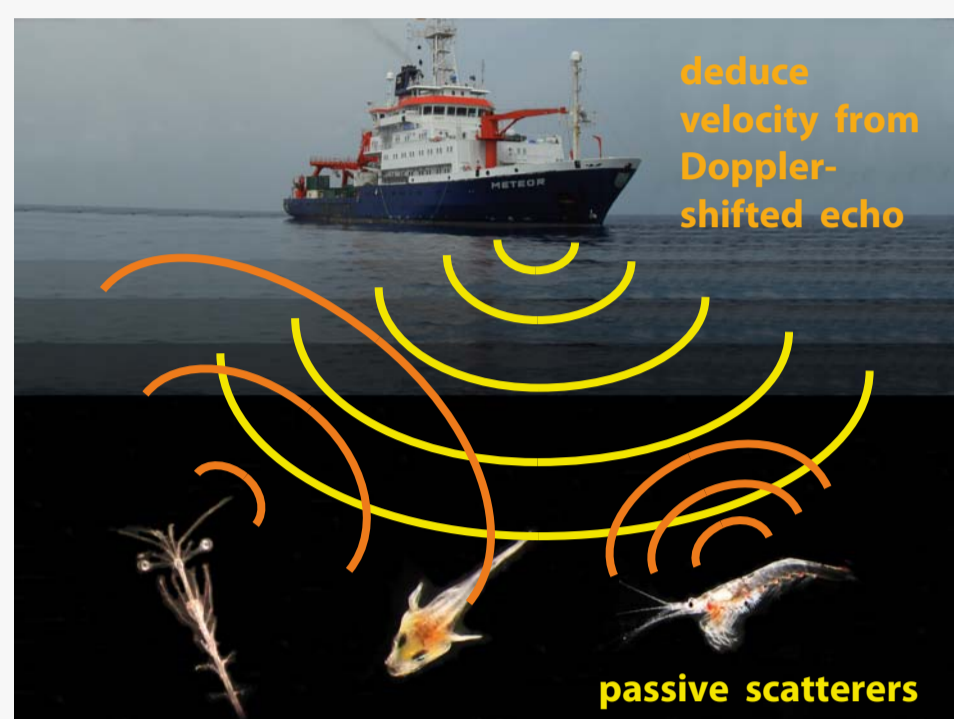


Tim Fischer, Marcus Dengler, Peter Brandt, Martin Visbeck

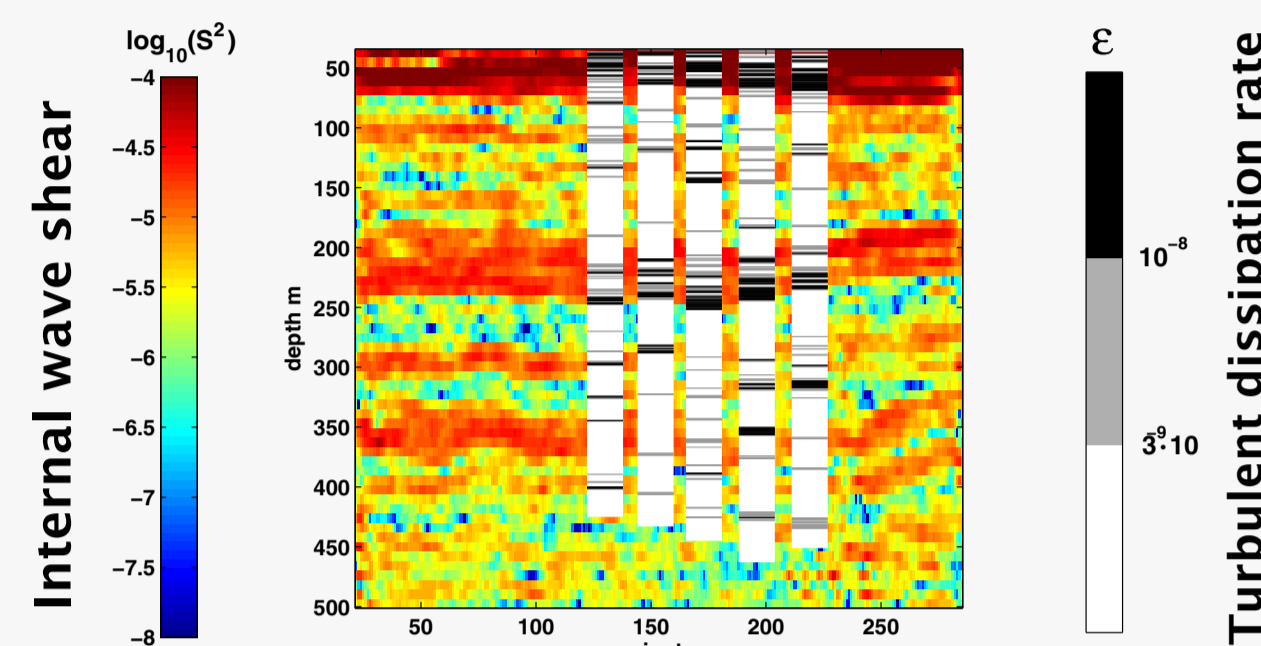
Acoustic imaging of internal wave shear — a proxy for turbulent mixing



