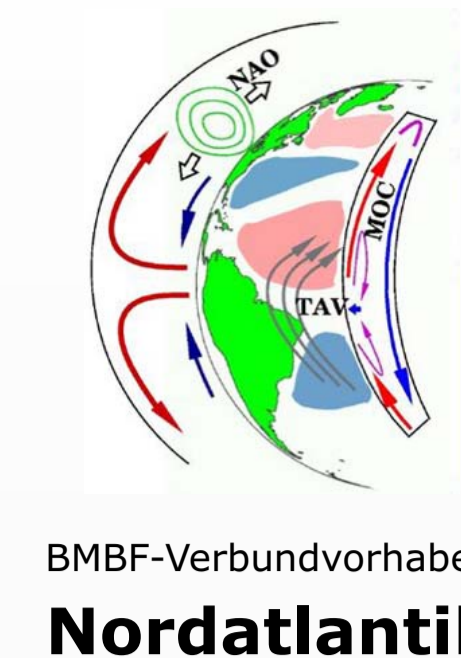


# Underway acoustic survey of internal wave shear

and its use to estimate  
diapycnal mixing and transports  
in the interior ocean

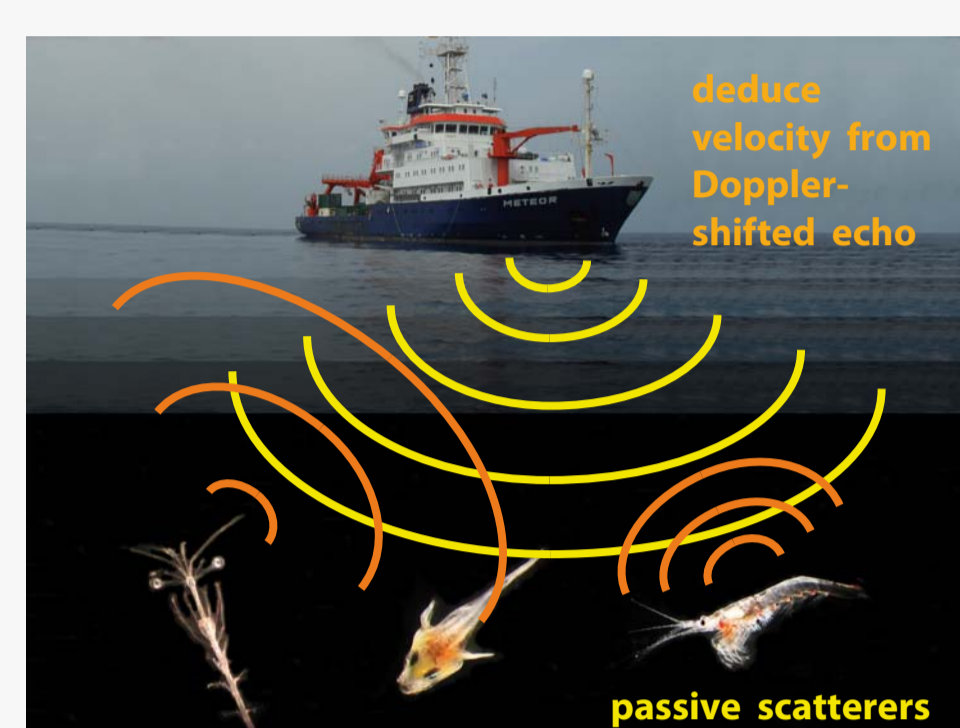
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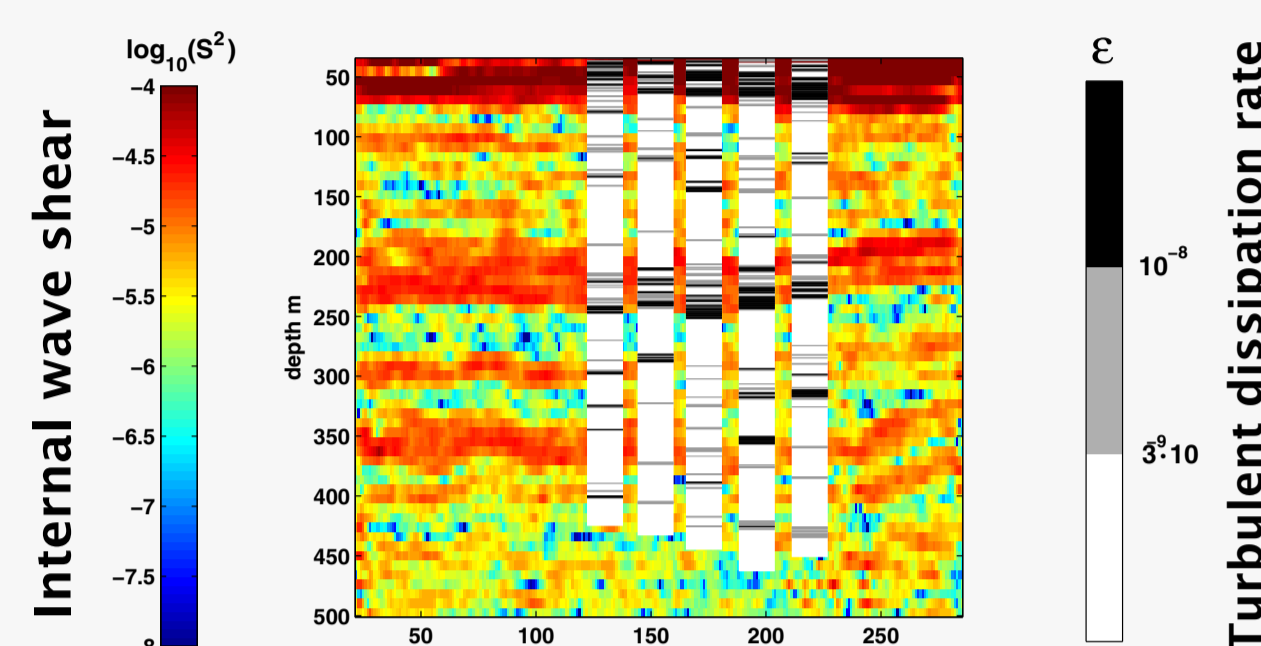
## Acoustic imaging of internal wave shear — a proxy for turbulent mixing



