## Ocean Observations Supporting Maritime Operations



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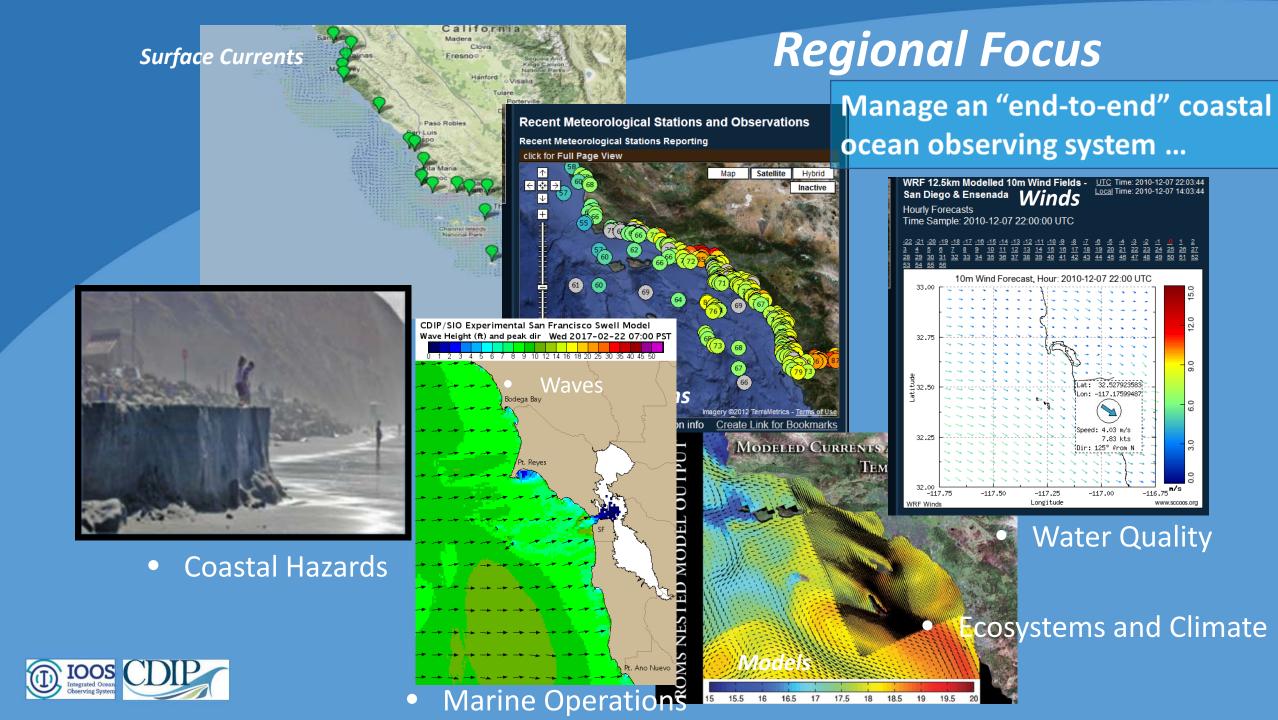
## **U.S. Integrated Ocean Observing System**

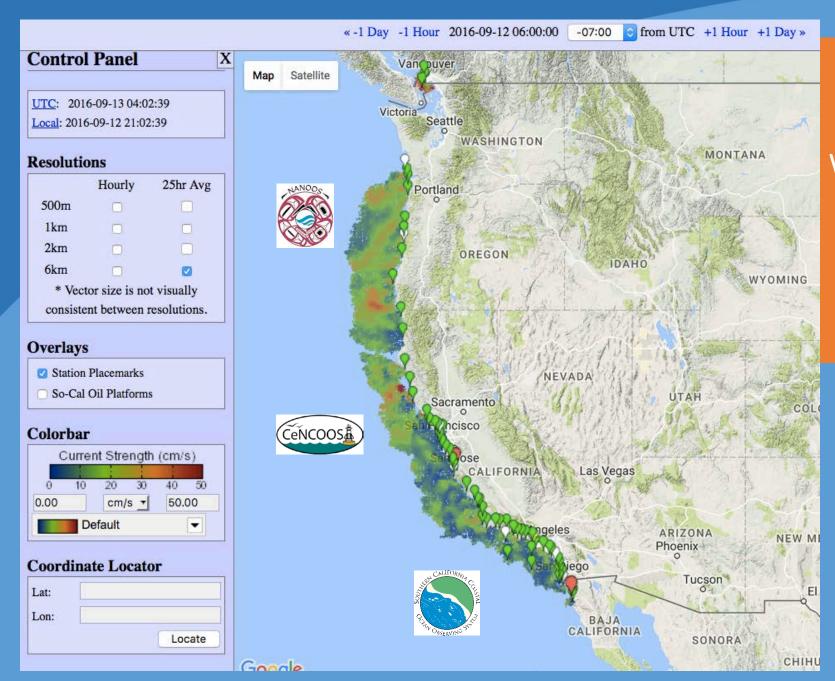
The Integrated Ocean Observing System or IOOS was born from the Integrated Coastal and Ocean Observation Act of 2009.





