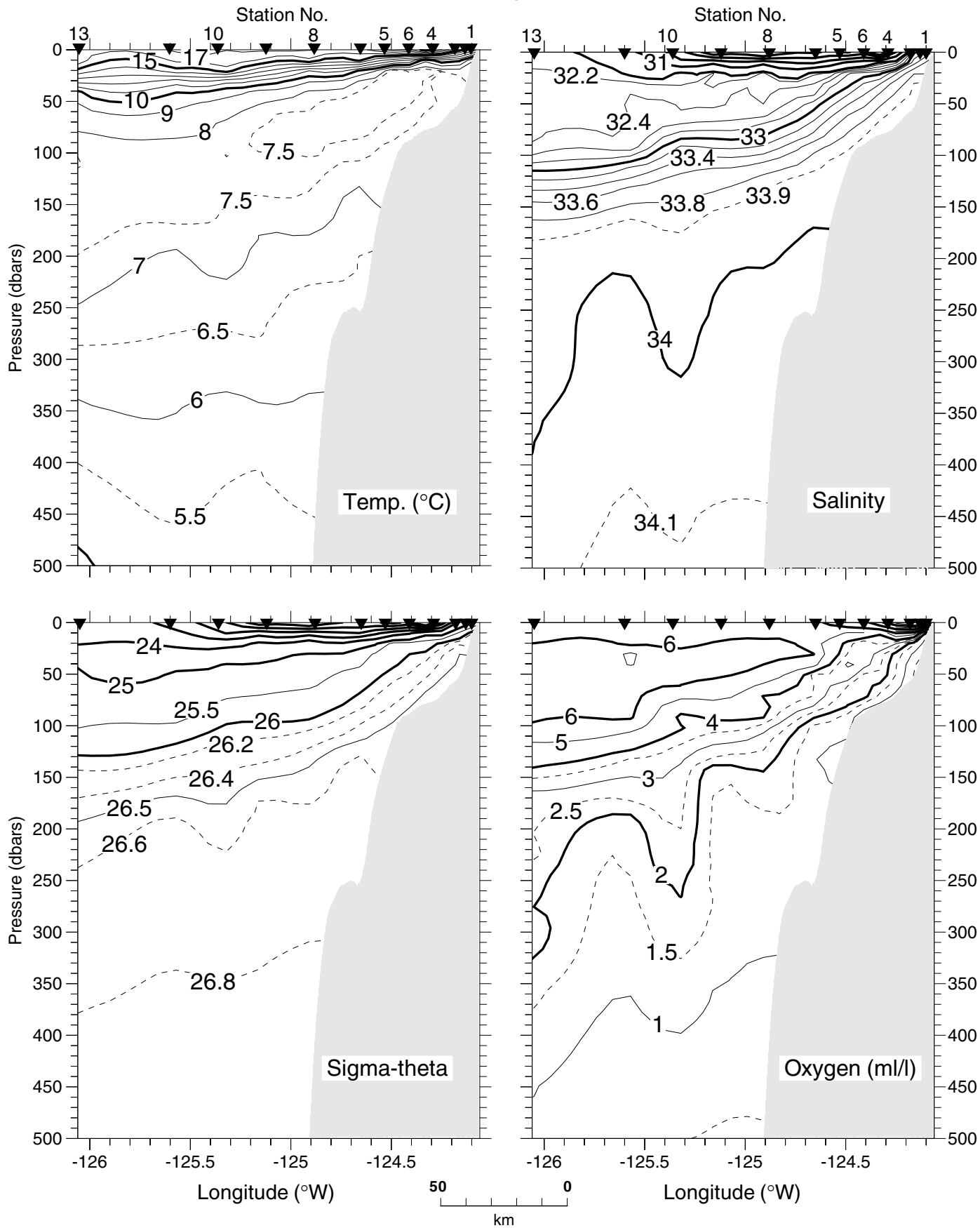


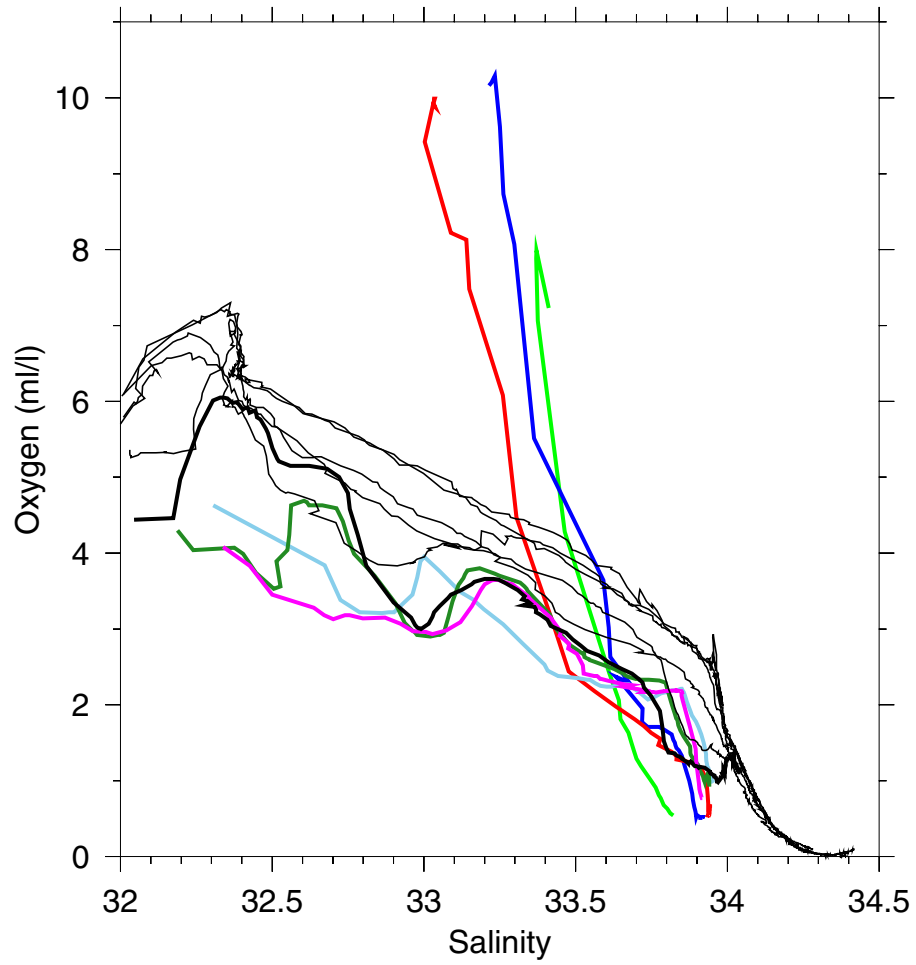
Newport Hydrographic Line 44°39'N

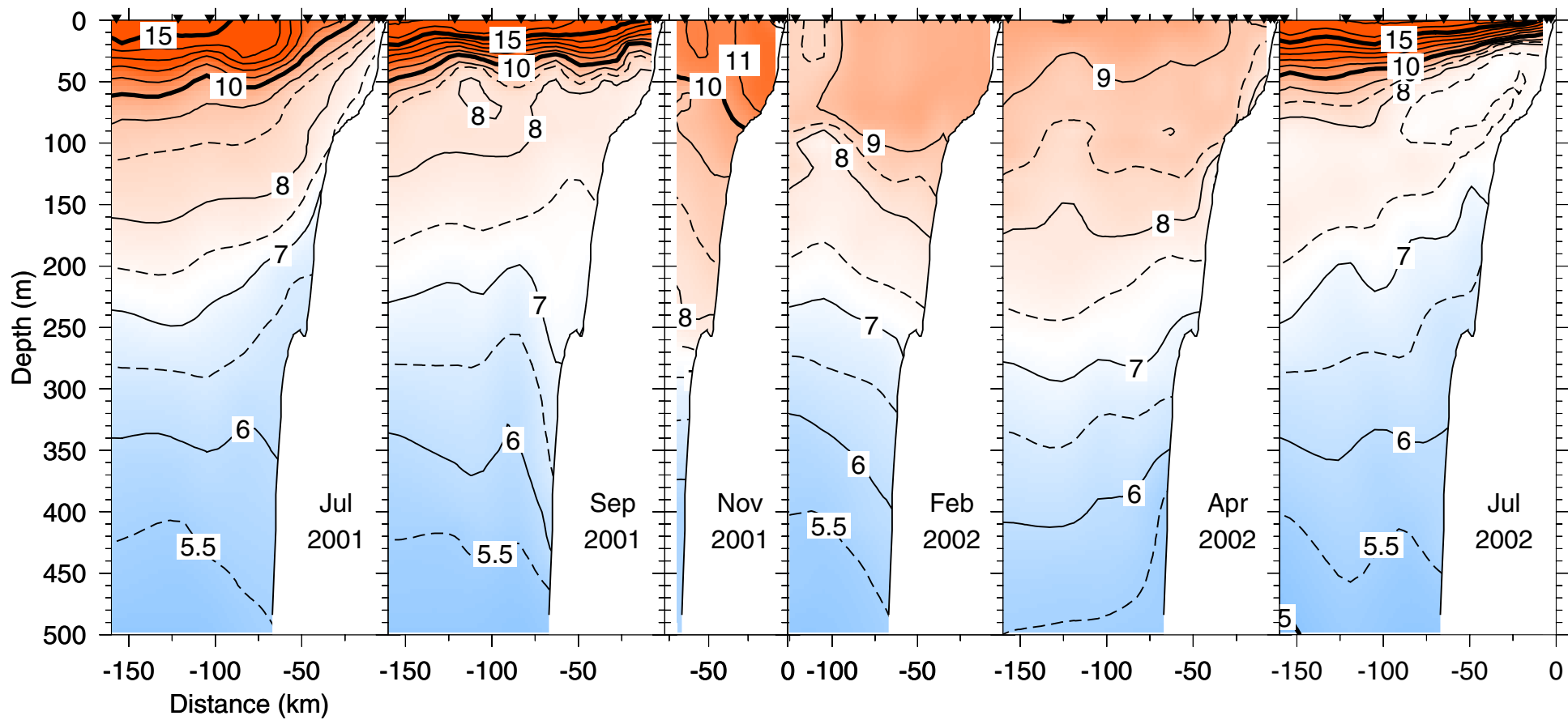
9-11 July 2002

