RV *Investigator*

Underway Data Processing Summary Report

Voyage #:	IN2015_V03
Voyage title:	Submesoscale processes - billows and eddies- along the productive shelf by the East Australian Current
Depart:	Brisbane, Wednesday 3 June, 2015
Return:	Sydney, Thursday 18 June, 2015
Data dates:	02-Jun-2015 21:55:55 to 17-Jun-2015 23:14:25 UTC
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Data processed by:	Anoosh Sarraf CSIRO Oceans and Atmosphere Flagship, Hobart, Tasmania.

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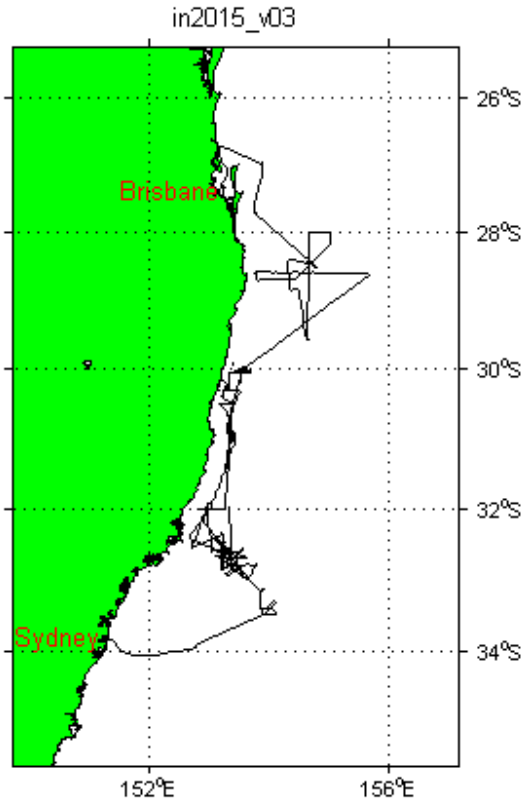
1.2 Voyage Track



1.3 Underway Data

Navigation data is acquired using the Seapath 330 plus position and reference unit, which is also differentially corrected by data from the FUGRO marine cstar 3610 receiver.

The Meteorological data consists of two port/starboard relative humidity and temperature sensors, vane type wind sensor, licor light sensor and a barometer.

Thermosalinograph data is acquired with a Seabird SBE21 TSG and remote temperature by SBE38. Data from a flow meter is also recorded.

Digital depth data is recorded from a Simrad EK60 sounder.

Data from the Integrated Marine Observing System sensors (IMOS) are also included. The sensors are port and starboard radiometers and pyranometers, ultrasonic wind speed and direction.

See Electronics report for this voyage for instruments used and their serial numbers.

Navigation, meteorological, thermosalinograph, IMOS and depth data are preliminary quality controlled by combining all data from hourly recorded files to 5 second values in a netCDF formatted file. The combined data is referred to as “underway data”.

A combined file was made on 12-Oct-2015 by running the Java application UWYMerger with data time range of 02-Jun-2015 21:55:55 to 17-Jun-2015 23:14:25 UTC.

It should be noted that the merged data file contains additional underway instrument sensor data that are not quality controlled or processed and is provided for completeness only. This includes data from the air sampling instruments (i.e. two Ozone sensors, Absorption Photometer, Picarro and sampling inlet bearing), Pco2, Drop keel position, gyro, Doppler log and ISAR SST radiometer.

Please note that ISAR SST was not present during this voyage as it had gone for servicing.

For further description of instruments and Underway netCDF variables please refer to the appendix at the end of this report.

1.4 Completeness and Data Quality

Navigation data (latitude and longitude, speed over ground, ship heading and course over ground); meteorological data (port and starboard air temperature, port and starboard humidity, port and starboard relative and true wind direction and speed, maximum wind gust, port and starboard PAR light, atmospheric pressure and rain) and IMOS data (port and starboard radiometers and pyranometers, ultrasonic relative wind direction and speed), Thermosalinograph (salinity and water temperature) data were evaluated and quality controlled.

1.5 Processing Comments

There were a few bad data points for the ship NAV data which has been NaNed and their QC flag set to {'bad', 'none', 'operatorFlagged'}.