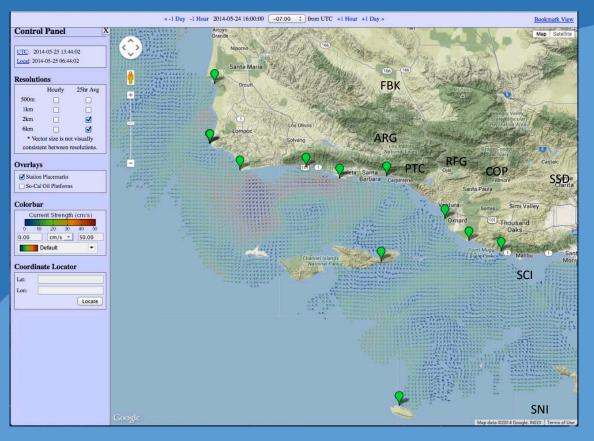
This law designated 11 regional associations that act as a science based support system.





West Coast Coverage of Surface Current Mapping (now disseminated to USCG and NWS)

### Surface ocean circulation mapping with HF radar



High frequency radio network for measuring surface ocean currents

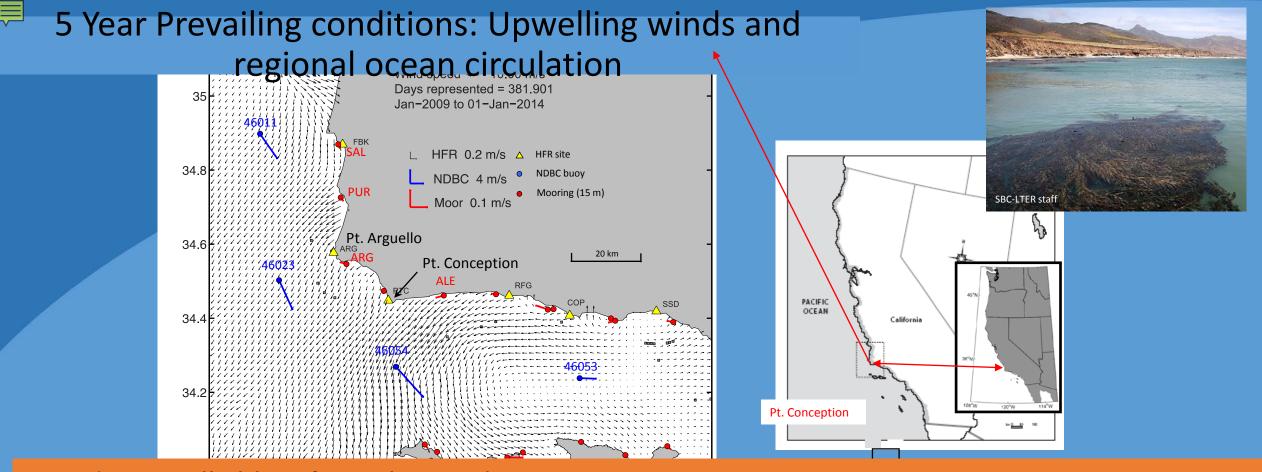
- transmit: freq. = 12 14 MHz
- transmit power = < 50 Watts
- resolution ~ 6 km on 2 km grid (3.72-1.24 miles)
- 1-hr average current vectors
- range ~ 50-100 km offshore (31-62 miles)