Underway ADCP

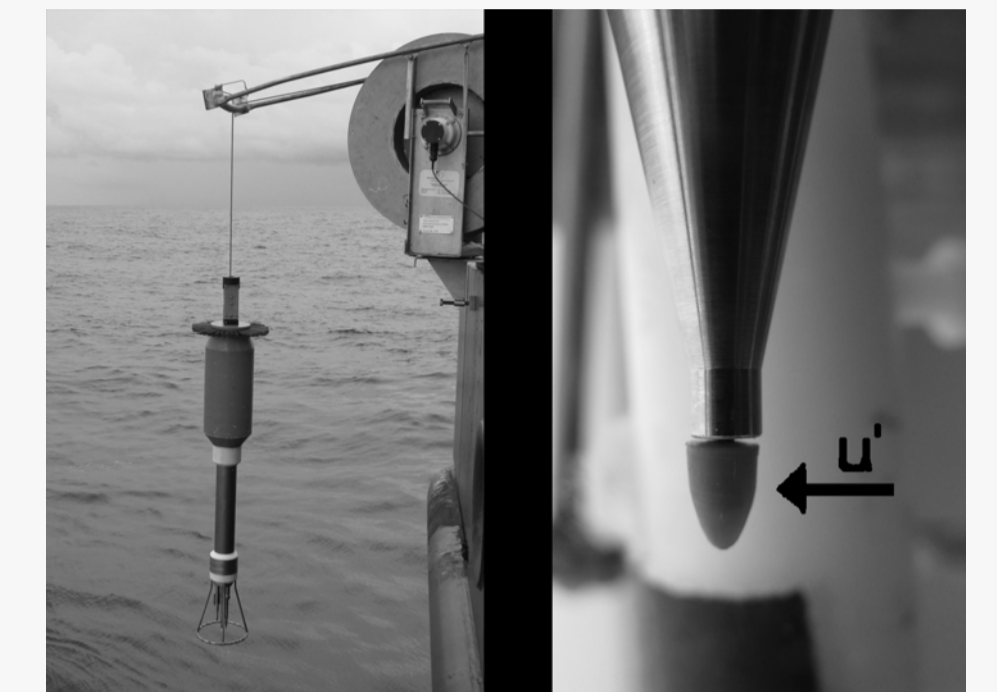
Acoustic Doppler Current Profilers (vessel mounted RDI Ocean Surveyor) allow recording of finescale velocity fluctuations associated with internal wave shear. We use a 75 kHz broadband configuration for optimum results. Nonetheless, neighbouring frequencies and/or narrowband mode do also work.

finescale shear and turbulence linked



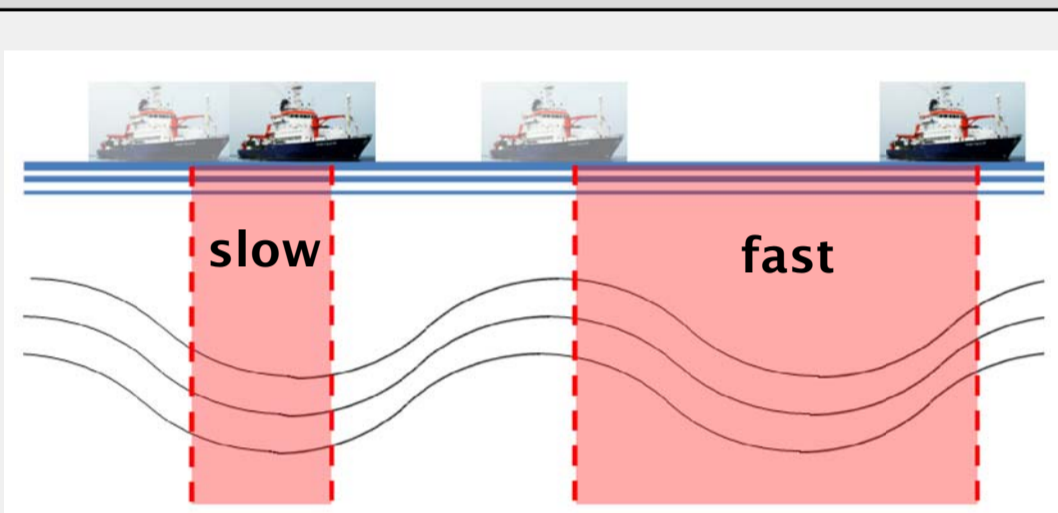
Microstructure profiles

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 ϵ , 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.