### Underway ADCP

Acoustic Doppler Current Profilers (vessel mounted RDI Ocean Surveyor) allow recording of finescale velocity fluctuations associated with internal wave shear. We use a 75 kHz broadband configuration for optimum results. Nonetheless, neighbouring frequencies and/or narrowband mode do also work.

### finescale shear and turbulence linked



### Microstructure profiles

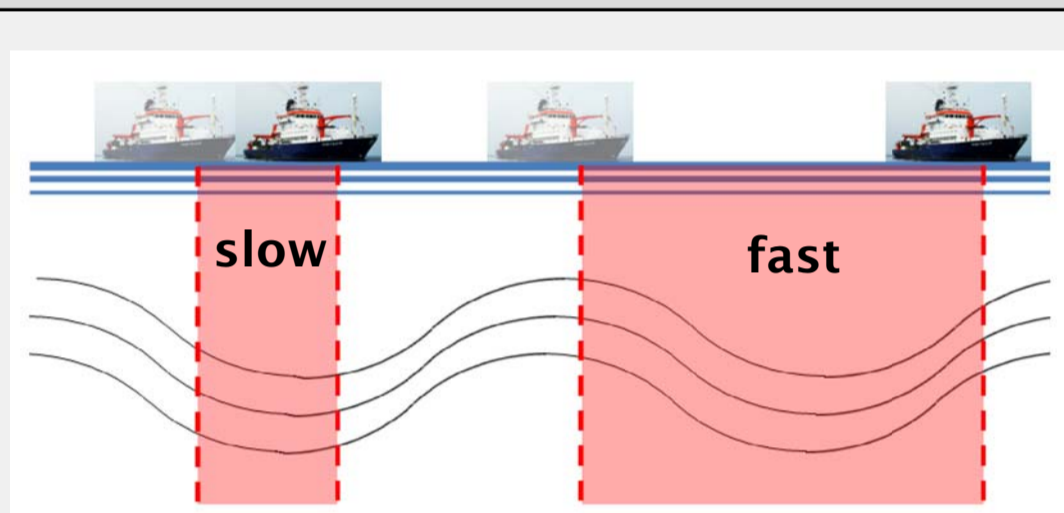
serve as „ground-truthing“ for mixing estimates from internal wave shear. Airfoil shear sensors on a tethered profiling probe (Sea & Sun Technology) sense microstructure velocity fluctuations. These define  $\epsilon$ , the dissipation rate of turbulent kinetic energy, as an indicator for mixing intensity. Instrument noise level is  $\epsilon = 7 \cdot 10^{-10}$  for single bins and  $\epsilon = 1 \cdot 10^{-10}$  for 300m-depth-range-averages.