The atmospheric pressure values (atmPressure) showed unusual characteristics. Minor increases and decreases in pressure values were noted. These were investigated for previous voyages and a direct correlation with changing of wind direction was noted. It is believed that due to the position of the intake of the atmospheric pressure sensor on the ship's super structure the values from this sensor are influenced by the prevailing wind and this affect (Bernoulli effect) becomes noticeable during notable wind direction changes. For this reason all pressure values have been marked as suspect.

A number of minor discrepancies between the port and starboard air temperature sensors were noted (max differences of about 9.85degrees), otherwise both sensors gave very close reading with the mean absolute difference of about 0.11 degrees. These discrepancies occurred usually during periods of rapid temperature change. This phenomenon has probably come about due to the rapid warming of the ships metal structure and air due to the ship becoming stationary or cooling of the air temperature due to the ship speeding off from stationary or due to the evaporation of rain water around the sensor housing. Furthermore, they also seem to relate to when the ship is stationary with little wind or during/following periods of rainfall or as the result of a change in the ship speed that could be the result of hot exhaust gases being blown over the sensors depending on the wind direction.

A similar discrepancy (max differences of about 28.18%) between the port and starboard humidity sensors was observed with the mean absolute difference of about 2.1%. The recorded values are within instrument tolerance.

Between 16-Jun-2015 18:40:20 and 17-Jun-2015 00:07:10 port humidity sensor recorded values in excess of 100% with a max sensor value of 105%. Whilst these are within the instrument spec

however any values above 100% has been adjusted back to 100% and its QC flag marked accordingly to {'good','adjusted','range'}.

The port wind sensor was down between 05-Jun-2015 10:17:30-16:23:55 and therefore there are no value for relative and true wind speed and direction as well as MaxWindGust for this period. Similarly both port and starboard wind sensor had not recorded data for the period of 13-Jun-2015 13:19:45-16:24:00 and 16-Jun-2015 05:24:50-06:05:50. The data for all of these periods has been NaNed and all related QC flags set to {'bad', 'none', 'operatorFlagged'}.

The courseOG values when the ship is stationary are not true values as the ship is not travelling a course however this is a feature of the current acquisition system. The QC flags have been set as good however this feature should be noted if the values during the stationary periods are to be used. The courseOG values for the stationary periods at the start and end of the voyage were manually NaNed.

It was noted that values recorded by the Port and starboard PAR sensor had a mean absolute difference of about 23.45 (uE/m^2/s) respectively and in particular the starboard PAR values were mostly smaller than the port side sensor.

Similarly the values recorded by the port and starboard Radiometer and Pyranometer had a mean absolute difference of 1.92 and 9.3 W/m^2 respectively and in particular the starboard Pyranometer and Radiometer values were mostly smaller than the port side sensor.

Functionality to derive the ultrasonic true wind speed and direction was not implemented in the TECHSAS acquisition system for this voyage and therefore the two parameters are not available in the underway data.

The averaging for the ultrasonic relative wind direction implemented in the TECHSAS acquisition system had incorrectly used linear averaging as opposed to directional averaging. This has resulted in incorrect calculation of values when the ultrasonic relative wind direction oscillate around the zero marker (i.e. between 359&1 degrees passing through zero). These were manually QCed and NaNed with the QC flag set to {'bad', 'none', 'operatorFlagged'}.

Moreover, the ultrasonic relative wind speed showed unusual zero values, these have been marked as suspect with their QC flagged set to {'suspect','none','operatorFlagged'} and the data left untouched.

The relative wind direction values for the ultrasonic wind sensor showed unusual characteristics. This was investigated and it appears that when the wind, more or less, is on the stern of the ship the ultrasonic wind direction values exhibit wild variations (i.e. large spikes) which are not manifested by the two vane type wind sensors. It is our belief that this characteristic is most likely caused due to the interaction of the ships superstructure/foremast/ship motion and the wind in relation to the ultrasonic wind sensor on Investigator.

The statistical characteristics of the ultrasonic wind direction in relation to the port side vane type wind direction was utilised in order to implement a QCing mechanism to handle the spiky portions of the ultrasonic wind direction data. The noisy portions of Ultrasonic Wind Direction data have therefore been:

1. NaNed when the difference between the unltrasonic wind direction and port vane type wind direction values is equal or greater than four times the mean difference between the two sensors and its QC flag set to {'bad', 'none', 'operatorFlagged'}.