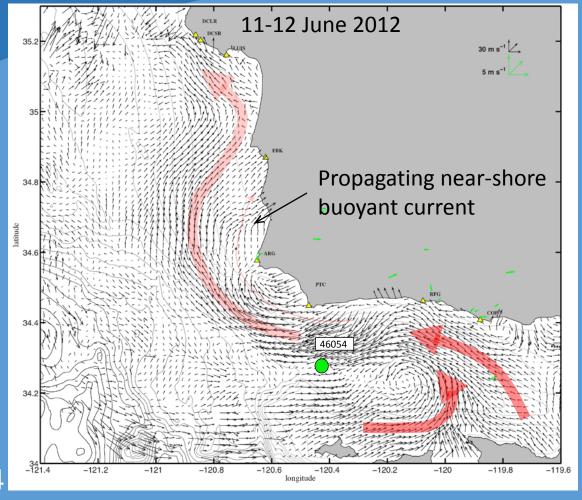


84% HFR Performance Coverage in 2016 In California

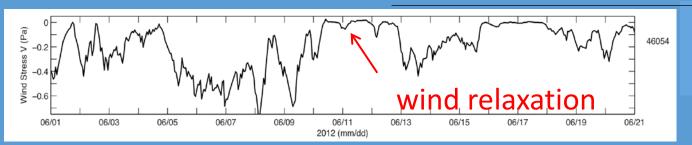


- Winds typically blow from the northwest
- Map shows current pattern when winds exceed ~20 knots from the NW from 5 years of observations
- Circulation in the Santa Barbara Channel is westward current flowing along mainland coast
- Westward current is turned southward and south eastward by wind

## Wind relaxation & poleward currents



#### Wind stress NDBC 46054



## Calibration of radar antennas using quadrotor drone



Cyril Johnson

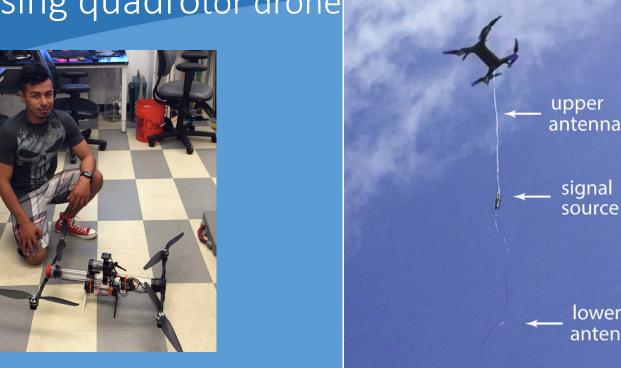


**Eduardo Romero** 



- During calibration quadrotor flew in circular arc around site
- Signal source constructed in SCCOOS lab at UC Santa Barbara