## Shear quantification from a moving ship — 2 main issues

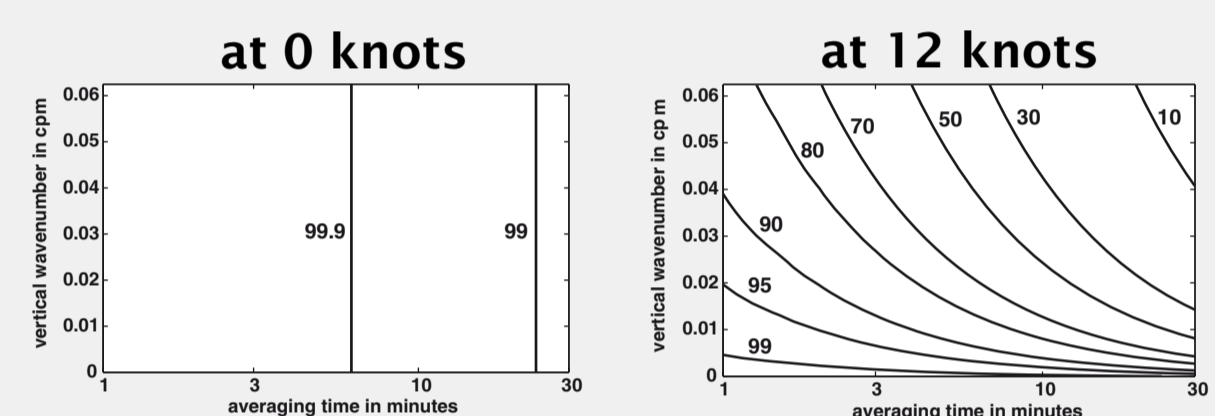
speed-dependent horizontal smoothing

patchy distribution of acoustic scatterers



When moving, any observed periodic quantity will be reduced in variability by smoothing - as a function of shipspeed and distribution of involved horizontal wavelengths. Some degree of smoothing is unavoidable, because of needed noise reduction and because of the size of the acoustic footprint.

### remaining shear variability in percent - dependence on vertical wavelength and amount of averaging



### Consequences:

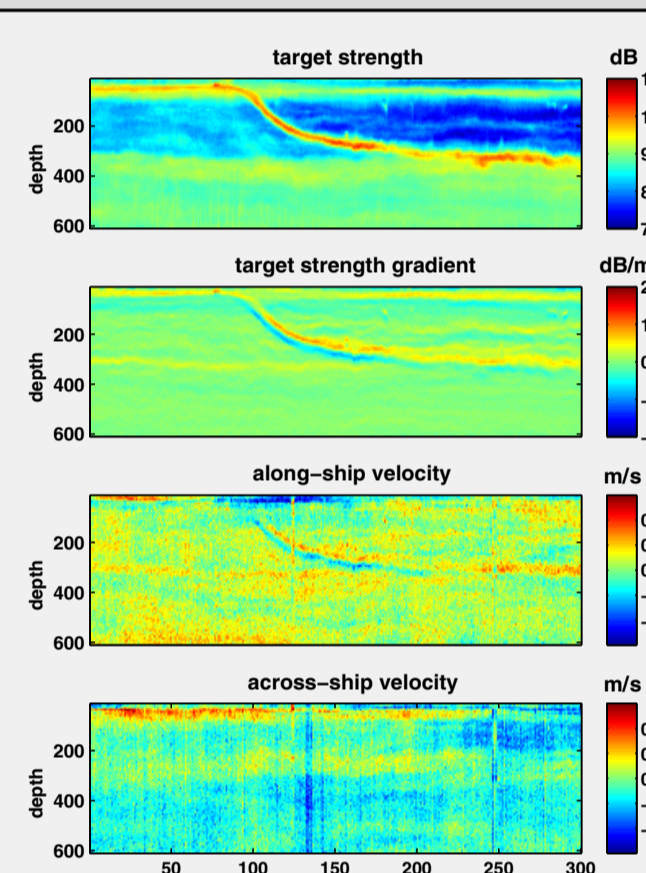
- Reduce averaging time to 1 minute
- Obtain needed data precision by 2-D-filtering of velocity data. Filter adapted to IW spectral shape.
- Apply speed-dependent corrections to shear spectra

Acoustic scatterers like plankton distribute inhomogeneously.

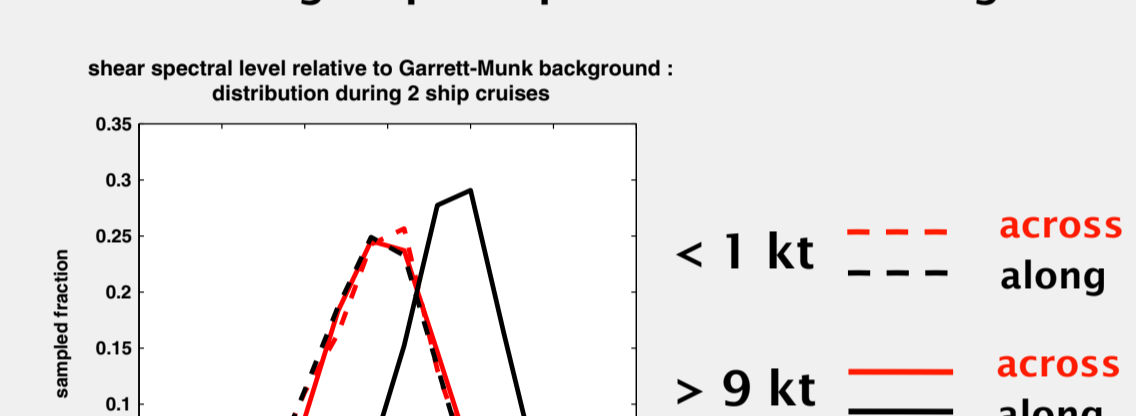
Geometric acoustic beam spreading causes related spurious velocities.