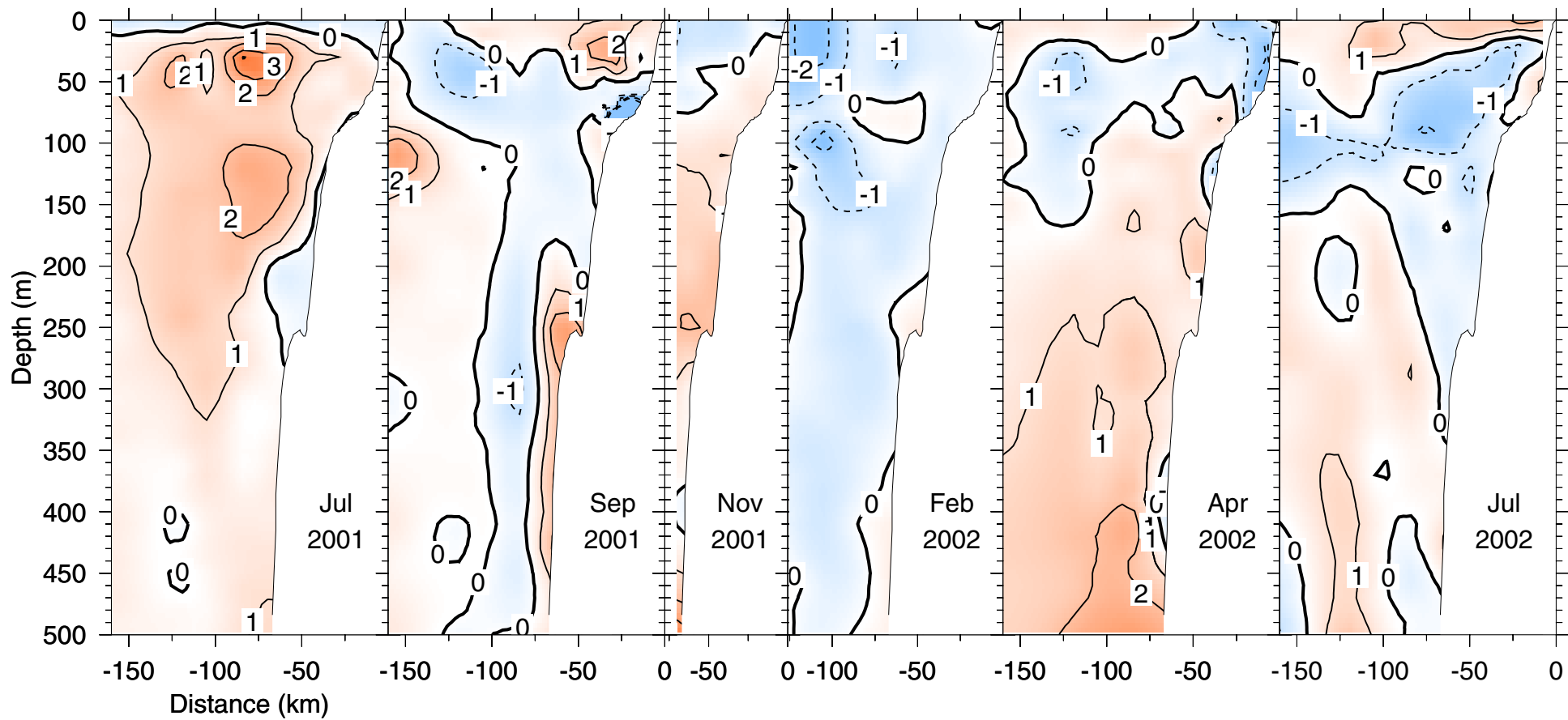


9-10 July 2002

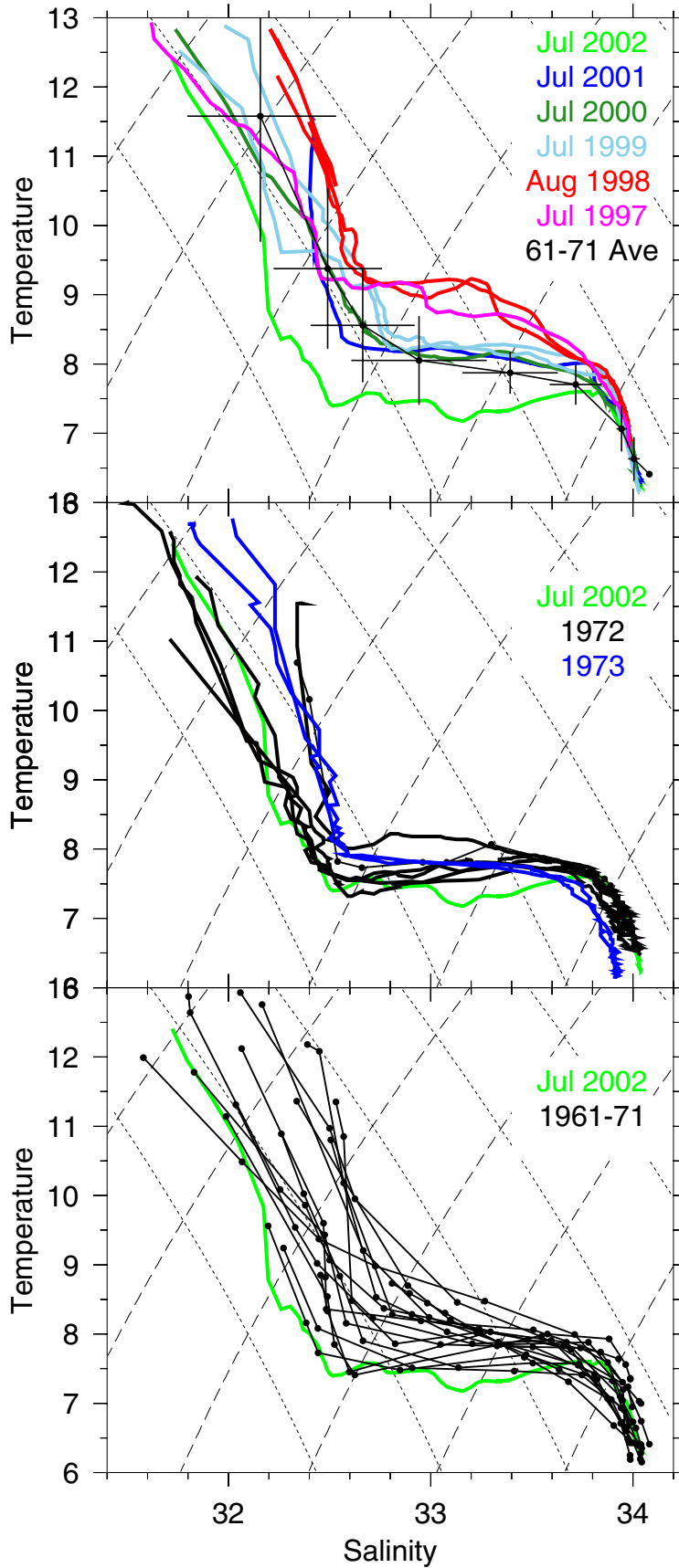
NH-Line; green NH-1, blue NH-3, red NH-5
skyblue NH-10; magenta NH-15; ForestGreen NH-20; black NH-25 to NH-85