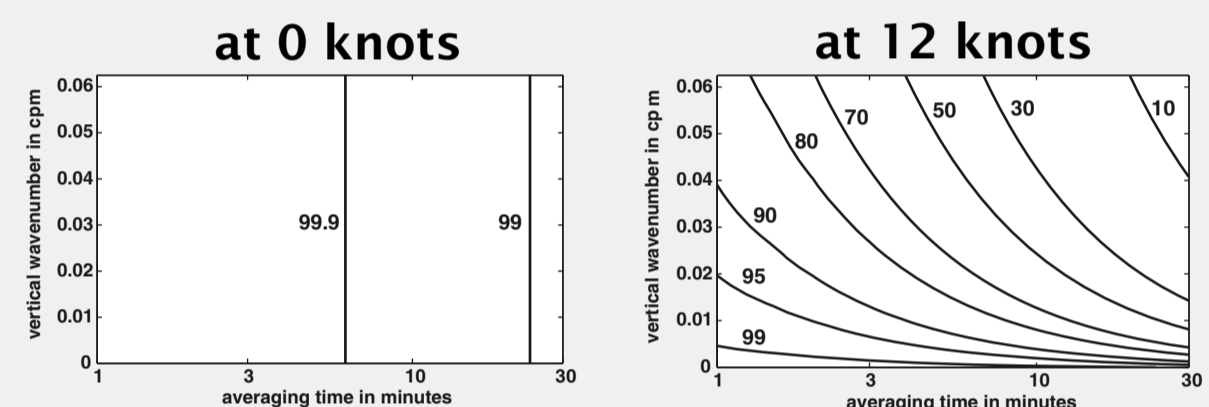
Shear quantification from a moving ship — 2 main issues

speed-dependent horizontal smoothing



When moving, any observed periodic quantity will be reduced in variability by smoothing - as a function of ship speed 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

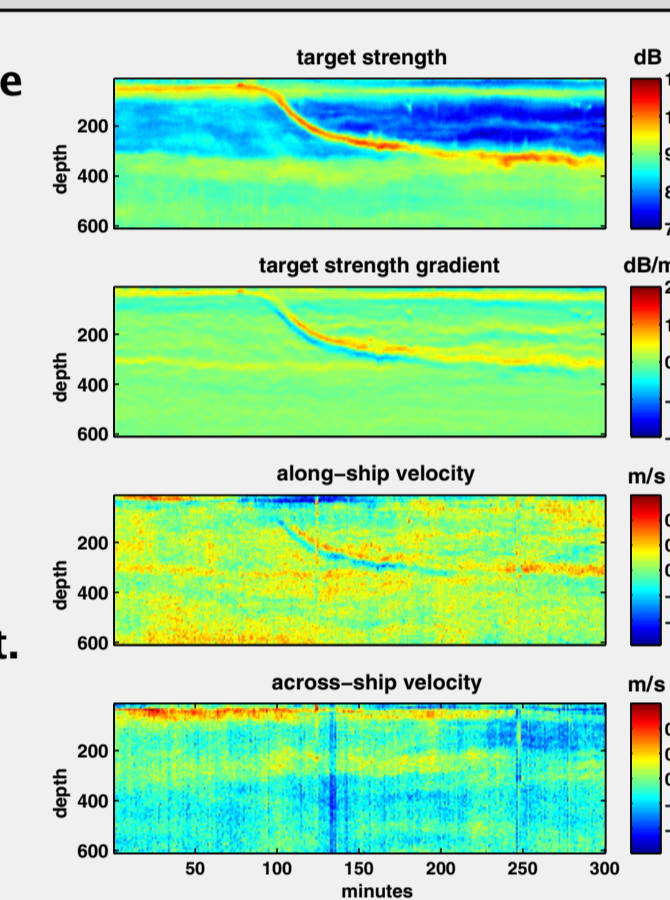
patchy distribution of acoustic scatterers

Acoustic scatterers like plankton distribute inhomogeneously.