This bias affects velocity component in direction of movement.

Across-ship velocity component is unaffected.



### Spurious internal wave shear in along-ship component when moving:

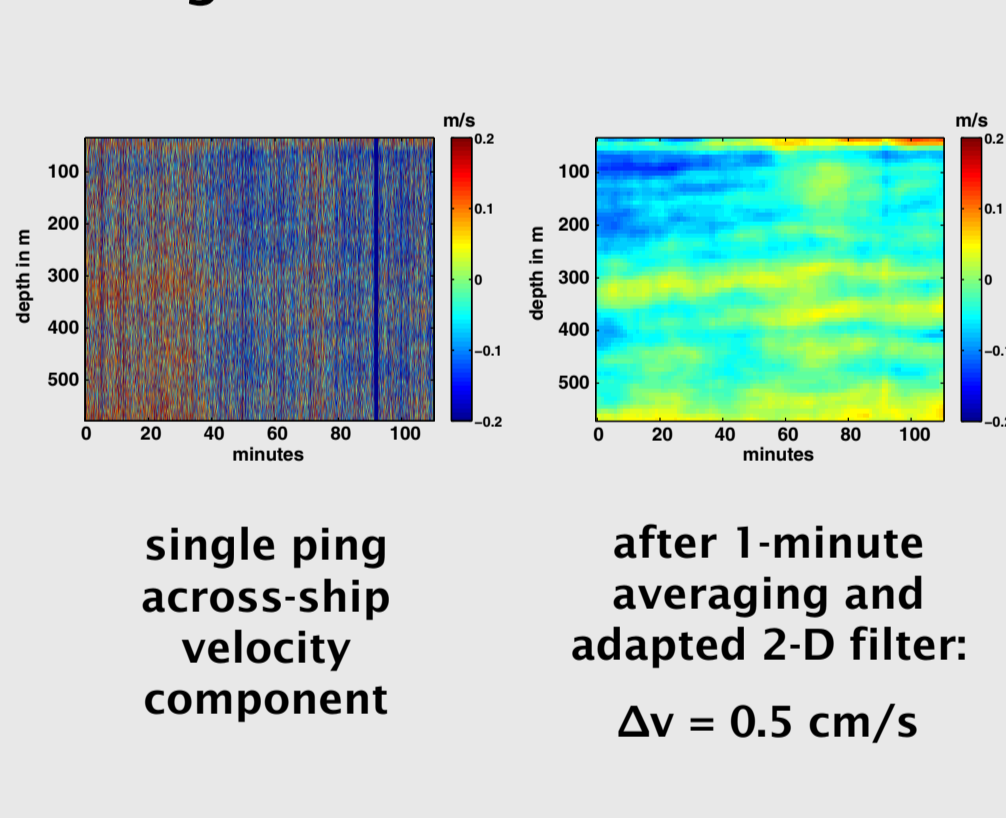


### Consequence:

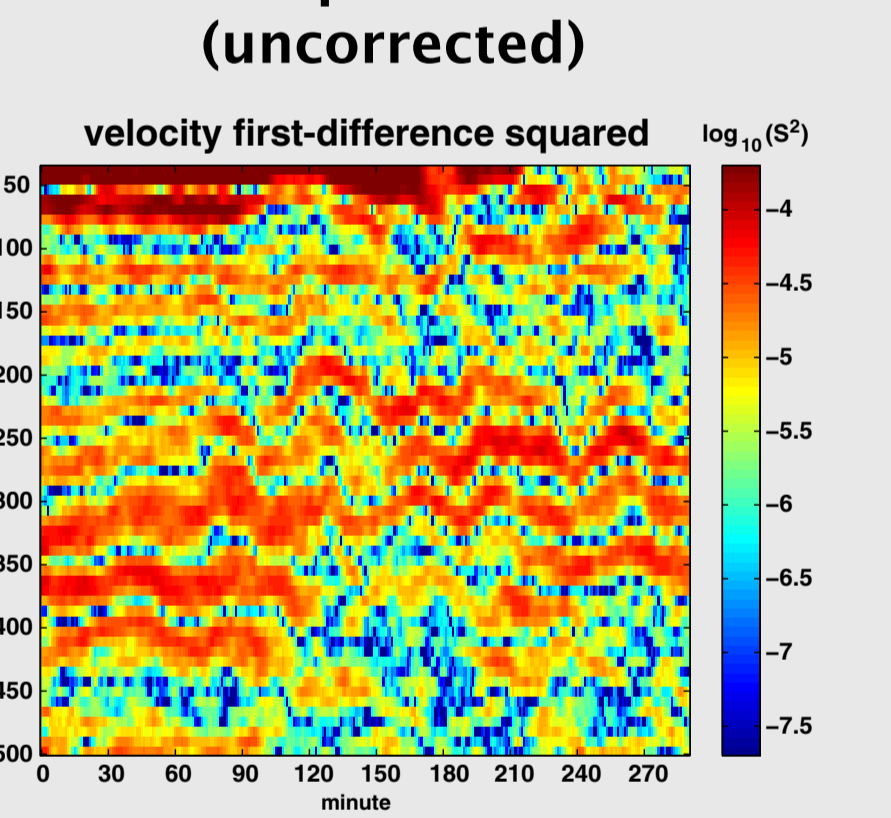
- Discard along-ship component unless on station