NH-25, Summer



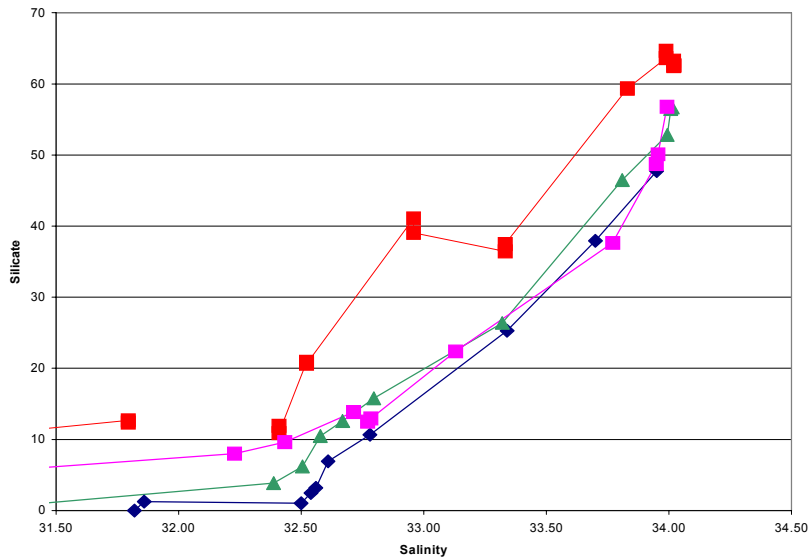
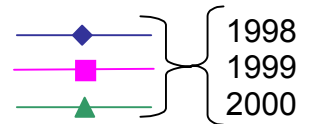
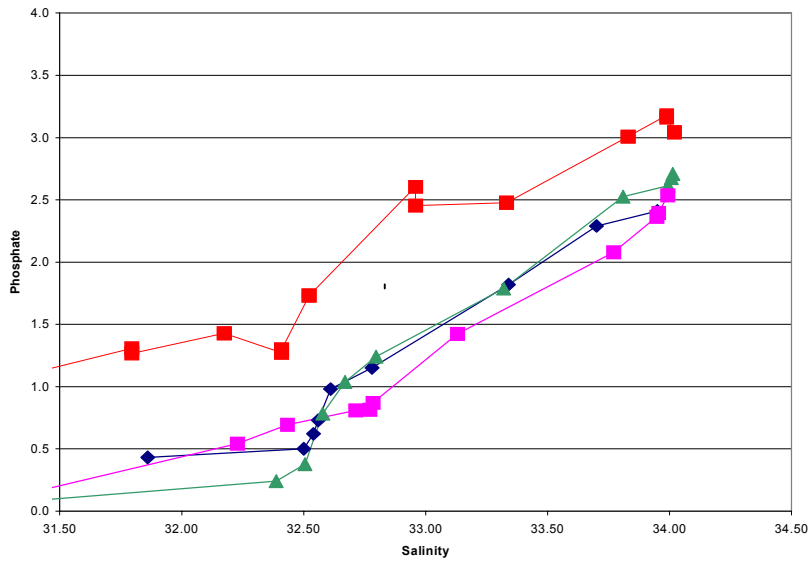
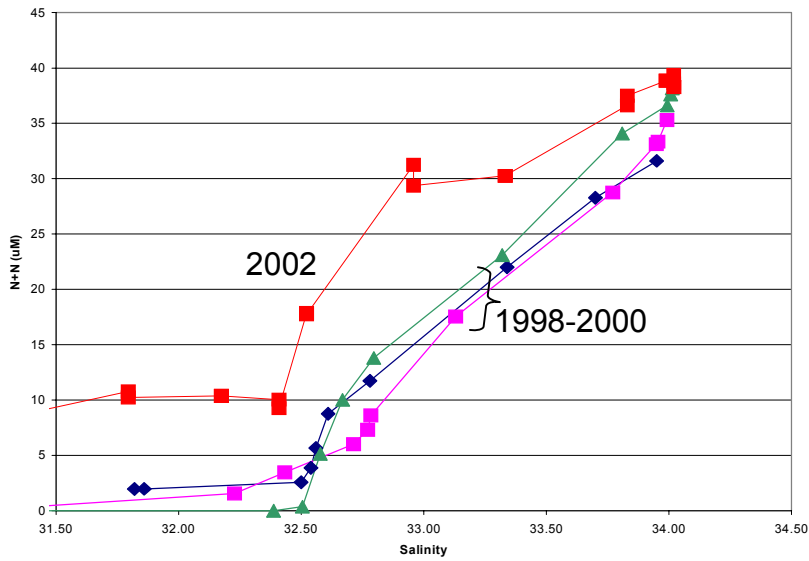
GLOBEC LTOP
1997-2002

CUE: 1972, 1973

TENOC: 1961-71

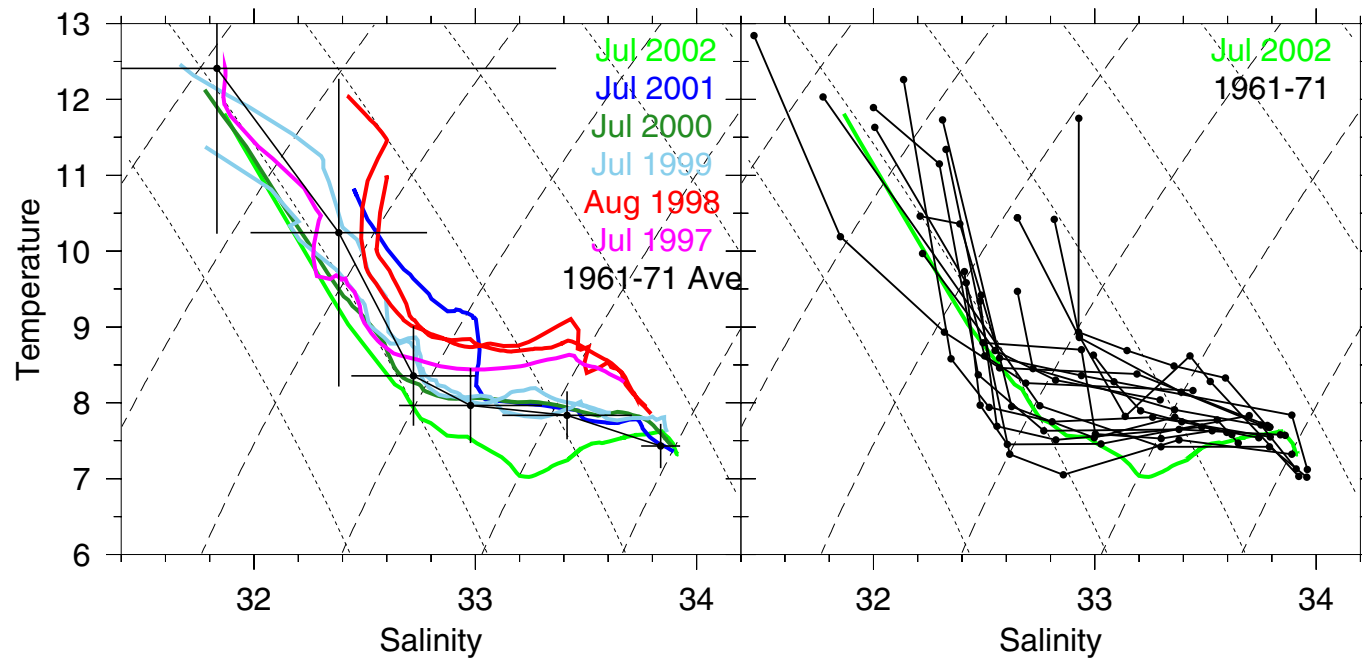
NH-25

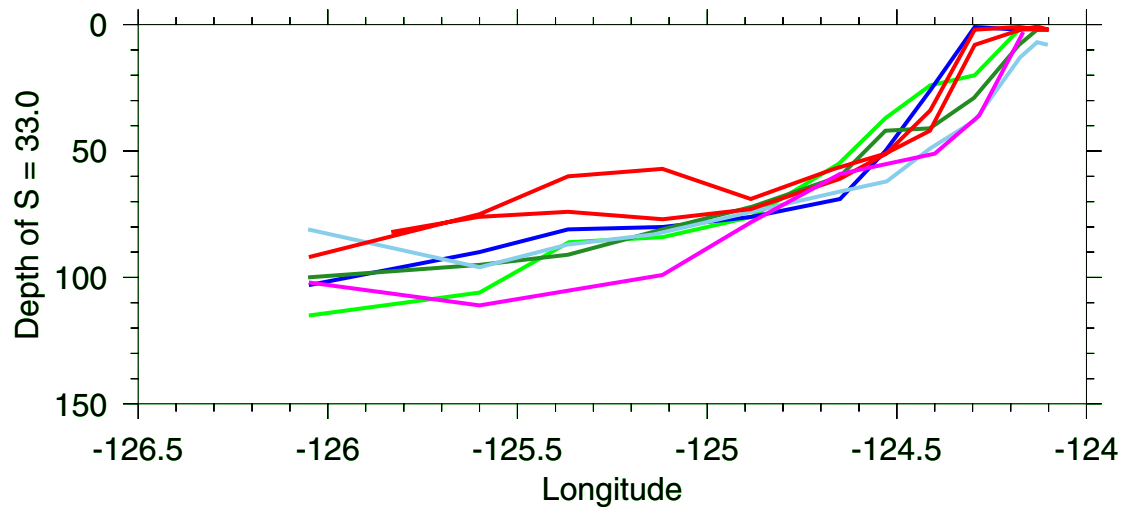
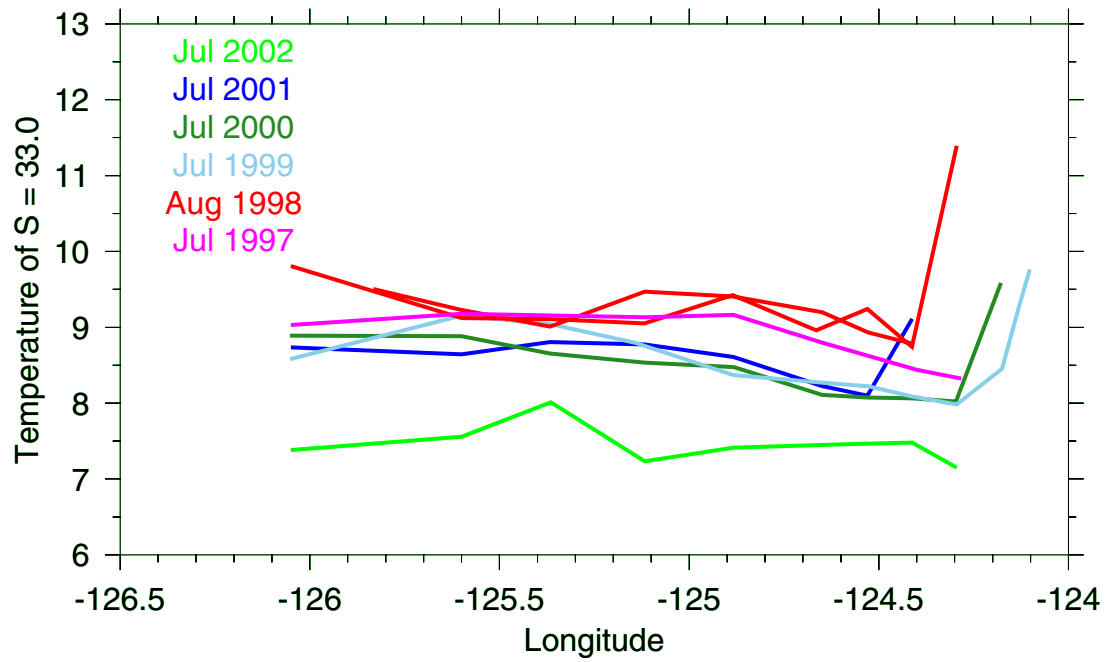
Nutrients vs Salinity