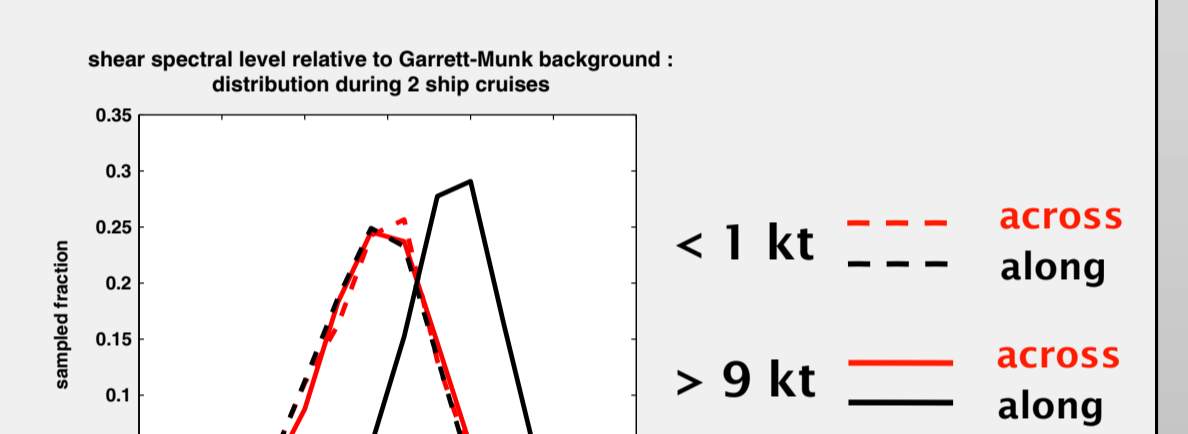
Geometric acoustic beam spreading causes related spurious velocities.

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:

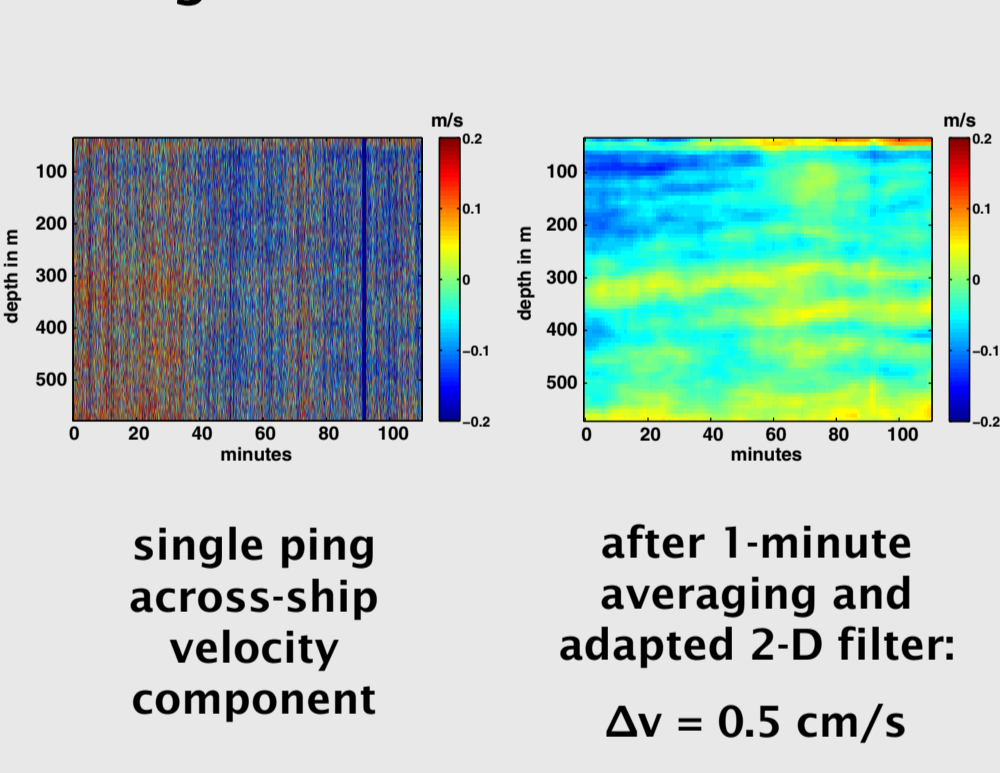


Consequence:

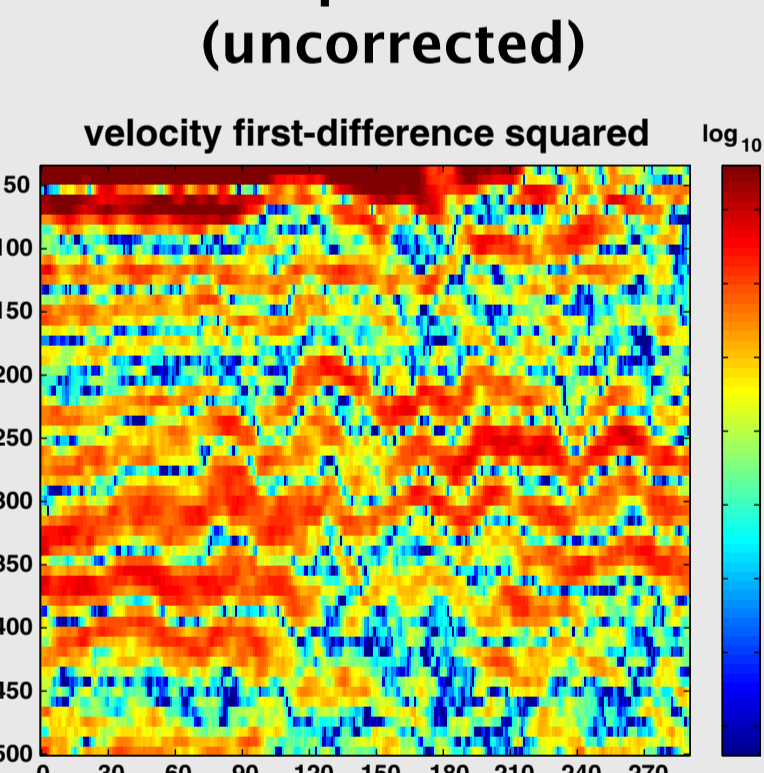
- Discard along-ship component unless on station

