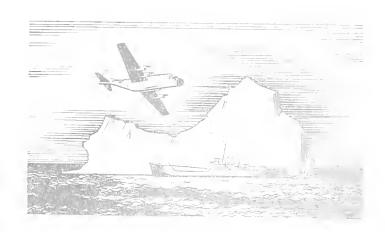
UNITED STATES COAST GUARD

OCEANOGRAPHIC REPORT No. 11

CG 373-11



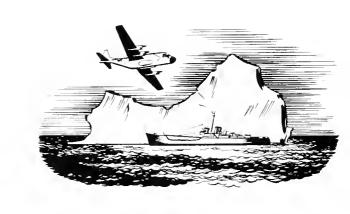
OCEANOGRAPHY OF THE GRAND BANKS REGION OF NEWFOUNDLAND IN 1965



GC 3 .U7 A3

no. 11

UNITED STATES COAST GUARD OCEANOGRAPHIC



UNITED STATES COAST GUARD OCEANOGRAPHIC UNIT

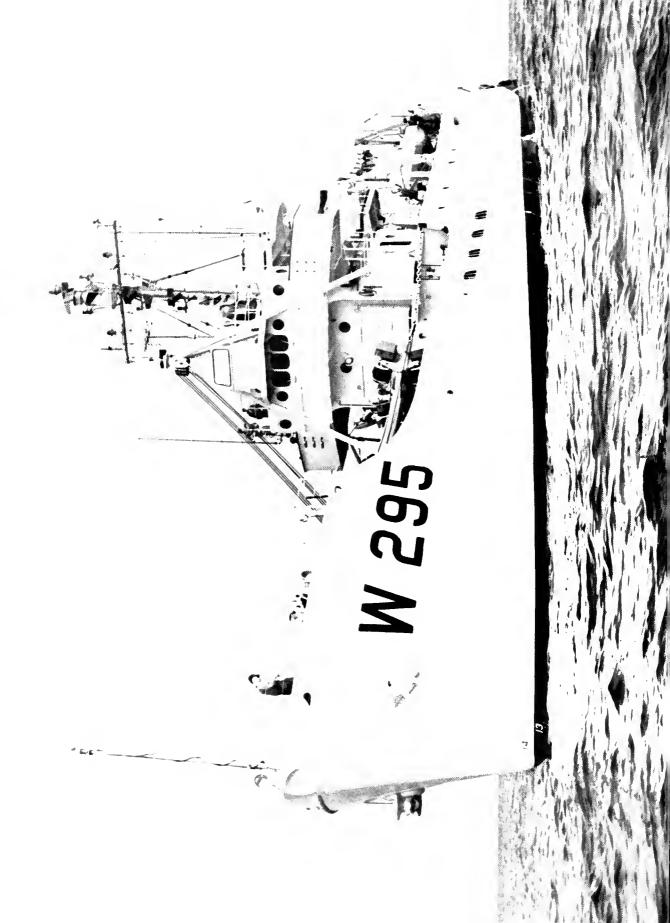


REPORT No. 11 cg 373-11

OCEANOGRAPHY OF THE GRAND BANKS REGION OF NEWFOUNDLAND IN 1965

Ronald C. Kollmeyer Thomas C. Wolford Richard M. Morse





Abstract

Three oceanographic surveys were conducted in the vicinity of the Grand Banks of Newfoundland in support of International Ice Patrol operations 1965. Measurements of temperature and salinity obtained from serial Nansen bottle observations were used to determine the dynamic topography, a principal factor in studying the most probable drift of icebergs endangering shipping in this area. A short check survey of one standard section was conducted during the season in order to detect any short term changes in the Labrador Current. Subsequent analysis of selected oceanographic sections was accomplished to calculate the volume flow and heat transport through these sections. In addition, an isentropic analysis was undertaken in order to make a comparison with the circulation deduced from the dynamic topography.

A change in vertical sampling technique was attempted in order to define more accurately the maximum and minimum points in the distribution of temperature and salinity.

Studies of iceberg deterioration and specific drift factors were initiated during Ice Patrol 1964 and were continued during 1965 with some increase in emphasis.



Contents

Oceanography of the Grand Banks Region of Newf	foundland
in 1965	 -
Introduction	
Narrative	
General	
Additional projects	
Instrumentation	
Personnel	
Dynamic height charts	
General	
Treatment of data	
Chart discussion	
General circulation	
Volume and heat flow	
Dynamic height changes	
Isobaric slope	
Eastern banks and slope controls	
Circulation response.	
Future work	
Isentropic analysis.	
Basic concepts	
Chart preparation	
Chart analysis	
Isentropic and geostrophic comparison	
References	
Illustrations (A)	
Tables (A)	
nterim reports	
Iceberg deterioration	
Introduction.	
Previous work	
Theoretical analysis	
Statistical approach	
Data collection	
Data correlation	
References	
Illustrations (C)	
Tables (C)	
Papers	and their
An examination of vertical sampling methods	and then
influence on dynamic height calculations.	
Introduction	
Sampling methods	
Continuous sampling devices	
References	
Illustrations (D)	
Tables (D)	
lables of oceanographic data	

Illustrations

ligure	
A. Trackline and station array	
2A5A. Dynamic topography charts, Grand Bank Newfoundland	
6A. T-S plot of water masses, vicinity of the Grand Bar Newfoundland	ıks of
A. T-S plot of Labrador Current stations	
A. Dynamic heights along section U	
A. Temperature and salinity distribution along section	
OA. Temperature and salinity distribution in trough at section U	rea of
1A. Velocity distribution along section U	
2A. T-S plot of stations 9259 and 9388	
3A. Mean T–S plots of stations located on the Grand B	anks.
4A. Volume flow variation and Grand Banks salinity of for section U	aange
5A23A. Isotherm contours on various sigma-t surface	
24A26A. Isotherm contours at selected depths	
27A28A. Vertical distribution of salinity along the co	ore of
the Labrador Current	
Tables	
A. Volume and heat flow data for section U	
IIA. Annual dynamic heights and volume flow for section 1949–64	on U,
Ieeberg Deterioration	
Illustrations	
igure -	
C5C. Hourly meteorological observations.	
6C. Blackbody heat radiation at various temperatures.	
7C. Plan view of iceberg showing rotation during p	hoto-
graphic sequence	
SC9C. Sample round of iceberg photographs	
10C. Dye spots on iceberg	
11C. Example of measurement of iceberg from photogra	ıph
12C. Example of topographic iceberg map construction	
13C. Topographic map of iceberg, at beginning and e	
	nd of
14C. Photographs showing wastage during the study pe	nd of
•	nd of
14C. Photographs showing wastage during the study pe	nd o - eriod

An Examination of Vertical Sampling Methods and Their Influence on Dynamic Height Calculations

Illustrations

Figure
1D4D. Vertical distribution of temperature and salinity for
stations 9400, 9252, 9268 and 9270
5D6D. Vertical distribution of temperature, salinity at
density for station 9244
7D. Dynamic height errors between two stations and the resulting calculated current velocity error
8D. Vertical distribution of temperature, salinity and specification volume anomaly for station 9399
9D. Example of error introduced by straight line numerical integration of a smooth curve of specific volume anomaly.
10D11D. Vertical distribution of temperature, salinity and specific volume anomaly for stations 9399, 9386 and 9248.
12D. Vertical distribution of specific volume anomaly and the resulting error from straight line numerical integration of the curve
Tables
ID. Comparison of the number of Nansen bottles used be tween standard depth and gradient sampling.
IID. Standard deviations between standard depths an gradient sampling dynamic height computation
IIID. Errors in dynamic heights determined from the measurement of areas between straight line numerical
integration and a smooth curve
IVD. Instrument measurement error
VD. Thermometer comparisons



Oceanography of the Grand Banks of Newfoundland in 1965

by

RONALD C. KOLLMEYER, U.S. Coast Guard

Introduction

The Ice Patrol surveys during 1965 were conducted in a somewhat different manner from the standard sampling routine of the past. A new oceanographic station array was established paralleling the old standard surveys in some areas and differing considerably in others. Figure 1A shows the old trackline of the southern survey and the new trackline used in 1965. The purpose of revising the trackline was to reach a compromise between adequate sampling of the area while keeping the survey as synoptic as possible. The new station array included 62 stations compared to 97 stations of the previous method and allowed completion in 7 days in lieu of 14 days.

The standard sections of previous years have retained their designations in the new station array despite their relocation. Their new positions are not significantly different and allow comparison with historical Ice Patrol data. Figure 1A shows the section designations under the new and the old station arrays.

The standard treatment has been given the data as in past years with the exception of the volume and heat flow comparison for the standard sections. Annual volume and heat flow comparisons lose their significance unless adjusted for time. They are virtually meaningless unless compared to flow buildups and declines irrespective of the specific calendar survey dates. Past data indicates the major buildup and decline in the volume flow of the Labrador Current can occur anytime during the spring. This requires that the data must be adjusted in time by volume flow maximums in order to make comparisons on an annual basis. It will be shown in the following sections that monthly surveys will not provide the information required to define the accelerations of this system. Past data analysis techniques have not even shown the volume flow trends which would allow an annual time matching of the flow peak or peaks.

The sampling of the water mass was accomplished by first conducting an electronic bathy-thermograph lowering to 410 meters at each station. Nansen bottles were then hung at levels that would obtain temperature and salinity data which would best describe the water column. The merits, results, and comparisons of this technique are examined in a following paper.

Some methods of presentation, new to Ice Patrol, have been attempted in an effort to analyze the data more effectively. Ultimately, they may lead to an understanding of the circulation in the area which will allow formulation of better sampling techniques and possible prediction of current changes necessary for the solution of the berg tracking problem.

NARRATIVE

General

Three oceanographic cruises were conducted by USCG cutter *Evergreen*, a 180-foot tender class oceanographic vessel, in support of the International Ice Patrol during the spring and summer of 1965. A summary of the location and extent of each cruise follows.

The first cruise began on 30 March 1965, with the occupation of Evergreen Station 9235 on the southwestern slope of the Tail-of-the-Banks and proceeded northward with serial stations terminating at station 9296 on the Grand Banks west of Flemish Cap on 7 April 1965. This cruise was designed to delineate the three principle water types in the area, namely, the Labrador Current Water, Mixed Water, and Atlantic Current Water, and to provide, within 12 hours of observation, vertical temperature distribution and dynamic height at each station to commander, International Ice Patrol. Serial stations 9253 through 9260 were reoccupied as stations 9298 through

9306 on 11 and 12 April 1965, and referred to herein as the check survey to detect any changes in the horizontal and vertical distribution of water mass types and associated dynamic properties. The first cruise was terminated on 12 April 1965.

During the second cruise, which lasted from 24 April to 12 May 1965, Evergreen occupied serial stations 9313 to 9351 to provide a dynamic topographic chart of the water over the northeastern slope of the Grand Banks. These stations, which were occupied during the period 7 May to 10 May 1965, were in eastward oriented sections terminating at the latitude of Flemish Cap and represent an attempt to define any easterly branching of the Labrador Current.

The third cruise began with the occupation of station 9352 on 19 May 1965. A line of serial stations running east to the northern tip of Flemish Cap was occupied to provide overlap with the sections completed on the previous cruise. Serial stations were occupied down to the Tail-of-the-Banks which approximated those occupied during the first cruise. Occupation of station 9408 on 25 May 1965, completed the survey for the season.

Additional Projects

As a part of a continuing study of iceberg drift and deterioration, a series of photographs, supported by sextant angles and range finder distances, were taken at 30-degree intervals around a berg to permit detection of mass wastage. These observations were made at approximately 24-hour intervals during the period from 26 April to 6 May 1965. A track of the drift of the same berg was maintained by hourly navigational positions obtained by radar reference to a buoy from 26 to 29 April 1965. Experimental dye-marking of the berg selected for these studies was also performed.

A study of the effect of pH of seawater upon its electrical conductivity, as utilized in salinity measurements with the inductive salinometer, was conducted during the first cruise as was a study of the possibility of classification of surface water type by Forel Color Scale. Inconclusive results were obtained and no data is presented.

During the first cruise an investigation was made of the steady state conditions presumptive in geostrophic circulation by means of analysis of electronic bathythermograph (ELBT) traces. The traces obtained gave indications of gross changes in the thermal structure over all periods covered by the study (6-minute to 1-week scales).

Instrumentation

Teflon-lined water sampling bottles of the Nansen type, manufactured by the Ballauf Manufacturing Co. or the United Machine Co., were used during each cruise. Temperatures were measured with protected deep-sea reversing thermometers mostly of Richter & Wiese manufacture, but with some manufactured by G. M. Manufacturing Co., Kahl Scientific Instrument Corp., and Walter H. Kessler Co., Inc. Thermometer performance was continually monitored by pairing and intercomparison. The following standard deviations from the accepted paired average reflect thermometer performance during the season.

Cruise	Standard devia- tion (° C)	Number of comparisons
1st	± 0.005	342
2d	±.007	177
$3d_{}$	±,008	294

Depths of observation are based on wire angle geometry and thermometric computations from unprotected deep-sea reversing thermometers. The salinity of each seawater sample collected was measured with an RS-7A inductive salinometer manufactured by Industrial Instruments Corp. Forty-one replicate salinity samples were intercompared using a Hytech Corp. 6210 inductive salinometer which yielded a standard deviation of $0.007^{\circ}/_{\infty}$. The salinity determination procedures used were those described by Morse (1963). It is considered that the precision of measurement was within $0.005^{\circ}/_{\infty}$ and that the accuracy of the reported salinities is $\pm 0.01^{\circ}/_{\infty}$.

Depth to the bottom at each station was determined with an Alpine Precision Echo Sounder Recorder (PESR).

All observed data were processed by a PDP-5 digital computer manufactured by the Digital Equipment Corp. The computer was programed for the correction of reversing thermometers and determination of thermometric depth; computation of sigma-t, specific volume anomaly and dynamic height integration; and computation of volume transport. The programing of the computer has been described in greater detail by O'Hagan (1964), and Morse and O'Hagan (1964).

At each station a Hytech Corp. electronic bathythermograph (ELBT) Model 480 MOD I,

was used to determine the vertical thermal gradient to 400 m. to facilitate selection of sampling depths for the subsequent Nansen cast. As a result vertical thermal gradient sampling rather than standard depth sampling was accomplished.

A small shipboard fabricated marker buoy of light construction, floated by 12 inner tubes riding to 570 fathoms of nylon and daeron line secured to a 10-foot length of chain and a 75-pound danforth anchor was used in conjunction with the Hytech ELBT for a preliminary and cursory internal wave study. This buoy was lost due to a loss of floatation.

For iceberg drift studies a Geodyne Corp. toroidal fiberglass buoy equipped with a tripod mast, antenna array, and Motorola Co. radar transponder, Model SST-133X, was moored with a fixed bridle, swivel, ballast ball, 120 fathoms of 1 inch braided nylon, one shot (15 fathoms) of one-half inch anchor chain and a 75-pound danforth anchor in a reference position. Evergreen's radar was used hourly to determine navigational positions and the drift track of the berg with reference to the buoy. Horizontal control is estimated to be valid within 200 to 300 yards. The buoy was an unqualified success, operating at radar ranges of up to 12 miles and up to 70 hours on a single charge of the two serial 12 volt standard truck type, lead acid cells.

Twin drogues made of 28-foot cargo parachutes suspended at 10 and 70 meters depth from a buoy of truck type inner tubes and bamboo poles, and equipped with a radar reflector and light were used as an adjunct to the iceberg drift study for acquiring subsurface current information.

Personnel

The oceanographic work of the first and second ernises was under the direction of Lt. Comdr. Richard M. Morse, USCG who was assisted by Lt. Comdr. Ronald C. Kollmeyer, USCG; Mr. Thomas C. Wolford, oceanographer, USCG; Mr. Robert B. Elder, oceanographer, USCG; and Ens. Melvin S. Swanson, USCGR. Lieutenant Commander Kollmeyer directed the third cruise assisted by Mr. Wolford and Ensign Swanson. Technical assistants for the entire season were David C. Lockhart, aerographer's mate first class and Edward S. Olszewski, sonarman second class. Dennis L. Noble, aerographer's mate first class; John T. Nichols, sonarman second class; and James D. Brower, aerographer's mate third class assisted during the first and second cruises; and

William H. Harrell, sonarman first class; William E. Heller, aerographer's mate second class; and David J. Wood, sonarman second class assisted during the third cruise.

DYNAMIC HEIGHT CHARTS

General

The dynamic height topographic charts of the sea surface, for the Grand Banks region of Newfoundland, are presented in figures 2A through 5A. They were constructed from data obtained on the first, check, second, and third surveys conducted during Ice Patrol 1965.

The first and third survey charts, figures 2A and 5A, represent data obtained using the new station array. They describe the surface currents, their velocities and directions, as determined from dynamic computations. The check survey, figure 3A, consisting of section U and a portion of the the section immediately to the south was obtained approximately 1 week after the occupation of these same stations on the first survey. The purpose of this immediate reoccupation was to examine short term changes that may occur in the flow pattern of the Labrador Current not detected in the past due to intervals of a month or more between surveys.

The second survey chart, figure 4A, is a supplemental survey of the northern area, adjacent to the main region of interest. It provided the characteristic description of the easterly flow and southward turning of the Labrador Current prior to its entering the area of major interest.

The third survey, figure 5A, describes the circulation in the area of major interest during the late spring. Flow patterns are quite different than found in early spring as seen in figure 2A.

The designated section U is noted on figures 2A, 3A, and 5A. This section includes the most interesting flow patterns of the region. Starting at the westernmost end of the section, the typical high stand of Banks water is always observed which grades into the main southward flowing stream of the Labrador Current. Just to the east of this current, a trough or low stand of mixed water is found with the northward flowing Atlantic Current forming the eastern boundary of the section. The circulation changes which occurred in this section between the several surveys will be discussed in detail in the following sections.

Treatment of Data

Numerical integration of the anomaly of specific volume, based on the temperature and salinity distribution obtained at each station, was accomplished on shipboard using a Digital Equipment Corp. PDP-5 computer. All deep sea reversing thermometers were corrected by the computer thus eliminating all hand computations. Actual observations were used as data inputs for the computation of dynamic heights. No scaled data for standard depths, other than the 1,000-meter reference level, were used in the computations. The programs used are described by O'Hagan (1964).

Daily transmissions of the computed dynamic heights for each station occupied, along with the temperature distribution down to 150 meters, were made to Commander, International Ice Patrol, Argentia, Newfoundland. This allowed the immediate construction and use of portions of the sea surface topography charts for iceberg drift prediction.

Chart Discussion

The first survey chart, obtained during 30 March to 7 April 1965, figure 2A, shows the Labrador Current flowing south along the 100-fathom curve. At the Tail-of-the-Banks, part of the current flows west and another portion recurves to the east forming a pool of quiet water. Some filaments in this area turn and flow northward contributing to the mixed water area of the trough. This trough area is the region of current reversal where the Labrador Current flows south on the western side and the Atlantic Current flows north on the eastern side. The water in this region has a low specific volume. It is made up of a mixture of Labrador Current water and Atlantic Current water giving a water mass characteristic between the two as seen in the T-S curve of figure 6A. This mixture produces a water mass of a characteristically low dynamic stand compared to the much higher topography towards the Banks and towards the Atlantic Current to the east. For this reason it is referred to as the low or trough of the circulation pattern. This is a characteristic feature generally found in the vicinity of the 1,000-fathom curve and sometimes extends as far south as the Tail-of-the-Banks.

The meanders of the Atlantic Current outline the pool of water formed to the east of the tail. This appears to be supplied by the water of the Labrador Current spilling into the area and is a normal circulation feature found in past years.

An area of contour uncertainty exists in the northeast part of the current chart, figure 2A, at 46°30′ N., 48°00′ W. Insufficient data in the area prevents the determination of flow direction from dynamic topography alone and will be discussed in the following section in isentropic analysis.

The check survey chart, obtained during 11-12 April 1965, figure 3A, represents an interesting reoccupation of section U within 9 days of the first occupation. The 971.1 dynamic meter streamline, nonexistent in that area on the first survey, was found. In addition, the 971.0 dynamic meter streamline was found to have shifted east by about 30 miles, while the trough feature shifted eastward less than 10 miles resulting in a swifter flowing Labrador Current.

The second survey, 7-10 May 1965, figure 4A, shows the Labrador Current tracking along the 100-fathom curve with some lateral filaments spilling onto the Banks as it turns to the south. The 971.0 and 970.9 dynamic meter streamlines are in much the same position, passing through section F, as on the first survey. The 971.1 dynamic meter streamline was not observed, however, contours up to 971.08 dynamic meters are drawn and indicate that lighter water was further up on the Banks. This was also reflected in figure 3A, the check survey, where 971.1 dynamic meter streamline appeared well up on the Banks in section U.

The third survey, 19-25 May 1965, figure 5A, showed the Labrador Current as a strong uniform flow along the 100-fathom curve from 47°30′ N. to 43°00′ N. The characteristic trough was greatly elongated and the pool of quiet water found during the first survey was missing. The streamlines of the Atlantic Current tended to turn north at the Tail-of-the-Banks without describing any low velocity or stationary pool of water. A cyclonic eddy occurred to the east at 44°00′ N., 46°00′ W. This eddy or gyre exhibited water characteristics similar to those found in the pool of water, described by the first survey data, at the Tail-of-the-Banks. The eddy appeared to be the result of the pinching off of the pool and its subsequent movement to the northeast. This pinching off of an eddy is a phennomena exhibited by Gulf Stream filaments and described by Fuglister et al. (1951). Insufficient

data prevents a detailed description of this eddy, however, its presence is apparent.

GENERAL CIRCULATION

Volume and Heat Flow

A summary of volume flow through the designated section U is given in table IA. The computations were made by a modified method described by Jakhelln (1936). It is interesting to note that the volume flow through section U doubled during the 9-day interval between the section occupation on the first survey and the check survey. The volume flow then remained relatively constant between the check survey and the third survey. It appears that a radical change took place on the Banks between the first and check surveys. Not only is a greater volume observed on the check survey but a significantly warmer mean temperature and higher minimum temperature is also found. The third survey volume flow remains high; however, the mean temperature, minimum temperature, and minimum salinity drop below the first survey values indicating that the Labrador Current is exhibiting its full flow characteristics.

The general water characteristics of the Labrador Current between the first and third surveys are quite different. Figure 7A shows a T-S plot of the Labrador Current. The points are mean values (for the given depths) of all stations on each of the first and third surveys situated in the southward flowing stream. This is similar to figure 6A showing the Labrador Current characteristics for the entire season. On the first survey, the water was less stratified than during the third survey. This is indicated in figure 6A by the smaller sigma-t change across the same depth interval on the first survey than on the third, particularly from 100 to 150 meters. A comparison of the water mass between the two surveys shows the third survey found colder, less saline water down to a level between 100 and 150 meters and then a sharp density increase with warmer, more saline water below 150 meters. This density gradient defines the depth limits of change of the Labrador flow. This change at depth of the density structure between surveys can be traced to spring changes in the east-west slope of the σ_t surfaces resulting in greater stratification, and will be treated more fully in the following chapter on isentropic analysis.

Dynamic Height Changes

A surface dynamic height plot of the stations of section U on the first, check, and third surveys, figure 8A, shows that in 9 days a change in height of the inboard station occurred without a significant change in the trough dynamic height. The trough is located in water which is a mixture of the Labrador Current and the Atlantic Current and does not show the extreme characteristics of either current system. Apparently the abrupt change in elevation of the stations on the Banks and the increase in volume flow is related to the change of water characteristics on the Grand Banks and continental slope as shown on the temperature-salinity sections, figure 9A. These sections were constructed from the temperatures and salinities of stations in section U on the first, check, and third surveys.

The temperature and salinity distributions of section U during the three occupations are clearly shown in figure 9A. The first survey reveals that the cold water is generally confined to the surface along with reduced salmity required for stability, probably reflecting the results of disintegrating sen ice. The check survey shows colder water of low salinity to be subsurface and connected to a colder water mass on the Banks. The density of this water is less than the first survey water at the same depth indicating that it probably did not result from surface sinking. By the third survey the situation had again changed showing a core of cold water off the Banks, with even lower salinity than cold water of the previous survey. The salinity decreases as the Banks are approached indicating that different water mass has also arrived there. The temperature of the Banks water has also increased above what it was earlier, but this can be explained by the warmer air temperatures as summer approaches.

Because of the method of computing currents in the shallow Banks water, the deeper water areas to the east along the slope and below the core of the Labrador Current greatly influence the dynamic height on the Banks. This is the water located between stations 9252 and 9258; 9303 and 9304; 9390 and 9389; on the first, check, and third surveys, respectively, of figure 9A. Between these stations the water shows a definite salinity reduction with time. First, an increase in the amount of water of less than 34.0°/_{oo} was observed during the check survey. This is followed by an increase in the amount of water of less than

 $33.5^{\circ}/_{\circ\circ}$ and the arrival $33.0^{\circ}/_{\circ\circ}$ water found during the third survey. The salinity reduction in this area and on the Banks would cause the calculated elevation of the sea surface as the Banks are approached. In the trough area, the dynamic height change between the first survey, station 9259; and the check survey; station 9305, as shown in figure 8A, is almost negligible. A significant change is detected on the third survey. Examination of the temperature and salinity curves of figure 10A discloses that significant salinity changes were not found in this area until the third survey, when both a reduction in salinity and temperature was observed. Because the trough stations showed little elevation change over the short period between the first and check surveys, it would seem that the flow of the Labrador Current at this time affected or was affected by the characteristics of the Banks and adjacent continental slope water.

Isobaric Slope

The Labrador Current can be thought of as an edge phenomenon, flowing as the result of steady state requirements of the sea height difference between light, low salinity water on the Grand Banks and slope and the heavier, higher salinity water located off the slope between the Labrador and the Atlantic Current. This edge phenomenon can be observed from the velocity profiles and isotherms for the Labrador Current in section U, figure 11A. It can be seen that the fastest flowing water is not necessarily the coldest, but grades colder and less saline as the Banks are approached. Thus, a wedge of low temperature, low salinity water overrides mixed water of less severe characteristics. Because light-cold water and heavywarm water are anomalous relationships, it is apparent that salinity controls the density in this current regime.

Figure 8A shows the section U plot of the dynamic heights indicating the gross changes that occurred over the periods between the surveys. Note that only small changes occurred on the Banks between the check survey and the third survey which were separated by more than a month. Observe also the gradual elevation of the trough station during the two periods, leading to the speculation that this mixed water is slowly changing its characteristics as the spring progresses. However, this cannot be conclusively proved because the location of the lowest station, in dynamic height, does not mean that it was

actually situated at the lowest sea surface elevation point. Figure 12A, a T-S plot from stations 9259 and 9388 of the first and third surveys in the mixed water trough shows a density decrease with time above 600 meters, with the reduced salinity causing the density to decrease even under conditions of decreasing temperature at mid-depth.

The changing isobaric slope between the two water masses allows greater or lesser volumes of water to be transported. This slope can be adjusted either by a changing of the dynamic height of the trough (mixed water) or the surface dynamic height on the Banks.

The changes observed between the survey periods leads to the hypothesis that an increase in the dynamic height of the water on the Banks and slope caused a swifter warmer current to flow during the check survey than during the first survey. This increase of the height of the water on the Banks could be caused by the influx of arctic and sub-arctic melt water from the north. It could be assumed here that we were observing cause, adjustment, and affect. This means that the increase in elevation of water on the Banks and slope, with a resulting water volume flow increase, causes entrainment of the existing water in the area. This slope water would then become colder with the arrival from the north of greater volumes of cold water to fulfill the mass continuity requirements being satisfied by entrainment. Alternately, the warmer mean temperatures observed during the check survey could be the result of linearizing the velocity data between stations thus causing an apparent volume flow in warmer water. The small reduction of the volume flow, as seen on the third survey, would result from the greater elevation of the sea surface in the trough area due to the eventual mixing of these more severe water properties as the water transits to the Tail-of-the-Banks and then back up through section U.

Eastern Banks and Slope Controls

The concepts discussed above are postulated from only three sections and need further work to be completely substantiated; however, the spring freshening of the Grand Banks water is a fact and its influence on the mixed water and the resulting slope of the sea surface between the two water masses is a logical outcome. It is apparent from a further analysis of the data, that the water on the Grand Banks changes as the season progresses and would require some form of ad-

justment and continuity of flow in the current or the mixed water laying further to the east.

Figure 13A is a T-S plot of the more westerly stations on the Banks in 1965. The figure includes north-south lines of the first, check, and third survey stations, and two second survey stations which straddle the northern end of the first and third survey lines. Each station is represented by a point determined from the station's average salinity and average temperature, the use of which are permitted by shallow depth and homogeneity of the water. The stations taken on each of the separate surveys are connected by lines for clarity. Although these stations are not centrally located on the Banks, they are representative of the Banks water slightly modified by the swifter flowing current to the east. The salinity of the water on the Banks during the third survey (stations 9353 to 9403) has been reduced by about $0.2^{\circ}/_{\circ \circ}$ from the first survey (stations 9238 to 9296). As expected, the water is warmer to the south because of warmer air temperatures.

The stations occupied during the second survey, numbers 9342 and 9343, whose locations match stations 9296 of the first survey and 9352 of the third, show that the low salinity water had already arrived at the northern end of the Grand Banks when the second survey was made. On the check survey, the salinities of stations 9301 and 9302 fall nicely between the first and third survey stations of similar location, stations 9255, 9256 and 9373, 9391 respectively. Salinity decreases were observed at both stations while mean temperatures remained about the same. A period of only 9 days separated the check survey stations from the first survey stations, however, the salinities had already lowered by half of the total change found during the third survey, 7 weeks after the first survey.

The above findings tend to indicate that the pronounced water characteristics indigenous to the Labrador Current in the spring, arrive rather abruptly. This is also supported by the volume flow data from the check survey. This is contrary to previous beliefs that gradual temperature and salinity changes take place during the early spring and that the changes which occur in the current system occur over a period of months. Rather, it is apparent that the time scale of change is more on the order of 1 to 2 weeks and perhaps less.

Circulation Response

The abrupt changes in water characteristics and dynamic heights that occurred on the Banks and slope were in response to the arrival of the colder. less saline water from the north. It is reasonable to conclude that because these changes occur on the Banks and slope first, a certain period of lag is to be expected prior to the arrival of this water in the trough area. The water in the Labrador Current must circuitously flow down toward the Tail-of-the-Banks before its arrival in the trough area. As pointed out above, the dynamic height of the trough area during the three surveys showed a gradual increase in elevation. Figure 8A shows that although an abrupt change had occurred in the dynamic height of the Banks and slope water between the first and the check survey, the trough station on the check survey changed little in dynamic height. Conversely, the Banks station on the third survey changed little from the check survey while the trough station exhibited a considerable change. This leads to the conclusion that the low salinity water observed in the main stream of the Labrador Current during the check survey had not had sufficient time to complete the trip to the trough area and influence the water type there. However, on the third survey significant changes in the water properties above 400 meters occurred. Figure 10A indicates these temperature and salinity changes which occurred in the trough area during the survey intervals. Between the dates of the check survey and the third survey light, low salinity water arrived at the trough. The effect was to raise the elevation of the trough and thus reduce volume flow.

If section U is examined over a year (figure 14A), limited correlation appears to exist between the change in mean salinity of the Banks' water and the volume of water flowing south. An exact correlation cannot be made here because of the influence of temperature on the water's specific volume, the time lag, and unknown mixing proportions which tend to modify the elevation of the water in the trough area. This is evident from the volume reduction that occurred on the third survey even though the Banks station decreased in salinity and had a higher dynamic height. If the check survey had not been conducted, the rapid rise of volume flow would not have been observed and the portion of figure 13A for 1965 would have looked like that for 1964. This kink in the volume flow curve for 1965 tends to indicate that the adjustments were caught prior to any low salinity influence and subsequent elevation of the trough region as observed on the third survey.

Data of the Banks salinity and volume flow from past years, presented in Table IIA, do not show good correlation with the concept of salinity decrease on the Banks and increase in volume flow. These data are from surveys which were separated in time by a month or more and hence cannot be expected to show a correlation due to the lag time between the arrival of the low salinity water on the Banks and the mixing of the water in unknown proportions in the trough area. only way to observe this postulated salinity decrease and volume increase is to start the survey before the water of lowered salinity completes its swing towards the Tail-of-the-Banks and then north to the trough area. At a current velocity of 1 to 2 knots, less than a week is required. Lateral mixing in section U is held to a minimum because of the steep east-west slope of the σ_t surfaces. This will be discussed in further detail in the section on isentropic analysis. As the current passes the trough area, some alteration of the properties take place in the trough; however, the greatest changes occur while the water completes its trip from north to south and then north to the trough region. Data of previous years do not provide any means for determining short-term volume flow tendencies or the rate of change of the salinity of the Banks water. The significant flow changes observed during 1965 were the result of closely timed, repeated sections.

Future Work

A greater understanding of the salinity-volume flow relationships would enable a temperaturesalinity monitoring system on the Banks to indicate salinity reduction and volume changes occurring to the Labrador Current. These could have implications in iceberg drift prediction.

Weekly fluctuations of the Labrador Current might be superimposed on seasonal variations which would tend to alias the data collected at monthly intervals thus rendering year to year comparisons misleading. Attempts will be made during the spring of 1966 to more accurately define the flow changes and to determine whether or not these changes are of a short- or long-term duration.

ISENTROPIC ANALYSIS

Basic Concepts

A method of observing water movements and changes in property distribution for comparison with dynamic heights is desired. It would be advantageous to have such a comparison in the hope of verifying and eliminating ambiguities in dynamic height contour charts. Isentropic analysis provides this independent method for determining water movement. Rossby et al. (1937) pioneered isentropic analysis of the atmosphere. They showed that atmospheric specific humidity proved valuable for observing the distribution of identifying properties on surfaces of equal density. Parr (1938a) and Montgomery (1938) applied a similar technique to the oceans and found it extremely useful in tracing water mass source and movements. Parr (1938a) made direct comparisons of isentropic charts with Ice Patrol dynamic height charts and indicated that true water movements at the southern end of the Grand Banks, Newfoundland, could better be deduced from the analysis of water circulation on density surfaces. Montgomery (1938) extended his analysis to water movements of the upper layers of the southern North Atlantic Ocean and deduced source locations of the various density layers.

The implementation of isentropic analysis calls for the determination of the surfaces of constant entropy. According to Montgomery (1938), this surface is best approximated by the surface of constant potential density which at pressures of less than 1,000 decibars is equivalent to surfaces of equal sigma-t. This approximation is necessary because no surfaces exist in the ocean along which the mixing of water masses can take place without altering the mass distribution and therefore the entropy or energy level of the system.

A sigma-t or quasi-isentropic surface presentation is useful because flow patterns on these surfaces represent the nearest approach to the true conditions of movement. In addition, the currents tend to flow parallel to the contour lines of the sigma-t surface therefore providing information on the direction of movement. These are axiomatic truths because of the hydrodynamic fact that flow will take place along levels of equal density unless active mixing alters the energy levels. Some departure will take place because of the effect known as cabbeling 1 where water

 $^{^{-1}\,\}mathrm{Smith}$ (1931) describes this phenomena. Von Arx (1962) refers to it as caballing

mixed on a sigma-t surface will seek a slightly deeper density surface.

It is emphasized here that the basis of isentropic analysis is the deduction of flow patterns from the distribution of dissolved substances which are independent of the density determinations. Furthermore, flow patterns are independent of the assumptions for geostrophic movement and hence can verify or disclose any deviations from computed gradient flow. Oxygen and other chemical properties, due to their independence from density computations are ideal flow indicators on the density surfaces when due consideration is given to biological changes. However since these values are not always available, either temperature or salinity may be used. Parr (1938b) favored temperature because he felt the interpolated values are more certain than those of salinity. Montgomery (1938) on the other hand takes the view that salinity is superior due to the strong vertical temperature gradients and the actual temperature on the sigma-t surface would not be representative. For Ice Patrol requirements, the wide range of temperature compared to the accuracy of determination provides for very great property variation on the sigma-t surface which is the best definitive characteristic of the current system. It would be redundant to contour both temperature and salinity since they are used to define the sigma-t surface initially.

Chart Preparation

Charts of the temperature distribution on selected sigma-t surfaces in the Grand Banks area during the first and third surveys, were prepared from the plots of temperature versus sigma-t at each station. These are shown in figures 15A to 23A. The depth of the surface at each station has been indicated and a comparison with the surface dynamic height contours may be made with figures 2A and 5A. On each chart, the intersection of the sigma-t surface with the sea surface is shown as a broken line and, when it occurs, the intersection with the bottom as a dashed line.

Chart Analysis

An examination of the isentropic charts, figures 15A to 17A, reveals that the distribution of the 1° C, isotherm clearly delineates the boundary of the Labrador Current. A comparison with the 25 and 50 meter horizontal isotherm charts of figures 24A and 25A for the same survey shows that the horizontal isotherm charts do not clearly

display the water tongues characteristic of the Labrador cold core. However on the sigma-t surface charts the tongues of water are very nicely demarked, therefore, several levels were prepared for analysis of the water movement.

The sigma-t surfaces of 26.7, 26.8, and 27.0, figures 15A to 17A, from the first survey show a severe downward slope towards the Banks. This slope would tend to reduce or even eliminate horizontal mixing because a crossing of strong horizontal density gradients would be required. The third survey isentropic charts, figures 18A to 20A, show a definite leveling of these surfaces and a slight increase in depth. This is probably due to the greater volumes of lighter water in the area since a 26.6 surface can be drawn for the third survey, whereas, on the first survey, water of a sigma-t of 26.7 was the lightest water present in abundance. If a comparison is made between the isotherm charts, plotted on the 25- and 50-meter levels for the first survey, and the isentropic temperature distribution charts, definite differences can be seen. As pointed out above, the tongues of water cannot be observed on the constant depth charts, figures 24A and 25A, even though these levels are in the depth range of the sigma-t charts which clearly describe the boundaries of the temperature tongues. This is apparently because these tongues of water are moving along steeply sloped surfaces and horizontal slices at specific levels fail to capture them. A comparison at the third survey sigma-t charts and the horizontal presentation at 75 meters, figures 18A to 23A and 26A show that the isotherms appear quite similar in their distribution on both types of presentation. Horizontal mixing can now take place due to the lessened horizontal gradient and the tongue like property distribution is destroyed as the Labrador Current flows south. Both presentations of the third survey are similar with the water grading from cold to warm toward the cast as the influence of the Atlantic Current begins to dominate the temperature distribution. This greater horizontal mixing is obvious from the north-south temperature distribution of the Labrador where the third survey shows the arrival of colder water at the head of the system than found on the first survey. In addition, this colder water appears to be warmed faster as it travels south thus indicating more active mixing is taking place with the warmer Atlantic Current.

The unique display of tongues of cold water on the sigma-t surfaces leads to the question as to what is actually being observed. From the volume flow calculations, the flow during the first survey is minimal. This leads to the postulation that late winter steady state conditions are described. That is to say that the cold water input at the head of the system is being advected south and warmed sufficiently such that steady conditions of the conveyor belt form exist. On the other hand, the beginning of cold water intrusion into a background of existing winter water conditions might be a better conclusion.

The arguments for steady state are few indeed since 1 week after the first survey, a vast increase of water along with profound property changes occurred in the Labrador Current. If steady state conditions existed on the first survey, great mixing would be required to warm the prow of cold water moving south. The warming would result from the warmer water on all sides of the tongue including in front of the intruding prow. The anomalous point is that the salinity along the core of the Labrador during the first survey grades lower to the south. This was quite different from the expected situation of the Labrador Current grading more saline to the south. Figures 27A and 28A are plots of salinity at the center stations along the Labrador Current during the first and third surveys. It shows that the salinity graded lower from north to south during the first survey and then higher from north to south on the third survey. The lateral salt distribution grades higher to the east and slightly less to the west. On the Banks the salinity grades higher to the south during the first survey, as expected. If mixing and warming are occurring with resulting steady state conditions as envisioned above, then the contribution from the east would cause higher salinities as the water moved south rather than the lower salinities actually observed. Water from the west would tend to lower the salinity slightly, but this effect would be masked by the much greater salt content of the water from the east. A more reasonable explanation is that we are observing the intrusion of new water from the north, the initial arrival of more severe properties resulting from the spring freshening of the Labrador Current.

The higher salinity to the north observed on the first survey can be attributed to the winter increase in salinity and off-shore mixing further north due to a reduced flow rate. This would not be observed later in the season because of the increased flow and contribution of sea ice melt

water. In this situation the intruding cold water could account for the great slopes of the sigma-t surfaces which would also tend to isolate these tongues from any lateral influence. This colder water mass seems to be invading a more uniform environment and a leveling adjustment towards some form of equilibrium has not had time to take place. Horizontal mixing, across sigma-t surfaces, would be minimal initially, but would eventually become dominate and alter the property distribution to that found on the third survey. This theory is also compatible with the great freshening of flow observed only 1 week after the first survey. Water velocities of only 0.5 knots would be required to move the intruding cold water from the north, found on the first survey, down to section U of the check survey. Velocities of this magnitude were found in the Labrador Current during the first and check survey periods. It could also be expected that some indication of a change of this magnitude would be observed in the first survey results. Again a relation is seen with the speculation from the previous section in that there is a salinity flow control on the Banks and slope and that this initial flow is tied in with new water arriving on the Banks and slope. causes a change in the dynamics of the regime and requires a supply of water to fill the continuity conditions of flow, thus explaining the warmer temperatures observed during the check survey of section U where warmer water is drawn in to meet increased mass continuity requirements.

Some surface influence is also shown in the sigma-t presentation. This is indicated by the crowding of the isotherms as the sigma-t surface approached the sea surface and is particularly apparent in the southeastern regions of the Banks nearer to the Atlantic Current. Montgomery (1938) cited the sea surface intersection with the sigma-t surfaces as the formation region of the water found on or slightly below the particular intersecting sigma-t surface. No doubt some surface mixing and sinking is taking place, however, the water on the sigma-t surfaces flowing along the Banks' slope has its source outside of the immediate area of interest.

Isentropie and Geostrophic Comparison

The fact that these isentropic presentations disclose flow tendencies independent of geostrophic computations provides a useful tool for comparison with the dynamic calculations. Certain areas of uncertainty in the calculated surface circulation

can be substantiated or altered based on the isentropic flow patterns. Parr (1938b) objected to some interpretations, on the part of Ice Patrol, of the dynamic height charts used for iceberg drift predictions. Parr's isentropic analysis near the southern end of the Banks tended to show a large pooling tendency which was not shown on the dynamic charts. This pool is now generally accepted as a quasi-fixed feature. Parr's work did show that better water movement information could be obtained from isentropic analysis, however the discrepancies that he found were much greater than can be discovered using present day data collection techniques. Prior to World War II the sparseness of station data coupled with technique differences probably accounted for a weakness in the dynamic height charts.

Good comparisons can be seen between the eirculation deduced from the isentropic charts and the dynamic height charts shown in figures 2A and 5A. Where the dynamic height charts present quantitative current information, future changes are reflected in the isentropic charts. Figures 15A to 18A indicate that cold water was entering the system during the first survey, and ultimately was seen to have a definite circulation effect based on data obtained on the check survey conducted only 8 days later. This cold water intrusion from the north is not indicated in the dynamic height charts. Basically, the direction of flow of the dynamic height and the isentropic charts match very nicely in all areas. Figure 2A, shows an area of uncertainty, indicated by dotted streamline, in the northwest section current pattern deduced by dynamic heights, however, the sigma-t surface of 26.7, figure 15A, distinctly shows the water flowing onto the Banks in that area. A cyclonic flow pattern is defined by the dynamic height streamlines based on third survey data, figure 5A, in the southeast quadrant of the survey area. A look at the isentropic charts substantiates this circulation. Several sigma-t levels definitely show the cyclonic circulation with water of low temperature and low salinity entering from the east. This is incongruous with the water types usually found in the Atlantic Current and it can be concluded that this is a closed cell which probably had its origin from the cold water pool normally found at the Tail-of-the-Banks as shown in figure 2A. Looking at the 26.6 σ_{ℓ} level, figure 18A. the cell appears separate from the general near surface flow. On this level, water of 11.0° C, enters from the east which is anomalously warm and is probably near surface water being entrained from the warmer layers of the Atlantic Current.

At the 26.8- σ_t level, figure 19A, the cell remains quite warm and shallow and affected by the warmer surface water movements. A slight indication of upwelling is seen now from the temperature lowering near the center of this cyclonic circulation with warmer water at the periphery being drawn around the eddy.

The 27.0- σ_t level, figure 20A, reflects active upwelling in the eddy center not only by colder temperatures, but also by a definite dome in the depth of the sigma-t surface. Warmer water of the Atlantic Current appears to be moving anticyclonically around the eddy in a northwesterly direction. Although it is not shown in these illustrations, the data indicates not only a cooling of the eddy waters but also a reduction in salinity. On this level, the coldest water appears to be displaced slightly to the north from the $26.8-\sigma_{I}$ level. The $27.2-\sigma_t$ level, figure 21A, is inconclusive as to whether or not a circulation connection exists with the northwest meander of the Atlantic Current cited above. In this situation the eddy does not appear to be closed. Although isotherm contours do not indicate the circulation in the case of the $27.4-\sigma_t$ and $27.6-\sigma_t$ levels, figures 22Aand 23A, the topography of the sigma-t surfaces again show that the cyclonic circulation seems to be causing some upward movement of the water in the eddy.

In conclusion, it has been shown that isentropic analysis is an excellent tool for depicting details of the circulation in the vicinity of the Grand Banks. The presentations would be more accurate if a nondensity related property such as oxygen was used. For Ice Patrol current prediction procedures, it appears that detailed analysis of this nature is not warranted in all areas on a routine basis, however, to completely define and predict the Labrador's variation, the cold water core should be examined with this method. Because the water moves along sigma-t surfaces, the intrusive flow of the Labrador Current water is clearly shown by the isotherms in contrast to the rather nondescript presentation of the horizontal levels. The method is probably most valuable for observing the trend of future conditions, since water masses of differing characteristics which ultimately influence the entire area can frequently be traced from their point of original entry.

REFERENCES

- Fuglister, F. C. et al. (1951). Some results of a multiple ship survey of the Gulf Stream. Tellus, 3: 1-14.
- Jakhelln, A. (1936). The water transport of gradient currents. Geofysiske Publikasjoner. Vol. XI, No. 11. Oslo
- Montgomery, R. B. (1938). Circulation in the upper layers of the southern North Atlantic deduced with the use of isentropic analysis. Paper Phys. Oceano. Met., MIT and WHOI, vol. VI, No. 1, pp. 1-53.
- Parr, A. E. (1938a). On the validity of the dynamic topographic method for the determination of ocean current trajectories. Jour. Mar. Res., vol. I, No. 2, pp. 119–132.

- Parr, A. E. (1938b). Isopycnic analysis of current flow by means of identifying properties. Jour. Mar. Res., Res., vol. I, No. 2, pp. 133-154.
- Rosby, C. G. et al. (1937). Isentropic Analysis. Bull. Amer. Met. Soc., vol. 18, No. 6-7, pp. 201-209.
- Smith, E. H. (1937). The Marion Expedition to Davis
 Strait and Baffin Bay. U.S. Treasury, U.S. Coast
 Guard, Bull. 19, Pt. 2, Report of the International Ice
 Patrol Service in the North Atlantic Ocean. 259 p.
- Von Arx, W. S. (1962). Introduction to Physical Oceanography. Addison-Wesley Pub. Co., 422 p.

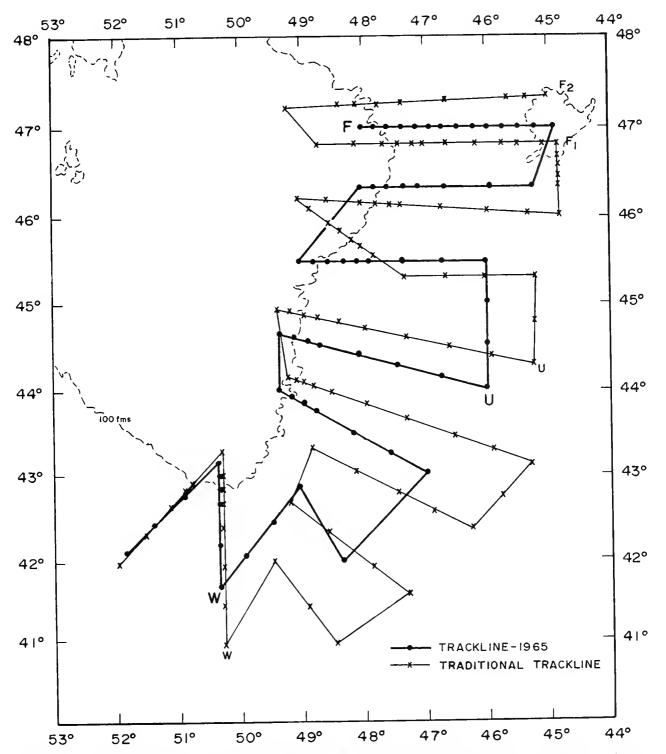


Figure 1A. Trackline and station array of past Ice Patrol seasons compared with the 1965 Ice Patrol season. Section letter designations are shown.

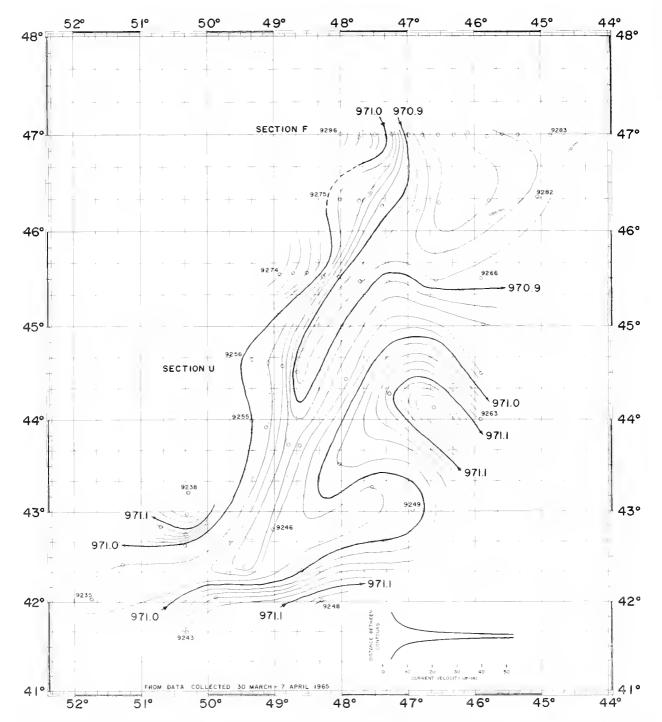


Figure 2A. Dynamic topography of the sea surface relative to the 1,000-decibar surface, from data collected during the first survey 30 March-7 April 1965. Oceanographic station positions are indicated and the station numbers given at turning points.

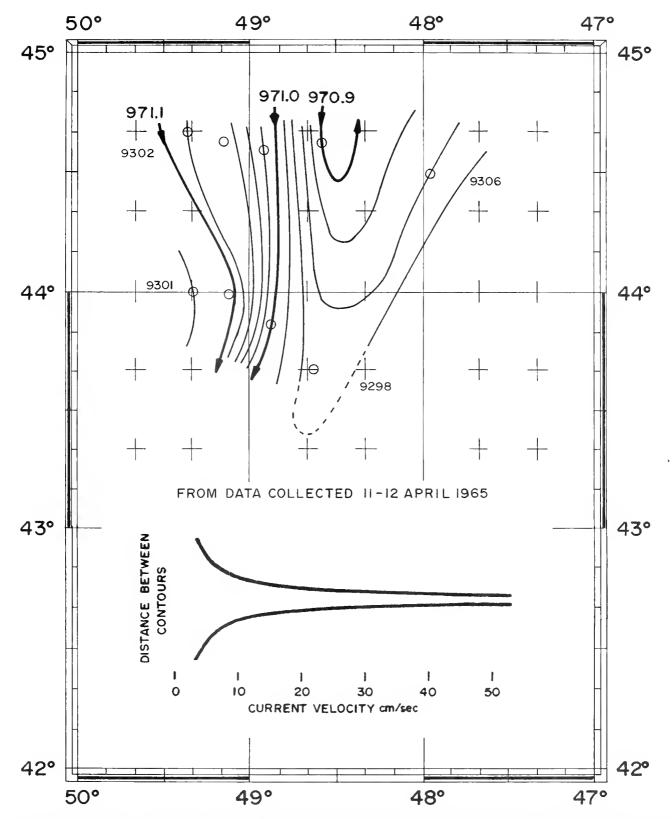


Figure 3A. Dynamic topography of the sea surface relative to the 1,000-deciber surface, from data collected during the check survey 11-12 April 1965. Oceanographic station positions are indicated and the station numbers given at turning points.

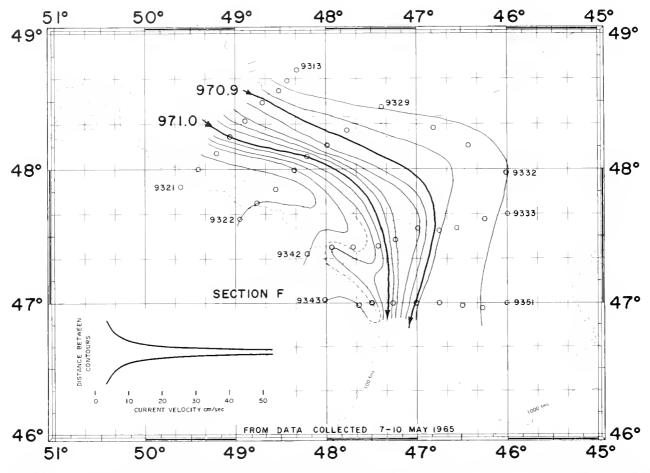


Figure 4A. Dynamic topography of the sca surface relative to the 1,000-decibar surface, from data collected during the second survey 7-10 May 1965. Oceanographic station positions are indicated and the station numbers given at turning points.

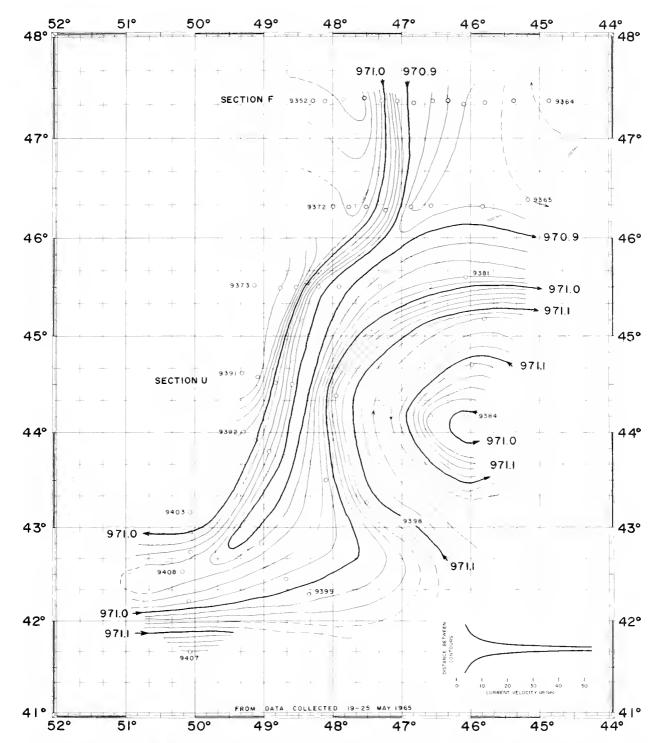
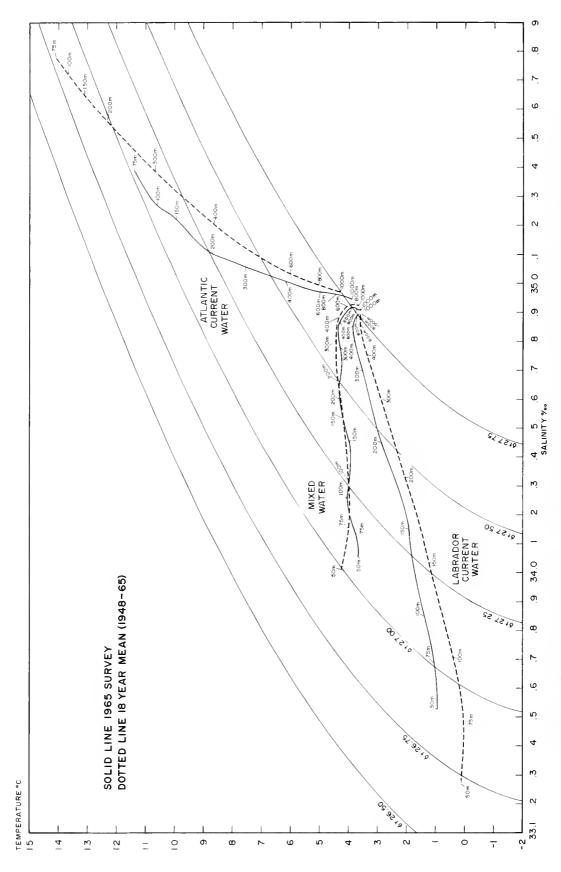


Figure 5A. Dynamic topography of the sea surface relative to the 1,000-decibar surface, from data collected during the third survey 19-25 May 1965. Oceanographic station positions are indicated and the station numbers given at turning points.



Mixed Water found in the Grand Banks region. Solid lines show conditions found during 1965 and broken lines Figure 6A. Mean temperature-salinity relationships for Labrador Current Water, Atlantic Current Water, and represent the 18-year mean.

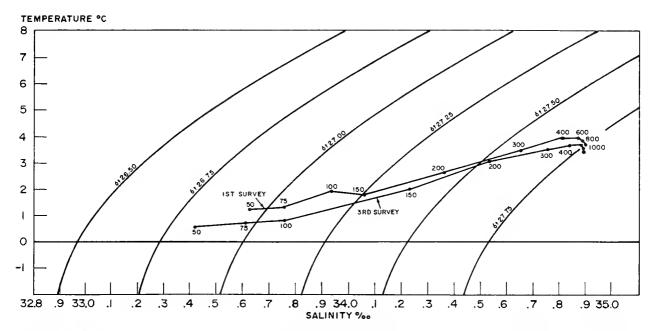


Figure 7A. Mean temperature-salinity plot of all stations on the first and third surveys situated in the Labrador Current during 1965.

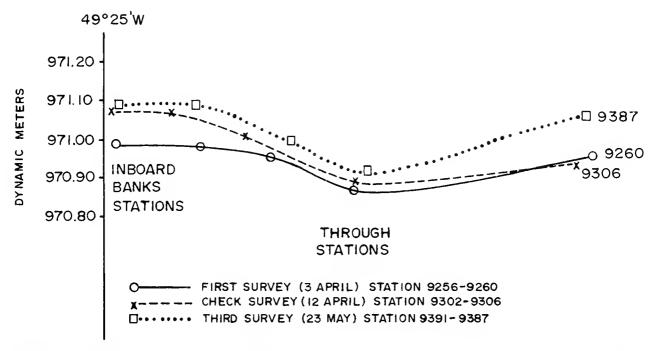
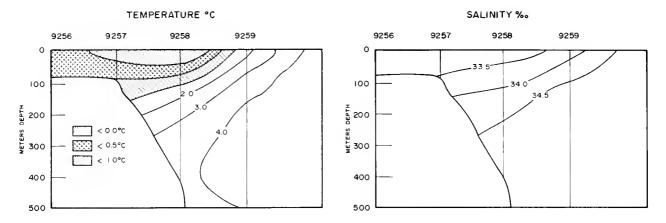
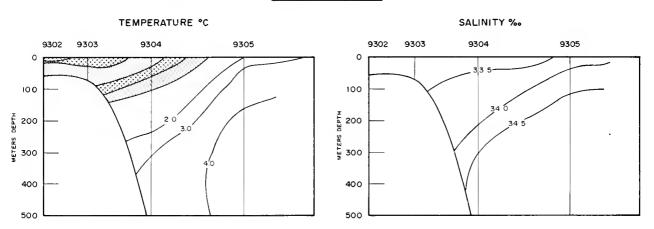


Figure 8A. Surface dynamic heights in dynamic meters along section U for the first, check, and third lee Patrol surveys 1965.

FIRST SURVEY



CHECK SURVEY



THIRD SURVEY

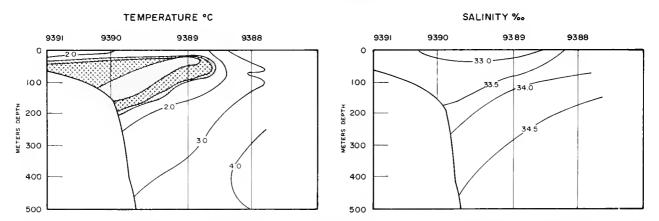


Figure 9A. Temperature and salinity distribution along section U for the first, check and third lee Patrol surveys 1965.

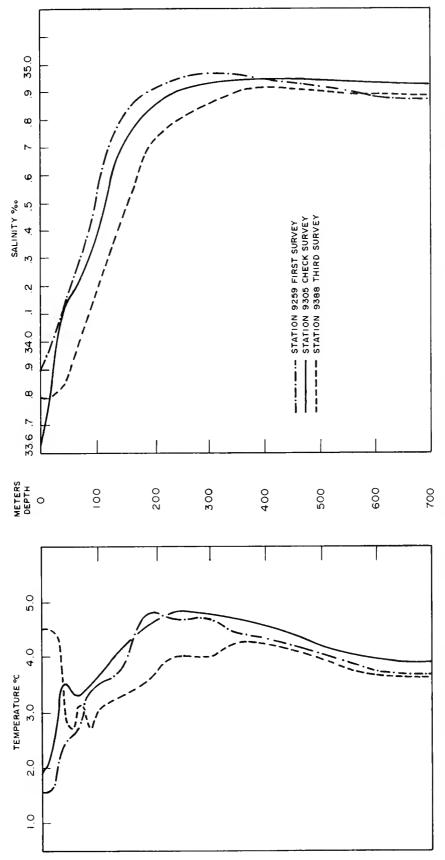
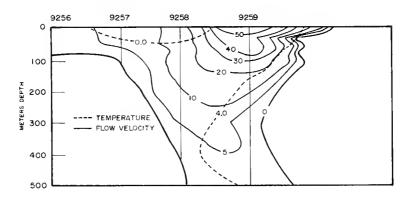


Figure 10A. Vertical distribution of temperature and salinity in the dynamic topography trough area of section U of the first, check and third Ice Patrol surveys 1965.

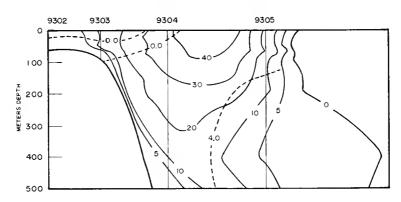
FIRST SURVEY

TEMPERATURE °C AND FLOW VELOCITY cm/sec



CHECK SURVEY

TEMPERATURE °C AND FLOW VELOCITY cm/sec



THIRD SURVEY

TEMPERATURE °C AND FLOW VELOCITY cm/sec

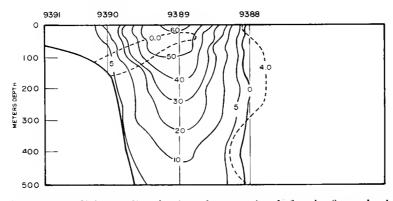


Figure 11A. Velocity distribution along section U for the first, check and third lee Patrol surveys 1965. The 0.0° C. and 4.0° C. isotherms are indicated by dashed lines.

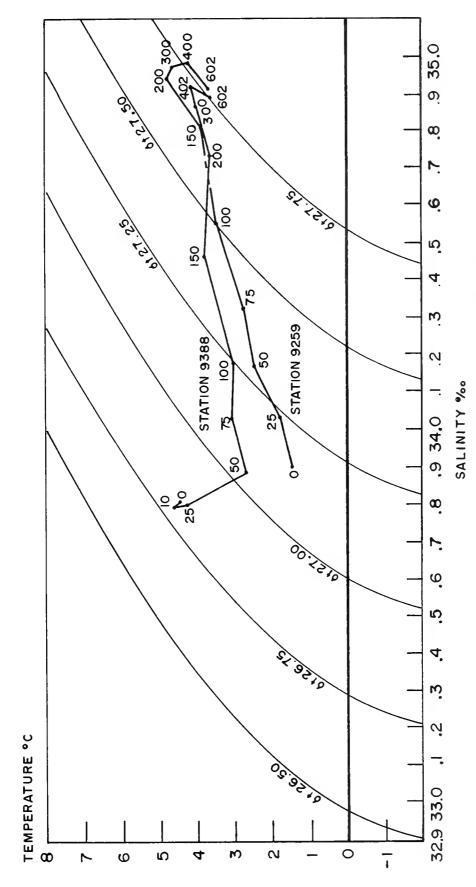


Figure 12A. Temperature-salinity plot of stations 9259 and 9388 located in the dynamic height trough area of section U of the first and third Ice Patrol surveys 1965.

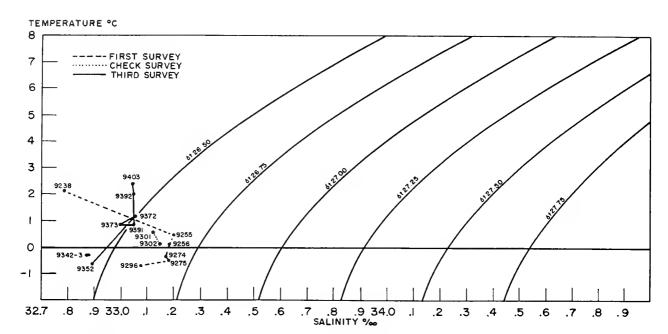


Figure 13A. Mean temperature-salinity plots, averaged over total depth, of the most westerly stations on the Grand Banks of Newfoundland for the first, check, second and third Ice Patrol surveys 1965. Stations 9342 and 9343 from the second survey are shown as almost coincident points.

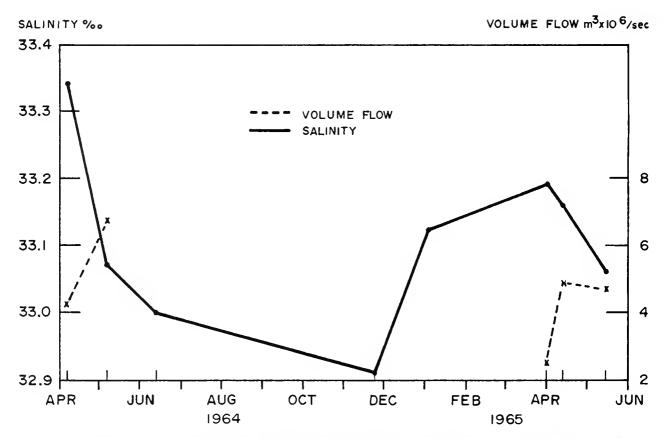


Figure 14A. Variation of volume flow through section U and the change in salinity of the water on the Grand Banks during 1964-65.

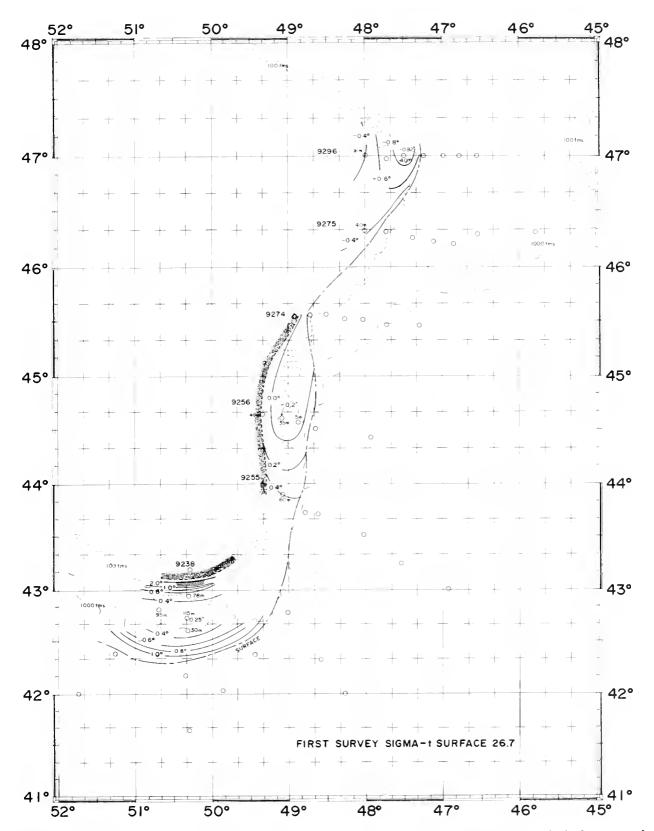


Figure 15A. Sigma-t level, 26.7, showing isotherm contours and sigma-t surface intersections with the bottom and sea surface. Based on data collected during the first survey of Ice Patrol 1965.

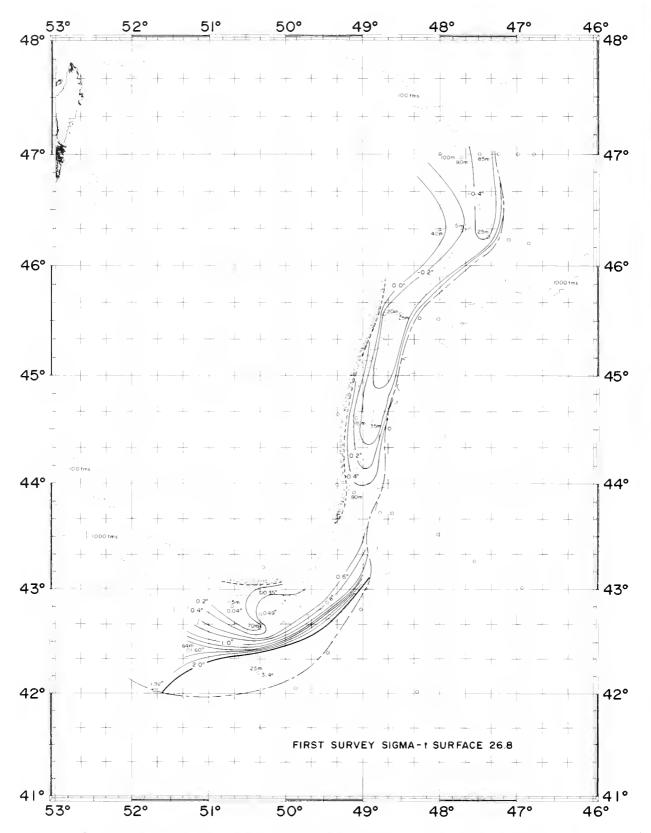


Figure 16A. Sigma-t level, 26.8, showing isotherm contours and sigma-t surface intersections with the bottom and sea surface. Based on data collected during the first survey of Ice Patrol 1965.

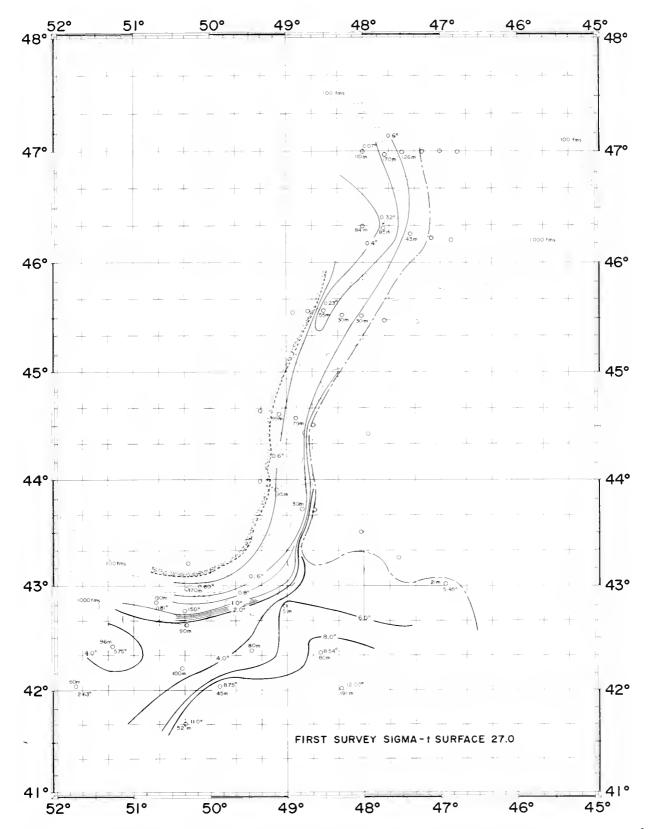


Figure 17A. Sigma-t level, 27.0, showing isotherm contours and sigma-t surface intersections with the bottom and sea surface. Based on data collected during the first survey of Icc Patrol 1965.

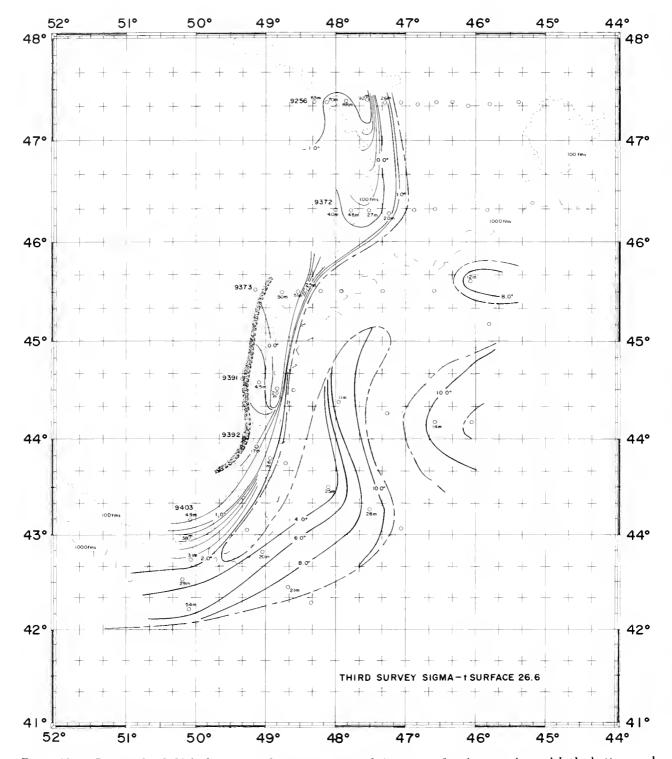


Figure 18A. Sigma-t level, 26.6, showing isotherm contours and sigma-t surface intersections with the bottom and sea surface. Based on data collected during the third survey of the Ice Patrol 1965.

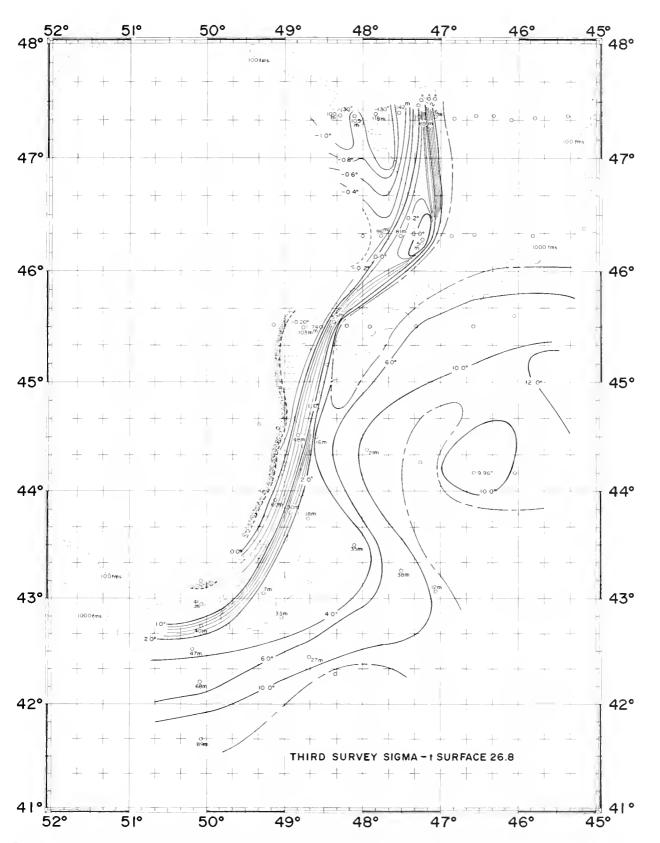


Figure 19A. Sigma-t level, 26.8, showing isotherm contours and sigma-t surface intersections with the bottom and sea surface. Based on data collected during the third survey of the Ice Patrol 1965.

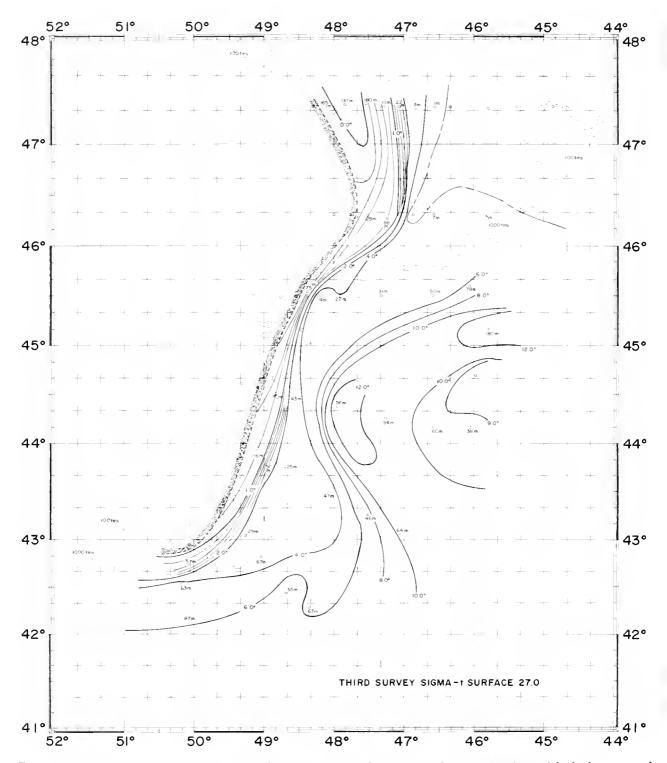


Figure 20A. Sigma-t level, 27.0, showing isotherm contours and sigma-t surface intersections with the bottom and sea surface. Based on data collected during the third survey of the Ice Patrol 1965.

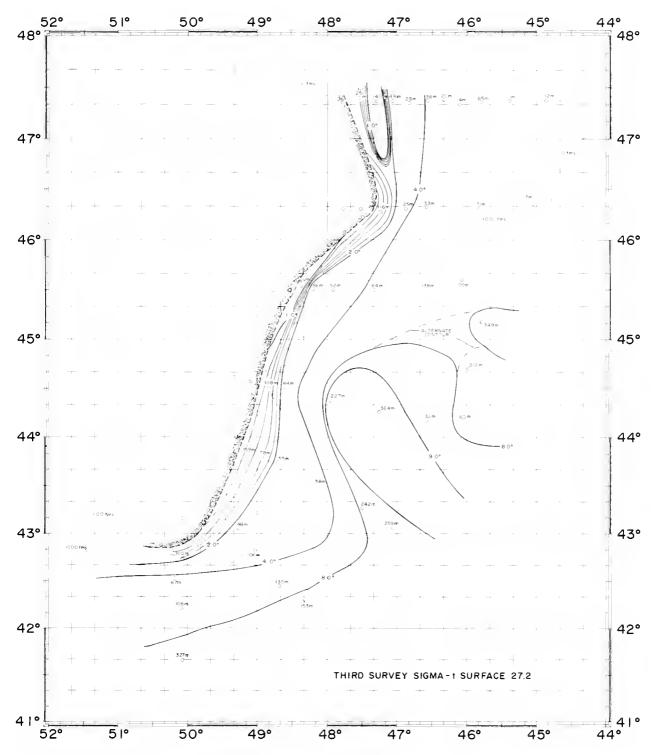


Figure 21A. Sigma-t level, 27.2, showing isotherm contours and sigma-t surface intersection with the bottom. Based on data collected during the third survey of Ice Patrol 1965.

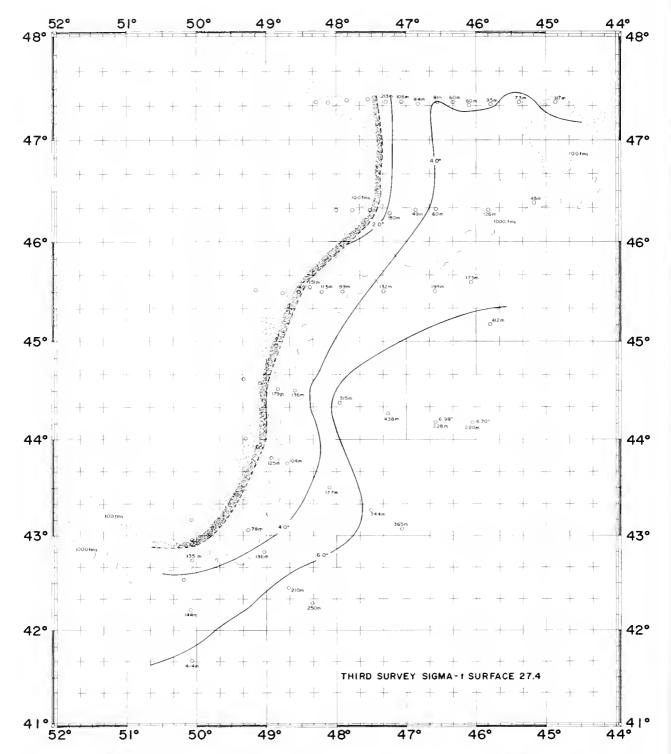


Figure 22A. Sigma-t level, 27.4, showing isotherm contours and sigma-t surface intersection with the bottom.

Based on data collected during the third survey of Ice Patrol 1965.

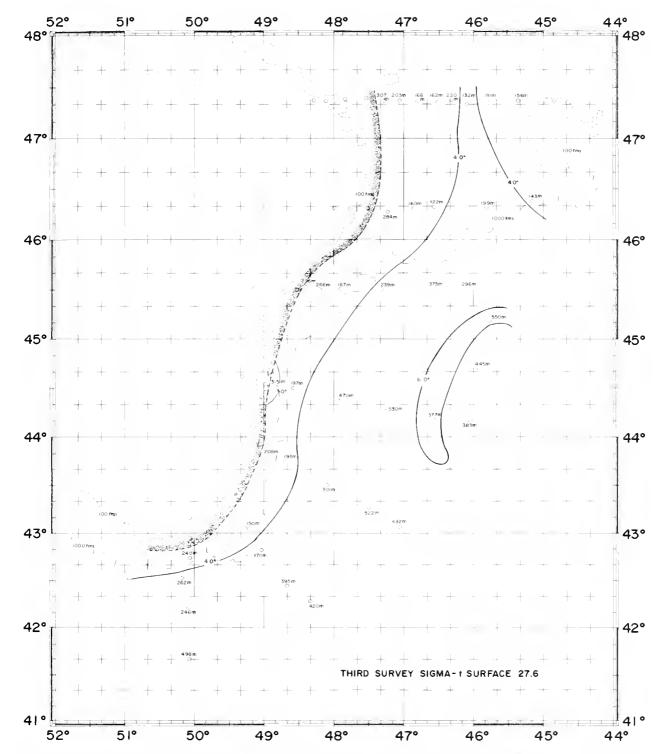


Figure 23A. Sigma-t level, 27.6, showing isotherm contours and sigma-t surface intersection with the bottom.

Based on data collected during the third survey of Ice Patrol 1965.

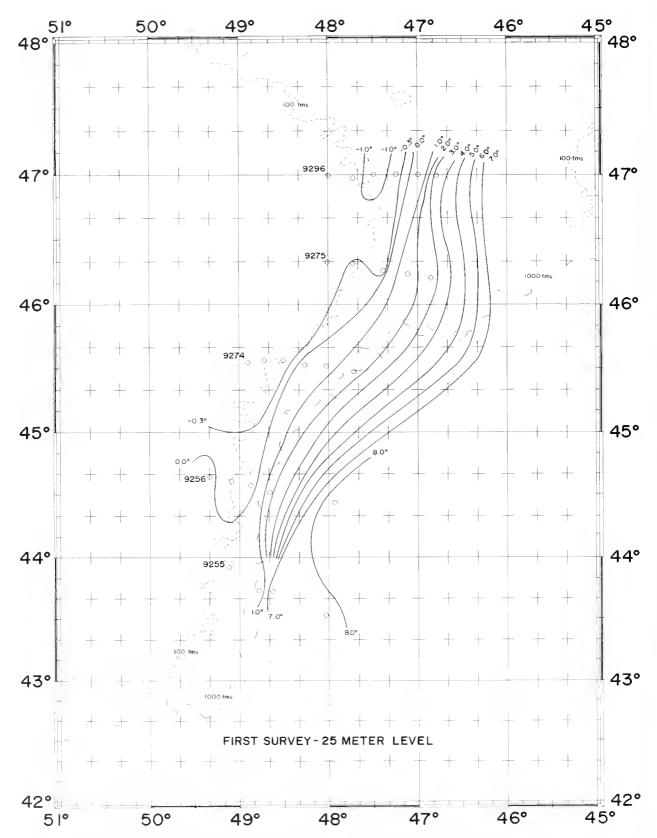


Figure 214.—Isotherm contours at the 25 meter level.—Based on data collected during the first survey of Ice Patrol 1965.—Contour interval: Heavy lines 2° C., light 0.2° C.

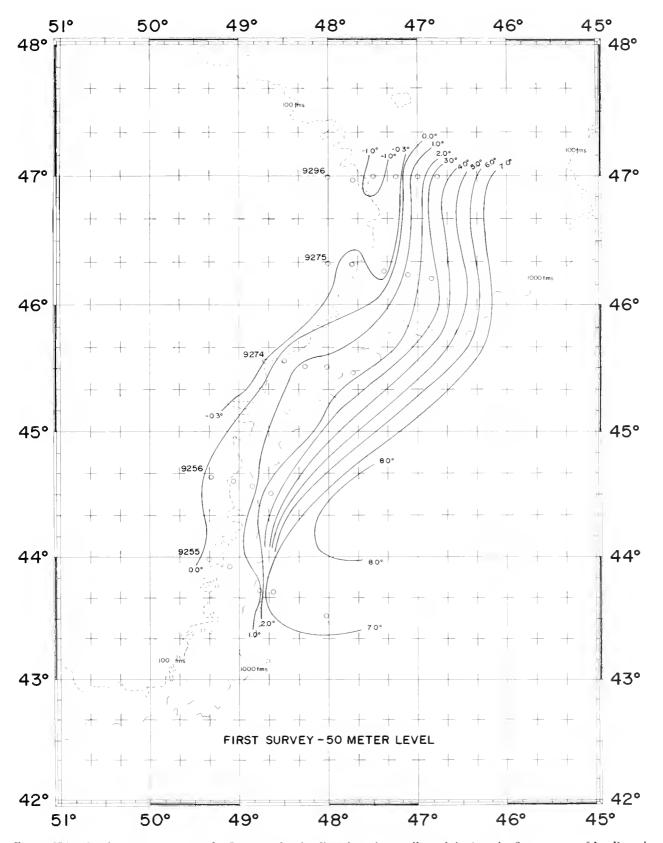


Figure 25A. Isotherm contours at the 50 meter level. Based on data collected during the first survey of Ice Patrol 1965. Contour interval: Heavy lines 2° C., light 0.2° C.

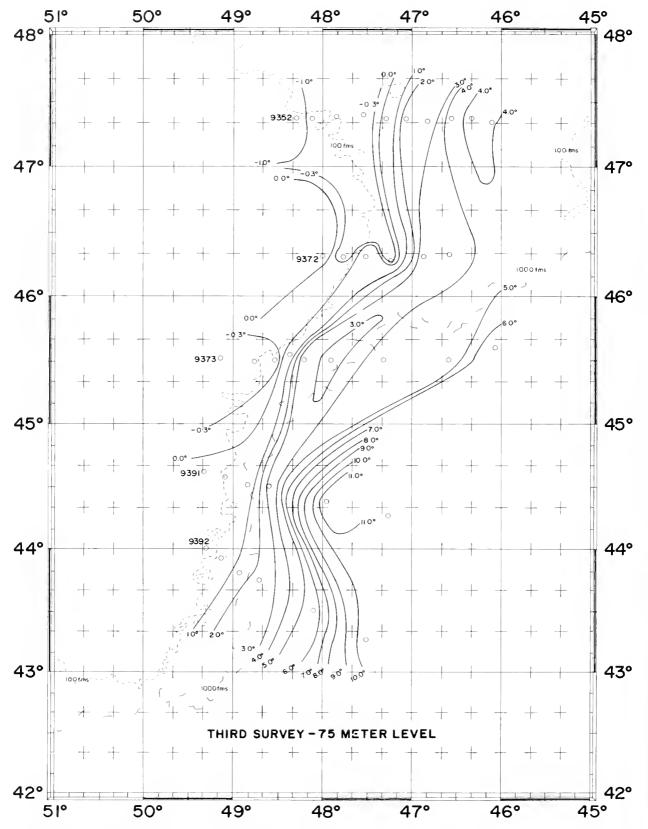


Figure 26A.—Isotherm contours at the 75 meter level.—Based on data collected during the third survey of Ice Patrol 1965.

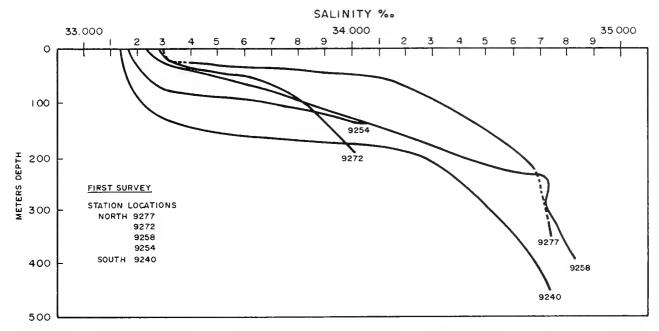


Figure 27A. Vertical distribution of salinity for the line of (center) stations along the core of the Labrador Current.

Based on data collected during the first survey of Ice Patrol 1965.

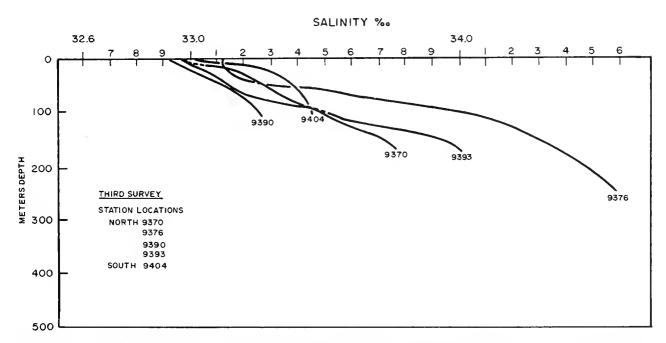


Figure 28A. Vertical distribution of salinity for the line of (center) stations along the core of the Labrador Current.

Based on data collected during the third survey of Ice Patrol 1965.