2. Left untouched when their difference is equal or greater than twice the mean difference between the two sensors and its QC flag set to {'suspect', 'none', 'operatorFlagged'}

There were no TSG/CTD calibration performed during this voyage, therefore it was not possible to undertake a final calibration of the TSG salinity data against the calibrated CTD data. However given that the TSG unit had been lab calibrated prior to the voyage on 11/03/2015, and the salinity data was calculated using the latest calibration coefficients, therefore the data has been accepted as calibrated and good and its QC flag set accordingly.

Salinity values between (approx.) 04-Jun-2015 09:37:05 to 19:02:50 and again 15-Jun-2015 15:23:30 to 22:50:45 looked bad and have been NaNed with their QC flag set to {'bad', 'none', 'operatorFlagged'}. In the voyage instrumentation report the erroneous salinity data is attributed to detritus loosely lodged in the TSG conductivity cell and the canister.

Examination and comparison of the TSG water temperature profile against the sea surface water temperature showed a lag of approximately about 1.6 minutes between the two data sets. This lag is caused due to the time it takes for the water to travel from the water intake on the port drop keel (where sea surface water temperature is measured) to the TSG located in the CTD area on the ship (where the TSG sensor temperature and the conductivity is measured). When the precise location for the TSG salinity measurement is critical, this lag would need to be taken into account in order to determine the exact geo location of the sampled value.

For example, assuming a ship cruising speed of 10 knots and a lag of 1.6 minutes, the salinity measurements could be for a location about 494 meters away from the current ship location.

It should be noted that the underway netCDF file contains the raw UNQCed data. Therefore even though the QCed variable may have been NaNed or otherwise adjusted, the raw data variable is always available in the netCDF underway file. This is useful if the end user wishes to apply a different QCing methodology.

Finally, the Depth data is no longer processed as part of the underway data set. The non QCed data is available in the underway data. The QCed depth data could be obtained from processed GSM dataset (centre beam) for this voyage.

1.6 Final Underway Data

The navigation, meteorological and thermosalinograph data will be entered into the O&A divisional data warehouse. All data timestamps are in UTC.

Filename	Parameters	Resolution
IN2015_V03uwy10.csv	latitude, latitudeQC, longitude, longitudeQC, speedOG, speedOGQC, courseOG, courseOGQC, shipHeading, shipHeadingQC, portAirTemp, portAirTempQC, stbdAirTemp, stbdAirTempQC, portHumidity, portHumidityQC, 'stbdHumidity, stbdHumidityQC,	10 seconds

	atmPressure, atmPressureQC, rain, rainQC, , portPAR, portPARQC, stbdPAR, stbdPARQC,portRelWindDir, portRelWindDirQC, portTrueWindDir, portTrueWindDirQC, portRelWindSpeed, portRelWindSpeedQC, portTrueWindSpeed, portTrueWindSpeedQC, stbdRelWindDir, stbdRelWindDirQC, stbdTrueWindDir, stbdTrueWindDirQC, stbdRelWindSpeed, stbdRelWindSpeedQC, stbdTrueWindSpeed, stbdTrueWindSpeedQC, maxWindGust, maxWindGustQC, stbdRadiometer, stbdRadiometerQC, portRadiometer, portRadiometerQC, stbdPyranometer, stbdPyranometerQC, portPyranometer, portPyranometerQC,ultraRelWindSpeed, ultraRelWindSpeedQC, ultraRelWindDir, ultraRelWindDirQC, salinity, salinityQC, waterTemp, waterTempQC,	
IN2015_V03uwy5min.csv	Ditto 10 second data	5 minutes

1.7 References

Subversion repository version of DPG Matlab generic tools 3974

Pender, L., 2000. Data Quality Control flags.
http://www.marine.csiro.au/datacentre/ext_docs/DataQualityControlFlags.pdf

1.8 Appendix

The table below contains the description of Ship sensors and Underway netCDF variables.

