTD swivel linkages do not fit both swivels properly. Swivels and linkages need measuring and adjusting.

APPENDIX A: BAS ICT REPORT

Doug Willis



**British
Antarctic Survey**
NATURAL ENVIRONMENT RESEARCH COUNCIL

**Information Communications
Technology**

ICT REPORT

JR163 :

DATES : 05/12/2006 – /12/2006

PSO:

Douglas Willis, ddw@bas.ac.uk

v1.0

02/12/2006

Manos Tsentides, mtse@bas.ac.uk

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1.0 Personal Computers

Due to the ship being almost full a large variety of laptops were setup for use on the JCR LAN. This included several Apple Mac's. All were setup with antivirus and non-BAS machines had personal firewalls enabled. Laptops that didn't have antivirus had free versions of Comodo or AVG installed and configured for auto-updates (Clam AV for the Macs).

PCs in the Data Prep room still had MS Office SR1 installed. All were updated to SR3, some needed a complete reinstall of Office for the SR3 update to complete.

XP PCs needed MS patch 884897 installing before the new colour laser printer was installed via iPrint (located in **Y:\MS KB884897**). This was necessary for the printer driver to be fully functional. Search for MS KB884897 article on Microsoft's website for more info. The patch was installed manually and not via login script. Informed Mike Glostein of this issue with respect to crew PCs.

2.0 Netware

Installed new Colour Laserjet 4700dn printer into iPrint to replace the faulty HP4550. The new printer has a printer driver profile which has duplex printing enabled by default and the correct memory configured. See Personal Computer section above for printer driver issue on XP PCs.

Old HP4550 printer agent deleted and hardware boxed up ready for return to Cambridge for disposal (tied down in UIC due to lack of space in hold).

JRNA NSS errors on SYS volume probably caused by a known bug in the version of OFM being used. This caused the SYS volume to temporarily go offline one evening. Upgraded Backup Exec from build 1127 to 1158.4 and installed new 9.4.401m version of OFM which resolves this issue. Scheduled reboot of server with RO for changes to take effect. Minor backup issues resolved (see Leg 20061205 report on JCR Wiki for detail). Backup now reliable.

Investigated using Backup Exec to backup SCS server using remote agent recently purchased but not possible now that the SCS server is on a different network.

3.0 Unix

Set-up the UNIRAS license server on jrub and acquire the updated license file from Cambridge.

Add the pstar & ladcp user Ids to the di group so that they have write permissions to their data areas on /data/cruise/jcr/current/ and added the pstar & ladcp directories to the newleg script.

4.0 SCS Logging System / Data Logging

The SCS logging system performed reasonably well throughout the cruise, though it is starting to show its age in several areas.

The Ashtech GPS regularly (approx every 5 days) stops outputting heading information and requires power cycling.

Sometimes the EA600 would stop outputting depth data over the serial port, mostly this just requires the software to be shutdown & restarted, however sometimes the machine on the bridge needs to be power cycled, occasionally repeatedly. The RO (Mike Glostein) is discussing with Simrad.

The RVS utilities are showing a problem connecting to the data files with a message “---- Failed to attach ---“ being shown against the data stream when running lookd on any system other than jrua. This may be an indication that the RVS utilities need updating to handle current NFS protocols as this fault seems to have started following the upgrade to a network storage solution for the ship.

The RVS data streams are no longer updating in real time but show a delay of up to two minutes between the current data file and the SCS logging system. This was not a problem as the data was analysed in the pstar system in one-day segments.

Several times during the cruise the RVS files were updated with a record dated in the future and this stopped the streams from being updated. To work around the problem the files affected were re-created and the scs2levc routine was re-run on the files in question.

Data Acquisition Events	
Date / Time	Event / Reason
06/12/2006 14:14	Records were added to the rvs data files with a future date. This stopped the streams from being updated. After checking the SCS source files no corruption was found. The rvs data files were recreated and the scs2levc program was restated.
07/12/2006 13:25	The EA600 stopped reporting the depth to the SCS system. This required that the EA600 system on the bridge be restarted.
07/12/2006 18:46	The EA600 stopped reporting the depth. The system was powered down and restarted. The depth was once again reported to the SCS system. There is a gap in the EA600 data between 17:24 & 18:46
10/12/2006 10:14	The Ashtech Adu5 stopped reporting the heading. This required power cycling the machine. There is a gap in the data between 10:10:17 & 10:21:29

5.0 Network

No problems reported.

6.0 Recommendations

Investigate replacing or upgrading the RVS& pstar utilities as they are showing their age and are becoming unstable on current systems.

Plan upgrade of GroupWise to at least version 6.5.4. This will require all GW clients to be upgraded to 6.5.4 or 6.5.7.

Appendix A SCS Data Streams

The ships data logging system records the following data.