Processing: From acoustic pings to shear level to diapycnal diffusivity

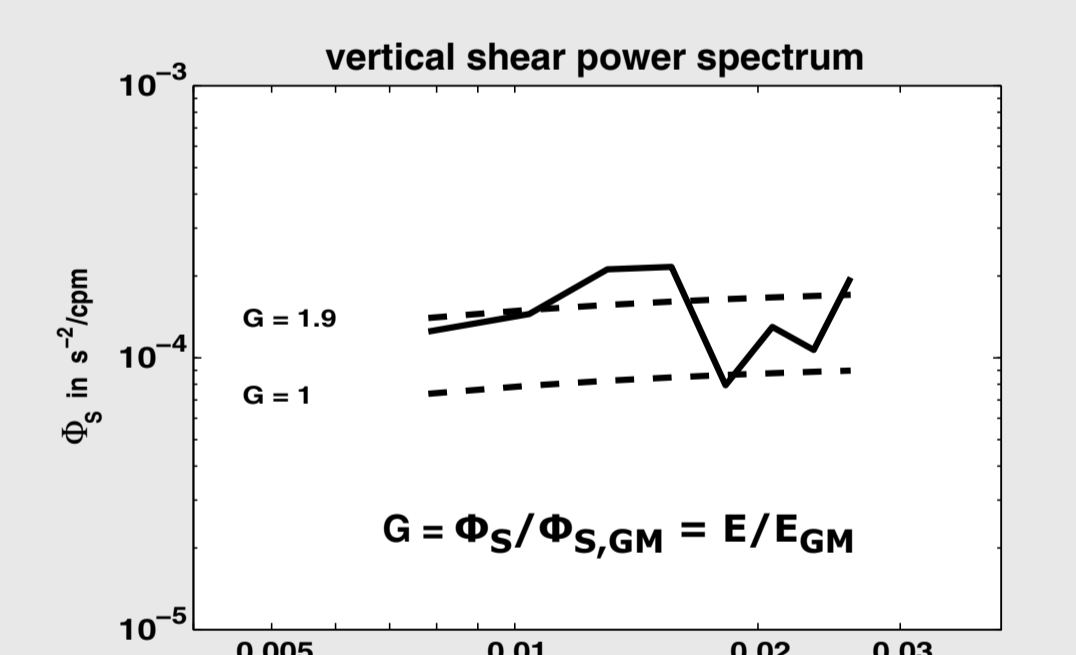
average and filter ADCP velocities



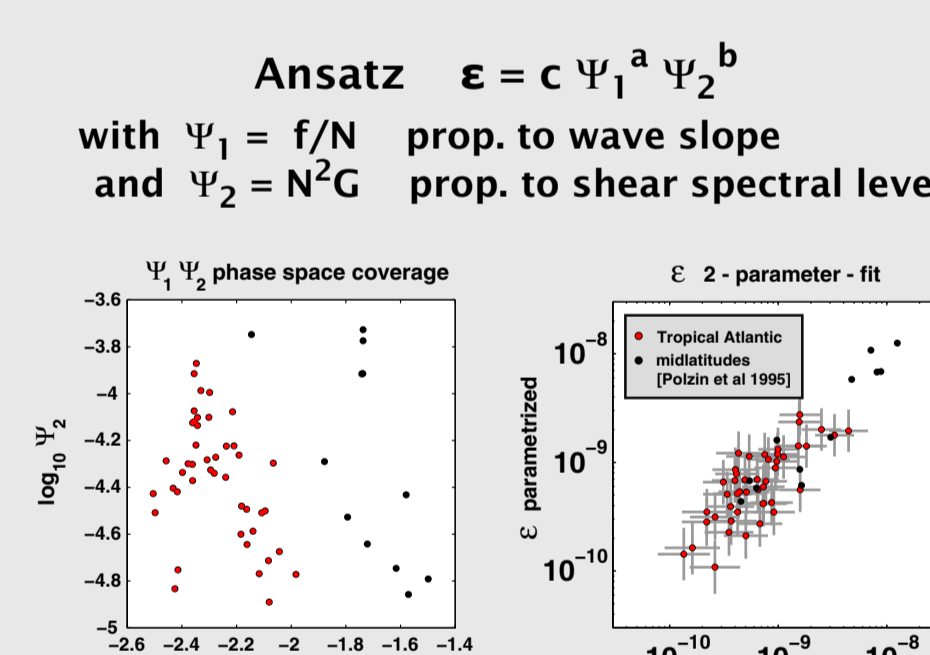
across-ship vertical shear (uncorrected)



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

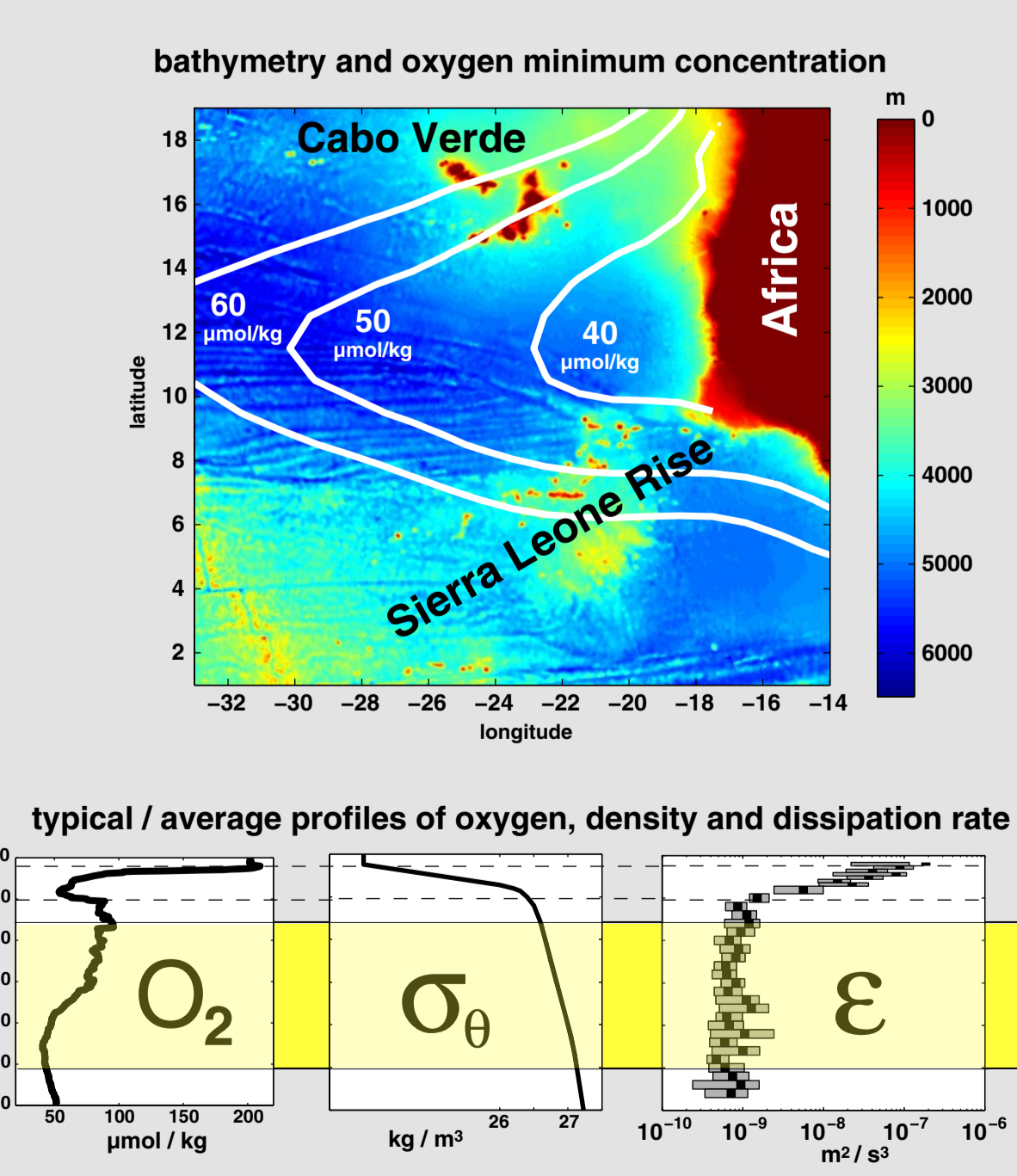
$\epsilon = 1/24 \Psi_1^{3/4} \Psi_2^{7/5}$