Underway Data Instrument and Identifier	Sensor Description	Position	netCDF variable	QC	Variable Description	Variable units
Navigation Instruments:						
Seapath 330+ with Seatex MRU 5+ and FUGRO Seastar 3610 DGNSS receiver	DGPS system providing position, attitude, velocity, acceleration and timing information.	Monkey Island & Bridge equipment room				
			longitude	yes	Longitude	Degree East
			latitude	yes	Latitude	Degree North
			speedOG	yes	Ship speed over ground	Knot
			courseOG	yes	Ship course over ground	Degree
			shipHeading	yes	Heading of the ship	Degree
Northrup Grumman Sperry 4914-CA Navigat X MK1	Gyrocompass	Bridge				
			gyroHeading	No	Gyro Heading	Degree
Kongsberg Maritime Skipper DL850	3 Axis doppler log - measuring vessel speed through water	Gondola				
			longitudinalWaterSpeed	No	Longitudinal water speed	knot
			transverseWaterSpeed	No	Transversal water speed	knot
			longitudinalGroundSpeed	No	Longitudinal ground speed	knot
			transverseGroundSpeed	No	Transversal ground speed	knot
			lockOnWater	No	Lock on water flag	n/a
			lockonGround	No	Lock on ground flag	n/a

Sea Water Instruments:						
Sea-Bird-SBE 21 TSG	Thermosalinograph (TSG)	CTD Space				
			salinity	Yes	Measures sea surface salinity	Practical Salinity Units (PSU)
			tsgSensorTemp	No	Water temperature measurement in the TSG canister	Degree Celsius (degC)
Burkert 8045	Flow meter	CTD space				
			tsgFlow	No	Flow rate of sea water through the TSG	l/min
Burkert 8045	Flow meter	Underway Seawater Lab				
			labMainFlow	No	Underway lab main seawater flow rate	l/min
Kobold MIK-C	Flow meter	Underway Seawater Lab				
			labBranchFlow	No	Underway lab branch seawater flow rate	l/min
Sea-Bird - SBE 38	Remote Temperature Probe	Port Drop Keel				
			waterTemp	Yes	Sea surface water temperature measurement	Degree Celsius (degC)
Wet Labs Wetstar Fluorometer	Fluorometer	Underway Seawater Lab				
			fluorescence	No	Measures active phytoplankton biomass and chlorophyll concentrations	Dimensionless
CSIRO Hobart pCO2	Underway pCO_2 system measuring surface water CO_2 mole fraction	Underway Seawater Lab				
			equTemp	No	Equilibrator water temperature	Degree Celsius (degC)
			XCO2	No	XCO2	ppm
			waterVapour	No	Water vapour	mmol/mole
			licorPressure	No	Licor pressure	hPa
			equPressure	No	Equilibrator pressure	hPa
			waterFlow	No	Water flow	l/min
			licorFlow	No	Licor flow	ml/min

			ventFlow	No	Vent Flow	ml/min
			condTemp	No	Condenser Temperature	Degree Celsius (degC)
			pumpSpeed	No	CO2 Pump Speed	l/min
CSIRO Drop keel sensor	Measuring drop keel draft	Port & starboard				
			portKeelExtension		Port drop keel extension	meters
			starboardKeelExtension		Starboard drop keel extension	meters
Met Instruments:						
Vaisala T&RH HMT333	Temperature and Humidity Sensor	Foremast (Starboard)				
			stbdAirTemp	Yes	Starboard air temperature measurement	Degree Celsius (degC)
			stbdHumidity	Yes	Starboard humidity measurement	Percentage (%)
Vaisala T&RH HMT333	Temperature and Humidity Sensor	Foremast (Port)				
			portAirTemp	Yes	Port air temperature measurement	Degree Celsius (degC)
			portHumidity	Yes	Port humidity measurement	Percentage (%)
Vaisala Ship's Barometer PTB330	Atmospheric pressure	Bridge Wing				
			atmPressure	Yes	Atmospheric pressure measurement	Millibar (mbar)
RM Young Wind Sensor Type 05107	Vane type wind sensor	Foremast (Port)				
			portRelWindSpeed	Yes	Wind speed relative to the ship 5 seconds averaged from 1 second data	knot
			portRelWindDir	Yes	Wind direction relative to the ship bow 5 seconds averaged from 1 second data	Degree
			portTrueWindSpeed	Yes	True wind speed, corrected for ship speed 5 seconds averaged from 1 second data	knot