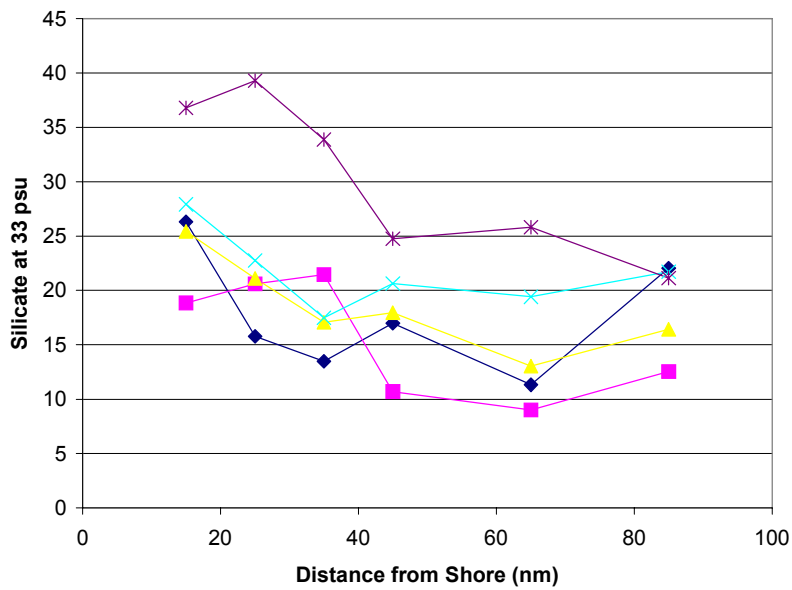
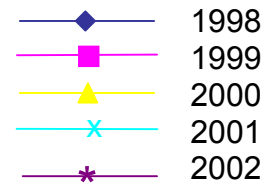
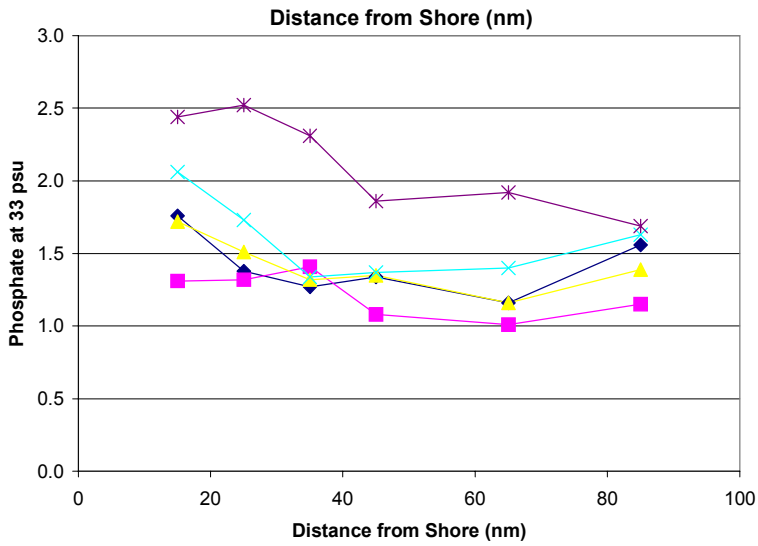
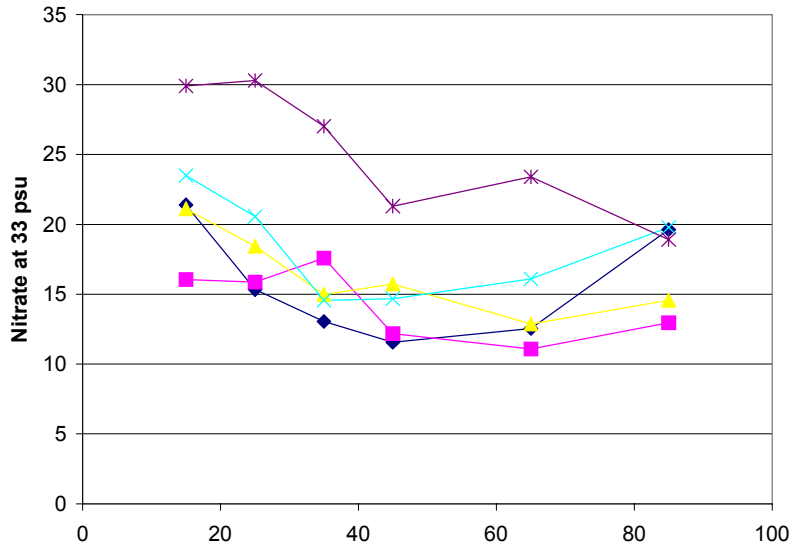
NH-15, Summer, 1997-2002