## Processing: From acoustic pings to shear level to diapycnal diffusivity

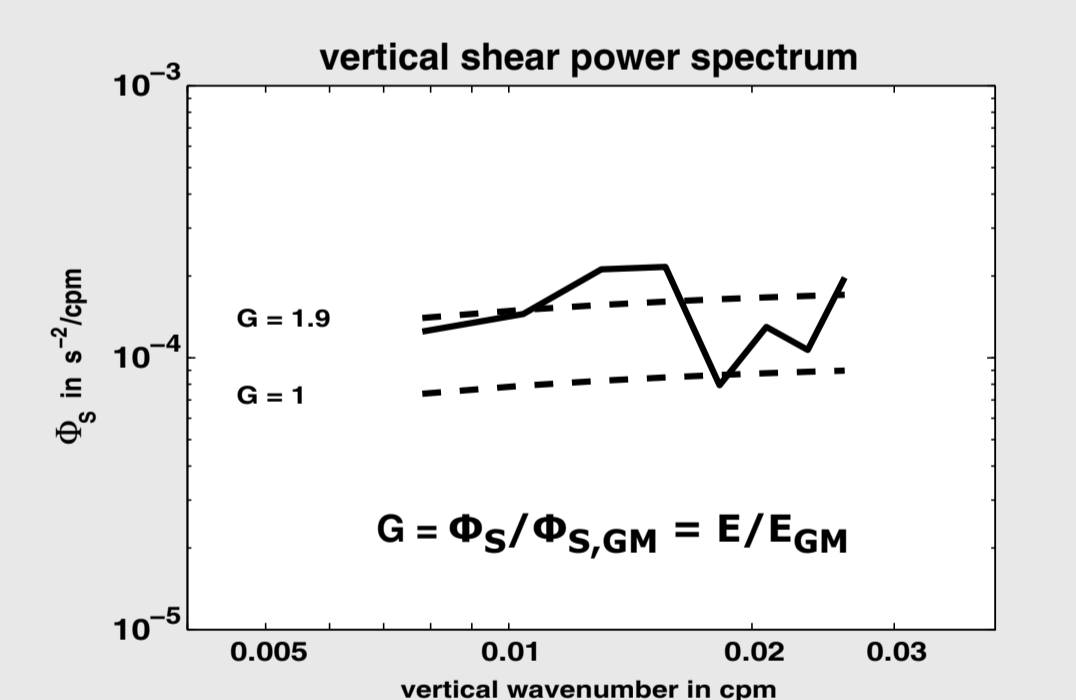
### average and filter ADCP velocities



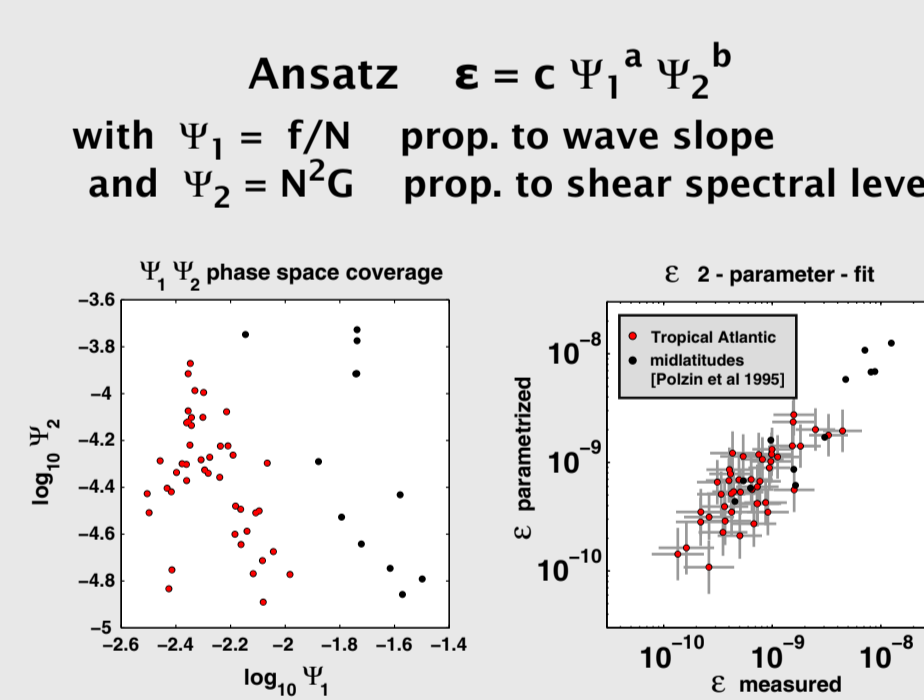
### across-ship vertical shear (uncorrected)



### across-ship corrected shear spectra: determine shear