Table 1A

	1st survey	Check survey	3d survey
Volume m. $^3 \times 10^6/\mathrm{sec}$	2. 504	4. 983	4. 708
Heat °C m.3 < 106/sec	5. 522	12,352	10, 202
Mean temperature °C	2, 20	2.48	2. 17
Minimum temperature °C_	24	3 4	49
Minimum salinity	33. 122	33. 084	32. 895

TABLE IIA

	Dynamic height	To 50 m	50 m.	Dynamic beight	Tol	To 100 m.		Difference in	Volume in 3×10°	Minimum
Date	on Banks, dynamic meters	Mean tem- perature °C	Mean salinity	of trough, dynamic meters	Mean tem- perature °C	Mean salinity	Station Nos.	dynamic height	transport sec.	A minimi temperature of section
13-23 Apr. 1949	971. 023	0.74	33. 30	970, 894	4.95	34, 342	3789, 3794	-0.129		
7-17 May 1949.	971, 045	1.93	33, 128	971, 00s	17	33, 376			* * * * * * * * * * * * * * * * * * *	• • • • • • • • • • • • • • • • • • •
6–19 Apr. 1950	971, 083	85		970, 927	24		•		13.4	92 1 -
2-13 May 1950	971. 072	. 84	33, 070	971, 000	2, 45		,	1	15.1	
9-20 June 1950	971. 079	1.97	33, 408	970,930	2, 87		•	·		9 - 1
3-15 Apr. 1951	971. 112	. 45	32, 820	970, 966	5.50	33, 886	4351, 4355			
23 May-4 June 1951	971, 105	3, 78	32.580	970, 972	5. 23	33, 788	4492, 4496	1		- 1, 29
29 Apr12 May 1952	971, 087	1.92	32.830	970, 904	2, 27	33, 350	4808, 4804	183		+1
4–16 June 1952	971. 047	4.09	32, 83	970, 967	7. 19	34, 23	4908, 4904	080	1.90	-1.04
3-14 Apr. 1953	921, 086	6.5	32, 94	970, 923	2, 85	33. 82	5033, 5037	163	2, 96	
6-17 June 1953	971, 071	1. 97	32, 60	970, 916	2. 73	33.65	5217, 5214	155		
1-15 Apr. 1954	971, 177	27	32, 86	970,940	1. 12	33. 52	5321, 5325	_ 237		-1.16
26 Apr8 May 1954	971, 115	11	32. 89	970, 928	. 18	33. 48	5436, 5432	187	4.37	
27 May-11 June 1954	971, 083	. 56		970, 919	1.66	33, 746	5517, 5521	164	4.52	- 63
1-13 Apr. 1956	971. 036	80.		970, 897	3.78	34, 168	6077, 6080			46
19 May-1 June 1956	971. 09S	1.34	32, 94	970, 911		33, 795	6171, 6175		4, 87	-1.04
4-18 Apr. 1957	971, 126	48	33, 093	970, 898	1.87	34, 025	6384, 6388	228	5.83	-1.10
1-12 May 1957	971. 110	50		970, 913	1.61	34, 091	6474, 6477	197	4.69	-1.50
3-15 Apr. 1958	971, 153	. 62		970, 947				- 206	5.50	30
23 May-5 June 1958	971. 140	3.80		920. 966			6789, 6794	174	4, 29	-, 55
5-18 Apr. 1959	971, 129	04	33. 130	920, 906		34, 206	6931, 6934	223	5.38	-1.31
30 Apr11 May 1959	971. 066	24				33, 996		. 167		85
27 May-6 June 1959	971. 132	Z.	32, 925	970, 951	2, 70	33, 815	7104, 7107	181	4. 14	-1.07
2–17 Apr. 1960	971. 131	87		970, 916	2, 20		7345, 7350	215	5, 59	. 02
18 June-1 July 1960	971, 136	4. 38		970, 914		33, 951	7493, 7496	222	4, 54	-1.36
2-15 Apr. 1961	971, 008	-, 57		970, 916	3, 12	33, 996		092	1. 46	65
25 May-5 June 1961	971. 093	1. 92	32, 888	970, 920	3, 19	34.034	7772, 7776	173	3, 42	45
1-13 Apr. 1962	971. 138	84.	33, 085	970, 905	2.66	33.994	7991, 7996			. 97
23 May-3 June 1962	971. 132	1.86	32, 802	970, 959	1. 29	33, 645	8158, 8161	173	5, 24	69 .—
30 Mar8 Apr. 1963	971, 145	. 80	33, 065	970, 915	+ .	33, 823	8427, 8431	230	6, 62	-1.17
14-25 May 1963	971, 105	1. 60	32, 848	970, 900	. 53	33, 274	8584, 8587	200	4. 48	64
5-16 Apr. 1964	971, 045	24		970, 922	1. 45	34, 123	8834, 8838	123	4, 35	—. 9 6
2-13 May 1964	971, 120	—. 10	33, 074	970, 900	4. 08	33, 985	8984, 8989	220	6.75	-1.05

Interim Report

Iceberg Deterioration

by

RONALD C. KOLLMEYER, U.S. Coast Guard

Introduction

The problem of iceberg deterioration is an intimate part of iceberg forecasting. The ability of commander, International Ice Patrol to make accurate predictions of the positions of icebergs that may menace the shipping lanes depends not only on reliable drift data but dependable estimates of life expectancy as well. At present, the only way to determine when a berg can be dropped from consideration is by direct observation of its progressive reduction in size. Hence, as techniques of drift prediction are perfected and scouting for position becomes less necessary, there must be a corresponding increased ability to predict deterioration rate, if any substantial saving in man hours, fuel and equipment are to be safely realized. This will require perfection of the techniques to the point where accurate automatic downgrading of specific bergs can be made with complete confidence without actually viewing them.

Some attention has been given to the problem of iceberg deterioration since 1912, however no quantitative work was ever accomplished which would lead to reasonably precise predictions.

The idealized solution to the problem calls for a detailed examination of the heat budget of an iceberg. Basically, the heat transfer into a berg causes melting, the rate of which is dependent upon many factors. Coupled with the melting is the phenomena of calving or the breaking off of ice pieces. The calving problem complicates prediction schemes because of its randomness in both quantity and frequency. Mass distribution, prominence configuration and existing cracks all play a part in calving thus rendering the calving problem unpredictable under any conditions.

Detailed heat transfer studies can be accomplished for small areas of ice surface, but difficulty arises when these studies are extended to the entire surface of an iceberg. Unequal heat transfer, caused by unequal temperature distributions and

turbulence, prevents the extension of mathematical relationships to actual conditions and makes modeling difficult. The underwater configuration also plays a major part in the deterioration by presenting varying surface areas for a given mass. These shapes can only be speculated on until actual observations are made. In the interim gross conclusions must be drawn to categorize the subsurface shapes and sizes into groups, sub-groups and deterioration types. These types reflect the mass to surface area ratios which affect the heat transfer and melting rates. At present only the portion of the berg above the water can be classified by deterioration type. Bergs of the drydocked or pinnacle shapes tend to have low mass to surface area ratios while a blocky or spherical berg tends to have a larger ratio. While these ratios play a role in grouping surface deterioration types, no consideration can be given to the underwater portion because of the lack of ability to determine the underwater configuration.

The logical direction for research in berg deterioration should be along statistical lines. Basic deterioration parameters must be measured along with quantitative mass size changes in an attempt to correlate the data and develop an effective method for predicting deterioration rates. This prediction method must be based on easily obtainable parameters such as air and water temperatures, wind velocities, sea state, berg size, and configuration.

Previous Work

In the past no really quantitative work has been performed on berg deterioration. Much is available in the descriptive field of berg disintegration but basic correlative data along with mass changes are not available.

Barnes (1912) one of the early observers of bergs, made water temperature measurements in the vicinity of icebergs in and near the Strait of Belle Isle and postulated the causes of observed surface warming as a berg is approached. He further elucidated on this warming phenomena near bergs and the part it plays in deterioration in a 1913 report and again in 1927. Barnes (1927) looked closely at the physical properties of bergs, including the quantities of entrapped air. He speculated on the causes of calving based on his observations of river ice. A correlation was drawn by Barnes between the internal thermal stresses set up by natural conditions, i.e., the sun, and the calving that resulted. He cites observations made in bright sunlight, concluding that the penetrating rays through the clear melt water on the bergs surface sets up the expansion stresses. He attempted to create these stresses by using thermite bombs to induce greater calving. Zeusler (1926) and Ricketts (1930) made qualitative studies of the melting processes supported by actual observations. Smith (1931) summarized the basic knowledge to date, citing the various methods of berg deterioration and the conditions causing them. He made detailed observations of several bergs deteriorating under different environmental conditions. The next work of significance occurred when Bullard (1960) reported on the attempts to destroy bergs. Thermite bombs were used to duplicate the experiments of Barnes (1927). High explosive bombs were also tried to fracture the larger bergs, and the melting of a berg was "hastened" by covering it with lampblack. All of these methods attained only a limited degree of success and were not pursued further. In 1960 a program was initiated to gather statistical deterioration data on bergs. Coast Guard ships of opportunity were to make studies on deterioration when required to standby dangerous bergs drifting in the shipping lanes. No information as to whether or not the project gathered any useful data is available, however, very few bergs in the past 5 years have required a standby vessel.

In 1964 a preliminary study was conducted by lee Patrol (Kollmeyer et al, 1964) in order to gain some insight into the problem and to develop the techniques required for future work. A berg was observed over a week's time in a relatively warm air environment and in water slightly above 0° C. Unfortunately quantitative size measurements were of no value due to the inaccuracy of radar determined ranges and no correlation work could be accomplished. The various problems encountered, particularly those of size and shape measurements, lead to the use

of more elaborate and effective equipment during the 1965 study.

Theoretical Analysis

The deterioration parameters that can be considered the most important are those which contribute to the actual melting of a berg. Calving or breakage is random, and at the present time cannot be directly tied to environmental conditions. All forms of heat transfer must be examined. Basic principles of thermodynamics indicate that to develop a workable estimate and prediction system, all aspects of radiative heat transfer along with detailed analysis of the small scale phenomena of the fluid boundary layers must be investigated.

The intent herein is not to present an all encompassing document of heat transfer to icebergs, but to outline an intensive study that will ultimately lead to accurate deterioration prediction models.

The heat budget of an iceberg can be described as follows:

Net heat added = $(Q_s - Q_r) + Q_a + Q_w + Q_{awr} - Q_{ir}$ (1) Net heat added=heat required to raise a berg's temperature. In this treatment, complete melting is the primary concern, therefore the net heat added will be considered as that heat used to raise a berg's temperature to 0° C, and to melt the ice (heat of fusion).

 Q_s =direct incoming solar radiation Q_r =solar radiation reflected from a berg's surface

 $Q_a = ext{convective-conductive heat from the air}$ $Q_w = ext{convective-conductive heat from the water}$

 Q_{awr} =air and water radiative transfer to berg Q_{ir} =iceberg back radiation

A quantitative look must be given to the heat budget equation of a berg to determine which terms are important and which ones can be dropped. A hypothetical berg will be used for this purpose. Deterioration data based on years of experience will be drawn from Ice Patrol (Lenczyk 1964), as shown in table IC. Listed therein are rules of thumb used to predict the life of various sized bergs in several different water temperature environments. These are gross figures and will be utilized only to show the importance of each heat transfer process. The selected figures to be used are 2.2° C, water tem-

perature, medium sized, blocky berg, and a deterioration time of 20 days $(2.88 \times 10^4 \text{ min.})$. The dimensions of the berg selected are 100 meters wide, 100 meters long, and 300 meters in overall height. Using an ice density of 0.9 gm/cm³ (Smith 1931) this gives an above the water height of 30 meters. With a total mass of 2.7×10^{12} gms and a surface area of 1.4×10^9 cm².

Because the berg is constantly being reduced in size, it will be assumed that this reduction is linear as far as its surface area is concerned over the 20-day period. This means that a representative area, integrated with respect to time, can be assumed to be one-half of the initial surface area which would be 7.0×10^8 cm².

Before proceeding with the analysis a few more assumptions must be made. The net heat added to an iceberg must be utilized for both raising the berg's temperature to its melting point and for heat of fusion to melt the berg. Barnes (1927) has shown that the icebergs are basically fresh water and can even be compared to distilled water. Due to the bergs glacial origin this seems reasonable and therefore, the physical constants for fresh water such as heat of fusion may be applied to icebergs.

According to Bader (1961) direct temperature measurements of the Greenland ice cap indicate that as the various glaciers flow towards the sea they assume an internal temperature similar to the mean annual air temperatures. Furthermore, the internal temperatures are found to be quite uniform from top to bottom varying only about 1° C. Bader shows that in the vicinity of the Jacobshaven glacier, postulated by Smith (1931) to be a prime source of bergs, a temperature of about -12° C. would apply. For this paper this figure will be assumed to be the minimum internal temperature of an iceberg.

During melting, the berg's surface would be 0° C. and it would have a negative internal temperature gradient. This gradient would certainly be a variable and some actual measurements will be required. For the purpose of this treatment it will be assumed that a specific portion of received heat will be utilized for raising the berg's surface temperature to 0° C. prior to melting and maintaining the thermal gradient.

The quantities (Q_s-Q_r) of equation (1) are affected by the icebergs particular properties of absorption and reflection. Q_s , the incoming solar radiation, is an environmental property which not only tends to provide direct heat energy for

melting the bergs surface but also indirect energy for heating the bergs environment.

The nature of the ice surface on which this incoming radiation (Q_s) falls, is an important factor in determining the effectiveness of this heat source. Before any heating can take place. the radiant energy must penetrate this surface. The ratio of reflected energy to incident energy. or albedo, provides the first tool for estimating the heat energy available for melting. The albedo percentage must be estimated from measurements made on snow fields since no direct observations have been made on icebergs. Clean snow fields are very similar to icebergs because of the extreme whiteness of bergs due to their saturation with air bubbles. The air bubbles decrease the transparency of bergs and cause scattering of the incident radiation increasing the reflection. Albedo measurements have been made for sea ice, however, puddling, brine pockets, and darkened transparent areas can severely reduce the albedo and prevent comparison.

Chernigovskii (1939) shows snow albedos range from 87 percent during March to 60 percent during July in the Arctic. This reduction is due primarily to melting, puddling and surface texture changes during the summer. Numerous investigators have looked at the albedo of Antarctic snow fields. Hoinkes (1960) indicates that values ranging from 75 to 93 percent have been found for instantaneous measurements. A value of 80 percent seems reasonable for a berg and will be assumed until more accurate measurements can be obtained. Actually, the albedo of a snow field should be somewhat lower than a berg's because of the berg's facets. These facets cause random reflection which seatters a great deal of the incident radiation. This phenomena is variable depending on a particular berg's configuration and can be treated in general terms only, however, it is reasonable to suspect that the albedo might be a good deal higher than the assumed 80 percent.

Solar radiation values from Hess (1959) show that at 45° N., a latitude of Ice Patrol interest, the maximum incoming radiation reaching the earth's surface during March and June ranges from 0.14 to 0.38 gm cals/cm²/min on a 24-hour basis. Some direct measurements, figure 1c, show that during a week in April 1965 an average of 0.14 gm cals/cm²/min were received in the Ice Patrol area of the Grand Banks of Newfoundland.

Using an albedo of 80 percent, a figure for solar radiation into the berg (Q_s-Q_r) of 0.03 gm cals/cm²/min is obtained. Applying this figure to the hypothetical berg described above, and taking only that portion of the berg above the water that receives this radiation, it is found that 1.1 $\times 10^8$ cm² $\times 0.03$ gm cal/cm²/min $\times 2.88 \times 10^4$ min $= 0.095 \times 10^{12}$ gm cals of heat received by the berg during its 20-day decay period.

Back radiation (Q_{ir}) from a berg represents a loss of heat in the budget. Surface and near surface radiative losses will be the most important and would certainly be more intense than any radiation from the colder interior. The Stefan-Boltzman radiation law states that $Q = k\sigma T^4$; where σ is the universal cgs units constant of 8.312×10^{-11} gm cals/cm²/°K⁴ min, T is the absolute temperature degrees Kelvin, and k is blackbody or perfect radiation constant. According to Shumskiy et al. (1964) the radiative ability of snow, the k constant, is as high as 0.99. If 0° C. is assumed for the surface, an upper value of radiated heat loss from the berg can be estimated and would be on the order of 0.46 gm cals/cm²/min. Assuming radiative heat loss from the total surface of the hypothetical berg results in a Q_{tt} of 0.46 gm cals/cm²/min $\times 2.88 \times 10^4$ min $\times 7.0 \times 10^8$ cm² $=9.26\times10^{12}$ gm cals during the decay period.

It should be pointed out that the maximum radiative intensity from the sun comes in at about 0.48μ , indicating that the greatest intensity lies in the visible range. The reradiated energy from the berg will follow the Wien's displacement law which states that the maximum radiative frequency (λ_{max}) is a function of temperature:

$$\lambda_{\text{max}} = \frac{2897}{T^{\circ}}$$

where T is in degrees Kelvin. This says that the berg will radiate energy in the vicinity of 10μ or long wave radiation. The frequency of emission is also the frequency of greatest absorption therefore a berg will readily receive long-wave radiation from its fluid environment.

Radiative heat transfer from the berg's environment (Q_{awr}) involves so called blackbody radiation based on the environmental absolute temperatures. Using the Stefan-Boltzman radiation law and assuming perfect blackbody radiation for temperatures from 0° C. to 20° C., it is found that the radiative heat transferred to a berg varies from 46.1×10^{-2} gm cals/cm²/min to 61.3×10^{-2} gm cals/cm²/min as shown in figure 6C. This trans-

fer of heat will affect the berg proportionately as the air and/or sea temperature varies. The fluid environment radiation is not perfect blackbody radiation as is the sun's but is considered more of a greybody type. However for the purposes of this paper, perfect radiation will be assumed to obtain maximum heat transfer values. Because most of the berg's mass is below the water surface, the water will dominate the radiative heat transfer quantities. This long-wave radiation is absorbed most readily by a berg and since the fluid environment is surrounding the berg on all its facets, reflection due to angular incidence would be minimal. For this reason, consideration of an albedo would probably not apply in this situation. As can be seen from figure 6C, even with the air at a higher or lower temperature than the water, the overall radiative effect will be little changed. This is true not only because of the small magnitude change in Q due to warmer or cooler air, but because of the smaller surface area presented to the air compared to that bathed in the sea. Using the total hypothetical berg surface area and equal air and water temperatures, arbitrarily taken at 2.2° C., gives a heating contribution of 0.48 gm cals/cm²/min \times 7.0 \times 10⁸ cm² \times 2.88 \times 10⁴ min= $9.67 \times 10^{12} \text{ gm cals.}$

Summing up the computed quantities thus far:

 $Q_s - Q_t = 0.095 \times 10^{12} \text{ gm cals}$

$$Q_{awr} = +9.67 \times 10^{12} \text{ gm cals}$$
 $Q_{ir} = \frac{-9.26 \times 10^{12} \text{ gm cals}}{0.505 \times 10^{12} \text{ gm cals}} \text{net heat added.}$

As mentioned, the net heat added to a berg is utilized for both melting and raising the berg's temprature to 0° C. The amount of heat needed to raise the hypothetical berg's 2.7×10^{12} gms of ice from -12° C. to 0° C. will be given by:

$$Q_{\Delta T} = c_p \times \Delta T^{\circ} \times M$$

where:

M=mass of the berg $c_p=$ specific heat of ice at -12° C.

therefore:

The rest of the added heat must go into the heat of fusion which would equal: $Q_f = h_f \times M$

where:

 h_t =heat of fusion of water

therefore Q_f =79.7 gm cals/gms \times 2.7 \times 10¹² gms= 215.0×10^{12} gm cals. This means that 230.9×10^{12} gm cals of heat are needed to melt this model berg in the 20-day period. However, only 0.505×10^{12} gm cals have been accounted for. Therefore the remaining heat must come from sensible heat transfer from the environment by conduction and convection. Because the heat transferred by conduction and convection amounts to approximately 500 times the amount of heat added by radiation, the terms (Q_s-Q_r) , Q_{ir} , and Q_{awr} can be dropped from the heat budget equation as negligible and the most attention must be given to conduction and convection. This is somewhat contrary to what is found in the literature concerning studies of glaciers. Heat budgets presented by Hoinkes (1964) for various glaciers in the northern hemisphere show that short-wave radiation accounts for up to 89 percent of the source of incoming heat after consideration of albedo. This means only 11 percent of the incoming heat is supplied by environmental temperatures. These figures are not applicable to an iceberg due to the percent of surface area exposed to solar radiation and because of the berg's warmer environmental subarctic temperatures. The submergence of a berg in a comparatively warm liquid, with a high specific heat, cannot be compared with the exposure of a glacier's surface to arctic winds.

The problem of examining the conductiveconvective terms, Q_a and Q_w , is complicated by the turbulence of the environmental fluids and the random surface configurations of the visible and submerged portions of the berg. For these reasons, the terms Q_a and Q_w , the conductiveconvective heat flow from the fluid environment to the berg must be examined from first principles of thermodynamies in order to gain a more thorough undertanding of the problem. Prandtl (1952) analyzed the heat flow, from a moving fluid, through a boundary. The following discussion is based on his treatment. In the case of laminar flow of fluid past a boundary, i.e., water or air flow past a berg's surface, it is a fundamental concept that a velocity gradient is established as the boundary is approached. This gradient ranges between the velocities of 0 at the boundary to maximum flow at a given distance away from the boundary. The gradient is the result of fluid friction. The thickness of the velocity gradient, or boundary layer, is a function of the viscosity of the fluid and the velocity of flow. In the case of laminar flow, all movement is parallel to the direction of flow.

Heat transfer in laminar flow is given by the equation of continuity as follows:

$$\frac{\partial Q_1}{\partial x} + \frac{\partial Q_2}{\partial y} + \frac{\partial Q_3}{\partial z} = 0$$

 Q_1 is the heat transfer along the direction of flow given by $Q_1 = c_p \rho u T$, where c_p is the constant pressure specific heat, ρ is the density, T is the temperature and u is the rate of flow. Q_2 is the heat lost in the direction of maximum temperature gradient, in this case to the boundary due to con-

duction, and is given by $Q_2 = -k \frac{\partial T}{\partial y}$ where k is the

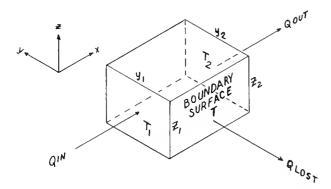
molecular thermal conductivity coefficient. Since the thermal conductivity of fluids is small, there is an abrupt fall in temperature as the boundary is approached. The thickness of the thermal boundary layer in laminar flow is a function of the velocity distribution near the boundary and the thermal conductivity of the fluid. A low thermal eonductivity and high viscosity will form a thick heat barrier giving a low heat transfer compared to higher conductivity and low viscosity for the same fluid velocities. Q_3 is the same as Q_2 in the h direction. No thermal gradient is assumed in the direction of flow due to flow velocity (u), hence no molecular transfer. In nature, flow is seldom laminar. In the case of fluid movement around icebergs, configuration and surface roughness would rule out laminar flow entirely. The above relationship must be modified to include turbulence.

In turbulent flow the boundary layer concept is retained, however, great reduction in its thickness occurs. Turbulence provides still another mechanism for heat transfer; that of apparent heat conduction. The temperature distribution away from the boundary, in the turbulent case, is uniform due to mixing. As the boundary is approached there is an abrupt fall in temperature. This provides for a heat flow in the direction of the maximum gradient. This is given by $Q = -c_p A_q \frac{\partial T}{\partial n}$ where A_q is the eddy exchange

coefficient. This type of heat flow disappears as the laminar subboundary layer is reached where molecular transfer must complete the flow. The equation of continuity shown by Prandlt (1952) now takes the form of:

$$\begin{split} & \rho c_p u \, \frac{\partial T}{\partial x} - \frac{\partial}{\partial y} \, \left\{ \, (c_p A_q + k) \, \frac{\partial T}{\partial y} \, \right\} \\ & \quad - \frac{\partial}{\partial z} \, \left\{ \, (c_p A_q + k) \, \frac{\partial T}{\partial z} \, \right\} = 0 \end{split}$$

Assume now an element of fluid on the boundary surface with one side acting as the heat flow boundary and with no heat flow assumed in the direction as shown below.



It can be assumed that the heat (Q) lost through the boundary surface must pass through the boundary layer and must equal the heat lost between the sections y_1 z_1 and y_2 z_2 . This is true even in the turbulent case since A_q is zero in the laminar subboundary layer. The continuity expression shown above now reduces to

$$\rho c_p u \frac{\partial T}{\partial x} - \frac{\partial}{\partial y} \left(\frac{k \partial T}{\partial y} \right) = 0$$

or over the area of the surfaces

$$c_{p\rho} \iint u(T_1 - T_2) dy dz = \iint k\left(\frac{\partial T}{\partial y}\right) dx dz$$

From this expression it is apparent that the heat transfer through the boundary surface is controlled entirely by the thickness of the laminar subboundary layer and the thermal conductivity. This means that if u is low enough, assuming good mixing within the elemental volume, the heat flow through the boundary will be limited by the amount of heat coming in. In this case the temperature T_2 would be equal to the temperature at the boundary. As u increases, T_2 will become greater than the boundary temperature and approach T_1 in value. At the same time

more heat will be provided for boundary transfer. When this occurs, the heat flow across the boundary tends toward an equilibrium condition where $T_1 - T_2 \rightarrow 0$, and $\frac{\partial T}{\partial y} \rightarrow \frac{\partial T_1}{\partial y}$. The equilibrium condition is never reached as long as (u) increases. This is because the gradient $\frac{\partial T}{\partial y}$ will increase with (u) as the thickness of the laminar subboundary layer is reduced.

The difficulty in evaluating the conductive-convective heat transfer relationship shown above is lack of knowledge of the temperature gradient $\frac{dT}{dy}$ near the surface of the berg. The gradient is impossible to measure due to its minute thickness when turbulent flow exists. It does not lend itself to modeling due to the variable effects of large and small eddies created by the erratic surface shapes found on bergs. Schlicting (1960) shows the Reynolds analogy which allows the derivation of relations for heat transfer from relations for turbulent flow. This is convenient since fluid velocity measurements near boundaries have been made and eventually may be attempted in the vicinity of an iceberg. In the Reynolds analogy,

Prandtl numbers given by $P_t = \frac{A_\tau}{A_q}$ and $P = gc_p \frac{\mu}{k}$ are defined showing the relationship of the eddy and molecular transfer coefficients for convenience of notation. The basic equation showing momentum transfer and heat transfer, within both the turbulent and laminar subboundary layers is given by:

$$\tau = (\mu + A_{\tau}) \frac{d\overline{u}}{dy} \text{ (stress)}$$
 (2)

$$q = -c_p g \left(\frac{k}{c_p g} + A_q\right) \frac{\overline{dT}}{dy} \text{ (heat)}$$
 (3)

where:

 $\frac{d\vec{u}}{dy}$ = velocity gradient in a particular layer

 $\overline{\overline{dT}}$ temperature gradient in a particular layer

 μ =molecular coefficient of viscosity

 $A_{ au}{=}\mathrm{eddy}$ coefficient of momentum transfer

 $A_q = \text{eddy coefficient of thermal conductivity}$

g = gravity

 c_p =specific heat

k = molecular thermal conductivity

The assumption is introduced that the ratio $\frac{q}{\tau}$ will

remain constant across the width of the boundary layer. This is reasonable since the momentum lost in the turbulent layer is that transferred to the laminar layer in the absence of friction, and the heat lost from the turbulent layer is that transmitted through the laminar layer. The reader is referred to Schlicting (1960) for a complete treatment of this development. The end result of the integration and combination of the above equations, (2) and (3), is an expression for the local coefficient of heat transfer across a boundary:

$$\alpha = \frac{ge_p\tau}{\left[1 + \frac{\overline{u}_1}{\overline{L}^{\tau}} \left(\frac{P}{P} - 1\right)\right]} \overline{U}_{\infty} \tag{4}$$

where:

au=stress in the laminar subboundary layer $ilde{U}_{\infty}$ =average fluid velocity at a great distance from the boundary surface $ilde{u}_i$ =average fluid velocity at the top of the laminar subboundary layer P=ratio of molecular momentum and thermal transfer coefficients P_i =ratio of turbulent momentum and thermal transfer coefficients g=gravity g=specific heat

A basic problem of measurement of the boundary layer stress (τ) remains in equation (4). Simplification of this equation is required before the calculation of Qa and Qw can be attempted and used in practical deterioration problems.

Statistical Approach

Certain simplifications of equation (4) will now be made. P_t can be set equal to 1, which implies that the turbulent mechanism for the exchange of momentum is the same as that for heat. According to Schlicting (1960), because the boundary velocity and temperature profiles are quite similar, little error will result from this assumption. The Prandtl number P will equal 1 when dealing with gases, but will differ considerably in liquids. This means that the heat transfer between the air-ice boundary and the water-ice boundary should receive slightly different treatment.

The stress term in the above equation can be further broken down into $\tau = \frac{\mu d\overline{u}_1}{dy}$. With $\overline{u}_1 = 0$ at

the wall, and linearizing the gradient, the equation (4) will now take the form:

$$\alpha = \frac{gc_{p}\overline{u}_{1}\mu}{\left[\overline{U}_{\infty} + \overline{u}_{1}\left(\frac{P}{P_{t}} - 1\right)\right]y}$$

Now setting P=1 and $P_i=1$ as stipulated above for the air exposed portion of the berg, the equation evolves down to:

$$\alpha = \frac{gc_p \overline{u}_1 \mu}{\overline{U}_m y} \text{ or } \frac{F}{\overline{U}_m}$$
 (5)

with F being equal to a number made up by gravity, specific heat, viscosity, and the term $\frac{\overline{u}_1}{y}$ representing the laminar subboundary layer velocity gradient. This gradient is impractical to determine in the field at this time and requires that an empirical approach be attempted. A general expression for heat transfer is:

$$q = \alpha (T_{\infty} - T_b) \tag{6}$$

where:

 T_{∞} =average air temperature at a great distance from the berg T_b =surface temperature of the iceberg, assumed to be 0° C. α =coefficient of heat transfer

Thus combining equations (5) and (6) the rate of heat transfer per unit area from the air environment to the berg becomes:

$$q = \alpha T_{\infty} = \frac{T_{\infty}}{\overline{U}} F \text{gm eals/cm}^2/\text{sec}$$
 (7)

For a water environment the relationship is not as concise because $P \neq 1$, therefore

$$\alpha = \frac{g e_p \overline{u}_{1\mu}}{[\overline{U}_{\infty} + \overline{u}_{1}(P-1)]} y \tag{8}$$

The measurement of \overline{U}_{∞} for water would be very difficult if not impossible. Water movement relative to the berg will be very small in the horizontal and totally negligible when compared to the turbulence caused by the rolling of a berg. Water velocities of several knots are possible as a berg oscillates or rolls in a seaway. This is a variable and depends upon the bergs size stability and the

state of the sea. The characterization of the rolling effects is best approached from a categorization based on sea state and berg size and will be treated so below. It eliminates the need to measure oscillatory periods and to further break down the equation for α in a water environment. Thus the intangible values of equation (8) must be combined with the known constant terms of g and c_p and will result in the simplified relationship $\alpha = R$. However, the value R will now be determined for sea conditions as well as for berg size in order to include the considerations of water velocity and turbulent heat transfer. With this approach the

heat transfer equation from the water environment to the berg is given by:

$$q = RT_{\infty} \text{ gm cals/cm}^2/\text{sec}$$
 (9)

Bergs of characteristic size, shape and sea state environment can be observed, cataloged and their characteristic deterioration constants R and F determined.

To apply equations (7) and (9), a statistical program would have to be initiated to determine the constants of R and F in the air and water environment. Bergs must be categorized into groups and subgroups and the R and F values assigned as follows:

	I	arge	\mathbf{Med}	ium	Small			
Water portion: $(R \text{ value})$							Rough	Sea
			-				Calm	State
							Cam	
	Lar	ge	Mee	lium	Sm	all		
Air portion: (F value)	Fast	Slow	Fast	Slow	Fast	Slow	Deterior Typ	

Whereas the underwater portion will be affected by sea state and size, the above the water portion will be affected by size and deterioration type. Evidence tends to indicate that certain bergs, i.e., drydock and pinnacle types, deteriorate faster than domed or blocky shaped bergs. Until a technique is developed for observing the underwater portion of a berg, this shape modifier will have to be neglected for the water environment. In order to obtain R and F, an empirical relationship is developed to define the required measurements as follows:

Deterioration time

heat of fusion+temperature change of ice heat flux above and below the water

$$D \text{ time} = \frac{\Delta M_1 [h_f + \Delta T^{\circ} c_p]}{\frac{T_{a_{\infty}}}{U_{a_{\infty}}} F} + \frac{\Delta M_2 [h_f + \Delta T^{\circ} c_p]}{T_{w_{\infty}} R}$$

where:

 h_f =heat of fusion for fresh water ΔM_1 =mass change above the water

 ΔT° = change of temperature from -12° C. to 0° C.

 ΔM_2 =mass change below the water

 $T_{a_{\infty}}$ =air temperature, representative, away from the berg's immediate environment.

 $T_{w_{\infty}}$ =water temperature, representative, away from the berg's immediate environment

 $U_{a_{\infty}}$ =fluid velocity, air, measured at approximately one-half the berg height, away from the berg's immediate environment

 c_p =specific heat

This can be further simplified because of the known constants involved, therefore:

D time (hrs)=0.024
$$\left[\frac{U_{a_{\infty}}}{T_{a_{\infty}}}\frac{\Delta M_1}{F} + \frac{\Delta M_2}{T_{w_{\infty}}R}\right]$$
 (10)

With the above equation it is now possible to solve for F or R. In order to do this, bergs must be located in certain environments which will

cause the elimination of one of the terms. For example, in order to solve for F, a berg must be located in water which is 0° C. or less. This all but eliminates the melting of the underwater portion and allows the dropping of the term containing R thus allowing the solution for F. Accurate mass measurements with time must be made in order to determine ΔM_1 . Conversely, a cold air and warm water environment will allow the determination of R with the elimination of the F term.

The known density value will allow computation of total mass and mass change from the measurement of the above the water volume, therefore, only these measurements need be made. By studying many bergs in various environments the values of F and R can be determined and the table shown above can be completed. The figures for F and R will become more reliable as more bergs are observed.

After F and R are characterized, the equation for deterioration time, equation 10, can be modified for practical application. This is done by substituting the total mass (M_t) of the berg that must deteriorate above the water $(.1 \ M_t)$ and below the water $(.9 \ M_t)$ for the ΔM_1 and ΔM_2 values respectively. Further simplication of terms of equation (10) gives:

$$G = \frac{.1M_t}{F}$$
 and $S = \frac{.9M_t}{R}$

thus,

$$D \text{ time} = 0.024 \left[G \frac{U_{aw}}{T_{aw}} + \frac{S}{T_{ww}} \right]$$

where the G and S terms can be precomputed and a table prepared similar to that above for F and R. Because the table is already broken down for size, only the estimation or rather the designation of the mass values of the small, medium, and large bergs must be made. These characteristic values for mass are best left to be designated from the size measurements obtained for the determination of R and F. The basic approach is to determine the values of R and F for many bergs and then attempt to categorize these bergs for mass and size into the types and groups shown above. A more sophisticated breakdown could be employed depending on the direction dictated by the obtained data.

This approach is at best only a start. A better breakdown for size and shape may evolve as the study progresses. A more detailed deterioration

expression cannot be used because of the limitation requirement of minimal data gathering for a particular berg. Thus, this system is presented which would allow deterioration predictions to be made based on data collected by either ships or aircraft without the involvement of scientific personnel.

Data Collection

During the interval between the first and second current surveys of Ice Patrol 1965, an iceberg was studied for the drift and deterioration rate. Many environmental measurements were made, along with actual size measurements of the berg in an effort to initiate a deterioration study.

Environmental parameters were measured on an hourly basis and are presented in figures 1C through 5C. They include: air temperature, sea surface temperature, barometric pressure, wind direction, wind velocity, wave height, wave direction, and incident solar radiation. The solar radiation was measured continuously and recorded by an Epply pyrheliometer.

Several oceanographic casts were made in the vicinity of the berg during the study period fo 27 April to 6 May 1965. The stations occupied can be found in the appendix and include stations 9307 to 9312.

Size measurements of the berg were accomplished daily by a photographic mapping technique. A series of photographs were taken around the berg at approximately 30° intervals of arc. This provided photographs covering all sides of the berg. Overlapping pictures of the starting point were made at the completion of the round of photographs and used to estimate the amount of berg rotation during the photographing process. With this knowledge, and assuming uniform rotation, the pictures obtained at the recorded intervals could be adjusted to their true angular aspect. This process is displayed graphically in figure 7C. A sample series of photographs are shown in figures 8C and 9C.

The subject berg had a surface configuration which was characteristic enough to detect the rotation. Provisions were made however to put a dye spot on the berg (figure 10C) to provide a benchmark to detect this motion. For this particular berg, the dye mark was utilized solely to test the various dyes selected for use. The dye Rhodamine B was found to be the most satisfactory and the use of a sporting bow with a glass vial tipped arrow, figure 10C, proved to be a successful means of dye application.

The method of measurement employed the use of an optical rangefinder and a standard navigation sextant. While the distance of the ship from the iceberg was being determined with the rangefinder, certain characteristic elevations of the berg, above the waterline, were being measured with the sextant. The results of these measurements allowed trigonometric computation of certain vertical dimensions which were used as calibration measurements for the round of photographs which were subsequently taken. Several elevation measurements were made on the different parts of the berg and the mean for each characteristic height was used. With each photograph calibrated by one or more measured elevations, other dimensions of the berg could be picked off the various photographs. After each photograph was adjusted for the correct angular aspect, the horizontal widths were measured starting at the waterline and at 25-foot intervals to the top of the berg. Indentations, gaps, and other surface discontinuities were also measured in relation to the centerline as shown in figure 11C. With these measurements, along with a relatively constant distance from the berg for each photograph, a topographic map of the bergs configuration above the water was constructed, as shown in figure 12C. Starting with the waterline, levels at 25-foot intervals were subsequently constructed. The picture measurements provided the widths and distances for the construction of guide points on a plan view of the berg. Once the guide points were established, some artistic work was required to connect the points and fill in the measurement gaps using the photographs for reference. For the accuracies involved, the distance from the berg for pictures taken beyond 400 yards could be considered at infinity because it affected the angle of the constructed tangent lines very little.

Once the scaled mapping was completed, a planimeter was used to compute the areas at each level. These areas were then integrated over the entire height and the total volume above the water was obtained.

Daily measurements were obtained in an effort to observe the changes with time in order to correlate the measured mass reductions with the observed meteorological and oceanographic parameters. Due to the cold conditions existing during the study period, and the apparent slight deterioration, only two volumetric determinations were made. The maps used in these determinations are shown in figure 13C. The amount of visual change in the berg is displayed in figure 14C showing similar aspect photographs taken at an interval of 10 days.

Data Correlation

Environmental conditions of the study berg remained relatively constant during the study period. Figures 1C and 4C, the plots of air temperature during part of the study period and the surface water temperatures as measured by the ship's hull probe, show a slight warming tendency of the water. The upper water layers, less than 5 meters, indicate temperatures above 0° C. during the last few days of the study, however, the Nansen east information indicates that the berg's basic environment was subzero water. This indicated that little subsurface deterioration took place which seems to be substantiated from the size measurements. Looking at figure 14C, calving did occur during the period of study and probably accounted for most of the loss of mass above the water. Little or no correlation with deterioration is seen from the wave height and wave direction observations. As was pointed out in the previous sections, the sea state will cause oscillatory motions of the berg and will contribute to the subsurface turbulence in the bergs vicinity, thus circulating the water and hastening melting in the warmer environments. Wind velocity and direction during the study period are shown in figure 2C.

Calculations based on the topographic maps constructed from the berg's measurements provide the volume of the above-the-water portion of the berg. The total mass of the iceberg may be obtained using the iceberg's density and the total volume determination. Smith (1931) has made actual measurements of iceberg density. He shows a figure of 0.8997 gm/cm³ as a mean. Due to the contained air, this density value will vary from berg to berg and within different parts of the berg. However the density variation will be within relatively narrow limits and the figure 0.9 gm/cm³ will be sufficiently accurate in comparison to the accuracy in size determination. Archimedes flotation principle the mass of the iceberg can be calculated as follows:

Percent of ice below the water

density of berg density of sea water

Total berg volume

volume above the water
percent of total volume above the water

Total berg mass=total berg volume×berg density These calculations were performed for the study berg and the tabulated results are shown below

28 April

6 May

Volume_____ Mass $624,200\text{m}^3$ _____ $561,780\times10^3$ kg.

The above calculations determine that a change of 12 percent took place over an 8-day period. The accuracy of these calculations is based on the accuracy of measurement and the precision of construction of the topographic map of the berg. Because a good deal of artwork is involved, the precision of construction probably contributes most of the error. For this reason, the work done on size measurements performed this year are believed to have a probable error of 5 percent and could be as high as 10 percent. Because of this, and the small mass change, more frequent topographic maps were not prepared.

Referring to the statistical approach, this study berg is difficult to categorize. The air temperatures are cold showing a mean of about 1.1° C, with a general rise to a maximum of 5° C, towards the end of the survey. This air temperature rise is reflected in the sea water temperature at the surface. In order to determine the deterioration constants S or G, the melting of the berg above the water and below the water must be

quantitatively tagged. As pointed out in the previous sections, this can only be done by eliminating one of the melting environments, i.e., obtain a berg in a cold water, worm air or warm water, cold air environment. Unfortunately, this study berg falls into a cold water, cold air category where little deterioration can occur. The water is as cold as can be expected any time of the year and the air is only slightly above freezing, but the berg did change its mass 12 percent in 8 days. As the berg deteriorates its overall surface area will be reduced. If environmental conditions are held constant and similar to the first 8 days, the observed volume loss of 1.04×10^4 m³/day would diminish due to a diminished surface area for heat transfer. However, if it is assumed that in the extreme case this rate will remain constant, a minimum of 70 days would be required for this berg to deteriorate. The true situation is that because of the reduced surface area and therefore reduced heat transfer much longer would be required to melt the berg. This berg would be considered as nondeteriorating in terms of significant changes over a 1- or 2-week period. It is therefore impossible to tag the cause of the observed limited deterioration or to calculate either of the deterioration constants relating to the air or water environment.

The study conducted did demonstrate that more severe differences must exist in the bergs environment to allow computation of the desired constants. It also provided for the development and improvement of the mapping technique employed.

REFERENCES

- Bader, II. (1961). The Greenland Iee Sheet. Cold Regions Science and Engineering I-B2. U.S. Army Cold Regions Research and Engineering Laboratory, 18 p.
- Barnes, H. T. (1912). The rise of temperature associated with the melting of ieebergs. Nature No. 2250, vol. 90, pp. 408-410.
- Barnes, H. T. (1913). Iceberg Melting. Nature, No. 2260, vol. 90, pp. 671-673.
- Barnes, H. T. (1927). Some Physical Properties of Icebergs and a Method for their Destruction. Proceedings of the Royal Society. A. vol. 114, pp. 161–168, London.
- Bullard, R. P. (1960). U.S. Treasury, U.S. Coast Guard, Bull. 46, Report of the International Ice Patrol Service in the North Atlantic Ocean. Pp. 21–30.

- Chernigovskii, N. T. (1939). Radiation penetrating the snow and ice cover of the arctle seas. Problemy Arktiki, No. 6, pp. 31–38.
- Hess, S. L. (1959). Introduction to Theoretical Meteorology. Henry Holt and Co., New York. 362 p.
- Hoinkes, H. C. (1960). Studies of solar radiation and albedo in the Antaretic (Little America V and South Pole, 1957-58). Archin Meteor. Geophys. Bioklimat., Ser. B, 10, pp. 175-181.
- Hoinkes, H. C. (1964). Glacial Meteorology. Research in Geophysics. Vol. 2, Solid Earth and Interface Phenomena. M1T Press.
- Kollmeyer, R. C. et al. (1964). Oceanography of the Grand Banks region and the Laborador Sea in 1964. U.S.
 Treasury, U.S. Coast Guard, Oceanographic Report No. 10, CG 373-10. 285 p.

- Lenezyk, R. E. (1964). U.S. Treasury, U.S. Coast Guard, Bull. 50, Report of the International Ice Patrol Service in the North Atlantic Ocean. Pp. 98.
- Prandtl, L. (1952). Essentials of Fluid Dynamics. Blackie and Son, Ltd., Glasgow. 452 p.
- Ricketts, N. G. (1930). U.S. Treasury, U.S. Coast Guard, Bull. 18, Report of the International Ice Patrol Service in the North Atlantic. Pp. 1-5: 67-74: 75-122.
- Schlichting, H. (1960). Boundary Layer Theory. McGraw-Hill Book Co., Inc., pp. 488-511.

- Shumskiy, P. A. et al. (1964). Iee and its Changes. Research in Geophysics. Vol. 2, Solid Earth and Interface Phenomena. MIT Press.
- Smith, E. H. (1931). The Marion Expedition to Davis
 Strait and Baffin Bay. U.S. Treasury, U.S. Coast
 Guard, Bull. 19, pt. 3, Report of the International Ice
 Patrol Service in the North Atlantic Ocean. 221 p.
- Zeusler, F. A. (1926). U.S. Treasury, U.S. Coast Guard, Bull. 13, Report of the International Ice Patrol Service in the North Atlantic Ocean. Pp. 36-44 and 61-66.

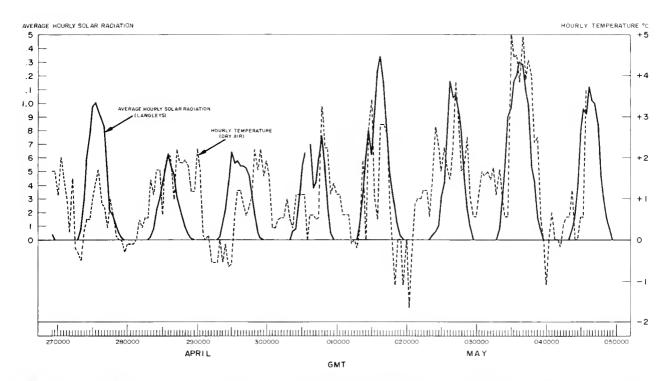


Figure 1C. Average hourly incident solar radiation and hourly dry-bulb air temperature observed during the iceberg study 26 April-6 May 1965.

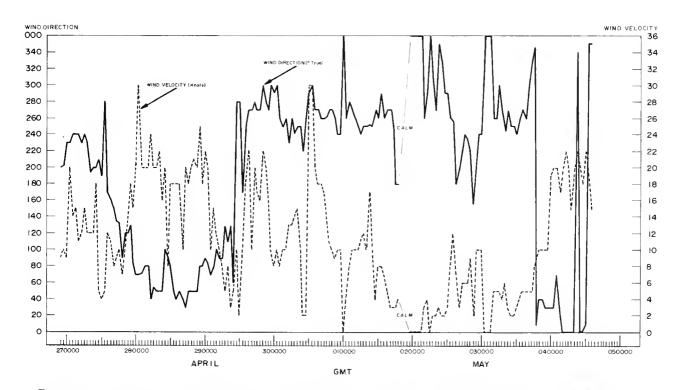


Figure 2C. Hourly true wind direction and velocity observed during the iceberg study 26 April-6 May 1965.

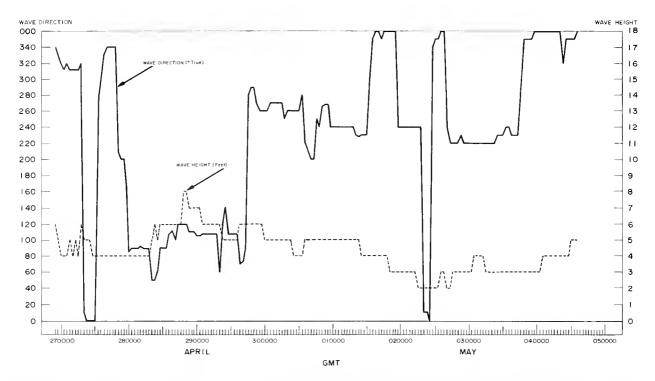


Figure 3C. Hourly true wave direction and significant wave height observed during the iceberg study 26 April-6 May 1965.

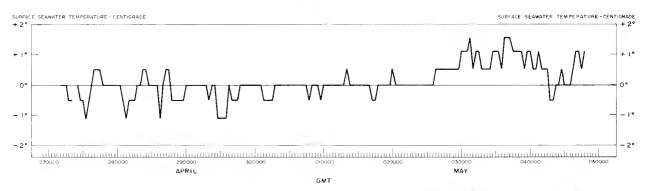


Figure 4C. Hourly seawater surface temperature observed during the iceberg study 26 April-6 May 1965.

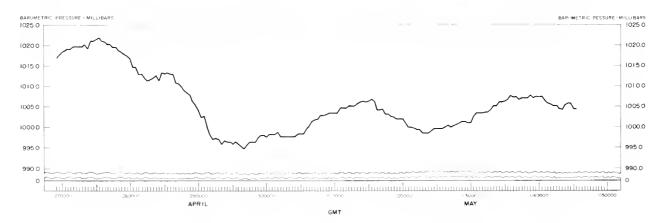


Figure 5C. Hourly barometric pressure observed during the iceberg study 26 April-6 May 1965.

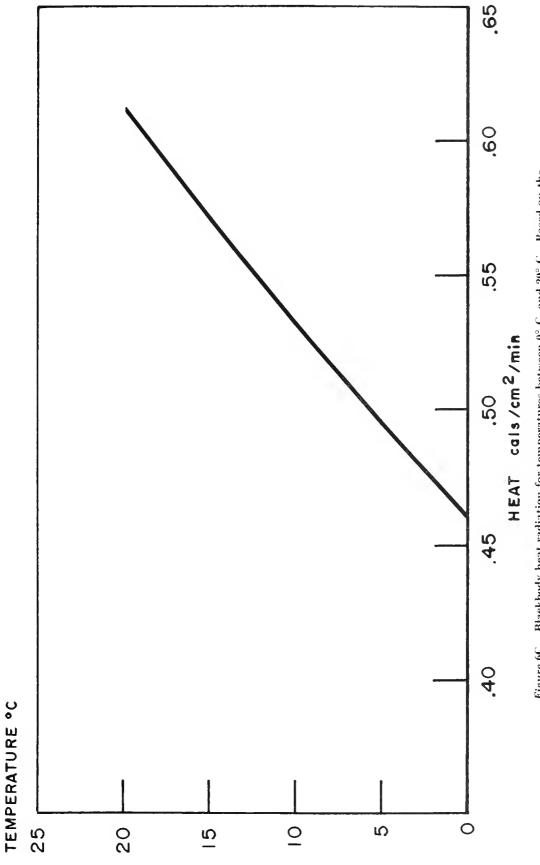
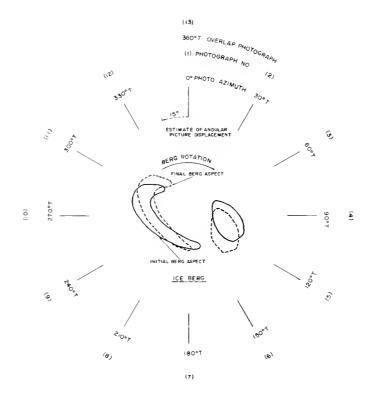


Figure 6C. Blackbody heat radiation for temperatures between 0° C. and 20° C. Based on the Stefan-Boltzman radiation law.



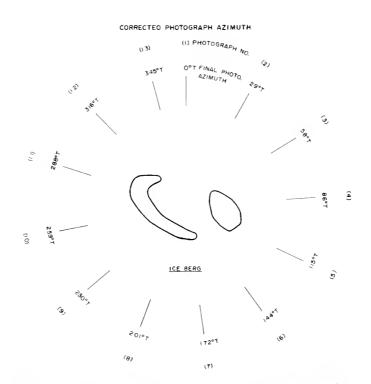


Figure 7C. (Upper drawing) Plan view of iceberg waterline showing initial and final berg aspect at the commencement and termination of a round of photographs. (Lower drawing) True photograph azimuth after angular compensation for berg rotation during round of photographs.

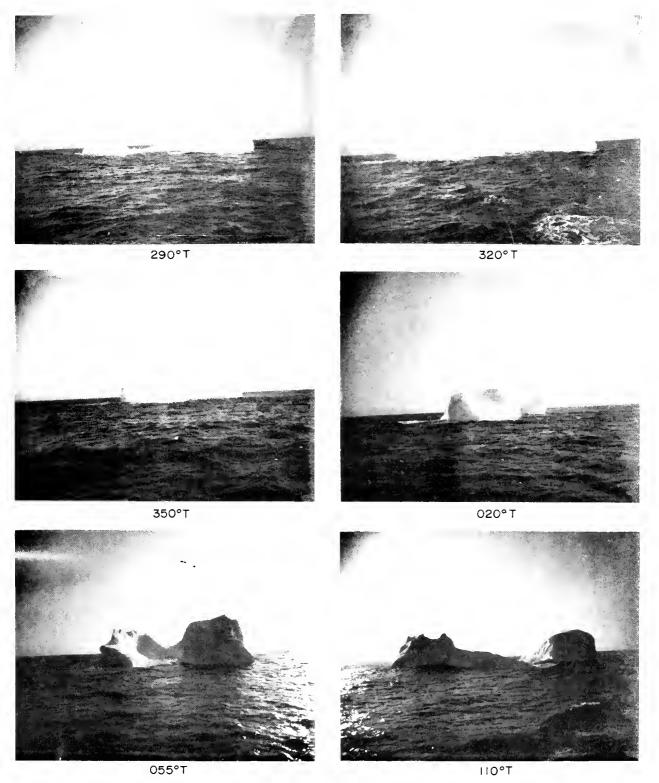


Figure 8C. Sample round of iceberg photographs starting from 290° T. (See next figure.)

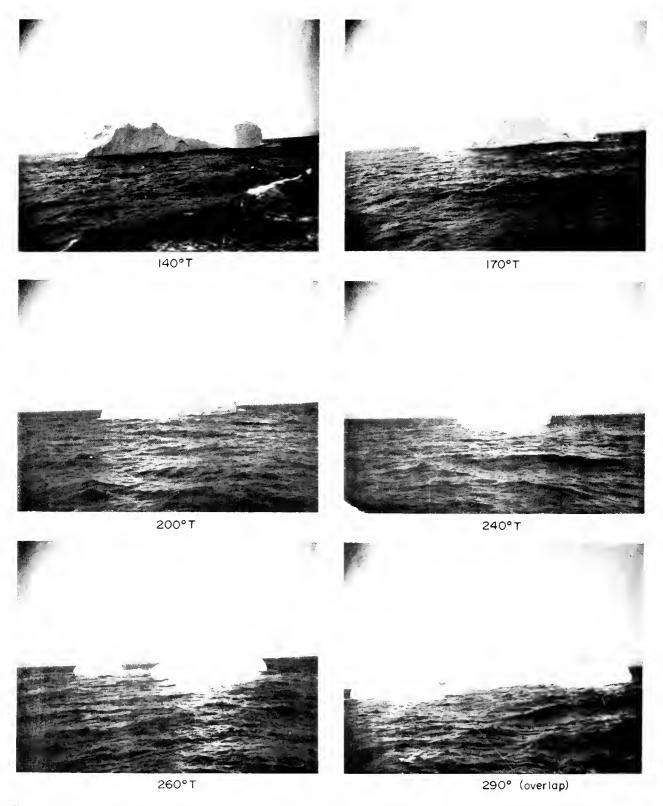


Figure 9C. Sample round of iceberg photographs (continued from previous figure). Photograph repeated at 290° T (overlap) shows berg rotation during period of photographs.

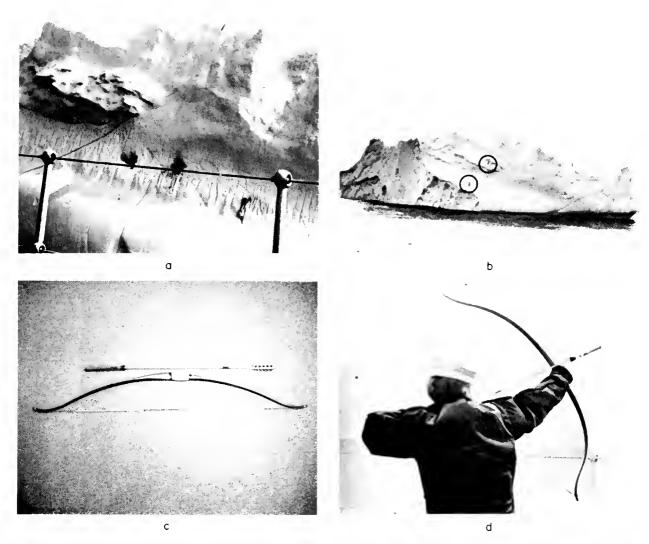


Figure 10C. Dye spots on iceberg, close up picture (a); at distance picture (b), circled for clarity. Bow and glass tipped arrow used in dye application, picture (c); archer in action, picture (d).

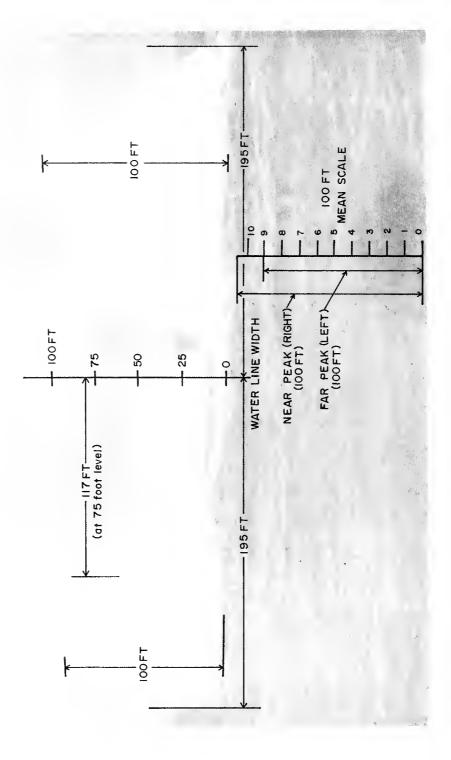


Figure 11C. Measurement technique employed on each photograph using prominent elevations as reference heights. Mean reference height is established as shown by considering perspective.

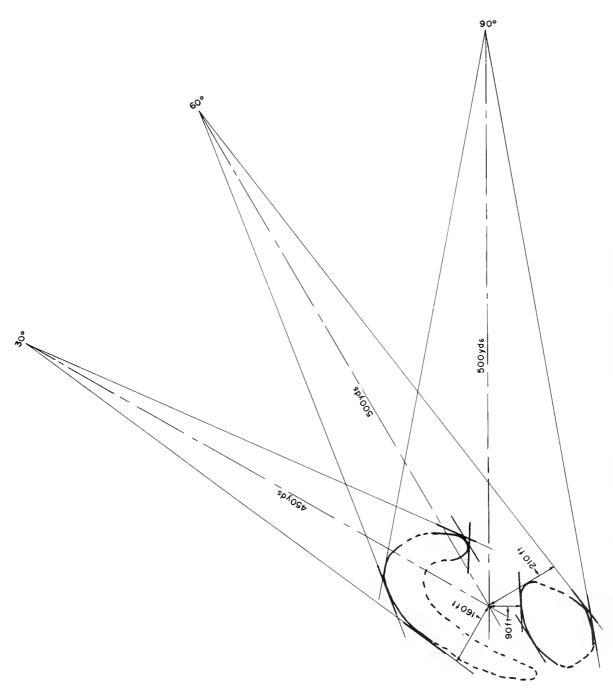
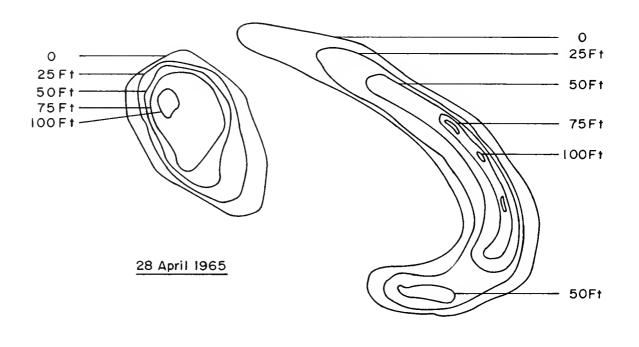


Figure 12C. Method of topographic map construction based on measurements from photographs, azimuth, and distance from berg.



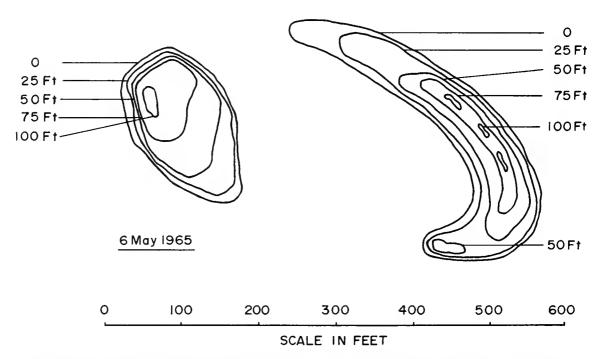


Figure 13C. Completed topographic iceberg map used for measurement of berg volume above the water. Upper map based on observations obtained at commencement of study 28 April 1965 and lower map based on observations obtained at the termination of the study 6 May 1965.





Figure 14C. Similar aspect ieeberg photographs showing wastage during the study period. Left photograph was taken on 26 April 1965, right photograph on 6 May 1965.

TABLE IC. Estimated deterioration time in days for icebergs

Sea water temperature	Small berg under 50' high, less than 200' long	Medium berg 50'-150' high, 200'-400' long	Large berg over 150' high, over 400' long
	Days	Days	Days
32	15	40	90
36	, 8	16	35
40	5	10	20

An Examination of Vertical Sampling Methods and Their Influence on Dynamic Height Calculations

by

RONALD C. KOLLMEYER, U.S. Coast Guard

Introduction

The primary objective of the Ice Patrol surveys is to gather dynamic height information on the Labrador Current and Gulf Stream off the Grand Banks of Newfoundland for the purpose of predicting iceberg drift from geostrophic current maps. Dynamic heights are calculated from temperature and salinity measurements of the water at various depths.

For 35 years Ice Patrol surveys have sampled temperature and salinity at standard depths of 0. 25, 50, 75, 100, 150, 200, 300, 400, 600, 800, 1,000, and 1,500 meters. This standard sampling system is a compromise between the ideal of continuous vertical water column values on the one hand, and the practical necessity of rapid survey with a minimum quantity of samples on the other.

A greater economy of effort and equipment, and more reliable oceanographic inferences, could be obtained if gradient depths (i.e., depths of sharp water property change) were known prior to attaching Nansen bottles to the wire. The intervals between bottles would then be set to assure that no important changes were missed, and that depths of changes were more accurately determined. Toward this end an electronic bathythermograph with a depth limit of 410 meters was used during Ice Patrol 1965 to provide information critical to the spacing of Nansen bottles. This gradient sampling method is compared to the standard sampling method herein. in an attempt to determine their merits and failings.

A continuous sampling device which gives a very great or unlimited number of data points such as to provide an unbroken record of temperature and salinity through the entire column is ideal, eliminating problems arising from Nansen bottle spacing altogether. The measurement accuracies of such a device, as they apply to dynamic

height calculation, was examined and the results comprise the latter part of this paper.

Sampling Methods

Analysis of the waters off the Grand Banks discloses that this area has some of the most unusual variation in vertical distribution of water properties in the world. With the Labrador Current running parallel to the Gulf Stream in some areas and sinking beneath it in other locations, vertical changes in temperature and salinity are quite severe over short distances. Figures 1D, 2D and 3D show examples of temperature and salinity distribution of water columns down to 1,000 meters as determined from data obtained during Ice Patrol 1965.

Designing an adequate sampling program for water masses such as shown presents a problem. Since great changes in the vertical distribution of temperature and salinity occur at various levels for different stations, a fixed point sampling program will frequently miss critical maximum and minimum points in the property distribution. An example of this is demonstrated in figure 2D where the extreme values would have been missed by the standard sampling points shown above. Conversely, many Ice Patrol areas are very uniform, as shown in figure 4D, where using even a small number of Nansen bottles would suffice.

During Ice Patrol 1965, a gradient sampling approach was used. This method allows the positioning of Nansen bottles to be based on the results of a preliminary bathythermograph drop at each station. A Hytech Electronic Bathythermograph, Model 480 MOD 1 with a modified sensing fish was used to determine the temperature structure down to 410 meters, the limiting depth of the instrument. Thus a more complete description of the temperature distribution will be obtained by reversing thermometers and if a stable water column is assumed the variation of salinity with

depth will be adequately described. Past Ice Patrol data indicate stable water columns below 100 meters are the rule.

Ice Patrol requirements are better fulfilled by the gradient sampling method. First, better temperature-salinity information is obtained for the dynamic height calculations required for surface current determinations and, second, a more accurate picture of the vertical variations of temperature is described for tracing and analysis of the Labrador Current. As an added feature to this method, it is noted from figure 4D that many areas of the Grand Banks are quite uniform in their property distribution allowing fewer Nansen bottles than usual to be used on a cast, thus decreasing time on station, reducing data processing time, and risking less equipment. This is illustrated by Table ID, where each station on two of the surveys of 1965 is compared for the number of bottles used with the standard depth and the gradient sampling methods.

The advantage of the gradient sampling method lies in the obtaining of better definition of the property distribution. With a more accurate description of the temperature and salinity structure, the accuracy of the dynamic height calculations will also improve. To show this, a standard model of the temperature and salinity structure for each station taken during the first and third surveys was prepared. All observed data points obtained from the gradient sampling method were used to provide a graphic plot of temperature and salinity versus depth. Supplemental temperatures were gleaned from the bathythermograph records and along with the observed data were plotted on H.O. 17325 temperature-salinitydensity paper. Corresponding supplemental salinities were then obtained for an assumed stable water column. The resulting composite temperature-depth and salinity-depth plots are certainly a close approach to describing the properties of each water column. Figure 5D shows an example of a property distribution plot based on observed values from Nansen bottles and the bathythermograph supplemental points.

The dynamic heights based on observed gradient sampling values were computed immediately during the survey. Later, a second set of points representing the temperature and salinity values at the standard Ice Patrol depths were abstracted from the composite distribution curves to 1,000 meters and processed on the computer for dynamic heights. Figure 6D shows what the property

distribution would look like if this water mass had been sampled using the standard Ice Patrol depths only. Although the density distribution is adequately described, in figure 6D, important temperature and salinity distribution detail is lacking. A third set of points representing any significant change in temperature and salinity with depth were abstracted from the curves and processed by the computer. This third set of points was sufficient to adequately describe the distribution of temperature and salinity and the resulting dynamic height is considered the closest approach to the true value. Figure 5D, shows an example of the vertical distribution of these 3 sets of computer processed points: the observed Nansen bottle points, abstracted standard depth points. and abstracted true points.

Table IID shows the comparison between the surface dynamic heights of the two sampling methods and the true value. It can be seen that both methods give results quite close to the true dynamic height value of the station with the gradient method giving slightly better results; standard deviations are $\sigma = \pm 0.0039$ DM for gradient sampling and $\sigma = \pm 0.0052$ DM for standard sampling. These values are for all 119 stations taken on the first and third surveys of Ice Patrol. These stations were taken both on and off the Grand Banks and include shallow stations where the cumulative errors are minimal in many cases. A total of 62 stations were taken in water greater than 1,000 meters, the assumed depth of no motion, and a more realistic comparison is shown from these; $\sigma = \pm 0.0044$ DM for gradient sampling, and $\sigma = \pm 0.0065$ DM for standard sampling. The gradient method is, however, head and shoulders above standard sampling because the extreme temperature values obtained more accurately describe the existing distribution. These values are essential for the proper analysis and interpretation of the water masses of the Ice Patrol area. Table IID also presents the maximum differences from the true value. In the case of gradient sampling, a large difference occurred due to the missing of gradients caused by encountering a greater than anticipated wire angle.

The errors listed above for the gradient sampling method and the standard depth method can significantly influence the calculated current. The influence is dependent upon the station spacing and the current velocity. In figure 7D, station interval is plotted against calculated current

error at 45° North latitude. The two curves reflect a total error between 2 stations of 0.0088 DM for gradient sampling and 0.0130 DM for standard depth sampling. For stations 10 miles apart, the standard depth sampling method can cause an error of up to 6.8 cm/sec or about one-tenth of a knot. In some low current areas, the velocity of the surface current could be of this magnitude resulting in a 100-percent error factor. The gradient sampling error is slightly better, showing a 4.6 cm/sec possible error. These current velocity errors do not reflect any instrument measurement error which could add more than 0.01 DM of error to dynamic height calculations.

The close comparison between the dynamic heights determined from standard depth sampling and gradient sampling indicates that the vertical distribution of temperature and salinity at a number of stations does not have to be completely described in detail in order to do dynamic calculations for the sea surface. A plot of the specific volume anomaly (δ) versus depth is, in general, quite uniform with only gradually changing gradients. In many cases only a few data points in the water column are required to draw a curve which describes the mass distribution. Due to the regularity of change of the anomaly curve within a stable water mass, the trapezoidal rule employed in the numerical integration of a water column for dynamic heights will give satisfactory answers in many cases from a curve constructed with only a few points. As an example, figure 8D shows large alternating changes of temperature and salinity with depth; however, the specific volume anomaly versus depth curve is extremely regular, indicating that this particular water column could have been sampled by almost any method and with a minimum of data points for the determination of the surface dynamics. However, some stable water columns do not have so smooth a curve and many sample points would be necessary for an adequate description.

For Ice Patrol survey work, dynamic height information and a complete description of temperature and salinity distribution must be obtained quickly. These two aims require two different sampling techniques: first, only a few data points critically located and rapidly obtained are needed in any given water column for the adequate determination of dynamic heights based on a smooth curve (the exact number of samples

required needs further study because it depends on the water mass involved); second, a detailed description of the properties requiring a great number of point samples which is virtually prohibitive from the synoptic standpoint. In this situation the ultimate solution is attainable only with a continuous sampling device. A sampler such as this could be lowered in a water column and provide as many data points as considered necessary to fulfill both requirements of Ice Patrol surveys along with adding to the rapidity with which a survey can be conducted.

The state of the art in the field of electronic continuous samplers leaves much to be desired. Whereas the point sampling technique using Nansen bottles and reversing thermometers can miss maximum-minimum temperature information and also fail to describe the gradients of density exactly, the inherent inaccuracies of a continuous sampler also pose a problem.

In using a continuous sampler for the accomplishment of Ice Patrol survey aims the data abstracted from its output must be sufficiently accurate to perform dynamic height calculations. Basically, two causes of error must be considered when comparing the final results of the point (Nansen bottles) versus continuous sampling systems:

- (a) missed density gradients
- (b) instrument accuracy

As discussed above, a good approach to the true dynamic height of a water column can be made from several data points and a smooth drawn anomaly curve. This method could give accuracies to within ± 2 dynamic centimeters or better depending on the water column. However, the possibility of missing the gradients still exists and generally the missed gradient error must be minimized because of additional instrument errors that must be considered in any sampling system.

In general, with a fixed number of samples of the vertical distribution of some property, the error in describing the distribution by point sample and using straight line integration between these points for dynamic computations is shown in figure 9D and given by the relationship:

error = $\frac{\text{change of property gradient}}{\text{fixed number of samples over given distance}}$ where the change of gradient of some property (P) is $\frac{d^2P}{dD^2}$, and the fixed number of samples (n) over a given distance is defined by $\frac{n}{D}$. At the limit

condition, $\frac{d^2P}{dD^2}$ $\longrightarrow 0$, any $\frac{n}{D}$ will suffice to give 0 error. However as the second derivative of a distribution curve segment increases, the error also increases if $\frac{n}{D}$ remains the same. If $\frac{n}{D}$ is allowed to vary with the second derivative, the error resultant can be held constant. The error can be held constant or minimized when using a continuous sampler by abstracting sufficient data points in the areas of greatest property change; or at close spaced uniform intervals over the entire water column, therefore, making $\frac{n}{D}$ large enough to handle any gradient change. Predicting density gradient changes directly from the temperature and salinity data is difficult; therefore the abstracting of closely spaced uniform interval data points would be the superior method.

An approach was made to this problem by using gradient sampling in an effort to properly describe the density distribution and catch the important changes in gradient. However it was found that the areas of greatest temperature variations are not necessarily the areas of greatest variations in density gradient. On the contrary, figure 8D shows great variations with depth of both temperature and salinity in the upper 200 meters but almost a straight line distribution of density. the other hand, between 400 and 600 meters, the temperature and salinity gradients are almost vertical while the density gradient is about half of the slope observed in the upper 200 meters where great temperature and salinity variations existed. Past practice has been to sample these deeper levels more sparsely because of the less acute changes exhibited by temperature and salinity, however, this could lead to anomaly errors. Figures 10D and 11D show examples of intermediate level density gradients missed by the standard sampling.

In order to compare the point sampling method with that of a continuous sampler, an approach similar to that used for comparing gradient sampling with standard depth sampling was utilized. Stations representing the various water types found in the Ice Patrol area were plotted to provide vertical temperature and salinity distribution curves as described above. Several of these stations were then processed for the anomaly of specific volume and this was plotted against depth with smooth curves drawn between the points. Then straight lines were drawn between the

standard Ice Patrol sampling depths. By past methods, the values at the standard depths would have been numerically integrated linearizing the data between each standard depth. The areas bounded by the curve of the specific volume anomaly and the straight lines between the standard sampling levels represent the errors introduced in the dynamic height calculations by standard level, fixed sample number method of data collection. This error was then measured by use of a planimeter to obtain the area bounded by the curves which represents the integration error between each depth interval (figure 12D). Table IIID lists the results of this analysis giving the errors, plus or minus, on either side of the idealized distribution curve.

Because of the random character of the anomaly distribution curve, the accumulated errors tend to cancel each other and reduce the totals in most cases. The trend of the curves is towards the more gradual anomaly change with depth resulting in an error which is positive or greater than the true value. Although the accumulated error represents the probable error of standard depth sampling, it is obvious that from the several stations so analyzed that the error ranges from small to large depending on positive or negative error values along the curve. Only 15 stations were selected for this treatment so statistical treatment is not very effective, however, the station distribution is an example of the variety of water masses found in the survey area.

It is attempted herein to show the conditions that can exist and how great the errors can be. Each water column exhibits a random distribution of standard sampling depth errors and a truly representative error is difficult to define. Table IIID indicates what can be expected by insufficiently describing the gradient of density and basing dynamic height computations on the straight line distribution between points. These figures are comparable to the errors determined by standard level sampling versus gradient sampling shown above.

Continuous Sampling Devices

A continuous sampling system which gives an unlimited number of points would be the ultimate solution to the problem of calculating dynamic heights with a minimum of gradient errors. The advantages of a continuous sampling system can be offset to a greater or lesser extent by the in-

ability of the instrument to measure water properties with sufficient accuracy.

The continuous sampling devices that are available on the market today provide a measurement accuracy from 0.01° C. to 0.05° C. in temperature and about 0.03°/oo in salinity. Kollmeyer (1964) pointed out that errors of $\pm 0.02^{\circ}$ C. and $0.02^{\circ}/_{\circ \circ}$ can, under some circumstances, result in a maximum possible error of 0.0169 dynamic meters in 1,000 meters. To evaluate the final accuracies in dynamic heights obtained from a continuous sampler, a more realistic analysis is required here. A selected group of stations, some of which were used in the comparative anomaly plots above, were processed several additional times on the computer using different error values of temperature and salinity. The errors used were designed to be additive therefore increasing the anomaly of specific volume and giving a maximum error. As mentioned above, there were a great number of points used such that they do approach the concept of continuous samples. The results are shown in table IVD, with errors given in dynamic meters difference from the true values.

The instrument error is also present when using Nansen bottles and reversing thermometers. Whitney (1957) indicates that accuracies of ± 0.024 ° C. for 0.05° C. scale graduations and ±0.036° C. for 0.1° C. graduations can be expected, and Kollmeyer (1964) indicates ±0.01° C. and ±0.02° C. respectively. During Ice Patrol 1965 some 813 thermometer comparisons were made during the surveys. Each Nansen bottle contained two thermometers with the accepted temperature value being the average figure except in cases of obvious malfunction. Since the true value of the temperature is not known, the error in these thermometer readings can be represented by the standard deviation of each thermometer from its paired average. Table VD shows this deviation for each survey during the 1965 Ice Patrol season giving the largest 95-percent confidence limit of ±0.016° C. obtained during the third survey. An analysis conducted this year on Ice Patrol between two different inductive salinometers, Industrial Instruments Model RS-7A and Hytech Model 6210 using 3 different operators and duplicate bottled salinity samples yielded a standard deviation between duplicate samples of 0.007°/oo over 41 comparisons. This gives a 95-percent confidence limit of 0.014°/00 for a laboratory salinometer at sea.

From table IVD it can be seen that the average of the maximum instrument error in dynamic heights over 1,000 meters for point sampling is ±0.0124 DM using measurement accuracies of $\pm 0.016^{\circ}$ C. and $\pm 0.014^{\circ}/_{\circ\circ}$. The average of the maximum instrument error for a continuous sampler ranges from ± 0.0234 DM to ± 0.0286 DM over measurement accuracies of $\pm 0.01^{\circ}$ C. and ±0.05° C. respectively and with a salinity error of $\pm 0.03^{\circ}/_{\circ}$. It is obvious that the errors from both instruments suites will be random, tending to result in a bell-shaped distribution curve with the maximum errors of table IVD as its practical end points. With this assumption it is then possible to compute the 2σ or 95-percent confidence limit of measurement accuracy for these dynamic heights. Table IVD also lists this 2σ value.

It can be observed from table IVD that the greatest dynamic height error contribution is from the salinity measurement error which is about five times as great as the error in temperature measurement. A temperature measurement error of $\pm 0.05^{\circ}$ C. only accounts for about 0.005 dynamic meters while a salinity measurement error of $\pm 0.03^{\circ}/_{\circ\circ}$ accounts for about 0.025 dynamic meters over 1,000 meters.

In order to evaluate the accuracy of a continuous sampler versus the Nansen bottle point sampling method for dynamic height calculations, the errors must be considered as follows: Total error $(\delta) = \text{instrument}$ error $(\delta i) + \text{missed}$ gradient error (δg) .

The total error for the continuous sampler falls within a range of ± 0.0231 DM to ± 0.0282 DM, depending on the temperature error, and using the average 95-percent confidence figures for instrument error from table IVD and a missed gradient error of 0. For point sampling, the missed gradient error value is so variable and dependent on the water mass and density gradient levels that it is difficult to assign a fixed error, however, from the comparisons of the fixed sampling method and the gradient sampling method presented herein, it has been shown that over 1,000 meters of integration, the 95-percent confidence limit of point sampling error is ± 0.0133 DM due to missed gradients. Using this figure and the average 95-percent confidence limit instrument error of ± 0.0122 DM from table IVD for Nansen bottles, the error resulting from the use of standard depth point sampling is equal to

 ± 0.0255 DM. By comparing this figure with that of the greatest continuous sampler error of ± 0.0282 DM shown above, it is concluded that both systems give comparable results insofar as

dynamic height calculations are concerned with the continuous sampler providing a much more complete description of the temperature and salinity distribution.

REFERENCES

Kollmeyer, Ronald C. (1964). An Examination of Errors in Dynamic Height Determinations. U.S. Coast Guard. Unpublished manuscript, series, October 1963. Whitney, G. G., Jr. (1957). Factors Affecting the Accuracy of Thermometric Depth Determination. Journal du Conseil, vol. XXII, No. 2, pp. 167-173.

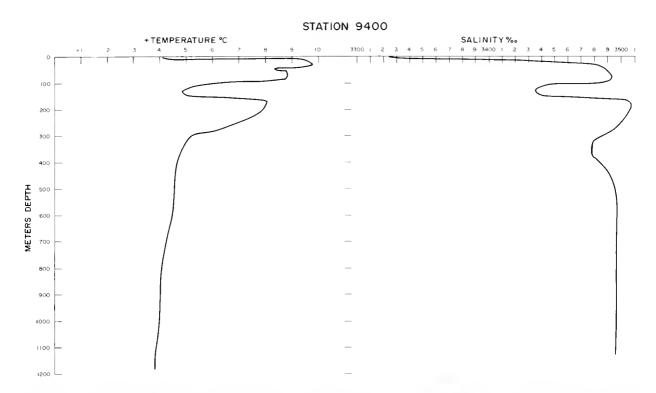


Figure 1D. Vertical distribution of temperature and salinity for station 9400 based on observed data points.

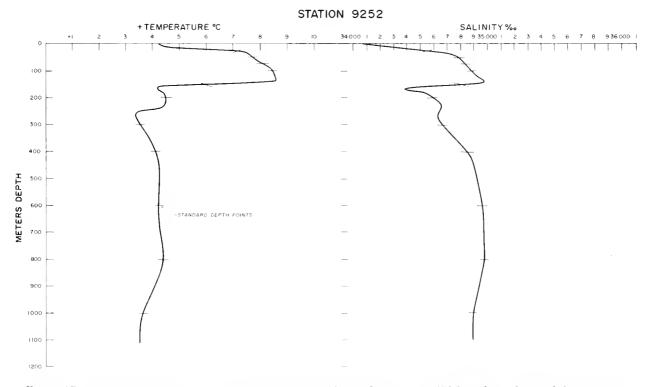


Figure 2D. Vertical distribution of temperature and salinity for station 9252 based on observed data points.

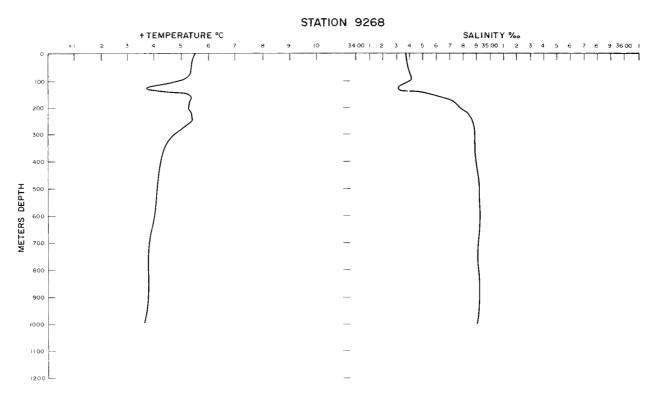


Figure 3D. Vertical distribution of temperature and salinity for station 9268 based on observed data points.

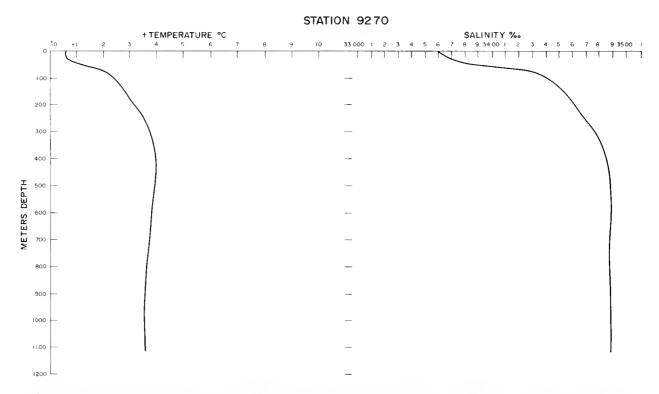
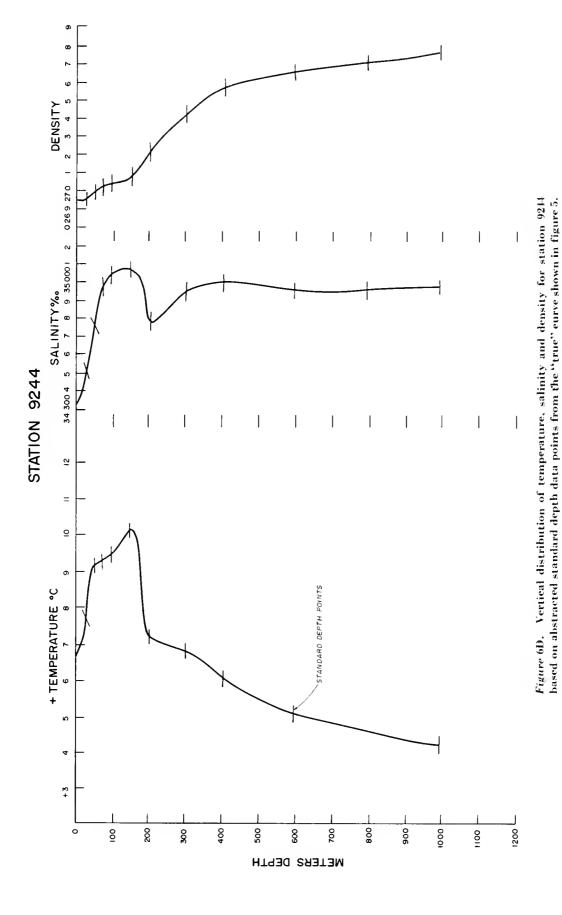
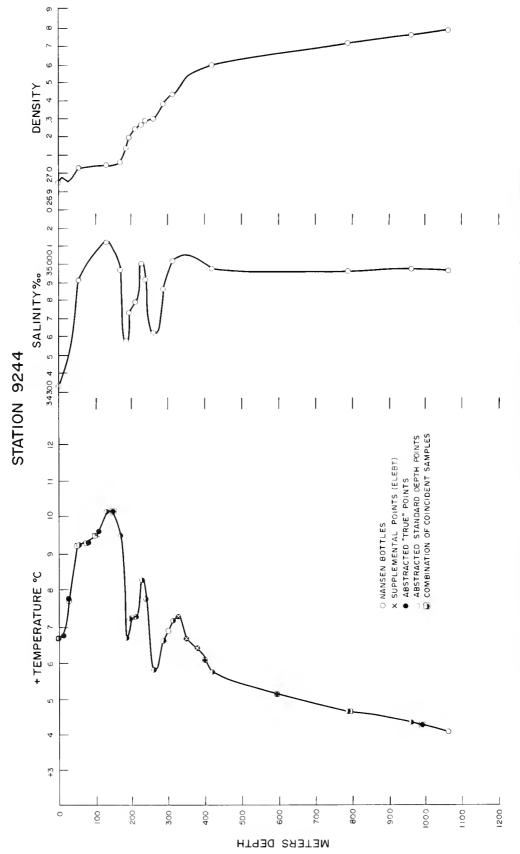


Figure 4D. Vertical distribution of temperature and salinity for station 9270 based on observed data points.





based on observed data and supplemental bathythermograph points. Also shown are Figure 5D. Vertical distribution of temperature, salinity and density for station 9211 the points used for the 3 sets of dynamie height computations hased on; Nansen bottles (observed values), Abstracted Standard depths, or Abstracted "True" points.

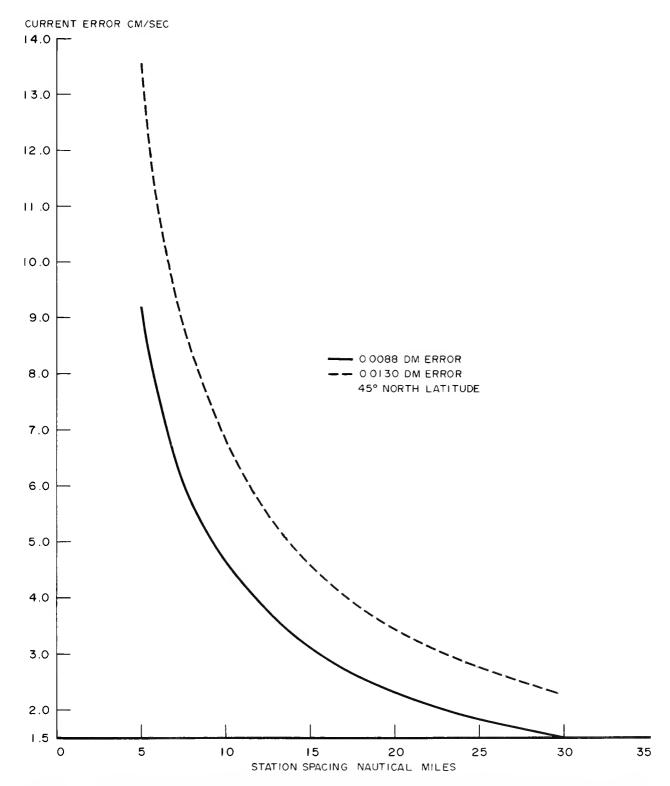


Figure 7D. Curves representing a surface dynamic height error between any two stations showing the relation between the station spacing and computed current velocity error.

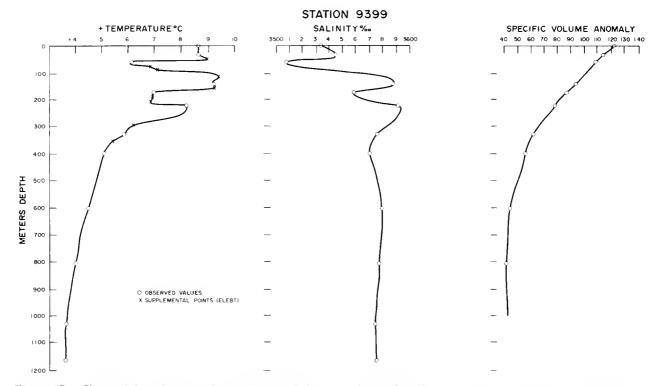


Figure 8D. Vertical distribution of temperature, salinity and specific volume anomaly for station 9399 based on observed values and supplemental points from the electronic bathythermograph.

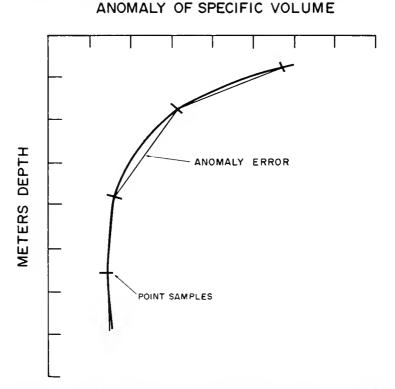


Figure 9D. Plot showing the anomaly of specific volume error that results from the straight line numerical integration of the point samples. This error is the result of the straight line's departure from the smooth "true" curve.

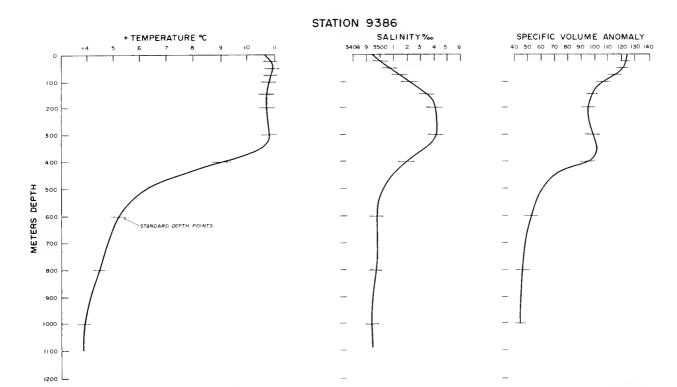


Figure 10D. Vertical distribution of temperature, salinity and specific volume anomaly for station 9386 based on observed values. Shown also are the Standard depth points along each curve.

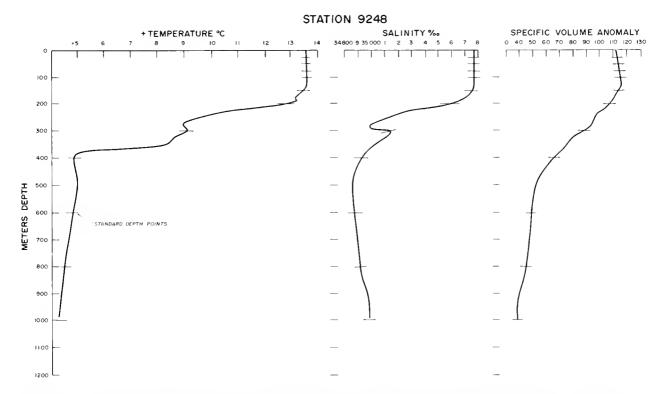


Figure 11D. Vertical distribution of temperature, salinity and specific volume anomaly for station 9248 based on observed values. Shown also are the Standard depth points along each curve.

STATION 9237

SPECIFIC VOLUME ANOMALY 90 100 110 120 130 140 150 160 60 70 80 0 40 **ERROR** METERS DEPTH

Figure 12D. Vertical distribution of the specific volume anomaly showing straight lines drawn between Standard depth levels. The area between the straight lines and the smooth "true" curve represents the numerical integration error.

TABLE 1D. Comparison of number of Nausen bottles used for gradient sampling during Ice Patrol 1965 and what would have been used for standard depth sampling

Survey	Number of stations	Gradient sampling	Standard depth sampling	Difference
lst	62	517	637	120
3d	57	464	576	112

TABLE 11D. Standard deviations between standard depths and gradient sampling dynamic height computations

	Number of stations	True standard (σ)	2σ	Maximum difference	True gradient (σ)	2σ	Maximum difference
Stations to 1,000	62	$\pm0.0066~\mathrm{DM}_{\odot}$	$\pm 0.0133~\mathrm{DM}_{-}$	+0.020 DM	$\pm0.0044~\mathrm{DM}_{\odot}$	$\pm0.0088~\mathrm{DM}_{\odot}$	-0.012 DM.
meters. All stations	119	$\pm0.0052~\mathrm{DM}_{\odot}$	$\pm0.0104~\mathrm{DM}_{\odot}$	-0.008 DM	$\pm 0.0039~\mathrm{DM}_{-}$	$\pm0.0078~\mathrm{DM}_{\odot}$	-0.014 DM.