Anemometer

MWV - Mean Wind direction and Velocity

\$IIMWV,237,R,28.0,N,A*1F

Filed	Description
1	\$IIMWV
2	Direction in degrees
3	R- Relative wind measurement
4	Wind speed in unit specified by the next digit
5	Units (M=m/s, N=knots, P=mph, K=kph)
6	Valid flag (A=Valid, V=Invalid)
7	Checksum delimiter

Ashtech

PAT - Position and Attitude

\$GPPAT,134205.00,5141.50394,S,05749.34375,W,00029.10,98.2665,001.20,000.84,0.0020,0.0220,0*4B

Field	Description
1	\$GPPAT
2	Time in HHMMSS.hh (hh 0 hundredths of seconds)
3	Latitude (absolute value)
4	Latitude sense (N, or S)
5	Longitude (absolute)
6	Longitude sense (E or W)
7	Altitude (meters)
8	Heading (degrees)
9	Pitch (degrees)

10	Roll (degrees)
11	Attitude phase RMS error (meters)
12	Attitude baseline length error (meters)
13	Attitude Flag (0, for good data, 1 for bad)
14	Checksum

Ea600

DBS – Depth below surface

\$SDDBS, 0.00, f, 0.00, M, 0.00, F*31

Field	Description
1	SDDBS
2	Depth
3	Feet (f)
4	Depth
5	meters (M)
6	Depth
7	fathoms (F)
8	Checksum

Em120

DPT – Depth below transducer

\$EMDPT, 542.43, 0.0

Field	Description
1	\$EMDPT
2	Depth in metres
3	Offset from transducer

Emlog

VHW - Water speed and heading

\$VMVHW, , , , , -00.01, N, ,

Field	Description
1	\$VMVHW

2	Heading degrees True
3	Heading degrees. Magnetic
4	Speed through the water (knots)
5	Speed KPH

VLW – Dual Ground/Water Distance

\$VMVLW,6870.2,N,721.51,N

Field	Description
1	Total Cumulative Distance
2	Always Transmitted as “N”
3	Distance Since Last Reset
4	Always Transmitted as “N”

Furuno

GGA - Global Positioning System Fix Data

\$GPGGA,134211,5141.5113,S,05749.3426,W,1,10,1.4,23,M,13,M,,

Field	Description
1	\$GPGGA
2	Time in UTC (hhmmss)
3	Latitude
4	Latitude sense (N,S)
5	Longitude
6	Longitude (E,W)
7	Fix quality: 0 = invalid,1 = GPS fix,2 = DGPS fix
8	Number of satellites being tracked
9	Horizontal dilution of position
10	Altitude, Metres, above mean sea level
11	Altitude unit (M) Metres
12	Height of geoid (mean sea level) above WGS84 ellipsoid
13	Height unit (M) Metres
14	(empty field) time in seconds since last DGPS update
15	(empty field) DGPS station ID number
16	Optional checksum

GLL - Geographic position, Latitude and Longitude

\$GPGLL,5141.5115,S,05749.3423,W,134220,A

Field	Description
1	\$GPGLL
2	Latitude
3	Latitude sense (N,S)
4	Longitude
5	Longitude sense
6	Time of fix UTC (hhmmss)
7	Data valid

RMC - Recommended minimum specific GPS/Transit data

\$GPRMC,134222,A,5141.5115,S,05749.3423,W,0.0,262.5,051206,4,E*6C

Field	Description
1	GPRMC
2	Time of fix in UTC
3	Navigation receiver warning A = OK, V = warning
4	Latitude
5	Latitude sense (N,S)
6	Longitude
7	Longitude Sense (W,E)
8	Speed over ground, Knots
9	Course Made Good, True
10	Date of fix (ddmmyy)
11	Magnetic variation 20.3 deg
12	Magnetic variation (E,W)
13	mandatory checksum

VTG - Track made good and ground speed

\$GPVTG,,T,296.2,M,0.0,N,0.1,K

Field	Description
1	\$GPVTG
2	True track made good
3	Always transmitted as T

4	Magnetic track made good
5	Always transmitted as M
6	Ground speed
7	Ground speed units ,(N) knots
8	Ground speed
9	Ground speed units (K) Kilometers per hour

ZDA - UTC Date / Time and Local Time Zone Offset

\$GPZDA,134243,05,12,2006,0,0

Field	Description
1	\$GPZDA
2	Time of fix UTC (hhmmss.ss)
3	Day, 01 to 31
4	Month, 01 to 12
5	Year
6	Local zone description, 00 to +/- 13 hours
7	Local zone minutes description (same sign as hours)
8	Optionsl checksum

Glonas

\$PASHR,POS,0,10,134217.00,5141.513208,S,05749.349999,W,+00046.007,,000.00,000.02,-
000.05,01.6,00.9,01.3,00.8,GJ00*04

Field	Description
1	\$PASHR
2	POS
3	Position fix type
4	Number of satellites used in position computation
5	Current UTC Time hhmmss.ss
6	Latitude
7	Latitude sector (N,S)
8	Longitude
9	Longitude sector (E,W)
10	Altitude above mean sea level (m)

11	Reserved
12	True track/true course over ground (deg)
13	Vertical velocity (m/s)
14	PDOP
15	HDOP
16	VDOP
17	TDOP
18	Firmware version
19	Checksum