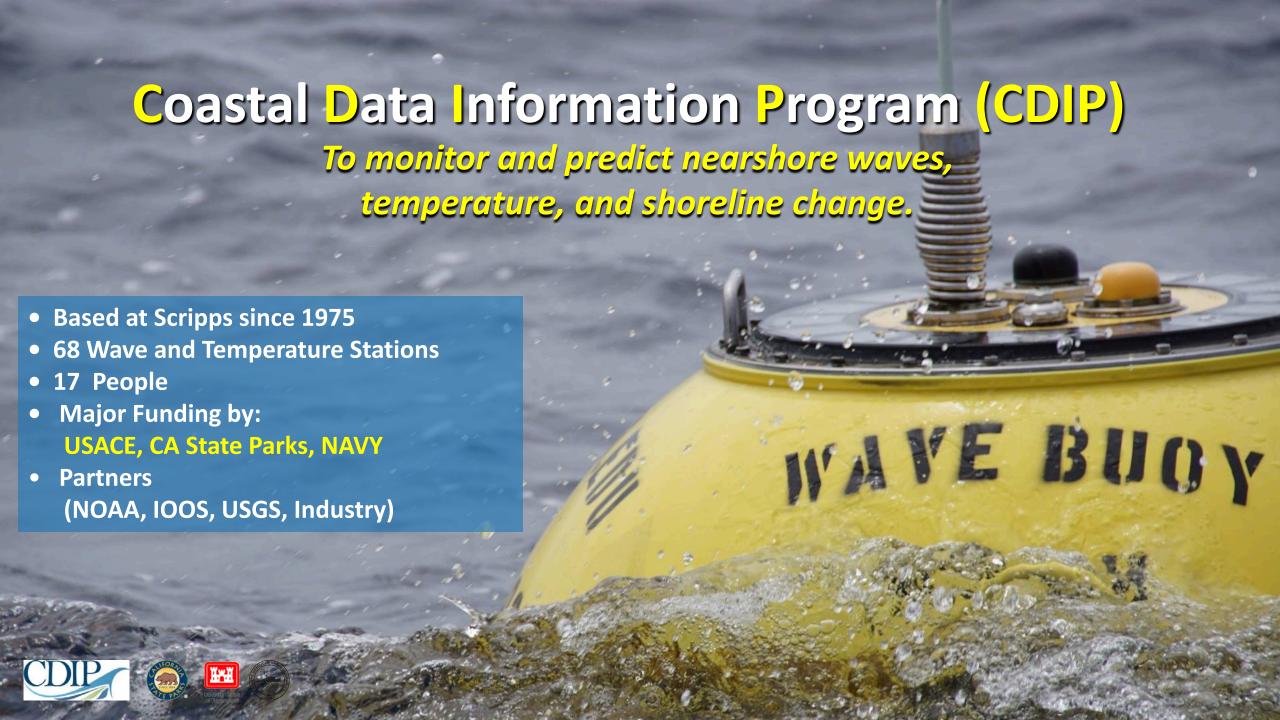
lower antenna



#### Future Directions - HFR

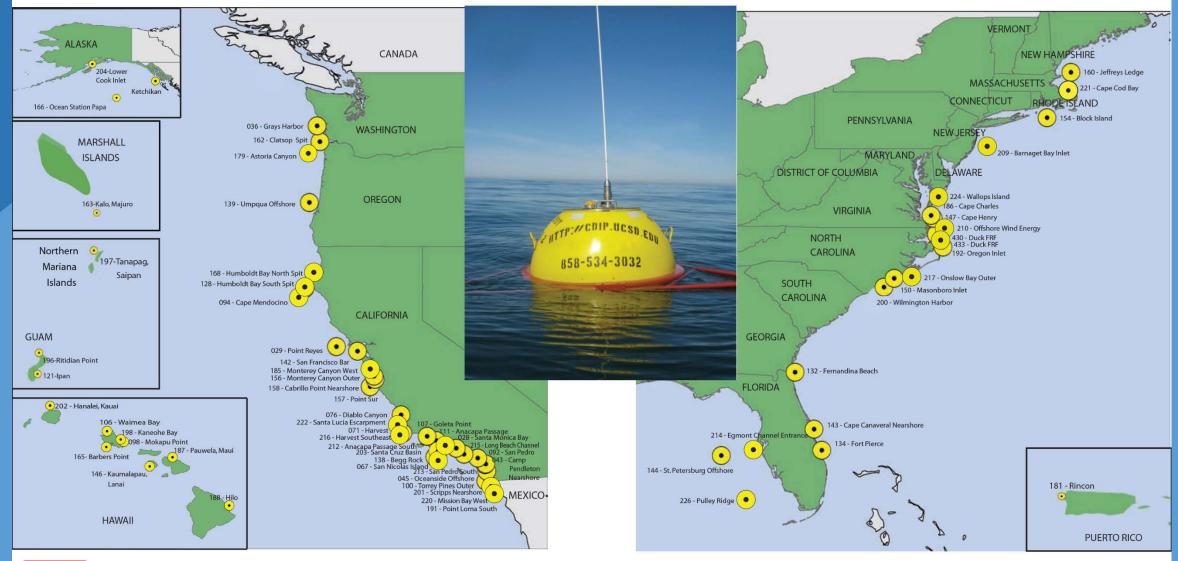
- 1. Surface current mapping is a valuable tool in supporting oil spill response.
- 2. Important to **form relationships among responders before oils spills**: Allowed rapid transfer of SCCOOS data for use by NOAA in spill-tracking model, General NOAA Operational Modeling Environment (GNOME)
- 3. **Temporary HFR site installations** can fill gaps to improve coverage. Use of AAVs allows rapid antenna calibration to improve accuracy.
- 4. Future directions:
  - a) Fill gaps in coverage of surface current mapping.
  - b) Upgrade equipment for temporary site installations.
  - c) Continue development of spill tracking models.
  - d) Improve quantification of amounts of oil/tar on beaches from spill.