NH-15, Summer, 1961-71

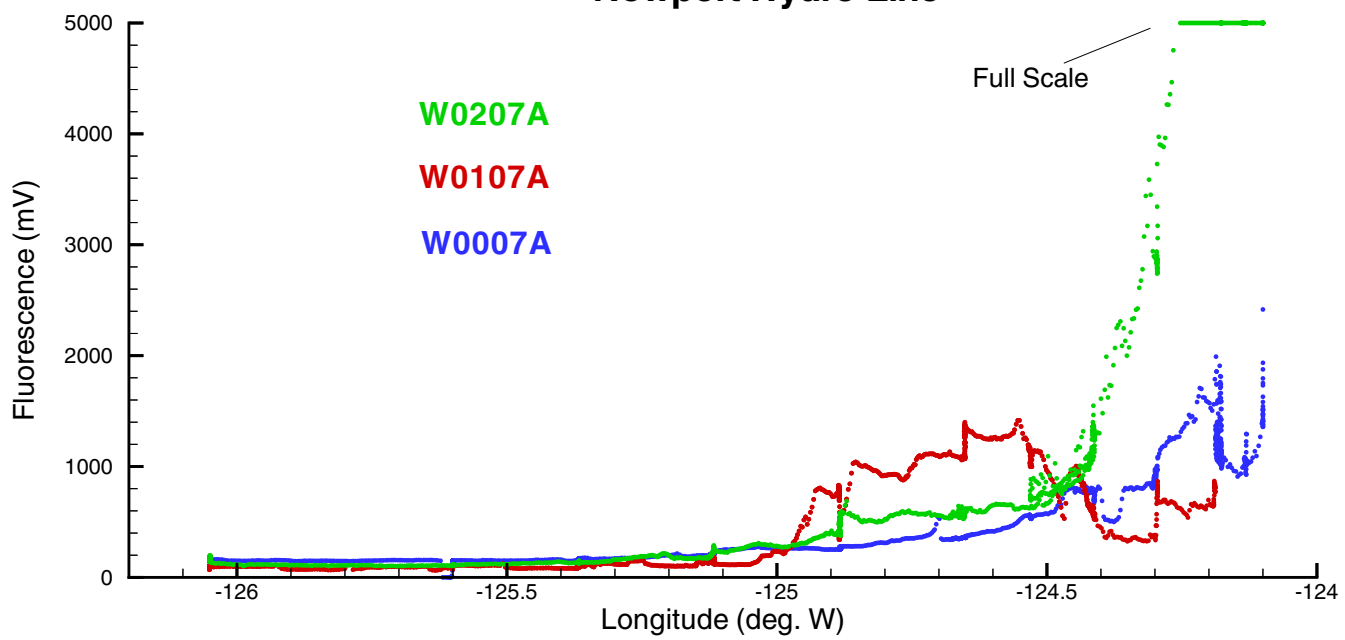




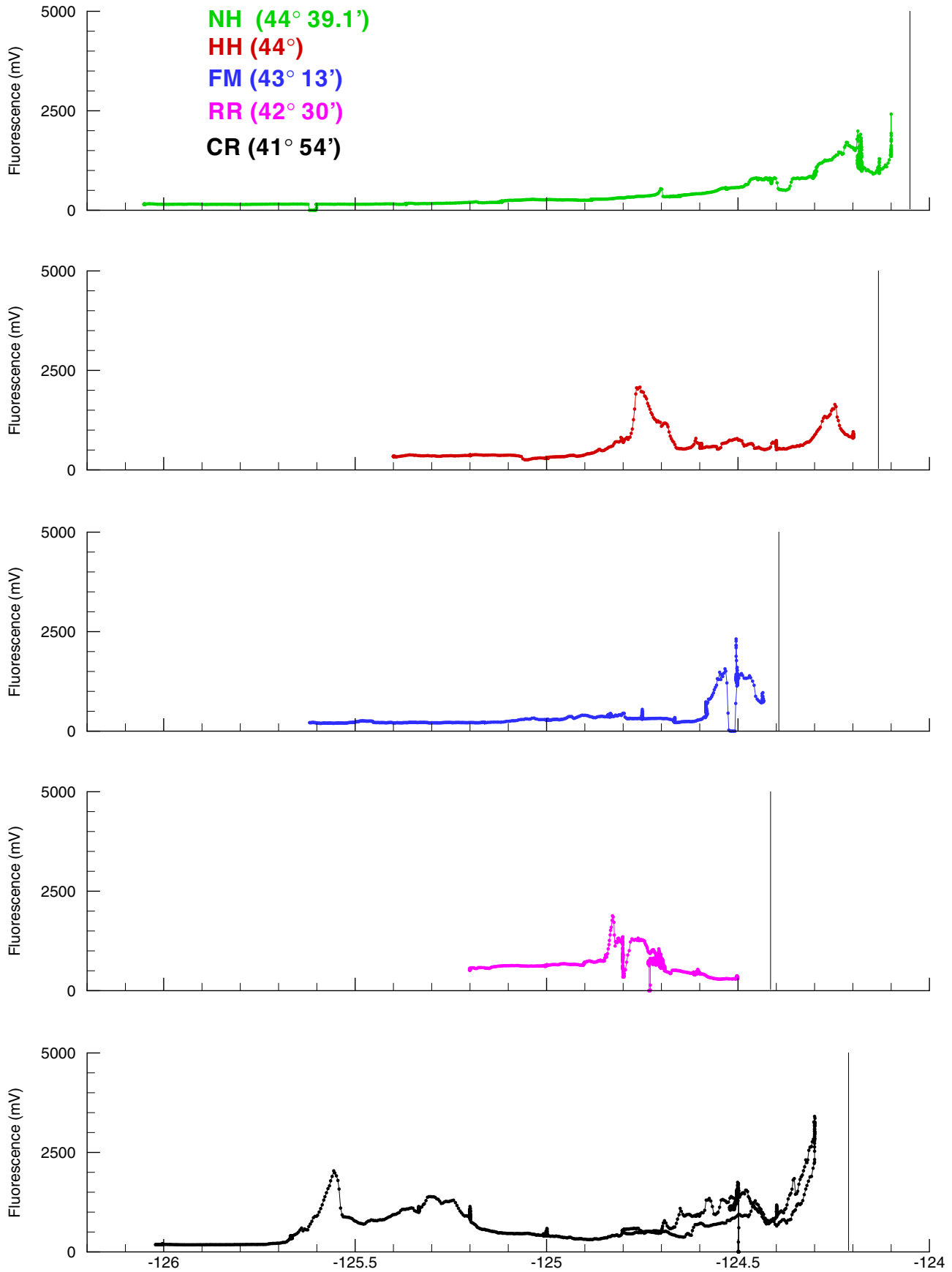
Nutrients in the Halocline, NH-Line



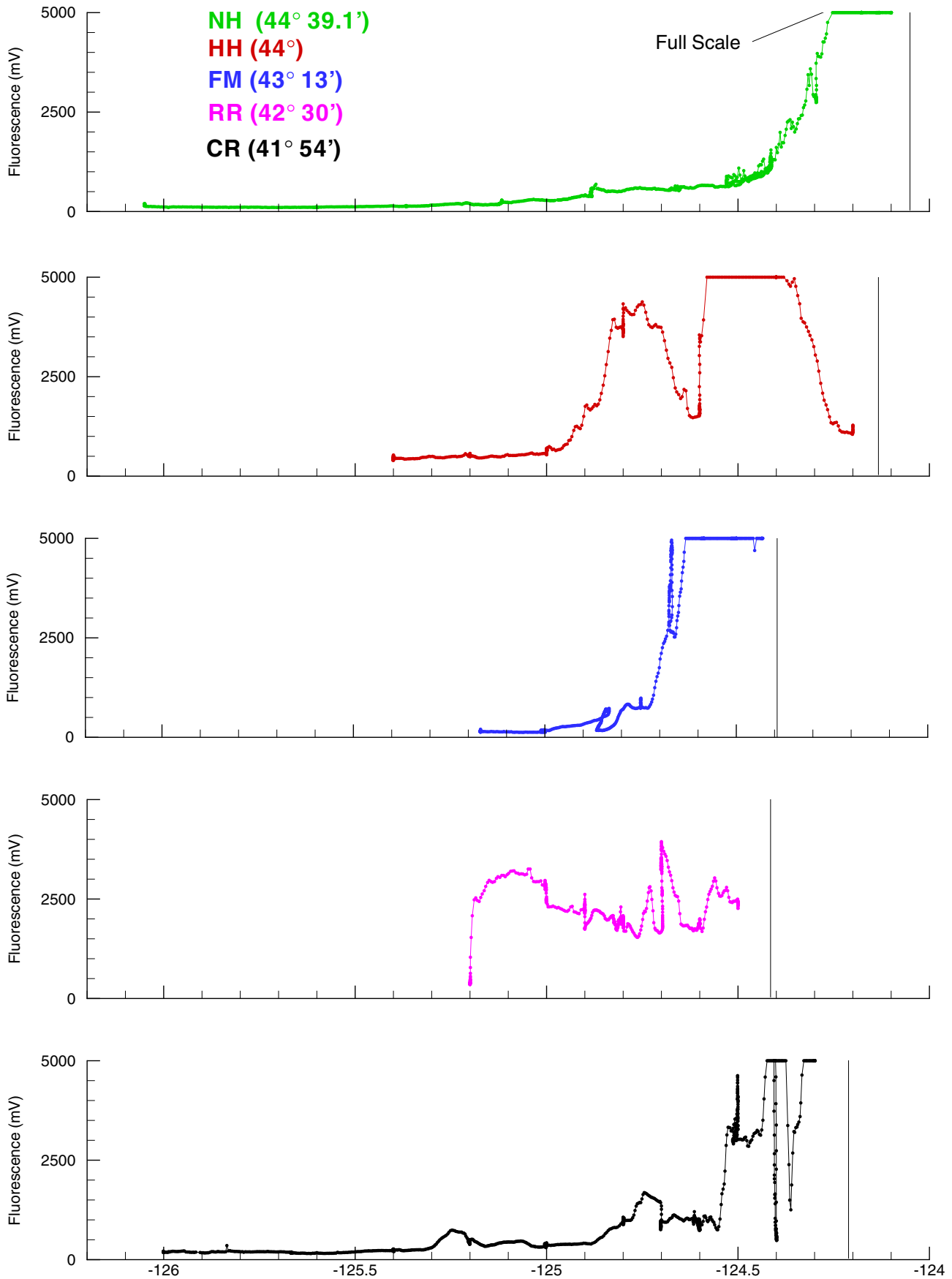
Newport Hydro Line



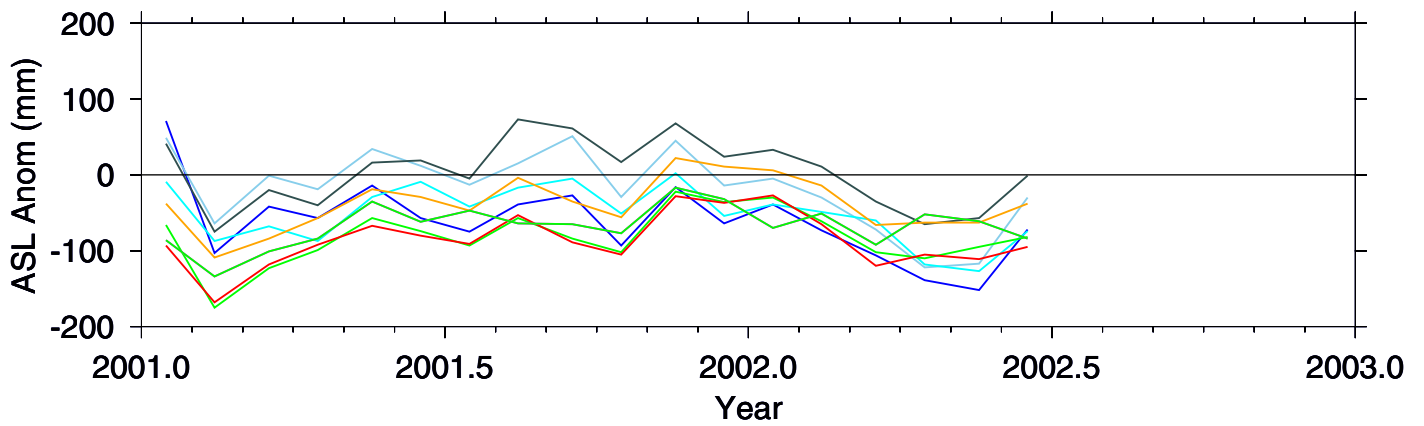
Fluorescence at 5m along 5 Sections in July, 2000



Fluorescence at 5m along 5 Sections in July, 2002



Adjusted Sea Level Anomalies, Seward to Crescent City, 2001-2002



Seward
Yakutat
Sitka
Prince Rupert
Tofino
Bamfield
Neah Bay
Crescent City

Advection Anomalies Estimated from GLOBEC LTOP Drifters

Jack Barth, OSU, Sept 2002

I examined the 1998-2002 spring (April) and mid-summer (July) drifter data base in an effort to see if advection from the north was stronger than normal in 2002. There is much to say about the details of this calculation and the results (and the numbers will need further checking), but here's a summary. I calculated N-S displacement speeds over 15, 30 and 45 days.