TABLE 111D. Plus and minus errors in dynamic heights obtained from the measurement of the areas bounded by the idealized distribution curve of the specific volume anomaly and straight lines between standard depths

Station No.	+ error	- error	Alg. sum. dy- namic meters
9236	0.0075	0. 0007	+0.0068
9244	. 0035	. 0043	- , 0008
9247	. 0025	. 0004	+.0021
9248	. 0107	. 0018	+.0089
9249	. 0036	. 0020	+.0016
9379	1	. 0009	+.0031
9386	. 0221	. 0038	+.0183
9396	. 0067	. 0054	+.0013
9399		. 0016	+.002
9407	. 0109	. 0023	+.0086
9241	. 0041	. 0013	+.0023
9408		. 0019	+.001
9242		. 0004	+.007
9243	. 0050	. 0018	+.003
9240	. 0040	. 0016	+.002
9385		. 0038	+.000
9398		. 0030	+.003

TABLE IVD. Instrument measurement error

Station No.	True dynamic height DM	Dynamic height with maximum instrument error ±0.05° C. ± 0.030°/ _{oo} DM	Maximum error	2σ of normal distribution curve	Dynamic height with maximum instrument error ±0.01° C. ± 0.030°/oo DM	Maximum error	2σ of normal distribution curve	Dynamic height with maximum instrument error ±0.016° C. ± 0.014°/ DM	Maximum error	2σ of normal distribution curve
9236	0. 5737	0.6016	0. 0279	0. 0275	0. 5971	0. 0234	0. 0231	0, 5859	0.0122	0.0120
9241	. 5925	. 6195	. 0270	. 0266	. 6159	. 0234	. 0231	. 6043	. 0118	. 0116
9242	. 5663	. 5942	. 0279	. 0275	. 5896	. 0233	. 0230	. 5786	. 0123	. 0121
9243	. 6825	. 7116	. 0291	. 0287	. 7060	. 0235	. 0232	. 6947	. 0122	. 0120
9247	. 5950	. 6270	. 0320	. 0316	. 6221	. 0271	. 0267	. 6084	. 0134	. 0132
9248	. 7341	. 7634	. 0293	. 0289	. 7574	. 0233	. 0230	. 7466	. 0125	. 0123
9249	. 5892	. 6176	. 0284	. 0280	. 6128	. 0236	. 0233	. 6015	. 0123	. 0121
9268	. 5291	. 5571	. 0280	. 0276	. 5525	. 0234	. 0231	. 5413	. 0122	. 0120
9379	. 5248	. 5527	. 0279	. 0275	. 5483	. 0235	. 0232	. 5370	. 0122	. 0120
9385	. 6035	. 6344	. 0309	. 0305	. 6270	. 0235	. 0232	. 6158	. 0123	. 0121
9396	. 5613	. 5894	. 0281	. 0277	. 5848	. 0235	. 0232	. 5734	. 0121	. 0119
9398	. 6960	. 7251	. 0291	. 0287	. 7194	. 0234	. 0231	. 7086	. 0126	. 0124
9399	. 6028	. 6313	. 0285	. 0281	. 6262	. 0234	. 0231	. 6152	. 0124	. 0122
9400	. 5960	. 6249	. 0289	. 0285	. 6191	. 0231	. 0228	. 6086	. 0126	. 0124
9408	. 5332	. 5589	. 0257	. 0253	. 5528	. 0196	. 0193	. 5454	. 0122	. 0120
Averages			. 0286	. 0282		. 0234	. 0231		. 0124	. 0122

^{*}All Dynamic Heights must be added to the standard 970,403 based on the 1,000-decibar level.

TABLE VD. Thermometer comparisons

Survey	σ	2σ	Number of comparisons
1st	± 0.005° C	± 0.010° C	342
2d	± 0.007° C	± 0.014° C	177
3d	± 0.008° C	± 0.016° C	294

TABLE OF OCEANOGRAPHIC DATA

The following is the observed and interpolated data for the Coast Guard Oceanographic Unit oceanographic stations taken in conjunction with the International Ice Patrol 1965 in the Grand Banks of Newfoundland area. The data was obtained from CG cutter *Evergreen*, 30 March 1965, to 25 May 1965. Presentation is from National Oceanographic Data Center Cruise Listing No. 31–540.

Notes:

Depth to bottom—uncorrected sounding depth in meters based on a speed of sound in sea water of 4,800 ft./sec.

Depth (m)—postscript T indicates a depth determined by thermometric calculations.

Sound velocity—in meters per second to tenths according to Wilson's formula.

A complete description of codes can be found in NODC publication M-2, "Processing Physical and Chemical Data From Oceanographic Stations."

CTRY	ID.	CODE	LATITU		LON	GITUDE	DRIFF	301	SDEN		IGMT		YEAR	C R L	15 E	STAT	ION	\exists	DEPTH TO BOTTOM	MAX, DEPTH OF S"MPL"		BSERV	A VE / A TION		WEA THER		LOUD			STA	DC TION MBER
				1/10			-	-10	1.	MO							DEN	-		3	1			37.4		\top					
31	540	ΙE۷	4202	N	051	45 W		150	21 WA	03	30	153_ WIND	1965	5 00	1 92	235 EMP.	*~		383	14	30	_ 9	3		X 1	8	15	1		00	001
									COLOR	-		SPESS		RO-	DRY	7		VIS	NO.	SPE	CIAL										
									CODE	TRAP		FORC	1 7	ibs)	BULE		JLB	2000	DEPTHS	OBSEKV	A HON	3			,						
									04		29	_	11	19	072	06	51	8	10												
		MESSENC TIME	NO.	C.A.		ОЕРТН	(m)	1	*c		s •	SIG	MA-T		IFIC VO		¥. OYN	2 0 4. M 10 ³	. VELO	DCITY	0 2 m		PO4-P		DTAL-1		02=N - at/1	NO3-N			рН
		17 I		c -	TD	000	n	0	192	2 2	52	26	B 1	0.0	1244	. 1	000	nn	145	550						Т					
		15	3	OBS		000			192		517	26		100	124	* *	00.	•	145			- 1		'		1			1	,	
		- 17	,		10	001			213		60	26		0.0	1196	57	00	12	145												
				-	TD	002			233		68	26			1151		00.		145												
					TD	003			252	33	76	26	96	0.0	1106	53	00	35	145	593											
				s.	τo	005	0	0	287	33	90	27	04	00	1030	3	00	57	146	514											
				5	TΟ	007	5	0	324	34	06	27	14	0.0	0943	36	00	81	146	36											
				5	ΤO	010	0	0	354	34	20	27	22	0.0	086	77	01	04	146	555											
					TD	012	5	0	376	34	32	27		0.0	0800	7 (01	25	146	570											
		15	3	089		013			382		352	27							146												
				_	TO	015			384	-	40	27			0750		014		146												
					TD	020			393		53	27		00	0666	57	01	80	146												
		15	3	0B	-	022			397	_	583	27							146												
					TD	025		-	405	_	59	27		_	0639		02		147												
			_		TD	030		-	419	_	64	27		U	062	13	02	44	141												
		15	3	08		037			440	_	805	27		0.0	051	2 2	^3	00													
			2		TD	040			482	_	90 898	27	63	00	0512	2 2	03	UU	14	768											
		15 15		0B:	-	044	-		483 460		909	27								766											
		15	,		T D	050			435		90	27		0.0	046	49	03	40	14												
				_	TD	060			399		88	27			0441		03		14												
		15	3	0 B		T067			380	-	874	27			•		0.5	-		770											
			-		TD	070			378		88	27		00	043	78	04	39	14												
					TO	080			372		88	27			043		04		14												
					TD	090			366	_	89	27			043		05		148												
		15	3	08		090			366		889	27							148												
				5	TD	100	0	0	364	34	89	27	76	0.0	0436	59	05	70	148	817											
				5	T D	110	0	0	362	34	89	27	76	0.0	044	29	06	14	148	833											
		15	3	08	5	T115	2	0	361	34	892	27	76						148	842											
					ΤO	120		0	360	34	89		76		044		06	58	148												
				5	TD	130		0	358	34	89	27		00	045	45	07	03	148												
		15	3	OB:	5	T135	9	0	357	34	888	27	76						14	875											

		DARIFT BOILTISM		STATION TI	YEAR		TATION	DEPTH TO BOTTOM	OEPTH OF	OBSE	WAVE RVATIONS	WEA- THER CODE	CODE?		5	NODC TATION UMBER
DE NO.	1/10	1/10 =	10" 1"	MO DAY H	R.1/10	NO. F	UMBER	80110W	S"MPL"S	DIP	HGT PER SE	4 0000	TTPE A NI	-		0.000
1 540 EV 42	225 N 05	116 W	150 21 C		96 1965	A IQ TES		2487	12		5 4	х2	6 8		(0002
			COLOR		SPEED MET	ER ORY	WET COD	OBS.	SPEC DBSERVA							
			06	12	504 07		039 8	15								
MESSENGR C TIME OF	AST CARD NO. TYPE	DEPTH (m)	1 ℃	s ·/	SIGMA-T	SPECIFIC VOLU		VELO		O ₂ ml/i	PO 4-P	TOTAL P ug + o1/1	NO2=N ug = at, l	NO3-N µg - al/l	\$1 O4=\$1 µg = a1/1	ρh
	STD	0000	0047	3328	2672	0013332	0000	144								
196	OBS	0000	0047	33283	2672			144								
	510	0010	0041	3329	2672	0013276		1441								
	STD	0020	0035	3 3 29	2673	0013220		144	88							
	STD	0030	0029	3329	2674	0013172	0040	1441	87							
	STD	0050	0016	3330	2675	0013062	0066		-							
196	085	0060	0010	33300	2675			144								
196	OBS	0066	0204	33544	2683			145								
	STD	0075	0391	3382	2688	0011870	0097									
196	085	0086	0538	34076	2692			147.								
	STD	0100	0586	3427	2702	0010654	0125									
196	085	0102	0589	34291	2703			147								
	STD	0125	0561	3450	2723	0008669	0149									
196	085	0127	0555	34513	2725			147								
	STO	0150	0438	3447	2735	000750	7 0170	-								
196	OBS	0152	0435	34470	2735			147								
196	OBS	0178	0495	34628	2741			147	_							
	STD	0200	0514	3469	2743	0006790	0205									
196	OBS	0203	0516	34703	2744			147								
	STD	0250	0508	3480	2753	000595										
	STD	0300	0498	3487	2760	0005380	0266									
196	OBS	0305	0497	34876	2760			147								
	STD	0400	0472	3494	2768	0004670	0316									
196	OBS	T0404	0471	34943	2768			147								
	STO	0500	0426	3492	2772	0004391										
	STO	0600	0394	3491	2774	000420	0404									
196	OBS	0604	0393	34909	2774			147								
	STD	0700	0384	3491	2775	000420										
	STD	0800	0375	3491	2776	000420	0488									
196	OBS	0802	0375	34906	2776			147								
	STD	0900	0366	3490	2776	000423										
	510	1000	0360	3490	2777	000424	3 0573									
196	085	1018	0359	34897	2777			148								
	STD	1100	0356	3489	2777	000435	7 0616									
196	085	T1193	0355	34886	2776			148	66							

PEFER	ID.	SHIP	LATITU		LONGITUDE	10.4	MARS	ARE	STATION (GM	TI	YEAR	CRUISE		TATIO	N	DEPTH TO BOTTO		MAX. DEPTH OF		BSERV	A VE /A TIO		WEA THER COD	1	CLOUE	-		STA	ODC ATION MBER
-				1/10	1/		10"	+		HR.1/10		ND,	1	I U M B E			- 2	S'MPL'S	DIR	+	T PER	SEA		7	YPE AN	1		NU	WREK
31	540	EV	4250	N	05042	4	150			239	1965		923			1207		11	30	7	[4		X7		6 8	ì		0	003
								COLOR CODE	-	R. SPEE	- WE	ER .	DRY BULB	WET BULS		NO. OBS. DEPTH	s	SPEC DBSERV		S									
									11	506	05	1 0	06	006	7	10	1			1									
		MESSENG TIME	of NO.	C A R		- (m)	Ť	°C	s ·	. SIG	MA-1		C VOLUE		₹ △ D DYN. M x 10 ³		000		D ₂ ml.		PO4-		TOTA L = 1		102=N g = ol/I	NO3-			pH
		HR 1/10	1	C T	0.00		0.1	58	3304	24		001		+		1.	_	-		-	_	+		+			-	-	
		239	,	OBS				58	33038		45	001	5845	, , ,	0000	14				-		- 1		1		1			
		25.	,	ST				.25	3309		52	001	5242	, ,	016	14													
				ST				98	3313	26			4776		031	14													
		239	•	OBS				88	33145							14													
				ST		30		83	3315	26		001	4532		045	14													
				ST	D 009	0	0.0	68	3317	26	62	001	4300		074	14													
				ST	D 00	75	0.0	49	3319	26	65	001	4010	0	109	14	50)3											
		239	7	OBS	008	88	0.0	139	33207	26	66					14	50	00											
				ST	D 010	00	0.0	12	3329	26	74	001	3083	0	143	14	49	91											
		239	7	085		8 (0.0	01	33345	26	79					14	48	37											
				ST				38	3350	26	90	001	1615	0	174	14	51	0											
				ST				91	3372	27		001	0253	0	202	14	54	1											
				ST				.86	3409	27		000	8123	0	247	14	59	7											
		239	•	OBS				18	34213							14													
				ST				63	3434	27			6895		285	14	64	-2											
				ST	_			24	3452	27	-	000	6139	0	318	14	67	19											
		239	}	OBS				96	34740							14													
				ST				97	3475	27			5247		375	14													
		239		ST				02	3480	27		000	5023	0	426	14													
		239	′	OBS				05	34823	-				_		14													
				ST				06	3483	27		000			476	14		-											
		239	,	ST OBS				80	3484	27		000	4980	0	525	14	_												
		234	,	ST				09	34847 3485			000				14													
				ST				99		27	-		4980	-	575	14													
		239	,	085					3487 34871	27		000	4843	0	624	14													
		239	,			-		97				000		_	. 7.	14:													
		239	,	ST OBS				96	3487	27		0004	4884	0	673	14:													
		239	,	085	T106	2	03	95	34874	27	/ 1					14:	84	1											

REFE	RENCE	SHIP						2	MAR		ST	NOITA				ORIGIN	ATOR*	S		DEPTH	DEPT			WA			WEA-		DUD			NDE	c
CTRY	ID, NO.	CODE	LATI	TUDE		GITUE		900	SQU			(GMT		YEAR	CPUIS		STATIO		80	TO MOTTC	D.F		089		A TION		THER		DES			STATI	
	NO.	+	-	1/ 10	+		1/10		10*	1,	MO	DAY	HR 1/10		NO.	-	NUMB	ER	-		S.W.br	'S C	12	HGT	PER	SEA	CODE	TABE	A MI			14014	D L n
31	540	EV	431	3 N	050	17	W		150	30	03	31	036	1965	001	. 923	38		00	073	01	3	1	3	4		Х7	5	8			000	0 4
										W.A	TER		WIND	8AR	0-	AIR TEA	MP °C			NO.		ECIAL											
										COLDE	TRAP		SPEE	14161		DRY BULB	W E			OBS. EPTHS	OBSER												
										CODE		-	FOR	E (mh	\$1	BULD	BUL	-	-														
												11	503	00	3 (11	000	5 7	0	3													
		MESSEN	GRLCAS	T C	ARD	0.51	TH (,	°C		s •/			SPECIF	IC VOLU	AA E	ا∆۶		sou	ND			,	04-P	10	TAL=P	ND-	-N	NO3-N	SLO	4-51	
		HR 1/1	or NO	. T	Y P E	DE	· im (m į		C		5 %.	216	3 M A = T	ANO	MALY-XI	0.7	X 10		VELO	CITY	U 2	m1/1	ν.	g + a1,		g = at l	ng -		μg - a1 l			рΗ
				5	TD	0.0	000)	0.2	218	3.2	78	26	21	001	8193	3 (0000	`	145	60												
		03	6	0.8			000			218		783		21	, 001	01)	, , ,	,,,,,	′	145				1		1		1	1		1	,	
					TD	0.0	010)		218		78		21	001	8187	7 (0018		145													
					TD	0.0	020)		217		79		21		8175		0036		145													
				S	TD	00	30)	0.2	214	32	79	26	21		8156		0055		145													
		03	6	08	S	0.0	040)	0.2	211	32	786	26	21						145	64												
				S	TD	0.0	050)	02	206	32	80	26	23	001	7989	9 (0091		145													
		03	6	ОВ	S	00	70)	0.1	194	3.2	831	26	26						145	62												

REFE	RENCE	SHIP					- 2		SOEN	STA	TION				ORIGIN	OTAR	R.Z		DEPTH		PTH		WA			WI		Cro				NODC
TRY	ID. NO.	CODE	LATITU	IDE 1/10	LON	GITUDE 13/11	PERC	100	ARE	MO	(GM)	HR,1 10	YEAR	CRUIS NO.		STATI			TO BOTTOM		OF APL'S	DIP.	SERV.		NS SEA	TH CO		COL				TATION BERMUI
31	540	FV	4258		050	19 W		150	1				1965	001	92	39		o	256		2	32	_	3	200	X.	_		8			0005
•	, , ,								WA		T	WIND	BAR	*	AIR TE				NO.	T	SPEC		7			~ .		•				,00,
									COLOR	TRAN		SPEED OR FORC	MET	R	DRY BULB	8U	ET c	VIS. ODE	OBS. DEPTHS	0.01		TIONS										
											36	510	00	3 0	00	00	00 8	3	07													
		MESSENC TIME HR 1/1	4 NO.	C A TY		DEPTH	(m)	Т	*c		s *	SIG	M A — T		C VOLU		Σ Δ DYN	. M.		UND		Op m1		04-		101A L		102- 9-0		NO3-N ug - a1	SI O₄S µg + al	рН
				S	TD	000	0	0	200	32	89	26	30	001	728	3	000	0	145	554	,									-		
		0.5	6	08	5	000	0	0	200		886	26	30						145	554	٠											
					TD	001			200		89	26			728	-	001		145						٠							
					TD	002			201		89	26			727		003		145													
		0.5		08:	TD	003	-		201 201		89 890	26 26		001	726	6	005	2	145													
		05		08:		004			199		887								145													
		0)	o .		T D	005			160		95	26		001	653	3	008	16	145													
		0.5	6	08	-	005			155		956			•••	0,,,	-	000	, ,	145													
		•		S		007			029		23	26		001	363	1	012	3	144													
		05	6	085	5	008	1		007		288						•		144	486	,											
				S	T D	010	0	0	014	33	33	26	77	001	278	9	015	6	144	493	3											
				S.	r D	012	5	0.0	031	33	41	26	83	001	226	3	018	8	145	506												
				S.	TD	015	0	0	057	33	53	26	91	001	149	1	021	. 7	145	523	3											
		05	6	08		016			273		597	26							145													
					T D	020			136	33		27		000	942	0	027	0	145													
		05	6	OB:	5	T020	3	0	142	33	890	27	15						145	5 7 5	,											

FERENC Y ID IE NO	SHIP CODE	LATITU	DE L	ONGITUDE		SDEN IAPE	STATION 1		YEAR	CPUISE	STATION NUMBER	DEPTH TO BOTTOM	MAX DEPTH OF S'MPL'S	O81	WAVE SERVATIONS HGT PER SE	WEA- THER CODE	CODES		51	NODC NOTEN NOTER
1 54	40 EV	4246	N 0	5020 W	150	COLOR	TRANS DIR	VIND	BARO	DRY	MP. °C VIS		10 SPEC	IA L	4 5	X 2	2 8		C	006
						CODE	Im1	FORCE	(mbs		8018			_						
		GR CAST		_			04	509	993		006 8	09			1					
	HR 1	NO.	CARD TYPE	DEPTH (n	n) T	**	2 *	SIGM	A - T	ANOMALY-E		A. VELE	CITY	O ₂ ml l	PO4=P	PG * O' I	NO2+N vg - of	NO3-N	51 ⊃4+51 μg − αΙ	рН
			STD	0000		089	3313	265		001469	4 0000									
	07	0	OBS	0000		089	33134	265				145								
			STD	0010		086	3314	265		001463										
			STD	0020		082 078	3314 3314	265 265		001460										
			STD	0050		068	3316	266		001437										
	0.7	0	OBS	0061		061	33169	266		001431	0015	145								
			STD	0075		050	3319	266		001404	0 0108		-							
			STD	0100	0	031	3323	266	9	001363	8 0143	144	99							
	0.7	0	085	0117	0	018	33256	267	1			144	96							
			STD	0125		027	3336	267		001262			03							
			STD	0150		067	3368	270		001041	0 0205									
	0.7	0	OBS	0178		136	34009	272				145								
			STD	0200		209	3424	273		000717	1 0249									
	0.7	0	085	T0203		218	34268	273				146								
			STD	0250		261	3437	274		000667										
			STD	0300		300	3447	274		000626										
	0.7	7.0	STD 085	0400 T0402		358 359	3468 34688	276		000532	9 0373	147								
	0 1	0	STD	0500		375	3473	276		000523	3 0426									
			STD	0600		391	3478	276		000516										
	0.7	7.0	OBS	T0601		391	34777	276		000010	J (410	147								
	0 1		STD	0700		403	3482	276		000507	4 0529									
		2.0	085	T0796		408	34853	276		00000	. 0020	148								
	0.7							276		000498	2 0580									
	07	Ü		0800	Ω	408	1485													
	07		STD	0800		408 406	3485 3486													
	07			0800 0900 1000	0	408 406 397	3485 3486 3488	276	9	000497	1 0629	148	318							

REFEREN	NCE			~	MARSDEN	STATION T	ME	ORIGINAT	OR'S	DEPTH MA		WAVE	WEA-	CLOUD	T		NDDC
TRY	ID. CDDE	LATITU	30	LONGITUDE NOON	SQUARE	(GMT)	YEAR	CRUISE STA	TION	TO DEF		SERVATIONS	THER	CODES		51	NOITA
300	ND.		1/10	* '1/10 E	10. 1.	MD DAY H	R.1/10	NO. NU	MBER	BOTTOM S'MPL		HGT PER SE	CODE	TYPE A M	1	N	UMBER
1 5	640 EV	4238	N C	05019 W	150 20	03 31 b	89 1965	001 9241		1701 11	32	44	X2	4 8		(0007
					WA	TER V	IND BAS	AIR TEMP		ND. C	ECIAL]		_			
					COLOR	TRANS DIR.	SPEED MET		WET CODE	DEPTHS DESER	VATIONS						
						0.2	70800			7.6		1					
						03	502 98	<u>6 1000 10</u>	00 8	16		1					
	MESSEN	CAST	CARD		⊺ °c	5 %.	SIGMA-T	ANOMALY-X107	DYN. M	SOUND VELDCITY	O 2 m1/	PO4-P	TOTAL-P	ND2-N µg - ot/l	NO3-N pg - ot/l	\$1 O4-\$1 ug = a1/1	рН
	HR 1/1	0	ļ —		-				x 10 ³	+		-			P	-	
			STI		0065	3319	2663	0014151	0000	14497		!	l	ļ			
	08	9	OBS	0000	0065	33188	2663	0012012	001/	14497							
			STI		0052 0040	3321 3323	2666 2668	0013913 0013697	0014 0028	14493 14490							
			ST(0028	3325	2670	0013482	0020	14486							
	08	9	085	0038	0019	33269	2672	0013402	0041	14484							
		•	STI		0007	3329	2674	0013094	0068	14481							
	0.8	9	OBS	0067	-0010	33312	2677			14476							
			ST	0075	0058	3358	2695	0011121	0098	14512							
			STI	0100	0270	3404	2717	0009132	0124	14617							
	08		085	0106	0321	34056	2714			14640							
	08	9	OBS	0115	0178	34022	2723			14578							
		_	STI		0157	3403	2725	0008363	0145	14571							
	08		085	0125	0157	34027	2725 2730			14571							
	08 08		085 085	0130 0134	0180 0200	34114 34221	2737			14583 14594							
	08		085	0144	0230	34312	2742			14610							
	• • • • • • • • • • • • • • • • • • • •	,	ST		0254	3434	2742	0006762	0164	14622							
	08	9	085	0172	0321	34429	2743	0000102	0.04	14656							
	• •		ST		0312	3446	2747	0006403	0197	14657							
	08	9	085	10239	0309	34509	2751			14663							
			ST		0316	3453	2752	0005950	0228	14668							
			ST		0345	3462	2756	0005594	0257	14690							
	08	9	085	0383	0382	34740	2762			14721							
			STO		0387	3476	2763	0005065	0310	14726							
	0.0	0	STI		0407	3484	2767	0004780	0360	14752							
	08	7	OBS	T0577 0600	0411 0406	34873 3487	2770 2770	0004612	0407	14767 14768							
			ST		0389	3488	2772	0004612	0457	14778							
	08	9	085	0768	0380	34881	2773	0004403	0472	14785							
	30	-	ST		0377	3488	2774	0004414	0496	14790							
			STI		0371	3488	2774	0004439	0541	14804							
	08	9	085	T0977	0367	34880	2775			14815							
			ST		0366	3488	2775	0004466	0585	14818							
			ST		0364	3488	2775	0004519	0630	14834							
	08	0	OBS	T1148	0364	34881	2775			14842							

REFERENCE SHIP CTRY ID. CODE NO.	1/10 LOI	NGITUDE 11/10	MARSDEN SQUARE	STATION TIN	YEAR		OR'S TION MBER	TO DI	OF OBSI	WAVE ERVATIONS	C 0 0 5	CLOUD		STA	DDC ITION MBER	
31 540 EV 4212			150 20			001 9242				3 2	X 7	5 8		0	800	
			COLOR	TER W	SPEED BAR	O- AIR TEMP	. °C	NO.	SPECIAL SERVATIONS					•		
			CODE	(m) OIK.	FORCE (mb)	E) BULB I		DEFINS								
HESSENCE				16	505 99	7 026 0	26 7	12 SOUND		20. *					-	T,
MESSENGR CAST TIME OF NO. HR 1/10	TYPE	DEPTH (m)	1 "C	s -/	SIGMA-T	ANOMALY-X107	₹ △ D OYN. M x 10 ³	VELOCIT		PO4-P ug = 01/1	TOTAL-P	NO2-N ug - at/l	NO3-N Pg - 01/I	SI O4=Si ug = a1/I	рН	Ċ
	STD	0000	0284	3355	2676	0012918	0000	14599								71
131	OBS S T D	0000 0010	02 84 02 86	33547 3355	2676 2676	0012917	0013	14599								
131	085	0012	0290	33557	2677	0012527	0034	14604	4							
	STD STD	0 0 20 0030	0345 0401	3367 3 3 79	2681 2685	0012527 0012156	0026 0038	1463 1465								
131	OBS STD	0035 0050	0423 0429	33838 3384	2686 2686	0012078	0062	14661								
	STD	0075	0440	3386	2686	0012056	0092	1468	2							
131	OBS STD	0086 0100	0444 0310	33886 3390	2688 2702	0010533	0121	14686								
131	STD OBS	0125 0131	0196 0192	3401 34055	2720 2724	0008777	0145	14588								
	STD	0150	0336	3432	2733	0007643	0165	1465	7							
131	OBS STD	0180 02 0 0	0506 0496	34657 3469	2742 2746	0006583	0201	1473								
	STD	0250 0300	0477 0467	3477 3484	2754 2761	0005827 0005262	0232	1473								
131	085	0300	0467	34838	2761	0007202	0200	1474	4							
131	OBS STD	T0398 0400	0471 0470	34945 3495	2769 2769	0004573	0309	14761								
121	STD	0500	0444	3495	2772	0004381	0354	1476	9							
131	OBS STD	0594 0600	0424 0423	34953 3495	2774 2774	0004246	0397	14770	-							
	STD STD	0700 0800	0413 0403	3494 3493	2775 2775	0004300	0439	14789								
	STD	0900	0393	3493	2776	0004322	0526	1481	3							
131	OBS STD	T0992 1000	0383 0376	34921 3492	2776 2777	0004282	0569	1482 1482								
131	OBS STD	T1016 1100	0363 0360	34920 3492	2778 2779	0004181	0611	1482								
	STD	1200	0356	3492	2779	0004218	0653	1484	8							
131	085	T1201	0356	34918	2779			1484	8							
REFERENCE		T N	MARSDEN	STATION TIN	AE YEAR	ORIGINAT		DEPTH OF	EPTH OBSE	WAVE RVATIONS	WEA-	CLOUD		NI STA	DDC ITION	
CODE NO. CODE LATITU	1/10	NGITUDE HON	1	MO DAY HR		NO. NU	TION MBER	BOTTON	OF MPL'S DIR	HGT PEF SI	CODE	TYPE A MI		NU	AM BER	
31 540 EV 4140	N 050	019 W	150 10	23 31 17	ND.	A ID TEAAP				2 2 1	x1	6 6		0	009	
			COLOR	TRANS. DIR.	SPEED METE OR (mbs	ER DRY	WET CODE	NO. OBS. DEPTHS	SPECIAL SERVATIONS							
			03	30 5	514 003		50 8	15								
MESSENGE CAST	CARD	DEPTH (m)	; °c	s ·/	SIGMA-T	SPECIFIC VOLUME	₹ ∆ D	SOUND	O ₂ ml/l	PO4-P	TOTAL-P	NO2-N	иоз-и	S1 O 4 - S1	pН	S
TIME of NO.	TYPE					ANOMALY-X107	x 10 ³	VELOCIT		pg - e1/1	νg - α1/1	µg - al/l	μg - at/l	μg = αt/1		-
170	STD 085	0000	1312	3573 35729	2695 2695	0011135	0000	15022		1	l	1	1	ı		1 '
	STD	0010	1312 1312	3573 3572	2695 2695	0011193 0011242	0011	15023 15025								
	STD STD	0030	1312	3572	2694	0011242	0034	1502	7							
170 170	08S 08S	0030 0040	1312 1297	35718 35705	2694 2696			1502° 1502°								
	STD	0050	1132	3535	2701 2702	0010719	0056	14964								
170	OBS STD	0056 0075	1049 1042	35167 3516	2702	0010617	0082	1493	3							
	STD	0100 0125	1035 1030	3515 3514	2703 2703	0010623 0010654	0109 0135									
170	085	0133	1029	35141	2703	0010682	0162	1493								
	STD STD	0150 0200	1028 10 2 6	3514 3515	2703 2704	0010696	0216	1494	8							
170	OBS STD	0210 0250	1026 0909	35155 3503	2705 2715	0009786	0267	1495								
170	085	0287	0826	34961	2722			1488	6							
170	STD OBS	030 0 0313	0808 0782	3496 34945	2725 2728	0008845	0313	1487	3							
170 170	08S 08S	T0363 0384	0600 0625	34814 34880	2743 2745			1480								
	STD	0400	0634	3494	2748	0006696	0391	1482	9							
170	OBS STD	0415 0500	0640 0573	34987 3499	2751 2760	0005649	0453		2							
170	STD 085	0600 T0622	0511 0500	3500 34998	2768 2769	0004950	0506	1481 1481								
170	STD	0700	0473	3498	2771	0004721	0554	1481	4							
170	STD OBS	0800 0827	0443 0436	3497 34969	2774 2774	0004535	0600	1481 1482								
-	STD	0900 1 00 0	0418 0399	3497 3497	2776 2779	0004332 0004182	0645 0687	1482	5							
170	STD 085	T1052	0393	34973	2779			1483	9							
	STD STD	1100 1200	0392 03 8 8	3497 3495	2779 277 8	0004197 0004393	0729 0772									
170	085	T1238	0387	34942	2778			1486							8	35
															•	

REFER	ENCE	SHIP					_ a	MAR	SDEN	STATIC	MIT_NO	E		T	ORIGI	NATOR	ı's	T	DEPTH	M A			WAV	٠Ę	WEA-	CLOUD			NODC	1
CODE	ID.	CODE	LATITU	- 1	LONG	SITUDE	INDC		ARE		MTI		YEAR	CRUI	i E	STATI	NC	1	TO BOTTOM	. 0	F			ZNOIT	THER	CODES			TATION	
	NO.			1/10		1/10	+-+	10*	1,1	MO DA	AY HR.	/10		NO		NUM	5ER	+		, S.W	PL*S	DIR.	HGT	PEP SEA		TYPE AM	1		OWIDER	
31	540	ΕV	4203	N	0499	54 W	1 1	149		03 31	22	3]	1965	00				3	3430	1	1	2.8_	4 4	.	X2	6 2		1	0010	
									WAT	ER !	WIN		BAR	0+ -	AIR TE	MP. 1		VIS.	NO.	,	SPECIA	. 1								
									COLOR	TRANS.	DIR.	SPEED OR	1,1		DRY	BU	T C	ODE	OBS. DEPTHS	OBSE	RVAT	IONS								
									-			FORCE				+	\rightarrow	-				-								
	-			,						2	28 \$	20	02	0 (22	00	6 8	3	17									,	,	
	- P	MESSENGI TIME		CAR		DEPTH	lm 1	١,	*C	5 .	,	TIC I	WA-T		ic val		₹ △ DYN.	D.	501	UND		2 ml/l	PO) 4 - P	TOTA L-P	NO2-N	NO3-N	5104-5		5
		HR 1/10		TYP	PE						.	3,0,		ANO	MALY-X	10/	x 1	103	. AEri	OCITY	"	2 1110 1	νg	- 01/1	μg = 01/1	µg = a1/1	µg = al/l	ug = al/	pH	c
				ST	r n	0000	`	0	663	3432	,	269	3.5	00	1112	4	000	0	16	767										\forall
	- 1	223	3	085		0000			663	3431		269		00.	1112	0	000	,,,		767	1		1			1	1	I	,	1 1
				ST	-	0010			697	3435		269		00	132	7	001	1		782										
				ST		0020			739	3443		269			130		002		148											
		223	3	085	5	002	7	0	772	3450)2	269	94						148											
				ST	ſD	0030)	0	793	3456	ó	269	96	00	110	7	003	34	148	826										
				ST		0050)		909	3488	3	270) 3	00	1049	1	005	5	148	B 7 7										
		223	3	085		0052			919	3490		270							148	881										
				\$ T		0079			946	3497		270			1047		008		148											
				ST		0100			975	3504		270			049		010		149	-										
				51		0125		_	004	3510		270		00	1052	1	013	4		927										
		223	,	085		0132			012	3512		270				_		_	149											
		223		51		0150			980	3506		270		00	049	U	016	0	149											
		223		085 085		0169			946 5 64	3499		27(27)								912										
		223		085		0195			719	3475		272							148											
		22.	,	ST		0200			719	3477		272		000	882	7	020	0		828										
		223	3	085	-	0211			720	3479		272		•••	,002	,	020	,		830										
		223		085		022			821	3500		272							148											
		223	3	085		0236			770	3494		272								856										
				ST	D	0250)	0	530	3469	7	272	29	000	828	1	025	1	148	800										
		223)	085	5 1	T0262	2	0	574	3460	8	273	30						147	778										
		223	3	085	5	0288	3	0	556	3486	7	274	¥0						148	819										
				ST	-	0300		0	686	3494		274	_	000	724	7	029	0	148	833										
		223	3	085		0313			710	3500		274							148	846										
				ST		0400			589	3498		279		000	580	8	035	5	148											
		223	}	089		T0418			568	3497		279							148	-										
				ST		0500			539	3497		276			537		041	-	148											
				ST	-	0600			507	3497		276			513		046		148											
		222		ST		0700			480	3496		276		000)494	8	051	. 4		817										
		223	,	085		0794			458	3495		277		00/		_	٠	_	148											
				ST		0800			457	3496		277			481		056		148											
		223	ι	085		0900		-	4 4 1 428	3496		277	_	000	466	0	061	. 1	148											
		223	,	ST		1000	-		428 421	3490		277 277		000)448	a	065		148	840 842										
		223		085		T1069			404	3496		277		000	/ 0	_	000	, 0												
			•	000	•		,	-	757	J 7 7 C	, ,	- 1 1	. 0						146	847										

REFER	ENCE	SHIP					_ 2	MAR	SDEN			TIME			ORIGIN	ATOR'S		DEP		MAX. DEPTH			VAVE		W		CLOU		- 1	NO	
CTRY	ID. NO.	CODE	LATITU			GITUDE	DRIFT	SOL	JARE		IG M		YEAR	CRUISI NO.		OITAT		BOTT	044	OF			VA TIO		TH CO	nt.	CODE			STAT	NOIT
-		-	-	1/10	-	1/10	0	10*	1*	W0	DAY	HR,1/10		NU.	-	AUWRE	к		-	S'MPL"	2 0)IR H	GT PER	SEA	-	-	TYPE AA	4.7			
31	540	EV	4225	N	049	927 W		149			1	024	1965					274	3	11	2	6 3	3		X Z	2	5 8	1	-	00	11
									_	TER	+	WIND	BAR	o-	AIR TE		VIS.				CIAL										
									CODE	TRANS Iml	DI	R. OR	170		ULB	BULE	COE	DEPT		OBSERV	ATIO	2110									
										†	28	-		4 0	22	017	7	10	1			\neg									
		MESSEN		1				Τ		+		1		 	_		≨ ∆ D	1											_		
		TIME	ar NO.		ARD YPE	DEPTH	(m)	1	°C	2	٠/	SIC	1-AM6		C VOLU		DYN. A	· I	SOU		0 2	ml/l	PO 4-		101AL.		NO2-N vg - at-l	NO3-1			ρН
		HR 1/1	0		_			+			_			-		-	x 103	-		-				-	, , , , , , , , , , , , , , , , , , ,	-	- y - ui-i	pg + di	, pg -		
					TD	000			428	331			84	001	2156	5 0	000	1	46	65		-		- 1							
		02		08		000			428	331			84					1	46	65											
		02	4	OB		000			428	331			84			_			46												
				_	TD	001			428	331			84	001			012		46												
					TD TD	002			426	331			85	001			024		46												
		02		08		003			423	331			85	001	214:	, (036		46												
		02	4		TD	004			421 394	331			85 85	001	2100		0.41		46												
		02	4	08		006			367	33.			87	001	210:	, (061		46												
		٧.	•		TD	007			390	33			98	001	088	3 0	089		46												
					TD	010			430	34			17	000			114		46												
					TD	012			462	34			34	000			135		47												
				\$	TO	015	0		487	34			47	000			153		47												
		02	4	08	S	015	1	0	488	34	11	. 27	48						47												
				S	TD	020	0	0	483	348	0	27	56	000	5614	4 C	183	1	47	33											
					TD	025		0	476	341			61	000			210	1	47	40											
					TD	030			469	349			67	000	467	2 0	234	1	47	46											
		02	4	OB		T032			464	349			69						47	-											
					TD	040			446	349			72	000	429	7 0	279		47												
		02	4	08		1049			428	349			74			_			47	_											
					TD TD	050			428	349			74	000			321		47												
		02	4	08		060			416 415	349			76	000	407	9 (363		47												
		02	-		TD.	070			403	349			76	000	408	, ^	403		47												
				-	TD	080			390	349			77	000		-	444		47												
					TD	090			377	349			78	000		-	485		48												
		02	4	08		T090			377	349			78	000					48												
					TD	100				349		- '	. •					•		- ,											
		02	4	08		107				349																					

PEFERENCE SHIP LAT	TITUDE LO	NGITUDE NGITUDE	MARSDEN SQUARE	STATION TO	YEAR		OR'S TION MBER	DEPTH DEPT TO OF BOTTOM S'MPL	H OBSERVATION	CODE	CLOUD CDDES		S	NODC TATION UMBER
31 540 EV 424	∔8 N 04	902 W	149 29 WA		55 1965 IND BAR	A ID TE AAD	. °C	2624 12		X0	0	1	(0012
			COLOR		SPEED METE	R DRY	WET COD	Doc 3P	ECIAL VATIONS					
			CODE	Im1 Ding	FORCE (mbs		BULB	+						
				27	524 064	028 0	22 B	15						
MESSENGE CA		DEPTH (m)	1 °C	5 */.	SIGMA=T	SPECIFIC VOLUME ANOMALY—X107	₹ △ D DYN. M x 10 ³		O2 ml/1 PO4-P	101AL-F	NO2=N ug - al/l	NO3+N µg = a1/1	\$1 O4-\$1 1'ito - gu	рΗ
HK 1710	STO	0000	0619	3427	2698	0010899	0000	14749		 				
055	085	0000	0619	34273	2698	0010699	10000	14749		I	1			
0,7,7	STD	0010	0629	3455	2718	0008966	0010	14758						
	STO	0020	0739	3481	2723	0008478	0019	14807						
055	OBS	0021	0755	34837	2723			14813						
	STO	0030	0963	3508	2710	0009818	0028	14896						
055	OBS	0031	0974	35092	2709			14901						
055	OBS	0041	0958	35142	2715			14897						
	STO	0050	0969	3514	2714	0009496	0047	14903						
0.5.5	STD	0075	0999	3514	2708	0010030	0072	14918						
055	OBS STD	0092 0100	1019 0926	35143 3502	2705 2711	0009822	0096	14928 14893						
055	085	0122	0742	34798	2722	0009622	0096	14824						
037	STD	0125	0731	3479	2723	0008672	0119	14820						
	STD	0150	0665	3475	2729	0008151	0140	14798						
055	OBS	0154	0658	34742	2729		-	14796						
	STO	0200	0671	3497	2746	0006657	0178	14811						
055	OBS	0213	0674	34974	2745			14815						
055	OBS	0233	0622	34920	2748			14797						
	510	0250	0613	3494	2751	0006203	0210	14796						
055	OBS	T0252	0612	34944	2751			14796						
	STD	0300	0564	3494	2757	0005654	0239	14785						
055	STD OBS	0400 0400	0487	3493	2766 2766	0004913	0292	14770						
000	SID	0500	048 7 0457	34931 3495	2771	0004539	0339	14770 14774						
	STO	0600	0437	3497	2775	0004339	0383	14774						
055	OBS	0603	0431	34968	2775	5507217	0,000	14781						
0,,	STD	0700	0412	3496	2776	0004132	0425	14789						
	STD	0800	0397	3495	2777	0004111	0466	14799						
055	OBS	T0808	0396	34952	2777			14800						
	STD	0900	0390	3495	2778	0004145	0507	14813						
	STD	1000	0384	3495	2778	0004159	0549	14827						
055	OBS	T1027	0382	34946	2778			14830						
	STD	1100	0383	3495	2779	0004240	0591	14843						
055	STD	1200	0388	3496	2779	0004347	0634							
055	OBS	1208	0389	34956	277B			14864						

CTRY	ID.	SHIP	LATITU	DE	LONGITUDE	M AR		STATION	TIME	YEAR	CRUISE		ATION		DEPTH TO	DEP	TH	OB:	WA'		15	W.E.	ER	CLO		S	NODC TATION
ODE	NO.			1/10	1/10	10.	1*	MO DAY	HR.1/10		NO.	NI	JMBER		BOTTOM	STANI	PL'S	DIP	HGT	PER	SEA	CO	Ut I	TTPE /	243	, h	UMBER
31	540	EΥ	4221	N	04836 W	149	28	04 01	091 1	965	001	924	7	1	3210	110	0	28	6	5		x 1		3 2	,		0013
							WA	TER	MIND	BAR	0- 4	AIR TEM	P °C	VIS	NO.		PECIA							_			
							COLOR	TRANS DIR.	SPEED OR FORCE	M ET (mb		DRY ULB	W E T BULB	CODE	DBS. DEPTHS		PVA1										
								28	515	06	8 03	33	025	7	11												
		MESSENG TIME HR 1/1	of NO.	C A F		, т	℃	s */	SIGN	A A — T		VOLUM ALY-X10	D)	∆ D YN. M x 10 ³		UND	0	2 mi/l		04-P		01AL-		NO2+		SI D4-Si ug - 01/I	рН
				ST	D 0000	0	716	3436	269	12	001	1465	0.0	000	147	788											
		09	1	085			716	34363	269						147				1						1		
				ST	D 0010	0.	743	3445	269		001	1196	00	11	148												
				ST			768	3452	269			1036	0.0	22	148	314											
				ST			790	3459	269		0010		0.0	33	148	3 2 5											
			_	ST			827	3467	269		0010	0815	0.0)55	148												
		09		OBS			843	34702	269						148												
		09	1	085			854	34714	269						148												
				ST ST			852	3474	270		0010			82	148												
				51			839 826	3483 3490	271		0000			801	148												
				5 t 5 T			526 B14	3490	271 272		0000	9237		l 32 l 54	148												
		09	1	085			808	34954	272		0000	3801	0.1	174	148												
		0 /	•	ST			596	3488	273		000	7669	0.1	195	148												
		09	1	085			531	34874	274		000	1007	0.	. 7)	148												
			-	51			526	3489	274		0000	5783	0.7	231	148	_											
		09	1	OBS	0272		516	34910	274				-		148												
		09	1	OBS	0286	0	502	34758	275	0					147												
				ST	D 0300	0	510	3479	275	2	0000	5134	0.2	264	147	761											
				ST		0!	569	3501	276	2	0009	5357	03	321	148	304											
		09	1	OBS			570	35010	276						148	305											
				\$T		0	528	3501	276		0004	936	03	373	148	304											
				ST			485	3501	277		0004	1510	04	120	146	303											
		09	1	OBS			482	35013	277						148												
				ST			436	3498	277		0004		-	+64	147												
		4	_	ST			400	3494	277		0004	4273	05	07	148	300											
		09	1	089			396	34931	277						148												
				ST			377	3491	277		0004			50	148												
		09		ST 085			367 367	3491 34908	277 277		0004	1256	0.5	92	148												

SITE Cold No. Cold No. Cold No. Cold No. Cold No. No. Cold No. No.						,		, ,																						1
Strict S	REFERE		SHIP				CITUDA	1 to			STATION	TIME	VEAD								005									
131 540 EV 4201 N 04818 W 149 28 00 01 131 1965 001 9248 3457 09 28 5 5 1 1 1 1 1 1 1 1						LON		20 2					TE AR						. 1 0	OF .				COD	c					
	0.001	NO.	_		1/10	-	1710	3 -	10*	++	MO DAY	HR.1/10		140.		OMBE	*		2.W	PL'S	DIR	HGP	PER SI	A	199	T M A 3				
	31	540	EV	4201	N	048	318 W	1	149			131	1965					3457	l o	9	28	5	4	X1	3	3		(014	1
										WA1	I E R			0	AIR TEA	4 P. ℃	- VIE			SPECIA	1									
STD ORS ORS												- OR	177.07				CODE													
										COOL	 		-				+													
STD OOO											27	510	10	B 06	51	050	7	12							,					
STD 0000 1352 3577 2690 0011615 0000 15036					CA	PD			Ι.	**				SPECIFIC	. volu	ME 3	≨ △ D	so	UND			Po	O4-P	foral-	P NO	2-N	NO3-N	21.04-51		S
STD 0000 1352 3577 2690 0011615 0000 15036 15036				or NO.	TY	PE	DEPIH	Tue L	,	C	3 '**	310	MA-I	ANOM	ALY-XII			. VEL	OCITY	0	2 m1/1								pH	c
131			DK 1/1		 .			_	1			-				-		-		-					-					+
STD O010 1352 3577 2690 O011651 O012 15037 STD O020 1353 3577 2690 O011686 O023 15039 STD O030 1353 3577 2690 O011722 O035 15041 STD O050 1354 3577 2690 O011722 O035 15049 STD O075 1355 3577 2690 O011873 O088 15049 STD O100 1356 3577 2689 O011876 O088 15058 STD O125 1357 3577 2689 O011876 O088 O0188 STD O125 1357 3577 2689 O012055 O148 15058 STD O150 1348 3576 2690 O012013 O178 15059 STD O150 1348 3576 2694 O01887 O01887 STD O200 1250 3560 2698 O011436 O237 15032 STD O200 1250 3560 2698 O011436 O237 15032 STD O200 O250 3560 2698 O011436 O237 15032 STD O250 O940 3501 2708 O010429 O291 14923 STD O300 O906 3515 Z724 O008961 O340 14921 STD O300 O906 3515 Z724 O008961 O340 14921 STD O500 O497 3486 Z758 O005245 O592 14810 STD O500 O497 3486 Z759 O005714 O482 14788 STD O500 O497 3486 Z759 O005714 O482 14788 STD O700 O465 3490 Z765 O005245 O592 14810 STD O800 O449 3492 Z769 O005008 O643 14820 STD O800 O449 3492 Z769 O005008 O643 14820 STD O900 O433 3496 Z774 O004589 O691 14831				. 1										001	1615	10	000					1							I	ļ
STD 0020 1353 3577 2690 0011686 0023 15039 STD 0030 1353 3577 2690 0011722 0035 15041 STD 0050 1354 3577 2690 0011879 0059 15044 STD 0075 1355 3577 2690 0011875 0088 15049 STD 0100 1356 3577 2689 0011964 0118 15053 STD 0125 1357 35777 2689 0012055 0148 15058 STD 0150 1348 3575 2690 0012013 0178 15059 131 085 0165 1324 35753 2694 15060 STD 0200 1250 3560 2698 0011436 0237 15053 STD 0200 1250 3560 2698 0011436 0237 15053 131 085 0227 1048 35253 2708 14962 STD 0300 0906 3515 2724 0008961 0340 14921 131 085 0303 0910 35157 2724 14922 131 085 0322 0858 35113 2729 14906 STD 0500 0497 3486 2758 0005714 0482 14789 STD 0500 04491 3488 2762 0005245 0538 14800 STD 0700 0465 3490 2765 0005245 0598 14820 STD 0800 0449 3492 2769 0005008 0643 14820 STD 085 0827 0445 34922 2770 0004589 0691 14831			13.	1																										
STD 0030 1353 3577 2690 0011722 0035 15041 STD 0050 1354 3577 2690 0011773 0059 15044 STD 0075 1355 3577 2690 0011875 0088 15049 STD 0100 1356 3577 2689 0011964 0118 15053 STD 0125 1357 3577 2689 0012055 0148 15058 131 08S 0137 1357 35771 2689 0012055 0148 15058 STD 0150 1348 3576 2690 0012013 0178 15059 131 08S 0165 1324 35753 2694					_			-			-																			
STD 0050																														
STD 0075 1355 3577 2690 0011875 0088 15049 STD 0100 1356 3577 2689 0011964 0118 15053 STD 0125 1357 3577 2689 0012055 0148 15068 131 OBS 0137 1357 35771 2689 012055 0148 15060 STD 0150 1348 3576 2690 0012013 0178 15060 STD 0200 1250 3560 2698 0011436 0237 15032 131 OBS 0219 1121 35375 2705 14988 131 OBS 0227 1048 35253 2708 014942 STD 0250 0940 3501 2708 0010429 0291 14923 131 OBS 70282 0885 34984 2715 14907 STD 0300 0906 3515 2724 0008961 0340 14921 131 OBS 0322 0858 35113 2729 14906 STD 0400 0660 3496 2746 0006898 0419 14880 131 OBS 70486 0499 34852 2758 14788 STD 0500 0497 3486 2759 0005714 0482 14789 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0800 0449 3492 2769 0005008 0643 14820 131 OBS 0827 0445 34922 2770 0004589 0691 14831																														
STD 0100 1356 3577 2689 0011964 0118 15053 STD 0125 1357 3577 2689 0012055 0148 15058 131 085 0150 1348 3576 2690 0012013 0178 15059 131 085 0165 1324 35753 2694 15053 STD 0200 1250 3560 2698 0011436 0237 15032 131 085 0219 1121 35375 2705 14988 131 085 0227 1048 35253 2708 14962 STD 0250 0940 3501 2708 0010429 0291 14923 131 085 70282 0885 34984 2715 2724 131 085 0303 0910 35157 2724 2724 131 085 0303 0910 35157 2724 2724 131 085 0322 0858 35113 2729 14906 STD 0400 0660 3496 2746 0006898 0419 14840 131 085 70486 0499 34852 2758 2759 STD 0600 0481 3488 2762 0005714 0482 14789 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0800 0449 3492 2769 0005008 0643 14820 131 085 0827 0445 34922 2770 0004589 0691 14831																														
STD 0125 1357 3577 2689 0012055 0148 15058 15060 STD 0150 1348 3576 2690 0012013 0178 15059 131 OBS 0165 1324 35753 2694 15053 STD 0200 1250 3560 2698 0011436 0237 15032 131 OBS 0217 1048 35253 2708 14982 131 OBS 0227 1048 35253 2708 14962 STD 0250 0940 3501 2708 0010429 0291 14923 131 OBS 70282 OBS5 34984 2715 14907 STD 0300 0966 3515 2724 0008961 0340 14921 131 OBS 0322 OBS5 35113 2729 14906 STD 0400 0660 3496 2746 0006898 0419 14840 131 OBS 70486 0499 34852 2758 14788 STD 0500 0497 3486 2759 0005714 0482 14788 STD 0500 0497 3486 2759 0005714 0482 14789 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0800 0449 3492 27769 0005008 0643 14820 131 OBS 0827 0445 34922 2770 0004589 0691 14831					_			-								_			-											
131																														
STD 0150 1348 3576 2690 0012013 0178 15059 131 085 0165 1324 35753 2694 15053 STD 0200 1250 3560 2698 0011436 0237 15032 131 085 0219 1121 35375 2705 14988 131 085 0227 1048 35253 2708 14962 STD 0250 0940 3501 2708 0010429 0291 14923 131 085 10282 0885 34984 2715 14907 STD 0300 0906 3515 2724 0008961 0340 14921 131 085 0303 0910 35157 2724 14922 131 085 0303 0910 35157 2724 14922 131 085 0302 0858 35113 2729 14906 STD 0400 0660 3496 2746 0006898 0419 14840 131 085 70486 0499 34852 2758 14788 STD 0500 0497 3486 2759 0005714 0482 14789 STD 0500 0497 3486 2759 0005745 0592 14810 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0800 0449 3492 2769 000508 0643 14820 131 085 0827 0445 34922 2770 0004589 0691 14831			12	1										001.	2055	, u	140													
131			13	1										001	2012		178													
STD 0200 1250 3560 2698 0011436 0237 15032 131 085 0219 1121 35375 2705 14988 131 085 0227 1048 35253 2708 14962 STD 0250 0940 3501 2708 0010429 0291 14923 131 085 70282 0885 34984 2715 14907 STD 0300 0906 3515 2724 0008961 0340 14921 131 085 0303 0910 35157 2724 14906 STD 0400 0660 3496 2746 0006898 0419 14840 131 085 0302 0858 35113 2729 14708 STD 0400 0660 3496 2746 0006898 0419 14840 131 085 70486 0499 34852 2758 14708 STD 0500 0497 3486 2759 0005714 0482 14789 STD 0500 0497 3488 2759 0005714 0482 14789 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0700 0445 3492 2769 0005008 0643 14820 131 085 0827 0445 3492 2776 0004589 0691 14831			12	,										001.		, ,	110													
131			19	1										001	1426		227													
131 OBS 0227 1048 35253 2708 14962			13	1										001	. 7) (, ,	231		–											
STD O250 O940 3501 2708 O010429 O291 14923																														
131				-										0010	1429	۰ ۱	291													
STD 0300 0906 3515 2724 0008961 0340 14921			13	1												. 0	- / 1													
131														000	8961	l o	340													
131			13	1												•														
STD 0400 0660 3496 2746 0006898 0419 14840 14788 14788 STD 0500 0497 3486 2758 0005714 0482 14789 STD 0600 0481 3488 2762 0005485 0538 14800 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0800 0449 3492 2769 000508 0643 14820 131 085 0827 0445 34922 2770 14823 STD 0900 0443 3496 2774 0004589 0691 14831 065 0660 066																														
STD 0500 0497 3486 2759 0005714 0482 14789 STD 0600 0481 3488 2762 0005485 0538 14800 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0800 0449 3492 2769 0005008 0643 14820 131 0BS 0827 0445 34922 2770 14823 STD 0900 0433 3496 2774 0004589 0691 14831					S'	TD	040	0	06	660	3496	27	46	0000	5898	3 0	419													
STD 0600 0481 3488 2762 0005485 0538 14800 STD 0700 0465 3490 2765 0005245 0592 14810 STD 0800 0449 3492 2769 0005008 0643 14820 131 0BS 0827 0445 34922 2770 14823 STD 0900 0433 3496 2774 0004589 0691 14831			13	1	OB:	S	T048	6	04	99	34852	27	58					14	788											
STD 0700 0465 3490 2765 0005245 0592 14810 STD 0800 0449 3492 2769 0005008 0643 14820 131 0BS 0827 0445 34922 2770 14823 STD 0900 0433 3496 2774 0004589 0691 14831					S	TD	050	0	04	497	3486	27	59	000	5714	. 0	482	14	789											
STO 0800 0449 3492 2769 0005008 0643 14820 131 OBS 0827 0445 34922 2770 14823 STO 0900 0433 3496 2774 0004589 0691 14831					S	T D	060	0	04	+81	3488	27	62	000	5485	0	538	148	800											
131 OBS 0827 0445 34922 2770 14823 STD 0900 0433 3496 2774 0004589 0691 14831					S	TD	070	0	04	65	3490	27	65	000	5245	0	592	148	810											
STD 0900 0433 3496 2774 0004589 0691 14831					S	ΤD	080	0	04	449	3492	27	69	0009	5008	3 0	643	148	820											
			13	1	0 B	S	082	7	04	445	34922	27	70					148	823											
131 OBS T0914 0431 34973 2775 14832					S.	T D	090	0	0.4	433	3496	27	74	000	4589	9 0	691	148	831											
			13	1	0 B	S	T091	4	04	+31	34973	27	75					144	832											

REFERENCE	SHIP				- =	MARS	DEN	STATION	TIME	I	(DRIGINA	TOR'S		DEPTH	MA)			/AVE		WE		CLOUD			NODC	1
CTRY ID.	CODE	LATITU		LONGITUDE	DIRIE	sou.		IGA		YEAR	CRUISE NO.		ATION		TO BDTTOM	OF	` ·		VA TIC		COL	·e 🗀	CODES			TATION NUMBER	
	-		1/10	1/10	+	10*	1.	MO DAY	HR,1/10		NU.	N	UMBE	*		S'MPL		\rightarrow	GT PER	5 8 1			TPE AM	1			1
31 54	0 E V	4301	N	04656 W		149		04 01	212	1965					749	10	2	5_ 4	5		1 X 1	-	6 4	1	- 1	0015	ı
						-	COLOR		WIND	BAR MET	o-	AIR TEM	WET	VIS.	NO, OBS,		ECIAL										
							CODE	IC 2 AART	R. OF	1 1111		ULB	BULB	CODE	DEPTHS	OBSER	VATIO	15									
						Ì		26			8 09	50	044	8	13												
	MESSENG		T			Т		1	7 01.	, ,,,	T 1		Τ,	ξ Δ D	Τ,					.						1	Π,
	TIME	NO.	CA TY		(m.)	7	°C	s */	. 514	GMA→T		ALT-X10		ΣΥΝ. Μ. X 10 ³		DUND	02 n	1/1	PO4-		10TAL-		102-N g - a1/l	NO3-N pg - ot/1	SI O4→S: µg - pt/	рН	ć
	HR 1/1	0				-			-											-		+					\mathbb{H}
	-	-		D 0000		,	34	3415		98	0010	843	10	000	147					- 1		i			l)	
	21	2	OBS		-		34	34147		98			_		147												
			S1				40	3416		98	0010		-	011	147												
	21	2	089				46	3420 34229		701 703	0010	0606	U	022	147	_											
	21.	2	S		-		73	3428		704	0010	1334	٥	032	147												
			Si				58	3446		707		0047		052	147												
	21	2	089				58	34462		707			·		147												
			SI		-		16	3464		713	0009	9523	0	077	148												
			S 1	rb 0100	0	07	772	3476	27	715	0009	9447	0	101	148												
			SI	TD 012	5	0.8	324	3483	27	712	0009	723	0	125	148												
	21		089		5	0.8	324	34830	27	712					148	357											
	21		085	013	5		344	34841		710					148	366											
	21:	2	085				775	34779		716					148	341											
		_		rb 0150			78	3466		720	0008	3984	0	148	148												
	21.	2	085				15	34465		726			_		147												
	21	2	S1 085				99	3471		735	000	7667	0	190	147												
	21.	2	S1				28	34862 3486		743 746	0006	711		225	148												
			Si				17	3484		755		865	-	257	147												
	21.	2	085				83	34820		757	000.	,,,,,	0	2),	147												
		-	SI				82	3490		764	0009	085	0	312	147												
	21	2	OB:	041	5		81	34913		765			•		147												
			S1	rD 0500	0	04	61	3493	27	769	0004	727	0	361	147	776											
			S1	rD 060	0	04	42	3495	27	772	0004	4463	0	407	147	784											
	21.	2	OBS	T061	0	04	40	34954		773					147	785											
			S				134	3495		773		4462	0	451	147	798											
			\$1				28	3495		774	0004		-	496	148	_											
			S1				+22	3495		774	0004	•550	0	541	148												
	21	2	089				17	34945		775					148												
	21	2	S				13	3495		775	0004	515	0	587	148												
	21	2	OBS	5 T104	В	04	•00	34955	27	777					148	342											

	ENCE	SHIP	LATIT	LIDE	I.D.	NGITUDE	DCTR	MARS		5	TATION IGM	TIME	YEAR	C D	DRIGIN				DEP1H TO	DEPTH		W 43280	VA VE			/EA-	CLOUE			NODO
TRY	ID.	CODE	, ,	1/10	101	1/10		10"	110	MO		HR.1/10		CRUI		STATI NUM			BOTTOM	S'MPL	S DI	R. H	GT PE	EB 5 E		ODE	TYPE A N			NUMBE
31	540	EV	4316		04	732 W		149	37			011 WIND	1965		92		6 T	3	585	11	2	7 4	3		x	0	0			001
									COLDR	R TRA	NS. DI	SPE	O ME	RO- TER bs!	DRY BULB	W 8U	-	VIS. ODE	NO. OBS. DEPTHS	992 93280	VATIO	NS								
										\top	28	509	9 11	2 ()44	03	9 7		10											
		MESSENI TIME HR 1/1			RD (PE	DEPTH	(m.)	ī	*c		5 %	. SI	GMA=T		NALY-E		₹ △ DYN. x 1	. м.		OCITY	02	πI/I	PO.		FOTA		NO2=N µg = at/1	NO3-N vg - ai/l	\$1 O4-	
			Ť	5	TO	000	D	0.8	354	3	491	2	714	00	933	7	000	0	148	349										
		01	1	OB		000			854		4910		714	,		. ,		•		349		,								
				S	TD	001	0	0.8	367		494		714		932		000			856										
				-	ΤD	002			880		497		715		932		001		148											
					TD	003			391		500		715 716)928)922		002		148											
		01	,	OB.	TD	005 006			913 926	_	506 509		717	00	1922	U	004	0		888 888										
		01	1		J TD	007			931		510		717	00	922	8	007	0	148											
					TD	010	-		943		513		717		924		009		149											
					TD	012			954		516	2	718	00	926	4	011	6	149	910										
				s	TD	015	0	0.	966	3	519	2	718	00	928	2	013	9	149	918										
		01	1	ОВ	5	018	6	0.	982		523		719							931										
					TΟ	020		-	846		506		727	00	849	0	018	3	146											
		01	1	QВ		023			524		483		741							797										
		٠.			TD	025			618	_	487		745	00	0678	8	022			797 796										
		01	1	ОВ	5 TD	T026			606 5 6 2		490! 488		749 753	00	0607	5	025		147											
		01	1	0B		031			543		487		755	00	0007	_	Ų Z J	-		778										
		0.1	•		TD	040			503		495		765	00	0496	2	030	9		777										
		01	1	ов		042			492		496		768				•			776										
		• •	-		TD	050	0	0.	471	3	496	2	770	00	0459	2	035	7	147	780										
				S	TD	060	0	0	445		497		773	00	0437	9	040	2		786										
		01	1	ОВ		T064			436	_	496	-	774							789										
					ΤD	070			422	_	496		775		0425		044	_		793										
					TD	080			404		495		776	00	0421	6	048	37		802										
		01	1	ОВ		085			396		494		776							808										
					TD	090			391		494		777		0421		052			813										
					TD	100			384		494		778		0421		057			827 843										
		0.1	,		TD	110 T110			382		494		778 778	Ų Ü	0427	۷	061	4		843 843										
		01	T	OB	3	1110	v	J.	382	2	774	• 2	110						141	0 4 7										

REFE	RENCE ID.	SHIP	LATIT	UDE	LO	NGITUDE	DRIFT	MARS		STATIO	N TIM		re a r	CPUIS		ATOR'S		DEPTH	DEP	TH		WAVE RVATI	ONS	WEA	CLOUE			NODC	
CODE	NO.	CODE	•	1/10		1/10	PE	10"	1*	MO DA	Y HR.	1/10		NO.		NUMBER		BOTTON	A S'MP		ille.	GT PE	SEA.	CODE	TYPE A N	<u> </u>	,	NUMBER	
31	540	EV	4331	N	04	801 W		149		04 02	06	2 19	965					3365	12	2 2	7 3	3 2		X 7	6 8			0017	
								- [WA	TER	WII		BARC)- L	AIR TE	MP. °C	VIS.	NO.	s	PECIAL	- 1								
									COLOR	TRANS.	DIR.	OR OR	METE		DRY Buli	BULB	COD	DEPTHS	OBSE	RVA TIC	NS.								
								+	CODE	+	-	FORCE		-		-	+	t	+		-								
						,					26 S	25	119) [0	33	028	6	12									_	7	_
		MESSEN TIME HR 1/		C.A.	RD 1PE	DEPTH	(m)	r	°C	5 -	٠	SIGM	A-T		C VOLU	-7 C	X 10 ³		OCITY	02	ml/I	PO a		TO1AL-P #8 = 01/1	NO2=N yg - ot/i	NO3-N ug - at/			
				S	T D	0000)	07	27	3456		270	6	001	014	4 lo	000	14	795						1				
		06	2	08		0000			27	3456		270							795										
				5	TD	0010)	0.7	32	345	7	270	5	001	017	2 0	010	14	799										
				5	ΤD	0020)	07	36	345	7	270		001	020	5 0	020	14	802										
				5	ΤD	00 30			41	3458		270		001	023	4 0	031		806										
		06	2	QВ		0049			48	345		270							811										
					ΤD	0050			74	346		270			020		051		823										
					TD	0079			89	3490		270			008		076		874										
			_		TD	0100			080	3512		271		000	994	8 Ó	101		915										
		06		ОВ		0107			002	351		271							924										
		06	2	ОВ		0116)27 978	3524		271 271		000	951	7 ^	126		9 36 919										
		06	. 2	0B	TD	0129			935	3517		271		000	951	, ,	120		903										
		06		OB		0142		_	83	3468		272							803										
		0.0			T D	0150			71	3470		272		000	859	۵ ۵	148		800										
					TD	0200			12	347		273			723		188		786										
		06	2	ОВ		T0224			92	348		274							782										
				S	TD	0250)	05	91	348	3	274	5	000	674	6 0	223	14	786										
					TD	0300)	05	90	3486	5	274		000	657	4 0	256	14	794										
		06	2	08	S	0368	3	0 5	88	3489	94	275	1					14	805										
					ΤD	0400			75	3490		275			622		320		805										
					ΤD	0500			33	349		275		000	567	4 0	380		805										
		0€	52	οв		0569			04	349	_	276							804										
					TD	0600			82	349		276			501		433		801										
			_		TD	0700		-	31	349		277		000	451	0 0	481		796										
		06	2	ОВ		0764			106	349		277		000	4.20		626		797										
					TD	080			98	349		277			429		525 568		799										
		06		OB	TD	0900 10986			381 371	349) 349		277 277		UUL	426	0	308		818										
		0.6	2		S TD	10986			370	349		277		000	429	2 ^	610		820										
					TD	1100			364	349		277			430		653		834										
		06	52	OB		T116			363	349		277		-	-, 50	, ,	ررن		845										
		0.0	,,	VB		11100		٠.	رور	747		211	'						0 7 7										

FERENCE	SHIP			l= F			STATION				RIGINAT	QR'S	DEPTH	MAX, DEPTH		WAVE	WEA				NOOC
Y ID.	CODE	LATITU	DE 1	LONGITUDE 1/10	10"		MO DAY		YEAR	CRUISE NO.		TION MBER	BOTTOM	0.0		HGT PER S	0.000				UMBER
1 540	EV	4343	N 0	4838 W	149	38		099 WIND	1965	001	9252		2688	11	28	4 4	x1	3 5			0018
							TRANS DI	SPEE	BAR MET	ER (ORY		NO. OBS. DEPTHS	SPE	ATIONS						
					}	CODE	Lm)	FORC	E (mb	s) B	UL8	BULB	DEPTHS	0030							
r		, ,		_			28	520	14	2 0	11 0	06 7	14			-				,	,-
	MESSENGR TIME 6 HR 1/10	CAST NO.	CARD TYPE	OEPTH (m)	T	*C	s */.	. \$10	1 - A M		VOLUME	₹ △ D DYN, A x 10 ³	A, VEL	UNO OCITY	0 g ml/l	PO4-P µg = 01/I	TOTAL=P pg - ot/l		NO3~N NO3~N	\$104-Si \square10 = gq	рН
			STD	0000	0.4	30	3407	27	04	0010	281	0000	146	569						-	
4	099	. ,	OBS	0000		30	34074		-			, 0000		569		1	1		•		
			STO	0010	0.5	86	3437	27	09	0009	789	0010									
			STD	0020	06	92	3458	27	12	0009	9562	0020	147	785							
	099		085	0021	07	00	34592						14	789							
			STD	0030		46	3470	27		0009	9410	0029	148								
	099		OBS	0032		55	34718		14	000				814							
			SID			775	3473		12	0009		0048									
			STD			304 332	3477 3484	27	12		9778 9716	0072									
			STD			360	3494		15	000		0121									
	099		OBS	0126		61	34942			000	,	0121		872							
	099		085	0136		63	34988		19					875							
	- , ,		STD			70	3453		24	0008	3585	0143									
	099		085	0168	0.4	18	34380	27	30				146	695							
	099		OBS	0179	04	49	34524	27	38				147	712							
			STD	0200	04	43	3461	27	45	0006	5592	0181	147	714							
	099		OBS	T0237	04	132	34666	27	51				147	717							
			STD	0250		179	3464		54	0009	744	0212									
	099		OBS	0263		334	34622							679							
			STD			361	3470	27		0009		0239		697							
	099		STD OBS	0400 0421		14	3486 34889		68 70	0004	+611	0288		-							
	099		SID			21	3488		72	0004	. 2 /. 4	0333		745							
			STD			22	3496		75		154	0375									
	099		085	0625		22	34961		75	000	1137	0515	_	780							
			SID	0700		28	3497		75	0004	+265	0418									
			STD	0800	04	37	3498	27	75	0004	4409	0461	148	816							
	099		OBS	0813	04	38	34978	3 27	75				148	819							
			STD	0900	03	95	3493	27	76	0004	351	0505	148	814							
	099		085	0996	03	363	34896						148	816							
			STD	1000		162	3490		76		301	0548									
			STD	1100		348	3490		78	0004	+218	0591	148								
	099		OBS	T1107	03	348	34896	27	78				148	829							
ERENCE	SHIP	LATITUO		ONGITUDE	MARSI		STATION (GM)		YEAR		RIGINATO		DEPTH	MAX.		VA VE RVATIONS	WEA-	CLOUD			1000
10. NO.	CODE		1/10	ONGITUDE BY	10°		MO DAY		11.00	CRUISE NO.	STA.		воттом	S'MPL'S		GT PER SE	_ cont	TYPE AM	7	NI	A TION J M B E R
540	EV 4			4847 W		38 (04 02	126 WIND	1		9253 IR TEMP.		1829	13	26.5		x 1	3 5		0	019
					Ь	COLOR		SPEEC	BARI METI)• 		VET CODE	NO.	SPEC							
						CODE	TRANS, OIF	. 08	Mell	: K D	RI I V		DEPTHS								

10 100 NO		LATITU	OE L	ONGITUDE S	SQUARE 10° 1°	MO DAY H			MBER		OF [ERVATIONS	CODE	CODES			STATION NUMBER
31 54	0 EV	4344		+847 W				001 9253	3	1829	13 26		x 1	3 5			0019
					WA		VIND BAR		· C	NO.	SPECIAL						
					COLOR	TRANS, OIR.	SPEED MET		WET CODE	OBS. DEPTHS	BSERVATIONS						
						26	S18 15	_	22 8	10							
	MESSEN	GR C AST	6440				1	SPECIFIC VOLUM	_	_	,	I				SI O4=S	T
	HR 1/	OF NO.	TYPE	DEPTH (m)	1 "C	\$ */	SIGMA=T	ANOMALY-X107	₹ △ D OYN. M x 10 ³	AFFOC		PO 4=P	TOTAL-P	NO2-N µg = al/1	NO3-N		
			STD	0000	0030	3355	2694	0011201	0000	1448	37						
	12	26	OBS	0000	0030	33551	2694			1448	37						
			STD	0010	0044	3357	2695	0011124	0011	1449	95						
			STD	0020	0057	3360	2697	0010967	0022	1450	3						
			STD	0030	0070	3363	2698	0010812	0033	1451							
			STD	0050	0097	3371	2703	0010362	0054	1452							
			STD	0075	0131	3383	2711	0009667	0079	1454							
			STD	0100	0165	3398	2720	0008767	0102	1457							
			STD	0125	0199	3416	2732	0007662	0123	1459							
	12	26	085	0135	0212	34236	2737	0001551		1460							
		26	STD 085	0150 0162	0265	3438	2744	0006554	0141	1462							
		26 26	085	0182	02 97 0 331	34469 34569	2749 2753			1464							
	1.4	. 0	STD	0200	0343	3460	2755	0005644	0171	1467							
			STD	0250	0386	3470	2758	0005366	0177	1470							
			STD	0300	0420	3479	2762	0005100	0225	1472							
	1.2	26	OBS	T0324	0433	34828	2764	0003100	ULLI	1473							
		- •	STD	0400	0462	3493	2768	0004629	0273	1475							
	12	26	OBS	0432	0466	34954	2770	000 (02)	02.73	1476							
			STD	0500	0425	3492	2772	0004386	0319	1476							
			STD	0600	0382	3489	2774	0004224	0362	1475	9						
	12	26	085	10650	0369	34886	2775			1476	1						
			STD	0700	0370	3490	2776	0004102	0403	1477	0						
			STO	0800	0371	3491	2777	0004131	0444	1478	3.7						
	17	26	085	0863	0372	34916	2 777			1479	8						
			STO	0900	0371	3491	2777	0004217	0486	1480							
		_	STD	1000	0367	3491	2777	0004256	0529	1481							
	17	26	085	T1098	0364	34907	2777			1483							
			STD	1100	0364	3491	2777	0004327	0571	1483							
			STD	1200	0360	3491	2777	0004363	0615	1484							
	1 1	26	085	T1294	0357	34907	2778			1486							

						_																		 						_
CTRY CODE	ID. NO.	CODE	LATITU	JDE 1/10	LONGITUDE	DRIFT	MAPS SQU			ON TI		YEAR	C RU		STA1	IION		DEPTI TO BOTTO	H D	WAX, IEPTH OF MPL'S		BSER	VATIONS	WEA- THEP CODE	COL	230		5	NODC TATION IUMBER	
31	540	Ev	4355		04907 W		149	39	04 0			965	00	1 92	54		p	172	2 .	01	29	5	4	ΧO		0			0020	
		MESSENGR C						_	TER	_	IND	BAR		A IP TE	_	-	VIS	NO.		SPEC	CIAL									
		MESSENGR CAR 11ME of N. 1167						COLOR	TRANS.	DIR.	SPEED OR FORCE	MET (mb		DRY BULB		v E T U L B	CODE	OBS. DEPTH		SERV	A TION S	5								
										24	514	18	3	022	0	17	7	04												
	HR 1./10		및 NO.	C A		lm)	T	*C	5	٠/	SIGM	1-A		OMALY-1		OY	△ D N M.		ETOCI.		O 2 ml	/ι	PO4←P 29 - 01/1		NO2-		NO3+N µg - at, 1	SI O4−5 √10 - 01/		
		MESSENGR CA HR 1/10 N N N N N N N N N N N N N N N N N N N		S	TD 0000	2	00)44	331	6	266	2	00	1428	5	00	00	14	448	7										
			7	OBS	5 0000	0	00)44	331	56	266	2						14	448	7										
				_	TD 0010)44	331		266			1413			14		448											
					TD 002	-)44	331		266			1399			28		449											
					TD 003)44	332		266			1385			42		449											
					TD 005			043	332		266			1356			70		449											
	167			TO 007	_		043	333		267		00	1320	2	01	03		450												
		16	7	083		_		043	332		267								450											
					TO 010		0.0	062	336		270		00	1050	4	01	. 33		451											
		16	7	Q B 5				062	336		2 7 0								451											
					TD 012			95	339		272	_	00	0868	3	01	57		454											
		16	7	083	5 014	0	0	122	340	47	272	9						14	455	8										

PEFER	ENCE	SHIP					L OL	MARS		STA	TION		Ι	T	ORIGI	IOTAM	R,2	T		AX.		WA			WEA-		OUD			NODC
YAT	ID.	CODE	LATITU		LONG	TUDE	NDC	\$Q.U	ARE		(GM)		YEAR	CRU		STATI		٦.	1017044	OF	ОВ	SERVA			THER		DES			TATION
100	NO,			1, 10		1/1	0 =	10*	1"	MO	DAY	HP.1/10		N(0,	NUM	BEP	+	2'N	APL'S	DIP	HGT	PEP	SEA		TYPI	AMT	1		
31	540	EV	4359	N	049	20 W		149	39	04	02	180	1965	00	1 92	55		p	058 0	0	26	4	4		X 1	2	4			0021
									WA	TER		WIND	B.A.	20-	AIR T	EAAP 1	, p		NO.	SPEC	14.1									
									COLOR	TPAN	5 OIR	SPER OF	7-1		DRY BULB	W 8U	ET Co	DE			TIONS									
		MESSENGI 11ME HR 1/10									25	515	16	6	022	01	7 7		02											
		MESSEN GP 11ME of HR 1/10 1 1 80	T NO.	C.A.		DEPTH	(m)	Ť	*C		5 *4.	ŠI	GMA-1		IFIC VOL		\$ △ DYN. x 10	M	SOUND		O z ml		04+1		OTA L⊸P vg r ol, l			NO3+N	\$1 O4−5 1 to - gu	рН
				S	го	000	0	00)52	33	20	26	65	00	1399	8	0000	0	14492											
		180)	08	5	000	0	00)52	33	199	26	65						14492	2										
				S	ro	001	0	00)49	33	20	26	65	00	1397	16	001	4	14492	2										
				S	TD	002	0	00	47	33	20	26	65	00	1396	1	002	8	14493	3										
				S	rD	003	0	0.0)44	33	20	26	65	00	1393	39	004	2	14493	3										
		180)	08		003	5	0.0	43	33	201	26	66						14493	3										

REFER	ENCE	SHIP					- E	MARS		STA	TION					ORIGI	NATOR	* \$	1	DEPTH	DEPT	. 1		WAVE		W E		CLOUD			NODO
TRY	ID, NO.	CODE	LATITU	1/10	LONG	17/10 17/10	DRIF	\$QU.	ARE 1°	MO	IGM1	n HR,1/		YEAR	CPUI!		STATI		E	OT MOTTOR	OF S'MPL	1 '		RVAT	D SEA	COI	ns L	CODES			TATION NUVBER
31	540	ΕV	4439	N	049	20 W		149	49	04	02	239	1	965	00	92	56		p	082	00	21	6	5 2		ХC		0			0022
	MESSENCE 11 ME of C HP 1/10 239								COLOR	T		·	ED	B A RC M ETE (mbs	P	DRY BULB	EMP "	T CC	IS DDF	NO. OBS, DEPTHS		ECIAL VATIO	45								
											23	_		176	, (17	00	6 8		02											
		Ÿ NO.	C A TY		OEPTH	(m 1	ī	℃		s *4.	5	IG M	A - T		FIC VOL		₹ △ 0 Y N . x 1 (м.	SQ U		0 2 1	n1/1	PO.		1014L-		NO2-N ug - 01.1	1403-14 µg - at 1	SI O4−S µg - σt		
				S	го	000	0	00	12	33	12	2	66	1	00	1438	9	000	0	144	72										
	23		7		5 T D T D	000 001 002	0	0.0)12)13)14	33	122 15 17	2	66 66 66	3		1420 1400		00 1 00 2		144 144 144	75										
					10	003	-		15	_	20		66			1381		004		144											
	239	_	S 08:	ro	005 005)17)17		25 249		67 67		00	1343	2	007	0	144	85 85											

		SHIP CODE	LATIT	UDE 1/10		GITUDE 1/10	DRIFT	MARS SOU		AT2 OM	TION T		YEAR	CRUISI NO.		TATIO	N	DEPT TO BOTTO	, D	AAX. EPTH OF APL'S	OBS	WAVE ERVATION	000	R L	CODES		ST	ODC ATION JMBEP
31 5	-	ΕV	4437		+	05 W			49	0.4	03 0	15	1965					012				5 2	xo	_	0		0	023
									COLOR	-	S. PIIP	SPEED OR FORCE	4-1	R	ORY BULB	WET BUL	VIS.	NO. OBS DEPT		SPECI SERVA	JAL 2 NOIT							
											20	508	196	0	17	01	7 7	04										
	i	MESSENGE CAS TIME OF NO HR 1/10		CA	VPE	DEPTH	im)	т	۳		s */.	SIG	MA-T		C VOLU		₹ △ D DYN. W x 10 ³	. 1	ELOCI) 2 ml/l	PO 4-P vg = 61/1	fOTAL- µg - 01/	1		NO3-N µg - pi/I		ρН
	015		5	08		0000)	-00		33	20 200	266	59		3655		0000	1	445	9				İ				
				5	TD TD TD	0010)		020 020 021	33	20 21 21	266 266 266	69	001	361° 3590 3554	0 (0014 0027 0041	1	446 446 446	2								
	015	οв		0039	5	-00		33	213	26° 268	70		2236		0067	1	446	4										
		019	5	08		0059	5	00	016	33	458 63	268	88		0664		0095		448									
		01	5	ОВ		0099	5	0.0	063	33	726	270						1	452	0								

TRY	ID.	SHIP	LATITU	DE	LON	GITU	D E	DCTR	MAR	SDEN	172	IGM!	TIME	YEA	R C	RUISE		ATION		1	PTH 10	DEPT OF			WAVE ERVATI			WEA- THER	C	OUD			514	ODC
300	NO.	CODE	•	1/10		• •	1/10	- Z	10*	1.	MO	DAY	HR.1/1	1		NO.	N	UMBER		801	MOF	S'MPL	's t)IF	HGT PE	B St	ΕA	CODE	TYPE	A M1			NU	MBER
31	540	EV	4435	N	048	52	W		149	48	04	03	035	196	5 0	001	925	8		b42	20	04	2	6	46	1		ΧO		0			00	024
										WA	TER	-↓-	MIND		ARO-	Al	RTEM	P. °C	- vis.		0.	SP	ECIAL											
										COLOR	TRA N		SPEI DI FDR	E []	ETER mbs)	BU BU		BULB	COD	DEP	BS. PTHS	DBSER	VATIO	SNC										
												20	512	2 2	00	03	2	011	7	0	7													
		TIME	ND.	CA TY	R D PE	DE	PTH (m)	,	*c		s °/	SI	GMA-		PECIFIC		, 0	E △ D YN. W X 10 ³	۸.	VELO		0 2	mi/i	PO 4			IAL-P - 01/I		2-N 01/I	NO3-N yg - at/1	SI O4		ρН
		EV 4		S	τo	00	000	,	-0	018	33	23	26	571	70	0013	430	0	000	1	144	60												
		035	5	OB:	s	0.0	000)	-0	018	33	230	26	571							144	60												
				S	TΟ	00	010)	-0	020	33	24	26	572	C	013	341	0	013	1	144	61												
				S.	T D	00	020)	-0	022	33	27	26	574	C	013	100	0	027]	144	62												
		039	5	QB:	S	0.0	029)	-0	024	33	301	. 20	577						1	144	63												
				S	T D	00	030)	-0	023	33	31	26	578	C	0012	787	0	040	:	144	64												
				5	TD	00	050)	0	005	33	48	2	590	C	0011	612	0	064		144	82												
				S	T D	00	075	ò	0	043	33	67	2	703	C	010	354	0	091	:	145	06												
		039	5	08:	S	01	079)	0	049	33	701	. 2	705							145	10												
				S	TD	0	100)	0	088	33	80	2	711	(0009	624	0	116	. :	145	33												
				5	TΟ	0	125	,	0	134	33	92	2	718	C	0009	015	0	140	. :	145	59												
				S	T D	0	150)	0	180	34	06	2	726	(8000	291	0	161		145	86												
				5	TD	0	200)	0	273	34	38	2	744	C	0006	653	0	199	. :	146	39												
		03	5	OB.	S	0	227	7	0	323	34	579	2.	755						:	146	68												
		039	5	QB.	S		246			410		728		758							147													
					T D		250			405	_	73		759	C	0005	354	0	229		147													
		03	5	οв			296			363		727		763							146													
		035 035 035			TO		300			364	-	73		763	(0004	963	0	254		146													
		0.34	5	οв	S	TO:	395	,	0	392	34	827	2	768							147	28												

REFER	ENCE		F			L = MA	RSDEN	STATION T	IME	0	RIGINAT	OR'S	DEPTH	MAX.			AVE		WEA		DUD			NDDC
TRY	ID.	SHIP	LATITU	OE .	LONGITUDE	INDC 1	UARE	(GMT)	YEAR	CRUISE		TION	TO MOTTO8	DEPTH		SERV			THER		DDES		5	TATION
ODE	ND.		· -	1/10	1/1	10"	1.	MD DAY	HR.1/10	ND.	NU	MBER	0011076	S'MPL"	DIR.	HG	T PES	S E	A	TYPE	A AA Y			
31	540	ΕV	4431	N I	04839 W	149			054 1965	001			2012	12	20	įΒ	5		ΧO		0		1	0025
							_		WIND BAR	o-	IR TEMP	V15.	NO.		CIAL	1								
							COLDI	TRANS. DIR.	SPEED MET OR Imb			WET COD	DEPTHS	DBSERV	2 MOIT A									
								20	512 20	0 02	2 0	11 7	09			1								
			-					20	312 20		-	T A D	1			+								
		MESSENG	CAST	CARD		(m)	1 °C	s */	SIG M A -T	SPECIFIC ANOMA		DYN, M		DOLLA	0 2 ml/		PO4-		1014 L=P			NO ₃ -N µg - al/I	SI O4=Si ا/1a - ولا	
	1	HR 1/1	0					-				x 10 ³	-			-				-				-
				ST	D 000	0 (154	3390	2715	0009	288	0000	145	47							- 1			
		05	4	OBS			154	33898	2715				145											
				ST			176	3397	2719	0008		0009	145	-										
				ST			198	3405	2723 2 7 27	0008		0018	145											
				ST			0219	3412 3425	2734	0008	-	0042	146	-										
				ST			0307	3440	2742	0006		0059	146											
				ST			351	3454	2749	0006		0075	146	-										
		05	4	085			0354	34550	2750	0000	0,1	0012	146											
		0,5	•	ST			397	3467	2755	0005	588	0090	146											
				ST			0436	3478	2759	0005	193	0103	14	705										
		05	4	085			0471	34890	2764				147	727										
				ST	D 020	0	0470	3490	2765	0004	716	0128	147	730										
				ST	0 025	0	0468	3493	2768	0004	510	0151	147	737										
				ST	D 030	0 (0466	3497	2771	0004	303	0173	147	745										
		05	4	OBS		-	0466	34967	2 7 71				147	_										
				ST			0435	3495	2773	0004	143	0215	147											
		05	4	OBS		_	0434	34954	2773				147											
				ST			0404	3492	2774	0004		0257	147											
				ST			377	3489	2775 2775	0004	100	0298	147											
		05	4	OBS			03 7 2	34891 3489	2775	0004	162	0339	147											
				ST			0360	3488	2776	0004		0381	147	-										
		05	4	OBS	_		0360	34884	2776	0007	200	0301		783										
		0,0	•	ST			0360	3490	2777	0004	168	0423		799										
				ST			0361	3490	2777	0004		0465	_	816										
				OBS	-		0361	34906	2777				148	821										
		05	4	005	1102																			
		05	4	ST			359	3491	2778	0004	268	0508	148	832										
		05	4	_	D 110	0		3491 3491	2778 2778	0004		0508 0550		832 847										

SHIP LATIT!	CAPD TYPE STD OBS STD OBS STD	0000 0000 0010 0019	SQUARE 10° 1° 149 47 WA COLOR CODE 1 °C 0880 0880 0876	TER \	IR,1/10 1965 WIND BA	NO. NU 001 9260 RO- TER DRY bs1 BULB	WET COO	DEPTHS OBSE	L*S DIR	PO4-P	X8	6 7	NO3-N		0026
MESSENGE CAST TIME BY NO. HR 1/10 1	CAPD TYPE STD OBS STD OBS STD	756 W	149 47 WA COLOR CODE	04 03 1 1RANS DIR. 19 5 */	100 1965 WIND 8A 59660 ME 000 (m 509 19	RO- TER DRY bs1 BULB 96 044 (VIS CODE 10 28 7 10 28 7 10 28 7 10 28 7	NO. OBS. DEPTHS OBSE	25 PECIAL EVATIONS	3 2	X8	NO ₂ -N	NON	_	
100	STD OBS STD OBS STD	0000 0000 0010 0019	T 'C 0880 0880	18ANS DIR. 19 5 */	SPEED ME ME FONCE (m	7 DRY BULB 96 044 (WET COD BULB 7 128 7 E \$ △ D DYN. M	OBS. OBSE	EVATIONS				NON	SI O ₄ -\$1	
100	STD OBS STD OBS STD	0000 0000 0010 0019	7 °C 0880 0880	19 s */.	509 19	96 044 (28 7	13	EVATIONS				NON	SI O ₄ -Si	1
100	STD OBS STD OBS STD	0000 0000 0010 0019	7 °C 0880 0880	3501	SIGMA-T	SPECIFIC VOLUM	28 7	SOUND	O 2 ml/l				NO ₂ =N	SI O 4-51	1
100	STD OBS STD OBS STD	0000 0000 0010 0019	0880 0880	3501		SPECIFIC VOLUM ANOMALY - x107	₹ △ D DYN. M × 10 ³	SOUND	O ₂ ml/l				NON	SI O4-Si	
100	OBS STD OBS STD	0000 0010 0019	0880	1 -	2718					µg = al, l	μg - ol/I	nd - 61	μg = α1/1	µg = at/1	
100	OBS STD OBS STD	0000 0010 0019	0880	35010		0008984	0000	14860							
	OBS STD	0019	0876		2718		-	14860							
	STD			3501	2718	0008944	0009	14860							
100			0871	35005	2719			14859							
100		0020	0870	3500	2719	0008947	0018	14859							
	OBS	0028	0865	34993	2 719			14858							
	STD	0030	0865	3499	2719	0008966	0027	14859							
100	OBS	0034	0864	34979	2718			14859							
100						0009178	0113								
100						0000201	0136								
100						000,201	0130								
100						0007458	0178								
100	OBS	T0290	0496	34866	2760			14754							
	STD	0300	0487	3487	2761	0005252	0240	14752							
100	OBS	0386	0430	34872	2767			14743							
	STD	0400	0429	3488	2768	0004628	0289	14745							
	STO	0500	0417	3491	2772	0004371	0334	14757							
100		T0583	0404	34924				14765							
							-								
		_				0004161	0419								
100						00041-									
				_											
100				_		0004227	0503								
100						0006234	0545								
								14816							
100		11150	0369	3492	2110										
	100 100 100 100 100 100	STD STD	STD	STD 0050 0855	STD	STD	STD 0050 0855 3497 2719 0009003 STD 0075 0841 3494 2718 0009065 STD 0100 0824 3491 2719 0009085 STD 0105 0807 3487 2718 0009178 2718 0009178 2718 0009178 2718 0009178 2718 0009178 2718 0009178 2718 0799 34857 2718 0799 2718 2718 0799 2718	STD	STD 0050 0855 3497 2719 0009003 0045 14858 STD 0075 0841 3494 2718 0009065 0067 14856 370 0100 0824 3491 2719 0009048 0090 14854 370 0125 0807 3487 2718 0009178 0113 14851 100 085 0135 0799 34857 2718 0009178 0113 14851 14848 370 0150 0785 3483 2718 0009201 0136 14846 370 0150 0785 3483 2718 0009201 0136 14846 370 0150 0785 3483 2718 0009201 0136 14846 370 0250 0658 3484 2737 0007458 0178 14805 370 0250 0658 3486 2752 0006085 0211 14772 00085 0350 0496 34866 2750 0006085 0211 14772 00085 0386 0430 3487 2761 0005252 0240 14754 0350 0350 0447 3481 2767 0004371 0334 14757 0460 0457 3488 2768 0004628 0289 14745 0550 0400 0429 3488 2768 0004628 0289 14745 0550 0400 0429 3488 2768 0004628 0289 14745 0550 0550 0417 3491 2772 0004371 0334 14757 0085 0550 0417 3491 2772 0004371 0337 14766 0550 0550 0360 0399 3492 2775 0004161 0419 14772 04765 0550 0550 0360 0360 3489 2776 0004124 0460 14780 0550 0550 0360 0360 3489 2776 0004127 0503 14799 0505 0500 0360 3489 2776 0004127 0503 14799 0505 0	STD	STD	STD	STD	STD	STD