## COASTAL DATA INFORMATION PROGRAM







# Wave buoys monitor:

- Swell Wave Height
- Peak Period
- Wave Direction
- Sea Surface Temperature



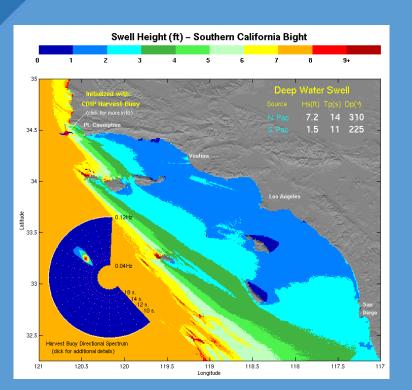
#### Supports:

- Recreational Boating Safety
- Commercial Shipping & Fishing
- Oil Spill Prevention and Response
- Shoreline Processes (beach erosion & inundation models/warnings)
- Beach Marine Safety Lifeguards, Surfing, Fishing, Paddling, Diving, Beachgoers
- Outreach and Education (Aquarium) displays)
- Ecologic and Climate Monitoring; Sea Level Rise

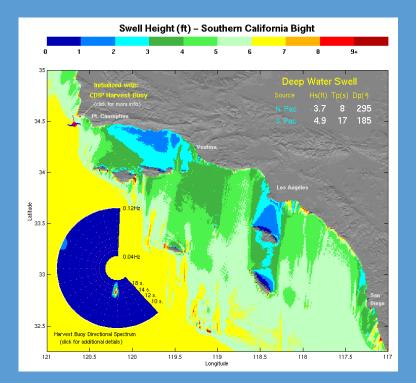
## **CDIP Wave Predictions**

Island shadowing and deep water canyons influence distant swell when they reach our coastlines.

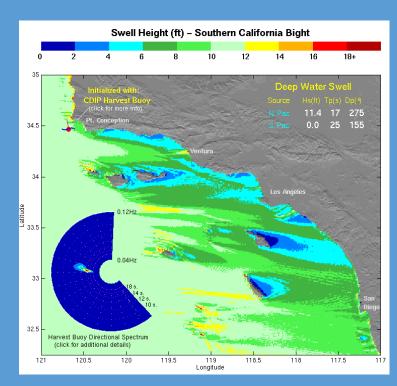
#### **Northwest Swell**



#### South Swell



#### West Swell



## Overview of 2 projects

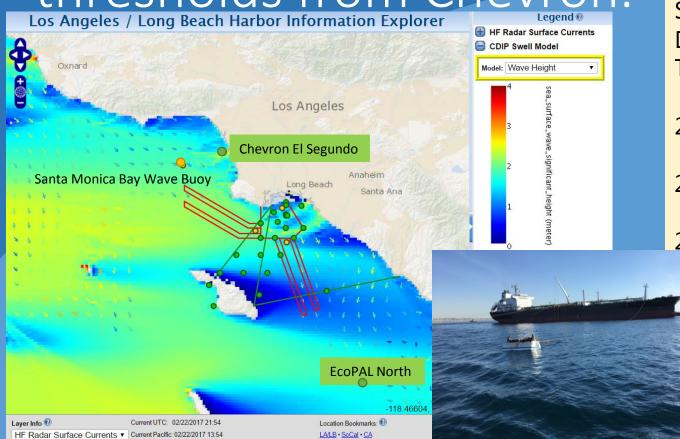
 Automated messaging for Chevron operations (El Segundo & Echo-Pal).

Under Keel Clearance Project, Port of Long Beach



# Wave Messaging based upon requested

thresholds from Chevron.