April 2002

(these numbers are less certain than those for July, due to grounding of some drifters and two defective drifters released in April '01)

Averaging 15,30 and 45-d results: 71% faster overall than average.

Anomalies (cm/s):	avg	range	avg-core*	range-in-jet-core
15-day	3.7	-1 to 13	6.4	2 to 13
30-day	2.5	-0.2 to 7.5	4.1	1.2 to 7.5
45-day	4.0	-1.5 to 3.8	2.2	-0.2 to 3.8

*jet core is NH-15,25,45

July 2002

Averaging 15,30 and 45-d results: 46% faster overall than average.

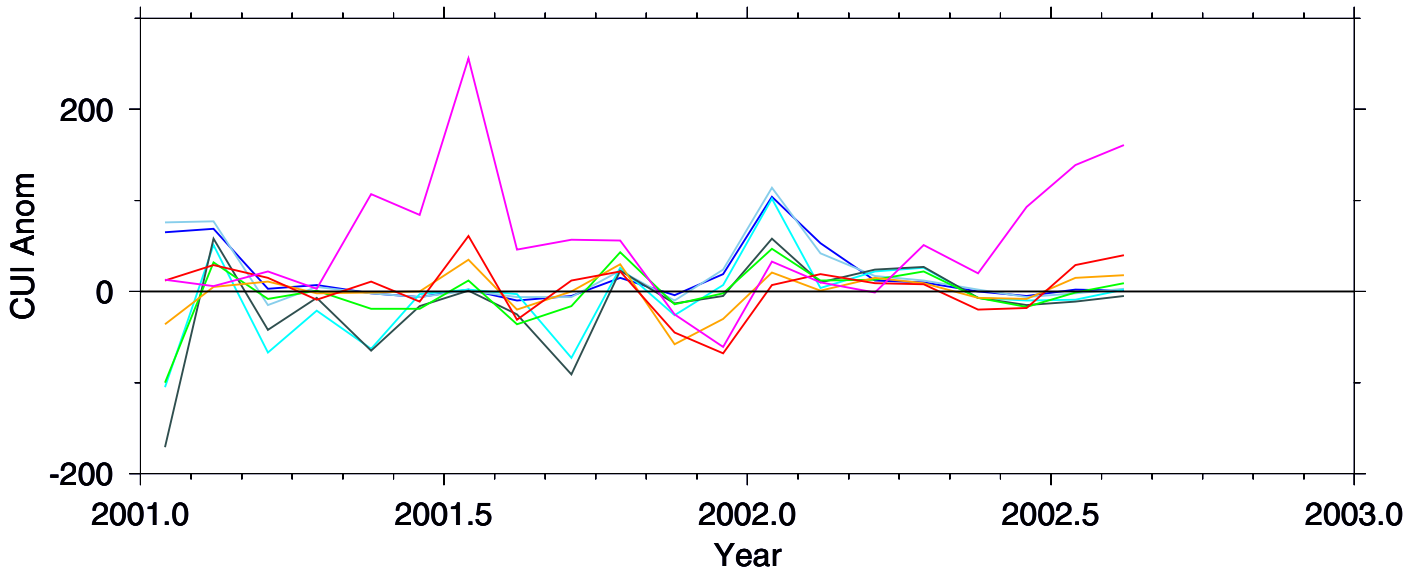
Anomalies (cm/s):	avg	range	avg-core	range-in-jet-core
15-day	6.3	-2 to 11.3	7.5	3.4 to 10.8
30-day	3.1	-5.2 to 9	6.9	5 to 9
45-day	3.1	-6 to 8	7.1	6.2 to 8

Summary

In summary, the jet was about 5-6 cm/s faster than average. That's about 5 km/day or a degree of latitude in about 20 days.

(Barth, OSU, 2002)