VEL E	RENCE	SHIP					- a	MAR		STATIO					ORIGIN	ATOR	' S		DEPTH	MA) DEPT			WAY			WEA-		OUD			NODC
TRY	ID. NO.	CODE	LATITU		LONG	ITUDE	PADC	SOU			VIT)		YEAR	CRUISI NO.		STATE		B	OT MOTTO	OF	1			TIONS		CODE	1	ODES			TATION
	140.	-		1/10		'1/10	-	10*	1,		Y HR,1	/10		1	-	- UM	16.6	+		S'MPL	-+	DIR		PER 5			1496	A MT			
31	540	ΕV	4417	N	047]	7 W	Į	149	47 (04 03	15.		965	001	926		- 1	3	749	12		6	3 1	2		ΧO		0		1	0027
									COLOR		1 5	PEED	BAR	>- ├─	DRY	w.	vi	S	NO. OBS.	OBSER	ECIA										
									CODE	I KM I		OR CE	(mb		BULB	BU		1	DEPTHS	ORZEK	VAIII	JINS									
									03	1	6 5	17	17	9 1	28	11	7 8		10												
		MESSENIO	CAST							1	- 1			<u> </u>	C A010	1	₹ △	0	sou	INID			1 0						NO N		
		11005	및 NO.	C A T Y		DEPTH	(m)	1	*C	5 *		SIGM	A T		KALY-XI		DYN. x 10	Μ.	VELO		0.2	m1/1		04-P - 01/I		TA L - P	NO:		NO3-N µg - al. l	SIO4⇔Si µg = af 'l	
		HP 1, 1	0	_						-								-	+		-		-		-			-			-
				51		0000			82	3539		271		000	942	5	0000	0	149							- 1					
		14	5	OBS		0000			82	3539		271				_		_	149												
				S1		0010			82	3539		271			9448		0009		149												
				\$1		0020			081	3539		271 271			946		0019		149	_											
					TD TD	0030			080 079	3539 3539		271 271			9520		0028		149												
					r D	0075		_	778	3539		271 271			9570		007		149 149	_											
				S1	-	0100			77	3538		271 271			9620		0095		149												
				51		012			275	3538		271			967		0119		149												
				51		015			74	3538		271			9714		0144		149												
				S		0200		-	71	3538		271			981		0192		149												
				Š.1		0250			68	3537		271			990		0242		149												
		14	5	0B	5	0256			68	3537	3 .	271	4						149												
		14	5	085	5	0265	5	10	066	3537	5 .	271	5						149	76											
		14	5	OBS	5	029:	3	10	020	3523	2 .	271	2						149	62											
				S	TD	0300)	0.9	961	3515		271	5	000	984	5	0291	1	149	41											
		14	5	083	S	030	7	0.9	909	3507	9 .	2 7 1	8						149	22											
		14	5	0 B S	5	037		0.	740	3497		273							148	67											
				SI		0400			707	3498		274			740		037		148												
				SI		0500			95	3498		275		000	604	7	0445	5	148												
		15.	2	083		0594			16	3497		276							148												
				53		0600			513	3498		276			513		0500		148												
		3.5	2	SI		0700			468	3497		2 77		000	476	3	0550	U	148												
		15	2	OBS		078			438	3495		2 77		000	, E / ·	2	^ E C -	,	148												
				S.		0800			435	3496		2 77 2 77			454		0596		148												
		15	2	OB:		0900			413	3493		211 2 77		000	444	7	064	Ţ													
		15	۷	51		1000			397 397	3493		211 277		000	442	2	0686	۵.	148												
				5		1100			387	3493		211 277			442		073		148												
		15		089		116			383	3493		211 277		000	772	4	012	-	148												

CTRY	ID.	SHIP	LATITU	DE	LON	IGITU		DRIFT	MAR!	DEN	STA	ATION IGM	TIME	Y	EAR	CRUIS		STAT	ION	-	T	PTH TO	M A DEP O	TH	06	WAY SERVA	/E TIONS		WEA	1	CODE				NOE STAT NUM	ION
CODE	NO.			1/10			1,110	-	10"	1.	МО	DAY	HR,1/	10		NO.	-	NUA	18ER		801	10 W	S'MF	L*S	DIF	HGT	PER S	ΕA	COD	11	PE A A	7		-	14010	014
31	540	ΕV	4408	N	046	37	W	1	149	46 (03	196		65	001			*0	, <u>.</u> .	384		1.2	2	14_	2	2	}	х1	1 6	7			- 1	00	2 8
												_	WINE	EED	BARC		AIR TI	_	/ET	VIS	NI OI	D.C		PECIA												
										COLOR	TRAN (m)		٤. (RCE	(mbs		BULB		JLB	CODI	OEP		OBSE	PVAT	ONS											
												14			142	, ,	39	1	22	8	0	7														
		MESSENG			_						┰	12 7	102	_	1					Δο	Ť			T				T			_		Ī		. [
		TIME HR 1/1	of NO.	CA		DE	PTH (m)	r	"C		5 *		IG M	1-4		C VOL		DY	N. M		SOU VELO		0	2 ml/l		04-P - 01/I		17 A L — I 3 - ol (I		02-N - of 1		a+N of I	SI O4-		pΗ
		HK 1711)	-			^ ^ ^		١.,		2.5	4.0	-				2//				١,	2 4 0				+									+	
		196		OB:			000 000			137 137		49		711 711		000	400		UU	00		149 149		ŀ		ı		l		1					1	
		17	,	S			010			136	-	49		711		000	966	я	0.0	10		149														
				5			020			136		49		711		000				19		149	-													
				s.	۲D		030			135		49		711		000				29		149														
				s.			050			134		49		711		000				49		149														
				s.	D	0	075	1	1	133	35	49	2	711	l	000	979	8	00	73	1	149	70													
				\$	D	0	100	1	1	132	35	49	2	71:	L	000	984	2	00	97	1	149	74													
				S.	ΓD	0	125		1	131	35	49	2	717	l	000	989	4	01	22	1	149	77													
				S.			150			130		48		712		000				47		149	-													
				S.			200			128		48		712		001				97		149														
				S			250			127		48		712		001				47		149														
				S			300			126		48		712		001	027	6	0.2	99		150														
		19	5	083			371			125		476		712		001	0.5.3			0.3		150														
		19	4	08:			400 410			125 125		48		712		001	052	. 2	04	03		150 150														
		19	5	S			500			752		07		742		000	755	. 3	04	93		148														
		19	5	08:			561			582	-	902		752		000	,,,		0 -	,,,		148														
				S			600			561		92		756		000	615	8	0.5	61		148														
				5.			700			512		96		765		000				19		148														
		19	5	0B:	5	0	759)		485	34	976		769								148														
				S			800			464		97		77		000	479	3	06	70		148														
				S	G 1	0	900)	04	424	34	95	2	774		000	455	3	07	17	1	148	27													
		19	5	OB:			978			402	34	937	2	776	5						1	148	30													
				S			000			397		93		776		000				62		148														
					0.1		100			386		93		777		000	442	4	0.8	06		148														
		19	5	OB:	5	11	154	•	0:	385	34	928	2	777	7						1	148	153													

PEFERI		SHIP	LATITU	DE	LON	GITUDE	DCTe	MAR		STAT	ION I	TME	YEAR	CRUISE	ORIGINA S1	TOR'S		DEPTH	H I	MAX DEPTH OF	0		A VE	45	WE	5 P	CLOU			5	NODC TATION
ODF	NO.	CODE	•	1, 10		· 1/	10 2	10°	111	MO I	YAC	HR, 1/10		NO.		U M 8E F		BOTTO	·M s	MPL'S	DIR	HC	T PER	SEA	co	DE -	TTPE	A/ T		N	UWBER
31	540	FV	4400	N	045	55 V	,	149	45	04 0	3	239	1965	0.01	926	3	-	3750	, [13	15	5	2		x e		5 8				0029
	, , , ,					•	• •	, , ,	WA			WIND	BAR	1	AIR TEN			NO.	7							,	٥ ر			' '	0029
									COLOR	TRANS	DIR.	SPEED		ER 1	YRC	WET	COD!	085.		SPE(BSERV		S									
									CODE	Im I	DIA.	FORC	E (mb	s1 8	ULB	BULB		DEPTH	15												
											13	524	095	5 1:	33	122	2	08				1									
	,	MESSENGI	CAST	CAF	n									S DE C ISIO	VOLUA	. 3	5 A 5	1 .,	оии			Ť	PO4=F	Τ.							
		TIME	NO.	TYP		DEPT	4 (m)	1	*C	2	* 4.	SIG	MA-T		ALT-XID) D	¥ 10 ³		LOC		0 2 m1		νg = 0!		ug - of		NOg-h vg - al.		03-N - ol/L	1. 10 - 64 1. 10 - 64	pН
		HR 1/10	-		_			+		+		+				-		+		-	-	+		+		+		1.0	-		-
	,		.	ST		000			54	353		127		0000	7406	0	000		+92												
		239	9	OBS		000			54	353		27							+92												
				ST		001			053	353		2 7		000			009		92												
				ST		002			051	353 353		27			9454		019	_	93	-											
				ST	_	009	-)49)45	353		27 27			9473 9511	-	028 047		93												
				ST		00			38	353	-	27		000		-	071		+93 +93	_											
				ST	-	010			029	352		27	-		9497	-	095		93												
		239	,	OBS	-	011	-		24	352		27		000	7471	U	095		93												
			,	ST		012			14	352		27		000	9385	0	118		93												
				ST		015			997	352		27			9222		142	_	93	-											
				ST		020			961	352		27			3974		187		+92												
				ST	D	025	50	0.9	926	351	9	27			3879	-	232	_	92	-											
				ST	D	030	00	0.8	391	351	2	27.	2.5	000	3935		276		+91												
		239	9	OBS	,	0.30) 4	0.8	888	351	18	27.	25					14	91	4											
				ST	D	040	0.0	06	666	349	4	27	44	000	7128	0	357	14	84	2											
		239	7	OBS		040)5	06	557	349	38	27	45					14	83	9											
				ST	0	050	0	0.5	67	349	4	27	57	000!	934	0	422	14	81	9											
				ST	_	060			97	349	5	27		000	147	0	477	14	80	7											
		239	7	OBS		1061		0.4	90	349	48	27						14	80	16											
				ST	_	070			+66	349	_	27		0004	783	0	527	14	81	1											
				ST		080			441	349		27		0004	÷585	0	574		81												
		239	?	085		T082			135	349		27							81												
				ST	_	090			19	349		27		0004		-	619		82												
		220	,	51		100			00	349		27		0004	+260	0	662		83												
		239	'	085		T106			91	349		27		000	202		701		84												
				ST		110			386	349	-	27		0004			704		84												
		220	1	ST		120			376	349		27		0004	1316	0	747		85												
		239	,	085		1127	1.1	0.3	371	349	20	27	(/					14	86	7											

REFER	ENCE ID.	SHIP	LATITU	DE	LONGITUDE		RSDEN U ARE	STATIO IG/	N TIME	YEAR	-	DRIGINA		DEPTH	MAX			NAV RVA	E TIONS	WE	A -	CLCVD			NODE
ODE	NO.	CODE		1. 10	1,10	10°	1.		Y [HR 1/10		CRUISE		ATION IMBER	BOTTOM	S'MPL	S D			PER S			TYPI A 513			NUABER
31	540	ΕV	4430	N	04555 W	149	45	04 04	042	1965	001			3749	11	_	6 4			χı	,	7 8			0030
							_	TER	WIND	BAR	D+	AIR TEM	v	NO.	SPE	CIAL									
							COLOR	TPANS C	OIR OF	100		DRY ULB	WET CC	DEPTHS	OBSERV	/A IIC	NS								
								1	8 518		11	11	110 6	11											
		AMESSEN G	CAST	CAE	D DEPTH		T *C	1			SPECIFIC	VOLUM	€ ∆	D sou	UND			PC	1 ₄ -P	TOTAL	_ p	NO2-N	NO ₁ -N	5104-	s
		HR 1/10	1 NO.	TYE	E DEPTH	m I		S */	311	SMA-T	ANOM	A LY - 110 7	X 10	AA	OCITY	0 2	m1 I		- 01 1	ug - 01		μg - al :	μg = el l	μg - al	
				ST	D 0000	0	451	3418	27	10	0009	9684	0000	146	579										
		042	2	OBS	0000		451	3418		10			,		579										
				ST	D 0010		467	3422	_	112	0009	9575	0010												
				ST	0 0020	0	475	3426	27	14	0000	9371	001												
		0.42	2	OBS	0025	0	476	3427	3 27	115					595										
				ST	D 0030	0	473	3428	27	716	0009	210	002	3 146	594										
		042	2	OBS	0039	0	468	3430	0 27	18				146	594										
				ST	0 0050) 0	457	3431	27	20	0008	3836	004	146	591										
				ST	0 0075	0	434	3432	27	23	0008	3546	006	3 146	586										
				ST	D 0100	0	415	3433	27	26	0008	3299	008	146	582										
		042	2	085			402	3434	3 27	28				146	580										
				ST	D 0125	0	401	3434	2.7	29	0008	076	0110	146	581										
				ST	D 0150	0	395	3435	27	30	000	7979	0130	146	583										
				ST	0 0200	0	384	3437	2.7	732	000	7793	016	146	586										
		042	2	0 B S			380	3437	1 27	33				146	587										
				ST		0	418	3447	27	737	000	7423	020	7 147	710										
		042	2	085			428	3450	4 27	738				147	717										
				ST			443	3467	27	50	0006	248	024	147	732										
		042	2	OBS			457	3488		65				147											
				ST		-	446	3489		67	0004	781	029	147	752										
		042 042 042 042		ST			413	3489		71	0004	482	034	3 147	755										
		042	2	OBS			392	3489		73				147	760										
				ST			389	3489		773	0004		038	147	762										
				ST			372	3490		76	0004	105	042	147	7 7 1										
		04	2	089			367	3490		777				147	775										
				ST			366	3491		777	0004		047												
							362	3491	27	777	0004	135	051												
				ST			202																		
		042	2	0BS	T0946	. 0	360	3490		777				148	307										
		042	2	0B5	T0946	0	360 357	3490 3490	2 7	778	0004		055	148											
		042		0BS	T0946 D 1000	0 0	360	3490	27		0004		055	148	315 329										

ERENCE SHIP	LATITUDI	/10 LC	DRIFT TO THE PROPERTY OF THE P	SQU 10°		STATION (GW		YEAR	CRUISE NO.		ATION		DEPTH TD BOTTOM	MAX. DEPTH OF S'MPL'S	OBS	WAVI ERVAT	NONS	THER CODE	CLOUE	5		104 11 A 1 2 M U M	101
540 EV	4501 /	N 04	553 W	149	55		092	1965	001			-	3596	12	16	5 4		Х4	5 8			00	3 :
					WA	-	WIND	BAR	U•	IR TEM		VIS	NO. 085.		CIAL								
					COLOR	TRANS. D	IR. OF	77.5		ULB	W E T BULB	CODE	DEPTHS	OBSERV	A TION S								
						11			7 12	22	117	6	11										
			T	1		12.	300	103				ΔD	· T - '			_	-		Г	T			-
TIME	CAST	CARD	DEPTH (m)	T	*C	s ·/.	. 510	SMA-T	ANOM	VOLUA	7 DY	Ν, Μ	VELO		O 2 ml/3		4-P	101AL-P #g - ot/l	NO2-N pg - of/t	NO3-N pg - at/1			Р
HR 1/1	0			 		-	-		-		- x	103	+	-					P# 007	pg - 0//1	P 0 -	-	_
1	1	STD	0000		915	3494		07	0010	052	00	00	148	72		1	Į						
093	2 ()BS	0000		915	3493		07					148										
		STD	0010		907	3483		99	0010		-		148										
2.0		STO	0020		380	3473		96	0011	100	00	21	148	59									
093	2 (285	0027		851	34431		77P	0016	. 707	0.0	2.2	1.0										
		STD	0030 0050		918 538	3465 3451		99	0010				148										
093	2 /	310	0063		557	3445		14	000	1430	00	00	147 147										
0 9 6	۷ (STD	0075		518	3442		22	0008	3706	00	75	147										
093	2 (185	0090		477	3439		24	0001	,,,,,	00	,	147										
0 / 1		STD	0100		474	3440		25	0008	396	00	97	147										
		STD	0125		467	3443		28	0008				147										
		STD	0150		462	3446		31	000				147										
093	2 (BS	0191	0.4	458	3453	3 27	37					147										
		STD	0200	04	459	3457	27	40	0007	066	01	75	147	-									
		STD	0250	0.4	465	3474	27	53	0005	910	02	07	147										
		STD	0300	0.4	470	3487	27	63	0009	057	02	34	147	45									
093	2 (38 5	T0318	0.4	472	3489	7 27	65					147	50									
		STD	0400	0.4	447	3494	27	71	0004	383	02	82	147	53									
092	2 (385	0425	0.4	439	3494		72					147	54									
		STD	0500		+08	3492		74	0004			_	147										
		STD	0600		378	3490		75	0004	105	03	66	147										
092	2 (DBS	T0641		369	3489		75	000				147										
		STD	0700	-	364	3489		76	0004		04	-	147										
0.01	, ,	STD BS	0800		358	3490		77	0004	1094	04	48	147										
092	د ا		0851 0900		357	34896		77	0004	. 1 /. 7	٥,	00	147										
		STD	1000		359 364	3490 3491		77	0004				147										
093	2 (OBS	T1072		367	3492		78 78	0004	-203	05	91	148										
09.	۷ .	STD	11072		3 66	3492		78	0004	254	05	72	148 148										
		STD	1200		356	3491		78	0004				148										
093	2 (BS	T1249		348	3490		78	5552	12 72		10	148										
٠,٠	- `			٥.		2							0										

CTPY	ID.	CODE	LATITU	301	LONGIT	10 =	squ	ARE		IGMTI	1	YEAR	CRUISE		TATIO	N.	DEPTH	DEPTH	00.	ERVATION'		R C	ODES		S	NODC
ODE	NO.			1, 10		1 10 =	10"	1"	MO	DAY	8.1/10		NO.	1	NUMB	EP	BOTTON	S"MPL"	S D49	H G.T PER	EA COL	TYP	E AMI			UMBER
31	540	EV	4531	N	04555	5 W	149	55		04 1	40]	965	001				3155	\perp_{11}	19	2 2	Х4	×	9			0032
								WA	TER	V	UNIV	BAR	>- ├─	AIR TEA	M.P., *C	- VIS	NO.	SPE-	CIAL							
								COLOR		DIR.	SPEED	M E I		DRY ULB	BUL	T capi	OBS.	OBSERV	ATIONS							
								-		+	FORCE	+-	-+-		_		-	 								
			,							20	508	04	1 0	92	06	1 6	10	L								
		MESSENGR	CAST	CAI		EPTH (m)		°C		٠/		4A-T	SPECIFIC	volu	AA E	₹ ∆ D DYN. M	so	UND	O2 m1/1	PO4-P	TOTAL-	P NO	2-N	NO3-N	S1 D4-51	
		HR 1/10	T NO.	111	PE 5	Crim (m)	1		,		3107	A M = 1	ANOM	ALY-X	07	X 103	VEL	OCITY	O J MINI	μg - α1'I	μg = at/	i ug .	• ol/I	μg - σI/I	μg - a1/l	pН
				51	rn c	0000	0.	480	344	4.6	272	0.0	000	7001	1	0000	1.44	695								
	-	140		085		0000		480		460	272		000	790.	1 1	3000		695		1	1	1	(i	ł
		140		51		0010		476	344		273		000	787	2 1	8000	146									
				S1		0020		471	344	-	273		000			0016	146									
				51		0030		467	344		273		000			0024		694								
		140		085		0047		459		457	273		000	, 000		0027		694								
				51		050		436	34		273		000	764	1	0039		684								
		140		085		073		304		327	273				-			631								
				S 1	r	075	0	304	34	3 3	273	3 7	000	7243	3	0058		631								
				51	ro d	100	0	302	34	33	273	37	000	7202	2	0076	146	634								
				S 1	rb d	125	0	299	34:	34	273	8 8	000	7160)	0094	146	637								
		140		089	5 (126	0	299	343	337	273	8 8					146	637								
		140		089	5 0	148	0	560	348	802	274	٠7					14	756								
				51		0150		0559		B 1	274	8	000	6363	3	0111	14	756								
				51				544	3488		275		000			0141		759								
				51		250		523	349		276		000	5241	1	0168		760								
		140		089		296		501		950	276							759								
				SI		300		498	349		276	-	000	_		193		758								
		140		ST		400		430	349		277		000	4340)	0239		746								
		140		083)429)500		416	349		277		000				14									
					-			404	349		277		000	_		0281		752								
		140		S1 083)600)642		389 384	349		277		000	4086	5	0323	14									
		140		51		700		377	349		277	-	000	. 100		2261		767								
				S1		1800		367	349		277		000			0364	14	786								
		140		085		852		363	349		277		500	-004	•	0405		793								
		140		S1		900		360	349		277		000	4090)	0445	14									
				51		.000		356	349		277		000			0487	148									
		140		OBS		084		355	349		277		500	-12		- 401		828								

	SHIP	LATITU	DE LO	NGITUDE HIGH	SQUARE	STATION TI	YEAR	ORIGINATO	ION	DEPTH TO BOTTOM	MAY DEPTH OF S'MPL'S	DBSE	WAVE RVATIONS	WEA- THER CODE	CLOUD		ST 4	DDC ATION MARR
-	EV 4	4529		634 W	149 56	04 04 1	74 1965			3145	12	18	4 4	x2	4 8		0	033
					COLOP	TRANS DIR	SPEED METE	DRY #		ND. OBS. DEPTHS	SPEC DBSERVA							
					CGDE	+ +	506 044		56 6	14								
1	ESSENGR TIME 0	CAST ND.	CARD TYPE	ØEPTH UMI	7 ℃	s *4.	SIGMA=T	SPECIFIC VOLUME	¥ 103	. VELO		D2 m1/l	PD4=P µg = at/1	TOTAL=P	NO2=N ug = at	NO3~N 28 - 01	21 O 4 − 2.	p +
	17/		STO	0000	0454	3442 34416	2729 2729	0007957	0000	146								
	174		OBS	0000	0454	3441	2734	0007445	0008	146	61							
	174		OBS STD	0010	0398 0385	34410 3442	2734 2736	0007289	0015	146 146	58							
			STO STO	0030 0050	0374 0355	3442 3443	2737 2740	0007155 0006923	0022 0036	146 146								
	174		OBS STD	0060 0075	0348 0345	34434 3445	2741 2742	0006722	0053	146 146								
			STO	0100	0340	3447 3449	2744 2746	0006551 0006374	0070 0086	146 146	52							
	174		STO OBS	0125	0335 0335	34485	2746			146	55							
	174		STD OBS	0150 0150	0443 0443	3473 34731	2755 2755	0005635	0101	147	708							
	174 174		08s 08s	0165 0180	0432 0436	34717 34734	2755 2756			147								
	174		STD OBS	0200 T0225	0458 0477	3481 34872	2759 2762	0005260	0126	147								
			STD	0250 T0298	0476	3490 34925	2764 2767	0004848	0154	147	40							
	174		OBS	0300	0473	3492	2766	0004718	0178	147	747							
	174		OBS STD	0397 0400	0414 0414	34899 3490	2771 2771	0004320	0223	147	739							
	174		ST) OBS	0500 10596	0399 0387	3490 34909	2773 27 7 5	0004215	0265	147								
			STD	0600 0700	0386 0374	3491 3490	2775 2776	0004127 0004135	0307	147								
	174		OBS	0790 0800	0365	34896 3490	2776 2776	0004160	0390	147	783							
			ST0	0900	0360	3490	2777	0004184	0432	147	799							
	174		STO OBS	1000 11003	0355 0355	3490 34897	277 7 2777	0004214	0474	148								
	174		STD OBS	1100 11176	0356 0360	3490 34898	2777 2777	0004298	0516	148								
			- ,						n ale		MAX							
	SHIP	LATITU	1/10 LO	NGITUDE 1	MARSDEN SQUARE	STATION TO	YEAR	CPUISE STA	TION	DEPTH TO BOTTOM	MAX. DEPTH OF S'MPL'S	085	WAVE ERVATIONS		CLBUD CODES		5 T	ODC ATION JMBER
CTRY ID.	CODE		1/10	718 W	10" 1"	MD DAY H	P.1/10 17 1965	CPUISE STAND. NU	TION V BER	1920	DEPTH OF S'MPL'S	0858 09.	ERVATIONS	THER	CODES		ST.	ATION
CTRY ID.	CODE	•	1/10	1/10 /	149 57	MD DAY H 04 04 2	P.1/10 17 1965	CPUISE STAND. NUMBER DRY Y	TION V BER	TO BOTTOM	DEPTH OF S'MPL'S	0856 09.	HGT PER S	THER CODE	TIPE A W		ST.	ATION
CTRY ID.	CODE	•	1/10	1/10 /	149 57	MD DAY H 04 04 2	17 1965 VIND BARD SPEED METI	CPUISE STAND. NUP OO1 9268 O- AIR TEMP. ER DRY 8 BULB 8	TION VIBER	1920 NO. 085. DEPTHS	DEPTH OF S'MPL'S	0856 09.	HGT PER S	THER CODE	TIPE A W		ST.	ATION
10. COOE NO.	CODE	4528	1/10	1/10 /	149 57	(GMT) MO DAY H 04 04 2 TER V TRANS. DIR.	17 1965 VIND BARG SPEED METI	CPUISE STAND. NUP OO1 9268 O- AIR TEMP. ER DRY 8 BULB 8	TO N VIER VIE COO	1920 NO. 085. DEPTHS	DEPTH OF SIMPLIS 10 SPEC OBSERVA	0856 09.	HGT PER S	THER CODE	3 5		ST.	ATION
10. COOE NO.	EV 4	4528	N 04	718 W	149 57 WA COLOR CODE	(GMT) MO DAY H 04 04 2 TER V TERNS DIR. 14 5 %.	P.1/10 17 1965 VIND BAR(SPEED METI OR (Mb) S16 034 SIGMA-T 2714	CPUISE STA'NU. 001 9268 00- AIR TEMP. ER DRY Y BULB B 4 067 0 SPECIFIC VOLUME	TION WEER COOLURS COOL	1920 NO. 085. DEPTHS 14 SOL VELC	DEPTH OF SIMPL'S 10 SPEC OBSERVA	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV A	4528	CARD TYPE STO OBS STO	718 W	149 57 WA COLOR CODE	MO DAY H 04 04 2 TER V TRANS DIR. 14 5 %. 3437 34374 3438	YEAR	CPUISE STAND. OOT 9268 OOT 19268 AIR TEMP. ER DRY VALUE BULB 8 4 067 0 SPECIFIC VOLUME ANOMALY-1107 OOO9325	TION VIBER VIET VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS.	TO 80TTOM 1920 1920 NO. 085. DEPTHS 14 147 147	DEPTH OF SYMPLIS 10 SPEC OBSERVA	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV 4	4528	CARD TYPE STO OBS STO STO STO	718 W DEPTH (m) OOOO OOO	149 57 WA COLOR CODE	(GMT) MO DAY H 04 04 2 TERN V TERN V TERNS DIR. 3437 34374 3438 3438 3438	YEAR	CPUISE STAND. NUT NO. 9268 ON 9268 ON 9262 ON 92262 ON 9230	TION WEER VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS.	1920 NO. 085. DEPTHS 14 SOL VELO 147 147 147 147	DEPTH OF SYMPLIS 10 SPEC ORSERVA JND OCITY 722 722 723 724 725	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV 4	4528	CARD TYPE STO OBS STO STO STO OBS	718 W DEPTH (m) OOOO OOOOO OOOOO OOOOO OOOOO OOOOO OOOO OOOO OOOO	149 57 WA COLOR CODE CODE CODE CODE CODE CODE CODE CODE	16M1 04 04 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7.1710 7 1965 VIND BARC SPEED METI ONE CONTROL METI ONE C	CPUISE NO. 9268 OO1 9268 AR TEMP. BE DRY VALUE OF OO9 9262 OO09294 OO09262 OO092160	TION VEER VIS. VIS. VIS. VIS. VIS. VIS. COO. VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS	1920 NO. 085. DEPTHS 147 147 147 147 147	DEPTH OF STM PL'S STM	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV	4528	CARD TYPE STO OBS STO STO STO STO STO	718 w 0000 0000 0010 0020 0050 0075 0096	0550 0550 0550 0548 0544 0541 0537 0532	16 M1 MO DAY H M	T 1965 SAR	CPUISE STAND. OOT 9268 OOT 88018 OOT 07 88018 OOT 07 88018 OOT 07 9262	TION VEER VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS.	1920 NO. 085. DEPTHS 14 SQU VELO 147 147 147 147 147 147	DEPTH OF CONSERVA SPECONSERVA 10 SPECONSERVA 722 722 723 724 725 727 729 728 723	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	AESSENGP TIME 6 4R 1/10 217	CAST NO.	CARD TYPE STO OBS STO STO STO OBS STD STD OBS	718 w DEPTH (m) 0000 0010 0020 0050 0050 0070 0075	149 57 WA COLOR CODE 1 T 0550 0550 05548 0544 0541 0537 0532	16 M 1 M 2 M 2 M 2 M 2 M 2 M 2 M 2 M 2 M 2	VEAR VIND SPEED S	CPUISE NO. 9268 OO1 9268 AR TEMP. BE DRY VALUE OF OO9 9262 OO09294 OO09262 OO092160	TION VEER VIS. VIS. VIS. VIS. VIS. VIS. COO. VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS	1920 NO. 085. DEPTHS 14 SQU VELO 147 147 147 147 147 147	DEPTH OF STMPL'S PEC OBSERVA	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV 4 ARSSENGE 1/10 217 217 217	4528	CARD TYPE STO OBS STO STO OBS STD	718 w 0000 0000 0010 0050 0070 0075 0096 0100 0105 0125	0550 0550 0550 05548 0544 0541 0537 0532 0511 0495 0495	16 MT) MO DAY H DO AY	P.1710 P.65 P.1710 P.65 P.6	CPUISE STAND. OOT 9268 OOT 88018 OOT 07 88018 OOT 07 88018 OOT 07 9262	TION VEER VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS.	1920 NO. 085. 087145 14 147 147 147 147 147 147 147 147 147	DEPTH OF STAPPLYS TO SPEC OBSERVA	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	ARESSENGE TIME 0 4R 1/10 217 217	4528	CARD TIPE STO OBS STO OBS STD OBS STD OBS STD OBS OBS OBS	718 w 0000 0000 0010 0020 0030 0050 0075 0096 0100 0105 0125 0125 0143	0550 0550 0550 05546 0544 0541 0537 0532 0511 0495 0474 0368 0368	16 M1 MD DAY H DAY	7.1/10 7 1965 VIND BARCO METION METI	CPUISE 3TA NO. 00 9268 OO 1 9268 OO 2 AIR TEMP. ER DRY 1 8418 84 1 067 0 SPECIFIC VOLUME ANDMALY-RIO? OO 9325 OO 9294 OO 9262 OO 9230 OO 98941 OO 08627	TION VERR VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS.	1920 1920 NO. 085. DEFTHS 14 147 147 147 147 147 147 147 147 147	DEPTH OF OF STAPPL'S PRODUCT OF STAPPL'S PRODU	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4528	CARD N 04 N 08 N 04 N	718 w 0000 0000 0010 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0050 0055 0	0550 0550 0550 05548 0544 0541 0537 0537 0532 0511 0495 0474 0368 0368 0496 0507	16 MT) MO DAY H O O O O O O O O O O O O O O O O O O	T 1965 Soft Sof	CPUISE STAND. OOT 9268 OOT 9268 OOT 9769 STAND TEMP. OOT 9769 TION VERR VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS.	TO T	DEPTH OF STREET	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34	
10. COOE NO.	EV	4528 CAST NO.	CARD TIPE STO OBS OBS OBS OBS OBS OBS OBS OBS OBS OB	718 w	149 57 WA COLOR CODE CODE CODE CODE CODE CODE CODE CODE	14 2 2 2 2 2 2 2 2 2	T 1965 SAR	CPUISE 3TA NO. 00 9268 OO 1 9268 OO 2 AIR TEMP. ER DRY 1 8418 84 1 067 0 SPECIFIC VOLUME ANDMALY-RIO? OO 9325 OO 9294 OO 9262 OO 9230 OO 98941 OO 08627	TION VERR VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS.	TO T	DEPTH OF OF STREET OF STRE	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	**************************************	4528 CAST NO.	CAPD TYPE STO OBS STO	718 w	0550 0550 05548 0544 0541 0537 0532 0511 0495 0474 0368 0368 0368 0368 0368 0368 0368	3437 3437 3437 3437 3437 3437 3437 3437	71/10 7 1965 VINO STED STED STED STED STED STED STED STED	CPUISE 3TA NO. 000 9262 0009294 0009262 00092160 0008941 0006464 0005535	TION VER VILLE COO VI	TO T	DEPTH OF STREET	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV	4528 CAST P NO.	CARD TYPE STO OBS STO STO OBS STO OBS STO OBS STO OBS OBS OBS OBS OBS OBS OBS OBS	718 w 00000 000000	0550 0550 0550 0554 0544 0541 0537 0537 0511 0495 0368 0368 0496 0507 0529 0524 0539	16 AT 1 AT	Team	CPUISE STAND	TION VERR VIS. VIS. VIS. VIS. VIS. VIS. VIS. VIS.	TO T	DEPTH OF STREET	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	Set Set	4528 CAST NO.	CARD TIPE STO OBS	718 w	149 57 WA COLOR CODE CODE CODE CODE CODE CODE CODE CODE	3437 3437 3437 3437 3437 3438 3438 3438	71710 7 1965 7 1	CPUISE 3TA NO. 000 9262 0009294 0009262 00092160 0008941 0006464 0005535	TION VER VILLE COO VI	TO T	DEPTH OF STREET	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4528 CAST NO.	CARD N 04 N 08 N	718 w	149 57 WA COLOR CODE CODE CODE CODE CODE CODE CODE CODE	16M1) MO DAY H O 4 04 2 TER	Teach Teac	CPUISE STAND. OO1 9268 OO2 AIR TEMP. RESULTS SUBSTAND. OO2 AIR TEMP. OO2 AIR TEMP. OO2 OO2 OO2 OO2 OO2 OO2 OO2 OO2 OO2 OO	Color Colo	TO T	DEPTH OF STREET	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	EV 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4528 CAST NO.	CARD TYPE STO OBS	718 w	149 57 WA COLOR CODE 0550 0550 0558 0544 0544 0551 0537 0532 0511 0495 0474 0368 0368 0368 0507 0529 0524 0539 0510 0464 0449 0448 0449	3437 34374 3438 3438 3438 3439 3439 3439 3439 343	71/10 7 1965 7 1	CPUISE 3TA NO. 00 9262 0009294 0009262 0009230 0009160 0008627 00086464 0005535 0004989 0004467 0004233 0004205	TION VEER VILE VILE VILE VILE VILE VILE VILE VILE	TO T	DEPTH OF OF STREET OF STRE	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	No. No.	4528 4528 2007	CARD TYPE STO OBS STO STO OBS	718 w 00000 00000 00000 00000 00000 00000 00000 00000 00000 00000 00000 0000	149 57 WA COLOR CODE CODE CODE CODE CODE CODE CODE CODE	3437 3437 3437 3437 3437 3437 3438 3438	Teach Teac	CPUISE STAND. OO1 9268 OO2 AIR TEMP. RESULTS SUBSTAND. OO2 AIR TEMP. OO2 AIR TEMP. OO2 OO2 OO2 OO2 OO2 OO2 OO2 OO2 OO2 OO	Color Colo	TO T	DEPTH OF STREET	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	No. No.	4528 4528 2007	CARD TYPE STO OBS STO	718 w	149 57 WA COLOR CODE CODE CODE CODE CODE CODE CODE CODE	15M1 16M1	Teach Teac	CPUISE 51A NOT 100 P268 STAND 1	Color	TO T	DEPTH OF STREET	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34
10. COOE NO.	No. No.	2 CAST NO.	CARD TYPE STO OBS OBS OBS OBS OBS OBS OBS OBS OBS OB	718 w	149 57 WA COLOR CODE 0550 0550 05546 0544 05511 0537 0532 0511 0495 0474 0368 0368 0496 0507 0529 0524 0524 0539 0510 0464 0449 0448 0412 0408 0390 0387 0379	3437 34374 3438 3438 3438 3438 3438 3438	Teal	CPUISE 3TA NO. 000 9262 0009294 0009262 00092160 0008941 000664 0005535 0004989 0004467 0004233 0004205 0004199	Column C	TO T	DEFINITION OF STREET OF ST	OBSI	PO4-P	THER CODE	3 5	ND3+N	0	O34

ID. NO.	SHIP	LATITU	DE 1/10	101	IGITUDE	DRIFT	SQL	SDEN IARE		(G M I	TIME 1 HR.1. 10		AR	CRUISE NO.	5	ATOR'S TATION UMBER		DEPTH TO BOTTOA	MAX. DEPTH OF S'MPL*	l.		VE ATION	WEA- THER CODE	CLOUI CODE	5	NOI STAT NUM	NOI
540	ΕV	4529	N	047	43 W		149)5	004	19	65	001				1390	13	20	3	2	X 1			00	35
								_	TER		WIND		BARO		AIR TE		- VIS	NO. OBS.	SPE	CIAL							
								COLOR	TRANS	DIR	FOR	1	(mbs)		ULB DRY	W E T BULB	COD	DEPTHS	OBSERV	a tion s							
										15	515	,	027	0.8	30	070	7	09									
	MESSENG TIME HR 1 1	CAST NO.	C.A. TY		DEPTH	(m.)	1	°C	S	٠,,	12	G M A	-1	SPECIFIC	ALY-11	ME 0	∆ D YN, M x 10 ³	. VEL	OCITY	0 2 ml		PO4~P g - al i	g - of I	NO2-N ug • al/l	NO3=N µg = of 1		рН
			S1	۵۱	000	0	0	198	341	13	27	730		000	783	· 0.	000	14	570						-		
	00	4	083		000		0	198	34]	130		730						14	570								
			S		001			191	34			730		000			800		568								
				TD	002			186	34			731		000			016		568								
				TD	003			183	34			731		000	7716	0	023		568								
	00	4	08		004			182	34			731			75.00				570								
			STD 0050 STD 0075				192 225	34: 34:			734 741		0000			039 056		576									
			STD 0075								741 748					073		596									
			STD 0125 STD 0150			0256 0284		3441 3451					0006222			088	14	616									
							309	3459 34638					000			101		649									
	00	4	089				0309				2760			,,,,	. 0	101		659									
	-			ĪD				353				762		0004	499	0	127		678								
			S.	STD 0250		0	0384		3478		2.	765		0004			152		700								
	00	4	085	5	T029	4	0	402	3482		2	767							716	6							
			S.	TΟ	030	0	0402		3483 3486		2	2767 2770		0004	4608	3 0	175	14	717								
				T D	040	0					2 -			0004	4436	0	220	14	732								
	0.0	4	083		043	-	0	396	348			771							736								
				10	050			384	348			2773		0004			264	14	743								
			S.		060			371	348			774		0004	417	0	306		754								
	0.0	4	083		T065			366	348			775							760								
			S.		070			364	348			775		0004			347		768								
	20	,	5		080			361	348			776		0004	+18	0	389		783								
	00	4	OBS		086		_	359	348			776		000					793								
			S.	0.7	090			359 358	348			776 776		0004			431	_	799								
			S.		110			258 357	349			777		0004		-	474		815 831								
	00	4	08		T110			357	348			777		0000	· 22:	, 0	517		832 831								
	V U	•	S		120			356	34			778		0004	432	0	560		8 2 2 8 4 8								
			S.		130			354	349			779		0004			603		8 6 4								
004			08		T130			354		916		779					000		864								

REFERENCE			_ a.	MAR	SDEN	STATIO	N TIME			ORIGIN	IATO	R*S	DEPTH	MAX.			WAVE		WEA-				NODO	
CTRY ID. CODE	LATITU		LONGITUDE	sau		IG A		YEAR	CPUIS		STATI		TO BOTTOM	DEPTH			R∨A îI		THER	CODES			STATIO	N
110.	-	1, 10	1.110 =	10"	1.	WO DA	Y HR,1/10)	NO	+	NUM	914		S'MPL"	2 5	DIR H	HGT PE	R SEA	-	TYPE A AA	1			
31 540 EV	4531	N	04801 W	149	58 (04 05 ER	025 WIND			92 AIR TE		tc	1189	11	1 2	11_K	2	1	ΧO	0		i	003	6
					COLOR		IR. SPEI			DRY	W	ET CODA	NO. OBS.	COLLINA	CIAL									
					CODE	(m)	101		(2)	BULB	BU	LB	DEPTHS											
						2	0 520	0 4	7 0	44	03	9 8	10											
MESSEN TIME	º NO.	CAR		T	*c	s • /	. St	GMA-T		IC VOLI		₹ ∆ D DYN. M x 10 ³		UND OCITY	0 2	ml I	PO4		FOTA L=P +9 - 01/1	NO2-N ug - at-1	NO3=N µg = at/l	SI O4-		H C
		ST	0000	0.0	057	3361	26	97	001	093	0	0000	14	500										
0.2	5	OBS	0000	00)57	3360		97			- '			500			,							
		ST	0 0010	0.0	062	3364	2 7	700	001	068	8	0011	14	504										
		ST		0.0	366	3368		702	001	044	6	0021	14	508										
		ST			71	3371		705	001	020	6	0032		512										
0.2	5	OBS			74	3373		707						515										
		ST			136	3400		724		840		0050		549										
		ST			215	3433		745	000	648	3	0069		592										
02		OBS			221	3434		745						596										
0.2	5	OBS			242	3440		748			_			609										
		ST			244	3441		749		609		0085		610										
		ST			264 282	3447 3453		752		585		0100		624										
02	6	085			283	3452		755 755	000	1559	4	0114		637										
0.2		ST			322	3463		759	000	521	0	0141		637										
		ST			353	3471		762	_	1921		0141		663 686										
		ST			376	3477		765		478		0191		705										
0.2	5	085			387	3480		767	000	710	_	0171		715										
0.2	-	ST			391	3484		769	000	451	Ω	0237		729										
0.2	5	085			392	3487		172.	- 50		-			743										
		ST			390	3487		772	000	433	9	0281		745										
		ST	D 0600	0	381	3488		773		431		0325		758										
02	5	085	T0651	0	376	3487	8 2	774						764										
		ST	0700	0	371	3488	27	774	000	426	5	0368	14	770										
		ST	D 0800	0	363	3488	27	775	000	426	1	0410		784										
0.2	5	OBS		0	359	3488	3 27	776					14	794										
		ST	D 0900	0	359	3488	2 7	776	000	427	6	0453	14	799										
		S T	0 1000	0	358	3489	2	776	000	433	5	0496	14	815										
		ST	0 1100	0	357	3489	2	776	000	440	0	0540	14	831										
.02	15	085	T1114	0	357	3488	6 27	776					14	834										

PEFERE	ENCE ID.	SHIP	LATITU	DE LO	NGITUDE È	MARS SOU		STATION TI	ME	R	ORIGIN:	TOR'S	DEP	0 100	TH OB	WAVE SERVATION		CODES		ST	ODC ATION	
31	NO.	-	4532	1/10 N 0.6	1.:10 816 W	149		MO DAY H	8.1 10 43 196	5	NO. N	U MBER	BOTT D71	5 M1		HGT PER	X O	TYPE AA	T		037	
. 51	3401		7,7,72	104	010 #	12.47	COLOR CODE	TER V	SPEED AV	APO AETER (mbs)	DRY BULB		NO.	D. IS. THS 085E	PECIAL RVATIONS			. 0			057	
		MESSENGR TIME HR 1 10	CAST NO.	C ARD TYPE	DEPTH Im	T	*c	s *1.	SIGMA-	T	SPECIFIC VOLUM	AE DYN. A X 10 ³	۸. ,	SOUND	O ₂ ml	PO4-P	101A1-P	NO2+N µg + al I	NO3=N yg - ot l	SI O4−SI I to • Qu	pН	500
	,	043		STD OBS STD	0000 0000 0010	00	031 031 031	3356 33557 3356	2695 2695 2695		0011161	0000	1	4487 4487 4489								\dagger
		043		STD OBS	0020 0024	00	32	3356 33555	2695 2 6 95		0011177	0022	1	4491 4491								
		043		STD STD OBS STD	0030 0050 0058 0075	01	050 104 123 138	3364 3388 33962 3402	2700 2716 2722 2725		0010624 0009111 0008272	0053	1	4502 4533 4544 4554								
				STD STD STD	0100 0125 0150	01	160 180 198	3409 3416 3423	2730 2734 2738		0007900 0007523 0007140	0095	1	4569 4583 4596								
		043		OBS STD STD	0174 0200 0250	02	215 228 251	34283 3433 3441	2741 2743 2748		0006646	0199	1	4608 4619 4638								
		043		STD OBS STD STD	0300 T0388 0400 0500	03	273 308 312 346	3448 34594 3461 3471	2752 2758 2758 2763		0005962 0005421 0005093	0287	1	.4657 .4688 .4692 .4724								
		043		STD OBS	10606	03	374 376	3478 34781	2766 2766		0004954		1	4754 4756								
REFERE	ENCE	SHIP			-	≘ MARS		STATION TI			ORIGINA	TOR'S	DEP	TH MA		WAVE	WEA			N	ODC	
CODE	ID. NO.	CODE	LATITU	DE LO	NGITUDE E	SQU.		MO DAY H	YEA 9,1/10	P		LATION UMBER	BOTT	0 000	F	HGT PER	S THER	TYPE AM	1	STA	A TION I M BER	
31	540	EV	4534	N 04	830 W	149	WAI	IER V		ARO.		IP. °C VIS). s	PECIAL	5 6	X0	0		0	038	
							CODE	TRANS DIR.	FORCE (mbs)	DRY BULB	WET COD	O 5	THS OBSE	RVA TIONS							
	í	MESSENGR TIME &	CAST NO.	C A R D T Y P E	DEPTH Imi	Т	*c	s •4.	SIGMA-		SPECIFIC VOLUE	A E S △ C	, ,	SOUND	0 2 ml/	PO4-P	101AL-P	1102-N ug - at. l	NO3-N µg + at I	\$1.04-\$1 kg = at.	рН	S C
	Ì	057		STD OBS STD	0000 0000 0010	-00 -00	41	3328 33280 3330	2676 2676 2677		0012953 0012834	0000	1	4450 4450 4452								
		057		STD	0020	-00	41	3331 33315	2678 2679		0012716		1	4454								
		057		STD OBS	0030		800	3340 33577	2685 2698		0012083		1	4463								
		057		STD STO OBS	0050 0075 0097	0.0)12)52)83	3359 3371 33810	2698 2706 2712		0010807 0010099		1	4487 4511 4530								
				SID	0100 0125	00	87 114	3382 3391	2713 2718	-	0009466 0008956	0135	1	45 3 3 4550								
		057		STD OBS	0150 T0196		136 157	3398 34058	2722 2727		0008578	0156		4565 4583								
REFERE		SHIP	LATITUI	DE LOI	NGITUDE H	MARS SQUA		STATION TI	ME YEA	R	ORIGINA CRUISE ST	TOR'S ATION	DEP) "	H ORS	WAVE SERVATIONS		CLOUD		5 T A	ODC	
CODE	NO.	EV (4534	N 044	942 W	149		MO DAY H		+		TWBER	BOTT	OM S'MP	L'S DIR	H G T PER S	XO XO	TYPE AM			MBER 039	
				. , , , , ,		F	WAT	TRANS DIR.	SPEED M OR FORCE (1	ARO+ ETER mbs1	DRY BULB	P *C VIS WET COD	NO OBS DEPT	S. OBSE	PECIAL RVATIONS							
		MESSENGR TIME o	CAST NO.	C A R D T Y P E	DEPTH (m)	Т	°C	s · i.	S22 0	51	O17	y DINL N	04	SOUND	02 m11	PO4=P	TOTAL-P	NO2=N ug = at :	NO3-N 49 + al T	SI O4-51	рН	200
		HR 1 10		STD	0000	-00	_	3333	2679	+	0012643	0000	1	4457				-, -, -, -, -, -, -, -, -, -, -, -, -, -	pg = u/ 1	- 7		H
		070		0BS ST0 STD	0000 0010 0020	-00 -00 -00	28	33328 3333 3334	2679 2680 2680		0012603 0012571	0013	1	4457 4458 4459								
		070		STD	0030	-00	31	3334 33344	2680 2681		0012571	0038	1	4460 4462								
		070		STD OBS	0050 0061	-00 -00	18	3340 33472	2685 2690		0012076	0062	1	4467 4474								
		070		STD OBS	0075 0095	-00 00	108	3353 33541	2695 2695	(0011163	0091		4481 4491					-			

CTRY CODE	IO. NO.	SHIP	LATITU	DE 1/10		GITU	OE 1/10	DRIFT	MARS SOU		STA	TION T		YEAR		OR UISE VO.		TOR'S ATION UMBE		DEPTH TO BOTTO	01	AX. PTH OF APL*S	DIR.	SER	A VE VA TIC	ONS SEA	WEA- THER CODE	C	0U0. 2300 AM		NODC STATION NUMBER	
31	540	ΕV	4533	N	048	55	W		149	58 WA	TER		WINO	D ME	RO- TER		R TEM		VIS.	0073 NO. OBS. OEPTH		SPEC			2		x 1	3	2		0040	
												20	522		1	01	7	006	7	03												
		MESSENG TIME HR 1/10	4 140.	C A TY		DE	PTH	(m)	т	°C		s ·4.	SIG	1-AM		CIFIC 1		7 0	X 10 ³	1 20	LOCIT		O2 mil/	9	PO4-		10TAL-P ug = o1/l			NO3-N µg - 01/1		500
					ro		000			33		17		66	01	013	857	0	000		452			1								
		086	6	0B:	5 T 0		000		-00	33		166 17		66	0.0	013	853	n	014	_	452											
				-	T D		020		-00			17		66		013		_	028		456											
		0.04			D		030			34		17		66	00	013	842	0	042		45											
		086	•	083	7 O	_	030		-00			166 18		66	0.0	013	715	0	069		457											
		086	5	08			060			39		187		68	•			Ū		_	460											

	IO. NO.	SHIP	LATITU	DE 1/10		GITUDE * 1/10	DRIFT	MARS SQU			TION		YEAR			IATO IITAT	ON		DEPTH TO BOTTOM	OEPTI OF S*MPL	- OB	WAVE SERVATIONS	- 0000	CLOUD CODES		5	NODC FATION UMBER	
31	540	Eν	4621	N I	048	00 W	1 1:	149					1965	0.0	01 92			þ	119	01	21	18 13	X 1	6 5		1 0	041	
								ļ	WA	_	_	WIND	8AR		AIR TE	_		vis.	NO.	SPI	ECIAL							
									COLOR	TRAN	OIR	SPEED OR FORC	Mill		DRY	BU		CODE	OBS. DEPTHS	OBZER	2 MOIT AV							
								1		t	24	524	_	5	033	02	2	7	04									
		MESSENG TIME HR 1/10	CAST NO.	C.A.		DEPTH	(m)	T	*c		5 -4.		MA-T	SPE	ECIFIC VOLU	M.E	₹ / DYN	∆ D i. M. 10 ³	102	UNO	O 2 m1/	PO4-P ug - 01/1	FOTAL-P up - ot/l	NO2-N ug - at/l	NO3-N µg - al/l	51 O 4=\$1 yg = 01/f	рН	SOC
					TD	0000		-00	46	33	17	26	67	0	013790	0	000	00	144	446								
		149	5	083		0000		-00	46	33	168	26	67						144	+46								
					TΟ	0010		-00		33	17	26	67	00	01375	1	00	14	144	+47								
					TD	0020		-00		33		26			013704		00			49								
					TD	0030		-00		33		26		00	01366	5	004	41		•50								
		145	5	085		0039		-00	50	33	183	26	68						144	+50								
					ΤO	0050			07		42	26			01207		000		144	82								
					TΟ	0079			78	33		27		00	01024	В	000	95	145									
		149		085	-	0089			99		795	27								35								
		145	5	089	5	0099	9	01	.20	33	882	27	16						149	48								

REFER CIRY CODE	ID. NO.	SHIP	LATITU	DE 1/10	LON	GITU OE	Delift	MAR! SQU		STA	IGMT DAY			AR	CRUISE NO.		OTATI M UP	ON	_	DEPTH TO BOTTON	MAX OEPTH OF S'MPL'	01	BSER	A VE VA TIO		WE/ THE COD	R C	LOUE	<u>.</u>		NOOC STATION NUMBER	
31	540	ΕV	4619	N	047	44 W		149	67	04	05	158	19	65	001	92	76		b	157	01	73	0	4		x1	1 2	2 6	1		0042	
									WA	TER		WIND		BARC)- 	AIR TE	MP.		vis.	NO.	SPE	CIAL	7									
									COLOR	TRAN Imi		SPE		METE imbs		ULB	BU	ET (nnt	OBS. OEPTHS	Carren	/A TION S	5									
											23	521	3	088	0	28	01	7 8	3	04												
		MESSENG THME HR 1/1	CAST NO.	C.A. TY		DEPTH	(m)	ī	*c		s ·/.	SI	GMA-	-т	SPECIFIC	ALY-XI		₹ Z OYN X	, M.		UND OCITY	O ₂ ml	/1	PO 4		101AL- vg = ot/		02-N - 01/I	NO3-N yg - at/1	51 O ₄ -5		500
				51	o l	000	0	-00	20	33	34	26	79		001	2619	9	000	00	144	461				İ					ĺ	-	
		15	8	083		000			20		335		579							144	461											
					10	001			22		35		80		001			00			461											
					0	002			24		36		81		001			002	-		462											
		15	0	089	0	003		-00	26		37 369		682 682		001	235	3	003	, ,		463 463											
		150	0		TD.	005		-00			45		88		001	1766	4	006			4 0 3											
					TD	007			19		58		597		001			000		_	494											
		15	8	089		008			36	-	641		701							_	505											
				51	ΓD	010	0	0.0	156	33	71	21	706		001	0120)	011	6	149	517											
					T D	012	5	0	00	33	85	2	14		000	932:	1	014	1	149	543											
		15	8	083	5	014	5	0	140	33	972	2	21							149	566											

DECER	RENCE						-	~	MARS			ATION	7111	$\overline{}$			0.01	SINAT	2015	_		M	XAX						T		_		
CTRY	10.	SHIP	LATITU	DE		GITUI	DE	DC18	SQU		51.	(GM			YEAR	CRL			TION		DEPTH	DE	PTH OF	08	W A 1		15	W EA-		ODES			NODC
CODE	NO.	CODE	•	1/10		• •	1/10	3	10*	1.	MO	DAY	HR, 1/	10			0.		WBER		BOTTO		A PL'S	DIP	HGT	FER	SEA	CODE	TYP	E AM	1		NUMBER
31	540	DEV	4616	N	047	723	w		149	67	04	05	177	1	965	00	1 9	277		k	366	0	2	69	9	7		X1	3	4			0043
									[WA	TER		WINE)	BAR	0-	AIR	TEMP.	*C	VIS	NO.		SPECI	Α.Ι									
										COLOR	TRAM tm.		R,	EED OR ORCE	MET!		DRY		VET ULB	COOL	OBS. DEPTHS	LOBE		TIONS									
											\top	22	52	_	095	5	033	0	22	8	08				1								
		MESSENG TIME HR 1/10		C A		DEI	PTH (r	n)	Ť	*C		s •/		IGM	A-T		CIFIC V		DYI	△ D V. M 10 ³		UND OCITY) 2 m1/	1	01/ - 01/		OTA (-P		2-N at,1	NO3=N	SI O 4 - S	
				5	F D	00	000		-00)46	33	30	2	67	8	00	127	88	00	00	14	448											
		177	7	0B	5	0.0	000		-00	146	33	299	2	67	8						14	448			,								
				S	T D	00	010		-00	46	33	30	2	67	8	00	127	61	00	13	14	450)										
				S	T D	0(020		-00	146	33	31	2	67	8	00	127	34	00	26	14	451											
		17	7	08			023		-00	46	33	306	2	67	8						14	452	!										
				-	TO		030		-00	002	33	48	2	69	0	00	115	83	00	38	14	476	•										
		17		0B:			032		0.0	12	33	526	2	69	3						14	483	3										
		177	7	0 B			345		0]	14	33	880	2	71	6						14	537	,										
					D		050		-	134		97		72		00	086	19	00	58	14	548	}										
		177	7	0 B			059			67		128		73							14	566	,										
				_	0		75			89	34	20	2	73	6	0.0	072	69	00	78	14	579	•										
				S	T D		100		0.2	220	34	31	2	74	3	00	066	85	00	95	14	598	}										
					D	0	125		0.2	48	34	40	2	74	7	0.0	062	45	01	11	14	616	•										
				S.	r D	0	150		0.2	74	34	48	2	75	2	00	058	78	01	27	14	632											
		177	7	0B:	ŝ	0	154		0.2	78	34	497	2	75	3						14	635	,										
		177	7	OB:	ŝ	T 0	1 7 5		0.2	97	34	557	2	75	6						14	648	}										
				S	TD	0.	200		03	18	34	62	2	75	9	00	052	56	01	54	14	662											
		17	7	OB:	5	TO	221		0.3	334	34	674	. 2	76	1						14	673	1										

KEFE	RENCE	SHIP						1 × 1		SDE		STA		TIME	T			ORIGI	NATO	R*S		DEPT	н	M A DEP			WA				EA-		OUD			ODC	
TRY	NO.	CODE	LATITI	UDE 1/10	LON	4GITU	DE 1/10	DRIFT	10"	JARE		wo I	IG M	HR.1/		re a p	CPUIS NO.	E	STAT			TO BOTTO		S'MF	F	DIF	SERV	A TIO		0.0	DDE -		DES			LI AT BE	
31	540	O EV	4614		04				149		7 0	-			_	265	001	02	70		-	.042	\neg	10		24		2	7, -	х	7	3			1		
-			4014	.,	0 4	, , ,	-		177		WAT		T	WIND		BARG		AIR T		*C		NO.	1				٦	K. 1		^	1)	.1	,	1 0	044	*
											LOR	TRAN (m.l	. DI	₹, (EED OR ACE	METE	R	DRY BULB		ET JLB	VIS. CDDE	OBS. DEPTH	15		PEC IA												
													24	53	0	098	3 0	33	0.	22	7	09					Ì										
		MESSENG TIME HR 1/10	OF NO.	CA TY		Dŧ	РТН	m)		r tc			*/**	3	ig M	A — T		C VOL		DY	△ D N. M.		001	N D CITY	0	2 ml/	1 4	04-		TOTA:		NO2		NO3-	- al I	p+	4
				5	TD	a	000)	0	13	Q	33	93	2	718	4	000	895	3	00	00	14	.5.	41													_
		196	5	0 B			000			13			929		718		200	5,,			•	14			1						- 1						
					TD	0	010)		14		33			718		000	895	9	00	09	14															
				S	TD	0	020	1	0	14	2	33	94	2	719	9	000			00		14															
				S	TD	0	030)	0	14	4	33	96	2	720)	000	875	8	00	27	14	54	49													
		196	5	0 B			035		0	14!	5	33	967	2	721	1						14	5 5	50													
					FD		050			17		34			727		000	813	6	00	44	14	-56	67													
					T D		075			21		34			736		000			00	63	14	59	92													
				_	ro		100			25		34			744		000	658	3	00	80	14	6	14													
				5			125			286		34			750		000			00	96	14	6	33													
					rD		150			317		34			755		000	554	0	01	11	14	6	50													
		196	5	OB:			181			336			553		760							14															
				S			200			34;		34			760		000			01		14		_													
				S.			250			35		34			764		000	486	5	01	63	14															
		196		OB:			251			35			735		764							14															
		196	0	0B:			291			414			865		768				_			14															
					ro.		300			41!		34			769		000			01		14															
		196		S :			400			388		34			772		000	425	4	02	29	14															
		196	5		o TD		407 500			38			874		772		000		_	• •	٠.	14															
				5			600			376 36		34 34			773 775		000	_		02		14															
		196	4	0 B :			620			36 36			880		775		000	414	1	03	13	14		_													
		170	,		TD.		700			36		34			775		000	414	2	03	E /-	14															
					T D		800			35°		34			776		000		_	03		14															
		196	5	0B:			835			356		-	887		776		300	~ 1 /	~	03	70			82 87													
		• / (-		TD		900			350		34			776		000	421	4	04	3.8	14															
				S			000			35		34			776		000			04	-	14															
		196	4	0 B			000			359			886		776		000	767	-	04	0 0	14	_														

TRY ID	COD:		LATITU	DE 1 10	LON	GITU		2	MARSI SQUA		MD	TION IGMT		YE A	A.P	CRUIS NO.		STATIC NUMB) N	1	PTH TO TOM	DEPTH OF S'MPL		BSERV	A VE VA TION	 W EA THER C O D	_ C	ODES		STA	DDC TION MBER
31 54	0 EV	/ 4	613	N	046	550	W		49		04	05	215		55	001				121	18	12	2.4			ХO		_		0	045
										W A COLOR CODE	-	S DIR	SPEED OR FORCE	0 4	BARO- METER (mbs)		DRY BULB	W E BUI	T co		BS.	SPE OBSER\	CIAL /ATION	S							
												24	529	1	02	C	39	02	8 8	0 4	9										
	Tiv	ENGR ME of	C A ST NO	C A	PD PE	DEF	TH (m)		Ţ	*C		s •	SIG	M A -	т.		IC VOLU		₹ △ DYN. x 10	Μ.	SOU!		0 ; m	11	PO ₄ =P	TAL-I		2-N - of, l	NO3-1		pН
				S	TD	0.0	000		0.2	07	34	15	27	31		000	772	1	0000) :	145	74									
	2	215		OB.	S	00	000		02	07	34	154	27	31						1	145	74									
				S	TO	00	10		02	09	34	16	27	31		000	771	6	000	3]	145	77									
				S	T D	0.0	20		02		34	16		31		000	771	9	0015	5 1	145	79									
	2	215		08			22		02			160		31							145										
					T D		30		02			19		33		000	754	5	0023		145										
	2	215		08			35		0.2			214		35							145										
					TD		50		02			29		39			701		0038		146										
					TD		75		02			40		45			646		0054		146										
					TO		00		03			50		50			1598		0070		146										
	_				TD		125		03			59		55		000	556	5	0084		146										
	2	215		08	_		145			50	_	649		58							146										
		•		_	TO		150		03			66		59			525	-	0098		146										
					TD		200		03			75		63			488		012		146										
	_				TD		250		03		34			66		000	466	7	014		147										
	2	215		OB			271		04		_	837		68							147										
					TD		300		03			85		69			441		0170		147										
					TD		00		03			87		72		000	421	2	0213		147										
	2	215		OB		104			03			878		73							147										
					TD		00		03			88		74			412		025		147										
	-	216		_	TO		00		03		_	88		75		UUC	413	3	0296		147										
	- 4	215		08			91		03			888		76				c	^		147										
				_	T D	_	700			62	_	89		76			410		033		147										
					T D		000		03			89		76			415		037		147										
	2	216			T D		900			59		90		77		000	418	9	0420		147										
	2	215		08		TO			03			898		77				_			148										
					T D		000			55		90		77			418		046		148	_									
	_				TD		001			50		90		78		000	421	2	0504		148										
	- 2	215		OВ	S	11:	981		03	45	34	905	2.7	79							148	41									

REFE	PENCE	CHIE				_	a MAR	SDEN	STATIO	N TIME) PIG1N A	TOP'S		DEPTH		MAX		WA			WEA-	CLOU			NODÉ
TRY	ID.	CODE	LATITU			STUDE E	7	JAPE		VIT)		EAP	CRUISE		ATIO		10		O.F		SERVA			THER	CODE			TATION
201	NO.			1 10		1/10	10"	1"	MO DA	Y HR.1/	10		NO.	N	U M BE	R	001101	2,	MPL'S	DIR	HGT	PE9 S	EA I		TYPE A	A.T		-
31	540	ΕV	4618	N	046	31 W	149		04 06	013	19	165					1060		11	23	5	5	-	ΧO	0		1	0046
								W A	1	WINI		BARC	-	AIR TEM	_	- VIS	NO.		SPEC	IAL								
								COLOR	TRANS [OIR,	OR OR	M ETE		DRY ULB	W ET BULB	COD	DEPTH	2 01		A TION S								
									+	_	DICE		_	-	-		-	+			-							
		_	-	_						2 52	23	129	03	39	028	8	0.8		-		1		1				_	
		MESSEN	GE CAST	CAR		DEPTH (m)		r °c	5 4		SIGMA	L-T		AULUA ALT=110		DAN W		DUNI		O2 m11		04-P		1 A L - P	NO3+N			
		H R 1	10	TYP	1								ANUM	ALT		x 103	VE	roci	1 A		P 3	- at, I	1.9	* 01 '	ug = at	yg - at	yg - at	
				ST	D	0000	0	326	3446	1	745	,	0006	5414	С	0000	14	63	0									
		01	3	OBS		0000		326	3445		745							63	-									
				ST		0010		324	3448		747		0000	5227	0	0006		63										
				ST	D	0020	0	323	3450	2	2749)	0006	5069	0	012	14	63	2									
				ST	D	0030	0	321	3452	2	750)	0009	5911	0	0018	14	63	4									
				ST	Э	0050	0	318	3456	2	754	,	0009	5596	0	030	14	63	6									
		01	3	OBS		0069	0	315	3459	4 2	757	7					14	63	8									
				ST	0	0075	0	320	3461	2	758	3	0009	256	0	0044	14	64	2									
				ST	C	0100	0	337	3465	2	759)	0009	5131	0	057	14	65	4									
				ST	D	0125	0	353	3470	2	2762	2	0004	4928	C	069	14	66	5									
				ST		0150	0	366	3474	2	764		0004	4776	0	0081	14	67	5									
				ST	D	0200	0	386	3480	- 2	766	>	0004	4571	0	105	14	69	3									
		01	3	OBS		0205		387	3480		2767							69										
				ST		0250		396	3485		2769		0004	4347	С	127		70										
		0 1	. 3	OBS		10285		399	3487		2771							71										
				ST		0300		395	3488		2771		0004		_	148		71										
				ST		0400		375	3488		2774		0004	4064	C	190		72										
		01	. 3	085		0461		366	3487		2775							72										
				ST		0500		362	3488		2775		000		-	230		73										
			_	ST		0600		355	3489		2777		000	3929		269		74										
		0.1	. 3	085		T0699		351	3489		2777							76										
				ST		0700		351	3490		2778		000			309	_	76										
				ST		0800		352	3491		2779		000		-	348		77										
				ST		0900		353	3491		2778		0004	4006	C	387		79										
		01	. 3	OBS		10939		353	3491		2779							80										
			_	ST		1000		354	3491		2779		0004	4074	С	428		81										
		01	13	088		1060	0	355	3491	4 2	2779	9					14	82	4									

	1D.	SHIP	LATITU		ONGITUDE DESIGN	MARSDEN SQUARE	STATION THE	WE YEAR	ORIGINA CPUISE ST	ATION	TO DE	36	WAVE BSERVATIONS	W E A - THER	CLOUD		NOD STATE	ON
	40.		4619	N O	1.10 E	10	04 06 0	48 1965	1	I AN BER	3.7	PL'S DIR	8 3	XO XO	O O	-	NUMI	
		- •		,,	1340 H		TER W	IND BAR	AIR TEA	2. ℃	NO.	SPECIAL		1 40	U		004	+ 7 +
						CODE	imi Dik,	FORCE (mb	s) 8UL8		DEFIES	ERVATIONS						
	[MESSENGR	CAST	CARD				528 13	5 039 (028 8	05		1					
		HR 1/10	NO.	TYPE	DEPTH (m)	ī °C	s *:.	SIGMA-T	ANOMALY-1107	£ ∑ ∆ D DYN. N x 10 ³	VELOCITY	r O ₂ ml	1 PO4-P	IOTAL-P	NO2=N ug = 01, 1		SI O4-Si pg - at 'l	pH C
		048		STD OBS	0000	0374	3440 34400	2736 2736	0007279	0000	14650 14650							
				STD	0010 0020	0374 0374	3440 3441	2736	0007263	0007	14651							
				STD	0030	0373	3441	2736 2736	0007254 0007237	0015 0022	14653 14654							
				STD STD	0050 0075	0373 0372	3441 3442	2737 2738	0007212 0007174	0036 0054	14657 146 6 1							
		048		STD OBS	0100 0111	0371 0371	3443 34429	2738 2738	0007143	0072	14665 14667							
		048		STD OBS	0125 0142	0391 0410	3456 34688	2 7 47 2 7 55	0006353	0089	14679 14692	•						
				STD	0150 0200	0410	3471 3481	2757 2765	0005445 0004723	0104 0129	14694							
		0.4.0		STO	0250	0400	3488	2771	0004164	0151	14708							
		048		085 510	0256 0300	0394	34881 3488	2771 2773	0004046	0172	14709 14711							
		048		OBS	10367	0362	34889	2776			14712							
,												ДУ						
	D.	SHIP	LATITU		DNGITUDE FOR	MARSDEN SAPUCS	STATION TIA	YEAR		TION MBEP	TO DE	PTH ⊃B	WAVE SERVATIONS	WEA- THER CODE	CODES		NOD STATI	C DN ER
	40	EV	4622	N 0	1 10	149 65	MO DAY HE					9 23	4 2	×ο	1 PE A M1		004	+8
						COLOR	TER W	SPEED BAR	O- AIR TEMS		NO. 085.	SPECIAL ERVATIONS						
						CODE	(m) Ditk	OR Imb	s) BULB	22 8	O7							
		MESSENGR	LCAST	CARD	DEPTH (m)	1 °C	5	SIGMA=T	SPECIFIC VOLUM		SOUND	Û2 ml'	PO4-P	TOTA L-P	NO2+14		S1 O4~S1	pH S
		TIME :	NO.	TYPE					ANDMALY-1107	y 10 ³	VELOCITY		.g = al	Egit if	ug + al '	pg = abl	μg + 01	i c
		082		STD 085	0000	0404	3444	2736 2736	0007246	0000	14663					}		
				STD	0 0 10 0020	0403 0402	3444 3444	2736 2736	0007244	0007	14664 14665							
				STD	0030	0400 0398	3444 3444	2736 2737	0007239 0007232	0022 0036	14666 14668							
				STD	0075	0395	3444	2737	0007233	0054	14671							
		082		STD OBS	0100	0392 0389	3444 34442	2737 2738	0007225	0072	14674 14677							
				STD STD	0125 0150	0391 04 1 6	3446 3465	2739 2751	0007104 0005957	0090 0107	14678 14695							
		082		085 STD	T0178 0200	0438 0433	34826 3484	2763 2 7 65	0004764	0133	14711 14713							
				STD STD	0250 0300	0423 0413	3487 3489	2768 2771	0004483 0004276	0157 0178	14718 14722							
		003		STD	0400	0395	3491	2774	0004031	0220	14731							
		082		OBS STD	0404 0500	03 94 03 7 9	34911 3490	2774 2775	0004003	0260	14731 14741							
		082		STD OBS	0600 10602	0363 0363	3489 34894	2776 2776	0003989	0300	14751 14751							
				STD	0700 0800	0360 0357	3490 3490	2777 2 777	0004029 0004062	0340 03 8 1	14766 14781							
		082 082		0BS 0BS	T0815 0862	0356 0355	34897 34897	2777 2777			14783 14791							
REFERENC	_	SHIP			ONGITUDE 120	M ARSDEN SOU ARE	STATION TIN		ORIGINAT	O P*S	DEPTH DEP		3 V A W	WEA.	CLOUD		NODE	c
CODE N		CODE	LATITU	1. 10	NGITUDE EN	10° 1°	MO DAY HR.	1/10 YEAR	CRUISE STA	TION	BOTTOM S'M	15	SERVATIONS	CODE	THE ANT		STATIO	
31 5	40	EV	4700	N 04	452 W	149 74		N/A	A ID TEALD		0147 0		7 4	x 1	8 6		004	.9
						COLOP		SPEED MET	ER DRY	WET CODE	DEPTHS OBSE	PVATIONS						
							29 5	19 16	6 039 0	28 7	04							
		MESSENGR TIME 0	CAST NO.	CARD Type	DEPTH (m)	T °C	5 *	SIGMA-T	SPECIFIC VOLUME ANOMALY-X10?	₹ 3 D DYN, M x 10 ³	SOUND	Opmil	PO4=P	TOTAL-P		NO3-N 1	SI = 4−SI µg = of : F	:н [
	ľ			STD	0000	0379	3443	2738	0007079	0000	14652				-			
		133		OBS STD	0000 0010	0379 0378	34433 3443	2738 2738	0007078	0007	14652 14653							
				STD	0020 0030	0378 0377	3443 3443	2738 2738	0007086 0007086	0014	14655 14656							
		133		STD OBS	0050 0059	0375 0374	3443 34432	2738 2738	0007091	0035	14659							
				STD	0075	0372	3444	2739	0007034	0053	14660							
		133		STD OBS	0100 0123	0368 0364	3445 34457	2740 2741	0006942	0071	14664 14666							
		133		STD OBS	0125 0138	0365 0374	3446 34489	2741 2743	0006848	0088	14667 14673							

REFE	RENCE	SHIP			- E	MARSDEN SQUARE	STATION T		ORIGINAT	OR*S	OEPIH ,	MAX. DEPTH	WAVE	WEA-				100C	1
ODE	ID. NO.	COOE	LATITU	1/10	LONGITUDE S		MO DAY H	YEAR IR.1/10		TION MBER	*****	OF DIR.	SERVATIONS	THER CODE				UMBER	
31	540	EV	4655	N C	04513 W			73 1965			186	02 26	4 2	x1	6 6		C	050	1
						COLOR		SPEED MET	ER DRY	VET COD	NO. OBS. DEPTHS	SPECIAL BSERVATIONS							
							27	510 16	6 039 0	28 7	04								
		MESSENG TIME HR 1/1	OT NO.	C ARD TYPE		r *c	s ·4.	51G M A T	SPECIFIC VOLUME	₹ △ D DYN, M x 10 ³	NEFOC		PO4-P ug - 01/1	fOTAL-P μg = α1/1	NO ₂ =N μg = o1/1	NO3-N vg = at/1	h8 - a1/)	ρН	
				STO	0000	0384	3443	2737	0007142	0000	1465	4							
		17	3	OBS	0000	0384	34431	2737			1465	4							
				STO		0384	3443	2737	0007143	0007	1465	6							
				ST		0383	3443	2737	0007142	0014	1465								
				ST		0382	3443	2738	0007134	0021	1465	8							
				STO		0381	3443	2738	0007134	0036	1466								
		17	3	085	0058	0380	34434	2738			1466	2							
				STO		0378	3444	2738	0007111	0053	1466	4							
				STO		0375	3444	2739	0007079	0071	1466	7							
		17	3	OBS	0121	0372	34441	2739			1466	9							
				STO		0373	3445	2740	0007001	0089	1467	0							
				ST	0150	0382	3452	2744	0006586	0106	1467	19							
		17	3	OBS	0169	0394	34606	2750			1468	19							

CTRY ID.	SHIP	LATIT	30.0	LON	GITUDE	RIFT OCTR	M A R		\$1.	4 TION (GM		Y	EAR	CRUISE	ORIGINA	TOR			PTH TO	DEPTI			AVE			VEA- HER		DUD			NODC
CODE NO			1/10		* 3/10		10*	1*	MO	DAY	HR,1/	10		NO.		UME		BOT	MOT	S'MPL	·S 🗆 10.	н	GT PE	SE.	_ C	ODE	TYPE	AMT			NUMBER
31 54	0 EV	4700	N.	045	521 W		149	75	04	06	184	15	65	001	928	5		019	92	02	27	8	4		,	(1	6	6			0051
								W A	TER		WIN		BARG	,	AIR TEN	P. %	c		0.		ECIAL	7					_			,	
								COLOR	TRAM			EED OR	METE		DRY	WE		DEP	BS. PTHS		VATION	5									
								CODE	- IM	+		RCE	(mba	-	ULB	BUI	- +-	-				4									
	-								Ļ	27	51	0	169	0.	28	01	7 7	04	4			1					_				
	MESSEN	G# CAST	CA	RO	OEPTH	l 1	1 ,	°c		5 %.		SIGMA			VOLUA		≨ △ D		SOL	JNO	O ₂ mi		PO 4	_P	TOTA	L = P	NO ₂	-N	NO1-N	SI O4-	
	HR 1/1	of NO.		PE	017171	11113	'					110 110	,	ANOM	A LY X10	'	DYN, M x 10 ³		VELC	CITY	O2 mi	^	₽9 - I	1/1	νg -	01/1	μg -	1/10	ug - al/l	ug - at	pΗ
			51	r D	000	0	0.3	358	34	42	2	739)	0006	5963		0000	1	146	43											1
	18	4	OBS		000			358		422		739			.,0,		0000		146												'
			51		001	0		359		43		739		0006	5938		0007		146												
			51		002	0		361		44		740		0006			0014		146												
			51	TD	003	0	0 3	362	34	44	2	740)	0006	5882		0021]	146	50											
			51	ΙD	005	0	03	365	34	45	2	741		0006	5827		0034	1	146	55											
			51	T D	007	5	0:	868	34	47	2	742	2	0006	5759		0051	1	146	60											
				ΓD	010	0	0 3	371	34	49	2	743	3	0006	686		0068	1	146	66											
			51	ΤD	012	5	0 3	375	34	50	2	744	٠	0006	5619		0085	1	146	72											
	18	4	OBS	5	012	7	03	375	34	504	. 2	744	,					1	146	72											
	18	4	089	5	013	7	03	395	34	605	5 2	750)]	146	84											
			S1	T D	015	0	0 3	397	34	70	2	757	7	0005	389		0100	1	146	88											
	18	t.	OBS	-	T018	2	0.7	403	20	760		761							146	~ -											

CTRY	10. NO. 540	SHIP	4700	1/10	LONGITUDE . 1/1/10	NDC		MO O4 ATER	06	HR.1/10 199 WINO	BAR	OO1	9286 IR TEMP.	TION	vis.	DEPTH 10 80110 M 252 NO. 085. DEPTHS	03	H (HG	ATIONS		P E	CLOUD CODES		N 2.	NODC TATION UMBER	
		MESSEN	R CAST		_				24	507	16	1 -		 1	7 4 D	05		1	4			_					7.7
		TIME HR 1/1	♀ ND.	CAR		(m.)	1 °C		s *4.	SIG	M A - T	SPECIFIC ANOMA		DYF	103 103		DCITY	O ₂ m		PO4=P g = 01/1	FOTAL-		10 2 ~ N 19 - al/l	NO3-N µg - at/l	21 Q4-21	рН	ć
		100		ST			0364		42	27		0007	072	00	00		46		Ì								
		19	7	0 B S			0364		415	27 27		0007	073	000	0.7	146	46										
				ST			0362	-	42	27		0007		00	-	146											
				ST			0362		41	27		0007		00		146	_										
				ST	0 0050)	0360		41	27		0007		00		146											
				ST	0 0075	,	0358	34	41	27	38	0007	093	00	53	146	55										
		19	9	OBS	. 0076	>	0358	34	413	27	38					146	555										
				ST	D 010)	0351	34	43	27	40	0006	938	00	71	146	556										
				ST	-		0343		44	27		0006	780	00	88	146	57										
		19	9	085			0343		441	27						14€											
			_	ST			0389		65	27		0005	680	01	03	146	-										
		19	9	085			0418		802							147											
				57			0411		81	27		0004		01		147											
		10	0	ST			0398		83	27		0004	491	01	53	147											
		19	9	085	T 0 25	4	0397	34	834	27	68					147	707										

REFERENCE CTRY ID.	SHIP	LATITU	DE L	ONGITUDE BUTTONO.	MARSDEN SQUARE	STATION TIN	AE YEAR	ORIGINA CRUISE ST	TOR'S ATION	DEPTH DEP	TH OR	WAVE SERVATIONS	WEA- THER	CLDUD		NODC	
CODE NO.	CODE	•	1/10	1/10		MO DAY HR		NO. NL	J AA BER	BD110W S.WI	L'S DIR	HGT PER SE		TYPE A AAT		NUMBER	
31 540	EV	4659	N 0	4549 W	149 65 WA	04 06 21	ND BAI	A IQ TEAA		NO. 0	3 24 PECIAL	4 4 	X1	3 6		0053	1
					COLOR	TRANS. DIR.	SPEED MET OR (m)		WET CODE	DEPTHS OBSE	RVATIONS						
						27 5	02 16	T	7 7	06							\neg
	MESSENGR TIME HR 1/10	CAST NO.	C ARD TYPE	DEPTH (m)	⊺ °C	s *4.	SIGMA-T	SPECIFIC VOLUM ANOMALY—¥107	£	VEFOCITA SOUND	02 mi/	PO4=P µg = a1/1	TOTAL-P µg·al/I	NO2-N µg - 01/I		i O4-51 ig - 01/1 pH	S C
		1	STD	0000	0358	3442	2739	0006978	0000	14643							\top
	217		085 570	0000 0010	0358 0356	34420 3443	2739 2740	0006892	0007	14643 14644							
			STO STO	0020 0030	0354 0352	3444 3445	2741 2742	0006799 0006713	0014	14645 14646							
			STD	0050 0075	0348	3447 3450	2744 2747	0006534 0006319	0034	14648 14650							
			STO	0100	0338	3452	2749	0006096	0065	14652							
	217 217		08S 08S	0100 0120	0338 0391	34523 34650	2749 2 754			14652 14680							
			STD	0125 0150	0389 0382	3465 3466	2754 2756	0005642	0080 0094	14680 14681							
	217		085 STD	0150 0200	0382 0409	34663 3479	2756 2763	0004884	0120	14681 14702							
	217		085	0215	0411	34818	2765			14706							
	217		ST0 085	0250 T0280	0405 0389	3485 34856	2768 2770	0004441	0143	14710 14708							
REFERENCE	1	<u> </u>		- a	MARSDEN	STATION TIM	F	ORIGINAT	IOP'S	DEPTH MA		WAVE	WEA-	CLOUD			
CTRY ID.	CODE	LATITU	DE L	ONGITUDE SE	SOUARE	MO DAY HE	YE A R	CRUISE STA	TION	BOTTOM SIMP		SERVATIONS	THER	CDDES		NODC STATION NUMBER	
31 540	EV	4701	N 04		149 76 0	04 06 23	3 1965			0334 03		1 4	х1	3 6	_	0054	
					COLOR	TRANS DIR	SPEED MET	ER DRY	WET CODE	NO. S OBS. DBSE	PECIAL RVATIONS						
					CODE		02 16		22 8	0.5							
	MESSENGR TIME		CARD	DEPTH (m)	r tc	s ·/.	SIGMA-T	SPECIFIC VOLUMI	-	SOUND	02 ml/l	PO 4~P	TOTAL-P	NO2+N		04-Si pH	S
	HR 1/10	1.0.	STD	0000	0363	3443	2739	0006980	x 10 ³	14645		μg + α! ()	μg • οΙ'II	ug - ot'i	pg-et.l p	g - of I	c
	233	1	085	0000	0363	34426	2739			14645		1		I			1 1
			STD	0010 0020	03 55 03 4 9	3444 3444	2741 2741	0006808 0006760	0007 0014	14644 14643							
			STD	0030 0050	0343 0334	3445 3447	2743 2745	0006637 0006419	0020	14642 14642							
	233		OBS STD	0062 0075	0330 0330	34481 3449	2747 274 7	0006242	0049	14642 14644							
-	722		STD	0100	0329	3451	2749	0006113	0065	14648							
	233		OBS STD	0118	0329 0341	34524 3456	2750 2 7 52	0005866	0080	14651 14658							
	233		ST0 085	0150 T0178	0376 0406	3466 34758	2756 2761	0005475	0094	14679 14697							
			STD	0200 0250	0401 03 8 9	3478 3482	2763 2768	0004897 0004503	0120	14699 14703							
	233		STD 085	0300 0334	03 78 03 7 0	3486 34892	2772 2775	0004108	0165	14707 14710							
						3 . 0 , 2	, ,										
REFERENCE								1									
CTRY ID.	SHIP	LATITUI	DE LO	ONGITUDE 50	MARSDEN SQUARE	STATION TIM	YEAR		TION	DEPTH OEPT	H D85	WAVE ERVATIONS	THER CODE	CODES		NODC STATION NUMBER	
31 540	EV	700		17.10		04 07 00		001 9289		328 03		HGT PER SEA	x1	4 3		0055	
					COLOR		SPEED MART	D- AIR TEMP	VIS.	NO. SF	ECIAL			, ,		0022	
					CODE	lm)	00 160	s1 BULB E	11 8	O4							
	MESSENGE TIME 0		CARD	DEPTH (m)	1 °C	5 %.	SIGMA=T	SPECIFIC VOLUME	₹ △ D 0YN, M.	SOUND	O2 ml/)	PO 4+ P	TOTAL-P	NO2-N	NO3-N SI	D4-51	5
	HR 1/10	NO.	1 1 7 PE				-	ANOMALY-X107	x 10 ³	AEFOCITA	02 (612)	μg - α1/1	µg - 0111			- of I	c
	008		STO OBS	0000	0351	34632	2756 2756	0005316	0000	14643		1		ļ			[
			STO	0010	0353 0356	3464 3465	2757 2757	0005285	0005	14646 14648							
			STD	0030 0050	0358 0363		2758 2758	0005233	0016 0026	14651 14657							
			STD	0075 0100	0369 0374	3469	2759 2760	0005110	0039	14664							
	000		STD	0125	0380	3473	2761	0003047	0064	14670							
	008 008		085 085	0128 0143	03 8 1 0402	34796	2761 2 7 64			14678 14690							
			STD STD	0150 0200	0401 0393		2765 2768	0004682 0004458	0076 0099	14691 14696							
			STO	0250 0300	0384 0376	3485	2770 2773	0004238 0004018	0121	14701 14706							
	008		085	T0328	0371		2775		0176	14709							

y T	ID.	- S	HIP IDE		ITUD	E	ro		UDE	DRIFT	50	RSE U A		STA	IG M	TIME	,	EAR	CRUISI		TATIO	ON.	4	DEPTH TO	DEPTH			V A V E R V A TII			WEA- THEP	CLOU				NODC
F	NO.					1 10			111	0 2	10		1"	MO	DAY	HR,1	10		NO.	1	HUME	3 E R		MOTTOM	S'MPL'S	D	IP I	CGT PER	R SE	A	CODE	TYPE A	21			NUMBER
1	54	o E	v	470	0	N	04	63	3 W		14	9 📗	76		0.7	022		965		929			Q	732	07	2	4	4			ХI	4 4				0056
												-	W.A.		+	WINE		BAR	J- -	AIR TE		v	ıs	NO.	SPEC	TAL										
												10	CODE	TRAN		R, (EED OP OPCE	M ET		DRY BUL8	BUI		3DE	OBS. DEPTHS	OBSERVA	A TIO	NS									
												Ė		_	0.0	_		16	9 0	22	01	1 8		05												
		ALC:	SENCE	CAS	. 1			7	_		T			Т			_					≥ △														. T
			17/16	및 NO		CAL			DEPTH	(m)		T	,C		s ";	. :	SIG M	A - T		C VOLU		DYN.	Μ.	VELO		02/	m121	PO a			△ L — P	NO2-N ug - of		3-N at	Nd - 0,	
		HP	1110	-	+	51	- 0	-	000	^	+	2.2	68	21	65	1	756		000	5355		000		3.4.6	5.0	-		-	-	-				_		+
			022			0 B S			000			3.	-		648		756		000	233:	,	000	U	146									1			
			0 2 2			S1			001			3.			65		75		000	5321		000	5	146												
						51			002			3			66		75			5288		001		146												
						51			003			3			66		75			5254		001		146												
						S 1			005				66		67		758			5187		002		146												
						51	ΓD		007	5	-	3.	64	34	69	2	759	9	000	5099	,	003	9	146												
						S 1	C	1	010	0	(3	63	34	70	2	76	1	000	5018	3	005	2	146	65											
						51	C	1	012	5		3	62	34	71	2	762	2	000	4930)	006	4	146	69											
						S 1	ro		015	0	-	3	61	34	72	2	76:	3	000	4849	,	007	7	146	73											
			022			085	5		016	0		33	60	34	728	3 2	763	3						146	74											
			022			089			019		1) 4	02	34	826	5 2	76	7						146	99											
						S1			020		1) 4	01	34	83	2	76	7	000	4500)	010	0	147	00											
						51			025				93		85		770			4315		012		147												
						ST			030				86		86		77:			4215		014		147												
						SI			040			-	74	-	88	_	774		000	403	l	018	4	147												
			022			OBS			042)3			886		775							147												
						51			050	-			65		89		779			3965		022		147												
						S1			060				59		89		776		000	3972	2	026	4	147												
			022			089	5	T (D67	5	1	3	57	34	89	2 2	77	7						147	60											

TRY DOI:	ID, NO.	SHIP	LATITU	J DE		GITUC	DE 🚆	9	AARS SOU			IGM			AR	C PUISE NO.		STATION NUMBER)N		HT93D OT MOTTC	DEPTH OF S'MPL"		OBSI	WAVE RVATI	0115	T	HER DDE	CODE	5			NOD C STATIO NUMBE
1	540	ΕV	4700		046				49		04		038	19	65	001				11	152	10			×	1		0	0				005
									. [WA			WIND		BARC		AIR TE			T	NO.	-							•				
										COLOR	T R.A.		R, OI	ED	METE (mbs	R	DRY	B LJ		2	ORS. EPTHS	OBSERV	CIAT										
												0.0	500)	163	0	17	01	1 8	(00												
		MESSEN O TIME HR 1 1	or NO.	CAL		DEP	TH Im		ī	č		s ·4,	SII	GMA.	-1	SPECIFIE	- VOLL		∑ ∆ C OYN, / x 10 ³	1.5	SOL VELC		0:	m1/1	PO ₄		TOTA		NO2=N ug - al		103-N 9 - ə' '	51 O4- µg = 01	
				51	D	00	000		0.3	49	3,	459	2	753		000	562	9	0000)	146	41											
		03	8	OBS			000			49		4588		753							146												
				51		0.0	10			50		459		753		000	561	1	0006	5	146												
				ST	D	00	20		03	50	3	460		754		000			0011		146												
				ST	D	0.0	30		0.3	50	3.	460	2 7	754		000	556	9	0017	,	146	47											
				S 7	D	00	050		03	51	3	461	2	755		000	552	6	0028	3	146	51											
		03	8	089	ŝ	0.0	065		03	52	3	4617	2	755							146	54											
				51		00	75		0.3	33	3	461	2 7	757		000	534	5	0041	l	146	47											
		03	8	089	5	0.0	79		03	26	3	4613	27	757							146	45											
				51	D	01	100		03	34	3	463	2 7	758		000	5254	4	0055	,	146	52											
				5.1	D	0 1	125		03	44	3	466	27	759		000	513	9	0068	3	146	61											
				57	D	0 1	150		0.3	153	3	470	27	762		000	495	1	0080)	146	69											
		03	8	OB 5	5	01	173		03	62	3	4743	2 7	764							146	78											
		03	8	0 B S	5	01	197		03	86	3	4803	2 7	767							146	92											
				S 1	D	0.2	200		03	86	3	481	2 7	767		000	449	6	0104		146	93											
				S 1	D	02	250		03	86	3	484	2 7	770		000	431	8	0126	5	147	02											
				51	\Box	0:	300		03	85	3	486	27	771		000	420	4	0147	7	147	10											
		03	8	0.83	5	T 0 3	395		0.3	82	3	4893	27	774							147	25											
				51	D	0.4	400		03	82	3.	489	2	774		000			0188	3	147	26											
				S 1			500			73		489		775		000	400	6	0229)	147	38											
		3	8	0 B 9		TOS				67		4894		776							147												
				ST			500			67		489		776		000			0269		147												
				51			700			61		490		777		000	402	0	0309)	147												
		0.3	8	089			793			57		4901		777							147												
				51			300			57		490		777		000			0349)	147												
				51			300			53		490		778		000			0390)	147	96											
				SI			0.00		03	50	3	490	2 "	778		000	413	1	0431		148	12											
		0.3	8	0B5	5	T1(112		0.3	150	٦.	4898	2 .	778							148	1.4											