spectral level G relative to Garrett-Munk background



### parametrize dissipation rate $\epsilon$ from shear spectral level and internal wave slope



### $\epsilon$ estimates allow estimation of diapycnal diffusivity

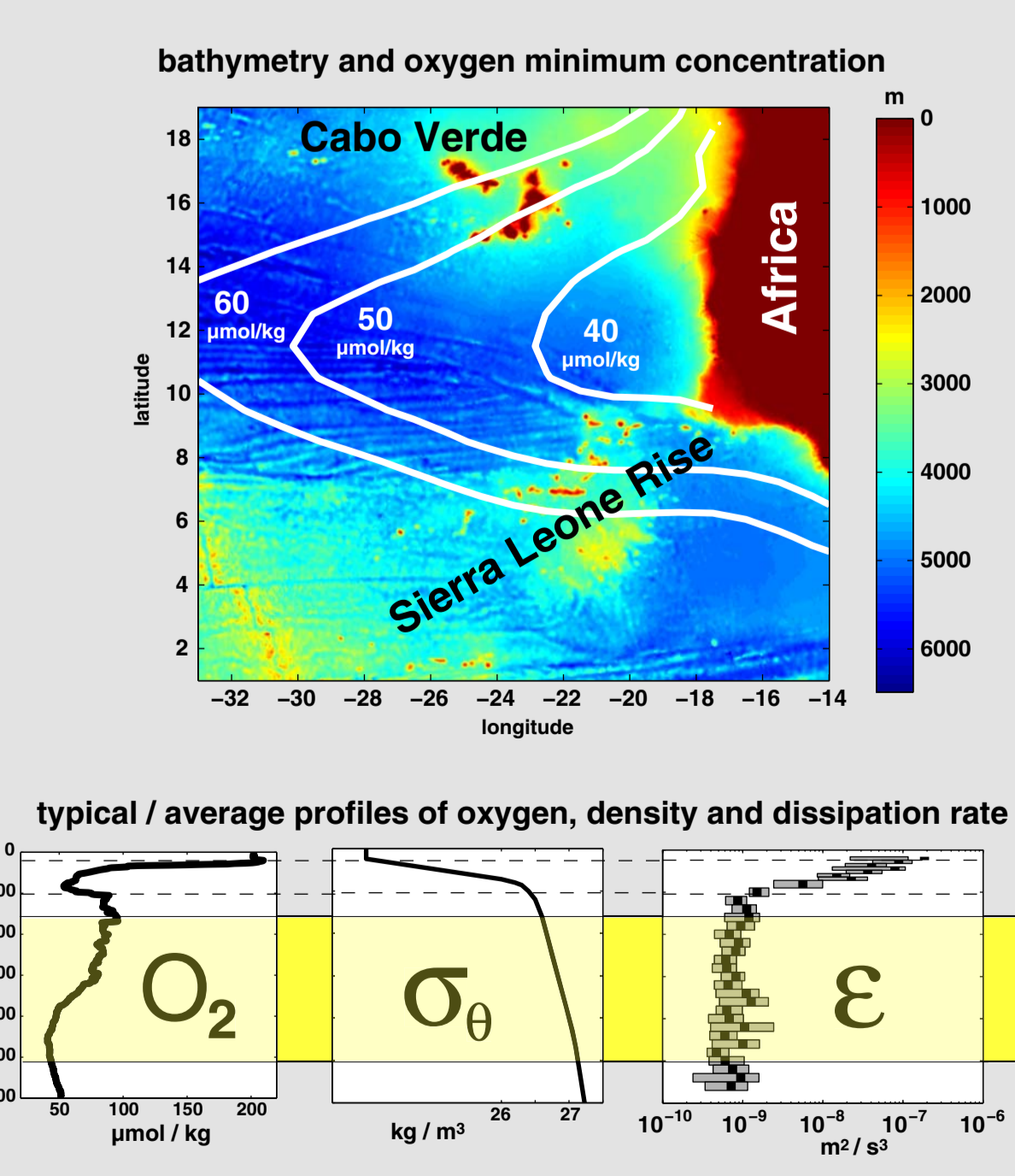
$$\epsilon = 1/24 \Psi_1^{3/4} \Psi_2^{7/5}$$