CUI Anomalies, Seward to Crescent City, 2001-2002



60N, 149W

51N, 131 W

60N, 146W

48N, 125W

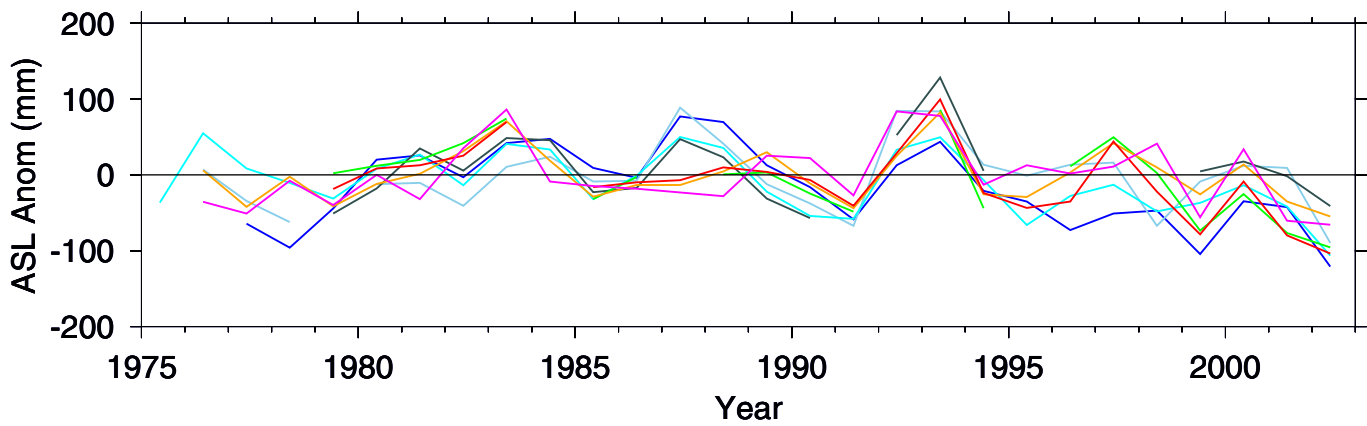
57N, 137W

45N, 125W

54N, 134W

42N, 125W

Adjusted Sea Level Anomalies In Spring (Apr-Jun), 1975-2002



Seward

Tofino

Yakutat

Bamfield

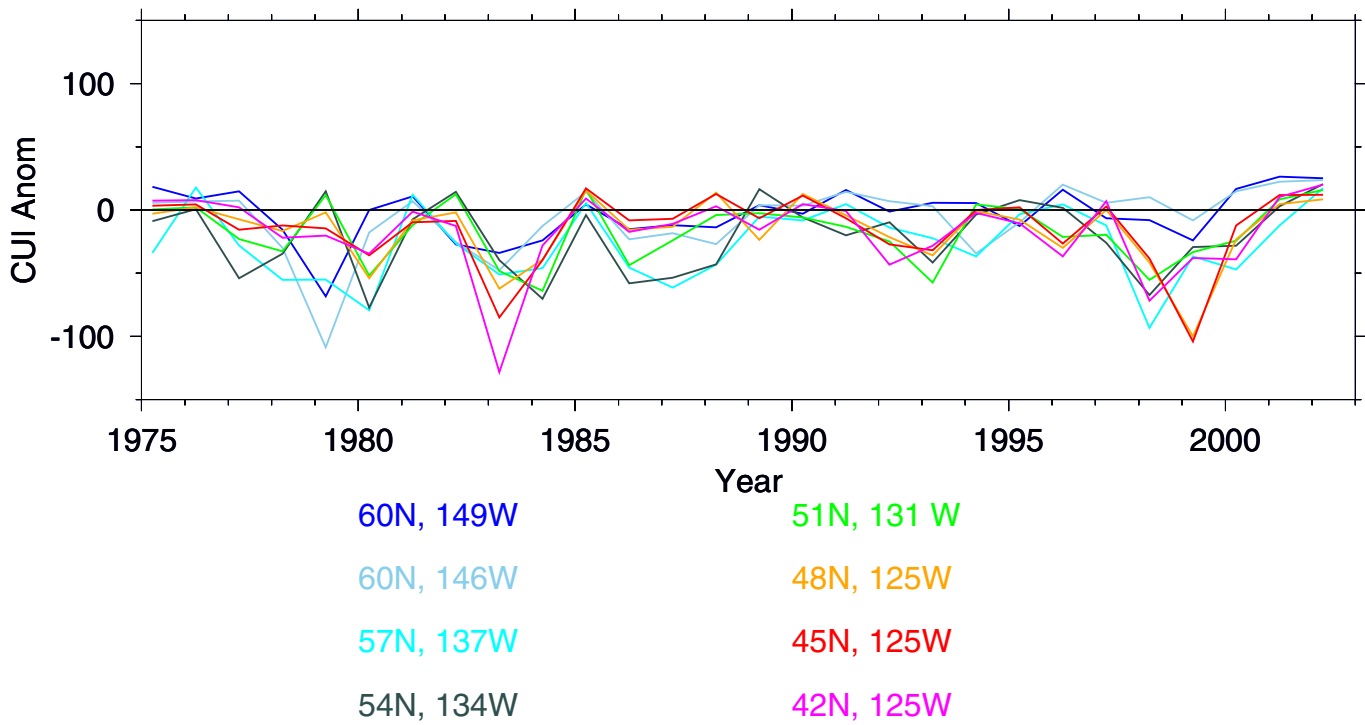
Sitka

Neah Bay

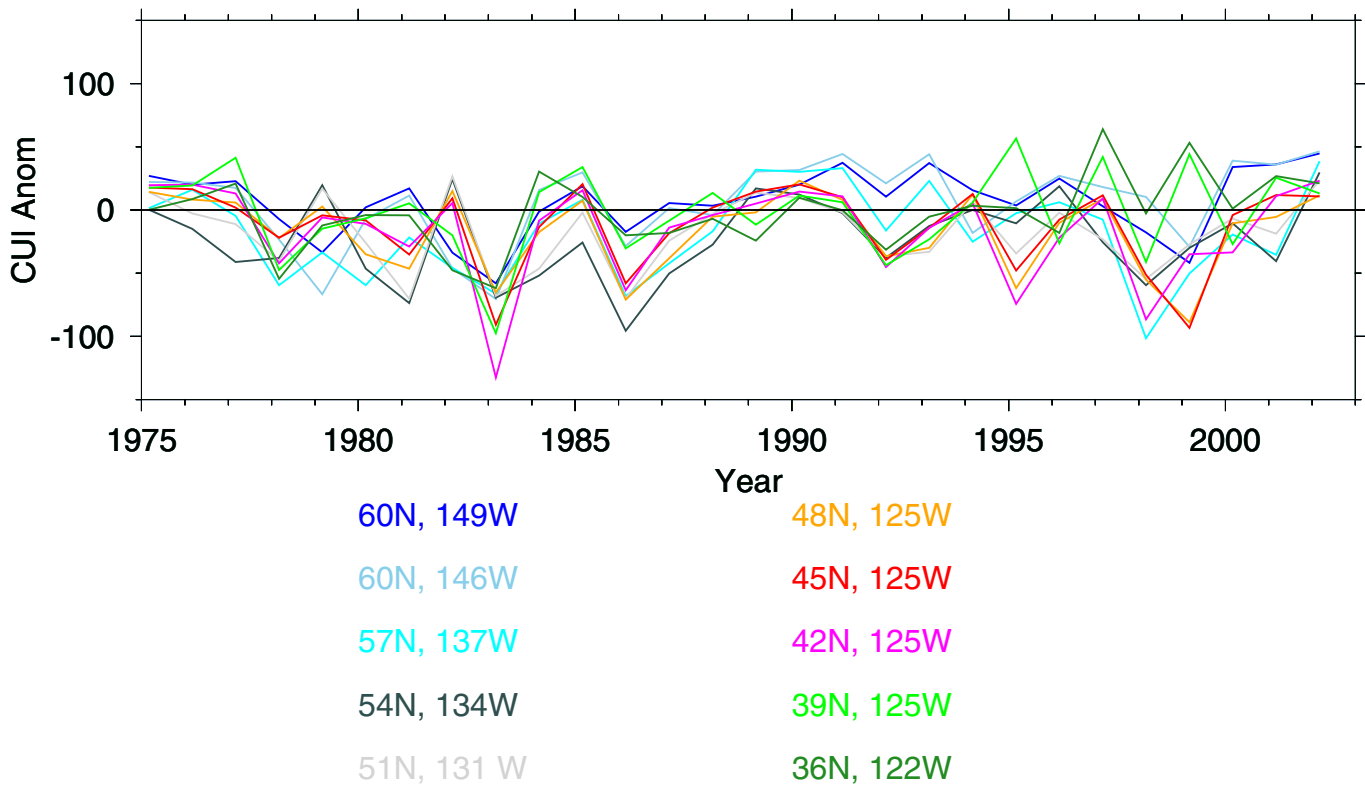
Prince Rupert

Crescent City

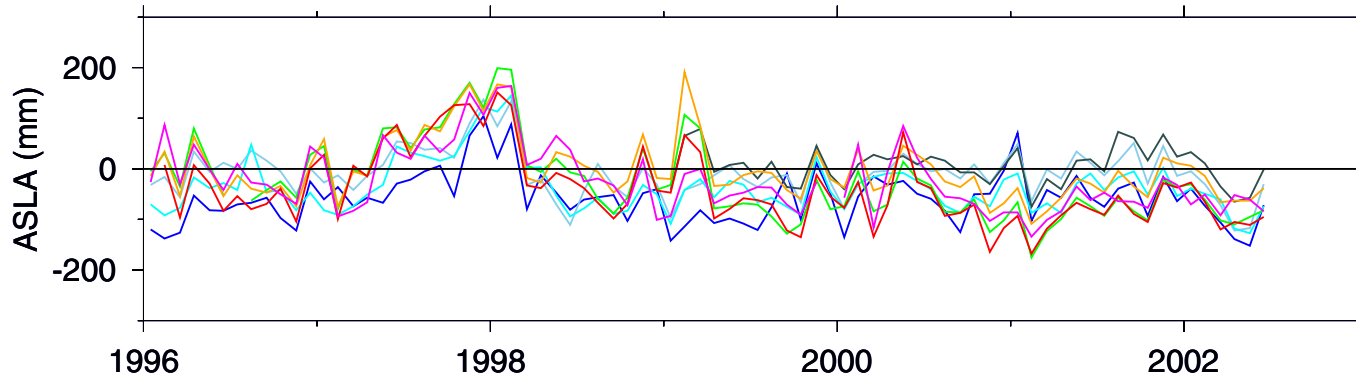
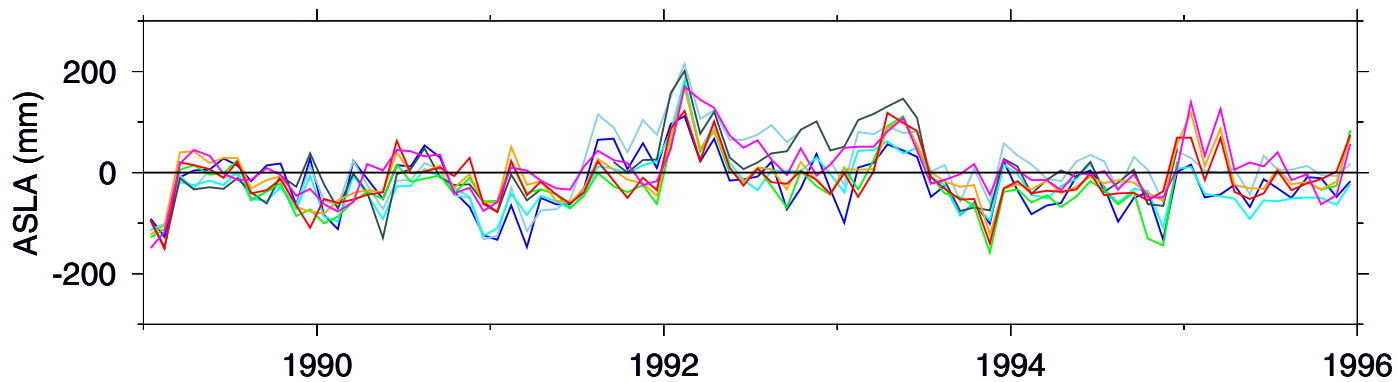
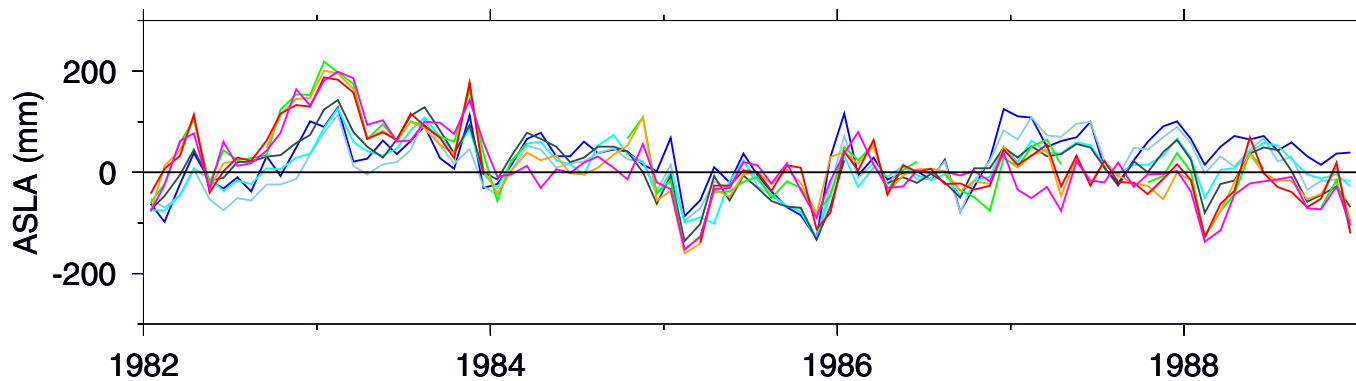
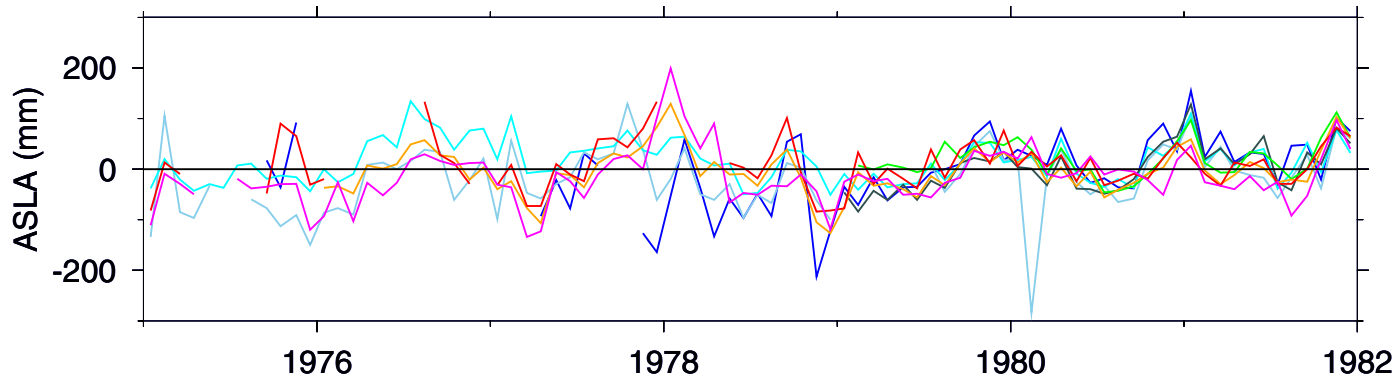
CUI Anomalies, Feb-Apr, 1975-2002