ENCE				-	-		MAR	COSM.		TION 1	т.		Τ	ORIGIN.	A TOP'S			MAX		WAV		T	T 6	2005	г –		
ID.	SHIP	LATITU	DE	LO	NGITUDE	PEFT DCT#	SOU			(GMT)		YEAR	CRUISE		TATIO		DEPTH	DEPTH	09	SERVA		WEA		OUD			NODE
NO.	CODE		1 10		1110	100	10*	1.1	M0	DAY	HR, 1/10		NO.		1UMBE		BOTTOM	5"MPL"	DIR	HGT	ER SEA	CODE	TYPE	A 51 T		N	U A*88R
540	EV	4700	N	04	700 W		149	77	04	7	064	965	001	929	92		1088	10	00	o x		χo		0			0058
								WA	TER	_	WIND	BARG		AIR TEA			NO.]		, ,,,		Ü		' '	7070
								COLOR	TRANS	DIR.	SPEED	METE	R	DRY BULB	WET		OBS. DEPTHS	OBSERV	CIAL 'ATIONS								
								CODE		-	FORCE	\rightarrow		-						-							
					-		,		-	00	500	152	2 0	17	011		07	L.,		L,			_	-			
	AMESSEN G		C A		DEPTH	(m)	т	*C	s		SIGA	A A - T		C VOLU		DAN" W		DCITY	Op ml			OTAL-P			NO3-N	\$1.04-5	ρН
	HR 1110			re			_						21107		_	x 10 ³	VEL	30114		F.G.	- 01	.g • of 1	uq-	01 1	µg = at l	nd - as :	
		1	\$	TD	0000	0	0.0	083	33	77	270	9	000	9795	5 0	0000	145	14									
	064	÷	OB:	S	0000	0	00	083	33	773	270) 9					145	14									
			S	TD	001			107	338		271			9201		0009	145	527									
				TD	0020			131	339		272	_		8670		0018	149										
				TD	003			153	340		272			8211		0027	145										
			_	TD	005			195	342		273			7304	-	0042	145										
				TD	007			241	343		274			6387		060	146										
			_	CI	0100			281	349		275		000	5605) (0074	146										
	064	•	0 B	S TD	012			310 312	346		276 276		000	5070		0088	146										
				TD	015			326	346		276			4993		100	146										
				T D	0200			351	34		276			4821		125	146										
				TĐ	0250			371	34		276			4689		149	146										
	064		0 B		T026			377	34		276			,		,	147										
			S	TD	030	0	0:	385	348	3.2	276		000	4504	• 0	172	147										
	064	4	083	\$	039	3	0.3	399	348	375	277	7 1					147	731									
				TD	0400		0	398	348	38	277		000	4287	7 (216	147	732									
				TD	0500		0 3	385	348	38	277	73	000	4240) (258	147	743									
	064	+	OB:		T0590			376	348	_	277						147										
				TD	0600			375	348		277	-		4147		300	147										
				TD	0700			370	348		277		000	4180) (342	147	-									
	064	+	OB:		T078			365	348		277	-					147										
			_	TD	080	_		364	349		277			4162		384	147										
			-	T D	0900			359	349		277			4182	_)425	147										
	064			TD	1000			355	349		277		000	4212	2 ()467	148										
	064	+	083	5	T104	1	U ;	353	348	597	277	′ ′					146	320									

REFE	RENCE	SHIP	LATITU	0.0	LONGITUDE	RIFT	MAP	SDEN	ST.A	TION		YEAR		ORIGI	NATO	P*5		DEPTH	DEP			WAV			WEA		UU 1008				NOS	
TRY DDE	ID. NO.	CODE	LAIIIO	1 10	'1.		10"		MO		HR, 1/10	TEAR	CRU N(STAT		E	OT MOTTOR	1 0	F		lest i		_	COD	-	e la				STATIC NUMBI	
2 1	540	EV	4700		4714	_	149				083	1965	0.0	1 02	102				1												0 0 E	_
) T	1940	1 - 4	14700	N	4/14	ν	147	WA		-	WIND	1		1 92 AIR T	EMP	°C	U	612	0.6			4 4	• 1		X 2	6	8				005	9
								COLOR	TRAN	+	SPEE			DRI		ET CO	Di	NO, OBS,		PECIAL												
								CODE	im1		FORC		os I	BULB		JLB		DEPTHS	0070													
										09	506	15	2	011	0.0	00 7		06														
		MESSEN	GR CAST	CAPD			Ι.	,c			T.		SPEC	IBC VOL	LITALE	₹	D	SOL	UND			PC	04-P	1,,	3741-	P N	Do-N	NO.	-N	51.04=		
		HR 1/1	9 NO.	TYPE	DEPT	H (m)		(.		5 "	210	M A - T		0.4.4.0		DYN X 10			DCITY	0:	ml-1		- 01		9 - 91		- 01	μg -		μg = αl	P	Н
				SID	00	0.0	-0	052	33	29	26	77	00	1287	7.2	000	0	144	445	+											+	
		0.8	3	OBS	00	00	-0	052	33	285	26	77				-		144	445													
				STD	00	10	-0	054	33	29	26	77	00	1283	30	001	3	144	446													
				STD	00.	20	-0	055	33	29	26	78	00	1278	3.2	002	6	144	447													
				STD	00	30	-0	057	33	30	26	78	00	1274	+0	003	8	144	448													
		0.8	3	OBS	00	3.5	-0	058	33	300	26	7.8						144	448													
				STD	00	50	-0	057	33	31	26	79	00	1264	0	006	4	144	+51													
		0.8	3	OBS	00	53	-0	057	33	319	26	80						144	-52													
				STD	0.0	75	-0	007	33	53	26	95	00	1116	8	009	4	144	+82													
				STO	01	0.0	0	045	33	74	27	09	00	0983	30	012	0	145	512													
				STD	01	25	0	094	33	94	27	22	00	0860	1	014	3	145	42													
				STD	01	50	0	139	34	12	27	33	00	0753	88	016	3	145	68													
		0.8	3	OBS	01	59	0	154	34	178	27	37						145	5 7 7													
				STD			0	209	34	33	27	45	00	0649	2	019	8	146	10													
				STD			0	267	34	49	27	53	00	0580	2	022	9	146	46													
				STD				314	34	63		60	00	0521	7	025	6	146	576													
		0.8	3	OBS	0.34	39	0	373	34	795	27	67						147	719													
				STD			0	374	34	80		67	00	0463	35	030	6	147	721													
				SID			0	382	34	84		70	00	0453	3	035	1	147	741													
		08	3	OBS	T 05	79	0	388	34	866	27	71						147	757													

TRY ID.	SHIP	LATITU	DE	LONG	ITUDE	DAHFF	RAM UD2			TION IG M1	TIME	YEAR	CRL	ORIGII	NATO			TO	MAX. DEPTH OF	01	WA\ SERVA		5	WEA- THER	Cron		S1	NODC
ODE NO.		<u> </u>	1/10		1/10		10*	1*	MO	DAY	HR, 1/10		N	0.	NUM	BER	BC	MOTTO	S'MPL"	010	HGT	PERS	έA	CODE	TYPE A	v.1	N	UMBER
31 540	OEV	4700	N	047	30 W		149	77		7 (1965	00	1 92			Q2	212	0.2	25	3	2		X 2	3 8			060
								WA		1	WIND	BAF		AIR TI	-	v		NO.	SPE	CIAL								
								COLOR	TRAN!	DIS	SPEED OR FORCE	701		DRY	N SL	ET CC		OBS. EPTHS	OBSERV	ATIONS								
										04		,	-	006	0.0	00 6	-)6			1							
	MESSENI	GR CAST	CAI						1		1	1.5	\vdash	CIFIC VOL	-	₹ Δ		SOL		-	1		1			1		
	TIME HR 11	or NO.	TYI		DEPTH	(m.)	T	°C	S	•4.	SIG	M A -1		IOMALY-I		DYN.	M	VELC		O 2 ml	1	O4−P - a1/l			NO2-V		St O4-Si ug = of 'l	pН
			S 1	0	0000)	-00	98	33	2.7	26	61	00	1438	2	000	0	144	21		-		-	-		1	1	
	0.9	6	OBS	- 1	0000			98		367	26		, 00	1420	-	000	0	144			1		,	1		1		
			SI		0010		-01	_	33		26		0.0	1435	1	001	4	144										
			51		0020			103	33		26			1431		002		144										
	0.9	6	OBS		002			104		074								144										
			ST	D	0030)		104	33	0.8	26		0.0	1424	7	004	3	144										
			51	D	0050			98	33	16	26			1364		007		144										
	09	6	089	;	0072	2	-00	92	33	247	26	75						144										
			S 1	D	0075	5	-00	000	33	25	26	75	0.0	1296	6	010	4	144										
	09	6	OBS	5	009	7	-00	149	33	357	26	82						144	64									
			51	0	0100)	-00	34	33	39	26	84	0.0	1210	6	013	5	144	71									
			51	D	0125	5	0.0	72	33	55	27	00	0.0	1066	8	016	4	145	28									
	09	6	OBS	5	0126	5	0.0	75	33	660	27	01						145	29									
			S 1	D	0150)	0	103	33	B 5	27	14	00	0934	4	018	9	145	49									
			51	D	0200)	0	162	34	0.5	27	26	0.0	0824	3	023	3	145	86									

REFER	ENCE						_ =	MARS	DEN	STA	ATION	TIME			1	ORIGIT	OTAP	R"S		DEPTH		AAX.			V A V E		w	Ε A -	CLO	מווי			hi/	DOC .
CTRY	ID. NO.	CODE	LATITU	1/10	LON	GITUDE . 1/10	PADCI	5QU	ARE	MO	tGM1			YE A R	CRUI!		STAT			10 10110	6	OF UPL"		OBSER	GT PE	240	11	ER	TIPE	DES			STA	TION
31	540	EV	4659	N	047	144 W		149	67) 4	07	108	1	965	00	92	95		0	181) 2	2	7 3	2		X	ì	\neg	6				061
									WA	ER		WIND		BAR	0	AIR TE	MP.		vis	NO.	T	SPE	CIAL											
									COLOR	TRAN		₹. 0	EED OR PCf	MET:		DRY		JLB	2000	OBS. DEPTHS	08		A TION	2.1										
											01	50	2	159	9 (06	00	00	3	05											_			
		MESSENG TIME HR 1/11	O NO.	CA		DEPTH	(m)	T	*C		s *4.	2	IG M	1-A		MALY-X		∑ Z DYN X	103 103		0 C I I		02 m	1/1	PO4		101A(n - gu		NО2- µg - о		NO3-N pg - of.'l	\$1 O4-		şΗ
				51	r D	0000)	-00	90	33	12	2	66	5	001	401	6	000	0	14	425	5												
		10	3	089	5	0000)	-00	00	33	118	2	66	5						14	425	5								·				
					D	0010		-00	_	33	11	2	66	4	001	406	9	00	14	14	426	5												
					[0	0020		-00		33			66			406	-	002	-		42													
				SI		0030		-00			11		66			405		004			421	-												
				S1		0050		-00			10		66			410		00			43													
		108		SI		0075		-00			10		66		001	408	1	010)6		434													
		100	9	0B9		0085		-00		_	099	_	66 66		001	4. O. E		014	. 1		435													
				51		0125		-00			11	_	66			405		01			438 443													
		108	3	OBS	-	0125		-00	-		106		66		00,	402)	01	10	-	44:													
		10,	-	51		0150		-01			17		66		001	348	1	021	١.	_	44													
		10	В	OBS		0150		-01			170		66		501		•	02.			44													
		10		OBS		T0175			73		696		70								53													

REFER	RENCE	- SHIP					_ <u>=</u>	MAPS		STATION				ORIGII	NATOR	S	Ţ.	DEPTH	DEP			WAY			WEA-		oup				ODC
ODE	ID.	CODE	LATITU	1/10	LONG	3 GUTI 11 10	INDC	10"	APE	MO DAY	TI HR.1-10	YEAR	CRU		STATIO		g	to MOTTO		F	OB DIR		TIONS PER S		CODE		DES				MBER
31	540	EV	4700	N	0480	00 W		149	78	04 07	124	1965	00	1 92	96		0	144	0	ı	04	2	4		х4	5	8			0	062
								[WA	TER	WIND	BAF	ro- L	A IR TE	MP. 1			NO.	,	PECIA											
									COLOR	TRANS DI	P SPEE	MILI		DRY	WE	T cc	DE	OBS. DEPTHS		RVAT											
									CODE		FOR		-	BULB	BUI		+														
										02	502	17	3	022	01	1 5	- 1	07													
		MESSENG	CAST	CAR	D	DEPTH I		,	*C	s ./.	-	M A - T		CIFIC VOL		₹ A	D.	SOL	JND	1	2 m1/1	PC)4-P	10	TALER	NO ₂	-N	NO ₃ =1	SI	04-SI	
		HR 1/1	NO.	TYP	E	DEFIN	im)	. '	_	3	311	- M A - I	AN	OMALY-1	107	X 10		VELO	CITY	0	2 mizi		- a1/1	μg	g = o1/l	р 9 -	o1.1	µg = 01/	1 49	- st 1	ρН
				ST	0	0000)	-00	158	3307	26	60	0.0	1450	3	000	n	144	39	-											
		124	4	OBS		0000		-00		33069		60	, 00	1450	-	000	•	144		1		1				,	-				
				ST		0010		-00		3307	-	60	0.0	1448	3	001	4	_	440												
				ST		0020		-00		3307		60		1446		002		-	440												
				5 T)	0030)	-00	67	3307	26	60	00	1443	3	004	3	144	440												
		12	4	OBS		0035	5	-00	69	3307	3 26	60						144	440												
				ST	C	0050)	-00	77	3310	26	63	0.0	1419	5	007	2	144	139												
		12	4	OBS		0050		-00	77	33097	26	63						144	39												
				ST		0075		-00		3325		75	00	1302	7	010	6	144	447												
		12		085		0075		-00		33250		75						144													
		12	4	OBS		0090		-00		33376		84						144													
				ST		0100		-00		3346		90		1161	_	013		144													
		1.3		ST		0125			34	3366		03	00	1037	7	016	4	145	511												
		12		OBS		0125			34	3380F		14P																			
		12	4	OBS		0135	>	00	64	33744	27	0.8						145	27												

ID.	SHIP	LATITU	Dŧ.	LON	GITUDE	DCTR	MARS			IDN (GM	TIME	YE AR	CRU	ORIG		OR'S	DEP1		MAX DEPTH OF	0		AVE VATIO)NS	WEA		OUD			NDDC
١0.			1/10		1/10	_ <u>z</u>	10"	1.11	MO	DAY	HR.1/10		И			MBER	80110	MC	S'MPL'S	DIR.	н	GT PER	SEA	CODE	TYPE	A (4.1			NUMBE
40	EV	4410	N	048	42 W		149	48	04 0	9	024	1965	CK	5 92	97	,	089	6	0.8	34	2	4		X1	5	2			006
	- •							WA		Ť	WIND		RO-	AIR T		. °C	NO		-		٦	1		1 ^1	. ,	. ,			000
								COLOR	TRANS	DIF		ME	TER	DRY		WET CO			OBSERV	CIAL ATION!	s								
							}	CDDE	įm)	-	FORC	\rightarrow	\rightarrow	BULB	+	_	-	-			-								
r		_					,		ļ	33	512	23	4	000	+0	06 8	07	\perp			1				_			,	
,	MESSENGI TIME	CAST NO.	CA		DEPTH (m	n l	T	*C	s	٠.,	SIG	MA-T		THE VOI		₹ △ DYN.	86 .	sou		0 2 ml	л I	PO 4-	-P 1	OTAL-P	NO:	2-N	NO3+N	5104-	
	HR 1/10		TY	rt									AN	OWAL!	.110.	x 10		FLO	CITY			νg • σ	171	yg = nt/i	'n₿ +	01/1	µg + at′l	µg = at.	" "
			51	D	0000		-00	33	332	23	26	72	00	1336	57	0000	1	44	53										
	024	+	085	5	0000		-00	33	332	30	26	72					14	44	53				,					,	
			S1		0010		-00	26	333	30	26	77	00	1285	8	0013	3 1	44	59										
			ST		0020		-00	18	333	17	26	82	00	1235	54	0026	1	44	65										
			\$1		0030		-00		334	-	26		0.0	1193	33	0038	3 1	44	72										
	024	+	083		0047			006	335	38	26	95					14	44	83										
			S 1		0050			11	335		26			1103		006		44	86										
				D.	0075)53	337		27			1010		008	7 1	45	12										
			S 1		0100			92	338		27			0926		011	_	_	35										
			51		0125			129	339		27			0844		0134		-	58										
			S 1		0150			162	341		27			0777		0154	_		78										
			51		0200			222	343		27		00	0674	+8	0190	_		16										
	024	+	OBS		0211			233	343										23										
			S1		0250			264	344		27			0607		0222		46											
	031		SI		0300			300	345		27		00	0568	35	0252			69										
	024	•	OBS		T0366			338	346		27			0.5.0.0					98										
			SI		0400			354	347	_	27			0509	_	0306		47											
	0.24		SI		0500			86	348		27		υO	0477	13	0355			43										
	024	•	083		T0542			393	348		27								53										
	024		S1 0B3		0600 0676			91	348		27		U O	0462	. 2	0402			62										
	0.24	•		-				88	348		27		00	0.55		04.4			73										
			51		0700			887	348		27			0453		0448		47											
			S 1		0800		0.3	84	348		27			0458		0493		47											

REFEI CTRY CODE	ID. NO.	SHIP	LATITU	JDE 1/10	LONGITUDE 1/10		SDEN I ARE	STATIO IGI		YEAR	CRUISE NO.		OR"S TIDN MBER		DEPTH TO BOTTOM	DEPTH OF S'MPL		DBSE	WAVE RVAT	IONS	١.	WEA- THER CODE	CLOU CODE	S		NODC STATION NU 11 BER
31	540	EV	4346	N C	14840 W	149	-	TER TRANS.	NAND WIND DIR. SPE	BAR MET	ER C	IR TEMP		VIS	NO. OBS. DEPTHS	SPE OBSERV	CIAL	1	2 4			X4	X 9			0064
						_		1	2 513	3 07	1 06	1 (61	1	0.8		_							, -		
		MESSENGE TIME HR 1/10	of ND.	C ARD TYPE	DEPTH (m)	T	*c	s */	S1	GMA-T		VOLUM1	∑ DY X	∆ D N. M 10 ³		UND	0 2	m)/I		a = P		A L - P - m1/1	NO2-N ug - at	NO3-N ug + at 1	SI O 4S pg - al	
				STE	0000	0	103	3355	26	590	0011	640	00	00	149	520										
		119	,	OBS	0000	0	103	3354	6 26	590					145	520										
				STO			102	3361		595	0011		00		145											
				STO	-		101	3366		599	0010			22	145											
				STO			100	3372		704	0010	1299	00	33	149											
		119	7	OBS	0037		099	3375		707					145											
				STO			119	3384	_	712	0000			53	145											
				STE			154 187	3398 3410		721 728	0008		00		145											
				STO			217	3422		736	0007		01	96	145											
				STO			245	3433		742	0006		01		146											
				STE			292	3451		752	0000		01		146											
		119)	OBS	T0225		311	3458		756	000.	,044	01	0,5	146											
		- ^ -		STE			319	3461		758	0005	378	0.1	93	146											
				STE			334	3465		760	0005			19	146											
				STD			358	3473		764	0004		0.2		14											
		119	9	OBS	0444	0	366	3476		766			-		14											
				STE			375	3480		767	0004	728	03	19	147											
				STO	0600	0	385	3486		771	0004	480	03	65	147											
		119	•	OBS	0664	0	387	3487	8 2	772					147	771										
				STE	0700	0	382	3488	2	773	0004	389	04	10	147	775										
				STO	0800	0	371	3488	2.	774	0004	352	04	53	147	787										
		119	9	OBS	0884	0	365	3488	5 2	775					147	798										
				STO	0900	0	365	3489	2.	776	0004	297	04	96	148	801										
				STD	1000	0	366	3490	2	776	0004	318	05	40	148	818										
				STE	1100	0	367	3490	2 '	776	0004	413	05	83	148	936										
		119	9	OBS	T1124	0	367	3490		777					148	840										
				STE			366	3491		777	0004		06	27	148	852										
				STO	1300	0	363	3491	2.	777	0004	475	0.6	72	148	968										
		119		OBS	T1321		362			777																

CTRY CODE	ID.	SHIP	LATITI		ONGITUDE 17/10	MARSDEN SOUARE	STATION TI		YEAR	ORIG CRUISE NO.	STATIO	N	1	TO DE	AX PTH Of	OBSE	WAVE RVATIONS		CODE	S		NODC STATION NUMBER	
31		EV	4347	1/10	4846 W	149 38	MD DAY H		1965		299		D 7 5				HGT PER S	£4 COO	4 8	a T			-
. 21	1540	- V	4347	N 10	4040 W	WA		VIND	BAR	A ID 1	TEMP C	VIS	N.	0.	SPEC IA		2 12 (X4	1 4 18	1	-	0065	1 1
						COLOR	TRANS DIP	SPEED OR FORC			W E1	000	DEF	BS. PTHS OBS	ERVA TI	0115							
							16	510	00	3 050	044	4 1	06	6									
		MESSENIG	CAST NO.	CARD		1		-	-	SPECIFIC VO	LUME	₹ A D		SOUND			PO4-P	101AL-	NO ₂ -N	NO3-N	SIO4-	S.	
		HR 1, 1	of NO.	TYPE	DEPTH (m)	t ,C	s * :.	210	M A T	ANOMALY-	110"	X 103	1	VELOCIT		2 m1/1	μg = α!	yg - a1/1					1
				STD	0000	0022	3332	26	76	001296	53 (0000		14480)								
		14	7	OBS	0000	0022	33315	26						14480									
				STD	0010	0035 0044	3339 3354	26		001249		0013 0025		14486 14496									
		14	7	OBS	0020	0044	33539	26		001130	J 2 (3023		14496									
				SID		0046	3380	27		000938	84 (0035		14502									
		14	7	OBS STD	0040 0050	0048 0060	34028 3404	27 27		00076	23 (0052		14508 14515									
				STD	0075	0089	3406	27		00076		0071		14533									
				STD	0100	0115	3409	27		000759		0090		14549									
				STD	0125 0150	0138 0159	3412 3415	27 27		000752		0109		14564									
		14	7	085	0198	0191	34203	27		00074) (0128		14578 14600									
				SID	0200	0192	3421	27	37	000726		0165		14601									
		1,.	7	STD	0250	0207	3426	27		00070	26 (0200		14617									
		14	r	OBS STD	0297 0300	0226 0227	34326 3433	27		000668	37 (0235		14634 14635									
		14	7	OBS	T0396	0277	34497	27			- 1			14675									
- accep	RENCE														уд								7
CTRY	ID.	SHIP	LATITU	IDE L	ONGITUDE 2		STATION TI IGMTI	AA E	YEAR	CRUISE	STATIO		T	TO DE	PTH OF		WAVE RVATIONS		CODE	\$		NODC STATION	
,CODI	NO		-	1-10	1,10	10" 1"	MO DAY H	R.1,10		NO.	N L M 8 E	R	BOT	TOM S'N	PL'S	CIP P	451 PER 1	EA COD	TYPE A V	o .		NUMBER	_
31	540	EV	4355	N O	4907 W			69	1965		300		<u>016</u>	55 0	2	11 3	3 4	X4	4 8			0066	,
						COLOR		SPEED	BARO		EMP. "C	VIS	, OF	n r	SPECIA ERVATI	L							
						CODE	Imi DIR.	FC RCI	(mbs		BULE		DEP	THS D85	ERVAII	ON 2							
							16	510	997	7 072	072	2 0	0.8	8									
		MESSENG TIME	CAST	CARD	DEPTH Imi	T C	5	SIG	MA-T	SPECIFIC VOI	LUME	≅ ∆ D DYN, M		SOUND	0:	m 1	PO4=P	TOTAL-		NO3-N			
		HR 1 16	NO NO	TYPE				1.0		ANOMALT-	#10.	x 10 ³		VELOCITI	1		yg = 01 1	u3 • 01	ug - 01 i	μg = 01 l	µg • a1	1	
				STD	0000	0070	3315	26		001445	52 (0000		14499									
		169	9	OBS STD	0000 0010	0070 0052	33152 3315	26		001/25		2016		14499									
		169	9	OBS	0010	0052	33152	26		001435))	0014		14493 14493									
		169		OBS	0015	0000	33200	26						14470									
				STD	0020 0030	-0002	3321	26		001364		0028		14470									
		169	7	STD OBS	0030	-0004 -0004	3325 33249	26		001333	55 (0042		14472 14472									
		169		OBS	0040	-0005	33322	26						14474									
				STD	0050	-0003	3335	26		001256		0068		14477									
		169	9	STD OBS	0075 0075	0002 0002	3346 33463	26 26		001172	22 (0098		14485 14485									
		10	,	SID	0100	0050	3367	27		001042	21 (0126		14514									
		169	9	OBS	0100	0050	33666	27						14514									
				STD	0125 0150	0057 0064	3370 3374	271		001019		0152 0177		14522 14529									
		169	9	OBS	10160	0067	33751	27		000446) 1 ()] / (14533									
PEFER	ENCE					T				1 0000		. 1		M	Δı					_			7
CTRY	ID.	SHIP	LATITU	DE L	ONGITUDE 100	MARSDEN SQUARE	STATION TI-	WE	YEAR	CPUISE	STATIO!			TO DE	PTH		VAVE RVATIONS	W E A THER	CODES			NODC STATION	
COE	NO			1 10	· 11 10 Z	10" 1"	MO DAY H	P.1 10		NO.	NUMBE	p	BOTI			CIP H	GT PER SI	CODI	TYPE A N	T		NUMBER	4
31	540	€V	4400	N 0	4919 ₩	149 49			1965	CKS 93			003	38 0	0 :	14 3	4	X4	4 B	Ì		0067	
						COLOR		SPEED	- BARO		EMP. °C WET	VIS	NO OB		SPECIAL ERVATIO	L							
						CODE	IRANS DIR.	FORCE	1		81118		DEP	THS ORZ	ERVAII	ONS							
							36	510	973	3 050	050	7	0.2	2									
		MESSENG		CARD	C(EPTH (m)	т 'с	5	Sici	MA-I	SPECIFIC VOL	UME	₹ ∆ D DYN. M		SOUND		ml I	PO4=P	FOTA L - P	NO2-N	NO3-N	51.04-	II	
		HP I II		TYPE	LIEF IN INI		,	3167	~~-!	ANOMALY-	E10 7	x 10 ³		VELDCITY	0,	mi i	13 - 01 1	⊌g = 11	vg - at	μg - 01 I	μg - al	ρΗ	ł
				SID	0000	0059	3314	265	59	001452	23 0	0000	1	14494							1		7
		188	3	OBS	0000	0059	33135	265	59				1	14494									
				SID	0010	0054	3313	266		001450		015		14493									
				STD	0020	0049 0044	3313 3313	266		001446		0029	_	14493 14492									
		188	3	OBS	0035	0041	33130	266		301440				4491									

ID. NO.	SHIP	LATITU	DE 1-10		GITUDE	DRIFT	MARS SQU		- (GMT	TIME I HR.1 10	YEAR	C RUE		OTAP ITAT2 M U M	ION	1	PTH 00 1014	DEPTH OF S'MPL"		BSEF	A VE IVA TIO	 WEA- THER CODE	C	DES		2	NODC TATION UMBER
540	ΕV	4440	N	049	19 W		149	49	04 1	2	018	1965	CK S	5 93	02		00	5.7	00	17	3	4	X4	4	8		(0068
								COLOR CODE	TER TRANS Iml	-	FCR	_E (m)	TER (S)	DRY BULB	W BL	76 VIS COE	16 U	21H2	SPE	CIAL 'A TION	s							
	MESSENG TIME MP 1:10	CAST NO.	C A TY		DEPTH (m)	Ţ	*c	S	•4.	T	SMA-T	SPECI	FIC VOLU	UME	≥ △ D DYN. A ¥ 10 ³	A.	SOL	DOCITY	O; ml	9	PO4-	OTALP			NO3-N 110 - Qu	\$1 O4+5 12 o o 1'1	n H
	018		083 083	5	0000	3	00	91 91 966	330 330 331	92 17	26 26	54 54 58		1502		0000		145	08 08 •98									
	018	3	0B3	T D T D	0010 0015 0020 0030))	-00 -00 -00	007	331 331 331 331	73 7	26 26	60 66 66	00	1447 1390 1390	6	0015 0029 0043	. :	144 144	+88 +67 +68 +69									
	018	3	0B3	TD 5	0050		-00		331 331			66 66	00	1391	2	0071			•72 •72									

CTRY COOF	ID. NO	SHIP CODE	4438	1 10	10NSI 0490	1 1			ARE I	MO 04 TER	12	HP,1/10	1965 BAR MET	C K	UISE 40	9303 TEMP	V BEP	-	DEP TO SOIT	1	MAY DEPTH OF 'N PL'S OO SPEC	14	2	VE NTION:	5	WEA- THER CODE	. [0	OUD ODES		NODC TATION IUMBER	
											16	508	96		050		1	-	03				1,								
		MESSENG TIME HR 1/1	or NO.	C.A.		DEPTH	[m	T	*C		s */.,	510	7 = A M		CIFIC V	Y-XIO'	. D	X 10 ³		SOUN ELOC		02 ml		04~P		TA L = P			SI O 4 → 51 µg - at I		Š
		04	В	0 B S		000			30 30		25 250		70	00	134	498	0	000		448 448	_				1						
						001 002			124		25 25		70 71) 134) 134			013 027	_	448 448	_										
		04	8		T O	002 003	0	0.0	17	33	249 27		71	00	0132	238	00	040		448 447											
ı		04	8	S1 0B3		005		-00			35 350		80	00	125	525	0	066		447											

CE D	SHIP	LATITU	DE L	ONGITUDE E	SQU-	ARE		SMT1	IME IR 1:10	YEAR	CRUISE NO		Z'ROTU NGITAT 938 W U		DEPTH TO MCTTOB	MAX DEPTH OF S'MPL'S		SERV	A VE A TIONS		WEA- THER CODE	C LC C C	DES			NODE STATION NL 11BER
40	ΕV	4435	N O	4855 W	149	48	04 1	2 0	78 1	965	CKS	930	4		0603	05	14	4	2		Х6	5	8			0070
					[W A 1	TER	٧	VIND	BAPO)- A	IR TEM	\P. *C	VIS	NO.	505	CIAL									
						COLOR CODE	TRANS Imil	DIR.	SPEED OP FORCE	METE		JLB	A ET BULB	coo	OBS, DEPTHS	OBSERV										
								15	516	932	2 06	1	061	1	07											
	MESSENGI TIME HR 1 10		CARD TYPE	DEPTH (m)	т	*C	2	٠,,,	SIGA	A A - T	SPECIFIC ANOM	VOLUA 4LY¥10	5 D1	△ D N. W 10 ³		DOITY	Og ml.		PO ₄ —P	1014	A L - P	N D 2-		NO _J -N _P g - of	SI ⊃4=S µg = ot	" рН
			STD	0000	-00	34	330	8	266	0	0014	480	00	00	144	51										
	078		OBS	0000	-00	34	330	84	266	0					144	51										
			SID	0010	-00	23	331	1	266	1	0014	321	0.0	14	144											
			STD	0020	-00	13	331	7	266	6	0013	3905	0.0	29	144	65										
			STD	0030	-00	002	332	7	267	3	0013	185	0.0	142	144	.73										
	078	3	OBS	0049	0.0	18	335	57	269	5					144	89										
			STO	0050	0.0	25	335	8	269	7	0010	948	0.0	166	144	+93										
	078	i.	OBS	0058	0.0	82	337	37	270)6					145	522										
			STD	0075	0.0	83	337	5	270	7	0009	973	0.0	192	145	526										
			STD	0100	0.0	87	337	7	270	9	0000	846	0.1	17	149	32										
			STO	0125	0.0	96	338	1	271	. 1	0009	600	0.1	41	145	41										
			STO	0150	01	09	338	6	271	. 5	0009	306	0 1	65	145	551										
	078	3	OBS	0193	0.1	42	339	7 B	272	2					149	75										
			STD	0200		57	340	2	272		0008	3436	0.2	0.9	145											
			STO	0250	0.2	244	343	0	274	0	0007	7032	0.2	48	146	33										
			STO	0300	0.2	296	344	9	275	0	0006	800	0.2	81	146	67										
		3	085	T0315	0.3	304	345	24	275	2					146											
	078			0.370	0.2	307	345	97	275	8					146	85										
	078	3	OBS	0370																						
		3	STO	0400		313	346	4	27€	1	0005	206	0.3	37	146	93										
		3			0.3		346 347		276 276		0005			337 388	146											

REFE	RENCE		ſ				Lel	MARS	DEN	STATE	ON TIV	v E		T	ORIGIN	ATOR'S		nes		MAX	· · · · ·	WA	VF	-	WEA-	CLOU			NOOC	1
CTRY	10.	COOF	LATITU	JDE	LOI	NGITUDE	DRIFT	SOU			MT1		YEAR	CRUISE	_	TATION	_	T	0 1	DEPTH OF	OBS		A TIONS	۱ ،	THER	CODE			STATION	
CODE	NO.		١.	1/10		1/10	°Ž	10"	1.	MO 0	AY HR	.1/10		NO.	1	I U M BEI	2	8011	10M S	'MPL'S	DIR	HGI	PER S	EA	CODE	TYPE A	AT		NUMBER	
31	540	ΕV	4437	N	04	836 W	:	149	48	04 1			1965	CKS	930	15		292	26	12	15	3	4	- 1	X 4	4 8			0071	
									WA	TER	W	IN O	BAR	0-	AIR TEA	AP. ℃	VIS	NO		SPEC	TAL									
									COLOR		OIR.	SPEE	1		ORY IULB	WET	cop	DEP	THS O		ATIONS									
								-		+	-	FORC					+	+-	-											
								,		4	15	\$12	90	2 0	78	078	1	11	1			_		_				,	-	
		MESSENC TIME HR 1/1	of NO.		RO	DEPTH ((m)	T	°C	5 .	4.	SIG	M A - T		C VOLU		Σ Δ 0 YN. M X 10 ³	١. ,	VELOC		02 ml/1		PO4=P g - 01/l		PTA L—P	NO2-N µg - 01/	NO3-N pg - al/			3
				5	T D	0000)	0.1	97	336	4	26	90	001	1574		000	1	1456	. 3				T						\top
		13	9	08		0000			97	336			90				•••		1456			,		,	'		'	1	,	
				S	TD	0010)	0.2	15	337	3	26	97	001	0997	, 0	011		1457											
				S	TD	0020)	02	44	338	4	27	03	001	0390	0	022	1	1458	39										
		13	9	OB.	S	0022	2	02	51	338	52	27	04					1	459	93										
					ΤO	0030		03	05	339	В	27	09	000	9842	0	032	1	461	9										
		13	9	08		0043			54	341		27						1	464	4										
			_		τo	0050			43	341			17	000	9063	0	051		1464											
		13	9	OB:		0065			29	341			23	000					1463											
					TD	0075			41	3420			28		8085	-	072		464											
					TD TD	0100			69 95	3444		27	39		7016 6168		091		1466											
		13	0	08	-	0128			98	346			49	000	0100	0	108		1468											
		10	,		TD.	0150			20	346		27		000	5774		123		l 468 l 469											
					TD	0200			60	348			60		5207	_	150		472											
		13	9	08		T0234			79	3489	_	27		000) L V I		100		1473											
			-		TD	0250			76	349			65	000	4844	0	175		474											
				s	T D	0300		04	68	349		27			4661	-	199		474	-										
				S	TD	0400)	04	48	349	4	27			4394		244		475											
		13	9	08	\$	0467	7	04	34	349	¥7	27	73					1	475	9										
				S	TD	0500)	04	24	349	•	27	74	000	4196	0	287	1	476	0										
					T D	0600)	03	99	3494	+	27	76	000	4079	0	329	1	476	6										
		13	9	08	S	T0641		03	92	349	31	27	76					1	1477	0										
					TD	0700		03	88	349	3	27	76	000	4085	0	369	1	477	8										
					T D	0800		03	81	349		27		000	4096	0	410	1	1479	2										
		13	9	08	_	0821			79	349		27							1479											
					TD	0900		_	70	349	_	27			4131		452		480											
			_		TD	1000			61	349		27		000	4171	. 0	493		481											
		13	9	08:		T1024			60	349	-	27							482											
		10			TD	1100			57	349		27		000	4222	0	535		483											
		13	7	08	5	11189	,	03	56	349	lΙ	27	78					1	484	6										

CTRY	ID.	SHIP	LATITU	DE		GITUDE	DRIFT 4DCTP	SOU	A RE	STA	TION IGMT		YE A1	2	RUISE		TATION		DEP	o	OEPTH OF	085	WAVE ERVATION	45	WEA-	CODES		51	NODC	
CODE	NO.			1/10		17/10	0 Z	10"	1,	MO	DAY	HR.1/10			NO.	N	I U M B E R	t	80110	OM,	S,W bf.2	D IR.	HGT PER	SEA	CODE	TYPE AM	T	l N	UMBER	
31	540	EV	4429	N	047	58 W		149	47	04	12	180	196	5 6	cks	930)6		329	2	11	64	0 5		Х4	4 8			072	
									WA	TER		WIND		ARO-		IP TEA	и Р. °С	vis	NO		SPEC									
									COLOR	TRAN!	NO.		1 17	ETER		DRY ULB	WET 8UL8	COD			OBSERVA									
									CODE		+	FOR	-	nbs)	+	-			+	-+										
											14	530	8 (51	1	11	106	5	11	_1										
		MESSENG TIME HR 1/10	or NO.	CAR		OEPTH	lm.)	т	°C	5	٠/,,	510	SMA-T			VOLUA ALV—X10	07 D	∑ 0 YN. W X 10 ³	5 i J	1002 1003		02 ml/l	FO ₄ =F		TA L = P	NO2-N ug - at/1	NO3-N 99 - al/1	\$1 O4⇔\$1 \fe + Qq	рН	S C
		TK 17+0	'	6.3	T D	000	0	-	432	34	0.1	-	701	+,	001	0564			-					+						+
		180	1	089		000			432		04 039		701		0010	7764	• 10	000		460			1	J	1					1 '
		100		51		001			431	34			701	-	0010	0556		011	_	46										
		180)	089		001			429		045		02	,	0010	,,,,	, ,	011		46										
				51		002			417	34			704	(0010	350) (021	_	466										
				51		003			399	34			705			181		031		466										
				51		005			371	34			709			9852		051		46										
		180)	089	5	006	4		358		077		12							464										
				S 1	T D	007	5	0	351	34	09	27	113	(0000	9457	7 0	075		46										
		180)	085	5	007	8	0	350	34	097	27	14						1	464	48									
				51	T D	010	0	0	352	34	15	27	18	(0000	9032	2 0	099	1	465	53									
				S 1		012		0.3	354	34.	24	27	25	(300C	3393	3 0	120	1	465	59									
		180)	089		012			354		251		726							466										
				S 1		015			373	34			731	(000	7848	3 0	141		46										
		180)	085		T017			399		459		38							469										
		10/		51		020			+36	34			144	(0006	6667	0	177		47										
		180	,	089		023			468		721		51	,	200			200	_	47										
				S1		025			468	34			154			875	-	208		473										
		180)	085	-	1033			462 452	34.	81 847		759 763	(100	5414		237		474										
		100	,	51		040			424	34			768	-	2004	+647	, ,	287		474										
		180)	089		042			+12		885		770	,	,,,,,	****	0.	201		474										
		10.		51		050			397	34.			72	(2004	297	7 0	332		474										
				51		060			379	34.			74			191		374		475										
				51		070			365	34.			776			124	-	416		476										
				S1		080	0		354	34			78			012		456		478										
				S 1	ΤD	090	0	0	346	34	90	2.7	778	(0004	004		496		479										
		18€	5	085	5	1093	0	0	344	34	906	27	79						1	479	98									
				S1	T D	100	0	0	341	34	91	27	80	(0003	3953	3 0	536	1	480	08									
				S 1		110	0		340	34	92	27	80	(0003	3947	0	576	1	482	24									
		186	, ,	085	5	T112	8	0	340	34	924	27	81						1	482	29									

REFER	ID.	SHIP	LATITU	IDE I	LONGITUDE HE	M A R SOU			ION T		YEAR	CRUI	ORIGIN	STATIO		-	DEPTH TO	MAX, DEPTH	08	W A SERV	A TIO	NS.	WEA THER		0062			IDDC ATION
CODE	NO.	CODE		1/10	1/10 2	10°	1.	MÔ	DAY T	IR,1/10		NO		NUME		8	OTTOM	S'MPL"	DIR.	HG	TPER	5E #	CODE	171	E AM	T	N	U M 8 E P
31	540	EV	4812	8N 0	50590w	150	80	04 2	9 2	01 1	965	CK	5 930	07		0	192	02	29	4	2		X2	6	8			073
							WA	TER		VIND	BARC	5. L	AIR TE	MP. 7			NO.	6 8 6	CIAL]								
							COLDR	TRANS.	DIR.	SPEED OR FORCE	M ETE (mbs	R	BUL8 Os4	BU:	T C	ODE C	OBS. DEPTHS	OBSERV										
									30	522	963	3	022	01	6 7	,	0 5			1								
		MESSENGR TIME HR 1/10	약 NO.	CARD TYPE	OEPTH (m)	т	"C	S	٠/	SIGM	A-T		IFIC VOLU		₹ ∆ DYN	. M.		UND	02 ml/		PO4-		10TAL-F pg - of/1		2-N - 01/I	NO3=N ug - at/l	\$1 04-\$1 vg = 01/1	ρН
				STD	0000	-0	102	327	77	263	7	00	16641	8	000	0	144	15		I		T						
		201		OBS	0000	-0	102	327	770	263	7						144	15										
				STD	0010	-00	98	328	30	263	9	00	1642	2	001	.7	144	18										
				STD	0020	-00	095	328	3 3	264	2	00	1619	8	003	3	144	+22										
				STD	0030	-00	91	328	35	264	3	00	16050	0	004	9	144	+26										
				STD	0050	-00	084	328	37	264	4	00	15910	0	008	31	144	33										
		201		OBS	0052	-00	083	328	371	264	5						144	433										
		201		OBS	0061	-00	084	328	370	264	4						144	+35										
				STD	0075	-00	77	330	0	265	5	00	14929	5	011	9	144	442										
				STD	0100	+00	059	332	0	267	0	00	1345	2	015	5	144	157										
				STD	0125	-00	035	333	36	268	2	00	1233	7	018	37	144	75										
		201		OBS	0125	-00	35	333	358	268	2						144	75										
				STD	0150	-00	004	334	8	269	0	00	11545	5	021	7	144	95										
		201		OBS	T0169	00	023	335	45	269	4						145	511										

REFER	ENCE	SHIP	1				_ ax	MAR		STA	TION				○ RI	GINAT	O P"S		DEPTH		AAX.			AVE		WEA	- C	LOUD			NODC
CODE	10.	CDDE	LATITE		LONG		DALF	200	ARE		IGMT	1	YEA	R	CRUISE		TION		TO BDITOA		OF.	0	B S E R	VATIO	ONS	THEF		ODES	1	5	TATION
CODI	NO.	-		1/10		1/10	=	10"	1.	MO	DAY	HP,1/10		_	NO	NU	M BEP		801108	V" S"A	MFL'S	D19	H (GT PER	5.6		TYP	E A W	1		OWREN
31	540	ΕV	4812	8N	050	590W		150	80	04	30	067	196	5	CKS 9	308			150		01	27	3	2		×1	3	3			0074
									WA	TER		WIND		ARO	A IR	TEMP	°C	vis	NO.	T	SPEC	LAI	7								
									COLOR	1RAN Im1		SPEI OF FOR	l ""	ET ER			W ET BULB	0000	OBS. OEPTHS	08		TION									
											26	S13	9	76	006	0	00	7	0.5												
		MESSENC TIME HR 1/1	ND.	CA		DEPTH	lm I	Т	*C		s ·4.	SII	GMA-1		SPECIFIC V		D	√N, M x 10 ³		OCIT		O 2 ml	. 1	PO.		TOTAL-	1	2-N - ol-1	NO3-N µg = ob'l	\$1 D4-51	рН
				51	ΓD	0000)	~00	083	32	86	26	43		00160	48	00	000	14	425	5										
		06	7	089	5	0000)	-00	083	32	856	26	43						14	425	5										
				S1	0	0010)	-00	084	32	86	26	43		00160	32	00	16	14	426	5										
				S 1	0	0020)	-00	085	32	86	26	44		00160	16	0.0	32	14	427	7										
				S1	ſΟ	0030)	-00	085	32	86	26	44		00160	00	0.0	48	14	429	9										
					D	0050)	-00	087	32	86	26	44		00159	61	0.0	080	14	431	1										
		06	7	083		0054		-00			862	26	44						14	432	2										
				S 1		0075	,	-0:	113	32	97	26	553		00150	34	0	119	14	425	5										
		06	7	089		0079	7	-0	118	33	000	26	556						14	423	3										
				\$1	rD	0100)	-00	35	33	33	26	80		00125	59	0	153	14	470)										
		06	7	083	5	0118	3	00	8 00	33	490	26	91						14	495	5										
				S1	0	0125	,	00	810	33	52	26	93		00113	157	0	183	14	501	1										
		06	7	083	5	0138	3	0.0	26	33	541	26	94						14	50	7										

REFE C18Y	ID.	SHIP	LATITU	i	ONGITUDE	MARSOEN	STATION TI	YEAR		TION	IO DEI	DESE DESE	WAVE RVATIONS	WEA- THER CDDE	CLOUD	-	51	NODC LATION UMBER
31	540	EV	4812	1/10 BN 05	50590W		ER W	73 1965 (IND SPEED OR MET (mb	CKS 9309		0192 0		B 2	. A2	6 8	7		075
		MESSENG TIME HR 1/10	+ NU.	CARD TYPE	DEPTH (m)	1 ,c	26 s */	S17 O1	7 005 0	03 7	SOUND VELOCITY	, O ₂ ml. l	PO_1=P µg = 01/1	FOTA L=P µg - of I	NO2-N ug - at/1	NO3=N µg = at/1	SI O 4-Si	рН
		173	3	STO OBS STD	0000 0000 0010	-0110 -0110 -0109	3275 32752 3276	2636 2636 2637	0016763	0000	14411 14411 14413							
				STD STO STO	0020 0030 0050	-0108 -0108 -0106	3277 3278 3281	2637 2638 2640	0016586 0016505 0016329	0033 0050 0083	14415 14417 14422							
		173		OBS STD	0060 0075	-0105 -0136	32817 3293	2641 2651	0015250	0122	14424							
		173	3	OBS STO	0075 0100 0125	-0136 -0094 -0051	32933 3313 3330	2651 2666 2678	0013857 0012711	0159	14413 14440 14466							
		173	3	08S STD	0135	-0034 -0008	33365 3345	2682 2688	0012711	0222	14477							
		173	3	OBS	T0170	0026	33555	2695			14513							

REFERE	NCE	SHIP		-			==	MARS			TION T				ORIGIN	OTAP	R*S	DEP				WAVE			WEA-		auc			NODC
CTRY	ID.	CODE	LATITU		ro		NDC	SOU.			(GMT)		YEAR	CRUIS		STAT		BOTT	OF OF	1		RVAT			THER		DES			TATION
	NU			1, 10	-	1:10	_	10"	1*	MO	DAY	HR.1/10		NO.		NUV	/REM		S'MPL	'S Di	1	HGT PE	P 56	Α.		TYPE	A 851			* C 191 B C K
31	540	ΕV	4812	θN	05	0590w		150	0.8				965					024	7 02	12:	3 2	3 2			X 1	0	1			0076
								1		ATER	+	MIND	BARG) ·	AIR TE	_	VIS	NO		ECIAL	-									
									COLO	R TRAN	DIR	SPEED OR FORCE	(mbs		DRY BULB		JLB COD	DEPT		VA TION	15									
									-		25	510	058	3 0	03	00	00 7	06	_		7									
		MESSENII TIME HR 1 1		C A		DEPTH I	n I	T	*C	5	٠.,	SIGA	7 - A A	SPECIF	KALY-X	UME	₹ ∆ D DYN M x 10 ³	Ť	SOUND /ELOCITY	0; 0	6.1	PO.			A L _ P	NO ₂		NO3-N	\$1 O4=\$	DH DH
				s.	TD	0000		-00	85	32	30	263	19	001	650	1	0000	1	4423					-						
		07	9	0В:	ŝ	0000		-00	85	32	796	263	9					1	4423											
				S.	TD	0010		-00	88	32	30	263	9	001	649	4	0016	1	4423											
				S.	ΤD	0020		-00	91	32	30	263	9	001	647	8	0033	1	4423											
				S	TD	0030		-00	94	32	79	263	9	001	647	1	0049	1	4424											
		07	7	083	5	0041		-00	97	32	793	263	9					1	4424											
				S	ΤD	0050		-01	12	32	3 2	264	1	001	620	2	0082	1	4419											
		07	9	OB:	5	0057		-01	22	32	343	264	3					1	4416											
				S	CΤ	0075		-01	44	32	96	265	4	001	502	1	0121	1	4410											
		07	9	QB:	5	0082		-01	46	33	800	265	7					1	4411											
				S.	TΟ	0100		-00	91	33	18	267	0	001	348	5	0157	1	4442											
				S	ΤD	0125		-00	31	33	36	268	2	001	234	0	0189	1	4477											
		079	9	0B	5	0143		0.0	000	33	+59	268	8					1	4495											
				S.	TD	0150		0.0	03	33	7	268	9	001	165	6	0219	1	4498											
				S'	T D	0200		0.0	25	33	5 5	269	4	001	118	3	0276	1	4517											
		07	9	0B	5	T0205		0.0	27	33	554	269	5					1	4519											

PEFE	RENCE	SHIP	i		-		_ 2	MARSD		STATIO				ORIG	SINAT	⊃R"S		DEPT	н	MAX			VAVE		VEA.				NODC
YaY SOC	ID.	CODE	LATIT	UDE 1 10	LONGI	10 TO E	DRIF	SQUAR		IG NO DA	MTI V HR		YEAR	CRUISE NO.		TION MBER		OTTOB		OF S'MPL'	"		RVATIONS	:	H ER O D E	CODE			TATION TUMBER
31	540	ΕV	4757		0505				-	5 02	_		965	CKS 9	311		0	133	_	01	1	1			(4	x 9			0077
			_						WAT		WII		BAR	A ID	TEMP	*C		NO.				7		. ,		. , ,		'	0011
								C		TRANS I	DIR,	SPEED OR FORCE	MĒT {mb	ER DRY		V ET ULB	COLE	OBS.			CIAL /ATION:	2							
										3	1 5	02	98	5 011	0	06	6	05											
		MESSENG TIME HR 1 1	O NO.	C A		DEPTH (m)	т '	°C	ς.	.,	SIGM	A = T	SPECIFIC VI		DA	△ D N. M 10 ³		EFOC SON M		0; ml	1	PO 4=P µg = 01	101A	L = P		NO3=1	SIO4=5 vg = al*	
				51	пр	0000		-019	5 7	3284		264	4	00159	36	00	00	14	439	90								Ī	
		07	5	OBS	5	0000		-015	57	3284	4	264	4					14	439	90									
				51		0010		-00		3285	,	264	3	00161	05	00	16	14	442	29									
		0.7	5	089		0010		-00		3285		264	-					14	442	29									
				S1		0020		-008		3285		264		00160		00	32	1 4	442	26									
				S1		0030		-009		3286		264		00159		00	48	14	442	23									
				S1		0050		-011		3286		264		00158		00		14	44]	18									
				51		0075		-013		3287		264	5	00157	51	01	20	1 4	44]	11									
		07	5	OBS		0075		-013		3286		264							44]										
			_	S1		0100		-003		3337		268		00122	46	01	55		44										
		07	5	083		0100		-001		3337		268							447	_									
			_	51		0125		000		3348		269		00116	36	01	84	-	449										
		07	5	089	,	0125		000	7	3347	6	2690)					14	449	96									

PEFE	RENCE	SHIP					FT CIR	MARS		STA	TION 1				ORIGIT	NATO	3,2		DEPTH		JAX. EPTH		WAVE		VEA-	cron			NODC	٦
ODE	ID.	CODE	LATITU	1 10	LON	GITUDE 1/10	3 9	10°	AKE I	MO	(GMT)	48,1710	YEAR	CPU		STAT		В	TO 0110		OF MPL'S	DIF	SERVATI	_ ! ~	H ER O D E	1 TPE A			TATION 1UMBER	
2 1	540	EV	4757		050	515W		150			02		046	cv	5 93	1.2		h	141		01	22	2 2	-	(1	2 2			0078	_
, 1	, , 40	, I L V	14151	014	0) 0) I J W	,	170	WA			WIND		\neg	AIR TE		°C	Ť	ND.	7			12 12		1	2 2			0016	
									COLOR	TRAN	S DIR.	SPEED OR FORCE	MET (mb	ER	DRY BULB		ET JLB		DBS.	s OB	SPEC ISERVA	TIONS								
											22	509	01	0	017	00	9	7	05											
		MESSENG TIME HR 1/1	CAST NO.	CAR		DEPTH	im1	r	'C		s •	SIGN	1.AT		FIC VOL		DYN	△ D 4 M. 10 ³		DUND		Op ml l	PO 4			NO2-1	3~ N	SI O4-S pg - at		
				5.7	D	0000)	-00	37	32	84	264	0	00	1632	8	00	00	14	446	6				ĺ					
		20	2	085	,	0000)	-00	37	32	841	264	0						14	446	6									
				ST		0010)	-00	79	32	84	264	2	00	1616	3	00	16	14	428	8									
		20	2	OBS	-	0010			79		842	264	2						14	428	8									
				ST		0020		-00			85	264	3	00	1608	2	00	32	14	426	Ь									
				ST		0030		-00			85	264			1600		00			42	_									
				ST		0050		-0:			87	264		00	1585	0	00	80		418										
		20	2	OBS		007			135		879	264								413										
			_	ST		0079		-0			94	265		00	1523	6	0 I	19		420										
		20	Z	QBS		0098			20		396	268								478										
				ST		0100			19		40	268			1210		01			479										
			_	ST		0125		-00			44	268		00	1184	6	01	83		49										
		20	2	OBS	5	012	7	0.0	000	33	446	268	7						14	49	2									

FERENCE BY IC	SI	HIP	LATITU	DE 1/10	LONG	1710 1710	DRIFT	MAR SQU	DEN ARE	AT2	TION		YEAR	CRUI NO	S.E.	STATION STATION	4	DEPTH TO BOTTOM	MAY, DEPTH OF S'MPL"		WAV ERVAT		W E A	2	LOUD		5	NODC TATION FUNTBER
-	0 E	V	4844		048			149	88	0.5 ATER	07	WIND SPEED	965 BARC METE	00	2 93		VIS.	195 NO. 085. DEPTHS	12	34 CIAL	5 4		x2	6				0079
									CODE	+	34	S16	081	-	044	039	-	08										
		SSENGR TIME 0	CAST NO.	CAI		DEPTH (m I	T	*c		5	SIG/	ΛΑ ~ Ι		FIC VOL		≨ ∆ D DYN. M. X 10 ³		UND	O2 ml/l		4=P - 01/1	101AL-		02-N - of-1	NO3-N 1'10 - 64	21 O4+2	pЯ
				S1		0000			350		52	274		00	0615	0 0	000	146										
		089		OBS		0000			350		520	274		00	0612	, ,		146										
				\$1 \$1		0010			346		52	274			0612 0611		006	146										
				S1		0020			344 341	-	52	274			0609		012	146										
				S1		0050			338		52	27			0608		031	146										
		089		089		0065			337		519	274		00	0000	,	001		546									
		007		51		0075			341		55	275		0.0	0590	1 (046	146	-									
				51		0100			349		62	275			0547		060	146										
				S1		0125			356	_	69	276			0503		073	146										
				51		0150			362		74	276			0473		085	146										
		089		089		0174			367		790	276							580									
				51		0200			367	-	80	276		00	0437	5 (108	146										
				51		0250			366		81	276			0433		130	146										
				S1		0300			365		82	27			0429	-	151	14										
				S1		0400			363		84	27		00	0421		194	14										
		089		OBS		0404			363	34	842	27	7.2					14	717									
				SI	D	0500)	0	365	34	86	27	73	00	0418	0 (236	14	734									
				S1	D	0600)	0	367	34	88	27	74	00	0416	1 (277	14	752									
		089		OBS		0610			367		878	27							754									
				S		0700)	0	367	34	89	27	75	00	0414	6 (319	14	769									
				S1	0	0800)	0	365	34	89	27	76	00	0421	0 (361	14	785									
		089		083	5	0820)	0	364	34	894	27	76					14	788									
				S.	D	0900)	0	359	34	89	27		00	0422	6 (403	14	799									
				S?	D	1000)	0	354	34	89	27	77	00	0425	2 ()445	148	813									
		089		089	5	T1051	Į.	0	352	34	888	27						148										
				\$.	D	1100)	0	350	34	89	27	77	00	0430	8 (488	148	828									
				S	D	1200)	0	348	34	89	27	77	0.0	0437	2 (532	14	844									

REFER	ENCE	SHIP				_ 5		SDEN	9	TATION				ORIGINA	TOR"	5	DEPTH	DEP			WAV		WEA		LOUD			NODC
ODE	ID. NO.	CODE	LATITU		LONGITUDE	,0	-	ARE		IG M 1		YEAR	CRUISE NO.		LA TIO		BOTTON		F			TIONS PER! 5	COD		CODES			MCTATION .
	540	Ε v	4839	N	04825		149		O.5		109 WIND	1965	002		4		2085 NO.	1		11	4		 х5		5 8			0080
								COLOR		ANS DIR	SPEE OR FOR	10.01		ULB	W E1	CODE	OBS. DEPTHS	OBSE	R V A TI	ONS								
										36	518	095	5 0	56	050	5	0.8							_			,	
		MESSENG TIATE HR 1/10	Y NO.	C A R		H (m)	Т	*c		٥٠	\$10	SMA-T		- volu:		₹ ∴ D DYN. M x 10 ³		UND	0:	m!)4-P	TA L I		0;=N j - al	N Dg = N µg = al '	\$1 C4 - S µg - a!	pH
				ST	0 000	00	0	344	3	449	2 7	46	000	6299	1	0000	14	638										
		109	•	obs				344		4493		46						638										
				ST				344		450		46		6279		9006		640										
				S.T				343		450		47		6267 6247		0013		641										
				ST ST				342 341		3450 3451		47		6208		0019		642 645										
				ST				341 340	_	451		4.8		6170		0047		649										
				ST				339		452		49		6125		0062		653										
		109	9	OBS				338		4523		49	000	0.1.	,	0002		654										
			,	ST				343		457		52	000	5810	. (2077		659										
				ST				350		464		57		5371		0091		667										
				ST				361		476		66	000	4620	. (0116	14	682										
		109	9	OBS				365	3	4794		68					14	687										
				ST			0	365	3	480	27	68	000	4402		0139	14	692										
				ST	0 03	00	0	365	3	3482	27	70	000	4294	. (0160	14	701										
				ST	0 04	00	0	364	3	485		73	000	4152		0203		717										
		109	9	085			0	364		34857		773						724										
				ST				364		3486		173		4163		0244		734										
				ST				364		3487		74	000	4175	1	0286		751										
		100	9	085				364		34879		75						761										
				ST				364		3488		775		4187		0328		767										
				ST				364	_	3489		776	000	4199)	0370		784										
		109	9	OBS				362		34900		777						797										
				ST				361		3490		777		4168		0411		800										
				ST				356		3490		778		4171		0453		814										
			_	ST				352		3491		778	000	4184		0495		829										
		10	9	OBS				351	_	34908		778	000			oc o =		833										
				ST	_			349		3490		778		4281		0537		845										
				ST			-	348		3489		777	000	4422	. 1	0581		861										
		10	4	OBS	713	24	0	348	3	34888	27	777					14	865										

REFER	ID. NO.	CODE	LATITU	JDE 1/10		vG1T1	DE 1/10	DRIFT		SDEN JARE	M	STATION IGM	TIME () HR.1/10		AR	CRUISE NO.	5	ATOR'S TATION TUMBER		DEPT TO BD 110	2	MAX. DEPTH OF S'MPL'S	1	OBSER	_	╝,	WEA- THER CODE	CLOU CODE	S	NO STA NUN	
31	540	EV	4835	N	048	331	W		149	88 COLO CODE	A TER		WIND	ED R	65 BARC METE (mbs	R	93] AIR TE/ DRY ULB		VIS			12 SPERV	3 CIAL ATID		4		X 2	5 8		00	81
				_							4.	36	518	9_	112	0	51	050	-	10											
		MESSEN TIME HR 17	I NO.		RD PE	D	EPTH I	m į	1	*c		s *4.	St	G M A	-7	SPECIFIC	VOLU ALY-XI	A7 D	∆ D YN. M X 10 ³		AU © 2 O O J 3		02	nt/I	PD.		4-JA	ND2-N µg - 01	ND3-N µg = 01/		pН
					TΟ		000		0	264	3	423		732		000	7591	ا ا	000	1	460	00									
		12	7	08			000			264		4230		732							460										
					TD		010			266		427		735		000		-	007		460										
					TD		020			268		1430		738		000			015		460										
		12	7	OB.	T D		030			270 272		1433 14347		740 741		000	5901	. 0	022		460										
		12	,		TD		050			262		1436		743		000	6622	, 0	335		46] 46(
		12	7	08			052			260		4362		743		000	3022	. 0	0 3 5		460										
		12		OB.			072			305		4500		750							463										
		••	•		TD		075			308		451		751		000	5901	0	051		463										
					TD		100		_	327		459		755		000		-	065		464										
				S	TD	С	125	,	0	344	3	466	2	759		000	5142		078		466										
				S	T D	0	150)	0	359	3	472	2 7	763		000	4857	7 0	091	1	46	72									
		12	7	OB.	S		181		0	374	3	4783	27	766						1	468	35									
					TD		200			373	3	479		767		000			114	1 -	468	87									
					TD		250			371		480		768		000		-	137		469										
					TD		300			369		481		769		000		_	159		470										
			_		TD		400			365		1483		771		000	4329	<i>O</i>	203		47]										
		12	7	08	5 7 D		500			364		4830		771		000	201			_	47]										
					T D		600			367 370		485		772 7 7 3		000			246 289		473 479										
		12	7	08			621			371		4870		773		000	12 /4	• 0.	209		475										
			•		TD		700			371	-	488		774		000	4287	7 0	332		477										
					TD		800			369		489		775		000		_	375		478	-									
		12	7	OB.			828			368		4889		775		300	. 202				479										
					TD		900			365		489		776		000	1290	0	417		480	-									
				S	TD	1	000)	0	360	3	489		776		000		_	461		48										
		12	7	08	S	Τ1	056	,	0	357	3	4891	27	777							482										
					TD	1	100)	0	359	3	489	27	776		000	4378	0	504		483										
					TD		200		0	367	3	489	2.7	776		000	4544	0	549	14	485	52									
		12	7	08	S	T 1	242	?	0	372	3	4895	2	775						1	486	52									

REFER	RENCE						± N		DEN	STATION					RIGIN	ATOR	' S	1	DEPTH	MAX			AVE	 WEA		LOUD			NODC	7
CIRY	ID.	CODE	LATITU	DE 1/10	LDNGITU	DE	59	0°		MO DAY	(T) [HR,1/1		AR	CRUISE		TATIO		В	TQ DTTOM	OF S'MPL			VATION	THER		D DES			STATION NUMBER	4
31	540	EV	4829		04842		14		88		144		65	002				,	646	12	1		3	 X4	1	6			0082	,
. 11	740		4027	14	04042	-	11.4	· • [WA.		WIND		BARC	-	AIR TE			П	NO.		ECIAL		5 1	^4	. 4	0			0002	. 1
									COLOR	TRANS D	IR, C	ED RCE	METE	R [DRY ULB	W E		D.F	OBS. DEPTHS		VATION	15								
										36	5 51	6	122	0	72	05	6 7		11					 						
		MESSENG TIME HR 1/10	T NO.	C A TY		PTH (r	1)	Т	*c	٤.,	. 5	IG M A	-1	SPECIFIC			₹ ∆ DYN x 10	м,	SDU		02 m	11	PO4=F	37A L = P g = a1/1		2-N - a1. l	ND3+N µg = at/1	St O4=5		
				S:	rb 01	000		01	10	3359	2	693		001	1362	2	0000)	145	23										
		144	4	089	5 0	000		01	10	3358	3 2	693							145	23										
				S:	10 Q1	010		01	09	3360	2	694		001	1244	+	001	ì	145	25										
				S	rb 01	020		01	8.0	3362	2	695		001	1124	4	0022	2	145	26										
		144	4	089		021		01	0.8	33619	9 2	695							145	26										
				S		030			95	3370		703		001	1423	3	0033	3	145											
		144	4	OBS		031			94	3371		704							145											
				SI		050			26	3390		717		0000	9098	3	0053	3	145											
		144	4	089		057			39	3396		721							145											
						075			82	3412		730		000			0074		145											
				S:		100			36	3431		741		0000			0092		146											
				ST		125			81	3447		750		000	998	3	0108	5	146											
		144	4	089		129			87	34489		751		0001		,			146											
				S1		150 200			8.0	3456		755 762		000!			0123		146											
				2.		200 250			49 76	3470 3479		767		0004			0149		146											
		144	,.	OB:		250 259			80	3480		768		000.	+ フラ(,	0173	,	146											
		14.	*	S		300			79	3481		768		0004	4511	a	0196	ς.	147											
				S.		400			76	3482		769		0004			0241	_	147											
		144	4	OB:		414			75	34820		769		000		_	024	•	147											
			•			500			73	3484		771		0004	4412	,	0289	5	147											
						600			71	3485		772		0004			0329		147											
		144	4	085		621			71	3485		772							147											
						700			71	3487		773		000	437	7	037	3	147											
				S.	TD 0	800		03	71	3488		774		0004	4375	5	041	7	147											
		144	4	OB:	5 0	828		03	71	3488) 2	774							147	92										
				S	ro o	900		03	66	3488	2	775		0004	4366	5	046	1	148	02										
				S.	TD 1	000		03	60	3489	2	776		000	435	3	0504	4	148											
		144	4	083	5 T1	056		03	158	3488	5 2	776							148	24										
				S	TD 1	100		03	56	3489	2	776		000	438	7	0548	8	148	31										
				S	TD 1	200		03	54	3489	2	777		0004	4430)	0592	2	148	47										
		14	4	OB:	S T1	242		03	53	3488	3 2	777							148	53										

REFER	RENCE	SHIP					- a	MAR		STATIO					RIGINA	ATOR'	s	DEPTH		MAX.		WAV			WEA-	Cront		NDDC
TAY	ID. NO.	CODE	LATITU	1/10	LON	GITUDE * 1/1	PARE	10"	ARE 1°	MD DA	V HR.1		YEAR	CRUISE NO.		TATIO IU MBI		BOTTO		OF MPL'S	DIR.	SERVA		- 1 /	THER	TIPE AA		TATION NUMBER
3 1	540	EV	4821	N	048	54 W	,	149	WA	TRANS. E	WIN	D PEED OP ORCE	BAR(METE (mbs	R (RY JLB	WE.	VIS.	DEPTH	T	O 9 SPEC BSERVA		5 3	3		X4	4 5		0083
										3	5 5	12_	125			02		8.0				Ц.		1				 1
		MESSENG TIME HR 1/11	ol NO.	C.A. TY		DEPTH	[m]	T	,c	5 •/		SIG M	A = T	ANOM			≱ △ D DYN. M x 10 ³		LOCI		02 ml/		- 01/I		A L - P - o1/I	NO ₂ -N ug - al/l	NO3-N 1/10 - QU	
				S	TD	000	0	0	109	3346		268	3	0012	300) (0000	14	52	1								
		16	1	085		000			109	3346		268							52									
				S		001			98	3352		268		0011	808	3 (0012		51									
		16	1	OBS		001			090	3356		269		0011	202				51									
				S1		002			092 107	3357 3365		269 269		0011			0024	14	51									
				S		005			137	3381		270		0009			056		54									
				S		007			172	3398		2720		0008			079		56									
				SI		010			204	3414		2730		000			100		58									
				S1		012			234	3428		273		000			118		60									
				SI	r D	015	0	0.	260	3440		2746	6	0006	360) (135		62									
		16	1	089	5	019	5	0 :	301	3457	6	275	7					14	65	3								
				S	T D	020	0	0	304	3458		275	7	0005	427	7 (164	14	65	5								
				S	T D	025	0	0	333	3466		2760	0	0005	137	7 (191	14	67	7								
				S.		030	0	0.3	356	3472		276		0004	955	(216	14	69	6								
		16	1	OB:		T034			370	3476		276							70									
				S		040			370	3478		276		0004			1265	14	71	9								
				S		050			370	3482		2770		0004	525	j (311		73	-								
		16		OBS		056			370	3484		277							74									
		16	9	085		T058			370	3483		277							75									
				S		060			370	3484		277		0004			356		75	-								
		100		Si		070	-		369	3486		277		0004	396	•	1400		76									
		16	7	OBS		078			369	3487		2774		000					78									
				S.		080			371	3487 3488		2774 277:		0004)444		78									
		16	n	0 B S		T090	-		384					0004	לסכי	, (0489		80									
		19,	7	OB)	1040	10	U.	385	3488	4 .	277:	2					14	81	U								

REFE	ENCE	SHIP						e E	MARS		51	ATION	TIME				ORIGIN	ATOR	'S	Т	DEPTH	MA DEP			WAVI		WEA-		rond				NODC
TRY DDE	1D. NO.	CODE	LATITU	DE 1/10	LON	ם שדום יי	E /10	NDC	10.	ARE	MO	IGM	T) HR.1	- 1	YEAR	CRUIS NO.		STATIO		1	TO MOTTOS	S,Wb	F		ERVAT		 THER CDDE	1	ODES				TATION UMBER
21	540	EV	4814		049							0.7	18		965	002				1	320	0.3	\top				v 1	1	7	-			2001
<i>3</i> I	94 0	- E V	4014	N	049	0.5	w		149		TER	0 /	WIN		1	1	AIR TE		:	U	NO.				5 3	1	X 1	1	- 1			, (0084
										CODE			R.	PEED OR ORCE	M ET	R	DRY BULB	W E	T Co	15. DDE	200		PECIA										
												3 2	S	1 2	129	9 0	22	01	1 7		10												
		MESSENG TIME HR T/1		CA TY		DEPT	TH Ir	m)	T	*c		s •/.		SIGN	A-T		C VOLU		≨ ∆ DYN. x 1	Μ.	SOU		0,2	m1/1		4-P	A L = P = a1/1) g == N = al l	NO3-	-N 51	04~\$i - al/l	рН
				s.	T D	00	00		-00	16	33	03		265	5	001	497	5	000	0	144	58					-						
		18	5	OB:	s '	00	00		-00		3:	3029	,	265	5						144	58											
				S	TD	00	10		-00	23	3:	303		265	5	001	493	6	001	5	144	57											
				S	TD	00	20		-00	29	33	304		265	6	001	482	9	003	0	144	56											
		18	5	085	S	00	29		-00	35	3:	3054		265	7						144	55											
				S	TD	00	30		-00)42	3:	306		265	8	001	462	0	004	5	144	52											
		18	5	OB:	s	00	40		-01	00	3:	3082	2 .	266	2						144	27											
				S	TD	00	50		-00	90	3:	309		266	2	001	420	4	007	3	144	33											
		18	5	0 B:		_	73		-00	71	33	3275	,	267	7						144	48											
				S	TD	00	75		-00	70	3:	331		267	9	001	258	1	010	7	144	50											
		18	5	083	S	00	83		-00	64	3:	343]	l .	268	9						144	55											
		18	5	08:	S	00	88		0.0	080	3:	3505	ō .	268	8						145	23											
		18	5	08:		0.0	98		0 (62	3.	361	l	269	7						145	18											
				S	TD	01	00		00	62	3.	363		269	9	001	076	4	013	6	145	19											
		18	5	08:	S	01	07		0.0	63	3:	3698	3	270	4						145	21											
				5	מד	01	25		0.7	102	3:	384		271	3	000	941	0	016	1	145	44											
					TD		50			152		03		272			831		018		145	73											
					TD		00		0.2	239	34	35		274	4	000	658	7	022	1	146	24											
		18	5	083			19			267		44		274							146	40											
					T D		50			307		58		275			549		025		146	65											
					T D		00		0:	358	34	74		276	4	000	482	5	027	7	146	97											
		18	5	OB:	S	103	16		0.3	370	34	+778	3	276	6						147	05											

REFERE	NCE	SHIP					- #	MAPS			ION T				ORIGIN	VATO	R'S		DEPTH	MAX			AVE	 WEA		OUD			1000	
CODE	1D. NO.	CODE	LA TITU	DE 1/10	LON	GITUDE * '1, 10	NDC	10,	AFE I		GMT)	R 1/10	YEAR	CRUI		TAT2 NUN		80	MOTTO	0.5			GT PER	THER CODI		DDES			ATION UMBER	
31	540	ΕV	4807	N	049	12 W		149	89	05 0	7 1	99 1	965	0.0	2 93	19		0.	230	0.2	33	5	3	x 2	7	8			085	
									WA			NIND	BAR		AIR TE				NO.		CIAL	٦	,,,			0			,00,	
									COLOR	TRANS (m)	DIR.	SPEED OR FORCE	M ETI	ER	DRY BULB			VIS.	OBS. EPTHS		/ATION	5								
											32	518	139	5	022	0	17	7 (7				_	 						
		MESSENG TIME HP 1 10	CAST NO.	C A. TY		DEPTH I	lm ì	T	°C	5	٠/	SIGM	A - T		FIC VOLU		DYN X	. M.		IND	0 2 m	VI	PO 4-	f01AL=8			NO3+N yg - at/l	\$1.04=\$i µg = at/1	pН	5
				S	T D	0000)	-00)53	328	16	264	3	00	1610	6	000	0	144	39										
		199	9	089	5	0000)	-00	53	328	162	264	3						144	39										
				Si	T D	0010)	-00	64	328	37	264	3	00	1603	1	001	16	144	35										
				Si	T D	0020)	-00	75	328	17	264	4	00	1594	9	003	32	144	32										
				S.	TD	0030)	-00	86	328	8	264	5	00	1587	5	004	8	144	29										
		199	9	089	5	0045	,	-01	101	328	82	264	6						144	24										
				S	TD	0050)	-01	106	328	19	264	7	00	1568	4	008	9.0	144	23										
				S.	TD	0075	,	-01	131	329	6	265	3	00	1505	7	01	18	144	16										
		199	9	OBS	S	0088	3	-01	142	320	96	265	6						144	14										
					TD	0100		-01		330		265	9	00	1452	4	015	5.5	144	12										
					TD	0125		-01		331		266		00	1384	4	019	90	144	08										
		199	7	083		0135		-01	177	331	44	266	9						144	07										
				s.	TD	0150)	-01	01	332	3	267	4	0.0	1304	0	022	24	144	46										
		199	•	083	5	0150)	-01	01	332	30	267	4						144	46										
		199	9	083	5	0170)	0.0	19	334	80	268	9						145	09										
				S [*]	TD	0200)	01	114	337	15	270	5	00	1017	8	028	32	145	60										
		199	9	083	5	T0225	5	01	116	338	887	271	6						145	67										

PEFER	ENCE	SHIP					ARSDEN	STATION			ORIGINA	TOR'S		EPTH DEPT		WAVE	WEA			ODC
YRT 3GC	ID. NO.	CODE	LATITU	DE L 10	, JVII TONELLADE	2 0	- I'	MO DAY	HP.1/10	YEAR		ATION IMBER		TO OF	003	ERVATIONS	500			ATION JMBER
1	540	EV	4800	N	04925 W	14	COLOR	TRANS. DIP	WIND	BARO	R DRY	P. C WET CO	15 .		3.2 ECIAL VATIONS	5 4	Х2	4 8	0	086
							CODE	33	S16	142		017 7	+	06						
		MESSENG TIME HR 1/1	CAST NO	CAF		(m)	T C	5 - 1.	SIGM	A —T	SPECIFIC VOLUM		Μ.	SOUND	D2 ml/l	PO4=P	TOTAL-F	NO2-N 49 - 01 1	51 O4-5) µg = 01/1	рН
				ST	D 000	0 -	0011	3282	263	7	0016625	000	0	14458	ļ					
		21	3	OBS	000	0 -	0011	32816	263	7				14458						
				ST	D 001	0 -	0012	3282	263	7	0016618	001	7	14459						
				S 1	D 002	0 -	0013	3282	263	7	0016602	003	3	14460						
		21	3	085	002	4 –	0013	32817	263	7				14461						
				51	rD 003	0 -	0028	3283	263	9	0016435	005	0	14455						
		21	3	085	004	8 ~	0075	32888	264	6				14437						
				51	rb 005	0 ~	0082	3289	264	6	0015763	008	2	14434						
		21	3	089			0138	32978	265					14413						
				51			0137	3299	265		0014810	012		14414						
				51		-	0121	3309	266		0014074	015	6	14427						
		21	3	085			0096	33205	267					14443						
				51			8800	3324	267		0013023	019		14448						
			_	51			0038	3343	268		0011766	022	1	14478						
		21	3	OBS	5 TO16	1 -	0011	33531	269	5				14494						

PY	ID.	SHIP	ĻATIŤĮ	IDE			ARSDEN SQUARE		ION 1		YEAR		STATION	4	DEPTH	MAY, DEPTH OF	085	WAVE ERVATION		CODE		5	NODC	
DE	NO.			1/10	1/10	- 1	0, 1,	MO	DAY	4R,1/10		NO. 1	NUMBE	R	BOTTON	S'MPL"	S D19	HGT PER	SEA COD	TYPE A A	11	N	UMBER	ĺ
ı	540	ΕV	4752	N C	4936 W	14					965	002 93			163	02	33	3 5	X7	5 8			0087	ļ
							_	TER		SPEED	BAR		_	vis	NO. 085.		CIAL							
							COLO	TRANS.	DIR.	FOFCE	(mbs		BULB	CODE	DEPTHS	OBSERV	/ATIONS							
									32	522	157	2 017	011	7	04									
		MESSENG TIME HR 1/1(CAST NO.	CAPD	DEPTH (m)	1 °C	5	٧,,	SIGM	A — T	SPECIFIC VOLU	67	€ △ D DYN. M x 10 ³		UND	O2 ml. l	PO4-P	TOTAL-		NO3-N µg - at l	SI O4-Si µg = al. l	рН	
				STO	0000		-0080	328	32	264	0	001634	1 0	000	14	426								
		22€	5	OBS	0000	-	0800-	328	319	264	0				14	426								
				SID	0010) -	0077	328	3.2	264	0	001633	9 0	016	14	429								
				STD			-0074	328	3.2	264	0	001632	9 0	033	14	+32								
				STD			-0070	328		264	0	001632	7 0	049	14	435								
		226	5	085	0031		-0070	328		264					14	435								
				STO			-0090	328		264.		0016120		081	14	+30								
				STO	-		-0115	329	92	265	0	0015410	0	121	14	+23								
				STD			0141	330		266		001432	2 0	158	14	417								
		22€	5	OBS	0104		-0145	330		266	3				14	+16								
				STO			0097	332		267		001306		192	144	+44								
				STD			0001	334		269		001157	0	223	_	¥97								
		22€		085	T0155		0026	335	. 2 2	269	7					510								

PEFE	RENCE	SHIP					- a	MAR		514	TION 1			ORIG	INATO)R'S		DEPTH	DEPTH			AVE	WE		CLOUD		10DC
CDE	ID. NO.	CODE	LATITU	1 10		SITUDE 1, 10	INDC	10*	7.	мо	(GMT)	HR 1/10	YE AR	NO.	STAT		В	OTTO M	O.F.			VATIONS	000	16 -	CODES YPE 4 WT		UMBER
31	540	EV	4738	N	048	57 W		149	78	05	08	217 1	965	002 93	322		0	152	01	34	6	4	X 7	. .	5 8		0088
									WA	1	1	MIND	BAR	A IR 1	TE AA P			NO.	SPE	CIAL						,	,,,,,
									COLOR	TRAN		SPEED OR FORCE	(mbs			VET (conti	OBS. DEPTHS,		/ A TION	5						
											32	518	140	006	0	00	7	05			1.						
		MESSENG TIME HR 1/11	CAST NO.	C.A. TY		DEPTH	(m.)	T	¹c		s ·	SIGN	1 — A — F	SPECIFIC VO			103 103		JND DCITY	O 2 m1	171 1	PO4=P	TOTAL-		O2-N g - of 1	SI 04-51 49 - 01 I	рН
				51	rD	0000	0	-00	74	32	84	264	1	001623	39	000	00	144	129								
		01	7	OB5		0000	0	-00	74	32	835	264	1					144	129								
				51		001		-00		32	84	264	2	001619	97	00	16	144	+28								
				S1		002		-00		32		264		001619		003		144									
				51		0030		-00		32		264	3	001610		004	49	144	125								
				51		0050		-01	112	32		264	4	001598	3 8	001	B 1	144	19								
		01		083		005	_	-01			849	264						144	19								
		01	7	OBS		007		-01			977	265						144	+11								
				51		007		-01		33		265	-	001458		01	_	144									
				51		0100		-00		33		267		00125		015		144									
				51		012		-00		33		269	3	001129	95	018	3 3	144	81								
		01		089		012		-00			512	269						144									
		01.	7	OBS	5	TO14	9	0(38	33	590	269	7					149	15								

REFER TRY ODE	ID, NO.	SHIP	LATITU		LONG	SITUDE	DRIET	MAP: SQU	APE		ATION IG M.T)	YEAR	15-	RUISE	STAT	1014	-	DEPT TO BOTT(0	MAX DEPTH OF			A VE	ZNS	WEA- THER CODE		OUD			NODC TATION	
				1 10		"1 10	+-	10"	1,	MO	DAY	HR 1 10		-	NO.	NUA	BER	-	0.2.111	U W	S"MPL"	D18	H	G 1 PE9	TE4		Typj	A Nº T		- + -	17.8E8	-
31	540	ΕV	4745	N	048	45 W		149	78				196	5 0	102 9			K	18	6	0.2	33	_ l3	3		X 2	5	8			0089	
									WA	_	-+-	UNIN SPEE		RO.		TEMP	_	V15	NO		SPE	CIAL	ì									
									COLOR	TRAF		OR	100	ETER obsl	BULB		JLB	CODE	DEPT		DBSERV	ATION	5									
											33	514	1	42	022	0	17	7	05	1			1									
		MESSENG TIME HR 1/11		C A I		DEPTH	lm)	т	*C		s */	SIC	5 M A - T		PECIFIC VO		DY	10 ³		SOUI		O 7 ml		PO4-		TOTA L P	NO:		NO3-N ug - at 1		рН	
				51	ro	0000	0	-00	54	3.2	88	26	44	C	0159	80	0.0	0.0	1	44	39											
		032	2	089	5	0000	С	-00)54		878		44						_	44			-									
				51	rD	0010	О	-00	056	3.2	88	2.6	44	C	0159	76	00	16	1	44	39											
				51		0020	Э	-00	58	32	88	26	44	C	0159	79	00	32	1	44	40											
		03	2	085		002		-00)59	3 2	874	26	44						1	44	40											
				51		0030		-00	72	32	88	26	45	(0158	85	00	48	1	44	35											
				ST		0050		-0			93		51	C	0153	27	00	79	1	44	15											
			_	51		007		-0:			02		59	C	0145	37	01	16	1	44	07											
		03	2	OBS		008	_	-01			077		63						1	44	09											
				51		0100		-01			21		72		0132		01		1	44	38											
				S1		012		-00			43		87	C	0118	79	01	83	1	44	85											
			_	51		0150			36		56		95	C	0111	45	02	11	1	45	14											
		03		OBS		0166		0.0	050	33	604		98						1	45.	24											
		032		083		1018			050		610		98																			

PY ID.	SHIP	LATITU	DE LO	NGITUDE S	SQUARE	STATION TI (GMT)	YEAR	ORIGINATO	IION .	DEPTH DEPTH TO OF BOTTOM S'MPL	OBSERVATION	CODE	CLOUD CODES	NOD T STATION NUMBER
1 540	EV	4750	N 04	833 W	149 78			002 9324		221 02	35 3 3	X4	7 3	0090
					COLOR		SPEED MET	ER DRY V	VET CODE	OBS. Carro	ECIAL VATION!			
					CODE	1m1	FORCE IMB		OLB	DEPTHS COSE				
						34	518 14.	2 011 0		07				
	MESSENG TIME HR 1/10	T NO	CARD TYPE	DEPTH (m)	1 °C	5 *	SIG MA =T	SPECIFIC VOLUME ANDMALT-KIO?	₹ A D DYN M x 10 ³	SOUND VELOCITY	⊃g ml I PO4=F	TOTAL-P	NO'-N NO3-;	0g - at 2H
			STD	0000	-0079	3286	2643	0016030	0000	14427				
	049	5	085	0000	-0079	32860	2643			14427				
			STD	0010	-0082	3286	2644	0015992	0016	14427				
			STD	0020	-0086	3287	2644	0015950	0032	14427				
		_	STD	0030	-0091	3287	2645	0015905	0048	14426				
	049)	OBS	0030	-0091	32869	2645			14426				
			STD	0050	-0106	3290	2648	0015615	0079	14423				
	0		STD	0075	-0125	3294	2651	0015266	0118	14419				
	045	,	OBS STD	0100	-0137	32959 3300	2653	001/7/2	015.	14416				
			STD	0125	-0128 -0103	3314	2656 2667	0014742	0156 0191	14422				
	049	5	085	0132	-0096	33194	2671	0013133	0191	14445				
	Q - 7.	,	STD	0150	-0015	3337	2682	0012330	0224	14449				
	049	5	OBS	T0168	0034	33508	2691	0012330	0224	14515				
	045		085	0193	0047	33655	2702			14528				
			STD	0200	0066	3373	2707	0010024	0280	14538				
	045	5	085	T0218	0144	33973	2721		02.00	14580				

REFER	ENCE ID.	SHIP CODE	LATITU	IDE	LONGIT	UDE	INDCT#	MARS		STA	TION IGMT	TIME	YEAR	CRL	ORIGI	NATO			DEPTH TO	MAX DEPTH OF		WAVE SERVAT		WEA-	CLOU			NODC IATION	
CODE	NO.	CODE		1/10		1/10	° =	10*	1*	MO	DAY	HR.1/10				NUA			DTTOM	S'MPL	S DIR.	HGT PE	R SE	CODE	TYPE A	A1	N	UMBER	
31	540	ΕV	4759	N	0482	1 w		149		05		058	1965	log	2 93 AIR TI		YC .	þ	282	03	35	4 3		X4	4 3		1 6	091	
									COLOR	_	+	SPEFO	1 """	FR	DRY	W		VIS. CODE	NO. OBS. DEPTHS		CIAL VATIONS								
								ł	CODE	+	35	S10	·	-	072	+	-	7	0.4			1							
								اــــ		4	130	210	14	<u> </u>	072	100	, , ,		06			Ц				_			77
		MESSENG TIME HR 1/16		C A	PE C	DEPTH (r	ni	T	℃	1	٠/	SIG	M A -T		OMALY-		DAS	∆ 0 N. M. 16 ³		DCITA	0 2 ml/	PO.		10 TA L-P	NO2-N			рН	Š
				S	TD	0000		-00)52	32	84	26	41	00	1627	8	00	00	144	39									Ť
		058	3	OB		0000		-00)52	32	840	26							144										•
				\$	TD	0010		-00)55	32	84	26	41	0.0	1624	0	00	16	144	39									
				S		0020		-00	58	32	85	26	42	00	1620	2	00	32	144	440									
		058	3	οв		0025		-00		32	847	26	42						144	440									
						0030		-00		32		26			1601		00		144	32									
						0050		-01		32		26		0.0	1537	3	00	80	144	_									
		058	3	08	-	0051		-01		-	923	26							144										
						0075		-01		33		26		0.0	1464	0	01	17	144	+11									
		058	9	08	-	0091		-01			086	26							144										
						0100		-01		33		26			1326		01	_	144										
						0125		-00		33		26			1146		01	_	144	_									
						0150)54	33		27			1010		02		145										
						0200			161	34		27.		0.0	0823	8	02	56	145										
		058	3	08		0223			91		154	27							146	04									
						0250			210	34		27		00	0735	1	02	95	146										
		058	3	08	S T	0274		02	213	34	243	27	38						146	23									

10 10 10 10 10 10 10 10	CODE
WATER WIND BARD ARTEMP, T VIS. NO. SPECIAL COLOR TEAMS ON SPEED METER DRY WET CODE ORS. CASTANGAL TIONS	X1 7 6 009
COLOR TEAMS OF SPEED BARD DRY WIT ONE SPECIAL	
CODE (m) OUR OA (mbs) BULB BULB OBSERVATIONS	
35 513 149 022 017 7 07	
TIME ON NO. TYPE DEPTH (M) T C 5 %. SIGMA-T ANDMALY-107 DYN. M. VELOCITY O2 ml/1	
HR 1/10	
STD 0000 -0031 3287 2643 0016122 0000 14449	
075 085 0000 -0031 32871 2643 14449	
STD 0010 -0032 3287 2643 0016114 0016 14450 075 085 0010 -0032 32871 2643 14450	
STD 0020 -0113 3292 2649 0015452 0032 14415	
075 085 0026 -0142 32947 2652 14403	
STO 0030 -0148 3297 2654 0014967 0047 14401	
075 OBS 0036 -0156 33000 2657 14398	
STD 0050 -0106 3318 2670 0013462 0076 14427	
STD 0075 -0024 3347 2690 0011547 0107 14473	
STD 0100 0051 3373 2708 0009940 0134 14515	
STD 0125 0117 3396 2722 0008597 0157 14552	
STD 0150 0175 3416 2734 0007495 0177 14585	
075 OBS T0166 0208 34271 2740 14604	
STD 0200 0265 3445 2750 0006056 0211 14636	
075 OBS 0233 0310 34594 2757 14663	
STD 0250 0329 3465 2760 0005174 0239 14675 STD 0300 0368 3478 2767 0004627 0263 14702	
STD 0300 0368 3478 2767 0004627 0263 14702	
STD 0400 0372 3478 2766 0004027 0203 14720 075 085 T0400 0372 34783 2766 14720	

REFERE	NCE	SHIP					- 5	MAR	DEN	STATI	DN T	IME			ORIGIN	ATOR*	5	DEPT		MAX			WAVE			VEA-	CLOI		-		NODC
ODF	10. NO.	CODE	LATITU	DE 1/10	LONG	1710	DRIFT	200	ARE 13*	MOID	MI	10.1/10	YEAR	CRUIS NO.		STATIO NUMBI		10 10 11 0	~ · · · l	OF S'MPL			ERVATI			H ER O DE	TYPE				STATION NUMBER
				-			+-	1			\neg			+					_					7.0				_			
511	540	EV	4810	N	0475	59 W	1	149	87 WA			194 VIND	1965		93.			104;		09	Т.	3.5	5 4	l	1 >	(1	0 2	2			0093
									COLOR	TRANS	DIR.	SPEEC	BA P	0∙ ⊢	DRY	WE	- VIS	085	i. ,	SP. OBSER	ECIA VA TI										
									CODE	lm)	DIK.	FORC	(mb	sl	BULB	BUL	В	OEPTH	H5	00,00	****	0,113									
											35	513	15	2 0	44	03:	3 7	112													
		MESSENG		CAF	PD I					Ι.	. ,	Τ		SPECIFI	c volt	IME	≨ ∆ c	,	sour	NΠ			POA	~ P	TOTA		NO 2-	N N	03-N	51 04-5	
		TIME HR 1/10	% NO.	TYF		DEPTH	(m)	1	*C	5 .	٠.	SIG	M A -1		AALY-X		OYN. A X 10 ³	A	ELO		02	ml/l	P0 -		νg -		μg - 01		g - al l	yg = 01/	
		15 17 13	-	C 7		000		0.	2.5	226	,	36		001	000	7		-+-		2.1			1					+			+
	-	094		0 B S	- 1	000			125	336		26		001	086	2 (0000		45					-				!			1
		092	•	ST		001			125 129	3360		26		001	055		0011		45: 45:												
				5 T		002			134	337		27			020		0021	_	45 45:												
		094		085		002			36	3380		27		001	020	, (7021		45												
				ST		003			53	338		27		000	965	3 (0031		45	-											
		094		OBS	;	004	1		186	339		27						-	45												
				ST	0	005	0	0 :	187	339	5	27	16	000	916	В (050	14	45	71											
		094	•	OBS	;	006	1	0 :	88	339	58	27	17					14	45	73											
		094	٠	085		007		0:	303	344	01	27						14	46	31											
				ST		007			304	3441	0	27		000	666	В (070	14	46	32											
				ST	-	010	-		307	344	2	27	44		659		0086	14	46	38											
				ST	-	012			311	3444		27	_	000	652	2 (103	14	46	44											
		094	٠	OBS		014			314	3444		27	-					_	46												
				ST		015			315	344		27			631		119		46												
		094		OBS		020			322 324	3460		27		000	544	3 (148		46												
		0 9 4	•	ST		025			349	347	-	27		000	499		174		460												
		094		OBS		028			166	3479		27		000	477.) () 1 / 4		461 461												
		0 ,4	'	ST		030			36B	347		27		000	470	2 (198		47												
				ST		040			75	348		27			449		244		47												
		094		085	-	T041	-		376	3482		27			, ,		,		47												
				ST		050			378	3484		27		000	446	4 (289		47												
				ST		060			81	3486		27	-		443.		334		47	-											
		094	,	OBS	, 1	1061	5	03	81	3486	52	27	72						476												
				ST	D	070	0		78	348	7	27		000	441	9 (378		47												
				ST	D	080	0	03	175	3488	3	27	74	000	439	5 (422	14	471	89											
		094		OBS		082		0:	74	3488	34	27	74					14	479	92											
		094	•	OBS	. 1	089	1	0 3	374	3488	35	27	74					14	48	04											