From  $\epsilon$  calculate diapycnal diffusivity using Osborn's relation  $K = 0.2 \epsilon / N^2$

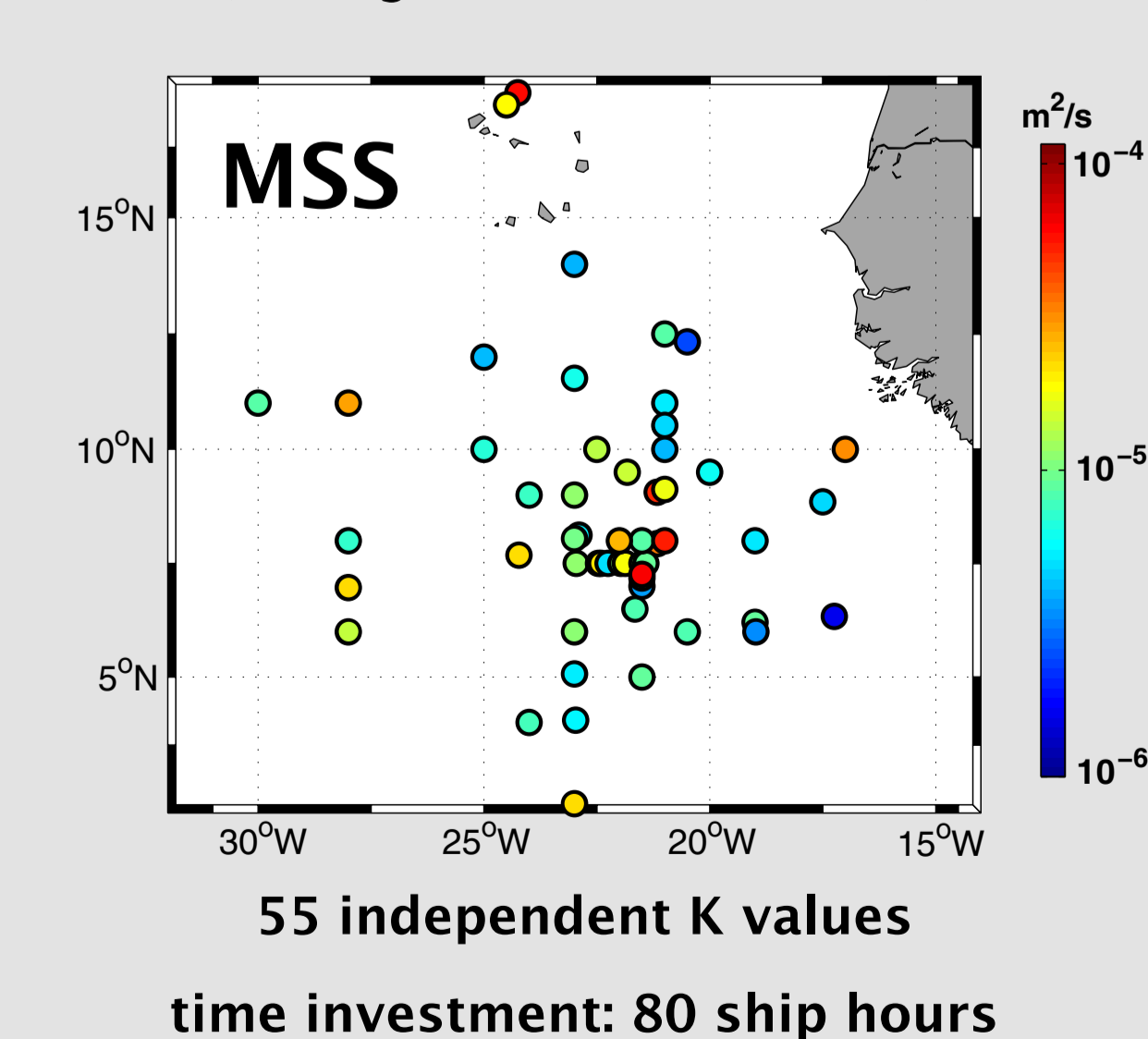
This parametrization for  $\epsilon$  turns out to be a condensed version of the state-of-the-art parametrization [Polzin et al. 1995, Gregg et al. 2003] and is particularly appropriate for cruise work with short stations.