CUI Anomalies, Jan-Apr, 1975-2002

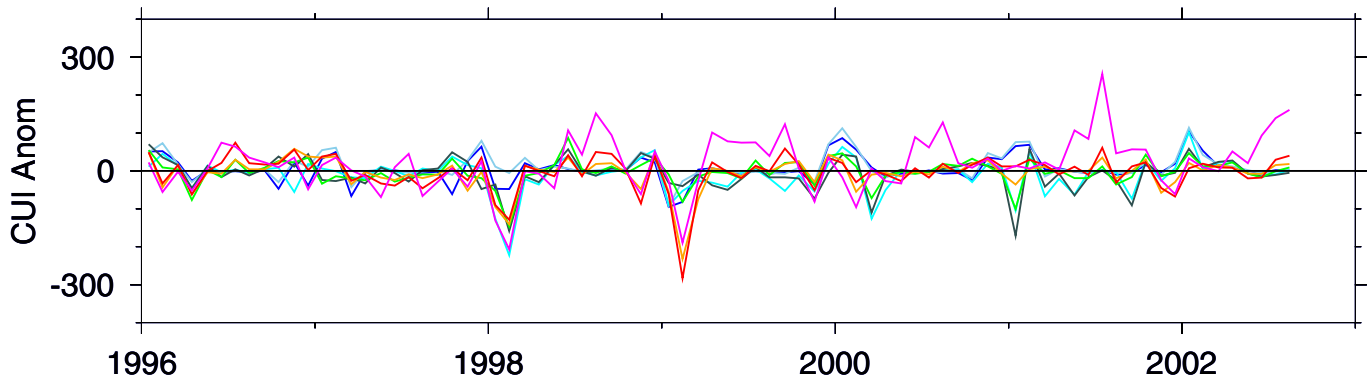
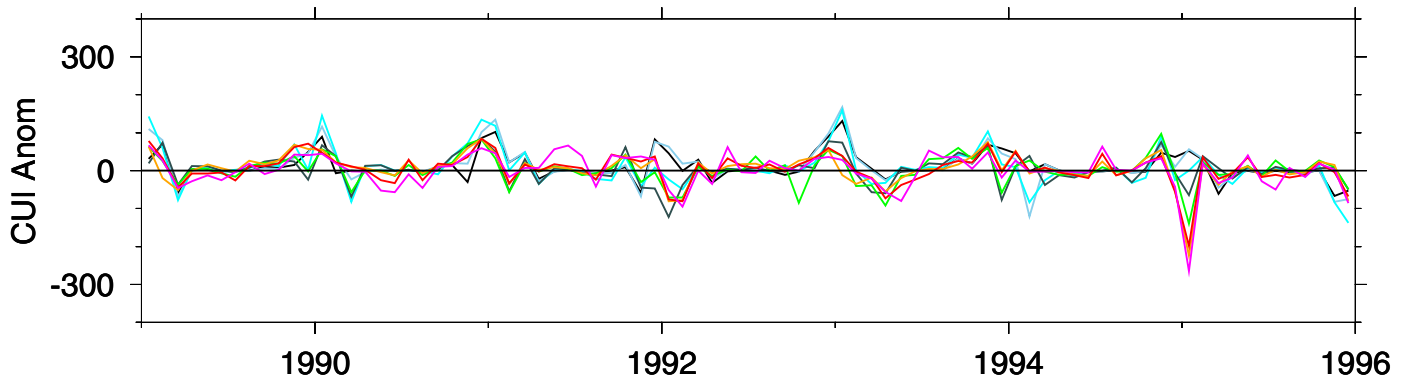
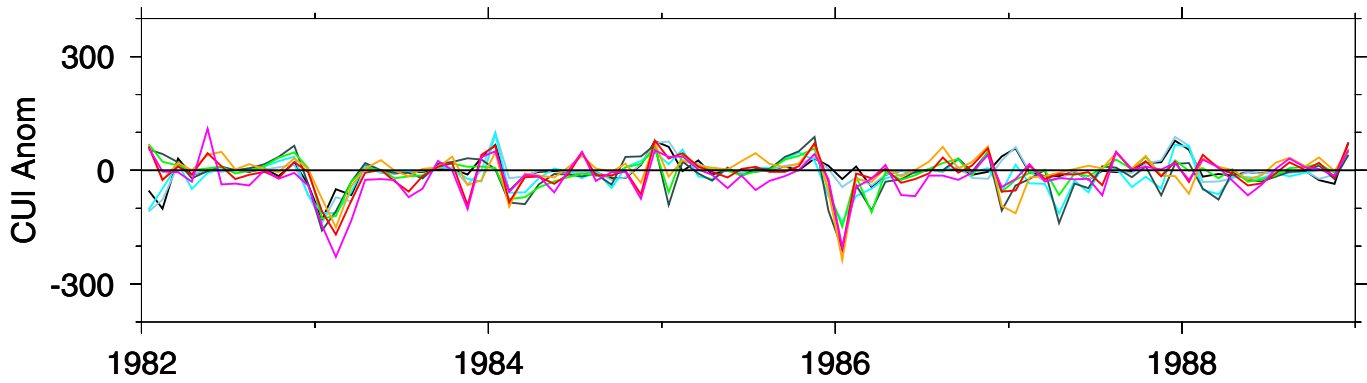
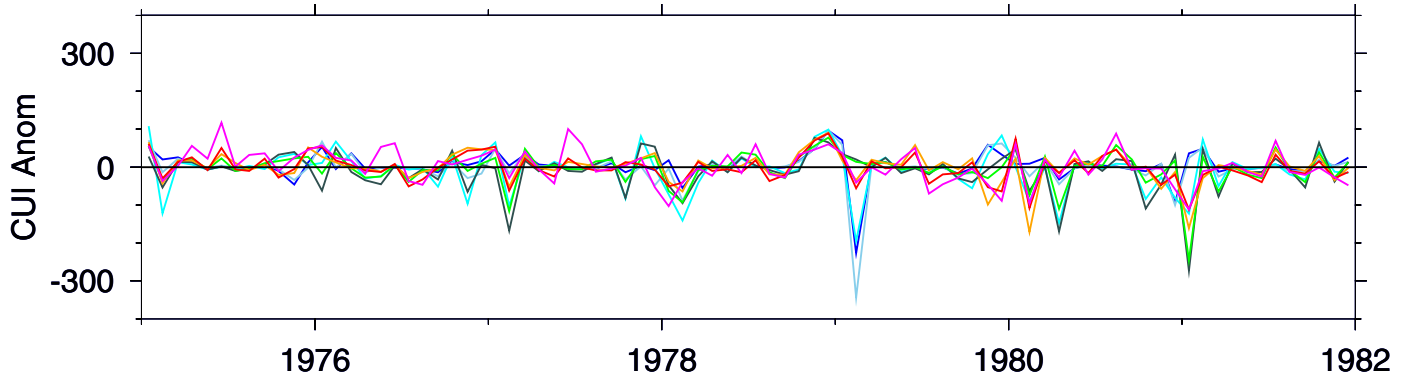


Adjusted Sea Level Anomalies, Seward to Crescent City, 1975-2002



Seward
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CUI Anomalies, Seward to Crescent City, 1975-2002



60N, 149W
60N, 146W
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