STD ORSE CAST CARD OFFTH (m) STD ORSE ORSE STD ORSE					A1 A1 A	Τ.		141 4 1 15		ι. Τ	MAX			A TO P°S	ORIGI	T		11145	TION I	FTAT	rnen I	M 4 0	T	-	-			f	T	RENCE	REFE
31 540 EV 4817 N 04745 W 149 87 05 08 113 1965 002 9328 1573 12 01 6 2 X1 4 2 0094 WATER WIND COLOR TEAMS. OIR SPECIAL ON SPECIAL O							INS				DEPT					COLL	YEAR					รฉบ	#IFT DCT	UDE	LONGI	OE	LATITU	1			-
WATER WIND BARO- AIR TEMP. C VIS. NO. SPECIAL DRY WEI COD DRY SPECIAL DRY				1	TYPE AMI	CODE	SEA	HGT FER	DIR	's i		BOTTOM						HR,1/10	DAY	MO	1"	10*	OZ)	1/10		1/10	*		COOE		
WATER WIND BARO- AIR TEMP. C VIS. NO. SPECIAL DRY WEI COD DRY SPECIAL DRY		0004			4. 3	V 1		4 2	1	1	1.2	1572		20	2 02	00	1965	113 1	OB T	0.5	8.7	149		S W	1474	N C	8)7	4	FV	540	31
COLOR TRANS. OIR. OIR.		0094	1 (1	4 2	1 X I	1	10 14					T			-						114)	' '	-			01,	1 4			
STD ODG O216 3401 2719 O008777 O097 14576 STD OBS O10 O217 3403 2720 O008777 O099 14578 STD O020 O232 3415 2729 O007949 O017 14588 O017 O220 O238 O038 O008 O018 O019 O												085.				ER	MET	SPEED	OIR.			i									
MESSENGE CAST TYPE DEPTH (m) T 'C S 'A. SIGMA-T SMCIFIC VOLUME ANDMALY-119? O'NA, M. X 105 VELOCITY VELOCI									_				+	-		\rightarrow	-	+	+.	im;	CODE	ì									
Time												10	8	033	039	6	150	510	34	ļ					-			-			
STD 0000 0216 3401 2719 0008879 0000 14576	S	5.	5104-51	NO3-N	NO2-N	OTAL-P	. P 1	PO 4-	m1/1	0,			AN D				MA-T	SIGA	./	5	"C	1	(m)	DEPTH !			CAST		MESSEN		
113 OBS 0000 0216 34010 2719 14576 STD 0010 0217 3403 2720 0008777 0009 14578 113 OBS 0010 0217 34025 2720 14578 STD 0020 0232 3415 2729 0007949 0017 14588	C.	1 27	yg - 61'	μg - at/l	µg = at/1	μg = o1/l	1/1	yg . 0			CITY	, AETO	x 10 ³	10' '	> M A LY — 1	ANI										TYPE	NO.				
113 OBS 0000 0216 34010 2719 14576 STD 0010 0217 3403 2720 0008777 0009 14578 113 OBS 0010 0217 34025 2720 14578 STD 0020 0232 3415 2729 0007949 0017 14588				-							76	145	000	9 0	0887	00	19	271	01	340	216	07	5	0000		STE					
STD 0010 0217 3403 2720 0008777 0009 14578 113 0B5 0010 0217 34025 2720 14578 STD 0020 0232 3415 2729 0007949 0017 14588	, .				,					•				. , 0									0	0000	,	OBS		3	11		
STD 0020 0232 3415 2729 0007949 0017 14588													009	7 0	0877	00	20	272	33	340			5	0010)	ST					
											78	145					20	272	025	340	217	0.7	C	0010		OBS		. 3	11		
CTD 0000 00.7 atom ones constant contract											88	145	17	9 0	0794	00	29	272	15	341	232	0.7	C	0020)	STO					
STD 0030 0247 3426 2736 0007239 0025 14598											98	145	025	9 0	0723	00	36	273	26	342	247	0.7	C	0030)	ST					
STD 0050 0276 3438 2743 0006588 0039 14616											16	146	39	в о	0658	00	43	274	38	343	276	0.7				ST					
113 OBS 0062 0294 34396 2743 14626											26	146					43	274	396	343	294	0.7	2	0062		OBS		. 3	11		
STD 0075 0247 3437 2745 0006436 0055 14607											07	146)55	6 0	0643	00	45	274	37	343	247	0.7	5	0075)	ST					
113 OBS 0078 0238 34361 2745 14603											03	146											3	0078				3	11		
STD 0100 0265 3444 2749 0006071 0071 14620											20	146																			
STD 0125 0292 3452 2753 0005718 0085 14637																															
STD 0150 0316 3460 2757 0005351 0099 14652																															
STD 0200 0354 3472 2763 0004851 0125 14678													125	1 0	0485	00			_	-								_			
113 085 0207 0358 34730 2764 14681																												3	11		
SID 0250 0360 3476 2766 0004654 0148 14690														-																	
STD 0300 0363 3478 2767 0004571 0171 14699																	-	-													
SID 0400 0367 3482 2770 0004409 0216 14718													216	9 0	0440	00												_			
113 OBS T0414 O368 34825 2770 14721															o . o -	0.0												3	11		
STD 0500 0365 3483 2771 0004398 0260 14734 STD 0600 0362 3484 2772 0004374 0304 14749																															
110													504	+ 0	0437	UU												2	1.1		
14193															0422	00												,	11		
													991	2 0	0436	00				-								2	1.1		
1170													. 2 5	. ^	0427	0.0												_	- 1		
														-	-																
STD 1000 0363 3489 2776 0004342 0479 14817 113 0BS T1056 0361 34899 2777 14826													17	. 0	0494	00												3	11		
STD 1100 0359 3490 2777 0004349 0522 14832													122	9 0	0434	0.0													* *		
STD 1200 0354 3489 2777 0004415 0566 14847																															
113 OBS T1242 0351 34887 2777 14853													. 23	. 0														3	11		

FERENCE	SHIP				- f		SDEN	STATION			_	RIGINA	TOR*S		DEPTH	MAX. DEPTH			AVE	SNE		v E A -	CLO				NO	
Y ID.	CODE	LATITE	to to	LONGITUDI	TO SRIF	10*	TI		HR 1/10	YEAR	CRUISE NO.		A TION J M BER		TO BOTTOM	0.6			GT PER			HER ODE	TYPL	- 1			NUM	
1 540	EV	4827		04723		149	87		141	1965					2160		1			367					-			_
11540	LV	4027	14	04723	W :	149		TER T	WIND	1 - 1		IR TEM		J.C	2158 NO.	12	01	ا5	2	1		(1	8			- 1	0.0	9 :
							COLO	TRANS. DI	R. OR	1 1	ER I	RY JLB	W E T BULB	VIS. CODE	OBS. DEPTHS	SPEC OBSERV	A TION:	s										
								34	_		3 03	19	033	8	09													
	MESSENG TIME HR 1/1		CAR		H (m)	1	°C	s *4.	. 510	SMA-T	SPECIFIC	VOLUA ALY-XIO	" DY	△ D N. M. 10 ³	SOT NEFC	JND DCHY	0 2 m1	/1	PO4-		ΤΟΤΑ - Βν		ΝÔ2= μg = σί		3-N - at/1	\$1 O4-		р
			ST	D 00	0.0	0	330	3435	2.7	36	000	265	00	00	146	30												
	14	1	085				330	34348		36			, 00	-	146													
			ST	D 00	10	0	328	3436	27	37	000	162	00	07	146	31												
			ST	0 00	20	0	326	3437	27	38	000	7074	00	14	146	32												
			ST	D 00	30	0	323	3439	27	40	0006	910	00	21	146	33												
			ST	D 00	50	0	319	3444	27	44	0006	508	00	35	146	35												
			ST	D 00	75	0	313	3453	27	52	0009	798	00	50	146	38												
	14	1	085			0	312	34552		54					146	39												
			ST			0	355	3465		58	0009	302	00	64	146	61												
	14	1	085	01	04	0	363	34668	3 27	58					146	66												
			ST			0	364	3469		60	000	112	00	77	146	70												
			ST			_	366	3472		62	0004	922	00		146	75												
			ST			0	369	3477		66	0004	619	01	13	146	85												
			\$T				371	3480		68	0004	468	01	36	146													
	14	1	085				372	34807		68					146	97												
			ST				373	3482		69	0000	379	01	58	147													
	14	1	085				375	34835		70					147	_												
			ST				375	3484		71	0004		02		147													
		_	ST				3 76	3486		72	0004	294	02	45	147													
	14	1	085				377	34871		73					147													
			ST				376	3487		73	0004		02		147													
			ST				371	3488		74	0004	280	03	31	147	-												
	14	1	085				368	34882		75					147													
			ST				367	3488		75	0004	_	03		147													
			ST				363	3489		76	0000	287	04	17	148													
	14	1	085				360	34892		76					148	314												
			ST				360	3489		76	0000		04	59	148													
			ST				356	3489		77	0004	335	05	03	148	-												
	14	1	085	T11	63	0	353	34894	27	77					148	340												

	_	SHIP	LATITU	DE	LONG	ITUDE	DCTA	MARS		STATION		YEAR	CRUISE	RIGINAT	OR'S TION	DEPTH TO	DEPTH	01	W A V BSERVA		WEA	CODE		S	NODC TATION	
CODE N	10.	.006	•	1/10		1/10	- Z	10*	11	MO DAY	HP.1, 10	1	NO.		MBER	BOTTOM	S'MPL"	S DIR	HGT	PER SE	CODE	TYPE A N	7	N	UMBER	
31 5	40 8	EV	4818	N	046	49 W		49	86 WA	ER	167 WIND	BAR	ER DI	P TEMP	wet con	1372 NO. OBS.		85	0 4	•	Хl	2 2			096	
									CODE	(m)	FOR	E (mb	s) BU	18 8	BULB	DEPTHS										
										34	512	15	9 04	4 0	33 7	11										
		ESSENGR TIME o	CAST NO.	C A R		DEPTH (m	11	ĭ	*c	s •/.,	SIG	SMA-T	SPECIFIC		₹ ∆ D DYN. M x 10 ³		JND	O2 ml/		04=P - 011	101AL-P	NO2-N pg = 01'1	NO3-N µg - 01/1	\$1.04-\$1 yg - of/1	рН	5 C C
				ST	D.	0000		0.2	250	3396	27	12	0009	490	0000	145	90									
		167		OBS		0000			250	33964		12		. , .		145			'	'		,				
				ST		0010			237	3397		14	0009	387	0009	145										
				ST	0	0020		0.2	24	3397	27	15	0009	284	0019	145	82									ŀ
		167		085	;	0021		0.2	23	33966	2.7	115				145	82									ŀ
				ST		0030			252	3414	27	26	0008	190	0028	145	99									
		167		085		0031			255	34161		28				146	00									ŀ
				ST		0050			252	3424		134	0007		0043	146	03									ŀ
				ST	-	0075			48	3436		44	0006	522	0061	146	07									ŀ
		167		088		0077			48	34367		45				146										ŀ
				ST		0100			93	3451		52	0005	786	0076	146										ŀ
		167		085		0122			330	34634		159				146										ŀ
				ST		0125			331	3464		59	0005		0090	146										ŀ
				ST		0150			338	3468		62	0004		0102	146										ŀ
				ST		0200			352	3475		66	0004		0126	146										ŀ
				ST		0250			366	3480		68	0004		0149	146										
		167		088	_	0305			381 382	3483 34831		69 69	0004	282	0171	147										ŀ
		107		ST		0400			366	3484		71	0004	24.1	0214	147										ŀ
		167		085		T0407			365	34838		71	0004	201	0214	147										ŀ
		101		ST		0500			371	3486		73	0004	222	0256	147										ŀ
				ST		0600			377	3488		74	0004		0299	147										ŀ
		167		085		T0609			377	34884		74			04 //	147										ŀ
				ST		0700			372	3489		75	0004	202	0341	147										ŀ
				ST	ď	0800		03	367	3490	2.7	76	0004	159	0383	147	786									ŀ
		167		089	5	0810		03	366	34902	2.7	76				147										ŀ
				ST	D	0900		03	360	3490	27	777	0004	149	0424	147	799									ŀ
				ST	D.	1000		03	355	3490	2.7	778	0004		0466	148	314									
		167		085		T1034		03	354	34902	2.7	78				148	319									
				ST	D.	1100		0.3	352	3490	27	78	0004	214	0508	148	329									
				S1	D	1200		0.3	349	3490	2.7	78	0004	251	0550	148	345									
		167		085	5	T1217		03	349	34904	2.7	78				148	348									

REFER	ENCE	51410					RSDEN	STATION			01	NGINAT	OP'S		DEFTH	MAX			A V E	WEA-	CLDUI			NODC
TRY	ID. NO.	CODE	LATITU	DE 1 10	FONGITUDE	2 9	UARE	MO DAY	HR.1/10	YEAP	CRUISE NO.		TION		OT MOTTOR	DEPTH OF S'MPL"			T PER :	THER	CODE		5	TATION
3 1	540	EV	4810	N	04626 W	149	86			965	002	9331		1	317	11	35		3	x 1	2 3			0097
							WA		WIND	BARO	AI	R TEMP.	. °C		NO.			7~		~ 1				0071
							COLOS			METER	R DR		WET BULB	CODE	OBS. DEPTHS	OBSERV	CIAL	5						
							CODE	+ + -	FORCE	(mbs)	_	_	-		-			-						
	_							34	513	159	04	4 0	38	8	10			1						
		MESSENGI TIME HR 1, 10	I NO.	CAR		(m)	ı "C	s *4.	SIGM	A-1	SPECIFIC	VOEUME LY-K10 ⁷	DYN	∆ D 1, M, 10 ³		DCITY	0 2 mi/		PO 4-P	A t - F	NO2-N #9 1 [NO3-N ug - a1/I	\$1 O4~\$6 ug - at 1	pН
				ST	000	0 0	270	3404	271	7	0009	076	00	n a	146	00								
		190	, '	085			270	34040	271						146					,				
				ST	001		239	3405	272		0008	772	00	09	145									
				ST	D 002	0 0	217	3406	272	2	0008	555	00	18	145	80								
				ST	D 003	0 0	203	3406	272	4	0008	393	00	26	145	76								
		190	3	OBS	004		201	34076	272						145									
			_	ST			204	3410	272		0008	128	00	43	145									
		190)	OBS	005		213	34151	273						145									
				ST			245	3429	273		0007		00		146									
				ST			286	3447	275		0006		00		146									
		190	,	ST OBS	0 012 012		319 324	3462	275 276		0005	209	00	92	146									
		190	,	ST			333	34641 3467	276		0004	003	010	٦.	146									
				ST			352	3473	276		0004		01		146									
				ST			366	3478	276		0004		01		146									
		190)	085	027		371	34798	276		0004	,05	01.	, ,	146									
		• , ,		ST			373	3481	276		0004	454	01	75	147									
		190)	OBS	T036		378	34846	277				•		147									
				ST	D 040	0 0	378	3486	277	2	0004	223	0.2	18	147	-								
				ST	D 050	0 0	376	3488	277	4	0004	142	02		147	39								
		190)	OBS	T 054	9 0	375	34892	277	5					147	47								
				ST			373	3489	277	5	0004	102	03	01	147	55								
				ST			369	3489	277		0004	139	034	+ 2	147	70								
		190)	OBS	073		368	34894	277						147									
				ST			367	3490	277		0004		03		147									
		100		ST			363	3490	277		0004	221	04.	26	148									
		190	j.	OBS	T 1093		361	34898	277		000.	201			148									
				ST			356	3490	277		0004		041		148									
		190	1	ST OBS	D 110		347 347	3490 34901	277		0004	177	05	0	148									

REFERE	NCE	SHIP					<u> </u>	MARS		S.T	ATION				C	RIGIN	ATOR'S		DEPTH	MAX		WA:			W E A	- CI	000			NODC
ODE	ID. NO.	CDDE	LATITU		LON	GITUDE	NDC	200			IG M I		YEA	C	PUISE NO.		TATION		TO BOTTON	DEPTH		BSERVA			THER		ODES		1 3	TATION NUMBER
-			_	1/10	-	17/10	-	10*	1*	MD	DAY	HR,1/10		-	NU.		40 WREN	-		" S"MPL	S DIR	HGT	PER :	SEA		TYP	A /,1			-
31	540	EV	4759	Ν	046	00 W		149	76		0.8	216	196	5 0				Ļķ	914	0.8	33	_в і	2		х6	3	8		-	0098
								-		TER		WIND		ARO-	-	_	и Р. °С	VIS	ND. 085.		CIAL									
									COLOS			- OR FORC	1 1	A ETER (mbs)		JLB	W E T BULB	CODE	DEPTHS	OBSER	VATIONS									
								Ì			32	520	-	59	04	.4	039	7	0.7	-										
		MESSENG	.1							-		1320			1			Δ0		1		1		\top		T			1	Т
		TIME	" L C A ST		PE	DEPTH 0	m)	ī	"C		5 */**	ŠIG	M A -			VOLU-	, D	YN. M		OCITY	Do mi.		O ₄ =P		TA E - 1 2 - 0111	NO PB -	2-N	NO3-N	\$1 O4=\$ pg • o1/	
		HR 3/10	1	-				-		-				+				x 10 ³	1	00111			, - 0171	1	2 - 01-1	Pg -	U17 1	μg - ο1/1	pg = 01/	
			1	S	TD	0000		0.3	81	34	26	27	24	0	008	423	3 0	000	14	651										
		216	,	08		0000			81		257	27							14	651										
					TD	0010			80		+25	27		Q	1008	3453	3 0	800		652										
		216		OB		0011			80		253	27								652										
		216	•	08	_	0019			79		+254	27								653										
				_	T D T D	0020			80		26	27				3399	_	017		653										
				_	TD	0050			83		+31 +41	27				3043	-	25		656										
				_	TD	0075			86		52	27 27				330 554	-	040		6 6 2 668										
					TD	0100			88	-	62	27				854		773		508 575										
					TD	0125			91		70	27				305		087		681										
					TD	0150			94		78	27				756	_	100		688										
		216	,	08		0166			96		818	27		•		.,,,	, ,			692										
					T D	0200			91		83	27		О	004	397	7 0	123	_	695										
				S	TD	0250		03	84	34	+85	27		C	004	222		144		701										
				S	T D	0300		03	78	34	+86	27	72	C	004	131	. 0	165	14	707										
		21€	5	08	S	T0383		03	70	34	878	27	74						14	717										
				S	TD	0400		0.3	70	34	88	27	74	0	003	989	0	206	14	720										
				S	TD	0500		03	66	34	88	27	75	0	004	035	0	246	14	735										
		21€	,	OВ	S	0583		03	62	34	886	27	76						14	747										
				5	TO	0600		03	61	34	89	27	76	C	003	3994	. 0	286	14	750										
				S	TD	0700		03	55	34	+89	27	77	C	004	013	3 0	326	14	764										
		216		OB	_	0773		_	49		891	27								773										

C E	SHIP	LATITI	JDE	LOI	NGITUDE	15 15		ARSDEN DU ARE	STA	TION (GMT)	TIME	YEAR	CRUISE	DRIGIN	TAT		DEPT) [DEPTH	08	SERVA	TIONS	WEA		DUD			NODE	
0.	CODE		1/10	ļ	* 1/	10	10	. 1.	MD	DAY	HR.1/10		NO.		NUN		BOTTO	MC	S'MPL"	S DIR	HGT	PER SE	COD	TYPE	AAAT			NUMBE	E.R
<i>(</i> , n)	ΕV	4740	N	044	600 1	ad .	14	9 76	05	na i	004	1065	002	033	3 2		057	_	06	30	5	,	х2	8	8			200	
40	L V	4140	14	1040	300		11.4		ATER	-	WIND	1	1	AIR TE			1				}	- 1	1 1 2	. 0		'	'	009	91
								-	R TRANS	+	SPEED	M ET	ER I	DRY IULB	w	ET COC	DEPTH	i.		CIAL 'ATIONS									
										34	512	15	2 0	39	02	8 8	06	T											
	MESSENGE TIME HR 1/10	NO.		PE.	DEPT	H (m)		1 °C	5	٠/	SIG	T- A M		VOLU		₹ △ C DYN. A x 10 ³	۸. ا	SOUI		02 ml/		D ₄ =P - o1/I	TOTAL = 1			NO3-N µg = al/l	\$1 D4= yg = al		H C
			S	TD	00	00		0344	34	29	27	3.0	000	7844		0000	1.	46	35										
,	004	+	ОВ	S	00	00		0344	34	288	27	30					1	46	35		,								
			S	TD	00	10		0339	34	29	27	30	000	7789	9	0008	1	46	35										
			S	TD	00.	20		0334	34	29	27	31	000	7734	4	0016	1	46	34										
			S	TD	00	30		0328	34.	29	27	32	000	768()	0023	1 4	46	34										
			S	TD	00			0318	34	30	27		000	757	1	0039	1 4	46	33										
	004	4	ОΒ	_	00			0317		298	27							46											
				TD	00			0332	34		27		000	679	7	0056	1 4	46	44										
	004	•	0 B		00'	_		0346		535	27							46											
				TD	01			0346	34		27	-	000			0073	_	46	_										
				TD	01			0350	34	_	27		000			0087		46											
			_	TD	01			0355	34		27		000			0101		46	-										
				TD	02			0363	34	75	27		000	4713	3	0126	1	46	82										
			S	TD	02	50		0371	34	82	276	9	000	4314	+	0149	14	46	95										
				TD	03			0379	34	36	27		000	4144	+	0170	1 4	47	07										
	004	•	08		T03.			0383	34	879	27						1	47	13										
				TD	04	00		0371	34	89	27	75	000	392	5	0210	1	47	21										
	004	+	0 B	S	T 0 4	14		0370	34	894	27	75					14	47	23										
				TD	05	00		0368	34	89	27		000	3949	9	0249	1	47	36										
	004	•	0В	S	T05	60		0366	34	893	27	76					1 -	47	45										

REFERENC	SHIP			l				SDEN	STA	TION				ORIGI	NATO	R'5		DEPTH	MAX.			A V E		WEA-	crond			NODE
CODE N	- cons	LATITU		1	NGITUDE 1/1			JARE		IGMT		RA 3Y	CRU		STAT		٦,	TO BOTTOM	OF	"		ATIONS		THER	CODE			TATION
		-	1/10	-	1/1	0	10*	1.	MO	DAY	HR.1/10		14	0.	NUN	TECK	-		Z.Wbf.	S DIR.	HG	T PER S	EA		TYPE A A	17		
31 5	40 EV	4738	N	04	615 W		149					1965	00				þ	410	04	32	_ 5	2	- 1:	X 2	8 8			0100
								_	TER	-	WIND	BAR		AIR TI	*		vis.	NO.	SPE	CIAL								
								COLOR	TRAN		SPEEC OR FORC	1 77-5		DRY BULB		JLB C	ODE	OBS. DEPTHS	OBZER	/ATION!	S							
									+	-		`	-		+-	-	-+				-							
					т		_		4	0.2	511	14	6	044	10:	33 8	_	06			1,_							
	MESSEN	GR CAST	CA		DEPTH	(m)	1	*c		s •/	SIG	MA-I		INC VOL		DYN.		sour		Op ml		PO4-P	1014	L-F	NO2-N	ND3-N		рн
	HR 1/	10 T NO.	11	PE									AN	OMALT-1	K10/	x 1		VELO	CITY		, u	g • 01/f	νg -	01/1	μg = 01/1	yg ~ at/!	yg = at/	,,,
			5	TD	000	0	0	377	34	35	27	3.2	0.0	0765	4	000	0	146	50									
	0.2	1	ОВ		000			377		354	27		, 00	0105	•		•	146	,		1			,		'		
			S	T D	001	0	0	378		39	27		0.0	0739	8	000	8	146										
			S	TD	002	0	0	378	34	43	27	38	00	0711	0	001		146										
			S	TD	003	0	0	379	34	46	27	40	00	0689	9	002	2	146	57									
			S	TD	005	0	0	380	34	51	27	44	00	0655	1	003	5	146	62									
			S	TD	007	5	0	381	34	55	27	47	00	0628	7	005	1	146	67									
	0.2	1	08	S	008	8	0	382	34	563	27	48						146	70									
			S	TD	010	0	0	368	34	56	27	49	00	0610	4	006	7	146	66									
	0.2	1	08	S	012	2	0	349	34	557	27	51						146	61									
			S	ΤD	012	5	0	352	34	57	27	51	00	0589	15	008	2	146	63									
			S	TΟ	015	0	0	369	34	65	27	56	00	0548	1	009	6	146	75									
				TD	020			387	34	77	27	64	00	0480	16	012	2	146	93									
	0.2	1	0 B		1022			388		801	27	66						146	97									
			S	TO	025	0	0	378	34	81	27	68	00	0446	0	014	5	146	98									
	0.2	1	ΟВ.		T027			372		819	27							146	99									
			-	TD	030			373	34	83	27		00	0429	19	016	7	147	04									
	0.2	1	0.8	S	T038	17	0	374	34	859	2.7	72						147	20									

REFE	RENCE	SHIP				LE M	RSDEN	STATION T			DRIGINA	TOR'S		DEPTH	MAX		WA		WEA		CLOUD			NODC	
CTRY	ID.	CODE	LATITUDE	1	ONGITUDE	5 7	JUARE	(GMT)		CRUISE NO.		ATION UMBER		BOTTOM	OF	1		ATIONS	THE		CODES			TATION	
CODE	NO.		1	/10	1/10	= 10	. 1.	MO DAY F	R,1/10	NO.	N	UWSER	-		S'MPL'S	DI#	HGT	PER SE	A	7	TYPE A ALI				1
31	1540	I EV	4734 1	N O	4634 W	14					933			1152	11	32	ļ5 I	4	X2		6 8			0101	
							-			4 RO+	LIR TEN	1P. °C	- vis.	NO.	SPE	CIAL									
							COLO	TRANS. DIR.	OR I .		DRY ULB	W ET SULB	CODI	DEPTHS	OBSERV	A TION S	i								
							-	+	FORCE				+				-								
								31	514 1	49 0	28	017	8	10			Ц,			,				,	_
		MESSENGE TIME HR 1/10	NO.	CARD TYPE	DEPTH	lm)	ř °C	s */	SIGMA-T	SPECIFIC	VOLUA ALY-X10	, D	∆ 0 γη, η χ 10 ³		CHY	O 2 m1/		O_4=P g = 01/I	101AL- 49 - 01/		402-N og - al/l	NO3-N NO 3-N	\$1 D4⇔\$1 µg = a1/1	pH	
				STD	0000		0283	3408	2719	0000	9881	0	000	146	.06										
		063	, ,	OBS	0000		0283	34080	2719	10000	,001	10	000	146			- 1			1					,
		002	,	STD			0330	3423	2727	000	9162	0	009	146											
		063) (085	0014		0341	34273	2729		,	•		146	-										
				STD	0020)	0322	3428	2732	000	7691	0	016	146	29										
				STD	0030)	0302	3430	2735	000	7386	0	024	146	22										
		063	3 (085	004	2	0296	34323	2737					146	22										
				STD	0050)	0312	3438	2740	0000	5899	0	038	146	31										
		063) (085	006		0339	34479	2745					146											
				STD	0079		0343	3451	2748	0000			055	146											
				STD	0100		0351	3458	2752	000			070	146											
				STD	0125		0358	3464	2756	000			084	146											
				STD			0365	3469	2760	000			097	146											
				STD	0200		0373	3477	2765	0004	4664	0	121	146											
		063	3 (OBS	022		0376	34799	2767					146											
				STD			0374	3481	2768	000		_	144	146											
				STD	0300		0372	3482	2769	000	4369	0	166	147											
		063	} (OBS	T0366		0370	34834	2771	000			200	147											
				STD			0371	3484 3487	2771 2 7 73	0004			209 252	147											
		0/1		510 085			0374		2774	000	4195	0	252												
		063	, (055		0376 0374	34880 3488	2774	000	. 100		294	147											
				STD			0370	3489	2775	000		_	336	147											
		063	,	310 085	074		0368	34896	2776	000.	4102		550	147											
		063	, ,	STD			0365	3490	2776	000	4126		377	147											
				STD			0359	3490	2777		4152		419	147											
		063		085	096		0356	34903	2778	550	7 1 7 2	. 0	717	148											
		003	, '	STD			0354	3490	2778	000	4155		460												
		063	١ ،	085	108		0350	34903	2778	500		. 0		148											
		00.	,	003	100		0550	54705	2110					1 40	, 2 0										

REFEI	RENCE	SHIP				⊢≅ MA	PSDEN		TIME		0	RIGINAT	OR"S		DEPTH	MA)			V A V E		WE		CLOUD			NODC
ODE	10. NO.	CODE	LATITUI	DE 1/10	LONGITUDE '1/10	5 5 1	UARE	MO TOA T	HR,1/10	YEAR	CRUISE NO.		TION		BOTTOM	0.6			RVATI		CD		CODES			STATION NUMBER
2.1	5 (0	F.11	(722			149				0/5	1000	0226			11/1	11						,		1		0103
31	15401	E V	4733	IN I	04645 W	1 1145	76 WA		079 1 WIND	T	A	9336 IR TEMP		µ	1161 NO.			1 3	3	1	X2	2 1	6 8	1	1	0102
							COLOR		SPEED	METE Imbs	R D	RY	_	CODE	000		ECIAL VATIO	NS								
								31	517	149	9 03	3 (22 8	8	12											
	Γ,	MESSENG	CAST	CAR					1	1	SPECIFIC	VOLUME	× 2	Δο	501	UND			PO.	_0	TOTAL	.[NO2-N	NO3-N	51.04-5	
		TIME HR 1/10	of NO.	TYP		(m)	T °C	5 %.	SIGA	NA-T	ANOMA	L1-1107	I DYN	103		DCITY	02	nI/I	hā -		μg - 0†		ug - 01/l	pg - al/l	yg - al/	
				ST	0000) (194	3376	270	1	0010	612	000	00	145	563	!									
		079)	085	0000) (194	33760	270	1					145	663										
				ST			191	3379	270		0010		00	10	145											
				ST			187	3382	270		0010	137	002	21	145											
		079	•	OBS			184	33843	270						145											
				ST			185	3385	270		0009	876	001	31	145											
		079	7	085			204	34062	272						145											
				ST			224	3411	272		0008	205	004	49	145											
		079	,	OBS			319	34379	273						146											
		0.77		ST			303	3437	274		0006	912	006	68	146											
		079	,	085			281	34363	274						146											
		0.76	,	ST			253	3437	274		0006	499	001	84	146											
		079	7	085)252)295	34378	274 275		0005		000	~~	146											
		0.79	2	ST OBS			332	3456 34712	276		0005	444	009	99	146											
		0 (,	ST			333	34712	276		0004	660	01	1 2	146											
				ST)346	3474	276		0004		01	_	146											
				ST			358	3476	276		0004		019		146											
				ST			367	3479	276		0004		018	-	147											
		079	9	085			376	34827	277			,	•	•	147											
				ST		_	376	3483	277		0004	426	022	26	147	_										
				ST			376	3486	277		0004		02		14											
		079	9	OBS			376	34868	277			- , -			147											
				ST			375	3487	277		0004	295	03	13	147											
				ST			371	3488	277		0004		03!	-	147											
		079	7	OBS			368	34886	277						147											
				ST			365	3489	277		0004	210	039	98	147											
				ST	D 0900		359	3489	277		0004	226	044	40	147	_										
		079	9	085	T097	7 (356	34891	277	7					148	910										
				ST	D 1000) C	355	3489	277	7	0004	248	048	82	148	314										
		079		085	T1069	5 (354	34893	277	7					148	227										

PEFER	RENCE	SHIP					_ ox		SDEN			TIME			0.5	RIGINAT	08'5		DEPTH	M.A.			WAV			EA-	CLOU			N	1000
TRY	ID.	CODE	LATIT		LOI	GITUDE	NON	501			(GMT		YEAR		UISE		TION	\Box	TO BOTTO?	DEP	F		SERVA.			HER DDE	CODE			5.1	ATION
001	NO.		+	1, 10		'11	0 -	10*	1,	MO	DAY	HR.1/10			NO.	NU	WBEB	-	001101	, 2,W1	PL'S	DIR.	HGT P	ER SE	A	-	TYPE A	AT			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
31	54	OEV	4734	N	04	59 W		149	76 WA			094 WIND	1965	0		9337 P TEMP			1097	10	9	32.	3 3	.	X	1	6 6			0	103
									CDLDR	-	+	SPEED		PO- TER	DR		WET	VIS.	NO.		PECI										
									CODE	Im I	DIR	FORC		bs)	80		ULB	CODE	DEPTH	2 ORZE	PVA	TIDNS									
											31	508	15	9	01	7 0	11	8	08	1											
		MESSEN	of NO.	CA		DEPTH	(m.)	т	*c	5	٠	51G	MA-T			VOLUME	DY	Δ. D.		UND	-	12 mt/l		4~P	TOTA :		NO2-N	NO3-		4-51	ρН
		HF 1	10	-				-		-				+			X	103			_		1 24			-	py - 017	hå - ai	I Pg	- 67	
			į		TD	000		0	139	335	7	26	89	0	011	711	00	00	14	536	ļ									1	
		0.9	4	08:	_	000			139	339										536											
					TD	001			138	336		26			011		00			537											
					TD	002			136	336		26			011		00	_		539											
				_	TD	003			135	336		26		U	010	825	00	34		541											
		09	4	08		003			134	337										542											
					TD	005			152	338	-	27			010		00		-	553											
				_	CI	007	-		190	339		27			008		00		_	577											
					T D	010			225	34		27			007		01			598											
					TD	012			256	342	_	27			007		01			618											
					TD TD	015			284	344		27			006		01		_	636											
		0.9	/.	0 B		020			329	346		27		U	005	293	01	65		666											
		09	4			025			329	346					000	0.2.0				666											
					T D T D	030			346 360	346		27	-		005		01			683											
		0.9		0B:		T037			376	34		27 2 7		Ų	004	040	02	15		698											
		0 9	4		o TD	040			378	348		27		0	004	506	0.2			718 723											
				_	T D	050	-		383	348		27			004		03			742											
		0.9	4	OB:		056			384	348				0	004	442	Ų J	00		753											
		0 7	7		T D	060			382	348	-	27		0	004	373	03	5.2		758											
					TD	070			378	348		27			004		03			773											
		0.9	4	08		073			376	348		27		-		J 7 7	0.0	,,		778											
			-		TD	080	_		372	348		27		0	004	319	0.4	3.8		788											
		0.9	4	08		T085			369	348				-		- 1 /	0.4	,,,		795											
		0.9		OB.		086			362	348										793											

REFERENC	E SHIP						ix	MAR		STA	TION	SMIT	T			DRIGI	NATO	5,2	T	DEPTH		MAX.			VAVE			WEA		LOU					onc
TRY ID.	· I cons	LATITU			1G17(NDC		APE		IG M1			AP	CPUIS		STATI			TO BOTTON		O.F.			PVAT			THER	e l	CODE				STA	MEER
NO.	7.	-	1/10	-	_	17/10	+	10*	1,	MO	DAY	HR.1. 10		_	NO	-	NUM	BER	-+		51	MPL"	DI	1	IGT PE	R SE	A		TY	Pį A	MAT.			140	IN DCF
31 54	OEV	4729	N	047	715	W		149			0.9	113	19	65	002	93	38			649	Ш	05	3 :	լե	13			x 7	16	5 6				0	104
									WA	TER		WIND		BARC	·- _	AIR TI	EMP.		VIS.	NO.		SPE	TAL												
									COLOR	TRAN	S. DIR	SPEI FOR	R	METE (mbs		BULB		ET C	2005	OBS. DEPTHS	0.0		A TION	2.1											
										+	31	+		161	-+-	39	02	2	7	07	1-			\dashv											
	MESSEN							T			7.1	T		101				₹ 2			1	-					-		_						
	TIANE	O NO.	CA		D	EPTH	(m.)	T	*C		s */	\$1	GMA	-7		MALY-		DYN	. M	VET.	OCI		02 11	1.1	PD.			A L - P	1	0 ₂ = N • a1		03=N - 01	51 O4		ρН
	HR 1/1	0	-	T D			_		0 (0	2.2		-		-		2.2.0	2			1						_					+		-	+	
	11	2	0B:	TD		000	-		062	33			85	1	001	212	3	000) ()	145											1				
	11)		T D		001			062 057	33	452		585 585		001	211	0	001	, ,	149															
	11	2	0B:			001			053	-	447		585		001	211	0	001	1 2	144	-														
	11	,		T D		002			058	33			586		001	203	0	002	٠.	149															
			_	T D		031			079	33			588			177		003		149	-														
	11	3	ОВ:		_	04	-		108		590		593		001		-	00.	,0	149															
		-		TD		05			114	33			596		001	107	2	005	59	149															
			S	TD	(007	5		141	33			708			988		008		149															
			S	TD	C	10	0	0	167	33	97	2 7	719		000	885	8	010	9	149	571	0													
			S	TD	C	12	5	0	194	34	12	2 7	729		000	793	1	013	30	149	58	9													
			S	T D	C	15	0	0.	221	34	25	27	738		000	716	9	014	8	146	606	6													
	11	3	08	S	C	18	5	0.	258	34	409	2 7	747							146	631	0													
			S	T D	C	201)	0.	278	34	47	2 7	750		000	601	9	018	31	146	64	2													
				T D		251		0	331	34	63	27	758		000	1534	3	021	0	146	676	6													
	11	3	OB:			26			340		659		760							146															
		_		TD		30			355	34			762		000	509	5	023	36	146	-														
	11	3	OB:		_	35			370		755	_	764				_			14															
				T D		40			372	34			767			467		028		14															
				TD		501			375	34			771		000	442	7	033	0	14															
	11	3	OB:	5	L C	154)	0	376	34	847	27	771							14	741	6													

REFERENCE SHIP	JDE LONGITUE	DE SOUARE	STATION TIME IGMTI YEAR	ORIGINATOR'S CRUISE STATION	DEPTH MAX. TO DEPTH	WAVE WE OBSERVATIONS THE	
CODE NO.		10. 10.	MD DAY H8,1/10	NO. NUMBER	BOTTOM S'MPL'S	DIP HGT PEP SEA COS	DE TYPE A WT NUMBER
31 540 EV 4726	N 04726	W 149 77	SAR	A IR TEARP TO	NO. COCCIA	30 3 2 X2	0105
		CODE	TRANS DIR. SPEED MET	ER DRY WET CODE	DESTHS OBSERVATION		
	1		30 516 16		0.8		
MESSENGE CAST	CARD DEF	PTH (m) T *C	5 */ SIGMA=1	SPECIFIC VOLUME SAD DYN. M. X 103	SOUND D2	mi/1 PO4-P TOTAL-	
HR 1/10	STD 00	000 -0014	3295 2648	0015587 0000	14458		
129		000 -0014 010 -0015	32950 2648 3295 2648	0015565 0016	14458 14459		
	STO 00	020 -0016	3295 2649	0015542 0031	14461		
129		030 - 0017 032 - 0017	3296 2649 32957 2649	0015511 0047	14462 14462		
129	_	050 -0027 063 -0034	3304 2656 33108 2662	0014827 0077	14462 14461		
129	OBS 00	072 -0110	33165 2669		14428		
129	OBS 00	075 -0089 088 -0011	3320 2671 33338 2679	0013352 0112	14439 14479		
		100 -0002 125 0023	3339 2683 3352 2692	0012253 0144 0011383 0174	14486 14504		
120	STD 0	150 0055	3366 2702	0010492 0201	14524		
129		151 0056 200 0203	33664 2702 3419 2734	0007501 0246	14525 14606		
129		250 02 74 260 02 78	3446 2750 34481 2751	0006090 0280	14649 14652		
129		278 0278	34489 2752		14655		
REFERENCE SHIP		_ ≅ MARSDEN	STATION TIME	ORIGINATOR'S	DEPTH MAX.	WAVE WE	
CODE NO. CODE LATITU		0 7	MO DAY HR 1/10	CRUISE STATION ND. NUMBER	TO DEPTH	OBSERVATIONS THE	R CODES STATION
31 540 EV 4725	N 04742	W 149 77 (243 02 3	32 2 2 XO	0 0106
		COLOR CODE	TRANS DIR. SPEED MET	ER DRY WET CODE	NO. SPECIAL OBS. OBSERVATION		
		CODE	30 S08 17	37 0000 1000	06		
MESSENGE CAST	CARD DEP	TH (m) T "C	S 14. SIGMA-T	SPECIFIC VOLUME & A D	SOUND OZ	mi/I PO4-P TOTAL-	
HR 1/10 T		000 -0036	3288 2644	0016025 0000	VELOCITY "	νg + α†, 1 μg − α†	1
145	OBS OC	000 -0036	32881 2644		14447	1	
		010 -0052 020 -0066	3289 2645 3289 2646	0015914 0016 0015819 0032	14441 14436		
145		030 -0078 030 -0078	3290 2647 32898 2647	0015726 0048	14433 14433		
	STO CTS	050 -0097	3300 2655	0014871 0078	14429		
145		060 - 0106 075 - 0088	33057 2660 3315 2667	0013746 0114	14427 14439		
145		075 - 0088	33149 2667 3340 2684	0012143 0146	14439 14483		
	STD 01	125 0054	3361 2698	0010868 0175	14519		
145		150 0100 190 0140	3377 2708 33916 2717	0009930 0201	14546 14573		
145		200 0141 220 0142	3393 2718 33947 2719	0008999 0248	14575 14579		
			22777		1.577		
REFERENCE SHIP		MARSDEN	STATION TIME	ORIGINATOR'S	DEPTH MAX.	WAVE WE	
CODE NO. CODE LATITE		□ 7 L	MO DAY HR. 1/10	CRUISE STATION NO. NUMBER	OTTOM DE	OBSERVATIONS THE	
31 540 EV 4724	N 04757	W 149 77 0	05 09 159 1965	002 9341 D		1 2 2 xo	0 0107
			TRANS. DIR. OR MET	ER DRY WET CODE	OBS. OBSERVATIO	DNS	
		-	29 S09 16		09		
MESSENGR CAST TIME OF NO. HR 1/10	CARD DEP	TH (m) T *C	5 %. SIGMA-T	SPECIFIC VOLUME SAD DYN. M.	SOUND VELOCITY 02	ml/I PO4-P TOTAL-	P NO2-N NO3-N SIO4-SI PM C
159		000 0008	3290 2643	0016089 0000	14467		
109	ST0 00	000 0008 010 -0009	32897 2643 3293 2646	0015758 0016	14467 14462		
		020 -0020 030 -0027	3296 2649 3301 2654	0015478 0032 0015063 0047	14459 14458		
159	OBS 00	-0029	33104 2661		14461		
159	0BS 00	050 -0027 055 -0024	3315 2665 33177 2667	0013988 0076	14463 14466		
159		070 -0096 075 -0084	33215 2673 3325 2675	0012987 0110	14435 14442		
159	OBS 00	90 -0039	33358 2682		14467		
159	OBS 01	100 0000	3342 2685 33417 2685	0012057 0141	14487 14487		
159		110 0025 125 0046	33466 2688 3350 2689	0011659 0171	14501 14514		
		150 0065	3360 2696	0011014 0199	14528		

0011659 0171 0011014 0199

14528

STD STD OBS

OBS

0150

T0175

0065 3360 2696 0065 33599 2696 0066 33732 2707

REF	ERENCE	SHIP			T		DRIFT	MARS SOU		514	TION				ORIGIN	ATOR"	5		EPTH	MAX. GEPTH	001	WA	VE A TION		WEA-	CLOU				NODC
COD		CODE	LATITU	1/10		1GITUDE 1/10	NO N	13*	ARE I	MO		HR.1/10	YEAR	CRUIS		DITATE			TTOM	OF S'MPL"	00.		A HON		THER	COO				TATION
-		r	. 3.0.0				+		-				1015	000				١.			1	1	1	-	-	-				
131	1540	EV	4722	Ν	1048	312 W		149				171	1965	1002				'nτ	74	02	30	2	2	1	XO	1 0	- 1			0108
								-	WA		+	WIND	BAR		AIR TE	_	VIS.		NO.		CIAL									
								-	COLOR	TRAN	S. DIR	OR	W. C. I.		DRY BULB	BUL			EPTHS	OBSERV	2 NOIT A									
								i			27			9 (33	02	2 8	10	14											
		MESSENG TIME HR 1/10	CAST NO.	C A	RD PE	DEFTH	(m)	1	°C	Ì	5 */	SIG	MA-T		MALY-X	ME	≨ △ D DYN. A x 10 ³	Λ	SOU		O ₂ ml/l		PO4-P		DTA L - P	NO2-1		-N at/l	SFO4-Si yg - at/l	
				S	TD	0000	0	-00)11	32	83	26	38	001	653	3 (0000		144	58				1			1			
		17	1	OB.	S	0000	0	-00	11	3.2	828	26	38						144	58										
				S	TD	0010	О	-00	43	32	84	26	41	001	630	8 (0016		144	45										
				S	TD	0020	О	-00	169	32	85	26	43	001	610	7 (033		144	34										
					TO	0030	О	-00		32	87	26		001	594		0049		144	27										
				S	TD	005	О	-01	112	32	89	26	47	001	566	5 (080	1	144	20										
		17	1	OB	S	006	5	-01	115	32	909	26	49						144	21										
				S	TD	007	5	-00	90	33	04	26	58	001	457	3 (118		144	36										
				S	TD	010	0	-00	34	33	31	26	78	001	271	6 (152		144	70										
				S	T D	012	5	0.0	14	33	51	26	92	001	141	3 (182		144	99										
		17	1	ОВ	S	0130	О	0.0	23	33	545	26	94						145	05										
					ΤO	015)55		65	27		001	056	8 (210		145											
		17	1	ОВ		016			69		688	27							145											

	7		1						-		MAX.				т —	_		
REFERENCE	SHIP	LATITUDE	LONGITUDE	MARSDEN SQUARE	STATION 1			IGINATOR'S		DEPTH	OEPTH		WAVE PVATIONS	WEA	CLOUD			NODC
COOE NO.	CODE	1/10	1/10	10, 1,		HR.1/10	CRUISE NO,	STATION		BOTTOM	OF S'MPL'S		HGT PER S	- 0005				UMBER
21 5/6		(301 N	0/001 //					2246	L	.1.5.0	2.			1,,,				
31 540	JIEV	4701 N	04801 W	149 78		MITALED	5 002	7343 R TEMP. C	<u>\</u>	150	01	24	5 14 1	X4	X 9	1	1 1	0109
						SPEED BA	RO- DR		VIS.	NO. 085.	SPECIA OBSERVA 1							
				CODE			that BUL		1000	DEPTHS	UBSCRVAI	IIUNS						
					25	509 1	59 000	006	1	06								
	MESSENG	A CAST CA	00		1		SPECIFIC N	/OLUME \$	Δρ	sou	IND		PO4-P	TOTAL-P	NO N	NO3-N	SI 04-5	
	TIME	NO. TY	PE DEPTH (m) 1 °C	5 */	51G M A =1	ANOMAL	Y-1107 D	X 103	VELO		2 ml/l	μg - α1/1	νg - αι/Ι		иоз=N		
	HR 1/10				+	+	+		^ ,0	+	-		-			-	-	
		. , .	10 0000	0000	3284	2638	00169	504 0	000	144	63					1		1
	202			0000	32838	2638				144								
			TD 0010	-0005	3284	2639	00164	471 0	016	144								
	202			-0007	32839					144								
			TD 0020	-0021	3284	2640	00163	-	033	144	57							
			TD 0030	-0037	3284	2640	00163	315 0	049	144	51							
	202			-0037	32841	2640				144	51							
			TD 0050	-0077	3293	2649	00154	474 0	081	144	37							
	202	2 OB:	s 0072	-0089	33088	2662				144	37							
		S	TD 0075	-0086	3312	2665	00139	976 0	118	144	40							
	202	2 OB-	\$ 0097	-0061	33344	2682				144	58							
		S	TD 0100	-0053	3338	2684	0012	101 0	150	144	62							
		S	TD 0125	0053	3364	2700	00106	534 0	179	145	19							
	202	2 08:	0127	0065	33658	2701				145								
										-								

REFER	ENÇE	SHIP				DCTR	MARSE		STATION				OR	IGINATO	R'S	Т	DEPTH	DEPTH	.		AVE	WEA				NODC
CIRY	10,	CODE	LATITU		LONGITUDE	O z	SQUA		IGM			AR	CPUISE	STAT		٦,	OT MOTTOR	OF			VATIONS	_ con		1		TATION
COOL	NO.			1/10	1/1	0 -	10"	1. 1	NO DAY	HR,1/	10		NO.	NUN	BER	+	70110111	S'M PL	S DIR	H (GT PER SE	I A	TYPE A N	1		
31	540	ΕV	4659	N	04738 W	1	49	67 0	5 09	218	19	65	002	9344_		. þ	175	.02	25	. 5	4	X4	1 x 9	1	1	0110
								ITAW	R	WIN		BARC	A IF	R TEMP.		15.	NO.	5.01	CIAL							
								CODE	TRANS. D	R.	OR I	METE			ET CO	and	OBS. DEPTHS		/A TION	5						
							- 1	LODE		-+	DRCE	(mbs				-				-						
									25	5 5	0	159	01:	1 00	06 1		04									
		MESSENGE	CAST	CAP	DEPTH		Ţ	*~	s */.		SIGMA		SPECIFIC V	OLUME	₹ △	D	sou	DNL	O ₂ ml		PO ₄ -P	TOTAL-	NO2+N	NO3-N	St 04-5	
		TIME HR 4/10	NO.	346	E DEFIN	(m)	'	_	· ·		SIGMA	-'	ANOMAL	y~×10°	DYN. x 10		VELC	CITY	O 2 mi	"	μg = at/1	µg • a1/1	ug - a1/1	μg - α1/l	yg - at/	PH
				ST	D 000	0	-00	23	3288	7 2	643		00160	162	000	0	144	.53					1			
	,	218	, '	OBS			-00		32883		643			-	000	-	144					1		'	•	
				ST			-00		3291		646		0015	798	001	6	144									
				ST			-00		3294		649		0015		003		144									
				ST	D 003	0	-00	57	3297		2651		00152		004		144	43								
				ST	D 005	0	-00	79	3302	2	656		0014	769	007	7	144	37								
				ST	D 007	5	-01	08	3309	2	2663		0014	132	011	3	144	29								
		218	l	OBS	007	8	-01	11	33098	3 2	2664						144	28								
		219	3	OBS	008	7	-00	51	33265	5 2	675						144	60								
				ST	010	0	-00	27	3335	2	2681		00124	428	014	6	144	74								
				ST	D 012	5	00	20	3352	2	2692		0011	375	017	6	145	02								
				ST	D 015	0	00	67	3369	2	703		00103	362	020	3	145	30								
		218	1	OBS	T 0 1 6	9	01	02	3381	3 2	711						145	51								

EFERENCE	SHIP				GITUDE S	£ ^	ARSDI		STAT	ION T				DRIGII	NATO	R'S	I	OEPTH	MAX			AVE		WEA-	CLO		NODC
RY ID.	CODE	LATITU	DE 1/10 j		GITUDE E		SQUAR				R,1/10	YEAR	CRU		STATI			10	0.0	"		VA TIO!		CODE	TYPE		TATION
1 540	ΕV	4700	N	047	30 W	1 4	49 7	7 C	5 0		37 1	965 BAR		2 93 AIR TE		℃	_ ī	220	1		2	2		Х4	x	9	0111
								OLOR ODE	TRANS.	DIR.	SPEED OR FORCE	METI	R	DRY SUL9	W BU		VIS.	OBS. DEPTHS		ECIAL VATION	2						
										24	508	15	2 +	006	+00	8	1	07									
	MESSENG TIME HR 1/10	of NO.	C.A. TY		DEPTH (m)		1 %	c	5	٠/,,	SIGM	A-T		IFIC VOL			1. M. 10 ³		OCITY	O ₂ ml	IZT	PO4=1	- 1	OTA (- P ug - 01/1	NO ₂ -	.	
			S1	TD :	0000	-	-003	5	328	7	264	3	00	1610	6	00	00	14	447								
	237	,	089		0000		-003		328		264	_						_	447								
	2.25	,	SI	-	0010		-003	_	328		264	_	00	1609	7	00	16	_	447								
	237		089	-	0010		-003 -008		328 328		264 264		00	1588	0	00	2 2	_	447 428								
	237	,	089	-	0021		-008		328	_	264		-	1,000	0	00	, ,	_	426								
			51	-	0030		-008		329		264	-	00	1560	6	004	48		429								
			S 1	T D	0050	-	-008	13	329	9	265	4	00	1499	5	00	78	144	435								
	237	'	089	5	0063	-	-008	0	330	57	265	9						144	439								
			S1	-	0075	-	-004		331		266			1396	_	01			457								
			S1		0100		000	-	332		267		00	1306	4	01	48	_	489								
	237	,	083		0105		001		333		267				_			_	495								
	222		51	-	0125		005	_	334		268		00	1245	3	018	30		515								
	237	'	089		0131		006		334		268		~~						521								
			S1		0150 0200		009		335		269 272			1154 0874		02			539								
	237	,	089		0210		017		340		272		UU	08/4	ر.	026	9 I		583 592								

EFERE	ID.	SHIP	LATITU	I D F	LONG	SITUDE	DCTR	MARS	DEN ARÉ	STA	TION IGM1	TIME	YEAR	_		SINAT		_	DEPTH	DEPTH		WAY BSERVA		5	WEA-		Q U D			NODE
DE	NO.	CODE		1/10		1/10	āş	10*	1.	MOT	DAY	HR.1/10		JU. K	VISE		MBER	- 1	OTTOM	S'MPL	S DIR	HGT	PER	SEA	CODE		AMT			NUMBER
1	540	ΕV	4700	N	047	16 W		149	77	05	10	019	196	5 0	02 9	346		0	710	05	23	3	2		X4	x	9			0112
	_							[WAT	ER	Ī	WIND	RA.	RO-	AiR	TEMP.	. °C		NO.		CIAL	7					_		,	0-1-
									COLOR CODE	1RAN	DIR	SPEEL OR FORC	, wi	TER ba)	DRY BULE		W E T BULB	VIS. CODE	OBS. DEPTHS		/A TION	5								
											20			46	006	-0	106	1	09											
		MESSENG TIME HR 1/11	OI NO.	CA		DEPTH I	m J	T	' C	2	٠/	ŞIG	MA-T		CIFIC VI		DY	△ D N. M. 10 ³		UND	O ₂ ml		04-P - 01/I		TA L = # - a1/l	NO ₂		NO3-N	\$1 D4~	
				S.	T D	0000)	00	76	33.	20	26	64	0	0140	96	00	00	145	503										
		019	9	OB:	S	0000)	00	76	33	203	26	64						149	503										
		019	7	089	S	0009	7	0.0	60	33	206	26	65						144	497										
				S	TD	0010)	00	52	33	21	26	66	0	0139	13	00	14	144	493										
				S.	TD	0020		-00	17	33	25	26	72	0	0132	75	00	28	144	464										
		019	9	OB:		0022		-00		_	258	26								\$ 59										
					TD	0030		-00		33			78		0127		00	41	144	465										
				-	T D	0050			03	33	_		88		0117	-	00	-	144	-										
			_		TD	0075			41	33			00	0	0106	48	00	93	149											
		019	9	08		0080			50		661	27		_					149											
					T D	0100			97	33		27			0099	-	01		149											
			_		TD	0125			48	33			16	0	0091	85	01	43	149											
		014	7	08:		0126			50		915		16	_						666										
				-	TD	0150			85	34			28	0	0800	98	01	64	149											
		019	,	085		0174			20		246	27		_						510										
				_	TD	0200			67	34		27			0064		02			537										
					TD	0250			34	34	_	27		0	0054	47	02	31	146											
		019	J	08		0258			42	_	647	27							146											
					TD	0300			54	34		27		0	0050	85	02	57	146											
		019	+	08	_	0376		03			766	27		_					14											
					TD	0400		03		34			66		0047		03		147											
					TD	0500			82	34		_	70	0	0045	06	03	53	14											
		019	7	OB:	5	0519)	03	82	34	843	27	70						14	744										

NCE IO.	SHIP	LATITU	JDE	LOI	GITUOE	MAR SOU		STATION T		EAR	CRUISE	DRIGINA	TOR*S ATION	OEPTH	OEFI	H O	WAV SERVA		WE	R (LOUD 23005			NOOC STATION	
NO.	CODE		1/10		1/10	¥ 10*	1.	MO DAY	R,1/10		NO.		I W B E &	BOTTO	S'MPL		HGT F	PER SE	100	DE TY	PŁ AM			NUMBER	
540	ΕV	4700	N	04	700 W	149	77	05 10 0	37 19	165	002	934	7	1262	12	23	3 2	,	X 4	Ι,	(9			0113	
J 40 I	F 4 1	7100		-	,	1177	WA		VIND	BAR		AIR TEM	P. °C	NO.			7 "	٠,		' '	,			0113	1
							COLOR		SPEED	METE	ER (ORY	WET COD	OBS.	00550	ECIAL VATIONS									
							CODE	Im1 One	FORCE	(mbs	r) 6	ULB	BULB	Derin	1		1								
								22	511	132	2 0	00 +	006 3	11										_	
	MESSENGE	CAST	CA	RO	OEPTH (m)	١,	°C.	s */	SIGMA			VOLUN		sc	ONUC	0 2 ml	,, PO	14-P	TOTAL-	P N	0 ₂ -N	NO3-N	5104-5		S
	TIME HR 1/10	약 NO.	TY	PE	OEPTH (m)		C	,	SIGMA	(-)	ANDM	ALY-X10	Y 103	, VE	LOCITY	U ₂ mi.	99	- 01/1	pg = ol.		- a1/l	μg - σ1/1	µg + a1/		Č
	17.0	+		T D	0000	_	221	3381	2702		001	0469	0000	114	677					+-					+
ļ	037	,	08	T D	0000		224	33808	2702		001	J469	10000		577 577	I	1	1		1			1	1	1
	031			70	0010		270	3399	2713		000	9459	0010		601										
	037	7	OB:		0015		289	34069	2717		•••	,,,,	0010		611										
	55,			T D	0020		289	3407	2718		000	9019	0019		612										
			_	ΓD	0030		289	3408	2718			8949	0028		614										
				TD	0050		289	3411	2721			8735	0046		617										
	037	7	OB:		0073	0	289	34183	2727	7				14	622										
			S	T D	0075	0	293	3420	2728	3	000	8106	0067	14	625										
			S.	T D	0100	0	332	3443	2742	2	000	6740	0085	14	649										
			S	TD	0125		352	3457	2751		000	5895	0101	14	663										
	037	7	OB:	-	0145		354	34638	2757						6 6 8										
				TD	0150		351	3464	2757		000	5380	0115		668										
	037	7	OB:		0169		341	34651	2759						667										
				T D	0200		353	3471	2762			4916	0141		678										
				r D	0250		368	3478	2767		000	4583	0165		693										
	037	,	QB:		0267		371	34803	2768						698										
			_	I D	0300		373	3481	2768		000	4454	0187	_	704										
	037	,	OB:	D D	T0389		375	34843	2771		000				720										
			_	TD.	0500		375 373	3485 3488	2774	-		4266 4110	0231		722 738										
	037	,	OB:		T0586		371	34897	2776		000	4110	0273		752										
	031	,		5 TD	0600		370 370	3490	2776		000	4040	0314		754										
				TD	0700		366	3490	2776			4090	0354	_	769										
	037	7	QB:		0782		362	34895	2776		000	-0,0	0004		780										
	0,5			TD	0800		361	3490	2776		000	4128	0395		783										
				TD	0900		357	3490	277			4152	0437		798										
	037	7	OB:	S	T0993		354	34898	277	7		-			812										
			S.	TD	1000	0	354	3490	277		000	4192	0479		813										
			S	TD	1100	0	352	3490	2777	7	000	4265	0521	14	829										
	037	7	OB:	5	1166		352	34894	2777						840										

REFE	RENCE	Τ.			Γ.	_	Le	MAR	SDEN	STA	ATION	TIME	T	_		ORIGINA	ATOR	's	_	OEPTH	MAX.	1	w	AVE		Τ,	VEA-	Cl	000		-	NO	oc.
CTRY	ID.	COOE	LATITU		LONG	SITUDE	DRIF	squ	ARE		(GM	1)		EAR	CRUISE		TATIO		1	TO	OEPTH OF	"		VATI			HER	C	DES			STAT	NOIT
CODE	NO.	+		1/10	-	11/1	0 -	10.	3.	MO	DAY	HR.1/1	0		NO.	N	UMB	ER	+-	011011	S'MPL'	DIR	н	GT PEI	2.5	A -	001	TYPE	A MT		-	1407	-
31	540) EV	4700	N	046	45 W		149		05	10	053	19	65	002				þ	914	09	23	_ l2	2		x	a I	5	5			01	14
									WA	Т	+	WIND	.0	BARC)- ├─	IR TEA	_	VE		NO. 085.		CIAL											
									COLOR	TRAN		R. O	R	METE (mbs		JE8	BU!		Of t	DEPTHS	OBSERV	A TION S	5										
										1	19	51	_	119	0	7	01	1 8	\top	08													
		MESSEN			RO	DEPTH	(m)	1	*c		s •4.		IGMA		SPECIFIC		M E	≨ ∆ (0	sour		O ₂ ml.	//	PO ₄		TOTA		NO:		№3-И	SI 04-		ρН
		HR 1/1		TY	PE										# NO M	A (7 - X) 1	,	x 10	3	VELO	CITY			h8	1/1	ng -	01/1	₽ Q -	01/1	pg - pi/l	μg - σt	4	
				S.	TD	000	0	0	517	34	36	2	717	.	0009	9079	,	0000)	147	09												
		0.5	3	0B:	S	000	0	0	517	34	357	7 2	717	,						147	09												
					TD	001		0	510	34	36		717		0000	9028	3	0009	9	147	07												
				S	TD	002		0	500	34	35	2	718	l	0008	951		0018	В	147	05												
				S	T D	003	0	0.	487	34	35	2	7 20)	0000	8836	•	0027	7	147	01												
		05	3	08:		004		0.	458	34	345	2	723	i						146	92												
				_	T D	005		0.	453	34	35		723		0008	3494		0044	4	146	90												
					T D	007	5	0	395	34	44	2	737	,	000	7249	,	0064	4	146	71												
		05	3	OB:		008		0	386	34	461	2	739)						146	69												
					TD	010			388		54		745		0006			0081	_	146													
					TD	012			391		62		752		0000			0097		146													
					TD	015			395		70		757		0009			0111		146	-												
					TD	020			403	_	80		765		0004	746	•	0136	5	147	-												
		05	3	08:		021			406		825		766							147													
		0.5	_		TO	025			414	_	87		769		0004	424		0159	9	147													
		05	3	OB:		T025			414		865		769			2				147													
					TD	030			400		87		770		0004			0181		147													
		0.5	2		TD	040			380	-	88	_	773		0004	094		0222	2	147													
		05)	OB:		042			376		881		774		000	. ^ = ^			,	147													
					TD TD	050			373		89		775		0004			0263		147	-												
		05	3	OB:		063	-		368 366	_	90 899		776		0004	1025)	0304	4	147													
		05	_		S TD	070							776 777		000	. 0 1 6		0366	,	147													
					TD	080			362		90				0004			0344		147													
		0.5	3	OB:		T085	-		355 351		90 901		777		0004	1023	,	0384	+	147													
		05	2	UB:	J	1005	1	0.	221	54	901	. 2	778	1						147	0 (

REFERENCE CTRY IO. CODE NO.	SHIP	LATITO		LONGITU		S 5	ARSOEN QUARE		ION TIN		YEAR	CPUISE NO. I		OR'S TION MBER	7 '	10	MAX. DEPTH OF		WAVE ERVATIO		WEA- THER CODE	CLOUD			NODC TATION	
1	- CV	4659	1/10	04630	1/10	14			0 06		1965	1	9349	******	0.24		03		3 2	38A	X1	3 2	1		0)16	
1311540	I E V	4059	N I	04630) W !	(14		05 1		IND	BAR	Α	IR TEMP.	°C VI		10.	SPEC		5 2		, X,	3 2		1	0115	
							COLOR	TRANS.	DIR.	GR FORCE				WET CO	29 0	PTHS O	BSERVA									
									20 5	514	09	8 03	9 0	28 8	0	7										
	MESSENG		CAF		-			1					VOLUME	₹ △ OYN.	4	SOUN	2		PO4-	0 10	TAL-P	NO2-N	NO N	5104-5		5
	TIME HR 1/10	º NO.	TYF		EPTH lm1	1	î ,C	S	*/	SIG	MA-T	ANOMA	EY-X107	OYN. x 10		VELOC		0 2 ml/i	2g - at		g - 07/1	yg = 01/1	NO3-N ug = at/1	Hg - 01/	рН	C
			ST	D 0	0000		0476	343	6	272	2 2	0008	609	0000	0	1469	12									
	068	3	089	. 0	0000		0476	343	60	272	22					1469	2									
			S1 S1		0010		0472 0468	343 343		272		0008		0009		1469 1469										
			5 T		030		0465	343		272		0008		0026		1469										
			ST		050		0457	343		27		0008	481	0043		1469										
	068	3	085 S1		052		0456 0417	343		272		0007	996	0063		1469 1468										
	068	3	085		082		0414	343		27:			,,,	000.		1468										
	244		ST		100		0451	345		27:		0007	324	0082		1470										
	068	9	OBS ST		112		0453 0416	345		274		0006	307	0100		1470 1469	-									
	068	3	085	. 0	142		0380	346		275	54					1467										
			\$ T \$ T		200		0382	346		279		0005		0114		1468										
	068	3	085		227		0394	348		276		0004	. , , ,	0140		1470										
			ST		250		0393	348		27		0004		0162		1470										
	068	2	ST 085		300		03 85 0376	348		27		0004	092	0183		1471										
	000	,	003	, ,	990		0376	340	70	21	, ,					14/1	. 1									
REFERENCE	SHIP				-	E 42	ARSDEN	STAT	ION TIM	4 E		0	PIGINATO) \$ 'S		PIH ,	MAX. DEPTH	240	WAVE		WEA-	CLONO			NODC	
CODE NO.	COOF	LATITU	1/10	LONGITU	1/10	2 10	. I.		GMTI DAY THR.	1/10	YEAR	CRUISE NO.	STA.	TION ABER		1014	OF MPL'S		ERVATIO	SEA.	CODE	CODES			TATION UMBER	
31 540	ΕV	4658		04617		14			0 07		965	002	9350		031	11	03		3 2		Х2	2 8	İ		0116	1
. 31, 340		1030		0.017	••	12 .	WA	TER	WI	NO	BARG	0- A!	IR TEAAP.	VI	N	10.	SPEC			,	A 2	2 0		,	0110	
							COLOR	TRANS.	OIR.	OR FORCE	M ET I			VET CO	nd U	BS. PTHS	BSERVA									
									20 S	13	098	8 04	4 0	33 8	0 5	5										
	MESSENGI	CAST	CAR	0 0	EPTH (m)		T °C	Τ.	٠/		AA~T	SPECIFIC	VOLUME	₹ △ (0	SOUN	о ,	0 z ml/l	PO4-	P TC	1 A E = P	NO2-N	NO ₁ -N	5104-5		5
	TIME HR 1/10	NO.	TYP	E	rin mi			,		310 #	MA-1	ANOMA	LY-X107	x 10		AFFOC	ITY '	0.2 11171	µg + at.	/I p	g + atzl	µg = 01/1	yg – atri	hð - al ,	рН	či
			ST	D O	000		0419	343	5	272	7	0008	072	0000		1466	8									
	079																									
	019	,	085		000		0419	343		272		0000	061			1466										
	019	,	085 ST ST	D 0	000		0419 0419 0420	343 343 343	6	272 272 272	8 2	0008		0008	3		0									
	Q 1 9	,	ST ST	D 0 D 0 D 0	010 020 030		0419 0420 0420	343 343 343	6 6 7	272 272 272	8 8 9	0008 0007	017 984	0008 0016 0024	3	1466 1467 1467 1467	0 2 4									
	019	,	ST ST ST	D 0 0 D 0 D 0	010 020 030 050		0419 0420 0420 0421	343 343 343 343	6 6 7 8	272 272 272 272	28 28 29 29	0008 0007 0007	017 984 929	0008 0016 0024 0040	3	1466 1467 1467 1467 1467	0 2 4 7									
	079		\$1 \$1 \$1 \$1 \$1 \$1 08\$	D 0 0 D 0 D 0 D 0 O	010 020 030 050 075		0419 0420 0420 0421 0422 0422	343 343 343 343 343	6 6 7 8 9	272 272 272 272 273 273	28 29 29 30	0008 0007 0007 0007	017 984 929 865	0008 0016 0024 0040	3 :	1466 1467 1467 1467	0 2 4 7 2									
	079	,	\$1 \$1 \$1 \$1 \$1 08\$	D 0 0 D 0 D 0 D 0 D 0 D 0 D 0 D 0 D 0 D	010 020 030 050 075 080		0419 0420 0420 0421 0421 0422 0422	343 343 343 343 343 344	6 7 8 9 97 5	272 272 272 272 273 273 273	8 8 8 9 9 9 30 31	0008 0007 0007	017 984 929 865	0008 0016 0024 0040	3 :	1466 1467 1467 1467 1467 1468 1468	0 2 4 7 2 3									
		,	\$1 \$1 \$1 \$1 \$1 \$1 08\$	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075		0419 0420 0420 0421 0422 0422	343 343 343 343 343	6 6 7 8 9 97 5	272 272 272 272 273 273	8 8 29 29 30 31 38	0008 0007 0007 0007	017 984 929 865	0008 0016 0024 0040	3	1466 1467 1467 1467 1467 1468	0 2 4 7 2 3 2 3									
	079))	ST ST ST ST OBS ST OBS ST OBS	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 080 100 124 125		0419 0420 0420 0421 0422 0422 0387 0376 0377 0400	343 343 343 343 343 344 345 345	6 6 7 8 9 97 5 5 6	272 272 272 273 273 273 274 274 275	28 8 29 29 30 31 38 48 48	0008 0007 0007 0007 0007	017 984 929 865 117	0008 0016 0024 0040 0060 0078	3 : 3 : 3 : 3 : 3 : 3 : 3 : 3 : 3 : 3 :	1466 1467 1467 1467 1468 1468 1467 1467	0 2 4 7 2 3 2 3 4 9									
	079))	ST ST ST ST OBS ST OBS ST OBS	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 080 100 124 125 1149		0419 0420 0420 0421 0422 0422 0387 0376 0377 0400 0400	343 343 343 343 343 344 345 347 347	6 6 7 8 9 9 7 5 5 6 16 2	272 272 272 273 273 273 274 275 275 275	28 29 29 30 31 38 48 48	0008 0007 0007 0007 0007 0006	017 984 929 865 117 214	0008 0016 0024 0040 0060 0078	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1466 1467 1467 1467 1468 1468 1467 1467 1468	0 2 4 7 2 3 2 3 4 9 9 9									
	079)	ST ST ST ST ST OBS ST OBS ST ST ST ST ST ST ST ST ST ST ST ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 080 100 124 125 1149 150 0200		0419 0420 0420 0421 0422 0422 0387 0376 0377 0400 0400 0392 0384	343 343 343 343 343 344 345 347 347 347	6 6 7 8 9 9 7 5 5 6 1 6 2 8 5	272 272 272 273 273 274 274 275 276 276 276 276	28 29 29 30 31 38 48 48 48 58	0008 0007 0007 0007 0007	017 984 929 865 117 214 287 757	0008 0016 0024 0040 0060 0078	3 3 5 5 5 7 7	1466 1467 1467 1467 1468 1468 1467 1467 1468 1469 1470	0 2 4 7 2 3 2 3 4 9 9 9 5									
	079)	ST ST ST ST OBS ST OBS ST OBS ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 080 100 124 125 1149 150		0419 0420 0420 0421 0422 0422 0387 0376 0377 0400 0400 0392	343 343 343 343 343 344 345 347 347	6 6 7 8 9 9 7 5 5 6 1 6 2 8 5	272 272 272 273 273 273 274 274 275 275 275	28 29 29 30 31 38 48 48 48 58	0008 0007 0007 0007 0006 0005 0004	017 984 929 865 117 214 287 757	0008 0016 0024 0040 0060 0078 0095	3 3 5 5 5 7 7	1466 1467 1467 1467 1467 1468 1467 1467 1468 1468	0 2 4 7 2 3 2 3 4 9 9 9 5									
	079)	ST ST ST ST ST OBS ST OBS ST ST ST ST ST ST ST ST ST ST ST ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 080 100 124 125 1149 150 0200		0419 0420 0420 0421 0422 0422 0387 0376 0377 0400 0400 0392 0384	343 343 343 343 343 344 345 347 347 347	6 6 7 8 9 9 7 5 5 6 1 6 2 8 5	272 272 272 273 273 274 274 275 276 276 276 276	28 29 29 30 31 38 48 48 48 58	0008 0007 0007 0007 0006 0005 0004	017 984 929 865 117 214 287 757	0008 0016 0024 0040 0060 0078 0095	3 3 5 5 5 7 7	1466 1467 1467 1467 1468 1468 1467 1467 1468 1469 1470	0 2 4 7 2 3 2 3 4 9 9 9 5									
	079)	ST ST ST ST ST OBS ST OBS ST ST ST ST ST ST ST ST ST ST ST ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 080 100 124 125 1149 150 0200		0419 0420 0420 0421 0422 0422 0387 0376 0377 0400 0400 0392 0384	343 343 343 343 343 344 345 347 347 347	6 6 7 8 9 9 7 5 5 6 1 6 2 8 5	272 272 272 273 273 274 274 275 276 276 276 276	28 29 29 30 31 38 48 48 48 58	0008 0007 0007 0007 0006 0005 0004	017 984 929 865 117 214 287 757	0008 0016 0024 0040 0060 0078 0095	3 3 5 5 5 7 7	1466 1467 1467 1467 1468 1468 1467 1467 1468 1469 1470	0 2 4 7 2 3 2 3 4 9 9 9 5									
REFERENCE	079 079 079)	ST ST ST ST ST OBS ST OBS ST ST ST ST ST ST ST ST ST ST ST ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 080 100 124 125 1149 150 0200		0419 0420 0420 0421 0422 0387 0376 0377 0400 0400 0392 0384 0380	343 343 343 343 344 345 347 347 348 348	6 6 7 8 9 9 7 5 5 6 16 2 8 5 77	272 272 272 273 273 274 275 276 277 277	28 29 29 30 31 38 48 48 48 58	0008 0007 0007 0007 0006 0005 0004	017 984 929 865 117 214 287 757	00 08 00 16 00 24 00 40 00 60 00 78 00 95 01 10 01 35 01 57	33	1466 1467 1467 1467 1468 1468 1467 1467 1468 1469 1470	0 2 4 7 2 3 4 9 9 5 1 3		WAVF		WEA	CLOUD			NODE	7
CTRY IO.	079)	ST ST ST OBS ST ST ST OBS	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 080 1124 1125 1149 150 2200 2272	2 SC 200	0419 0420 0420 0421 0422 0422 0387 0377 0400 0392 0384 0380	343 343 343 343 3445 347 347 348 348	6 6 7 8 9 9 7 5 5 5 6 16 2 8 5 77	272 272 272 273 273 274 275 276 277 277	28 29 29 30 31 38 48 48 48 58	0008 0007 0007 0007 0006 0005 0004	017 984 929 865 117 214 287 757 233	0008 0016 0024 0046 0060 0078 0095 0110 0135 0157	33 33 33 33 33 35 77	1466 1467 1467 1467 1468 1468 1468 1467 1467 1467 1467 1470	0 2 4 4 7 7 2 3 3 2 2 3 3 4 4 9 9 9 5 5 5 1 1 3 3	085	WAVE ERVATION	- 1	WEA- THER COOK	CLOUD		S	NODC Tation Uw 98F	
CTRY IO.	0.79 0.79 0.79	LATITU	ST ST ST ST ST ST ST ST OBSS ST ST OBSS ST ST OBSS ST ST ST OBS	TONGILA TON	010 020 030 055 0075 0080 100 124 125 149 0200 2272	20 SC SC SC SC SC SC SC SC SC SC SC SC SC	0419 0420 0420 0421 0422 0422 0387 0377 0400 0392 0388 0388	343 343 343 343 343 345 347 347 347 348 348	666778899755566162885777	272 272 272 272 273 273 274 275 276 277 277	28 88 99 99 99 98 98 98 98 98 97 97 97 97 97 97 97 97 97 97 97 97 97	0008 0007 0007 0007 0006 0005 0004	017 984 929 865 117 214 287 757 233	0008 0016 0024 0046 0060 0078 0095 0110 0135 0157	DE 7	1466 1467 1467 1467 1468 1468 1467 1468 1468 1469 1470 1470	0 2 4 7 7 2 3 3 2 2 3 3 4 4 9 9 9 5 5 1 1 3 3	DIF.	HGT PER	- 1	COOF	TIPE AMI		2 4	TATION	-
CTRY IO.	0.79 0.79 0.79	LATITU	ST ST ST ST ST ST ST ST OBSS ST ST OBSS ST ST OBSS ST ST ST OBS	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 055 0075 0080 100 124 125 149 0200 2272	2 SC 200	0419 0420 0420 0421 0422 0422 0387 0377 0400 0392 0388 0388	343 343 343 343 344 345 347 347 347 348	6 6 7 8 9 9 7 5 5 5 6 16 2 8 5 77	272 272 272 273 273 273 274 275 275 277 277	28 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0008 0007 0007 0007 0006 0005 0004 0004	017 984 929 865 117 214 287 757 233	00 0 8 00 10 00 2 4 00 4 00 00 6 00 00 7 8 00 9 5 01 10 01 3 5 01 5 7	OE 03(1466 1467 1467 1467 1467 1468 1468 1468 1469 1470 1470	0 2 4 7 7 2 3 3 2 2 3 3 4 4 9 9 9 5 5 11 13 3	085 DIF.	ERVATION	- 1	THER	CODES		2 4	TATION	-
CTRY IO.	0.79 0.79 0.79	LATITU	ST ST ST ST ST ST ST ST OBSS ST ST OBSS ST ST OBSS ST ST ST OBS	TONGILA TON	010 020 030 055 0075 0080 100 124 125 149 0200 2272	20 SC SC SC SC SC SC SC SC SC SC SC SC SC	0419 0420 0420 0421 0422 0422 0422 0422 0387 0377 0400 0392 0384 0380	343 343 343 343 344 345 347 347 347 348 348	66 67 8 9 9 9 7 5 5 5 5 6 6 12 2 8 5 7 7 7 7 7 7 7 7 9 9 9 9 9 9 9 9 9 9 9	272 272 272 272 273 273 274 275 276 277 277 277	28 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0008 0007 0007 0007 0006 0005 0004 0004	017 984 929 865 117 214 287 757 233	00086 00140 0040 0060 0078 0095 0110 01357	OE 030	1466 1467 1467 1467 1468 1468 1468 1468 1468 1468 1470 1470	0 2 4 7 7 2 3 3 2 2 3 3 4 4 9 9 9 5 5 1 1 3 3	085 DIF. 21	HGT PER	- 1	COOF	TIPE AMI		2 4	TATION	-
CTRY IO.	0.79 0.79 0.79	LATITU	ST ST ST ST ST ST ST ST OBSS ST ST OBSS ST ST OBSS ST ST ST OBS	TONGILA TON	010 020 030 055 0075 0080 100 124 125 149 0200 2272	20 SC SC SC SC SC SC SC SC SC SC SC SC SC	0419 0420 0420 0421 0422 0422 0387 0377 0400 0392 0384 0380	343 343 343 343 343 343 347 347 347 348 348	66 67 8 8 9 9 9 7 5 5 5 5 6 6 1 6 2 2 8 5 7 7 7	272 272 272 273 273 273 274 275 275 276 277 277	29 29 30 31 31 88 48 68 68 68 67 77 3	0008 0007 0007 0007 0006 0005 0004	017 984 929 865 117 214 287 757 233	00086 0016 0024 0046 0066 0078 0095 0116 0135 0157	OE, NOT OEP	1466 1467 1467 1467 1467 1468 1468 1468 1467 1468 1469 1467 1470	0 2 4 7 7 2 3 3 2 2 3 3 4 4 9 9 9 5 1 1 1 3 3 SPECI	085 DIF. 21	HGT PER	- 1	COOF	TIPE AMI		2 4	TATION	-
CTRY IO.	079 079 079 079	LATITUDE 4700	ST ST ST ST ST ST ST ST ST ST ST ST ST S	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 0050 0050 0050 0075 0080 1124 1125 1149 1150 0250 1272	20 SS SS 2 10 1 4 4	0.419 0.420 0.420 0.421 0.422 0.387 0.376 0.400 0.	343 343 343 343 343 343 345 347 347 347 347 347 348	66678899755566162885777	272 272 272 273 273 274 275 276 276 277 277 277 277 277 277	965 BAR(11 imbs) 085	0008 0007 0007 0007 0006 0004	017 984 929 865 117 214 287 757 233	00086 0016 0024 0046 0066 0078 0095 0110 0135 0157	DE 30 0 10 0 10 0 10 10 10 10 10 10 10 10 10	1466 1467 1467 1467 1468 1468 1468 1468 1467 1467 1468 1469 1147 0	0 2 4 7 7 2 3 2 3 3 2 4 9 9 9 5 1 1 1 3 3 5 PECI OF	DIF. 21 IAL TIONS	BRVATION	SEA	X6	TIPE AMI		S	TATION	-
CTRY IO.	079 079 079 079 SHIP CODE EV	LATITUU 4700	ST ST ST ST ST ST ST ST OBSS ST ST OBSS ST ST OBSS ST ST ST OBS	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 055 0075 0080 100 124 125 149 0200 2272	20 SS SS 2 10 1 4 4	0419 0420 0420 0421 0422 0422 0422 0422 0387 0377 0400 0392 0384 0380	343 343 343 343 343 343 345 347 347 347 347 347 348	66 67 8 8 9 9 9 7 5 5 5 5 6 6 1 6 2 2 8 5 7 7 7	272 272 272 273 273 274 275 276 276 277 277 277 277 277 277	29 29 30 31 31 88 48 68 68 68 67 77 3	0008 0007 0007 0007 0006 0005 0004	017 984 929 865 117 214 287 757 757 7233	00086 0016 0024 0046 0066 0078 0095 0116 0135 0157	04 04 04 04	1466 1467 1467 1467 1467 1468 1468 1468 1467 1468 1469 1467 1470	0 2 2 4 7 7 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 3 3 2 3 3 2 3 3 2 3 3 3 2 3	085 DIF. 21	HGT PER	SEA.	X6	TIPE AMI	NO3-N ug - or 1	2 4	TATION	-
CTRY IO.	079 079 079 079	LATITUU 4700	ST ST ST ST ST ST ST ST ST ST ST ST ST S	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 0050 0050 0050 0075 0080 1124 1125 1149 1150 0250 1272	© SC SC SC SC SC SC SC SC SC SC SC SC SC	0.419 0.420 0.420 0.421 0.422 0.387 0.376 0.400 0.	343 343 343 343 343 343 345 347 347 347 347 347 348	6667889975556616228855777	272 272 272 273 273 274 275 276 276 277 277 277 277 277 277	29 29 30 31 38 48 68 68 68 68 64 70 73 YEAR YEAR ORS ORS ORS ORS ORS ORS ORS ORS ORS OR	0008 0007 0007 0007 0006 0005 0004 0004	017 984 929 865 117 214 287 757 233	00088 0016 0024 004 004 004 004 004 004 004 004 00	OE, NO OO OO OO OO OO OO OO OO OO OO OO OO	1466 1467 1467 1467 1468 1467 1467 1467 1467 1467 1470 1470 1470 1470 1470 1470 1470 147	0 2 2 4 7 7 2 3 2 2 3 2 2 3 3 4 4 9 9 9 9 5 5 1 3 3 SPECIO MPIL'S O 3	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	079 079 079 079 SHIP CODE EV	4700	ST ST ST ST ST ST ST ST ST ST ST ST ST S	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 0075 100 1124 1129 1150 1250 1272 W	20 SC SC SC SC SC SC SC SC SC SC SC SC SC	0419 0420 0420 0421 0422 0387 0376 0470 0400 0400 0400 0380 0400 0380 0400 040	343 343 343 343 343 345 347 347 347 348 348 51AT 1 TER 1 TER 1 TER 1 SA 343 343 343 343 343 345 347 347 347 348 348 348 348 348 348 348 348 348 348	6667788997555661628855777	272 272 272 272 273 274 275 276 277 277 277 277 277 277 277 277 277	29 29 30 31 31 38 48 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0008 0007 0007 0007 0006 0004 0004	017 984 929 865 117 214 287 757 233 818 18 8 8 8 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00086 0016 0024 0046 0066 0078 0095 0110 0135 0157	OE 30 00 00 00 00 00 00 00 00 00 00 00 00	1466 1467 1467 1467 1467 1467 1467 1467	0 2 4 4 7 7 2 3 2 2 3 3 4 4 9 9 9 5 5 1 1 1 3 3 SPECI SERVA	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	0.75 0.79 0.79 0.79 0.79	4700	ST ST ST ST ST ST ST ST ST ST ST ST ST S	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 100 1124 1125 0150 1149 1150 1277 1170 W	2 SC SC SC SC SC SC SC SC SC SC SC SC SC	0419 0420 0420 0421 0422 0387 0377 0377 0400 0400 0392 0388 1' 'C WAA CODE	343 343 343 343 344 345 347 347 347 348 348 STATE FER TERMS	66677889975556612855777	272 272 272 273 273 273 273 274 275 277 277 277 277 277 277 277 277 277	29 29 30 31 38 48 48 48 48 48 48 48 48 48 48 48 48 48	0008 0007 0007 0007 0006 0005 0004 0004	017 984 865 117 214 287 757 233 8161MATC STAND 9351 81 EMP. 818 8 4 0 976 976	00088 0016 0024 0046 0066 0078 0095 0116 0135 0157	OE 7 7 7 7 8 0 7 7 7 7 8 0 7 7 7 8 0 7 7 7 8 0 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1466 1467 1467 1467 1467 1468 1468 1468 1468 1470 1467 1468 1468 1468 1468 1468 1468 1468 1468	0 2 2 4 7 7 2 3 3 2 4 9 9 9 5 11 3 3 SPECI SESSERVA	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	0.75 0.79 0.79 0.79 0.79	4700	ST ST ST ST ST ST ST ST ST ST ST ST ST S	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 0075 100 1124 1129 1150 1250 1272 W	2	0419 0420 0420 0421 0422 0387 0376 0470 0400 0400 0400 0380 0400 0380 0400 040	343 343 343 343 343 345 347 347 347 348 348 51AT 1 TER 1 TER 1 TER 1 SA 343 343 343 343 343 345 347 347 347 348 348 348 348 348 348 348 348 348 348	666788997555661228855777	272 272 272 272 273 274 275 276 277 277 277 277 277 277 277 277 277	29 29 30 31 38 48 48 48 48 48 48 48 48 48 48 48 48 48	0008 0007 0007 0007 0006 0004 0004	017 984 929 865 117 214 287 757 233 RIGINATO STA': ST	00086 0016 0024 0046 0066 0078 0095 0110 0135 0157	DE 0300 000 000 000 000 000 000 000 000 0	1466 1467 1467 1467 1467 1467 1467 1467	0 2 2 4 7 7 2 3 3 2 2 3 3 4 9 9 9 5 1 1 3 3 SPECIO OF MARY 13 SPECIO OF MARY 15 1 5 PECIA OF MARY 15 1 5 PECIA OF MARY 15 1 5 PECIA OF MARY 15 1 5 PECIA OF MARY 15 1 5 PECIA OF MARY 15 1 5 PECIA OF MARY 15 1 5 PECIA OF MARY 15	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	0.75 0.79 0.79 0.79 0.79	4700	ST ST ST ST OBS ST OBS ST OBS ST OBS ST OBS ST ST OBS ST ST ST ST ST ST ST ST ST ST ST ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 100 1124 1125 0150 1272 11/10 W	20 SC SC 10 144	0419 0420 0420 0421 0422 0387 03776 03776 03776 03778 0378 03780 0400 0400 0392 0384 0380	343 343 343 343 344 345 347 347 347 348 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	6666778899755566128855777	272 272 272 273 273 273 273 275 275 275 277 277 277 277 277 277 277	29 9 30 31 31 38 48 48 48 48 48 48 48 48 48 48 48 48 48	0008 0007 0007 0007 0006 0005 0004 0004 0002 0007 0007 0007 0007 0007	017 984 865 117 214 287 757 233 8161MATC STAND 9351 18 TEMP. 818 4 0 976 9904 838 9904 838 9904 838 9904 838 9904 838	00088 0014 0000 0018 0014 0000 0018 0014 0000 0018 0014 0014	OE 030 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	146614671146711467114671146711467114671	0 2 2 4 7 7 2 3 3 2 4 9 9 9 5 5 11 3 3 SPECIAL SERVA	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	0.75 0.79 0.79 0.79 0.79	4700	ST ST ST ST ST ST ST ST ST ST ST ST ST S	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 100 1124 1129 1150 1250 1272 17/10 W	2	0419 0420 0420 0421 0422 0387 0376 0470 0400 0400 0400 0380 0400 0400 0400 040	343 343 343 343 343 345 347 347 347 348 348	6666788997555661628855777	272 272 272 273 273 273 274 275 275 276 277 277 277 277 277 277 277 277 277	965 SARCH TIME TO SEE SEE SEE SEE SEE SEE SEE SEE SEE SE	0008 0007 0007 0007 0006 0004 0004 0004 0004	017 984 929 865 117 214 287 757 233 RIGINATO STA'R ST	00086 0016 0024 0046 0066 0078 0099 0110 0135 0157	DE (NO OCC)	146614671146711467114671146711467114671	0 2 2 4 7 7 2 3 3 2 2 3 3 4 9 9 9 5 5 1 1 3 3 SPECIA SESERVA	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	0.75 0.79 0.79 0.79 0.79	A700	ST ST ST ST OBS ST OBS ST OBS ST OBS ST OBS ST OBS ST OBS ST OBS ST OBS ST ST ST ST ST ST ST ST OBS	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 100 1124 1125 0150 0272 000 010 000 000 000 000 000 00	20 SC 10 144	0419 0420 0420 0421 0422 0387 0376 0400 0400 0377 0400 0377 0400 0400 0392 0386 0386 0387 0400 0400 0392 0400 0400 0392 0400 0400 0400 0400 0400 0400 0400 04	343 343 343 343 345 347 347 347 348 348 348 348 344 344 344 344 344	6666788997555661628855777	272 272 273 273 274 275 276 277 277 277 277 277 277 277 277 277	PEAR PEAR PEAR PEAR PEAR PEAR PEAR PEAR	0008 0007 0007 0007 0006 0005 0004 0004 0002 0007 0007 0007 0007 0007	017 984 865 117 214 287 757 233 8161NATC 51AA 10 9351 81 EMP. 4 0 976 9904 838 9904 838 9904 838 9904 838 9904 838 9904 838 9904 9904 9904 9904 9904 9904 9904 990	00088 0016 0024 0039 0058 0076	DE 03(0) 00 00 00 00 00 00 00 00 00 00 00 00 0	146614671146711467114671146711467114671	0 2 2 4 7 7 2 3 3 2 4 9 9 9 5 5 11 3 3 SPECIA SEERVA O 3 SPECIA SEERVA O 1 1 1 1	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	079 079 079 079 079 079	A700	ST ST OBS ST OBS ST ST ST OBS ST ST ST ST ST ST ST ST ST ST ST ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 010 0124 1125 1150 1220 1227 2272 1170 W	2 SC SC 10 14 4 4	0419 0420 0420 0421 0422 0387 0376 0377 0378 0380 0400 0400 0392 1 ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '	343 343 343 343 343 344 345 347 347 348 348 348 344 344 344 344 344 344 344	666788997555661628855777	272 272 272 273 273 274 275 276 277 277 277 277 277 277 277 277 277	965 888 999 301 888 888 888 888 888 965 868 868 868 868 868 868 868 868 868 8	0008 0007 0007 0004 0004 0004 0004 0004	017 984 929 865 117 214 287 757 233 8161MATC STA'L STA	0008 0016 0024 0045 00157 0006 0016 0006 00157 0006 0016 0006 0016 0006 0016 0006 0016 0006 0016 00076 0009 0016 0009 0009	O 3 (O 3 (O 3) O 3) O 3 (14666 1467 1467 1467 1468 11467 1468 11467 1467 1467 1467 1468 1467 1467 1467 1467 1467 1467 1467 1467	0 2 2 4 7 7 2 3 2 2 3 3 4 9 9 9 5 5 10 3 SPECIAL SPECI	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	079 079 079 079 079 079 079 079	LATITU CAST	ST ST ST ST OBS ST OBS ST OBS ST OBS ST OBS ST OBS ST OBS ST OBS ST OBS ST ST ST ST ST ST ST ST OBS	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 100 1124 1125 0150 0272 000 010 000 000 000 000 000 00	20 0 5 5 5 5 10 1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0419 0420 0420 0421 0422 0387 0376 0400 0400 0377 0400 0377 0400 0400 0392 0386 0386 0387 0400 0400 0392 0400 0400 0392 0400 0400 0400 0400 0400 0400 0400 04	343 343 343 343 345 347 347 347 348 348 348 348 344 344 344 344 344	66667889975556162885777	272 272 273 273 274 275 276 277 277 277 277 277 277 277 277 277	29 30 31 38 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0008 0007 0007 0007 0006 0005 0004 0004 0002 0007 0007 0007 0007 0007	017 984 9865 117 214 287 757 233 RIGINATO STA'R	00088 0016 0024 0039 0058 0076	OE, 801	146614671146711467114671146711467114671	0 2 2 4 7 7 2 2 3 3 2 2 3 3 2 4 9 9 9 5 5 1 1 1 3 3 SPECIA SESSERVA D	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	079 079 079 079 079 079	LATITU CAST	ST ST ST OBS ST ST ST ST ST ST ST ST ST ST ST ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 0100 0124 1125 0150 027 000 000 000 000 000 000 00	20 SC 100 144	0419 0420 0420 0421 0422 0387 0376 0377 0376 0377 0430 0400 0392 1 ' 'C' WAA CODE 1 ' 'C' 0403 0401 0401 0402 0415 0402 0405 0405	343 343 343 343 343 345 345 347 347 348 348 348 344 344 344 344 344 344 344	6667889975556612855777	272 272 273 273 274 275 276 277 277 277 277 277 277 277 277 277	965 888 888 888 888 888 888 888 888 888 8	0008 0007 0007 0004 0004 0004 0004 0007 0007 0007 0007 0007 0007 0007 0007 0007	017 984 865 117 214 287 757 233 8161MATC 181 TEMP. 9351 181 TEMP. 191 V8 44 0 976 990 990 990 990 990 990 990 990 990 99	00088 0018 0002 0008 0018 0018 0013 3	O 3 (O C F C C C C C C C C C C C C C C C C C	14666 1467 1467 1467 1467 1468 14688 1469 1467 1467 1467 1467 14688 14688 14688 14688 14688 14688 14688 14688 14688	0 2 2 4 7 7 2 3 2 2 3 3 4 9 9 9 5 5 10 3 SPECIAL SERVA	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-
CTRY IO.	079 079 079 079 079 079 079 079	4700	ST ST ST ST OBS ST OBS ST ST ST ST ST ST ST ST ST ST ST ST ST	D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	010 020 030 050 075 100 1124 1125 1150 1250 1272 1770 W	2	0419 0420 0421 0422 0387 0470 0400 0400 0392 0380 0380 0400 0392 0380 0400 0392 0400 0392 0400 0396 0400 0396 0400 0396 0400 0396 0400 0396 0400 0396 0400 0396 0400 0396	343 343 343 343 343 345 347 347 347 348 8 8 172 172 172 172 173 174 174 174 174 174 174 174 174 174 174	66677889975556612885777	272 272 273 273 274 275 277 277 277 277 277 277 277 277 277	965 BARCHAR 965 BA	0008 0007 0007 0004 0004 0004 0004 0004	017 984 865 117 214 287 757 233 8161MATC 181 TEMP. 9351 181 TEMP. 191 V8 44 0 976 990 990 990 990 990 990 990 990 990 99	0008 0018 0018 0018 0018 0018 0018 0018	OE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	146614677146771467714677146771467714677	0 2 2 4 7 7 2 2 3 2 2 3 2 4 9 9 9 5 1 1 1 3 3 SPECIA SESERVA D D D D D D D D D D D D D D D D D D D	DIF. 21 IAL TIONS	PO4-6	SEA.	X6	TIPE AMI	NO3-N	SIO4-Si	Oll7	-