## Application at Tropical North Atlantic Oxygen Minimum Zone : Inferring diapycnal mixing and diapycnal oxygen transport

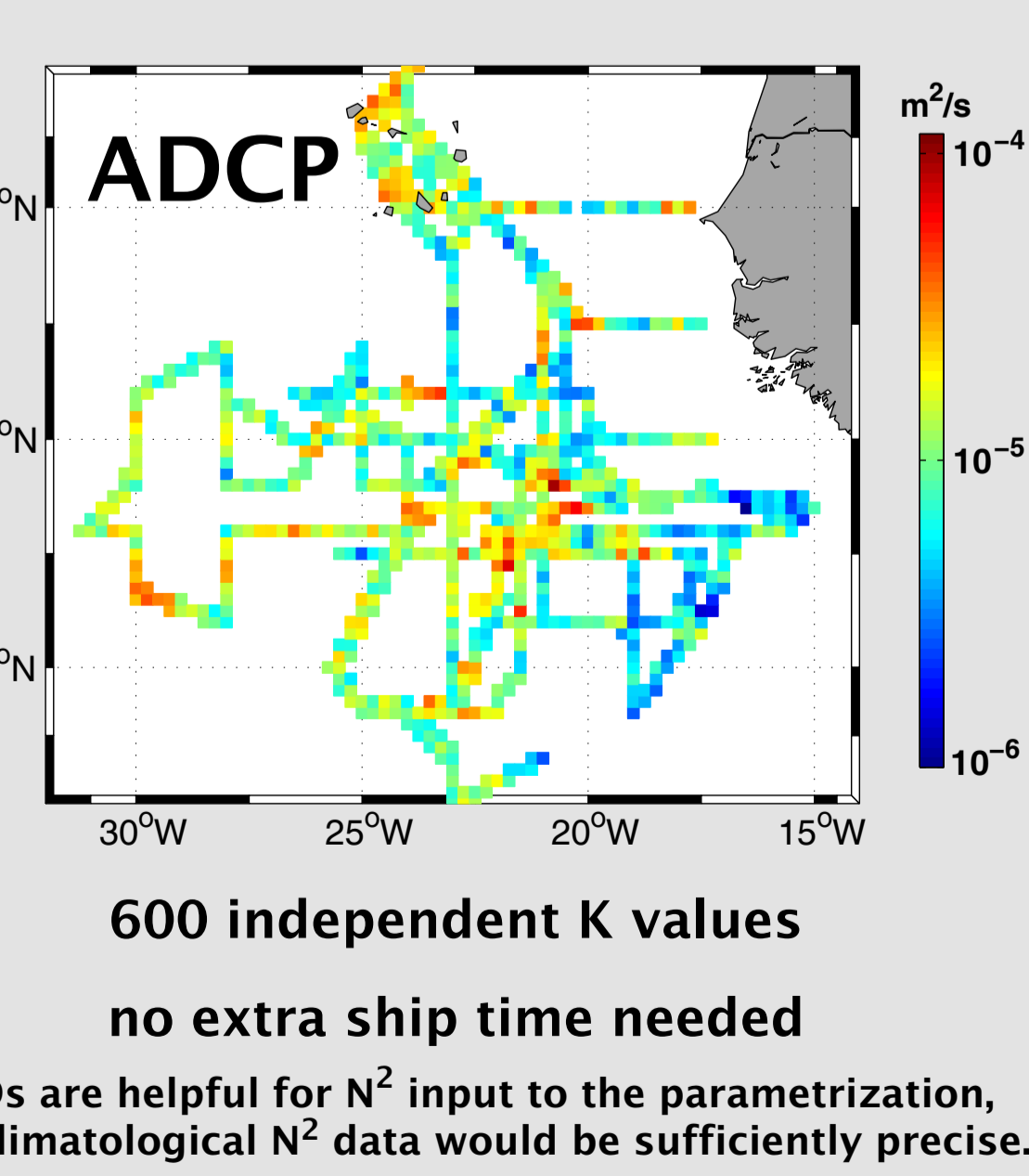
### Tropical Atlantic Oxygen Minimum Zone



### Diapycnal diffusivity K estimated from microstructure measurements (during 3 cruises 2008-2010)



### Diapycnal diffusivity K estimated from underway acoustics (during 3 cruises 2008-2010)



### Topographic patterns in diapycnal mixing and diapycnal oxygen downflux