00:00

Time (PST)

Wed 02/22 Thu 02/23 Fri 02/24 Sat 02/25 Sun 02/26 Mon 02/27 Tue 02/28 Wed 03/1 Thu 03/2 Fri 03/3

00:00

00:00

00:00

00:00

Hs (ft)

00:00

00:00

Prediction site: SP400 - **Chevron El Segundo**Swell (14s+) height threshold (3ft) exceeded

Date (PST) 14+ Hs 14+ Tp 14+ Dp Tot Hs Tot Tp Tot Dp

Chevron

(ft) (secs) (deg T) (ft) (secs) (deg T) 2017-02-21 11:00 pm 3.15 16.67 249 4.17 16.67 250

2017-02-22 02:00 am 3.38 16.67 248 4.49 16.67 249

2017-02-22 05:00 am

3.38 16.67 247 4.53 16.67 248

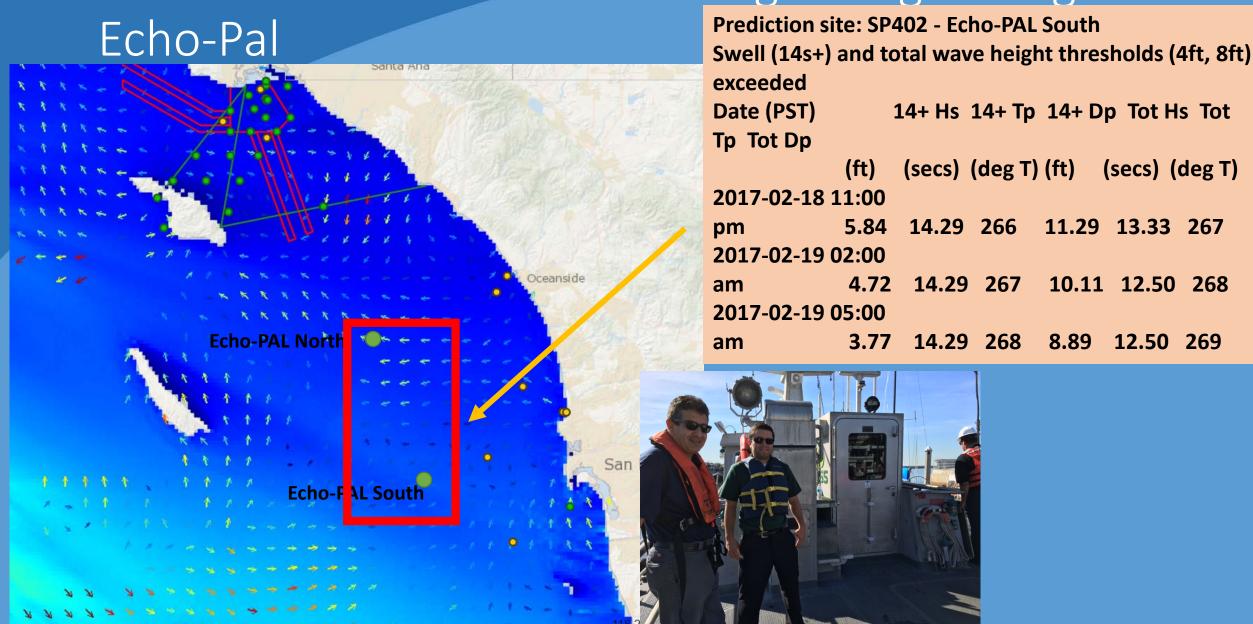
7-02-22 08:00 am

3.25 15.38 245 4.46 15.38 246

7-02-22 11:00 am

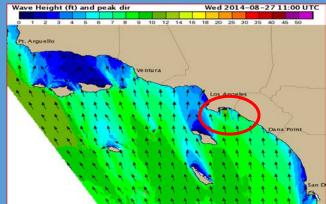
3.02 15.38 244 4.27 15.38 245

http://www.sccoos.org/data/harbors/lalb/mop\_site.php ?mop=SP400&page=forecast\_plot&xperiod=14&tz=P ST&units=english Wave Messaging based upon requested thresholds from Chevron during the lightering at