EFERENCE RY IS	0.	SHIP	LATITU	Dŧ	LON	BITUDE	DAIFT	MAR		STA	ITION IG ALT		YEAS	2		STAT	ION		DEPTH TO BOTTOM	DEP1	Н	085	WAVI ERVAT		WE:	R C	LOUD		S	NODC TATION UMBER
OE N	0.			1/10		1/1	0 -	10°	1*	MO	DAY	HR,1/10	1	_	NO.	ипи	BER		BOILOW	S'MP	L°S	DIR	HGT P	R SE	A COL	17	PE A M	7		UWBEK
1 5	40 8	Eν	4722	N	048	18 W		149	78	05	19	094	196	5 (003 93	52		О	159	0.1	L	36.	4 2		X4	7	, l ₈			118
									WA	TER		WIND	в.	ARO-	AIR TE	MP.		VIS.	NO.		PECIA	- 1								
									COLOR	TRAN (m)		SPEE OF FOR	- 17	ETER mbs}	DRY BULS			CODE	OBS. OEPTHS	OBSE										
											32	518	1	56	028	0.	28 2	2	04											
	н	R 1/10	CAST NO.	C A TY		DEPTH	(m)	т	°C		s • 1.	SII	SMA-T		SPECIFIC VOLU		₹ Z OYN X	. M.		UND	0;	2 ml/l	PO.		101AL- 19 - 01/		02−N - at/l	NO3-N ug - ot/f	\$1 O4-\$1 µg - 01/\$	рН
				S.	гр	000	0	0	140	32	84	26	30	-	001727	3	000	00	149	526										
		094		08	5	000	0	0	140	32	835	26	30						149	526										
				S	TD	001	0	0	067	3.2	84	26	35	-	001681	2	001	17	144	495										
				S	T D	002	0	0	006	32	85	26	39	-	001643	3	003	34	144	469										
				S	T D	003	0	-01	044	32	87	26	43	1	001606	5	005	0 6	144	448										
					CI	005		-0	111	32	94	26	51	1	001530	1	008	31	144	421										
		094	4	08	5	005	0	-0	111	32	938	26	51						144	421										
					TD .	007	5	-0	124	33	09	26	64	1	001408	0	01	18	144	421										
		094	4	08		008	0	-0	127		122	26	666						144	421										
					TD	010			106		25		76		001289		015		144	436										
				S	T D	012	5	-01	045	33	43	26	88	1	001174	4	018	33	144	471										
		094	•	08	5	014	5	01	032	33	576	26	96						149	512										

REFER	ID.	SHIP	LATITU	DE	LON	GITUDE	RIFT	MAR	SDEN JARE	STA	TION		YEAR	CRU		NATO			DEPTH	DEP	тн	ОВ	WAV SERVA			WEA-	CLOUD			NODC TATION
CODE		CODE		1/10		1/1		10*	1"	MD	DAY	HR.1/10		N		NUM			BOTTON	s'M		CIR	HGTP	ER SI		CODE	TYPE AM1			UMBER
31	540	EV	4722	N	048	07 W		149	78	05	19	106	965	00	3 93	153		b	181	0	2	35	3 3			X4	7 8			0119
									WA	TER		MIND	BAR			EMP.	c		NO.	Ι.	PECIA]							
									COLOR	TRAN	S. DIR	SPEED OR FORCE	MET	ER	EULB	B C		21V 1001	OBS. DEPTHS	0000		TIONS								
											34	516	17	3	033	03	3	5	05											
		MESSENG TIME HR 1/1	CAST NO.	CAS		DEPTH	(m)	1	o* 1		s •/	SIG	1- AN		CIFIC VOI		DYN X	1. M. 10 ³		UND OCITY	0	2 ml/		4-2			NO ₂ =N ug = o1/1	NO3~N yg - at/1	SI O4-Si µg - at/1	
				51	D	000	0	0	133	32	82	262	29	00	1737	14	000	0.0	14	523	1									
		10	6	089	,	000	0	0	133		816									523					,					
				ST	D	001	.0	0	075	32	83	263	34	00	1693	1	00	17	14	499										
				ST	D	002	0	0	025	32	84	263	38	0.0	1656	7	00	34	14	478										
				ST	D	003	0	-0	017	32	86	264	1	00	1625	9	00	50	14	460										
				S T	D	005	0	-0	076	32	89	264	16	0.0	1580	7	001	32	14	437										
		100	6	085	5	005	0	-0	076	32	887	264	•6						14	437										
				ST	0	007	5	-0	089	33	01	265	6	0.0	1480	16	01	21	14	436										
		10	6	OBS	5	009	0	~0	097	33	109	266	4						14	437										
				ST	0	010	0	-0	053	33	27	267	76	0.0	1294	2	019	55	14	461										
				ST	0	012	5	0	025	33	54	269	4	0.0	1124	1	018	36	14	505										
		10	6	OBS	5	014	0	0	050	33	630	270	00						14	520										
				S T	Q	015	0		052	33	63	270		0.0	1068	10	02	13		522										
		10	6	088		016			055		638					-				526										

EFERENCE	SHIP			10110171107		RSDEN	STATIO	ON I		AR C	ORIGIN	ATO	2.8	DEPTH	DEPTI		WAVE SERVATIO	. N. C	WEA-	CLOU		NODC
DE NO.	CODE	LATITU	1/10	LONGITUDE			MO D			AR C		STAT NUM		BOTTON	0.5	000	HGT PER		CODE	TYPE A		TATION
1 540	Ev	4723	N	04751 W	149	77	05 19	9	122 19	65 (003 93	54		0210	0.2	35	3 3		х4	6 8		0120
						WA	TER		WIND	BARO-	A IR TE	MP.	T VIS.	ND,	C.P.	CIAL						
						COLOR	TRANS (m)	DIR.	SPEED OR FORCE	METER (mbs)	DRY BULS		LB CODE	OBS. DEPTHS	03380	VATIONS						
							:	34	+	186	039	0:	33 6	07								
	MESSENG TIME HR 1/1	CAST NO.	C A		lm J	T °C	5 -	٠/	SIGMA		PECIFIC VOLU		₹ △ D DYN. M x 10 ³		DCITY	02 ml/t	PO4-		OTAL~P ug = at/f	NO2-1 vg = al/	SI O4-SI µg = 01/I	
		ļ	51	ro 0000		106	328	3	2632	- 1	001712	9	0000	14	511	_						İ
	12	2	089	0000) (106	3282	27	2632					149	511							
			S1	TD 0010) (100	328	3	2632	(001708	3	0017	145	510							
	12.	2	085	001	7 (0095	3282	29	2633					145	509							
			SI	rD 0020) (0069	3284	4	2635	(001682	2	0034	14	498							
			\$1	ro 0030) -(0006	328	7	2641	(001622	3	0051	14	466							
	12	2	089	0041	3 -(0075	329	12	2648					144	436							
			5	rD 0050) -(0076	3293	3	2649	(001547	7	0082	144	437							
			51	D 007	5 (0081	3302	2	2656	(01475	9	0120	14	441							
	12	2	083	0084	÷ -(0082	3306	61	2660					144	442							
			51	010	-(0069	3319	5	2667	(001379	4	0156	144	452							
	12	2	OB:	0110) -(1500	3320	00	2673	0												
			S1	012	5 -(0049	332	3	2672	(001325	2	0190	144	466							
			51	rD 0150) -(0030	3334	4	2680	(001249	1	0222	144	481							
	12	2	089	017	2 -0	0012	3348	85	2691					144	495							
	14																					

	ENCE	SHIP				- =	MARS	OEN	STA	TION				ORIGIN	OTAR	R*S		DEPTH	DEPT	1	WA			WEA		000			NODC
TRY ODE	ID. NO.	COOE	LATITU	1/10	LONGITUOE	DAIF	10.		MO	(GM)	HR,1/10	YEAR	CRU N-		STATI NUM			01 MOTTO8	1 00	"	BSERV.		NS SEA	CODI	.	ODES			TATION UMBER
31	540	EV	4723	N	04733 W		149	77	05	19	137	1965	00	3 93	55		o	267	02	36	3	4		x 2	6	8			0121
							[W.A.	TER	I	WIND	BAR	0-	AIR TE	MP.	ς.	V15.	NO.		ECIAL	7								
								COLOR	TRAN (m)	S. DIR	SPEED OR FORC	1-1-		DRY BUL8		ET LB	cons	OBS. DEPTHS		VATION	5								
										34	508	20	7	028	0.2	8	7	07											
		MESSENG TIME HR 1/10	or NO.	CAI		(m)	7	°C		٠4.	SIG	M A -T		CIFIC VOLU		140	∆ 0. 10³		DOITY	0 2 ml	/I I	9 - 0		1014 L-P ug = 011		2+N 01/1	NO3-И 1/10 - 84	SI O4-Si ug - o1 I	рН
				51	D 000	0	01	34	32	84	26	31	00	1722	1	000	00	145	24										
		137	7	089	000	0	0 1	34	32	837	26	31						145	24										
				ST	D 001	0	0.0	60	32	85	26	36	00	1669	9	00	17	144	92										
				51	002	0	0.0	07	32	86	26	40	00	1636	1	00	33	144	70										
		137	7	OBS	002	5	-00	12	32	867	26	41						144	62										
				S 1			-00		32	-	26			1618		00	50	144	61										
				ST			-00		32		26		00	1589	6	00	82	144	•60										
		137	7	OBS			-00			900								144	-										
				51			-01		32		26		00	1503	7	01	21	144											
		137	7	OBS			-01			994					_			144											
				SI			-01		33		26			1430		01		144											
		137	,	51			-01		33		26	_	00	1335	9	01	92	144											
		13		089			-01			191	26	-	00	11711	,		٠,	144	_										
				\$1 51		-	-00		33		26			1246		02		144											
		137		089				92	33	74 078	27 27		00	1011	U	02	5 V	145											

ERE	NCE	SHIP					PRIFT OCTR	MA	SDEN	ST A	TION T	IM E			O RIG	NATO	ers .		EPTH	MAX		WA	VE A TION		WEA-		OUD			NOOC
r E	10. NO.	CODE	LATITU	OE 1/10	101	AGITUDE '1/'		10*	UARE	***	GMTI DAY F	19.1/10	YEAR		3210	STATI			TO TTOM	OF S'MPL	01		PER	- 1	CODE	_	DES			TATION UMBER
	540	EV	4722		04	718 ¥	-	149	-				1965	0.0	3 93	156		03	20	03	_		2		X2	6	8			0122
. '	9401	E V	4122	IN	04	/ 10 P	,	1147		TER		VINO	BAI			EMP.		1	10.	_		٦	× 1	1	^ ~	. 0	0		, ,	1142
									COLO		S. DIR.	SPEED	M E1	ER	DRY BULB	W BU		. 0	ne		CIAL	s								
											33	513	21		022	01	7 8	0	5			1								
	ſ	MESSENGP						T		1	1	1		Ť			₹ 🛆 (Ή.							610 6	
		HR 1/10	약 NO.	CA TY	PE	DEPTH	(m)		ī °C		* : .	SIG	M A T		CIFIC VOI		DYN. /	w.	VELO		02 ml		O4=P g = a111		g = atri	ng -		NO3-N	\$1 04-\$1 pg = al. 1	pН
				5	TD	000	00	0	243	33	07	264	41	00	1624	+1	0000	, T	145	75										
		150)	0B		000			243		065	26							145											
				5	TD	001	0	0	160	33	10	26	50	0.0	1538	39	0016)	145	41										
				5	TD	002	20	C	090	33	13	26	57	0.0	1473	30	0031		145	11										
						003	0	0034		33	17	26	64	0 (1412	2.2	0045	,	144	88										
		150)			0045		-0027		33	237	26	72						144	463										
			STD 00		009	0	- C	025	33		26	73	0.0	1323	31	0073	3	144	65											
					TD	00.			015		35	26	80	0 (1250	3	0105	,	144	175										
		150)	08		009	_	- C	006		508	26	93						144	86										
					TD	010	-	_	000		53	26	94	_	01119	-	0134	ŀ	144	89										
					CT	012			069	33		27		0.0	0098	15	0161		145											
		150)	ов	S	012		C	072	33	768	27	0 9						145	29										
					ΤD	019			131	33		27.	-		00869		0184		145											
					CT	020			228	34		27			0068		0223		146											
					CT	029			293		52	27			00581		0254		146											
				S	TD	030	0.0	C	324	34	64	27	60	0.0	0523	99	0282	2	146	81										
		150)	οв	S	T030	7	C	326	34	648	27	60						146	83										

VCE .	SHIP	LATITU	JDF	102	NGITUDE	CTR.	MAR		STATIO	N TIM		EAR	CRUI	ORIGI	STAT		ا إ	DEPTH	DEPT	H OF	W A SERVA	VE A TIONS	WEA		LOUD		١,	NOOC	
ID. NO.	CODE		1/10		1/10	INDC	10*	1.	MOTOA	Y HR.	1/10		NO		NUA		81	OTTOM	OF S'MPL		HGT	PER SEA	COD	TY	PE AM1	-		NUMBER	
540	EV	4722		04.	704 W		149			16		26.5	00	3 93	5.7		h	927	09			2	X 2	1				0123	
1401	LV	4122	14	04	104 W	,	147	WA		WI		1		AIR TI		*C	$\neg \Gamma$	NO.			ן "ו	2	1 1 2	, ,	. 0	1	- 1	01231	
								COLOR	TRANS.	31R.	SPEED OR FORCE	METI (mb)	ER	DRY		VET CO	15.	OBS. DEPTHS	OBSER	VATIONS									
									1	-	11	220	0	056	0	50 8	+	11			1								
	MESSENG	CAST	CAF										1	fic VOL		Σ Δ	Б,	т-'	JNO		٦.	O4-P	107	L	2. 11	NO N	00.0	_	5
	TIME HR 1/10	º NO.	TYE		DEPTH	(m)	*	*C	5 *	.	SIGMA	A - T		MALY-1		DYN. X 10			CITY	Og mi.		- 01/1	10TAL=1 µg - 01/1		01/1 - 01/1	NO3-N yg - at/1	SI O₄−S µg - al/		c
			ST	D	0000)	0:	314	3350		2670)	00	1352	5	000	0	146	12										\prod
	16	7	085	5	0000)	0	314	3350	0	2670)						146	12										
			ST	D	0010)	0.	269	3364		2685	5	00	1209	7	001	3	149	96										
			ST	D	0020)	0.7	205	3373		269	7	00	1092	6	002	4	145	71										
	16	7	OBS	à	0029	5	0	167	3376	1	2703	3						145	555										
	167	7	OBS	5	002	7	0	133	3377	8	2706	5						145	41										
			ST	.)	0030)	0	140	3379		270	7	00	1002	1	003	5	145	44										
	16	7	0B5		0049			252	3400		2716							146											
			ST		0050			252	3401		2716			0918		005	4	146	00										
			ST	D	0075	5		251	3414		2726			0820		007	6	146	606										
			51	C	0100		0.7	251	3427		273		000	723	4	009	5	146	511										
	167	7	OBS		0122			250	3437		2749							146											
			ST		0125			257	3439		2746		00	0639	6	011	2	146	-										
	167	7	085		0146			297	3449		2750							146											
			ST		0150			301	3450		2751			0596		012		146											
			ST		0200			339	3466		2760		000	0515	5	015	5	146											
	16	7	OBS		T021			350	3470		2762							146											
			ST		0250			356	3473		2764			0483		018		146											
			ST		0300			365	3476		276		000)474	7	020	4	147											
	167	7	085		0389			376	3480		2768							147											
			ST		0400			376	3481		2768			0457		025		147											
			51		0500	_		378	3484		2770		00	0446	5	029	6	147											
	16	7	OBS		1058		0:	380	3485	6	277							147	754										
			S 1		0600			380	3486		2772			0442		034		147											
			\$T		0700			381	3487		2772		00	0445	5	038	5	147											
	16	7	OBS		0764			382	3487		2772							147											
			ST		080			380	3488		277:		00	0449	3	043	0	147											
	16	7	OBS	5	T085	5	0:	374	3487	9	2774	4						147	798										

REFER	ENCE					_ 2	MAP	SDEN	STAT	ION: I	IME		T	ORIGIN	ATO	R'S	OEP	th	MAX.	Τ	WA	A V E		WE		CLOU	<u> </u>		NO	DC
CTRY	ID.	CODE	LATITE	J D E	LON	IGITUDE ES	SOU	ARE	- 1	G M TI		YEAR	CRUIS	E :	STATI	ON	TC	>	OEPTH OF	08	SERV	A TIO	NS	THE	R [COOE			STAT	ION
CODE	NO.	0001		1/10		1,10	10*	1*	MO	YAC	IR,1/10		NO		MUM	888	BOTT	0 M	S'MPL"	DIR	НG	TPER	SEA	CDE	Ţ	YPE A	AT		NUA	ABER
31	540	Ev	4721	Ν	046	50 W	149	76	5 1	9	83 1	965	003	939	58		122	5	11	36	2	3		X 2		6 8			01	24
								WAT	€R		WIND	BAR	o. L	AIR TE	MP.	°C VIS	NO		SPE	CIAL										
								COLOR	TRANS	DIR.	SPEED	METI		DRY	BU	ET COD				ATIONS										
								COOE	(1117)		FORCE	(mbs		BULB	1 80	1.0	-	-			-									
										33	509	234	4 0	50	04	4 8	11				1									
		MESSENG	CAST	CA	RD	DEPTH Im1	١,	·c	١,	٠/			SPECIF	ic vota	IME	≥ △ 0	. .	sour	ND			PO 4-	p r	OTAL-	PN	0 ₂ -N	NO3-1	SIO	-s.	
		11ME HR 1/10		ŧγ		DEPIH (M)	} '	C	,	-/	SIGM	A 1		MALY-X1		DYN, A x 10 ³	I	ELO		02 ml/		g - o1		vg = 01/		- 01/				pH
		718 17 10	<u></u>			2222	+ -				1245						+				+		+		+		_	+		
		101			TD [0000		386	339	-	269	_	001	106	9	0000		46							ŀ			1	- 1	
		183	5	OB:		0000		386	339		269		000	0000	,	0010	-	46	-											
					TD TO	0010		313	339		270			982		0010		46												
		183	2	OB:		0020		269 266	340		271 271		000	900	J	0020		46												
		10.	7		5 T 0	0030		275	341		272		000	8608	۵	0020		461												
		18:	2	OB:		0047		293	341		272		000	78000	О	0029		461												
		10.	,		3 T D	0050		263	341		272		000	8132	2	0045		46 46												
		183	2	OB:		0058		193	341		273		000	,0134	_	0042		45												
		10.	,		10	0075		223	342		273		000	6999	9	0064		459												
					TD	0100		262	344		274			619		0081		46												
					T D	0125		295	345		275			5594		0096	_	46												
		183	3	0B		0136		307	345		275					00,0		46												
					TD	0150		317	346		275		000	528	5	0109		46												
				S	TD	0200	0	348	347	1	276	3	000	486	7	0135		46												
		183	3	0 B	S	T0236	0.3	364	347	63	276	6					1	468	89											
				S	T O	0250	0:	366	347	7	276	6	000	4631	8	0158	1	469	92											
				S	T D	0300	0	370	348	0	276	8	000	4491	В	0181	1	470	03											
				S.	T D	0400	0:	377	348	4	277	0	000	436	1	0225	1	47	23											
		183	3	OB:	\$	T0418		378	348	46	277						1	472	26											
					T D	0500	0:3	378	348	_	277	_		431		0269	1	474	40											
					T 0	0600	0:	379	348	8	277		000	4264	4	0312	1	479	57											
		183	3	083		0627		379	348		277							476												
					TO	0700		374	348		277			4232		0354	_	47	-											
					TD	0800		369	349	-	277		000	4218	В	0396		478												
		183	3	OBS		10832		367	348		277							479	-											
					TO	0900		364	349		277			4211		0439	_	480												
		16	•		T D	1000		360	349		277		000	14246	5	0481		48												
		183	3	0B		1065		357	349		277							482												
		1.6	2		TD	1100		351	349		277	-	000	14202	2	0523		482												
		183	5	OB:	5	T1119	0 :	347	349	04	277	9					1	48	30											

FER	ENCE	SHIP					- ec	MARSE		STA	TION T	IME			ORIG	INATO	R*5	DEPTH	DEPTH	. 1	WAVE		WEA		QUO			NODC
Y SE	10. ND.	CODE	LATITU	DE 1/10	LONGIT	17/10	DALF	SQUA		440	(GMT)	IR 1/10	YEAR	CRU		STAT		BOTTO	0.6	1 ~	SERVAT		COD		DDES			TATION UMBER
_														+					1			1 3E 4	-		+			
1 [540	EV	4722	N	04634	+ W	1.	149 [76 (02 1 VINO	1	1	3 9:	359 TEMP.	۴.	1253	11	1.35	14 14		X1	6	6		(0125
									OLOR	TRAN	+	SPEED	BAF		DRY	$\overline{}$	/ET CO	of 083.	000000	ECIAL VATIONS								
									CODE	(m)	Dik.	FORCE	lmb		BULE		JL8	DEPTH	S OUSER		}							
											36	509	23	7	067	0	61 8	09										
	ĺ	MESSENG#	CAST	CA	RD -							1		SPEC	IFIC VO	LILALE	\$ △ 0	50	UND		, PO.	0	TOTAL-	P NO	N	NO3-N	SI 04SI	
		TIME :	NO.	TY		EP1H (π)	T	T	1		SIGN	A-1		OMALY-		DYN. /	A	OCITY	02 ml/	νg.		ид = o1/			ug - al/l	29 - at /	pН
	ł	HR 1/10		-	-0	2000		0.11	O 1	2.	0.0	340		100	1000						-	-+		+	-	-		-
		307			,	0000		04		34		269		100	1089	9 7	0000		695									
		202		OB:		0000 0010		04	-	34	081	269 270		0.0	101		0011		695									
						0020		04		34		271			0944		0011		696 696									
						0030		04		34		272			0878		0025		696									
						0050		04		34		273			076		0046		693									
						0075		04		34		274			0652		0063	_	687									
						100		03		34		275			0572		0079		676									
		202		0B		0119		039	_	-	645	275					•		666									
						125		03	44	34		275		00	0536	58	0093		660									
		202		0B	5 (134		03:	31	34	626	275	8					14	656									
				S	TD (150		039	58	34	69	276	0	00	050	73	0106	14	671									
		202		0 B S	5 (165		038	80	34	745	276	3					14	684									
						200		03	79	34	77	276	5	00	0472	28	0130	14	690									
				5.		250		03	78	34	80	276	7	00	0453	38	0153	14	698									
						300		03		34		276			0442		0176	14	706									
				5		400		03		34		277		00	0419	94	0219		722									
		202		0B		0414		03.			867	277							725									
						500		03	-	34		277			041	_	0260		738									
						0600		03		34		277		00	0409	92	0301		754									
		202		0B		0619		036		_	894	277							756									
						700		036		34		277	-		040		0342		76 9									
		202		_		0080		036		34		277		00	0410	02	0383		784									
		202		089		0825		036		_	902	277							787									
						900		039		34		277			0409		0424		797									
						1000		034		34		277		00	0409	97	0465		811									
						1027		034	4.9	24	903	277	H					14	815									
		202 202		0B9		1067		034			902	277							822									

10.	CODE	LATITU		LONG		DRIFT	SQU			IG M			YE AR	CRUIS		ATION		DEPTH 10 BOTTOM	MAX. DEPTH OF		OBSE	VA VE RVA TI	ONS		THER		LODE	5			STA	ODC ATION MBER
NO.	1 1		1/10		1/10	-	10"	1.	MO	DAY	HR,1	/10		NO.	N	JAMBER		101107	2,Wbr.	S DI	9 -	GT PE	P SE	ΕA		- 11	PE A	Nº F			NO	- NIGER
1540	lEv	4722	N	046	20 W		149	76		19	2 1 i		965		936			0540	05	3	4 3	4		1	X 1	1 6	2				0	126
								COLOR	-	,	1 5	PEED	8AR MET	J	DRY	WET.	VIS.	NO, OBS.	SPE	CIAL												
								CODE	(m)			OFCE OF	(mb		BULB	BULS	[COD.	DEPTHS	OBSEKV	A 1101	" "											
										36	5 51	04	24	0 0	50	044	8	07														
	MESSENGE		CAR		DEPTH	lm)	ī	*c		s °/4	.	SIGN	A-T		C VOLUA	, 0	ΔD	1 20	UNO	021	ni/I	PO.			TA (= 1		D2-N	. 1	03+N	51 0 4		pН
	HR 1/10			`					1								x 103	1				νg.		200	. 01/1	μg	- ot/	1 P.8	- at. 1	pg -	21	
			ST		0000		0.4	+72	34	22	- 1:	271	1	000	9640	0	000	146	88											1		
	218	3	085		0000			+72		21		271						146														
			5 T		0010			69	34			271		000	9600	0	010	146														
	218	3	085		0015			68		23		271						146														
			ST		0020		-	04		27		272		000	8566	0	019		564													
	218 218 218	3	0B5		0024			60		29		272						146														
			5 T		0030			60		32		273			7778		027	146	-													
			ST	_	005			62		40		273		000	7204	0	042		553													
	218	3	OBS		0074			363		49		274						146														
			ST		0079			63		49		274			6540	-	059	146														
			ST		0100	_		368		55		274			6213	-	075	146														
			ST		0129			374	_	60		275			5881	-	090	146														
			ST		0150			379		65		275			5556		104	146														
	210		ST		0200			89		76		276		000	4906	0	131	146														
	218	,	OBS		T0246			99		85		277		000				14														
			ST		0250			398		86		277			4293		154	14														
	210		51		0300			192		88		277		000	4128	0	175	14														
	218	,	OBS		T039			882		89		277		000			~ 1 5	14														
			ST		0400			382		89		277			4041	-	215	147														
			ST	U	0500	,	U,	374	34	88		277	4	000	4121	- 0	256	14	138													

31 540 EV	4720	N 04	606 W	149 76	05 19	233 196	5 003 93	61	0393 0	4 34	5 3	x1	7 2		0127	
				COLOR	TRANS DIR	SPEED .	ARO- AR TI	WET COD	NO. OBS. OBS	SPECIAL ERVATIONS						
				CODE	(m)	FORCE	(mbs) BULB		DEVINS							
11 [555 8 1	GP CAST				34	506 2	247 056	039 8	07		100 0					IJ
TIME	T NO.	CARD	DEPTH (m)	т *С	5 *4.	SIGMA-	SPECIFIC VOL	UME S A D DYN. A x 103	VELOCITY	O 2 ml/l	PO4-P	10TAL-P µg - o1/1	NO ₂ -N µg - ol/l	NO3-N pg - al/l	SI 04-Si na - 01/1	ć
		STD	0000	0502	3420	2706	001009	1 0000	14700		1					\dagger
23	33	085	0000	0502	34200		000040	4 0010	14700							
		STD	0010 0020	04 6 5 0435	3424 3428	2713 2720	000940 000880		14687 14677							
2.0		STD	0030	0412	3432	2726	000827	9 0027	14669							
23		OBS STD	0034 0050	0404 0404	34343 3444	2728 2736	000731	5 0043	14667 14671							
20		STD	0075	0404	3458	2747	000628	7 0060	14677							
23	13	OBS STD	0086 0100	0404 0411	34625 3467	2751 2753	000570	6 0075	14679 14685							
7.0		STD	0125	0420	3474	2758	000529	9 0089	14694							
23	3	08S STD	0137 0150	0423 0423	34767 3478	2760 2761	000505	3 0102	14698 14700							
23	3	085	0189	0422	34830	2765			14707							
23	13	STD OBS	0200 T0241	0431 0452	3486 34932	2766 2770	000459	2 0126	14713 14729							
		STD	0250	0447	3493	2770	000429		14728							
23	13	STD OBS	0300 T0370	0416 0374	3491 34888	2772 2775	000414	8 0169	14724 14717							
		003	, 0 , 0	0314	3.000	2117										
REFERENCE	LATITU	DE 10	NGITUDE HE	MARSOEN	STATION	TIME YEA		NATOR'S	DEPTH DEP	THI ORS	WAVE ERVATIONS	WEA-	CLOUD		NODC	
CODE NO. CODE		1/10	NGITUDE NG		MO DAY		CKUISE	STATION NUMBER	BOTTOM S'MI	F	HGT PER SE	CODE	TYPE AM		NUMBER	
31 540 EV	4721	N 04	548 W				5 003 93	62	9311 6	3 34	531	хo	x 0	ļ	0128	
				COLOR	TRANS DIR.	SPEED	ARO- ETER DRY	MP. °C		PECIAL RVATIONS						
				CODE	(m)	FORCE ((mbs) BULB	BULB	DEVINS							
	- 1				34	506 2	51 056	050 8	04	_ 1	T					T.
TIME		C ARD TYPE	DEPTH (m)	т *С	s */	SIGMA-	SPECIFIC VOL		. AEFOCITA 20000	02 ml/l	PO4-P µg-01/1	TOTAL=P ug - at/l	NO2-N µg - 01/l		SI O4-Sι μg - αΙ/Ι pH	Ĉ
		STD	0000	0545	3431	2710	000974	7 0000	14719							
00	6	OBS	0000	0545	34310	2710	000071	2 0010	14719							
00	6	STD OBS	0010 0015	0541 0538	3431 34310	2710 2 7 11	000971	3 0010	14719 14719							
		STD	0020	0528	3432	2713	000950		14716							
		STD	0030 0050	0510 0475	3433 3437	2715 2723	000923 000857	-	14710							
		STD	0075	0438	3441	2730	000791	2 0067	14689							
		STD	0100 0125	0408 03 84	3445 3450	2736 2743	000732 000673		14681 14676							
00	6	OBS	0142	0371	34534	2747			14673							
		STD	0150 0200	0372 0377	3455 3466	2748 2756	000625		14675 14687							
		STD	0250	0382	3477	2764	000480		14699							
00	6	085	T0290	0386	34868	2772			14709							
CTRY ID. CODE	LATITU	DE LO	NGITUDE HE	MARSDEN	STATION			STATION	DEPTH DEP	TH ORS	WAVE ERVATIONS	WEA- THER	CLOUD		DDON NOITAT2	
CODE NO. CODE		1/10	1/10 0 =	10* 1* /	MO DAY	HR,1/10	NO.	NUMBER	BOTTOM S'M		HGT FEE SE	CODE	TYPE AMI		NUMBER	
31 540 EV	4722	N 04	523 W	149 75 C		WIND	5 003 93	63 MP. °C	0247 0	2 35	221	X0	x 0		0129	
				CDLOR	TRANS. CIE	SPEED M	ETER DRY		OBS. DEPTHS OBSE	PECIAL RVATIONS						
				CODE	16.1	FORCE	mbal BULB	1	 							
MESSENS	GB		I		31	506 2	47 050	044 8	04	T	1 00 0			NO 1	110 6	5
TIME HR 3/1	GR CAST	C ARD TYPE	DEPTH (m)	1,0	s */	SIGMA-	SPECIFIC VOLT		. AEFOCITA ZORNO	O 2 ml/l	PO 4-P ug = 01/L	FDTAL-P pg - ol/l	NO2-N µg - al/I		SI O4−Si pH p+ al/I	C
		STD	0000	0551	3426	2705	001022		14721							П
02	7	OBS	0000	0551	34256	2705			14721							
		STD STD	0010 0020	0496 0447	3429 3432	2714 2722	000936 000862		14701 14682							
02	7	OBS	0025	0426	34335	2725	000013		14675							
		STD	0030 0050	0420 0400	3435 3439	2727 2732	000813 000765		14673 14669							
		STD	0075	0381	3446	2740	000696	1 0061	14666							
		STD	0100 0125	0369 0365	3452 3460	2746 2752	000641 000583	4 0078 3 0093	14666 146 6 9							

0005321 0107

0004441 0132

DEPTH DEPTH OF SIMPL'S

THER CODES

WAVE OBSERVATIONS

DIR HGT PER SEA

NODC STATION NUMBER

ORIGINATOR'S

STATION

REFERENCE

CODE 1D. CODE

LATITUDE

LONGITUDE LONGITUDE

M ARSDEN SQUARE

STD

STO

2768

STATION TIME

10" 1" MO DAY HR.1/10

YEAR CRUISE NO.

CTAY	IO.	SHIP	LATITU	DE 1/10	LONGITUDE	DRIFT	MAR! SQU	ARE	STATIO	MT)	٧	EAR	ORIG CRUISE NO.	STA NUA	ION		OEPTH TO BOTTO	DE	AX. PTH OF APL'S	DIR.	SERV	AVE VATION		WEA- THER CODE	CLO CD:	OES		5	NDDC TATION IUMBER	
31	540	lεν	4722	N	04452 W		149		05 2		148 19	65	003 9			<u>k</u>	214	<u> </u>	2	35	2	2		X0		0	1		0130	
								WAT	_		SPEED	BARC)•	EMP.		vis.	ND. OBS.		SPEC											
								COLOR	TRANS.	DIR.	OR	METE (mbs			VET UL8	CODE	DEPTH	SOBS	ERVA	TIONS										
								-		31	506	247	050	1	44	8	05	T			1									
									-	,,	300	27		1-	1	_		-1			1 T		_					I	Τ	\neg
		MESSEN	CAST	CAR		(m)	T	*C	5	٧.	SIGMA	1 = I	SPECIFIC VO		OY	Δ O.		LOCIT		02 ml/	3 1	PO4-P		074 L - P			NO3-N	ا\$=40 ا؟ ا/to - ولا	pН	- 1
		HR 1/1		- '''	<u> </u>						4				X	103	1	LOCII	`+		4	yg - 017	Ψ.	pg - 01/1	Dg a c	-	pg = a1/1	yg = 017	-	
				ST	0 000	0	0 9	536	343	0	2710)	000972	27	00	00	14	716	5		- 1								Į	
		04	8	OBS	000	0	0	536	342	99	2710)					14	716	5											
				ST	D 001	0	04	482	343	3	2719		00089	10	00	09	14	695	ò											
				ST			04	442	343	5	2729		000834	48	00	18		681												
		04	8	085				427	343		272							675												
				ST				422	343		2728		00080			26		674												
				ST				407	343		273		000771	39	00	42		671												
		04	8	085		-		406	343		2731							671												
				ST		-		395	344	-	2734		00075	-		61	_	671												
				ST				384	344		2738		00071	51	00	80		671												
		04	8	085				383	344	_	2738							671												
				ST				386	345		2747		00067			97		677												
				\$ T				390	345		2749		00061	41	01	13		684												
		04	8	085	017	7	0:	394	347	05	2758	3					14	691	l											

ENCE	SHIP					E E A	MARS	OEN	STATION T	3M			ORIGINA			OEPT	H OEPT		WAY AV032	ve ations	WEA-		000			ATION	
NO.	COOE	LATITE		LON	GITUDE	8 Z	sou				YEAR	CRUISE NO.		TATION UMBER		01 011 C8	0.5			PER SEA	0000		TAMI			JAMBER	
NO.			1/10		1/10		10*	1*	MO DAY H	R,1/10		140.		10 14 00 7	_		3 MFL	C 31 U.W	HGI	PEN SEA	+		+	-	_		
540	Ev l	4623	N	045	511 W	1 14	49	65			965	003				2058	1 12	34	,6	4	X1	4	2	l	0	131	
							- 1	WA:		VIND	BAR	0-	AIR TEA		- VIS	NO.	SP	PECIAL									
								COLOR	TRANS DIR.	SPEED	M ET		DRY IUL8	W ET BULB	COD	085. DEPTH		NOTAVE	1								
							-	CODI	 	FORCE	+ -	-	-		+-	-		-	+								
			,		,				01	\$10	27	4 0	89	072	8	09		,	1,			_					\neg
	MESSENG	CAST	CA		DEPTH (m.;	t	℃	5 %.	SIG	AA-T		C VOLUE		E A O		OUNO	02 m1			TOTAL-P	NO:	2-N	NO3-N	S1 O 4-S1	рН	č
	HR 1/10	Ý NO.	TY	PE	0.,,,,,					, ,,,,		ANON	ALY-XII		x 10 ³	. VE	LOCITY		29	- 01/1	MB - 01 1	nā -	al/I	µg = at/1	1' 1p - gu		С
		1	S.	t D	0000		0.5	71	3440	271	3	000	9396		000	14	+731										
	108	R	089		0000			71	34397	271		1000	,,,,	, , ,	000		731	1	1	,			,	,			, .
	-00			TD.	0010			18	3442	272		000	8629	0	009		712										
			s.		0020			72	3444	272			7988	-	017		694										
			5		0030)		33	3446	273	35	000	7424	. 0	025	14	680										
	108	В	085	5	0030)	04	33	34462	273	35					14	680										
			5	O	0050)	04	23	3452	274	0	000	6906	0	039	14	4680										
			S'	TD	0075	,	04	12	3459	274	7	000	6293	0	056	14	4680										
			S'	TO	0100)		03	3465	275			5775		071	_	682										
				TD	0125			96	3470	275		000	5352	2 0	085	_	4683										
	108	В	08:		0128			95	34707	275							46 84										
				TD	0150			394	3473	276			5128	-	098		+687										
				TO	0200			91	3479	276			4694	-	123		4695										
		_		10	0250			88	3483	276		000	4410) 0	145		1702										
	108	В	08		T0262			87	34842	27		000			1/7		4704 4714										
				T D	0300			95 15	3486 3492	27			4276		167 209	_	4740										
	108		QB:		0411			17	34929	27		000	414	, ,	209		4743										
	100	0		5 T ()	0500			391	3491	27		000	4082	2 0	250		4746										
				TO	0600			371	3490	27			4028		291		4754										
	10	я	0.8		T0635			366	34897	27				•	- / -		4758										
	100	0		TD	0700			365	3490	27		000	4079	9 0	331		4768										
				TD	0800			363	3490	27			4143		372		4784										
	10	8	0.5		0844		03	362	34895	27	76					14	4791										
				TD	0900)		359	3490	27	77	000	4189	9 0	414	14	4799										
			S	TD	1000)	03	354	3489	27	77	000	4222	2 0	456	1	4813										
	10	8	08	S	T1075	5	03	352	34893	27	77					1	4825										
			S	TD	1100)		351	3489	27		000	4298	3 0	499		4829										
	10	8	08	S	T1161	3	03	350	34890	27	77					14	4839										

REFER	ENC	٤					- ex		SDEN	STA	ATION	TIME				ORIGIN	A TOR*	2		DEPTH	MAX			WAV			WEA-		LOUD			NO	DC
TRY	10.		LATIT		LONG	SITUDE	DRIF				1G M	_	_	EAR	CRUISE		OITATE		8	TO MOTTOM	OF			SERVA			THER	- 1	ODES			STA	TION
ODE	NO	۶.	-	1/10	-	1/10	-	10"	1.	MQ	DAY	HR,1/1	0		NO.		NUMB	Ę K	+-		Z"M PL	'S	DIR	HGT	PER S	SEA		TYP	E AMT				
31	54	0 EV	4619	N	045	50 W		149	65 WA		20	138	119	965	003	934		1	$\overline{}$	640	06	L	36	3 (3		X1	0	13	}		01	32
									COLOR	1		SPE	ED:	BARC)-	DRY	WE	- v:	5, 1	NO. 085.	SPS	ECIA											
									CODE	Im		FOI		{mbs		IULB	BUL		1	DEPTHS	ORZEK	VAII	OM 2										
											0.8	50	7	281	0	7 2	06	1 8	1	08													
	MESSEN THANK HR 17	GRICAST	C.A	RD	DEPTH	,_,	Ι,	°C	T	5 *4.		GMA			c votu		≨ ∆ (D.	sou	DNC		. m [/]	PC)4~P	TC	DTA L—P	NO)2-N	NO3-N	SIO	S+		
				T	PE	Utrin					,	,	GMI	,	ANOA	ALY-XI	07	x 10 ³	3	VELC	CITY	0,	(1/11/)	h8	- 01/	ц	g - 01/I	μg	- al/l	yg - a1/1	μg -	ot/I	рН
				5	TD	000	0	0	562	34	09	2	690		001	162	0 1	0000)	147	23												
		13	8	ОВ		000	-		562		086		69(-						147													
					TD.	001		0.4	487	_	09		699		001			0011		146	94												
					TD	002			429		11		70		001	005	7	0022	2	146													
		1.3	8	ΟВ		002			429		105		701							146													
					TD	003			435	_	16		71(-	000			0031		146													
					T D	005			446		25		716		000			0050		146													
					TD	007			460		35		723		000	859	1	0073	3	146													
		13	8 8	ΟВ		008			466	_	393		725							147													
					TD	010			449	_	442		729		000			0093		146													
					T D	012			419	_	49		738		000			0112		146													
					TD	015			389	_	• 5 7		748		000	628	5 1	0129	9	146													
		1:	8 8	OB		015			387		582		749							146													
					TD	020			469	_	84		76		000	515	8	0158	3	147													
		1:	88	ΟВ		T021			478		88		76:							147													
				_	TD	025			437		+86		766		000	471	0	0182	2	147													
		13	8 8	ΟВ		T028			400		845		761							147													
					TD	030			397		85		769		000			0205		147													
					TD	040			375		90		775		000	389	2	0247	7	147													
		1:	38	ОВ		T040			374		905		776							147													
					TD	050			360		91		77		000			0285		147													
					TD	060			353		91		771		000	377	3	0323	3	147													
		10	38	0 B	S	1061	8	0	352	34	908	3 2	771	8						147	749												

REFE	RENCE	SHIP					- ac		SDEN		ION T	IME			ORI	GINAT	OR*S		DEP		DEPTH	١.		AVE		WEA		LOUD		1	NODC	
CTRY	10.	CODE	LATITU		LON	GITUDE	0.7		ARE		GMTI		YEAR		UISE		TION		BOTT	TO	OF		BSER			THER		ODES			TATION	1
CODE	NO.			1/10		17	10	10°	1.	MO (Y YAC	IR,1/10		_ N	10.	NU	MBER		-		S'MPL'S	DIE	HO	ST PER	SEA	+	TYI	Pt A 411	-			
31	540	EV	4619	N	046	35 1		149	66	05 2	0 1	73	1965	00	03 9	367	,	,	093	33	09	0.1	. 6	4		X1	4	2	1		0133 İ	1
									WAT	ER		DNIN	BAR	0.	AIR	TEMP	. °C	vis	NO	0.	000	CIAL										
									COLOR	TRANS.	DIR.	SPEED	M ET	ER	DRY		W E 1	CODI	DEP		OBSERV		S									
									CODE	tm)		FORCE	(mb	5}	BUL	В	BULB	-	100	7113			_									
											36	506	25	7	094	- (72	8	09	9												
		MESSENGE	CAST	CA	eD					Τ.		1	•	SPE	CIFIC V	OLUMI	2	Δ0		sou	ND			PO 4	- Р	TOTA L-P	NC) ₂ =N	NO3-N	SI O4~S		s
		TIME	9 NO.	TY		DEPI	4 (m)		"C	5	٠/٠.	SIG	W A - I		NOMAL		D	YN. M X 10 ³	٠ ١	VELO		03 m	121	νg - 6		μg + a1/l		- al/1	μg - at/l			C
		HR 1/10	-	-	-							-					+		+-						+			-			+	+
					ro	000			603	341		126		00	0113	18	0.0	000		147							Ì				1	
		173	3	OB:		000			603	341		26								147												
					T D	00			572	342		27			0105			11		147												
					CI	00			542	342		27			0098			21		147												
					TO	00			515	343		27			0092		-	31		147												
					T D	009			464	344		27			0079		-	948		146												
					TD	00			410	345		27			0066			66	_	146												
		1 7 4		_	TD	010			367	346		27		U	0055	68	00	081		146												
		173	5	OB.		010			362	346		27		0.0	005					146												
					TD	01			366	346		27			0052			95		146												
					TD	01			371	347		27			0049			108		146												
					TD	021			380 390	347		27			0045 0042		-	131 154		146 147												
					TD TD	031			399	348		27			0042			175		147 147												
		173		OB.		030			400	348		27		U	0041	20	U.	175		147 147												
		11.	,		TD.	041			398	349		27		0.0	0039	90	0	215		147												
					TD	051			390	349		27			0039			255		147												
		173	3	ОВ		T 05			389	349		27		•	005,	, , 0	0.			147												
		173		OB.		05			384	349		27								147												
		11-	,		TD .	06			375	349		27		0.0	0039	153	0	295		147												
		173	3	OB.		T06			368	349		27		•		, , ,	0.	. , _		147												
					T.D.	07			368	349		27		00	0039	979	0	335	-	147												
		173	3	OB.		07			368	349	_	27								147												
					T D	08			366	349		27		0.0	0040	66	03	3 7 5		147												
		173	3	ОВ	S	T08:	34	0	365	349	11	27	77						1	147	91											
				S	TĐ	09	00	0	362	349	91	27	78	0 (0040	9.8	04	416	1	148	00											
		173	3	OB.	S	T09	15	0	361	349	12	27	78						1	148	02											

REFE	RENCE	SHIP					- 5	MARS		STATION		-		ORIGIN	NATOR	.2	OEPT		MAX. DEPTH		WAY		WE		CLOUD			NOD	
ODE	ID.	CODE	LA TITU	1/10	LONGIT	11/10	NDC	10*		IGA NO DAY	11) THP.171	YEAR	CRUIT		STATIO		BOTTO	214	OF S'MPL'S	1		PER SE	CO	5 E	CODES			STATIC NUMB	
_																-		_						\top					_
31	54	OLEV	4619	N	0465	2 W	1 11	149	66 (WIND	196		3 93 AIR TE		- 1	128	1	08	34	12 !	2	X1	. 1	4 2		- 1	013	14
									COLOR		598	ED M	RO-	DRY	Twe	- VIS	(OB2	. ,		CIAL ATIONS									
									CODE	Im I	IR. O	iCE (n	bal	8ULB	80	. B	DEPT	HS ,											
										1	2 50	3 2	54	111	08	3 8	11												
		MESSENG	CAST	CAR					-		Ť		SPECI	IC VOL	UMAE	₹ △ 0	,	SOUN	vn T		P	D4~P	FOTAL-	- e N	102-N	NO1-N	51.04-		
		TIME	NO.	TYP		EPTH	(m1	T	°C	5 */*	- SI	GMA-T		MALY-X		QYN. A x 10 ³	^ 1 ~	ELOC		D2 ml/		- 01/1	μg - ο1		g = al/l	μg - at/			pΗ
		HR 1/1	0	+	_			-			+		1		_		_							+			+	+	_
		1 10	2	ST		0000			+65	3409		701	100	1055	8	0000		461			1	1		1			I	1	
		19	3	OBS		0000			+65	3408 3414		701 712	000	953	_	0010		461											
				ST		0010 0020		_	404 357	3414		722) 864		0010		46 46											
				ST		0030			325	3426		729		790		0027	_	46											
				ST		0050			301	3437		741		0686	-	0042	_	46											
		19	3	OBS		0050			301	3437		741			_	00		46											
			-	ST		0079			350	3451		746	000	0632	4	0059		46											
		19	3	085		0075	5	03	350	3450	5 2	746					1 4	46	53										
				ST	D	0100)	03	352	3453	2	748	000	0617	9	0074	- 1	46	59										
				ST	D	0125	5	0:	355	3458	2	752	000	0584	4	0089	1	46	64										
				ST	D	0150)	0:	35 7	3463	2	756	000	0551	2	0104	- 1	46	70										
		19	3	OBS		0179			359	3470		762						46											
				ST		0200			439	3486		765	000)467	9	0129		47											
		19	3	0 BS		0230			459	3492		768						47:											
			_	ST		0250			420	3487		768	000)445	1	0152		47											
		19	3	OBS		0255			412	3486		769	0.0		_			47											
				ST		0300			405	3487		770		3434	-	0174		47											
		10	2	ST	_	0400			390	3489		773	001	0414	. 1	0216		47											
		19	9	OBS ST		0400 0500			390 375	3488 3489		773 774	004	0407	2	0257		47 47											
		19	2	OBS	_	0544			371	3488		775	30	01	-	0231	_	47											
		17	,	ST		0600			369	3490		776	004	0400	6	0298		47											
		19	3	OBS		0666			366	3490		777	551			52,0	_	47											
		• ,	_	ST		0700			362	3490		777	000	398	6	0338		47											
		19	3	OBS		0798			355	3490		778			-			47											
			-	ST		0800			355	3490		777	000	0402	3	0378	_	47											
		19		OBS		0835			355	3490		777						47											

ID. NO.	SHIP	LAT	ITUDE 1/1		LONG		DE '1/10	DRIFT	A	AARS SQU		S1 MO	(G	MT)		YE.	\R	CRUI!		STA	OR'S TION MBER		OEP1 TO BOTTO	2	MAX DEPTH OF S'MPL'			WAV ERVA	TIDNS	_],	WEA- THER COGE	С	ODES	is .		NODC STATION SUMBER
540	ΕV	461	7 N	0	47	1 4	W		14	49	67	05	20	2	14	196	5	003	93	369		ķ)44.	8	04	3	1_	2 2			x 1	0	1			0135
											W.A	TER	4	W	IN D		BARO	- _	AIR 1	TE MAP	. °C	VIS.	NO		SPF	CIAL										
											COLO			DIR.	OR FORC	1.	METER (mbs)		DRY BULB		W E T BULB	000	DEPT		OBSER\	/A fibi	NS									
													()9	506	_ 2	247		78	C	56	3	0.8						_							,
	MESSENG TIME HR 1/10	at NE	T C	ARD TYPE		DE	P T H	(m 1		T	*C		5 .	4.	SIG	MA-	.t		MALY-		DAI	10 ³		SOU!		02 1	nizl		4 - P		A L - P - at/1		2-N - al. l	NO3=	104-5 10 - 61	
				STD		0	000)		0.2	239	3	29	5	26	33	1	00	70	5 1	00	10	1	45	72											
	214	•	4	BS			000				39		29			33								45												
	214	4	01	3.5		0	009	9		01	13	3:	30	79	26	52							1	45	19											
				STD		0	010)		01	06	3	30	3	26	52		001	52	03	00	16	1	45	16											
				STD	!	0	020)		00	48	3	31:	3	26	60		00:	450	00	00	3 1	1	44	92											
	214	4	01	3.5		0	023	9		00	34		31		26	62							1	44	87											
				STD	!		030				16		32			68		00	137	29	00	+5	1	44	80											
	214	4		3.5			047				12		33			78							1	44	72											
				STD	1		050				115		33:			79		00	26	54	00	71		44												
	214	' +		35		-	061	_			18		33			83								44												
				STD			079				34		35			95			111		01		_	45	-											
				STO			100				16		38			14		000	934	45	01	27		45												
	214	4		BS.			104				128		390			17								45												
	214 214 214			STD			125				160		40			24			84:		01		_	45												
				STD			150				195		41			32			77		01			45												
				STD			200 250				256		43			4 5			165	-	02		_	46												
	214	,.		STD BS			286				304 332		45 46	_		60		000	156	1 2	02	20		46												
	214	*		85 STD			300									62		00/	050	2.0	02															
	21	r.				-					341	_	46					000	J 5 U .	50	UZ	52		46												
	21	4	U	B S		ıU	383	,		0 :	375	3.	47	1	4	67							1	47	18											

REFER	ENCE	SHIP				IGITUDE ES	MAR		STA	TION (GMT	TIME			ORIGIN	ATO	2*5		DEPTH	DEPTI			WAV			WEA-		oup			NODC	
CODE	ID. NO.	CODE	LA TITU	1/10		IGHTUDE ES	10.	ARE I			HR,1/10	YEAR	CRUIS		STATE		80	OT MOTE	OF S'MPL			ERVA			THER	Į.	DES	ļ		TATION	
					1			1					-	+			+-			_		H GT P	ER S	_ -		TYPE	A M.				1
31	540	ΕV	4619	N	047	131 W	149					1965					þ1	192	02		3	13 14	-		X 1	1 2	13	1	- 1 (0136	
								WA		-	WIND	BAR)- 	AIR TE	_	VI	S. I .	NO. OBS.		ECIAL											
								COLOR	TRANS	DIR	OR	101.011		DRY BULB	Bu			EPTHS	OBSER	VA TI)N 5										
								-	+	09	_	244	. 0	61	0.5	0 8	+,	7			\neg										
							_		-	09	308	240	+ 10	01	103		-	1				1					_				
		MESSENG	CAST	CA	RD PE	DEPTH (m)	T	"⊏	s	٠/	SIG	MA-T		ALY-X		₹ Δ (VEFO 200		0.2	ml/ſ		4-P		AL-P	NO2		NO3-N	5104-51		
		MESSENGR C. TIME OF PHR 1/10		1 17	rt								21407		.	x 10 ²	3	VELO	10111			29	- 01/1	h B	- 01/1	νg -	01/1	yg - a1/1	μg - α!/!		
			Ì	s	TD	0000	0.	280	324	98	26	31	001	721	1	0000)	145	90						- 1						
		221	9	OB:	s '	0000	0.	280	329	975	26	31						145	90												
				S	TD	0010	0	138	330	0.2	26	45	001	585	5	0017	7	145	30												
				S	T D	0020	0	030	330	7 (26	56	001	486	7	0032	2	144	83												
		22	9	0 B	S	0026	-00	018	330	91	26	60						144	62												
				S	T D	0030	-0	022	33	10	26	61	001	436	8	0047	7	144	62												
				S	TD	0050	-0	039	33	17	26	67	001	378	2	0075	5	144	58												
		22	9	0 B	S	0062	-0	050	332	209	26	71						144	55												
				S	TD	0075	0.0	029	33	35	26	78	001	271	7	0108	3	144	96												
		229	9	QB:	S	0088	0.0	070	334	+52	26	84						145	18												
				S	TD	0100	0.0	042	334	48	26	88	001	179	2	0138	3	145	08												
		22	9	OB.	S	0114	0.0	37	33	548	26	94						145													
					TD	0125	0.0	059	336	54	27	00	001	066	8	0166	5	145													
		22	9	08		0129	0.0	066	336	566	27	0.2	_					145													
					TD	0150		77	33		27		000	986	2	0192		145	-												
		22	9	08		0166		085		777	27							145													

REFERENCE	E	SHIP					_ =	MARS		51 A		TIME				ORIGIN	IATO	?*S	Т	DEPTH	DEF			WAVE		WEA		auc			NO	DC
CTRY ID.		CODE	LATIT		LONG		NDC	\$QU	ARE		(GM			EAR	CRUISI		STA 11		٦,	TO BOTTON	.1 0	F		ERVA 110		THER		DE5			STAT	ION
CODE NO	-			1/10		1/10	-	10*	1.	MO	DAY	HR,1/	10		NO.	ļ	NUM	BER			, 2,W	PL'S	OIP.	HGT PEP	SEA	1000	TYPE	A M T	-		14-011	1000
31 54	0	Ev	4619	N	0474	6 W		149	67	05	20	239	19	965	003	93	71		b	146	0	1	0.3	3 4		x1	14	3			01	37
									WA.	ER		WINE)	8 A R). L	AIR TE	MP.			NO.	1	PECI				_		-			•	
									COLOR	Than imi	s. DI		EEO OR	METE	R	DRY	BU	ET C	VIS ODE	OBS. DEPTHS	0055		TIONS									
									CODE	1111		FC	RCE	(mbs	, ,	OFB	1 60	LB.			 											
	_						_				09	SI	2	24	7 0	50	04	4 8	_	04	<u> </u>											
	٨	WESSENG	CAST	CA	RD	DEPTH (,	*c	ĺ,	٠4.	- [.	ig M		SPECIFI			₹ △	O.	50	UND	1) 2 ml/l	PO4-	P	1014 L-P	NO2	-N	NO3-N	5104-	Sı	
	,	HR 1/10	NO.	14	PE	DEFIN	M15 2	' '		1			IIG M A		ANDA	ALY-X	107	DYN x 1		VEL	OCITY	') 2 mi/1	اه - ور	75	μg = a1/l	hā -	a1/1	μg - at/1	νg - α	71	рΗ
				S	ro	0000)	0.2	225	32	84	2	625	5	001	778	8	000	0	14	564											
	1	239	,	089		0000			225		843		625								564			1	,						'	
				SI	TD	0010)		118	32	85		633		001	702	5	001	7		518											
		239)	085	5	0012	2		99	32	852	2	634								510											
				S T	TD	0020)	0.0	152	32	89	2	640)	001	635	1	003	4	144	491											
				Si	Tρ	0030)	0.0	001	32	95	2	647	7	001	564	3	005	0	144	470											
				ST	τo	0050)	-00	169	33	06	2	659)	001	450	8	008	0	144	442											
		239	,	089	5	0060)	-00	089	33	119	2	665	5						144	435											
				S	T D	0075	i	-00	162	33	21	2	671	L	001	337	4	011	5	144	452											
				Si	TΟ	0100)	-00	18	33	38	2	683	3	001	225	6	014	7	144	479											
				Si	ΤD	0125	,	0.0	27	33	57	2	698	5	001	105	4	017	6	14	506											
		239		089	2	0125		0.0	27	32	566	2	696							1 4 1	506											

CTRY CODE	ID. NO.	SHIP	LATITU	JDE 1/10		GITUDE 11/10	DRIFT	MARS SQU		517 MO	IGM1		YEAR	-		ATOR TATIO	N.	DEPTH TO BOTTO	DEF	TH F	O DIR.	BSER	A VE VA TIO	SNC	WEA THE	S C	ODES	Ť	51	OOC ATION UMBER	
31	540	ΕV	4619	N	048	00 W		149			21		1965	5 (003 937			0119	0	1	05	_ 2	4		1 xo	Ιx	0	1	0	138	
									WA	1	\perp	WIND		RO-	A IR TEA	MP. T	_ vis	NO.	,	PECI	AL										
									COLOR	TRA N	S. DIR	1 SPEE		T E R	DRY BULB	W E	000	DEPTH	0000		TION	5									
											09	510	24	+ 7	050	04	4 8	04													
		MESSENG TIME H.P. 1./11	CAST NO.	C A TY	RD PE	DEPTH	(m.)	ī	*c		s •4.	511	GMA-T		SPECIFIC VOLU		₹ △ 0 DYN. A x 10 ³	4	LOCITY	(⊃ ₂ mil	/1	PO4-		101Al- ug - a!		2-N - at/1	NO3-N µg = 01/I	\$1 O4-\$1 ug - 61/1	рН	
					TD	0000			06		95		27	1	0017628	в	0000	14	601					- !			1				
		010)	OB:		0000			306	-	948		527						601												
					TD	001			200		00		39		0016421		0017	_	557												
					T O	002			17		05		549	-	0015497	7	0033		522												
		01)	08		002			183		068		553						508												
					TD	003			065		07		554		0015046		0048		501												
		0.1	_		TD	005	-		14		14		662	•	0014248	8	0078		482												
		01	,	OB.	5 T D	005			002		186		666		001201	,		_	478												
		01	1	08		007)12)26	_	30 535		575 593	,	0013012	۷	0112		487 501												

CODE	ID. NO. 540	SHIP	4531	1/10 N	1 .	511UDE 11/ 08 1	0.5			05	21	HR,1/1 072 WIND	196		OO3	-	73	DN BER	B O VIS.	DEPTH TO 0110A 0 70 NO. 085. DEPTHS	0 25,74	PL'S	13	НG	ATIONS	WEATHER CODE	С	LOUD ODES		5 N	NODC TATION TUMBER	
											12	51	7]	166	0	57	05	6		04												
		MESSENGI TIME HR 1/10	NO.		ARD YPE	DEPT	H (m)	T	*c		s •4.	S	IGMA-	-т		MALY-X		₹ Z DYN X	, M.		UND DCITY	C) 2 ml/		PO 4-P	TOTA L - P			NO3-N pg - al/l	\$1 Q4-\$1 µg = al/l	рН	Š
		072	2	ОΒ	TO S	000	0.0	0	254 254 093	32	93 925 95	2	629 629 643			738 611		000		14	578 578 508			ĺ								
		0.71		S	TD	00	20	0	011	32	97	2	649			551		003		14	473											
		072		_	T D	00	30	0	011 009	33	973 00	2	649 651		001	529	В	004	8	14	473 474											
		072	2	08. S	S TD	00			009 071		000		651 655		001	488	7	00	78		474 507											
		072	2	08		00			071		095		655								507											

CODE	ID. NO.	SHIP	LATITU	1/10		11/18	DRIFT	MAPS SQU	ARE 1"	мо		HP,1/1		-	CRUISE NO.		TION ABER	-+	DEPTH TO BOTTO	M S'N	AX, PTH DF PL"S	DIA.	SERV	1	SEA	C		11/2)	DES		S N	NODC TATION UMBER
131	1540	ΕV	4530	N I	0484	46 W		149	58 WA			WIND	1965	RO.	A (D	1374 TEMP.)134 NO.			13	12	12	1	X	4	7	8) (0140
									COLOR	TRAN (m)	S. DIR	SPE O	ED ME	TER bs)	DRY		V E T U L B	CODE	20.05	0.05	SPEC ERVA	ATIONS										
											13	518	3 15	52	061	0	61	1	04													
		MESSENG TIME HR 1/1	CAST NO.	CAT		DEPTH	(m)	ī	°c		s ·4.	ŞI	GMA-T		SPECIFIC VO		DY	△ D N. M 10 ³		LOCIT		O 2 ml/	1 1	204- 19-0		TOTA pg -		ND2-		NO3=N µg = at/l	SI D4-Si ug - al/l	pН
				51	0.1	0000)	0.2	215	32	90	26	530		00173	22	00	00	14	560									-			
		09	8	OBS		0000			215		895		530					_		560												
				51		0010			144		92		537		00166		00			531												
		0.0		51	_	0020			084		95		543		00160	66	00	33		506												
		09	8	085 S1		0020) 84) 44		950 00		543 549		00154	6.0	00	40		506 490												
				51		0050		-00			09		559		00154			79		468												
		09	8	089		0065		-00			152		566		00144	70	00	, ,		459												
			-	51		0079		-00			20		569		00135	55	01	14		464												
				S1	ΓD	0100)	-00	25	33	30	26	577		00128	133	01	47	14	474	,											
		09	8	089	5	0119	5	-00	18	33	365	26	582						14	481												

EFERE		SHIP	LATITU	DE	LONGITUDE	MARSDEN	STATION T	IM E YEAR	DRIGINATO		DEPTH DEPT	H DRSI	WAVE RVATIONS	WEA-	CLOUD			NODE
DE.	ID.	CODE		1/10	1/10		MD DAY	IR,1/10	CRUISE STAT		BOTTOM S'MPL		HGT PER SE	CODE	TYPE AM	1	N	UMBEP
31	540	EV	4530	N C	4832 W	149 58 COLOR CODE	ER V	13 1965 VIND BARI SPEED METI OR (mb:	ER DRY W			13 ECIAL VATIONS	2 2	X4	7 8			0141
	_						14	518 140	5 072 0	72 1	06				,		,	
		MESSENG TIME HR 1/10	CAST OF NO.	CARD	DEPTH (m)	1 10	s •/	\$1G M A ~ T	SPECIFIC VOLUME ANOMALY-X107	∑ ∆ D DYN, M x 10 ³	SDUND SDUND	02 mt/l	PO 4 = P µg = of 'l	10TAL-P µg = 01/1	NO2-N µg - at	NO3-N	\$1 0 4 - \$1 ug - a1/1	ρН
				STO	0000	0185	3286	2629	0017400	0000	14547				ĺ			
		111	3	085	0000	0185	32857	2629			14547							
				STO	0010	0181	3286	2630	0017336	0017	14547							
		11:	3	obs	0010	0181	32862	2630			14547							
				STO		0046	3295	2645	0015863	0034	14489							
		11:	3	085	0025	-0003	32980	2650	0015043	0050	14468							
				STO		-0021	3299	2652	0015241	0050	14460							
		111	3	OBS	0049	-0060	33066	2659	0014396	0079	14446							
				STO		-0058 -0018	3308 3336	2660 2681	0014398	0113	14448							
		111	2	OBS	0089	-0018	33471	2690	0012414	0113	14486							
			,	STO		0003	3348	2690	0011569	0143	14490							
				STO		0013	3351	2692	0011407	0171	14499							
				STO		0022	3354	2694	0011247	0200	14508							
		113	,	085	0162	0027	33550	2694			14512							

REFER	ENCE	SHIP					<u>μ</u> <u>α</u>	MARS		STA	TION				ORIGIN	IATO	's	T	DEPTH	DEPT			/AVE		EA-	CLC				NODC	٦
TRY	IQ. NO.	CODE	LATITU	1/10		1/10	NOC	200		MO	GMI	HR, 1/10	YEAR	CRUI!		NUM			10	OF S'MPL	1 '		GT PER	 100	HER ODE	TYPL	DES		-	STATION	
21	5.4.0	EV	4532		048	22 W	1	149	1			131	1965	003	03	76		h	649	0.6	1	1	-	×	,		8			0142	_
91	740	/	4732	,,	040	22 7	1	1149	WA			WIND	BAI		AIR TE			П	NO.			٦"	12	٠. ٨	٠,	7	0			0142	-
									COLOR	TRAN (m)	S. DIR	SPEEI OR FORC	ME	ER	DRY BULB	8U		nod	OBS. DEPTHS		ECIAL VATION	15									
											14	518		2 (78	07	8 1	1	80			٦									
		MESSENC TIME HR 1/1		C.A.		DEPTH	(m)	r	Έ		٧.,	SIG	MA-T		IC VOLU		≨ ∆ DYN. x 10	Μ.	\$OU!		02 m	1/1	PO 4-	TOTA:		NO ₂		NO3-N ug - 01/1	SI O4-		1
		1111		S	го	0000	0	02	264	33	12	26	44	001	599	4	0000	0	145	85											_
		13	1	08	5 '	0000	0	02	264	33	119	26	44						145		,	,									
				S	TD	0010	0	02	255	33	12	26	45	00	591	6	001	6	145	82											
				S	ΙD	0020	0	02	245	33	12	26	45	00	584	6	003	2	145	80											
		13	1	OB:	5	0020	0	02	245	33	120	26	45						145	80											
				S	TD	0030	0	-00	16	33	15	26	64	00	404	8	004	7	144	65											
		13	1	OB:	5	0036	0	-00	16	33	149	26	64						144	65											
				_	TD	0050			04	33			81		244		007	_	144	80											
				S	TD	007	_	0.0	38	33			00	00	063	9	010	2	145	04											
		13	1	OB:		007	_		38		629		00						145	04											
					TD	010			103	33			15		926		012		145	40											
				_	TD	012			159	34			27		812		014		145												
					T D	0150	-		208	34			37	000	721	7	016	8	146	00											
		13	1	OB:		016			234		324		43						146												
				_	TD	0200			270	34			49		0617	-	020		146	_											
				_	T D	025			312	34			56	000	553	7	023	1	146												
		13	1	OB.		T029			340	-	676		61			_			146												
				_	TD	030			341	34			61	000	0510	5	025	7	146												
		13	1	οв.		T037	-		365	-	761	27							147												
				_	T D	040			366	34			67)469		030		147												
					T D	050			372	34			70	000)446	9	035	2	147												
		13	1	OB:	5	T059	5	03	377	34	839	27	70						147	55											

	ID. COD		UDE L	ONGITUDE 1/10	MARSDEN SOUARE	STATION T (GMT)	YEAR		TION MBER	DEPTH DEPTH	08	WAVE SERVATIONS	CODE			51	NODC TATION UMBER
31 5	540 EV	4530		4813 W	149 58	05 21 1	51 1965 WIND BARI SPEED METI	003 9377 D- AIR TEMP.		1353 11 NO. SPI	12	4 3	X4	x 9		()143
						13	509 12		83 1	12							
	MESSE TIA HR 1	E OF NO.	CARD	DEPTH (m1	T to	s ·/	SIGMA-T	SPECIFIC VOLUME ANOMALY—X107	\$ △ 0 DYN. M x 10 ³	SOUND	O 2 ml/l	PO 4=P ug = 01/1	FOTA L - P		NO3-N µg - o1/I	SI O4→Si µg = at/1	рН
			STD	0000	0492	3386	2680	0012549	0000	14692							
	1	51	OBS	0000	0492	33858	2680			14692							
			STD	0010	0479	3405	2697	0010979	0012	14690							
	1	51	OBS	0015	0440	34077	2703			14675							
			STD	0020	0359	3402	2707	0010017	0022	14641							
	1	51	OBS	0025	0295	33974	2709			14614							
			STD	0030	0306	3401	2711	0009624	0032	14620							
			STO	0050	0340	3414	2718	0008961	0051	14640							
	1	51	OBS	0064	0351	34211	2723			14648							
			STD	0075	0326	3425	2728	0008022	0072	14639							
			SID	0100	0286	3433	2739	0007081	0091	14627							
			SID	0125	0267	3441	2747	0006330	0108	14624							
	1	51	OBS	0133	0265	34434	2749			14625							
			STD	0150	0286	3450	2752	0005832	0123	14638							
	1	51	085	0196	0330	34651	2760			14666							
			STD	0200	0332	3466	2761	0005088	0150	14668							
			STO	0250	0354	3472	2763	0004893	0175	14687							
	1	51	085	T0294	0366	34763	2765			14699							
			STD	0300	0366	3477	2766	0004685	0199	14701							
	1	51	OBS	0392	0371	34824	2770			14719							
			STD	0400	0372	3483	2770	0004383	0244	14720							
			STD	0500	0378	3486	2772	0004313	0288	14740							
	1	51	085	0591	0380	34880	2773			14756							
			STD	0600	0380	3488	2773	0004276	0331	14758							
			STD	0700	0377	3488	2774	0004303	0374	14773							
	1	51	085	0789	0375	34888	2774			14787							
			STD	0800	0375	3489	2774	0004339	0417	14789							
			STD	0900	0374	3489	2774	0004437	0461	14805							
			STD	1000	0371	3488	2774	0004510	0505	14820							
	1	51	085	T1012	0370	34882	2774			14822							
			STD	1100	0364	3488	2775	0004527	0551	14834							
	1	51	OBS	T1123	0362	34876	2775			14837							

	_												,				_		MAX	-			-	-			-				Т
REFE	-		SHIP	LATIT	une	LONGITU	O. F.	MAR SQU	SDEN ARE	STATION IGM1	TIME	YEAR	_	RIGINA				TO OT	DEPTH	4		NA VE			EA-	CLON			5	NODC	Ì
CODE		ID. NO.	CODE	1	1/10		OE 8	10*	110		HR,1/10		CRUISE NO.		A TIOI J M BE			том	OF S'MPL	s	DIR. B	GH PE	R SE		3DE	TYPE A				UMBER	
	+-			-				1							_					+-					.		_				1
31		5401	Eν	4530	N	04754	W	149	57.		183 WIND		003	937			_	60 I	12		6 4	12	1	X	4	X 8	-		1	0144	1
									COLOR		SPEE		0)RY	WET	VIS.	. 0	85.	SPE SER'	CIAL											
									CODE	TRANS. DIR	FORC			UL9	BULB		DE	PTHS	00161												
										16	522	10	5 08	39	089	1	1	0													
		í			T					1	1				. T	≅ ∆ D	-		5			20					Ι.				
			LIWE	CAST	CAR		PTH (m)	1	*C	5 %	\$10	M A - T		ALY-X10		OYN. N x 10 ³	۸. ا	VELO		02	m1/1		4-P 01/I	TOTAL		NO2-1 ug - o1/		03-N - at/l	\$1 O4=\$1 pg = a1/1		
			HR 1/1	0	-					-			-		+		-		_			-		-	+		1				—
				1	ST		000		490	3398		90	001	1642	10	0000		146				ł		-			-			ļ	
			18	3	OBS		000		490	33976								146													
					\$ T		010		480	3398		91		1500		012		146													
				_	ST		020		437	3399		96	001	1025	C	023		146													
			18	3	OBS		021		431	33988 3402		97	000	9859	_	033		146 146													
				2	ST OBS		030 037		341 288	34048			000	7027	C	10 3 3		146													
			18)	51		050		283	34048		19	000	8908		052		146													
					ST		075		203 273	3420		29		7932	-	073		146													
			18	3	OBS		079		271	34222		31	000	,,,,	`	, , ,		146													
			10	,	51		100		311	3441		43	000	5699	0	091		146													
					ST		125		352	3462		55		5520		107		146	64												
			18	3	OBS	0	131	0	361	34660	27	58						146	69												
					ST	0 0	150	0	362	3468	27	59	000	5189	C	120		146	73												
					ST	0 0	200	0	365	3473	27	63	000	4887	C	145		146	83												
					ST		250		368	3478		67		4587	-	169		146													
					ST		300		372	3482		69		4365	-	191		147	-												
					ST		400		378	3487		73	000	4146	(234		147													
			18	3	OBS		419	-	379	34880		73						147													
					ST	-	500		371	3488		74		4066	_	275		147													
			18		ST		630		365 363	3489 34888		75 76	000	4059	(316		147													
			18	3	OBS ST		700		362	3489		76	000	4091	,	356		147													
					ST		800		360	3489		76		4153		398		147													
			18	3	085	-	843		359	34893		76	000			, , , , 0		147													
				-	ST		900		357	3489		77	000	4177	(0439		147													
					ST		000		354	3490		77		4203		0481		148													
			18	3	OBS		078		352	34899		78						148													
					ST		100		353	3490		77	000	4263	(523		148													
			18	3	OBS		152		355	34896		77						148	39												

CE						Τ ~	MAR	nen l	STAT	ION T			1	ORIGINA	TOR'S	Τ.	DEPTH	MAX		WAV	F	WEA-	Cron	0			1000
0,	SHIP	LATITU	IDE	LON	GITUDE	DRIFT	SQU	ARE	3141	GMTI		rEAR	CRUISE	_	ATION	+	TO	OEPTH	1 08	SERVA!	nons	THER	CODE			ST	ATION
10.	CODE		1/10		11/10	ĮŽΞ	10*	T-(мото	AY I	R.1/10		NO.		UMBER	В	OTTOM	S'MPL	S DIR.	HGTP	ER SEA	CODE	TYPE A	M T		N	U M B E P
40	E V	4530		047	719 W	1	149	57	05 2	1 2	14 1	965	003			2	195	12	14	4 2		X 4	хв			0)145
								W A	_	<u>'</u>	VIND	BAR	o	AIR TEN		ris.	NO.	\$ 5 5 1	CIAL								
								COLOR	TRANS (m)	DIR.	SPEED OR FORCE	(mbs		DRY BULB	BULB CO	200	OBS. DEPTHS	OBSER	VATIONS								
										14	524	112	2 1	00	100 1		12			<u> </u>			-	_			
	MESSENG TIME HR 1/1	of NO.	CAR		DEPTH	(m)	т	٠.	s	٠/	SIGM	A —T	SPECIES	ALY-EIG	AE DYN.	Μ.		DCITY VIIDC	O ₂ ml/	1	4-P - at/f	TOTAL-P #8 - 81/1	NO2-N			04-Si - at [рН
			51	0	000	0	06	501	339	2	267.	2	001	3328	000	0	14	737							-		
	21	4	OBS	5	000	0	06	501	339	19	267.	2					14	737									
			51	D	001	0	0.6	513	339	7	267	4	001	3103	001	3	14	744									
	21	4	OBS	5	001	6	0.6	520	340	14	267	7					14	748									
			\$1	ď	002			501	340	7	268			2225		6	14	742									
			\$1		003			557	341		269		001	0820	003	7	14										
	21	4	083		003	-		531	342		270							719									
			\$1		005			499	342		271			9514			14										
			51	D	007		04	450	343		272		000	8563	008	0	146										
	21	4	085		007			447	343		272						146										
			\$1		010			449	344		273			7603	-		146										
			51		012			451	345		274			6903				705									
			51		015			453	346		274			6278			14										
			51		020			458	347		275		000	5631	016	5		722									
	21	4	089		020			458	347		275							723									
			51		025			379	347		276		000	4958	019	1		597									
	21	4	083		028			378	347		276							702									
			51		030			420	348		276		000	4875	021	6		724									
	21	4	OBS	_	033			460	349		276		000			,	-	747									
	٠,٠	,	S1		040			432	349		277		000	4467	026	9		747									
	21	4	OBS		T040			430	349		277		000	V. I. C 1	030	,		747									
			2.	70	050			425	349		277 277)4461)4458				760 7 7 3									
	2.1				060			416		_	277		000	/4436	, 035	2		113 7 7 5									
	21	4	OB:	r D	061 070			415 399	349		277		000	4285	039		_	783									
			5		080			399 384	349	_	277			4205				183 793									
	21		08:		081			382	349		277		000	74200	043			195 795									
	۷1	-		r D	090			382 371	349		277	-	000	4143	048	0		195 804									
				TD	100			362	349		277)4143)4197				B 1 7									
	23	4.	0B:								277		000	/417/	052	4		823									
	21			5 T D	T104			360 359	349		277		000	4275	056			832									
	21	4	OB:		T115			359 359	349		277		000	14213	, 000	, 4		841									
	21	7	06	3	1113	٥	U	フラマ	241	, , ,	411	1					7.4	041									

CODI NO. CODI NO. CODI NO. CODI NO. No.	REFERENCE			MARSOEN	STATION T	1446	ORIGINAT	O8*5		MAX.	WAVE		CLOUD	1	_	
No. No.	CTPY ID. CODE	LATITUOE LO	NGITUDE ED	SOUARE	(GMT)				10 [THER	COOES		STAT	ION
Missings CASI CARD COOR Institute OR Missings OR Missings CASI CARD OR Missings CASI CARD OR Missings CASI OR Missings CASI OR Missings CASI OR Missings CASI OR Missings CASI OR Missings OR Missings CASI OR Missings CASI OR Missings CASI OR Missings CASI OR Missings OR Missings OR OR Missings OR OR OR OR OR OR OR O	CODE NO.	1/10		10. 1.	MO DAY F	R.1/10			BOTTOM S		HGT PER SE	COOE	TYPE AM	1	NUA	BER
MISSINGS CAST CAS	31 540 EV 4	532 N 04	635 W 1	49 56	05 22 0	15 1965	003 9380		2963	12 XX	66	X4	x 8		0.1	46
MESSENGE CAST CAS				WA	TER V	BAR	AIR TEMP			•	7					
				COLOR	TRANS. OIR.	OR THE		WET COD			s					
MISSINGE CAST CAS				C001	-	FORCE			 - 		-					
STO ODE					19	508 119	083 0		*		4		, ,	,		
STD 0000 0672 3398 2668 0013734 0000 14766	MESSENGR TIME OF	CAST CARO	DEPTH (m)	₹ *C	s ·/	SIGMA-T	SPECIFIC VOLUME	OYN, A	30011							αн
015		1177					A110MA(1-110	x 10 ³	VELOCI	137	µg • a1/1	ا/اه - ور	μg - αt/1	yg - a!/l	ug - al/l	
STD O010 O589 3403 2682 O012368 O013 14735 STD O020 O523 3406 2693 O011395 O025 14710 O15 O85 O025 O497 34076 2697		STD	0000	0672	3398	2668	0013734	0000	1476	6						
STD OO20 O523 3406 2693 O011395 O025 14710	015	OBS	0000	0672	33982	2668			1476	6						
015				0589	3403	2682	0012368	0013	1473	15						
STD 0030 0494 3408 2698 0010937 0036 14700 STD 0050 0483 3408 2699 0010839 0058 14699 O15 085 0073 0471 34100 2702 14698 STD 0075 0470 3411 2703 0010501 0085 14698 STD 0100 0459 3420 2711 0009737 0110 14699 STD 0125 0448 3428 2718 0009046 0133 14700 STD 0150 0438 3436 2726 0008357 0155 14700 STD 0200 0416 3450 2739 0007128 0194 14701 O15 085 0202 0415 34509 2740 14702 STD 0250 0436 3464 2748 0006340 0227 14720 STD 0300 0457 3473 2753 0005956 0258 14738 O15 085 T0302 0458 34736 2754 14739 STD 0400 0436 3482 2762 0005191 0314 14747 O15 085 0403 0435 34817 2762 2769 0004562 0363 14746 STD 0600 0364 3487 2774 0004175 0406 14751 O15 085 T0604 0363 34873 2774 0004175 0467 14763 O15 085 T0604 0363 34873 2774 0004175 0467 14751 STD 0700 0352 3489 2777 0003977 0447 14763				_			0011395	0025								
STD O050 O483 3408 2699 O010839 O058 14699	015								1470	1						
015				0494				0036	1470	0						
STD 0075 0470 3411 2703 0010501 0085 14698 STD 0100 0459 3420 2711 0009737 0110 14699 STD 0125 0448 3428 2718 0009046 0133 14700 STD 0150 0438 3436 2726 0008357 0155 14700 STD 0200 0416 3450 2739 0007128 0194 14701 015 085 0202 0415 34509 2740 07000 07000 0700 0700 0700 07000 07000 07000 07000 0700 07000 07000							0010839	0058	1469	9						
STD 0100 0459 3420 2711 0009737 0110 14699 STD 0125 0448 3428 2718 0009046 0133 14700 STD 0150 0438 3436 2726 0008357 0155 14700 STD 0200 0416 3450 2739 0007128 0194 14701 015 085 0202 0415 34509 2740 14702 STD 0250 0436 3464 2748 0006340 0227 14720 STD 0300 0457 3473 2753 0005956 0258 14738 015 085 T0302 0458 34736 2754 14739 STD 0400 0436 3482 2762 0005191 0314 14747 015 085 0403 0435 34817 2762 14747 STD 0500 0394 3485 2769 0004562 0363 14746 STD 0600 0364 3487 2774 0004175 0406 14751 STD 0600 0363 34873 2774 14763 STD 0700 0352 3489 2777 0003977 0447 14763	015															
STD O125 O448 3428 Z718 O009046 O133 14700 STD O150 O438 3436 Z726 O008357 O155 14700 STD O200 O416 3450 Z739 O007128 O194 14701 O15 OBS O202 O415 34509 Z740																
STO 0150 0438 3436 2726 0008357 0155 14700 STO 0200 0416 3450 2739 0007128 0194 14701 015 085 0202 0415 34509 2740 14702 STO 0250 0436 3464 2748 0006340 0227 14720 STD 0300 0457 3473 2753 0005956 0258 14738 015 085 70302 0458 34736 2754 14739 STD 0400 0436 3482 2762 0005191 0314 14747 015 085 0403 0435 34817 2762 14747 STD 0500 0394 3485 2769 0004562 0363 14746 STD 0600 0364 3487 2774 0004175 0406 14751 015 085 70604 0363 34873 2774 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>																
STD 0200 0416 3450 2739 0007128 0194 14701 015 0BS 0202 0415 34509 2740 14702 14702 015 0250 0436 3464 2748 0006340 0227 14720 0250 0436 3464 2748 0006340 0227 14720 015 085 70302 0458 34736 2754 14738 015 085 70302 0458 34736 2754 14739 015 085 0400 0436 3482 2762 0005191 0314 14747 015 085 0403 0435 34817 2762 0005191 0314 14747 015 0500 0394 3485 2769 0004562 0363 14746 0350 0350 0363 34873 0004175 0406 14751 015 085 70604 0363 34873 2774 0003977 0447 14763 0700 0352 3489 2777 0003977 0447 14763 0004175 0467																
015																
STD 0250 0436 3464 2748 0006340 0227 14720 STD 0300 0457 3473 2753 0005956 0258 14738 015 085 T0302 0458 34736 2754 STD 0400 0436 3482 2762 0005191 0314 14747 015 085 0403 0435 34817 2762 STD 0500 0394 3485 2769 0004562 0363 14746 STD 0600 0364 3487 2774 0004175 0406 14751 015 085 T0604 0363 34873 2774 STD 0700 0352 3489 2777 0003977 0447 14763	015						0007128	0194								
STD 0300 0457 3473 2753 0005956 0258 14738 015 085 70302 0458 34736 2754 14739 STD 0400 0436 3482 2762 0005191 0314 14747 015 085 0403 0435 34817 2762 14747 STD 0500 0394 3485 2769 0004562 0363 14746 STD 0600 0364 3487 2774 0004175 0406 14751 015 085 70604 0363 34873 2774 STD 0700 0352 3489 2777 0003977 0447 14763	015						0006360	0227								
015																
STD 0400 0436 3482 2762 0005191 0314 14747 015 085 0403 0435 34817 2762 14747 STD 0500 0394 3485 2769 0004562 0363 14746 STD 0600 0364 3487 2774 0004175 0406 14751 015 085 70604 0363 34873 2774 STD 0700 0352 3489 2777 0003977 0447 14763	015						0003936	0236								
015	917						0005191	0314								
STD 0500 0394 3485 2769 0004562 0363 14746 STD 0600 0364 3487 2774 0004175 0406 14751 015 0BS T0604 0363 34873 2774 14751 STD 0700 0352 3489 2777 0003977 0447 14763	015			_			5555171	0014								
STD 0600 0364 3487 2774 0004175 0406 14751 015 08S 70604 0363 34873 2774 14751 STD 0700 0352 3489 2777 0003977 0447 14763	3.7						0004562	0363								
015 08S 70604 0363 34873 2774 14751 STD 0700 0352 3489 2777 0003977 0447 14763								-								
STD 0700 0352 3489 2777 0003977 0447 14763	015				_			2.00								
							0003977	0447								
STD 0800 0341 3491 2779 0003803 0486 14775		STD	0800	0341	3491	2779	0003803									
015 085 0803 0341 34910 2780 14775	015	OBS			34910											
STD 0900 0338 3492 2781 0003765 0524 14790		STD	0900	0338	3492	2781	0003765	0524								
STD 1000 0336 3492 2781 0003822 0562 14806		STD	1000	0336	3492	2781	0003822	0562	1480	6						
015 085 11027 0335 34925 2781 14810	015			0335	34925	2781			1481	.0						
STD 1100 0333 3493 2782 0003791 0600 14822					3493			0600	1482	2						
STO 1200 0331 3494 2783 0003801 0638 14838							0003801	0638								
015 085 11216 0331 34937 2783 14840	015	OBS	11216	0331	34937	2783			1484	0						

REFE	IO. COL		UDE	LONGITUD	PRIFT		SOEN ARE	STATION		YEAR	CRUISE	GINATI	OR'S TION		PTH TO	MAX. OEPTH	085	WAVE		W EA- THER	CLOUD			NDOC STATION	
CODE	NO. COL) t	1/10	- 1	/10	10*	1.	MO DAY	HR,1/10		NO.		MBER	BOT	MOT	S'MPL'S	DIR.	HGT PER	SEA	COOE	TYPE AM			NUMBER	
31	540 EV	4536	. N	04604	w	149	56	05 22	048	1965	003 9	381		338	83	1.2	24	3 3		х4	x 9			0147	Π,
						12	WA		WIND	BARG	AID	TEMP.		T NI		SPEC			•	~ 1	~ /	,		0147	
							COLOR	TRANS. O		MET	R DRY		WET CO		85. PTHS	OBSERV									
							CODE	-	FORC			\rightarrow	ULB	+	-										
	_	. , .						2:	3 514	1119	083	0	78 1	13	3			,					,		
	A4 ESS	ENGR CAST			TH [m]		°C	s °/.	. 100	M A -1	SPECIFIC V	OLUME	₹ △ t	2	sou		0 2 ml/l	PO 4-P	tot	AL-P	NO2-N	NO3-N	\$104-5	р н	5
	HR		TY	PE							ANOMAL	-x:0'	x 10		VELO	CITY		yg • at/	1 10	• ot/1	ug - at/l	µg - at/l	yg - al/	1	Č
			s.	rD 00	00	0.	736	3391	26	53	00151	45	0000	, ,	147	90									
	, ,	48	08		00		736	33909				_			147			,	*	·					
			S.	rD 00	10	06	88	3400	26	67	00138	20	0014	. 1	147	74									
			S.		20		60	3409	26		00128	04	0028	1	147	66									
	C	48	08		25		554	34131							147										
					30		667	3416	26		00123		0040		147										
		48	085		50		700 700	3428	26		00119	28	0065		147										
		40			75		663	34283	26 26		00113	5.0	0094		147 147										
					00		526	3446	27		00097		0120		147										
		48	089		11		510	34580			00071	J.L	3120		147										
			S.		25		572	3477	27		00080	41	0142		147										
		48	089		25	06	572	3477	27	30				1	147	97									
					50		84	3473	27		00072	86	0162	1	147	65									
	C	48	089		50		84	3472							147										
	,		S		00		+27	3456	27		00068	26	0197		147										
	(48	085		50		27	34556	27 2 7		00063	0.7	0227		147										
		48	0B:		50		+18 +18	3474			00053	8 /	0227		147 147										
	`	40			00		444	3483	27		00050	163	0253		147										
	C	48	085				448	34849					027		147										
			S		00		429	3487	27		00047	25	0302		147										
					00	04	408	3489	27		00044		0348	1	147	53									
	_				00		386	3491	27		00041	44	0391		147										
	C	48	089		01		386	3490							147										
		48	08:		96		385	3493	27		00040	146	0432		147										
		40			00		3 8 3 382	34933	3 27 27		00040	0.4	04.73		147 ¹										
					00		367	3492	27		00040		0473		147										
					00		358	3491	27		00041		0555		148										
	C	48	089		21		357	34904			• •	-	0,,,		148										
				ro 11	00	0.3	358	3491	27		00042	32	0597		148										
					00	0:	359	3492	27		00042	55	0639	1	148	49									
		48	0B:	5 T 12	00	03	959	34920	27	79				1	148	49									