			portTrueWindDir	Yes	Wind direction relative to True North (corrected for ship heading) 5 seconds averaged from 1 second data	Degree
			maxWindGust	Yes	True maximum wind gust corrected for ship speed. Max value over a 5 seconds window	knot
RM Young Wind Sensor Type 05108	Vane type wind sensor	Foremast (Starboard)				
			stbdRelWindSpeed	Yes	Wind speed relative to the ship 5 seconds averaged from 1 second data	knot
			stbdRelWindDir	Yes	Wind direction relative to the ship bow 5 seconds averaged from 1 second data	Degree
			stbdTrueWindSpeed	Yes	True wind speed, corrected for ship speed 5 seconds averaged from 1 second data	knot
			stbdTrueWindDir	Yes	Wind direction relative to True North (corrected for ship heading) 5 seconds averaged from 1 second data	Degree
Gill WindObserver II	Ultrasonic Wind Sensor	Foremast (Port)				
			ultraRelWindSpeed	Yes	Wind speed relative to the ship 5 seconds averaged from 1 second data	knot
			ultraRelWindDir	Yes	Wind direction relative to the ship bow 5 seconds averaged from 1 second data	Degree
RM Young Rain Gauge type 50202	Syphoning Rain Sensor	Foremast				
			rain	Yes	Accumulated hourly rain	mm
Eppley PIR	Precision Infrared Radiometer	Monkey Island (Starboard)				
			stbdRadiometer	Yes	Measure radiation in the band 4-100 micron, longwave radiation	W/m^2
Eppley PIR	Precision Infrared Radiometer	Monkey Island (Port)				

			portRadiometer	Yes	Measure radiation in the band 4-100 micron, longwave radiation	W/m^2
Eppley PSP	Precision Spectral Pyranometer	Monkey Island (Starboard)				
			stbdPyranometer	Yes	Measure radiation in the band 0.2 - 4 micron, shortwave radiation	W/m^2
Eppley PSP	Precision Infrared Radiometer	Monkey Island (Port)				
			portPyranometer	Yes	Measure radiation in the band 0.2 - 4 micron, shortwave radiation.	W/m^2
LI-COR LI-190 Quantum Sensor	Photosynthetically Active Radiation	Monkey Island (Starboard)				
			stbdPAR	Yes	measures radiation in the photosynthetically active region of 0.4-0.7 micron	uE/m^2/s
LI-COR LI-190 Quantum Sensor	Photosynthetically Active Radiation	Monkey Island (Port)				
			portPAR	Yes	measures radiation in the photosynthetically active region of 0.4-0.7 micron	uE/m^2/s
Uni-Southampton ISAR SST	Radiation sea surface temperature	Bridge Wing (Port)				
			isarWaterTemp	No	ISAR Water Temperature	Degree Celsius (degC)
Air Sampling Systems:						
CSIRO air sampling inlet	Air inlet controller	foremast				
			inletBearing	No	Air sampling inlet bearing	degree
			trackingBearing	No	Tracking target bearing	degree
Thermo Scientific MAAP Model 5102	Multi-angle Absorption Photometer (MAAP)	Aerosol Lab (air sampling inlet)				

			blackCarbonConc	No	Concentration of black carbon	ug/m^3
			airFlow	No	Air flow rate	Litre per Hour (L/h)
Thermo Scientific Model 49i Ozone Analyzer	Ozone Monitor					
			o3Ozone1	No	Ozone measurement	ppb
			ozone1Meterflags	No	Instrument specific quality flag	n/a
Thermo Scientific Model 49i Ozone Analyzer	Ozone Monitor					
			o3Ozone2	No	Ozone measurement	ppb
			ozone2Meterflags	No	Instrument specific quality flag	n/a
Picarro Model G2301 CRDS Analyzer	Greenhouse Gas Spectrometer CO2, CH4, H2O Near IR Laser					
			co2Dry	No	CO2 dry concentration	ppm
			ch4Dry	No	CH4 dry concentration	ppm
			H2O	No	Water concentration percentage	Dimensionless