Gyro

HDT – True heading

\$HEHDT, 099.4, T*2B

Field	Description
1	\$HEHDT
2	Heading
3	True.(T)
4	Checksum

Oceanlogger

OL2 – BAS Ocean logger

\$OL2, 2006 339

13:41:56,11.500000,80.550000,1870.995671,819.024390,11.800000,77.890000,1836.186770,827.875000,1007.970000,1007.990000,18.224800,4.492080,33.978600,1515.284000,1.039000,23.400000,0.005250,13.980000,

Field	Description
1	\$OL2
2	time
3	Air temprature 1
4	Humidity 1
5	Par 1
6	Tir 1
7	Air temprature 2

8	Humiditu 2
9	Par 2
10	Tir 2
11	Pressure 1
12	Pressure 2
13	Sal temp
14	Cond
15	Sal
16	Water velocity
17	Fluor
18	Fstemp
19	Flow
20	sst

Seatex

GGA - Global Positioning System Fix Data

\$INGGA,134224.51,5141.50583,S,05749.34996,W,2,07,1.2,14.4,M,,M,8.0,02
01*7C

Field	Description
1	\$INGGA
2	Time in UTC (hhmmss)
3	Latitude
4	Latitude sense (N,S)
5	Longitude
6	Longitude (E,W)
7	Fix quality: 0 = invalid,1 = GPS fix,2 = DGPS fix
8	Number of satellites being tracked
9	Horizontal dilution of position
10	Altitude, Metres, above mean sea level
11	Altitude unit (M) Metres
12	Height of geoid (mean sea level) above WGS84 ellipsoid
13	Height unit (M) Metres

14	(empty field) time in seconds since last DGPS update
15	(empty field) DGPS station ID number
16	Optional checksum

GLL - Geographic position, Latitude and Longitude

\$INGLL,5141.50580,S,05749.34997,W,134231.51,A*1F

Field	Description
1	\$INGLL
2	Latitude
3	Latitude sense (N,S)
4	Longitude
5	Longitude sense
6	Time of fix UTC (hhmmss)
7	Data valid

HDT - True heading

\$INHDT,98.15,T*20

Field	Description
1	\$INHDT
2	Heading
3	True.(T)
4	Checksum

PSXN,20

\$PSXN,20,0,0,0,0,0*3B

Field	Description
1	\$PSXN
2	20
3	Horizontal position & velocity quality: 0=normal, 1=reduced performance, 2=invalid data
4	Height & vertical velocity quality: 0=normal, 1=reduced performance, 2=invalid data
5	Heading quality: 0=normal, 1=reduced performance, 2=invalid data

6	Roll & pitch quality: 0=normal, 1=reduced performance, 2=invalid data
7	Checksum

PSXN,22

\$PSXN,22,-1.76,-2.17*3D

Field	Data
1	\$PSXN
2	22
3	gyro calibration value since system start-up in degrees d.dd
4	short term gyro offset in degrees d.dd
5	Checksum

PSXN,23

\$PSXN,23,0.11,0.86,98.09,0.00*0E

Field	Data
1	\$PSXN
2	23
3	roll in degrees, positive with port side up d.dd
4	pitch in degrees, positive with bow up d.dd
5	Heading, degrees true d.dd
6	heave in meters, positive down m.mm
7	Checksum

VTG - Track made good and ground speed

\$INVTG,223.58,T,,M,0.0,N,,K*60

Field	Description
1	\$INVTG
2	True track made good
3	Always transmitted as T
4	Magnetic track made good
5	Always transmitted as M
6	Ground speed
7	Ground speed units ,(N) knots
8	Ground speed

9	Ground speed units (K) Kilometers per hour
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ZDA - UTC Date / Time and Local Time Zone Offset

\$INZDA,134224.51,05,12,2006,,*72

Field	Description
1	\$INZDA
2	Time of fix UTC (hhmmss.ss)
3	Day, 01 to 31
4	Month, 01 to 12
5	Year
6	Local zone description, 00 to +/- 13 hours
7	Local zone minutes description (same sign as hours)
8	Optionsl checksum

Tsshrp

:003D3C 0000U-0531 0141

Field	Description
1	Start of packet
2	Horizontal acceleration length 2
3	Vertical acceleration length 4
4	Space character
5	Heave length 5 with leading character either space or -
6	Status flag (u,U,g,G,h,H,f,F)
7	Roll length 5 with leading character either space or -
8	Space character
9	Pitch length 5 with leading character either space or -

Winch

WINCH – BAS winch control system

\$WINCH,06,342,01:52:52,5,7,-11,0.05,348,0,5

Field	Description
1	\$WINCH
2	Year

3	Jday
4	Time
5	Cable type
6	Cable out
7	Rate
8	Tension
9	Back Tension
10	Compensation
11	Angle

Appendix B - SCS Data to RVS Data Streams

SCS Data File	RVS data Stream
Glonas.aco	Gps_glos
Ashtech.aco	Gps_ash
Furuno-gga.aco	Gps_nmea
Seatex-gga.aco	Seatex
Anemometer.aco	anemomter
Tsshrp.aco	Tsshrp
Oceanlogger.aco	Oceanlogger
Emlog-vhw.aco	Emlog
Ea600.aco	Sim500
Winch.aco	Winch
Gyro.aco	Gyro
Em120.aco	Em120