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

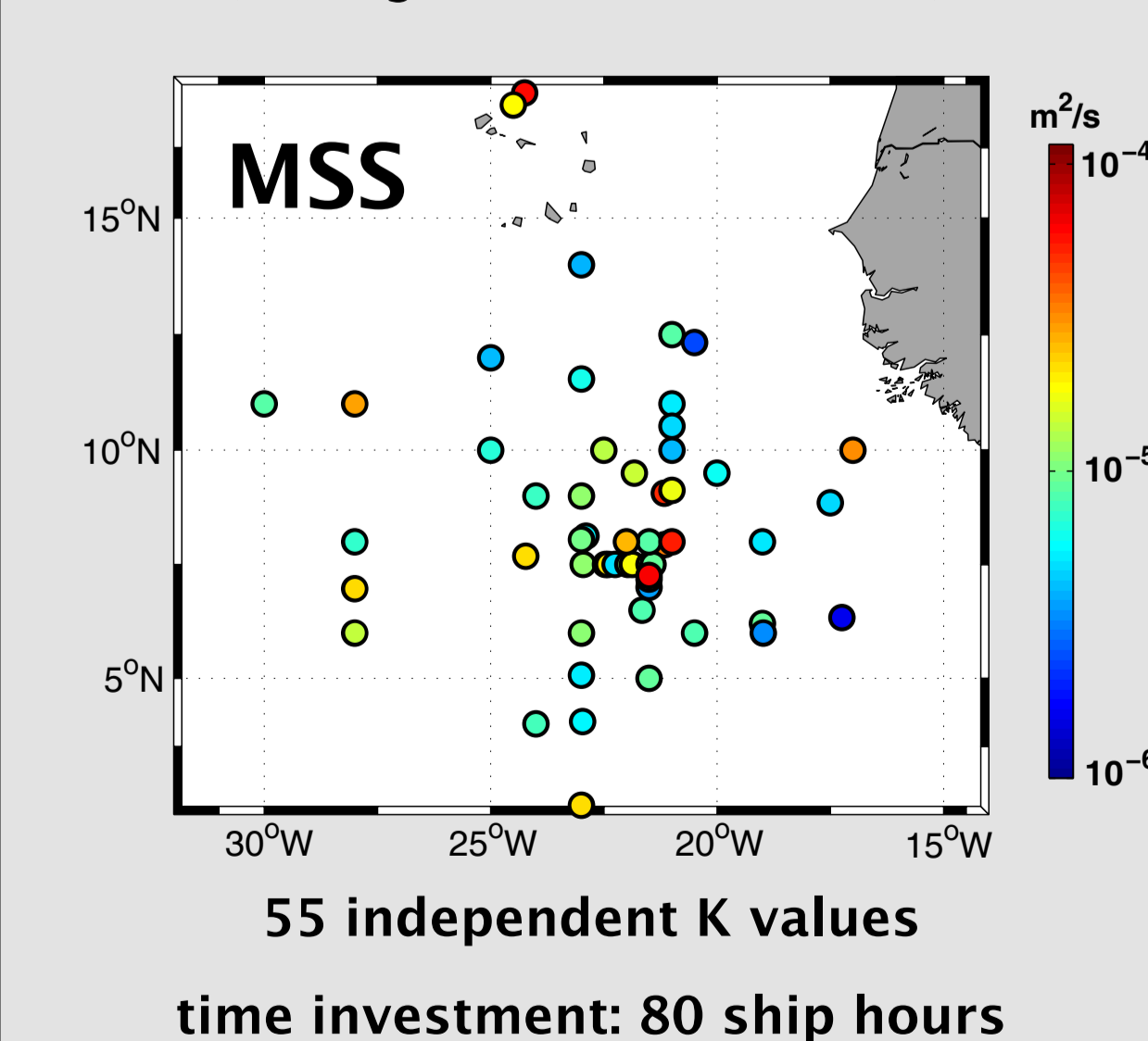
This parametrization for ϵ turns out to be a condensed version of the state-of-the-art parametrization [Polzin et al. 1995, Gregg et al. 2003] and is particularly appropriate for cruise work with short stations.