REFEREN	NCE	SHIP			-	MARSDEN SOUARE	STATION THE	ME YEAR	ORIGINAT		DEPTH MA		WAVE RVATIONS	WEA- THER	CLOUD		1	NODC	
	ID. NO.	CODE	LATITU	1/10	NGITUOE 50	10. 1.	MO DAY H	1		TION	BOTTOM S'MP	1	HGT PER SE	CODE	TYPE AM			UMBER	
31 5	40	EV	4510	N 04	548 W	149 55		84 1965	A ID TE MAP		566 12 NO. ,		3 3	x2	6 8	l	0	148	
						COLO	R TRANS DIR.	SPEED METI OR (mb:	ER DRY	210	U06 3	PECIAL RVATIONS							
							24	508 13	2 083 0	78 7	11								_
	[MESSENGR TIME	CAST NO.	CARD	DEPTH (m)	⊺ °c	5 %.	SIGMA-T	SPECIFIC VOLUME	₹ ∆ D DYN. M.	SOUND	02 m1/1	PO4-P up - o1/I	TOTA L→P #g = 01/l	NO2-N ug - at/l	NO3-N pg - at/l	\$1 D4=\$1 µg = a 1/I	ρН	S
		HR 1/10		STO	0000	1310	3541	2671	0013451	x 10 ³	15017		-			P9 - 0.0.1			+
	ı	084	' '	085	0000	1310	35408	2671			15017	'	'			'	,		
				STO STD	0010 0020	1352 1380	3562 3577	2678 2684	0012743 0012228	0013 0026	15035 15048								
		084		085 STD	0026 0030	1390 1386	35833 3583	2687 2688	0011938	0038	15053 15052								
		0.04		STD	0050 0062	1365 1351	3579 35771	2689 2690	0011869	0061	15048 15045								
		084		08S STD	0075	1331	3573	2692	0011679	0091	15041								
				STD	0100 0125	1293 1254	3566 3559	2694 2696	0011521	0120 0149	15031 15021								
		084		STD OBS	0150 0155	1216 1208	3552 35506	2698 2698	0011244	0177	15011 15009								
		084		OBS STO	0186 0200	1279 1226	35718 3561	2701 2703	0010908	0232	15041 15024								
				STO	0250	1059	3530	2710	0010286	0285	14970								
		084		OBS	T0285 0300	0961 0931	35150 3514	2715 2720	0009429	0334	14938 14930								
		084		STD OBS	0400 T0414	0759 0739	3506 35053	2740 2743	0007558	0419	14880 14874								
				STD	0500	0643 0556	3504 3503	2755 2765	0006224	0488 0546	14851 14832								
		084		085	0621	0541	35022	2766		-	14830								
				STD	0700 0800	0507 0468	3502 3501	2770 2774	0004849 0004547	0597 0644	14829 14829								
		084		OBS STD	0828 0900	0458 0433	35005 3498	2775 2776	0004441	0689	14830 14831								
		084		STD OBS	1000 T1056	0405 0393	3495 34943	2776 2777	0004417	0733	14836 14840								
		084		STD	1100	0385	3494	2778	0004338	0777	14844								
		084		STD OBS	1200 T1241	0374 0372	3493 34924	2778 2778	0004365	0820	14856 14862								
REFEREN	NCE				- E	MARSDEN	STATION TI		ORIGINAT	OR*S	DEPTH MA		WAVE	W EA-	CLOUD			NODC	
CTRY	IO.	SHIP	LATITU	DE 10	DNGITUDE 1500 X	MARSDEN SOUARE	STATION TI	YEAR	CRUISE STA	TION	DEPTH DEP TO O S*MF	TH OBS	WAVE ERVATIONS HGT PER SE	THER	CODES	1	51	NODC IATION UMBER	
CTRY	10. NO.	CODE	•	1/10	NOOM NOOTH NOOTH	10° 1° 149 46	MO DAY H	YEAR R,1/10 18 1965	CRUISE STA	TION MBER	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TH 085 FL'S DIR.	ERVATIONS	THER	CODES	1	\$1 N	MOITAT	
CTRY	10. NO.	CODE	•	1/10	0.10	10° 1° 149 46 W	05 22 1	YEAR R,1/10 18 1965 (IND BAR SPEED MET OR MET	CRUISE STA NU OO 3 9383	TION MBER	10 DEP 0 STATE 1658 1	TH OBS	HGT PER SE	THER	TYPE AM	1	\$1 N	L M BER	
CTRY	10. NO.	CODE	•	1/10	0.10	10° 1° 149 46	MO DAY HI O5 22 1 ATER W R TRANS. DIR.	YEAR R,1/10 18 1965 (IND BAR SPEED MET	CRUISE STAND. NU OO3 9383 O- AIR TEMP ER DRY 1 BULB	TION MBER	10 0EP 0 0 S-MF	TH OBS	HGT PER SE	THER	TYPE AM	1	\$1 N	L M BER	
CTAY	10. NO.	CODE	4442	1/10 N 04	0.10	10° 1° 149 46 W	MO DAY HI O5 22 1 ATER W	YEAR R,1/10 18 1965 IND BAR SPEED OR MET FORCE Imb	CRUISE STAND. NU OO 3 9383 O- AIR TEMP ER DRY BULB	TION MBER 2 VIS. WET CODE UULB 72 7 \$ \(\triangle \t	DEPTO STATE	TH OBS	HGT PER SE	THER CODE X 2	CODES	NO ₃ -N	\$1 N	L M BER	500
CTAY	10. NO.	E V	4442	N O4	000 W	10° 1° 149 46 W COLO CODE	GMT MO DAY H	YEAR 18 1965 IND BAR SPEED MET OR FORCE Imb SO 9 15.	CRUISE NO. NU OO3 9383 O- AIR TEMP ER DRY BULB 1 2 083 C SPECIFIC VOLUME ANOMALY-X10?	TION MBER TO VIS. WET CODE SULB TO DYN, M. x 103	DEP TO DEP TO STATE T	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE	CODES	T	\$1 N	DATION UMBER)149	5000
CTAY	10. NO.	E V MESSENGE TIME	4442	CARD TYPE STO	DEPTH (m)	10. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	GMT MO DAY H O5 22 I ATER W R TEANS. DIR. 24 S * \(\).	YEAR R,1/10 18 1965 IND BAR SPEED MET ON MET IMP CORCE IMP SIGMA-T 2653 2653	CRUISE NO. NU. 003 9383 0- AIR TEMP, RD DRY 12 083 C SPECIFIC VOLUME ANOMALY—210? 0015126	TION MBER 2 WET CODE SULB 72 72 5 \(\Delta \) DYN. M. x 103	0658 1 NO. 0855 0657 12 SOUND VELOCITY 14899 14899	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	\$ 000
CTAY	10. NO.	EV MESSENGR TIME HR 1/10	CAST NO.	N 04	DEPTH (m)	10° 1° 1° 149 46 W COLO COD!	GMTI MO DAY M 05 22 1 ATER W R TEANS DIR. 24 5 */	YEAR R,1/10 18 1965 IND BAR SOR MET FORCE Imb SIGMA-T 2653	CRUISE NO. STAND. OO30 A 18 TEMP OR DRY BULB 12 O 83 C SPECIFIC VOLUME ANOMALY-X10? OO15126 OO14909	TION MBER C VIS WET CODE T2 7 \$\int \text{D} \text{ON} \text{N} \text{VIS} \text{OD} \text{OD} \text{OD} \text{VIS} \text{OD} \text{OD} \text{OD} \text{VIS} \text{OD} \text{OD} \text{OD} \text{OD} \text{VIS} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} \text{OD} O	0 DEP TO	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	\$C C
CTAY	10. NO.	EV MESSENGE TIME HR 1/10	CAST NO.	CARD TYPE STO OBS STD	DEPTH (m) 0000 0000 0010	10° 1.1149 466 W COLLOCODI 1 00 5 10 05 10 73 11 07 10 41 10 99 5	GMT MO DAY H	YEAR 1965 YEAR 1965 YEAR 1965 SIGMA-T 2653 2653 2656	CRUISE NO. NU O3 936 NO. AIR TEMP. R. ORY BULB UZ O0. SPECIFIC VOLUME ANOMALT—110? 0015126 0014909	TION MBER TO VIS CODE TO VIS CODE TO TO VIS CODE TO TO TO TO TO TO TO TO TO TO TO TO TO T	DEP DEP	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	۵۵۷
CTAY	10. NO.	EV MESSENGE TIME HR 1/10 118	CAST NO.	CARD TYPE STO OBS STD OBS STO OBS STO	DEPTH (m) DEPTH (m) DODO DODO DO10 DO20 DO20 DO24 DO30	10° 1° 1° 1° 1° 1° 1° 1° 1° 1° 1° 1° 1° 1°	GMTI MO DAY MI 05 22 1 ATER W R TRANS DIR. 24 5 */ 3445 3463 34727 3484 34919 34919	YEAR YEAR YEAR YEAR YEAR YEAR YEAR YEAR YEAR	CRUISE STAND OO 3 9383 O- ARE TEMP ER DRY 18 UIS 2 083 C SPECIFIC VOLUME ANOMALY—119? 0015126 0014909 0012844 0011467	TION MEER 2 VIS. WET CODE SULB CODE SULB CODE CODE CODE CODE CODE CODE CODE CODE	0658 1: 0658 1	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	2000
CTAY	10. NO.	MESSENCR TIME HR 1/10 118 118	CAST NO.	CARD TYPE STO OBS STD OBS STD STD STD STD	DEPTH (m) 0000 0000 0010 0015 0020 0024 0030 0050 0075	10° 1 100 5 10073 1107 1041 0995 0994 0991 0988	GMTI MO DAY M 0 5 22 1 ATER W R ISANS DIR. 3445 3445 3445 3463 34727 3484 34919 3493 3497	R1/10 R1/965 R0 1965 CRUISE NO. NU O3 936 NO. AIR TEMP. R. ORY BULB UZ O0. SPECIFIC VOLUME ANOMALT—110? 0015126 0014909	TION MBER TO VIS CODE TO VIS CODE TO TO VIS CODE TO TO TO TO TO TO TO TO TO TO TO TO TO T	14899	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	\$ C C	
CTAY	10. NO.	EV MESSENGE TIME HR 1/10 118	CAST NO.	CARD TYPE STO OBS STD OBS STO STD STD STD STD STD STD STD STD STD STD	DEPTH (m) 0000 0000 0015 0020 0024 0030 0050 0075 0080 0100	10° 1 40 40 40 40 40 40 40 40 40 40 40 40 40	GMTI MO DAY MI OF 22 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	R.1/10 18 1965 IND SHED SHED MET MET MET MET MET MET MET M	CRUISE STAND OO 3 98 83 OO 4 PER DRY AND WALY-RIO? OO 15126 OO 14909 OO 12844 OO 11467 OO 11316 OO 11450	TION MBER VIS WET CODE SULP CODE SULP CODE CO	080100	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	000
CTAY	10. NO.	MESSENCR TIME HR 1/10 118 118	CAST NO.	CARD TYPE STO OBS STD OBS STD STD OBS STD STD STD OBS STD STD OBS STD STD OBS STD STD STD STD	DEPTH (m) 0000 0000 0015 0020 0024 0030 0050 0075 0080 0100 0125 0150	10° 1 10° 1	GMTI MO DAY M R TEAMS OIR. 3445 3445 3445 3445 3463 34727 3484 34919 3493 3497 3497 3497 3497 3498 3488	R1/10 R1 1965 IND PHI	CRUISE STAN NO NO NO NO NO NO NO	TION MEER 25 10 10 10 10 10 10 10 10 10 10 10 10 10	14899	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	\$ CC
CTAY	10. NO.	EV MAISSENCE TIME	CAST NO.	CARD 177E STO OBS STD OBS STD STD STD STD STD STD STD STD STD ST	DEPTH (m) 0000 0000 0015 0020 0050 0075 0080 0100 0125 0150 0200	10° 1 40 40	GMTI MO DAY M 05 22 1 ATER W R TRANS DIR. 3445 3445 3463 34727 3484 3491 3493 3495 3497 3497 3498 3498 3488 3488 3488 3482	R.1/10 R.1/10	CRUISE STAND ON THE PROPERT ON THE	TION MBER VIS. WET CODE SULB TO CODE SULB T	Control Cont	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	200
CTAY	10. NO.	EV	4442	CARD N 04	0000 0000 0010 0015 0020 0024 0030 0050 0075 0080 0100 0125 0150 0200 0209 0250	10° 1 10° 10° 10° 10° 10° 10° 10° 10° 10	GMTI MO DAY H 05 22 1 ATER W 8 TRANS OR. 3445 3445 3445 34463 34727 3497 3497 3497 3497 3497 3497 3497 349	R1/10 R1/965 R0 1965 CRUISE STAN NO NO NO NO NO NO NO	TION MEER 25 10 10 10 10 10 10 10 10 10 10 10 10 10	14899	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	0.00	
CTAY	10. NO.	EV	CAST NO.	CARD TYPE STO OBS STD OBS STD STD STD STD STD STD STD STD STD ST	DEPTH (m) 0000 0000 0010 0015 0020 0075 0080 0100 0125 0150 0209 0250 0291 0300	100 1 40 40 W COLORDON 100 1 100 5 100 5 100 5 100 7 104 1 109 95 0 85 8 0 80 3 0 7 3 1 0 7 2 4 0 7 2 4 0 7 2 4 0 7 2 4 0 6 8 6 8	GMTI MO DAY M 05 22 1 ATER W R 1 IRMS DIR. 24 5 -4. 3445 3445 3445 34463 34727 3484 34919 3493 3495 3497 3493 3498 3488 3482 34695 3486 34904 3485	R.1/10 18 1965 18 1965 18 1965 18 1965 19 19 19 19 19 19 19 19	CRUISE STA NO. NU ON THE NO. NU NU NU NU NU NU NU NU NU NU NU NU NU	TO VIS WET CODE SULB TO CODE SU	Company Comp	TH OBS- F DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	\$60
CTAY	10. NO.	EV	CA51	CARD N 04 STO OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS	DEPTH (m) 0000 0000 0010 0015 0020 0050 0075 0080 0100 0125 0150 0209 0250 0291 0300 0349 T0384	107 1 1005 10073 1107 1041 0995 0994 0991 0988 0803 0731 0724 0686 0575 0592	GMTI MO DAY M 05 22 1 ATER W 8 TEAMS OIR. 24 3445 34463 34727 3484 34919 3493 3497 3497 3498 3497 3497 3498 3497 3497 3498 3497 3497 3498 3497 3497 3497 3497 3497 3497 3497 3497	RIVIO 18 1965 18 1965 IND BAR MET IND BAR MET IND IND IND IND IND IND IND IND IND IND	CRUISE STAND ON 3 93 STAND A IR 18-MP ER DRY 18-MP 2 083 C SPECIFIC VOLUME ANOMALY—119? 0015126 0014909 0012844 0011467 0011316 0011120 0010450 0009875 0009875	110N MBER VISUAL	14899	TH OBS FLTS DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	<u> </u>
CTAY	10. NO.	EV EV EV EV EV EV EV EV	CA51	CARD N 04 STO OBS STD OBS STD STD OBS STD OBS STD OBS STD OBS STD STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS	0000 0000 0010 0015 0020 0050 0075 0080 0100 0125 0150 0200 0209 0250 0291 0300 0349	100 5 1005 1005 1005 1005 1005 1005 100	GMTI MO DAY H 105 22 1 14TER W 8 TRANS OR. 3445 3445 34463 34727 3484 34919 3497 3497 3497 3497 3497 3497 3497 349	R.1/10 1965 1982	CRUISE STAND ON 3 93 93 00- ARE 18-MP ER DRY 18-MP ON 15 18-MP ON	110N MBER 12 VIS WET CODE 172 7 2 \(\text{D} \) ON \(\text{N} \) MS \(\text{N} \) OO \(\text{D} \) OO \(\text{N} \) OO \(\text{D}	14899	TH OBS FLTS DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	
CTAY	10. NO.	EV EV EV EV EV EV EV EV	CA51	CARD TYPE STO OBS STD OBS STD STD STD STD OBS STD STD OBS STD STD OBS STD STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS	0000 0000 0015 0020 0050 0250 0291 0304 0400 0500 0580	100 A B A B A B A B A B A B A B A B A B A	GMTI MO DAY M 05 22 1 ATER W 8 TEAMS OIR. 24 3445 3445 3463 34727 3484 3491 3493 3497 3497 3498 3497 3497 3498 3497 3497 3498 3497 3497 3497 3497 3497 3497 3497 3497	RIVIO 18 1965 18 1965 IND	CRUISE STA NO. OLD MINISTER NO. OLD MINI	110N MBER VISUAL	14899	TH OBS FLUS DIR. 1 24 PECIAL RVATIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	TOU I
CTAY	10. NO.	No. No.	CAST NO.	CARD N O4	DEPTH (m) 0000 0000 0010 0015 0020 0075 0080 0100 0125 0150 0200 0209 0250 0291 0300 0349 10384 0400 0500 0580 0600 0700	1005 1005 1005 1005 1005 1005 1005 1005	GMTI MO DAY M 05 22 1 141ER W R TRANS OR. 24 3445 3445 34463 34727 3484 3491 3497 3497 3498 3488 3482 34695 3497 3498 3486 34976 3493 3498	R.1/10 1965 18 1965 1906	CRUISE STA NO. 000 3 793 100 11467 0011316 0011120 0008278 0007914 0006258	Tion Mer Vis West Code Vis West Code Vis West Code Vis West Code Vis V	Company Comp	TH OBS. FLTS DIR. 1 24 PECIAL RVA RIONS	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	\$00 I
CTAY	10. NO.	EV EV EV EV EV EV EV EV	CAST NO.	CARD N O4	DEPTH (m) 0000 0000 0010 0015 0020 0050 0075 0080 0100 0125 0150 0209 0250 0291 0300 0349 10384 0400 0500 0500 0600 0700 0778	100 5 1005 10073 1107 1041 0998 0991 0988 0803 0731 0723 0724 0686 0575 0599 0541 0468 0430 0426	GMTI MO DAY M 1 TER W R 1 TER R 1 TER W R 1 TER R 1 TE	RIVIO 188 1965 IB 1965 IND BAR MET IND MET I	CRUISE STA	110N MBER VIS VIS WET CODE VIS	Company Comp	TH OBS.	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	200
CTRY	10. NO.	EV NISSENCE TIME 118 1	CAS1 NO.	N 04 CARD TYPE STO OBS STD OBS STD STD STD STD STD STD OBS STD STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS STD OBS OBS OBS OBS OBS OBS OBS OBS OBS OBS	0000 W 0000 W 0000 W 0010 W 0015 W 0050 W 00	100 5 100 5	GMTI MO DAY M D5 22 1 ATER W R TEAMS DIR. 3445 3445 3463 34727 3484 3491 3493 3497 3497 3497 3498 3497 3497 3498 3497 3497 3497 3497 3497 3497 3497 3497	RIVIO 188 1965 188 1965 IND 1965 IND 2653 2653 2653 2656 2657 2678 2692 2694 2697 2704 2711 2717	CRUISE STAMPLE	110N MBER VISUAL	14899	TH OBS FLTS DIR. 1 24 PECIAL RVA RIONS 0 2 ml/l	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	500
CTAY	10. NO.	No. No.	CAST NO.	CARD N O4	DEPTH (m) 0000 0000 0010 0015 0020 0075 0080 0100 0125 0150 0209 0250 0291 0300 0349 10384 0400 0500 0580 0600 0708 0800 0778 0800	1005 1005 1005 1007 1041 10995 0858 0803 0731 0723 0724 0686 0575 0599 0573 0559 0541 0468 0426 0415	GMTI MO DAY M 105 22 1 1418	RIVIO 18 1965 IND	CRUISE STA	110N MBER VIS VIS WET CODE VIS	Company Comp	TH OBS.	PO4-P	THER CODE X 2	CODES	NO ₃ -N	\$1 N	DATION UMBER)149	λου

C.E O.	SHIP CODE	LATITUI	DE 1/10	rovelinos	SOL	ISOEN JARE	STATION T (GMT)		YEAR		OR'S TION MBER	DEPTH TO BOTTOM	MAX. DEPTH OF S'MPL'S	L	WAVE SERVATIONS HGT PER S	WEA THE COD	R CODES			NODC STATION NUMBER
40	EV	4410	N O	4603 W	149	WAT COLOR CODE	ER	SPEED OR FORCE	965 BARG METE (mbs	R ORY \		3931 ND. OBS. DEPTHS	SPEC OBSERV	04 CIAL ATIONS	3 2	Х2	6 8			0150
,				,			22	508	156	106 0	89 8	111			L					
- 1	MESSENGI TIME HR 1/10	OF NO.	CARD	DEPTH (m)	Ī	r *c	s ·/	SIGM	A - T	SPECIFIC VOLUME ANOMALY-X107	∑ ∆ D DYN. M x 10 ³	SOUP VELOC		0 2 ml/	PD4-P µg + al/l	101AL- pg - at/		NO3-N µg - ol/l	\$1 O4-\$ µg - 01/	
			STO	0000	1	040	3474	267	0	0013521	0000	149	15							
	156	,	obs	0000	1	040	34740	267	0			149								
			STO	0010	G	992	3478	268	1	0012460	0013	149	00							
			STO	0020	0	958	3482	269	0	0011641	0025	148	90							
			STO	0030		938	3486	269	7	0011050	0036	148	84							
	156		OBS	0032	0	936	34870	269	8			148	84							
			STO	-	0	982	3498	269		0010906	0058	149	05							
	156	,	OBS	0073		010	35084	270				149.	21							
			STO		1	000	3507	270		0010590	0085	149	17							
			STO			884	3497	271		0009540	0110	148	77							
			STO			790	3489	272		0008783	0133	148	45							
			STO			718	3484	272		0008185	0154	148								
	156	,	OBS	0185		655	34828	273				148								
			STD			655	3487	274		0007195	0193	148								
			STD			655	3496	274		0006602	0227	148	13							
	156		OBS	0253		655	34966	274				148								
	156	•	OBS	T0291		621	34980	275				148	07							
			STD			612	3498	275		0005964	0259	148	05							
			STO			535	3498	276		0005113	0314	147	90							
	156	1	OBS	0422		522	34982	276				147								
			STO			507	3500	276		0004773	0364	147								
			STO			486	3502	277		0004478	0410	148	04							
	156		OBS	T0633		478	35026	277				148	06							
			STO			456	3501	277		0004291	0454	148	80							
			STO			429	3499	277		0004217	0496	148								
	156	,	OBS	T0842		420	34981	277				148								
			STO			411	3498	277		0004173	0538	148	22							
			STD			398	3497	277	9	0004184	0580	148	33							
	156	,	OBS	1070	0	390	34964	277	-			148	41							
			STD		0	387	3496	277		0004215	0622	148	45							
	156	1	OBS	T1183	0	380	34956	277	9			148	56							

FER DE	ID. NO.	SHIP	LATITU	DE 1/10	LONGITUDE	MAR SQL	SDEN JARE	STATION IG M		YEAR		STATIO STATION	NC	DEPTH TO BOTTOM	DEPTH DF S'MPL'	OB		VE A TION	THE COD	R (LOUI	s	NODÇ TATION NUMBER
1	540	EV	4410	N	04636 W	149	WA COLOR CODE		WIND SPEE IR. OR	10161	ER DRY		VIS CODE	NO. OBS. DEPTHS		23 CIAL ATIONS	3	2	Х2	6	8		0151
								2:	3 S10			07		09									
		MESSENG TIME HR 1/1	CAST	C A I		1 1	*C	s °/.	, sic	MA-T	SPECIFIC VOLU		₹ △ 0 DYN, M. x 10 ³		DCITY	0.2 ml/		O4-P	9 - a1		02-N - 01	NO3-N	
				51	0000	0	799	3391	26	44	001599	5	0000	148	315								
		18	5	OBS	0000	0	799	3390						148									
				51	0 0010	0	908	3442	26	67	001380	3	0015	148	364								
				51		0	999	3485	26	86	001205	6	0028	149	905								
		18	5	OBS		0	999	34853	3 26	86				149	05								
				S1			993	3488		89	001178		0040	149	905								
				\$1			981	3493	26		001125		0063	149	904								
				51			967	3500	27		001058		0090	149	904								
				51			952	3506	27		000991	0	0116	149	_								
		18	5	OBS			939	35122						149									
				\$1			925	3510		18	000926		0140	148									
				SI			819	3498	27		000858	4	0162	148									
		18	5	OBS			684	3482		32		_		148									
				SI			681	3484		34	000780		0203	148									
				SI			666	3489		40	000725		0241	148									
				S1			648	3495		47	000667		0275	148									
		18	c	S1 OBS		_	600	3506		62	000535	U	0336	148									
		10	5	S1			596 520	35070 3502		63	000477	^	0307	148									
				S1			520 460	3498	27		000447		0386	148									
		18	5	OBS			454	34976		73	500445	_	0432	147									
		10	_	S1			431	3496		74	000436	2	0476	147									
				51			411	3495		76	000430		0520	148									
		18	5	OBS			408	34949			000429	_	0 2 2 0	148									
		10	_	S1			400	3495		77	000427	5	0562	148									
				51			392	3495		78	000421		0605	148									
		18	5	OBS			389	3495		78	500423	-	0000	148									
		- 0	-	51			384	3495		78	000425	2	0648	148									
		18	-	OBS			377	34939		78		_	-0.0	148									

REFER	ENCE	SHIP					_ =	MARS		STATION			OR	IGINAT	OR"S	J	DEPTH	MAX		WA			EA-	Cronc			NODC
TPY ODE	NO.	CODE	LATITU	1/10		317UOE * 1/10	INDCI	200		MD DAY	T) THR.1/10	YEAR	CRUISE NO.		TION ABER	8	MOTTO	OF S'MPL			A TIONS	- 0	DDE	TYPE AN			TATION
31	540	EV	4416	N	047	16 W			47	05 22	218	1965	003	9386		4	023	11	21	5	4	×	2	6 8			0152
	740							,	WAT	ER	WIND	BAR	O- All	TEMP.		/IS.	NO.	SPI	CIAL				_				
									COLOR	TRANS. DI	R. SPEE R. OR	4			VET C	ODE	OBS. DEPTHS	OBSER	ATIONS	5							
										20			6 08	3 0	78 8		08										
		MESSENC	CAST	CAF	20	DEPTH		Ι,	°c	5 -4.		5MA-1	SPECIFIC !		ž ∆ OYN.	D	SOL	JND	O2 ml	, Р	04-1	TOTA	L - P	NO ₂ -N	NO3-N	5104-5	
		HR 3/1		TYI		DEFIH	(m)	'	C	3	310	>MA-1	ANOMA	Y-1107	X I	03	VELC	CITY	O 3 Mil	וע	g = 01/1	±9 − 1		µg - q1/1	μg - σ1/l	μg = αt/	рН
				51	D	000	0	10	062	3495	26	82	0012	361	000	0	149	26									
		21	8	085		000			062	3494		82				_	149										
				SI		001			063	3499		85	0012		001		149										
				S1 S1		002			063 064	3502 3506		88 91	0011		002		149	-									
				51		005	-	_	065	3513		96	0011		005		149										
				51		007			066	3520		01	0010		008		149										
				51		010	0	10	068	3527	27	706	0010	314	011	. 2	149	948									
				\$1	OΠ	012	5	10	069	3532	27	10	0010	021	013	8	149	953									
				S1	T D	015	0	10	771	3537	27	713	0009	746	016	3	149	959									
		21	8	089		017			72	35399		716					149										
					TD	020			074	3540		715	0009		021		149	-									
				SI		025		_	770	3541		715	0009		026		149										
		2.		51		030			081	3541		715	0009	961	030	19	149										
		21 21		0 B S		T031			082	35414		715 714					149										
		21	0		TD.	035			046 889	35314 3520		731	0008	515	040		149										
					10	050			533	3503		755	0006		047		148										
		21	R	083		054			553	3497		762			• • •	_	148										
			•		TD	060	-		524	3498		765	0005	262	053	12	148										
					TD	070			477	3497		770	0004		058		148										
		21	8	085	5	T074	5	0	458	3497	2 7	772					148	315									
				51	TD	080	0	0	435	3496	21	774	0004	512	062	9	148	315									
					T D	090			404	3494		776	0004	385	067	74	148										
		21	8	OBS		095			392	3493		776					148										
			_		TD	100			386	3493		777	0004	320	071	17	148										
		21	8	083	S	T109	9	0	380	3493	1 2	7 7 7					148	341									

95550	ENCE	Τ-	1					DEN	FT + TIO(: -			ORICIA	IATOR'S		MAX.		WAV			- CLOU			
CTRY	10.	SHIP	LATIFE	30	LON	AGITUDE E	SQU		STATION T	11/15	YEAR		STATION	DEPTH	DEPTH	08	SERVA		W E A				NODC
GODE	NO.	CODE		1/10		· 1/10 0 Z	10*	1.	MO DAY	R.1/10			NUMBER	BOTTON	N S.W. bras	DIR	ног	EP 56	COD	TYPE A	y t		NUMBER
31	540	ΕV	4423	N	047	758 W	149	47 0	5 23 0	13 1	965	003 93	B 7	3621	13	24	4 4		х8	7 8			0153
	,				,			WAT		WIN O	BARG	A ID TC	MP. °C	NO.	1	CIAL							0
									TRANS. OIR.	SPEED	METE	R DRY	WET CO	OF DEPTHS	OB5581								
								CODE	(m)	FORCE			SULS	-	-								
				_					20	510	139	050	044 7	10	!		Ļ				_	,	
		MESSENC			ARD	DEPTH (m)	1	*C	s ./	SIG	AA-T	SPECIFIC VOLL			DNU	O 2 m1/1		4-F	TOTAL-				
		HR 1/1		,,	YPE		_					ANOMALI-A	x 10	3 \ \rm VEL	OCITY		νg	- 01/1	μg = α1/l	≥g - 01.	yg - at	l µg - at.	
				S	TD	0000	0	60	3377	263	39	001646	0000	0 14	798								
		01	3	QВ	S	0000	0.7	60	33772	263	39			14	798								
				\$	TD	0010	0 9	996	3460	266	57	001385	6 001	5 14	899								
				S	TD	0020		86	3527	268		001220	0 002		977								
		01	3	08	_	0028		303	35702	269					023								
					TO	0030		293	3568	269		001121			020								
					TD	0050		203	3552	270		001075			991								
			_		TD	0075		109	3535	270		001037	6 008	-	960								
		01	3	08		0098)42	35240	270		001007		_	938								
				_	TD	0100		041	3524 3524	270		001007		_	938								
					TD TD	0125 0150)29)17	3523	27:		000995			938 938								
					TD	0200		993	3523	27		000957			937								
		01	3	08		0218		984	35226	27		000,51	, 021		937								
		• •	-		TO	0250		367	3510	27		000861	2 025		897								
					TD	0300		726	3496	27		000765		-	849								
		01	3	OB		T0327		570	34922	274	+2			14	831								
				S	TD	0400	06	15	3498	275	54	000614	7 036	7 14	822								
		01	3	0 B	S	0435	0 9	91	35000	275				14	819								
				S	TD	0500	0 9	52	3500	276		000531		5 14	814								
				S	TD	0600		98	3500	27		000474	4 047	5 14	808								
		01	3	ОВ	_	0651		+74	35004	27				_	807								
					TD	0700		•52	3499	27		000439			806								
					TD	0800		15	3496	27		000427	2 056		807								
		01	3	ОВ		T0868		397	34943	27					810								
					TD	0900		394	3494	27		000425			814								
					TD	1000		384	3494	27		000425			827								
		0.1	2		TD	1100		377	3493	27		000428	5 069		840								
		01	5	08	TD.	T1108		376	34934 3493	27		000630	E 073		841								
					_	1200 1300		371		27		000430			854								
		01	2	-	10	1300		366	3493 34932	27		000433	6 077		869								
		0.1)	οв	3	1206	U.	366	34436	21	17			14	870								

D.	SHIP	LATITU	DE 1/10	LONGITUDE	E MAR SOL 10°	SDEN JARE	STATION T		YEAR	CRUISE NO.		OR"S TION MBER	DEPTH TO BOTTOA	OFFI	H Q8	WAVE SERVATIO		WEA- THER CODE	CLOUD CODES			NODC STATION NUMBER	ĺ
40	FV	4430	N O	4836 W	149	48	05 23 0	156 1	965	003	9388		2743	12	21	1 2		X2	x 8			0154	i
			, .		,	WAT		MIND	BAR	Α.	R TEMP	. "C	NQ.	1	ECIAL				•		,	0234	
						COLOR		SPEED	MET	ER D		WET COD	OBS.	00000	VATIONS								
						CODE	(m)	FORCE	(mb		LB I	BULB	0.7111	1									
							21	508	10	5 05	0 0	44 7	09										
	MESSENG		CARD	DEPTH Im	١,	r *c	s •/	SIGN		SPECIFIC	VOLUME	₹ ∆ D OYN. M	so	UND	0 2 m1/	PO4-	PITC	OTAL-P	NO2-N	NO3-N	SI Q4-	s	5
	TIME HR 1/10		1488	OFFIR IM	- ! '	C	3 44	SIGN	1A-1	ANOMA	LY-X107	x 10 ³	. VET	OCITY	02 mi/	µg + a1	/I u	g = pt/l	ug - 01/	ug + o1/1	µg - ot		c
ŀ	7116 17 16		STD	0000		450	3380	268	^	0012	520	0000	3.4	673								_	\top
- 1	056	.	OBS	0000		450	33802	268		10012	227	,0000		673	l	1	'				1	1	1 1
	0 00	,	STO			451	3380	268	-	0012	560	0013		675									
	056	5	OBS	0016		451	33798	268			- 00	0013		676									
	0,70		STO			426	3380	268		0012	320	0025		667									
			STO	0030		369	3382	269		0011		0037		645									
			STO	0050	0	274	3387	270	3	0010	421	0059	14	608									
	056	5	OBS	0051	0	270	33877	270	4				14	606									
			STO	0075	0	286	3401	271		0009	454	0084	14	619									
			STO			302	3416	272		0008		0106		632									
			STD			318	3430	273		0007		0127		645									
			STO			335	3444	274		0006		0144		658									
			STO			367	3472	276		0004	952	0174		684									
	056	5	OBS	0201		368	34730	276						685									
			STO			381	3478	276		0004		0198		699									
			STO			394	3482	276		0004		0221		713									
	056		STO	0400 T0402		420 420	3492	277 277		0004	246	0265		742 742									
	056	>	STO			395	34919 3490	277		0004	106	0307		747									
			STE			369	3489	277		0004		0349		753									
	056	5	OBS	T0602		368	34889	277		3004	0,0	0 2 7 7		753									
	0 50	,	STO			364	3489	277		0004	092	0390		768									
			STO			360	3490	277		0004		0431		783									
	056	5	OBS	0805		360	34898	277		0304	0,0	0,771		783									
		-	STO			357	3490	277		0004	115	0472		798									
			STO			355	3491	277		0004		0513		814									
	056	5	OBS	T1032	0	354	34908	277	8				14	819									
			STE	1100		352	3491	277		0004	162	0554		829									
			ST	1200	0	350	3491	277	9	0004	219	0596	14	845									
	056	5	OBS	T1218	0	350	34914	277	9				14	846									

_	ENCE	SHIP	LATITU	0.6	LONG	SITUDE	DCTR	MAR	SDEN	STA	TION T	IME	YEAR	-	ORIGIN			T	DEPTH	MAX. DEPTH	0		VE ATION!	WEA-	Cto				NODC	
CODE	NO.	CODE		1/10		1/10		10*	1.			IF.1/10	, LAK	CRUISE NO.		STATIO NUMI			MOTTON	S'MPL'			PER S	 CODE	TYFE				UMBE	
31	540	ΕV	4431	N	048	50 W		149	48	05 2	23 (76 1	965	003	931	8 9		1	390	12	20	2	2	X 2	6	8			0155	٠
									WA	TER	1	MIND	BAR	٠	AIR TE.	MP. 1		15.	NO.	5951	CIAL	7								
									COLOR	TRANS	DIR.	SPEED OR FORCE	M ET		DRY DRY	8U	ET CO	200	OBS. DEPTHS	OBSERV		5								
											23	503	111	2 0	33	02	8 6		11			<u> </u>								
		MESSENC FIME HR 1/1	OI NO.	CAS		DÉPTH	(m 1	Ţ	·c	S	٠/	SIG A	/ A - T		C VOLU		₹ ∆ DYN. x 1	Μ.	VELO SQU		D 2 ml	/1 I	PO4-P g - o1/I	A L - P - 01/1	NO2-		NO3-N ug - ai/l	SI O4-Se µg - a1/I	pH	1
				S.T	гр	000	0	0	196	321	90	263	3 1	001	718	7	000	0	145	52										
		07	5	089		000			196		895	263							145			,								
			-	ST		001			195	32		263		001	717	7	001	7	145											
		07	6	OBS	5	001			195		897	263		_			_		145											
				\$T	σı	002	0	0.0	052	330	3	265	1	001	528	4	003	3	144	93										
		07	6	OBS	5	002	5	-0	049	33	141	266	5						144	49										
				S1	O	003	0	-0	034	33	19	266	8	001	365	8	004	8	144	57										
		07	6	OBS	5	004	8	0	017	33	366	268	0 0						144	86										
				S1	ΓD	005	0	0	022	33		268		001			007	4	144											
				S1	ΓD	007	5	0	085	33		270		001			010	3	145	25										
				51		010			139	338	89	271		000	927	0	012	8	145											
		07	6	089		012	0	0	174		046	272							145											
				S1	-	012			179	341		272		000	819		014		145	81										
				S1		015			203	34		273			763.		016		145											
				S1		020			246	34	35	274		000	664	6	020	5	146											
		07	6	OBS		021			257	_	398	274							146											
				S1		025			285	34		275		000			023		146											
				S1		030			319	34		275		000			026		146											
				_	TD	040			365	34	78	276		000	468	4	031	5	147											
		07	6	OBS		T042			373		813	276							147											
				S1		050			378	34		277		000	446	2	036	0	147	-										
		07	6	089		057			381		862	277							147											
					r D	060			381	34		277			440		040		147											
					T D	070			380	34		277		000	442	3	044	9	147											
		07	6	OBS		T076			380	_	879	277							147											
				S1		080			380	34		277			445		049		147											
		_			T D	090		_	379	34		277		000	446	3	053	8	148											
		07	6	089		098			379		891	277							148											
					TD	100			378	34		277		000			058		148											
					TΟ	110			374	34	_	277		000	452	9	062	8	148											
		07	6	OBS	S	T115	7	0	370	34	898	27	76						148	46										

CTRY CODE	ID, NO.	COD	LA.	TITUI	DE 1/10	LONG	סטדופ ז'י	T DAIR		RSDE!			ION IGMT		1 '	AR	CRUISE NO.		AOTAI IITAT? IMUN	NC		DEPTH TO SOTTOM	MAX, DEPTH OF S'MPL'S		W A SERV		WEA- THER CODE		DUD		5	NODC FATION UMBER
31	540	ΕV	44	35	N	049	05	W	14					092	19	65	003				o	141	01	25	2	2	Х2	6	8			156
										-	WATE		_	WIND		BARG)•	AIR TE	MP. 1		vis.	NO.	SPE	CIAL	İ							
										CO	OR T	RANS (m)	DIR.	SPE1	1	(mbs		BUTB D&A	8U W I	1 0	DDS	OBS. DEPTHS	OBSERV									
													27	51	ı	109	0	33	02	8 8		03			1							
		MESSEI TIM HR 1.	GR CA		C.A.		DEPT	H (m)		r *c		\$	٠4.	51	GMA	-t		C VDLU		₹ Z DYN X	. M.	VELC		O ₂ ml		04=P = at/1	DTA L - P	NO2	- 1	NO3-N PB - 01/1	SIO4⇔Si h8 - 81/I	pН
					S٦		00			20:		329			32		001	710	8	000	0	145										
		0 9	2		OBS	5	00	00	-	020	. :	329	10	26	32							145	54									
					S1		00			129		329			41		_	625	-	001		145										
					S1		00	_		0068		33(48		001	559	7	003	3	144										
		09	12		OBS		00			0032			29		52				_		_	144										
					S1		00			003		330			53		_	509		004		144										
					S1		00			002		3 3 1			60			443		007		144										
					\$1 \$1		00			001 000		332			67 572			376		011		144										
		0.9	_		085		01			000		332	274		74		100	325	~	014		144	85									

ID. NO. 540	SHIP	4437	1/10	049	GITUDE	i	149	49	MO O 5	23	103 WIND	196		003		TATIO NUMBI	N VIS	DEPTH TO BOTTOM OOG 4 NO. OBS. DEPTHS	OF S'MPL	Н ОВ	WAVE SERVATION HGT PER	S TH	EA- HER DOE	CLOU COD	ES AAT	 NODC STATION NUMBER
	MESSENG TIME HR 1/11	g NO.	C A	RD PE	DEPT	H (m)		ī °C		s ·/.	\$11	GMA-	-1	SPECIFIC	VDLU ALY~X1		₹ △ D DYN, M X 10 ³	, , , , ,	OCITY	0 2 ml/	PO4-P µg = at/1			NO2-1		
	10:	3	OB OB S OB S	S TD S TD TD	000 000 000 000 000 000 000	00 07 10 18 20 30		233 233 231 206 0146 0133 0079 0029	33 33 33 33 33 33	04 042 048 04 028 03 04 06	26 26 26 26 26 26	540 540 541 542 546 551 555		001 001 001 001	6160 5748 5360	3 (3)	0000 0016 0032 0048 0078	14 14 14 14 14 14	570 570 571 560 535 529 507 487 488							

REFE C1RY CODE	ID, NO.	SHIP	LATITE	JDE 1/10		GITUDE	DRIF	2	AARSI SOUA	RE		TION IGMT		YEAR	CRUIS NO.	E	OT ANS	ON		DEPTH TO BOTTOM	MAX. DEPTH OF S'MPL"			V E A TIO	 WEA- THER CODE	CC	QUO 23CC		5	NODC TATION UMBER
31	540	Eν	4400	N	049	18	w	14		WAT COLOR CODE	ER	μ-	SPEE DR	With	0- ER	AIR T DRY BULB	W	v	15	NO. OBS. DEPTHS	O O SPEC	CIAL	3	4	x2	6	8			0158
		MESSENG TIME HR 1/1		C A TY		DEPT	H Im			*c	5	20	\$08	10 5MA-1	SPECIF	067		6 8 5 ∆ 5 N. 10	D _M	SOU VELO		O2 ml/l		O4- g - al				NO3-N	\$1 D4=\$1 yg + o1/1	рН
		13		0B:	TD	00	00 10		02 02	42	33	047 05	26 26	35 35 40		1682		000		145 145 145	99									
		13		08:	TD	00	20 25		02 01 01 01	73 49	33	058	26 26	43 46 48		580		003		145 145 145 145	47 38									
		13	7	QB:		00				44		061		48	001	,,,,		554	_	145										

ID.	SHIP	LATITU	DE 1/10	LON	GITUDE '1/10	DRIFT	MARS SQU	ARE		GMI		YEAR	CRUISE NO.	5	TATION TATION		DEPTH TO BOTTON	MAX DEPTH OF S'MPL	08	WAVE SERVATIO	 WEA- THER CODE	CLDUD CODES		\$1	NODC ATION UMBER
40	ΕV	4355	N	049	07 W	1	49	39 (2		51 1		003	939			0183 No.	02	21	4 3	X 2	7 8			159
								COLOR	TRANS.	DIR.	SPEED OR FORCE	M ETE (mbs	R (DRY ULB	WE1	C OD	200	Decens	CIAL /ATIONS						
										18	516	088	0.5	0	044	8	05								
	MESSENGE TIME HR 1/10	NO.	C.A. TY		DEPTH	(m)	T	°C	s	•/••	SIGM	A = T	SPECIFIC	VOLU- ALY-X1		E △ D DYN. M x 10 ³		UND	Q2 m1/1	PO4-	OTA L = P	NO2-N µg - ol/l	NO ₃ -N 1/1σ - gu	\$1 O4-\$1 9g - a1/1	рН
			51	TO	0000)	01	99	329	7	263	7	0016	5662	0	000	14	554	_						
	151		089		0000			99	329		263							554							
			-	TD TD	0010)88)02	330 331		265 266		0019		_	016 031		508							
	151		089		0020			002	331		266		001.	+024		051		472 472							
				TD	0030			003	331		266		0013	3819	0	044		474							
				TD	0050)		004	332		267		001			072	_	479							
			SI	T D	0075	5	0.0	006	333	6	268	0	0012	2524	0	104	14	485							
	151	Į.	089	S	0081	l	00	006	333	90	268	3					14	487							
			S.	TD	0100)	0.0) 45	335	7	269	5	001	1124	0	134	14	510							
				TD	0125	5	00	89	337	6	270	8	0000	9936	0	160	14	537							
			\$	T D	0150)	01	124	339	1	271	8	0000	9026	0	184	14	559							
	151		089	S	0152	2	0]	127	339	17	271	8					14	560							
	151		085	S	0179	9	0]	156	340	22	272	4					14	579							

REFER	ENCE	SHIP		_			- *	MARS		STATE				0	IGINAT	O R*S		DEPTH	MA)	1	WA		WEA-	CLD				NODC
CTRY	ID. NO.	CODE	LATITU	1/10	LON	1/10	INDCT#	5QU.	ARE I		AY H	R,1/10	YEAR	CRUISE NO.		TION	В	OTTOM	0.0	"		A TION!	 THER	TYPL				TATION NUMBER
31	540	FV	4348	N	048	56 W		149	38	05 2		65 1	965	003	9394		h	887	0.8	18	13	3	х8	7	A .			0160
								۱	WA			IND	BARO	A	R TEMP			NO.			٦							0100
									COLOR	TRANS.	DIR.	SPEED OR FORCE	METER (mbs)	P DI		W ET BULB	CODE (OBS. DEPTHS		ECIAL VATIONS	5							
											18	512	081	05	0 0	44	7	07										
		MESSENG TIME HR 1/10	or NO.	C A	RD PE	DEPTH	lm I	T	°C	5 .	٧.,	SIGM	A = T	SPECIFIC		DY	△ D N, M. 10 ³		DCITY JND	O ₂ mil.		O4-P g - o1/I	4 L-P	NO2-		03-N 3 - ol/I	\$1 D₂-\$ µg - o1/	
				5	TD	0000	0	01	84	329	3	263	5	0016	831	00	00	145	547									
		165	5	08	S	0000	C	01	84	329	31	263	5					145	47									
				S	T D	0010	C	01	83	331	3	265	1	0015	315	00	16	145	551									
				5	T D	0020	C	01	82	333.	2	266	6	0013	867	00	31	145	555									
				S	TD	0030	C	01	80	3341	8	267	9	0012	647	00	44	145	558									
		165	5	08	S	0049	9	01	78	337	34	270	0					145	64									
				S	T D	0050	С	01	77	337	4	270	0	0010	658	00	67	145	663									
				S	TD	0079	5	01	.59	339	6	271	9	8000	871	00	92	145	63									
		16	5	08	S	0079	9	01	.58	339	88	272	1					145	663									
				S	TD	0100	0	01	96	341	3	273	0	0007	861	01	13	145	85									
				S	TD	0129	5	0.2	238	342	9	273	9	0006	993	01	31	146	510									
				S	TD	0150	C	0.2	74	344	3	274	8	0006	254	01	48	146	32									
					TD	0200	_		332	346	5	276		0005	163	01	76	146										
		165	5	OB.		0209			340	346		276						146	573									
					TD	0250	_		350	347		276		0004	853	02		146	85									
					TD	0300			60	347		276		0004	621	02	25	146										
		165	5	08		T0384			173	348		277						147	718									
					TD	0400			374	348		277		0004		02		147										
				_	TD	0500	_	03	78	348	6	277	2	0004	313	03	14	147	740									
		169	5	ов		T056	7	03	088	348	77	277	3					147	752									
					TD	0600			80	348	8	277		0004		03		147	758									
					TD	0700	0	03	80	348	8	277		0004	351	04	00	147	774									
		16	5	08	S	T0764	4	0.3	379	348	84	277	4					147	794									

REFERE	NCE	SHIP					-	<u>=</u> /	WARS	DEN	S	TATION	TIME				ORIGIN	A108	5	DEPTH		MAX	_	WA	VE		WEA		ouo			NO	
TRY	ID. NO.	CODE	LATITU		LON	GITUD	10	2	SQUA			IGM			YEAR	CRUISI NO.		STATIC		TO 80110		O.F			ATION		CODE		O DES			STAT	
-				1/10	-		/10		10"	1.		DAY				1					+	Wbf.2	D19,		PER	SEA		7171	_				
1	540	ΕV	4345	N	048	42	W	11	49	38 WA	05	23	179		965		939 AIR TE			2396		11_	_16	В	2		X 8	1 7	8		-	01	61
										COLOR	1	N.5	S	PEED	- BAR	J	DRY	WE	— ∨ıs.	d D82.		SPEC	TIONS										
										CODE		NS. D		DRCE DRCE	1		IU L B	BUL		DEPTH	15	DILKAN	110143										
												16	5 51	16	06	1 0	61	050	0 5	11													
		MESSENC	CAST	CA	on								Ť		-	SPECIE	c volu	ME	₹ ∆ 0	50	OUNI	n		1	PO 4 ~ F	1.0)1AL=P	NO	2+N	NO3-N	SLO		
		TIME HR 1/1	ar NO.		PE	DEP	TH (m	1	ı	°C		\$ *4		SIGA	A A – T		ALY-X	02	x 103	1. VE	LOCI		0 2 ml/		g - at		g - a1/1		at/ I	μg = αt/1	ug -		pН
		HR 1/1	-	 				+	-		+	2 . 2	٠.				2	_		_		_		+					-		-		
		1.7			TD		000	J		08		36 2		267		001	348	7 11	0000		65							ì	- 1		1		
		17	9	OB:			00		_	08		361° 363		267 267		001	37.0	,	0013		+65 +65												
		17	0	0B:	TD		115			07		363:		267		001	340	,	0015		•65												
		11	7		o TD		20			62		376		268		001	2004	4	0026		+63												
		17	9	OB:			129			98	-	394		270		001	200	•	0020		61												
			_		TD		30			97	-	395		270		000	999	9	0037		61												
					TD		50		_	77		405		271			908		0056		61												
		17	9	OB:			73			68		416		272							61												
				S	TD	00	75		02	70	3	418	7	272	2.8	000	806	1	0078	14	61	4											
				S	TO	01	00		02	98	3	436	ä	274	÷0	000	696	0	0096	14	63	3											
				S	TO	01	25		03	21	3	451		275	50	000	605	5	0113	14	64	9											
		17	9	0 B:	S	01	44		03	37	3	460		275							+66	0											
				_	TD		50			40		462		275		000			0127		+66												
					T D		00			60		471		276			498		0153		+68												
			_		TD		50			75		478		276		000	465	4	0177		+69												
		17	9	0B:		T02				84		482		276				_		-	+70												
					TD		00			85		483		276			442		0200		470												
		, -	^		TD		00			90	-	487		271		000	427	B	0243		472												
		17	9	08	5 TD		14			91 82		487 488		277 2 7 7		000	420	7	0286		473 474												
		17	0	0 B		T 0 5				76		488		277		000	420	'	0200		475												
		7.7	-		T D		00			76		489		277		000	415	8	0328		475												
					TD		00			73		490		277			413		0369		477												
		17	9	08:			85			70	_	490		277						-	¥78	_											
		- '	-		TD		300			69	_	491		27		000	414	0	0411	_	78												
					TD		00			65		491		277			417		0452		80												
				S	T D	10	000		03	60	3	491	- 2	277	77	000	420	5	0494	14	481	6											
		17	9	0 B:	S	110	003		03	60	3	490	5 2	277	77					14	81	7											
				S	TD	11	00		03	59	3	491	- 2	277	78	000	424	5	0536	1 4	¥83	2											
		17	9	OB:	S	T11	01		03	59	3	491	0 2	277	78					14	83	3											

FER EY DE	ID. NO.	SHIP CODE	LATITU	DE 1/10	LONGIT	UDE "1/10	DRIFT	MARS SQU		((ON TI		YEAR	CRU	ISE	STATE	N	-	PTH 10 10 M	DEPT OF S'MPI	н	OBS	WAVE EPVAT	ONS	T1	EA-	CLOU	ES			NO STAT NUN	TION
1	540	FV	4330		04806		1		38				965	00	3 93	96		32	92	11			4 3		X	2	7 8				01	62
•	, , , ,	_ •						[WA			/IND	BARO	$\overline{}$		MP. 1		N	0.		ECIAL					-	,				• •	-
									COLOR	TRANS	DIR.	SPEED OR FORCE	METE (mbs	R	DRY	W E	T co	Dr O	BS. PTHS	OBSER												
											26	521	03	\rightarrow	067	06	_	1	2													
		MESSENGE TIME HR 1/10	OF NO.	CAS		EPTH	(m.)	т	*C	5	٠/.,	SIGN	A-T		IFIC VOL		₹ △ DYN. x 10	D M.		DCITY	02	ml l	PO.		FOTA :		NO2+ ug - al		NO3-N	\$1 O 4		ρΗ
			1	ST	rD (0000)	0.6	09	333	2	262	4	00	1788	3	0000	2	147	732												
	,	213		OBS		0000			09	333		262		• •	1,00	-	000		147													
				ST		0010		_	06	333		262		00	1785	6	001		147													
		213		085		0019			05	333		262				-			147													
				51		0020)		68	333		264		00	1605	5	003	5	146	578												
		213		OBS	5 (0026	5	0.3	29	334	01	266	1						146	521												
				S1	ro (0030)	0.3	44	335	1	266	8	00	1372	9	005	0	146	30												
				51		0050			17	339		269	7		1098		007	4	146	570												
				51	ro o	0075	ò	0.5	09	343	4	271	6	00	0920	6	010	С	147	717												
		213		085		009		05	68	344	63	271	9						147	746												
				ST	ro (0100)	0.5	07	344	5	272	5	00	0842	4	012	2	147	722												
				ST	rd (125	ò	0.3	94	343	9	273	3	00	0763	7	0142	2	146	78												
		213		089		013:			80	343		273							146													
				51		0150			25	344	9	273	-	00	0725	0	016		146													
		213		OBS		018			84	346		274							147	-												
				ST		0200			79	346		274			0646		019		147													
				S 1		0250			67	347		275		00	0586	3	022		147													
		213		089		0279			65	347		275							147													
				ST	_	0300			71	348		275			0541	-	025		147													
				51		0400			99	349	-	276		00	0473	0	030		147													
		213		OBS		0401			00	349		276		0.0		1	025		147													
				ST		0500			53	349		277			0441		035		147													
		212		ST		0600			17	349		277		00	0424	1	039		147													
		213		0BS		0600			17	349		277		0.0	0122	1	012		147													
		7.5		51		0700			99	349		277		00	0421	Ţ	043		147													
		213		OBS		0794 0800			87	349		277		0.0	0424	0	0.7		147													
				S1		3 90 0			87	349		277			10424		047		147 148													
				_		1000				349 349		277			10426		-															
		213		S1 0B3		100			75	349	_	277		00	0426	2	056		148 148													
		213	,	51		101. 1100			67	349		277		0.0	10426	Ω	060		148													
		213		0 B S		1111			65	349		277		00	U 4 2 C	O	000	_	148													

REFERENCE SHIP LATIT	UDE LO	NGITUDE EDG	MARSDEN	STATION T	IME YEAR	ORIGINA		DEPTH	MAX. DEPTH	0856	WAVE ERVATIONS	WEA-	CLOUD			NODE
CODE NO. CODE	1/10	1/10		MO DAY H			UMBER	BOTTOM	OF S'MPL'S		HGT PER SE	CODE	TYPL AM	-		NUMBER
31 540 EV 4316				05 24 0		003 939	7	3584	13		6 3	X2	7 8			0163
311340164 14310	, 14 1 54	121 # 1	WAT		VIND BAR	A ID TEA	P. *C	NO.			י כו ט	1 12	. , .0		'	0103
			COLOR	TRANS. DIR.	SPEED MET	ER DRY	WET COD	280	OBSERVA							
			CODE	im)	FORCE (mb	el BULB	BULB	DEPTHS								
				26	S30 06	1 067	061 7	10								
MESSENGR CAST TIME OF NO. HR 1/10	C ARO TYPE	DEPTH (m)	T °C	s ·/	SIGMA-T	SPECIFIC VOLUA		. SOU		0 ₂ ml/l	PO4-P µg = 01/1	TOTAL-P pg - 01/1	NO2~N ug - a1/l	NO3-N µg - a1/l	SI O4-5	
	STD	0000	0878	3416	2651	0015282	0000	148	48							
006	OBS	0000	0878	34157	2651	,		148								
	STD	0010	0863	3418	2655	0014944	0015	148								
	STD	0020	0848	3419	2659	0014608		148								
	STD	0030	0833	3421	2662	0014281	0044	148	36							
006	OBS	0032	0830	34214	2663			148	36							
	STD	0050	0923	3462	2680	0012633	0071	148	79							
	STD	0075	1024	350B	2699	0010913	0101	149	26							
006	OBS	0080	1041	35157	2702			149	34							
	STD	0100	1024	3515	2704	0010480	0127	149	31							
	STD	0125	1003	3513	2707	0010284	0153	149	27							
	STD	0150	0983	3512	2710	0010090	0179	149	24							
	STO	0200	0941	3510	2715	0009708	0228	149	16							
006	OBS	0239	0908	35075	271B			149								
	STD	0250	0873	3505	2722	0009074	0275	148	99							
006	OBS	10290	0766	34982	2733			148	64							
	STD	0300	0757	3499	2735	0007874	0318	148	62							
	STD	0400	0673	3503	2750	0006558	0390	148	46							
006	085	0426	0652	35038	2754			148	42							
	STD	0500	0579	3501	2761	0005593		148								
	SID	0600	0505	3499	2768	0004927	0503	148	11							
006	OBS	0639	0483	34983	2770			148								
	STO	0700	0471	3499	2772	0004622		148								
	STD	0800	0451	3499	2774	0004485	0596	14B								
006	OBS	T0855	0440	34993	2776			148								
	STD	0900	0431	3499	2 777	0004343		148								
	STD	1000	0412	3497	2777	0004355	0684	148								
006	085	1085	0397	34961	2778			148								
	STD	1100	0394	3496	2778	0004301		148	-							
	STD	1200	0378	3494	2778	0004340	0771	148								
006	085	T1274	0366	34926	2778			148	65							

REFER CTRY CODE	ID. NO.	SHIP	LATITE	JDE 1/10	LON	GITUDE 1/10	DRIFT	MAR! SOU			N TIME MTI Y HR,1/	YEAR			TATION TATION TUMBER		DEPTH TO BOTTOM	MAX. DEPTH OF S'MPL"	082	WAVE ERVATION	240	THES COD	. (LOUD CODES	7		NODC STATION NUMBER
31	540	EV	4304	N	047	04 W		149	COLOR	TER TRANS.		BA MI	TER	AIR TEN	AR TO WET	vis.	749 NO. OBS. DEPTHS		26 CIAL ATIONS	5 2		X2	1	7 8			0164
									CODE	(m)		FCE (M	-	83	072	4	10						_			,-	
		MESSENG TIME HR 1/10	T NO.	CAS		DEPTH	lm)	T	*c	5 */	.	IGMA-T	SPECIFIE	C VOLUA	ME 5	Δ D N. M. (10 ³	SO!	DCITY	0 2 ml/l	PO4-		OTAL- ug - 01/		0 ₂ -N - ot/l	NO3-N pg - oi/l	51 O4-5	
				ST	o l	0000)	10	88	3497	2	679	001	2633	00	00	149	935									
		034	4	089	, i	0000	0	10	88	3497	0 2	679					149	35		•							
				51	D	001	0	10	88	3498	2	680	001	2590	00	13	149	937									
				S1	D	002	0	10	089	3498	2	680	001	2620	00	25	149	939									
		034	4	OBS	5	002			089	3498		680					149										
				51		003			075	3499		683		2334		38	149										
				S1		005			35	3502		693	-	1483	_	62	149										
				S1		007			999	3506		702		0647	-	89	149										
				SI		0100			978	3509		708	001	0137	0	115	149										
		034	4	085		010			977	3509		708	0.00				149										
		0.2		S1		012			976	3512		711	000	9934	0.	40	149										
		034	+	0B9		014			975 981	3513 3517		712 714	000	9698		65	149										
				S1		020			009	3526		716		9607		213	149										
		034	4	OBS		023			027	3527		714	000	,00,			149										
		05.	•	51		025			980	3523		718	000	9463	0.2	61	149										
				S1		030			854	3510		729		8508		306	149										
		034	4	OBS		T037			599	3496		741	000	0,500		, 00	148										
				51		040			572	3497		745	000	6988	03	883	148										
				S1		050			571	3499		760		5637		46	148										
		03	4	OBS	5	T057	1	0	519	3499	5 2	767					148	312									
				51	T D	060	0	0	509	3499	2	768	000	4977	7 04	99	148	313									
				S	ΤO	070	0	0	476	3499	2	772	000	4684	0:	48	148	316									
		03	4	083		077			455	3498		773					148										
				S1		080			446	3498		774		4498		94	148										
				Si		090			418	3496		776	000	4406	0.6	38	148										
		03	4	089		T099			399	3495		777					148										
				SI		100			399	3495		777		4315		82	148										
				SI		110			387	3495		778	000	4267	0	725	148										
		03	4	089	5	T117	8	0	383	3495	2 2	779					148	356									

1	CODE	LATITU	1/10	LON	GITUOE	DRIFT	MAR SQL	SOEN JARE		OM I	TME TR,1/10	RABY	CRUISE NO.		OR'S TIDN MBER	OEPTH TO BOTTOM	DEPTH OF S'MPL'S	1	WAVE SERVATION	WEA- THER CODE	CLOUE CODE	S	1 5	NOOC TATION NUMBER
İ	EV	4217	N	048	21 W		149	28	05 2		112 1	965		9399		3658	12	28	4 2	x2	6 8			0165
								COLO	TRANS.	OIR.	SPEED	M ETE (mbs	R	ORY	WET COO	OBS. DEPTHS	SPEC OBSERV							
										27	519	102	2 00	51 0	50 8	12								
	AESSENGI TIME	NO.	CA		OEPTH	(m)	1	r *c	s	٠/٠.	SIGA	1-A	SPECIFIC	VOLUME ALY-X10?	₹ ∆ 0 0YN. M x 10 ³	. SOI	DCITY	O ₂ ml/	PO4=1	OTA L = #	NO2-N vg - at/		\$1 O4-\$1 µg - a1/	
ľ	10 17 10		S	T D	000	0	0	867	345	2	268	12	001	2402	0000	148	349							
	112		OB:		000			867	345	23	268	32				148	349							
				TD	001			866	345		268	15		2111	0012	148								
				T D	002			864	346		268			1827	0024	148								
			-	τD	003		-	863	346		269		001	1534	0036		853							
	112	-	OB:		003			862	346		269		001	0999	0058	148								
				TD	005 006			690 609	343		269		001	0999	0058	14	787							
	112	-	08	s TD	007			6 6 9	344		270		001	0514	0085		783							
				TD	010			769	346	-	270			9991	0111		329							
				TD	012			868	349		27			9585	0135		375							
	112	•	08		013			924	350		27						900							
				TD	015	0	0	825	349	3	272	20	000	9044	0159	14	362							
	112	2	08	S	017	4	0	699	347	-	272					14	-							
				TD	020			783	349		273		000	8149	0202	_	855							
	112	2	OB:		T022			825	351		271						377							
			_	מד	025		_	753	350		274			7286	0240		853							
			0B:	TD	030			639 584	349		275		000	6392	0274		315 798							
	112	2		S TD	040			512	348		275		000	5531	0334		779							
	112	>	08		040			512	348		279		•••	,,,,	0,5,5		779							
		•	-	TD	050			483	349		276		000	4839	0386		785							
			_	TD	060	-	_	456	349	-	27	-		4405	0432		791							
	112	2	08		060	3	0	455	349	83	27	73				14	791							
			S	TD	070	0	0	429	340	8	27	76	000	4190	0475	14	796							
			S	ΤD	080	0	0	406	349	7	27	7 8	000	4091	0517	_	803							
	112	2	80		1080			405	349		27						B 04							
				TD	090			387	349		27			4182	0558		811							
				TD	100			374	349		27		000	4191	0600		822							
	112	2	OB.		103			372	349		27		000	4242	0642		826 838							
	112	,	08	T D	T117	-		371 370	349		27		000	4242	0642		849							
	11/	<u>-</u>	V 6	3	111/	U																		

		SHIP				= 5	squ	ADE		GMII		YEAR				TO	DEPTH	085	RVATIONS	THER	COOES	1		TATION	
CODE	ID. NO.	COOE	LATITU	- 1	LONGITUDE	DRIFT	300					I E AR		NOITAT	- 1	BOTTOM	S'MPL"		HGT PER SI	CDOS	TYPE AMI			UMBEP	
-	NO.	-		1/10	,1/1	0	10"	1,-			IR.1/10		1		-		3 70.76				1	-			
31	540	l E V	4227	N C)4841 W		149	28 0				965	003 94	00		237	11	29	4 2 1	X1	8 17	i	1.0	0166	
								WAT		<u>'</u>	SPEED	BAR			- VIS	NO. 085,	SPE	CIAL							
								COLOR	TRANS.	OIR.	FORCE	M ET E		BULB	COOR	OEPTHS	OBSERV	ATIONS							
											1	+-		2											
			-						+	29	518	105	5 050	044	В	13	L								$\overline{}$
		MESSENG		CARC		(m.l	1 ,	*c	,	٠/	SIGM	A = T	SPECIFIC VOLU		Δ D.		CNU	O 2 m1/1	PO4-P	TOTAL-P	NO2-N	NO3-N	\$104-\$1	рН	c c
		HR 1/10		TYPE				_					ANOMALT-E		x 10 ³	VELO	OCITY		yg • σ1/1	μg + α1/l	µg + a1/1	μg - αl/l	µg - al/l		c
			1	STI	000	n	0.4	+06	334	. 4	265	6	001485	3 00	000	146	550								
		139	5	085	000			+06	334		265		, •••	, , ,	,	146			'	,					
		•		ST				49	340		267		001324	9 00	14	14									
				ST				340	344	-	268		001243		27	148	341								
				ST		0	0.9	979	348	3	268	7	001194	5 00	39	148	399								
		135	5	085	003	0	0.9	979	348	27	268	7				148	999								
				ST	005	0	0.9	943	348	7	269	7	001110	2 00	062	148	389								
				STI	007	5	0.8	398	349	2	270	8	001005	7 00	89	148	378								
		139	5	OBS	008	1	0.8	387	349		271					148									
				ST	010	0	06	536	345	1	271		000948	2 0:	113	14									
		135	5	085	010			517	344		271					14									
				ST				486	343		272		000878	7 0	136	14									
		13	5	085	013			484	343	_	271						716								
				ST				555	347		272		000823	6 0	157	14									
		13	5	OBS	017			805	350		273						860								
				STI				793	350		273		000785		197		860								
				STI				708	349		274		000716	5 0	235		834								
		13	5	085	1027			532	346		274 275		000610		268	14	808								
		13	c	ST) 085	030			534 508	348		275		000610	5 U.	200		761								
		13	9	ST				465	348		276		000527	5 0	325		760								
		13		0BS	T040			464	348		276		000027	, ,	121		760								
		13	,	STI				458	349		276		000476	7 0	375		774								
				ST				446	349		277		000439		421		786								
		13	5	085	060			446	349		277						786								
		• -		ST				424	349		277		000427	9 0	464	14	794								
		13	5	OBS	T079			409	349		277					14	8 0 2								
				ST				409	349		277		000420	1 0	507	14	804								
				ST		0.0	0	404	349	96	277	7	000423	7 0	549	14	819								
		13	5	OBS	T099	95	0	397	349	962	277	8				14	831								
				ST	D 100	0	0	397	349	96	277	8	000424	6 0	591	14	832								
				ST	D 110	0	0	385	34	75	277		000426	5 0	634		844								
		13	5	085	T112	2	0	382	34	946	277	8				14	846								

PEFER	ENCE	CALID					L =	MAR			N TIM				DRIGINA	TOP'S		DEPTH	DEP			WAY			WEA-	Crond			NODC
TRY	ID. NO.	CODE	LATITU			1/1" "1/1	NDC	10"	ARE I	MO D	MT)		YEAR	CRUISE NO.		A TION		TO BOTTON)F	_		TIONS FER SI		THER	TYPE AN			NOITAT NUMBER
-				1/10					1 1				0/1	 -				25 / 2	\top								+		
1	540	EV	4249	N I	049	02 W	l	149	29 WA		16			003	1 940			2542	1	1	30	4	3	- 1	X1	3 7	1		0167
										TRANS.	T	SPEED	METE	J-	ORY	WET	VIS,	NO.		SPEC I									
									CODE	im)	OIR.	OR FORCE	(mbs		ULB	BULB	1000	DEPTHS	OBSI	CRVA	IIONS								
											29 9	20	105	5 0	67	050	8	09											
									L	1				<u> </u>	1	Τ.	Σ Δ D	1		1		Τ.,		Ī					
	- 1	MESSENG TIME	O' ND.	CAR		DEPTH	tm I	T	°C	ς.	۷.	SIGN	1 A - T	ANON	ALY-XIC		DYN. M		OCITY	0	12 m1/l		04 = P - o1/I		A L - P	NO2-N vg - al/i	NO3-N		
	1	HR 1/10			_			+								-	x 10 ³	-		+		-		-			74		-
	1			ST	0	000	0	0	452	334	3	265	0	001	5384	0	000	14	669									1	
		164	4	OBS		000	0	0	452	334.	25	265	0					14	669										
				ST	D	001	0	0	391	334	5	265		001	4604		015		646										
				ST		002		0	340	334		266			3915		029		626										
				ST		003			29 7	335		267			3170		043		610										
				5 T	_	005			239	336		268		001	1877	0	068		589										
		164	4	OBS		005			229	336		269							587										
				ST		007			296	339		270			9942		095		623										
				ST		010			373	342		272			8182		118		664										
				ST		012			438	345		274			6837		137		699										
				ST	-	015			490	347		275		000	5717	C	152		728										
		164	4	OBS		015			490	347		275							728										
				ST		020			489	348		276			5230	_	180		737										
				ST		025			487	349		276			4900	_	205		745										
				ST		030			486	349		276		000	4644	0	229		753										
		16		OBS		T033			485	349		276							759										
		16	4	OBS		039			462	349		277				_			760										
				ST		040			462	349		277			4331	_	274		760										
				ST		050		_	448	349		277		000	4204	C	316		771										
		16	4	OBS		T059			434	349		277		000			250		781										
				ST		060			434	349		277	_	_	4146	_	358		782										
				51		070			420	349		277		000	4084		399	_	792										
		16	4	OBS		079			408	349		277		000					803										
				ST	_	080			408	349		277			4107	-	440	_	804										
				ST		090			394	349		277			4140	_	481		814										
				ST		100			383	349		277		000	4203	C	1523		826										
		16	4	085		T101			382	349		277		000	. 100				828										
		٠.		ST		110			375	349		277		000	4180	(1565		840										
		16	4	OBS		T110	13	0	375	349	45	277	9					14	840										

REFER	ENCE	SHIP					= # E	MAR	SDEN	STAT	ON T	TIME	WF 4.0		ORIG1N				ртн	MAX			AVE	N.C	WI		CLOU			NODC TATION]
CODE	10. NO.	CODE	LATITU	1/10	LON	GITUDE	0.7	10°	1,			HR,1/10	YEAR	CRUISE		STATIO			TOM	OF S*MPL			GY PER			01	TYPE A			UMBER	
31	540	EV	4303	N	049	16	ei .	149	39	05 2	4	192	1965	003	941	0.2		13	53	10	20	23	3		X		x			0168	
									W.A	1		WIND	- BAR	o-	AIR TE	Τ.	VIS		0.	SP	ECIAL										
									COLOR	TRANS.	DIR.	SPEED	1416		ORY ULB	8U8		DEF	BS. PTHS	OBSER	4OIT A V	15									
											25	517	11	2 0	61	04	4 8	10	0												
		MESSENE TIME HR 3/1		CA TY		DEPT	H lm1	1	°c	s	٠4.	SIG	MA-T		C VOLL		X 103	۸.	VELD		02 11	ol/1	PO4-		707AL yg = 0		NO2-N ug - at/	3-N - al/l	51 O4-5 yg - a1/		
				S	τр	00	00	0	290	334	7	26	69	001	357	9	0000		146	01											
		19	2	OB:		00			290	334		26							146			•									
				S	TD	00	10	0	263	335	9	26	82	001	242	7	0013		145	93											
				S	TD	00	20	0	243	337		26		001	136	6	0025		145												
					TD	00			228	338		27		001	042	1	0036		145												
		19	2	OB:		0.0			218	340		27							145												
					CT	00			220	340	-	27		000		-	0055		145												
			_	_	TD	00			249	342		27		000	713	2	0075		146												
		19	2	OB:		00			263	343		27		000			0000		146												
		19	2	0 B:	TD	01			285 313	344		27 27		000	010	0	0092		146 146												
		19	2		S TD	01			317	345		27		000	556	7	0106		146												
					TD	01			338	346		27		000			0120		146												
					TD	02			369	347		27		000			0143		146												
		19	2	OB.		T 02			376	348		27		•••			• • • •		146												
			_		TD	02			378	348		27		000	431	0	0165		146												
				S	TD	03	00	0	380	348	4	27	70	000	430	2	0187		147	07											
		19	2	ОВ	S	03	54	0	381	348	57	27	71						147	17											
				5	T D	04		0	380	348		27		000			0229		147												
					T D	05			377	348		27		000	415	3	0271		147												
		19	2	ОΒ		T 05			376	348		27							147												
					ΤO	06			374	348		27		000			0312		147												
					TD	07			371	348		27		000	418	5	0354		147												
		19	2	OB		07			370	348	_	27				_			147												
					TO	08			368	349	-	27	_	000			0396		147	_											
					TD	09			367	349		27		000	424	>	0438		148												
		19	2	08		109			366	349		27		000	, 20	_			148												
		1.0	17	0 B	TO	10			365	349		27		000	429	9	0481		148												
		19	12	UB	5	110	∠ 8	U	365	349	, O I	27	10						148	23											

CTAY CODE	ID. NO.	SHIP CODE	4310	1/10	LONG!	1/1	+-	10°	ARE 1°	MO		HR,1/10	YEAR 1965	-	RUISE NO.	Nt	ATION		DEPTH 10 80110M	DEPTH OF S'MPL'	S DIR	HGI	VE A TION	 WEA- THER CODE	TYPE	DUD DES		?	NODC TATION IUMBER	
										TER	5. DIR	WIND	BA:	RO- TER		Y TEM		VIS CODI	NO.	SPE	CIAL /ATIONS									
											23	512	09	71	056	6 (033	8	03											_
		MESSENG TIME HR 1/10	4 140.		RD PE	DEPTH	lm)	Т	*c		s ·/	SIG	MA-T		MECIFIC N		וס ויי	△ D rN, M (10 ³	701	DCITY	O2 ml/		04-F	DTA L = P /g + o1/I	NO2		NO3-N µg - al/l	\$1 O4=\$ µg = 01/		SOC
				S	TD	000	0	0:	328	33	00	26.	29	C	0174	421	00	00	146	511										
		239	9	0B:	S	000	0	0	328	33	000	26.	29						146	511										
				S	TD	001	0	0.	327		00	26	29	C	0174	441	0.0	17	146	512										
		239	9	OB:	S	001	0	0	327	32	997	26.	29						146	512										
				S	TD	002	0		296		01	26	32		0170		0.0	35		501										
					TD	003		0.	236		04	26		0	016	387	0.0	51	145	5 7 7										
		239	9	0 B	\$	004	9	0 (339	33	135	26	60						144	493										

REFER	ENCE	SHIP					# E	MAR		STA	TION				ORIGIN	ATOR"	S	. 0	EPTH	MAX. DEPTH		WA:			WEA-		DUD			NODC
ODE	ID.	CODE	LATITU	1/10		GITUDE * 1/11	DIRIE	10*		MO		HR,1/10	YEAR	CRUISI NO.		STATIC NUMB		BC	MOTTO	OF S'MPL'S			PER	_	CODE		ANT	-		TATION UMBER
31	540	EV	4257	N	050	04 W		150	20	05	25	010	1965	003	94	0.4		0.1	28	0.1	22	4	2		X1	3	2			170
	, , ,								WA			WINO	BAS			MP. C		Т	NO.	SPEC			_			_	~			
									COLOR	TRAN [m]	S DIR.	SPEE	W. C.		DPY IULB	BUT.	cor	Di Di	OBS. EPTHS	OBSERV										
											22	512	09	8 0	56_	03	3 8	C)3											
		MESSENG TIME HR 1/1	CAST NO.	CA TY		OEPTH	(m)	Т	*c		s ·4.	SIC	SMA-T	SPECIF	C VOLU		₹ Δ E DYN. A x 10 ³	٧.	SOU		0 2 ml/		O4-P 1 - 01/		OTA L=P µg - o1/1	NO2		NO ₃ -N yg = al/l	\$1 O4-\$1 µg - a1/1	рН
				S.	CT	000	0	0:	303	33	01	26	32	001	716	4	0000)	146	00							1			
		01	0	OB:	s i	000	0	0	303	33	006	26	32						146	00										
				S.	TO	001	0	0	170	33	15	26	54	001	507	5	0016	,	145	46										
				\$	T D	002	0	0.0	162	33	27	26	70	001	350	8	0030)	145	01										
		01	0	OB:	S	002	4	0.0	25	33	312	26	75						144	85										
				S.	TD	003	0	0 (26	33	32	26	76	001	290	6	0044	٠	144	86										
				S	T D	005	0	0.0	28	33	36	26	79	001	261	6	0069	9	144	91										
				S	T D	007	5	0.0	031	33	41	26	83	001	224	5	0100)	144	97										
		01	0	089	5	009	7	0.0	33	33	456	26	87						145	03										

CTRY CODE	ID. NO.	SHIP	LATIT	UDE 1/10	LON	NGITUDE	DRIFT	SOU 10°			SMTI	1ME 1R.1/10	YEAR	CRUISE NO.		ATOR'S TATION IUMBER		DEPTH TO BOTTO	OEFF	н	OBSE	WAVE RVATION	_	WEA THE	C	OUD DES	_		NODÇ STATION NUMBER
31	540	ΕV	4244	N	050	004 W		150	20 WA)24 NIND	1965		940 AIR 1EA			0845			26	3 3		x1	4	2			0171
									COLOR	TRANS (m)	D1R,	SPEEG OR FORC	MET	R	DRY ULB	W ET BULB	COD	000	OBSED	VATI									
											24	516	10	5 0	44	039	8	0.7											
		MESSENC TIME HR 3/1	CAST	CA		DEPTH	(m)	1	°c	5	٠/٠.	SIG	M A - 1		ALY-X1	7 0	E △ D YN. W X 10 ³	۸۰ ا م	TOCITA	0;	2 m1/1	PO4-		101AL-			NO3~N µg - a!/l	SI O4-	
			-	51	T D	0000	<u></u>	0	165	329	9	26	41	001	6256	. 0	000	14	540										
	- 1	0.2	4	OB:		0000			165	329		26			027		000		540			1	'			,			
					To	0010			165	330		26		001	6219	0	016	_	541										
				S.	TD	0020)	0	165	330	0	26	42	001	6182	. 0	032	14	543										
		02	4	085	ŝ	0025	5	0	165	330	02	26	42					14	544										
				S	CT	0030)	0	149	331	6	26	56	001	4863	0	048	14	540										
		02	4	0 B		004			108	336		26							531										
					T D	0050			113	336		26			0914		074		534										
				_	T D	0075		0	150	338		27			9642		099		557										
					T D	0100			184	340		27			8452		122		579										
					TΟ	0125			216	342		27		000	7420	0	142		599										
		02	4	OB:		0144			238	343		27							614										
					(1	0150			244	343		27			6602		159		618										
					TD	0200			287	344		27			5949	-	191		646										
					TD	0250			323	346		27			5341		219		672										
				_	TD	0300			352	347		27		000	4915	0	245		694										
		02	4	OB:		038			384	348		27		000			201		723										
					T D	0400			384	348		27			4434		291	_	726										
		0.7		-	TD	0500			383	348		27		000	4291	. 0	335		742										
		02	4	OB:	5 T D	T057;			382	348 348		27 27		000	427 6	. ^	378		754										
		0.7	,	_	_		-		380	-				000	4210	, 0	318	_											
		0.2	4	0 B	5	T061	0	0	378	348	19	27	13					14	759										

REFERENCE SHIP LATIT	UDE LC	ONGITUDE E	MARSDEN SQUARE	STATION	1	YEAR	CRUISE NO.	STATE NUN	10N	DEPTH TO BOTTOM	MAX, DEPTH OF S'MPL'S	OBS	WAV ERVA		WEA- THER CODE	CODES			NODC STATION NUMBER
31 540 EV 4213		1710	150 20	05 25		 1965		406	1000	3109	11		2 3		x1	TYPE AM	1		0172
			_	TER	WIND	BAR)-	TEMP.	VIS.	NO.	SPEC	IAL							
			CODE	TRANS. OIR	SPEED OR FORCE	100			JLB COD	DEPTHS	OBSERV	ATIONS							
				25		10	2 056	0.	44 8	10									
MESSENGE CAST	C.10D	T	T	1	<u> </u>	120		- 1	₹ △ □	1	ONL		100			I		51.0	
TIME OF NO.	CARD	DEPTH (m)	7 °C	2	SIG	MA-T	SPECIFIC VO		DYN. A x 10 ³	1. 1	CITY	O 2 m(/)		4-P - 01/1	TOTAL-P	NO2-N ug - at/1	NO3-N pg - at/1		
HR 1/10					-								+			<u> </u>	-	-	-
	STO	0000	0452	3317	26		00173	24	10000	146				ı					1
057	OBS	0000	0452	33167						146									
	STD	0010	0419	3317	26		00169		0017										
0.5.7	STD	0020	0394	3317	26:		00167	19	0034	146									
057	OBS STO	0025 0030	0384 0395	33176 3331	26: 26:		00157	0.7	0050	146									
		0050		3380	261		00137		0078	146									
	STD STD	0075	0436 0489	3426	27		00124		0106	140									
	STO	0100	0541	3456	27		00079		0128	14									
057	085	0121	0585	34688			00077	,,	0120	14									
	STD	0125	0572	3469	27		00073	90	0147	14									
057	OBS	0145	0539	34694						147									
	SID	0150	0555	3473	27		00069	12	0165	14									
057	OBS	0193	0664	35023	27	51				148									
	STD	0200	0655	3502	275	52	00060	80	0197	148	306								
	STO	0250	0598	3500	27		00055	65	0226	147	91								
	STD	0300	0549	3499	276		00050	96	0253	14	179								
05 7	OBS	10389	0482	34968						147									
	STD	0400	0479	3497	27		00045		0301	147									
	STD	0500	0453	3497	27		00043	44	0346	14									
057	OBS	0587	0429	34969						147									
	STD	0600	0423	3496	27		00041		0388	147									
0.5.7	STD	0700	0387	3492	27		00041	48	0430	14									
05 7	OBS STD	0789 0800	0366	34905			00040	72	0673	147									
	STD	0900	0366 0366	3491 3491	27°		00040		0471	147									
	STO	1000	0365	3491	27		00041		0554	148									
057	085	1017	0365	34913			00042	J.	4000	148									
0,71	STD	1100	0364	3492	27		00042	3.2	0596	148									
057	085	11129	0364	34920			-00-72	J L	55,0	148									

REFERENCE						-	MARS	DEN	STAT	ION T	IME		1	ORIGI	NATO	R*S	T	DEPTH	MAX		V	VAVE		WEA-	CLOU	пΤ			NODC	1
CTRY ID.	CODE	LATITU	301	LON	GITUDE	DRIFT	SQU			GMT)		YEAR	CRU	IS E	STAT	10N		TO	DEPTI	н		OITAVE	ΝŞ	THER	COD			S.	ATION	ĺ
CODE NO.	.		1/10		1/10	- Z	10.	1.	MOL	AY	IR.1/10		NO	D.	NUA	BER	_	BOTTON	S"MPL	' S O	IR I	GT PER	SEA	CODE	TYPE A	MT		N	UMBER	
31 54	olev	4140	N	050	04 W		150	10 0	15 2	5 h	15	1965	00	3 94	07		3	3566	11	3	1 2	2		X1	4 2				173	
								WAT			WIND	BAR	1		EMP.	,C	vis.	NO.		ECIAL	Ť]_								,	
								COLOR	TRANS.	DIR,	SPEED	MET	ER	DRY		ET	CODE	OBS. DEPTHS	OBSER		NS									
								CODE	(m)	_	FORCE	_	\rightarrow	BULB	+	JLB	_		-		-									
										32	514	11	5	106	00	57	В	09												
	MESSENI TIME HR 1/1	GR CAST	CAI		DEPTH	lm)	1	* C	s	٠/	\$16.	MA-T		IFIC VOI		DYN	1. M. 10 ³		DCITY	02	ml/l	PO 4-		DTA L P	NO2-1		03-N g - al/l	\$1 O 4-\$1 pg - 01/1	ρН	500
	716 77		-		0000		1.0		240	_	34					00		1,5					1	_		+-			-	+
	11	_	0 B S		0000			15	359		26		00	1327	, ,	00	00		091	l			1			ı	- 1			1 1
	11)	51		0010			515 515	360		26		00	1331	. 1	00	12	150	091											
			51		0020			515	360		26			1335		00			094											
			51		0030			15	359		26			1338		00			096											
			51		0050			514	359		26			1346		00			099											
	11	5	085		0059			514	359		26					•			100											
		-	\$1		0079			+81	359		26		00	1328	8 8	01	00		092											
			51	ΓD	0100)		+30	358	3	26		00	1303	35	01			078											
			51	ſΟ	0125	5	13	881	357	5	268	3.2	00	1269	7	01	65	150	065											
			51	D	0150)	13	333	356	7	268	36	00	1239	96	01	97	150	053											
	11	5	085	5	0199	5	1.2	249	355	44	26	93						150	030											
			51	ſΩ	0200)	1.2	241	355	3	26	94	00	1177	77	02	57	150	028											
			51		0250		1 1	53	354	2	270	2.0	00	1107	76	03	14	150	005											
	11	5	0 B S		T025			49	354		270							150												
			51		0300			009	352		27		00	0976	53	03	66	149												
	11	5	0 B S		0389			305	350		27:			_	_			148												
			51		0400			778	350		27			0776		04		148												
		_	\$1		0500			26	350		279		00	0621	15	05.	24	148	-											
	11	5	0B3		T0579			45	349		270								823											
			S1		0600			34	349 350		276			0529		05		148												
	11	6	S1 0B5		077			494 470	350	-	27		00	0483	0 0	06	32	148	825											
	11)	51		080			462	349		27		00	0462	0 1	06	70		_											
			51		0900			+36	349		27			0462		07		148	832											
	11	5	0B5		1098			+30 +17	349		27		00	U-4-4-1	. 0	07	ر .ع		838											
	11	-	51		1000			414	349		27		0.0	0445	. 4	07	70		839											
			51		1100			397	349		27			0441		08		148												
	11	5	OBS		1126			393	349		27		- 0		_	. .			851											

												_				_		_						_		_				_							
	RENC	s	нір	LATITU			vGIT L		= 5	M A	RSDEN UARE	١.		ION IGMT	TIME	١,	EAR		DRIGII				DEPTH		MAX. DEPTH			VAVE	SMC		VEA-		DUD				DC
CODE	IC NI	D. C	DDE !	· CASIII	1/10	LUN		17/10	DRIFT	10*	11				HR,1/1	_	EAR	CRUI!		NUM			BOTTO	M .	OF MPL'S			GT PER			ODE		AMT			NUA	
	 –	-	-			_						\neg						\vdash	+					\top				\top	567				1		-		
31	54	40 E	V I	4232	N	050	011	. W	Į.	150		D IC		5_	168	19	65	100	94 AIR TE		- 1		614	1	12_	2	4 1	2	1)	< 1	0	1		-	01	74
											_	_	TRANS	-	598	ED	METE		DRY	w.	_	VIS.	NO. 085.			CIAL											
											co		imi	DIR	FOR	R	(mbi		BULB	80		ODE	DEPTH		9SER∨	A TIOI	42										
											_			26	1		098	a /	61	04	4 8	.	12	\top													
					Γ					Т		!		20	-17.		- 7	_		-				_1_			_								Ι		-
		ME	EIWE 226MP	CAST	CA		٥	EPTH	lm)		1 °C		5	٠/	SI	G M A	т-т		MALY-I		₹ ∆ DYN	. M.		LOCI		02 /	61/1	PO 4-		1014		NO2		NO3-N	SI Da		pН
		HR	1/10		ļ		_			ļ					\perp						x 1	0,3	ļ'`				_	29-6	.,,,	pg -	5171	pg -	6571	μg = at/t	pg - 1	200	
				1	s.	тο	0	000)	0	435	5	33:	34	26	545	,	001	588	2	000	0	14	66	1				ļ		- 1						
			168	3	0 B			000		0	435	5	33:			645							14	+66	1												
						r D		010			422		333			549			555		001			65													
						C		020			39€		33:			554			508		003			64													
				_		0		030			35		334	_		56C		00	452	0	004	6		63													
			168	3	083			003			348		334			661				_				63													
			1			T D		050			232		33			697		00.	099	U	007	1		58													
			168	3	OB:	5 10		0052 0079			330		33			700 733		000	760		000			58 64													
						TD.		107			443		345	-		133 744			664		009			69													
			168		0B:			1112			498		346			740		000	004)	011	. 2		+03 +72													
			100	,		10		125			444		34			742		000	682	6	012	۰ ۵		70													
			168	a .	0B:			128			433			60		742		000	.002	•	012	. ,		69													
				•		TD.		150			430		346			746		000	641	8	014	16		70													
						10		200			451		34			755			570		017			71													
					S.	T D	0	250)	0	464	+	348	3 3	2	760)	000	522	7	020	3	14	+73	34												
			168	3	0B5	5	0	276	5	0	470)	348	356	2 '	762	2						14	74	+1												
					S.	r D	0	300)	0	434	+	348	36	2	766	•	000	470	7	022	8	14	73	30												
			168	3	0B:		ΤC	38	l	C	426	5	348	887		769								74													
						T D		40(0	454	4	349			770		000	446	3	027	74		+75													
			168	3	0B:			41			468		349			771								76													
						TD		500			432		349			773			424		031			+76													
						TO		600			402		349	-		775		000	415	O	036	0		+76													
			168	3	OB:			619			39			29		775				_				+76													
						10		700			385		349			776			410		040	_		77													
			168	2	OB:	TD		800			13 7 9		349			777 777		000	413	4	044	- 2		78 79													
			100	,		T D)90(1374		34			, , , 777		00/	419	5	048	۸.		80													
						10		000			1375		349			777			423		052			82													
			168	4	0B:			058			375			, , , 30		778		000	723	4	0 / 2	. 0		+82 +83													
			100	,		TD		100			369		349	_	_	778		000	429	2	05€			83													
			168	1	0B:			17			353		340			7 7 8		000	767	-	0) 6	,,		84													

e i			
	3	e.	



,				