## Dynamic Under Keel Clearance Project

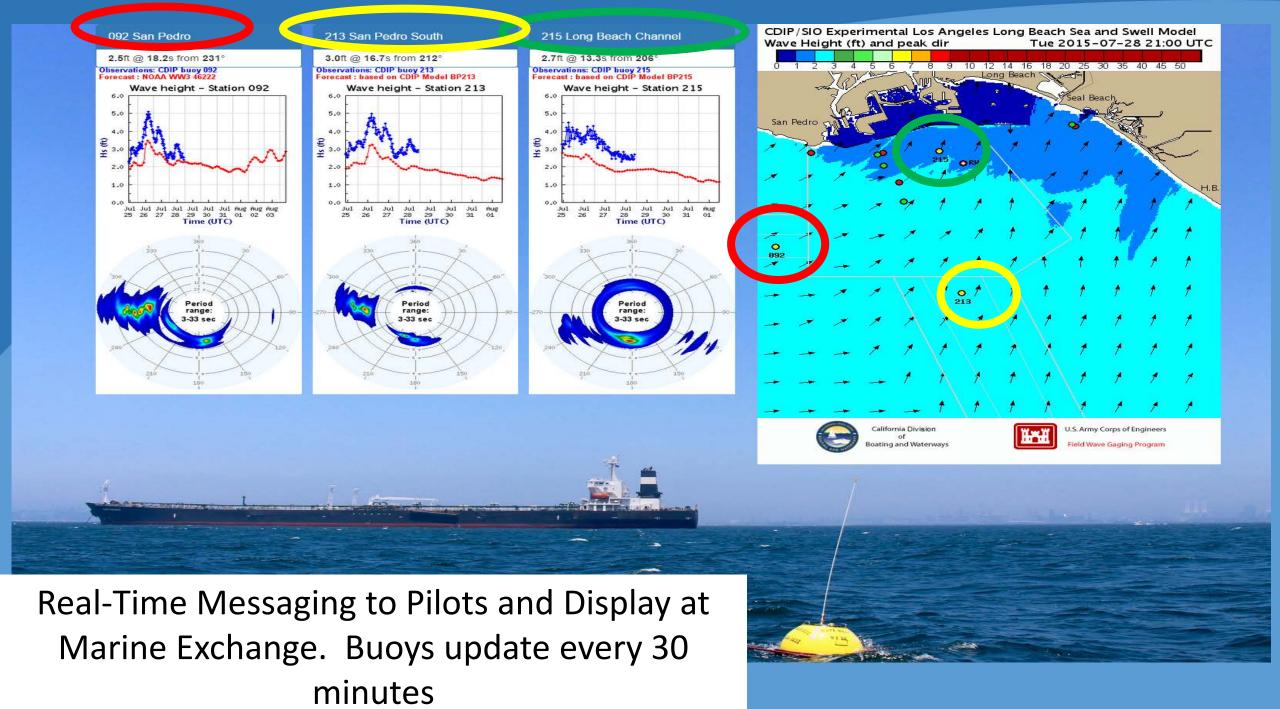
- The Challenge: Very Large Tankers enter the Port of Long Beach. How can we reduce the risk they touch bottom?
- During south swell, tankers start to pitch.

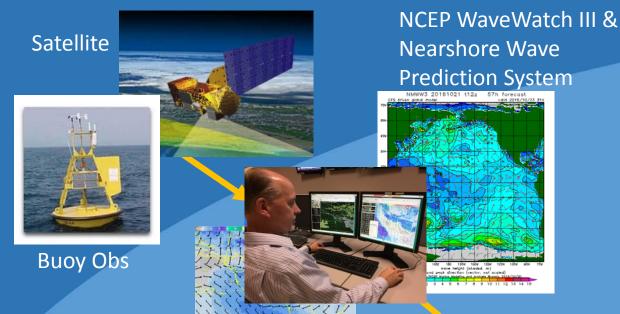


- What is happening right now? Observations/M
- Future resolution.
   Integration of MANY data sources.





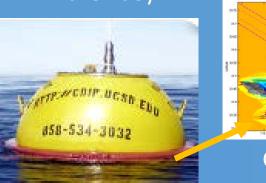


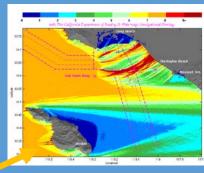


**CO-OPS Tides** 

NWS Gridded Forecast Winds

CDIP Hi Res Wave Buoy

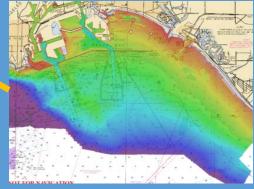




CDIP Wave Model



**Decision Support Model** 



NOS Hi Res bathymetry

### Moving to the Future... UKC Program:



#### **Stakeholders:**











Partners in providing critical weather and wave information to UKC:









Coastal Data Information Program