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

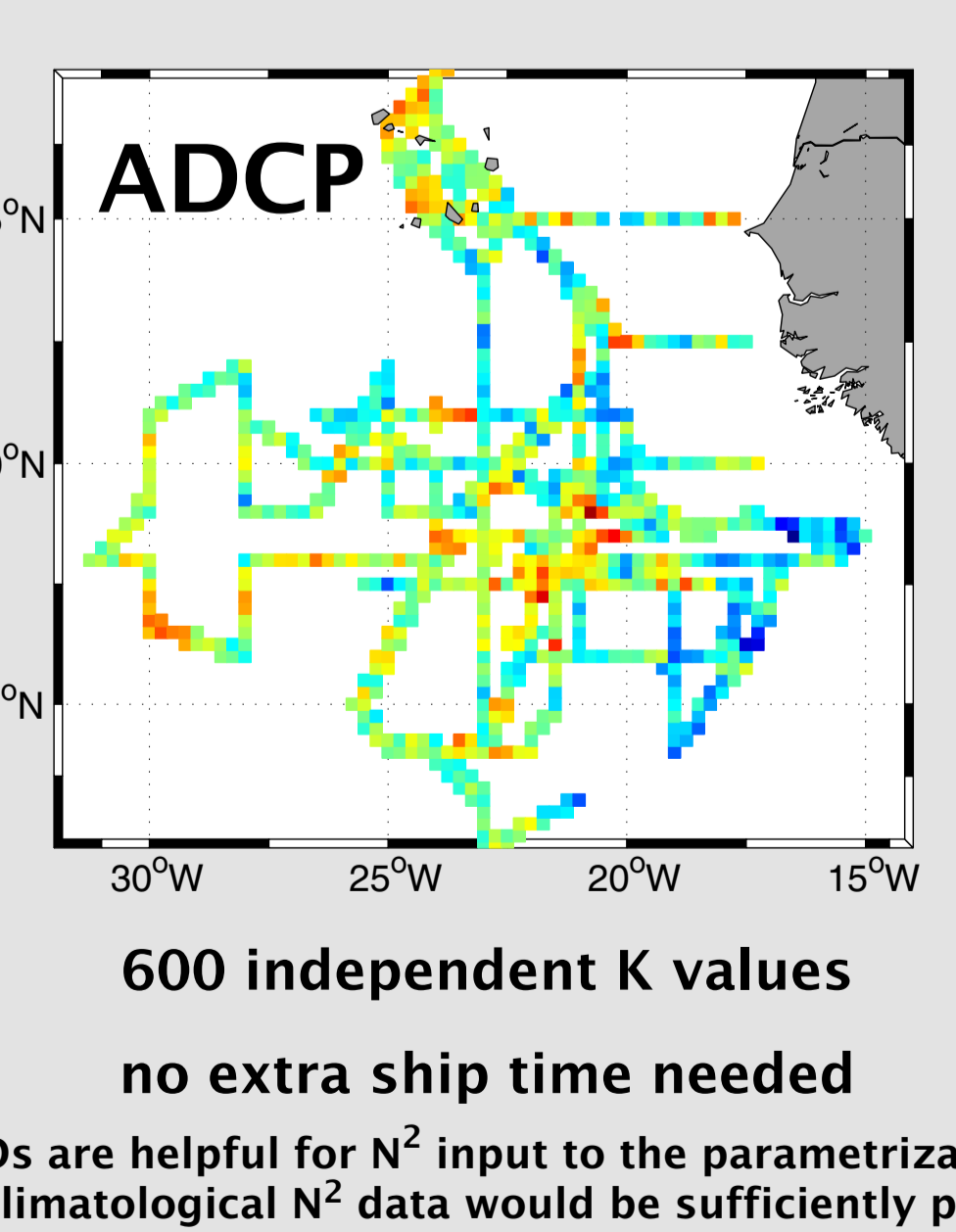
Tropical Atlantic Oxygen Minimum Zone



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

