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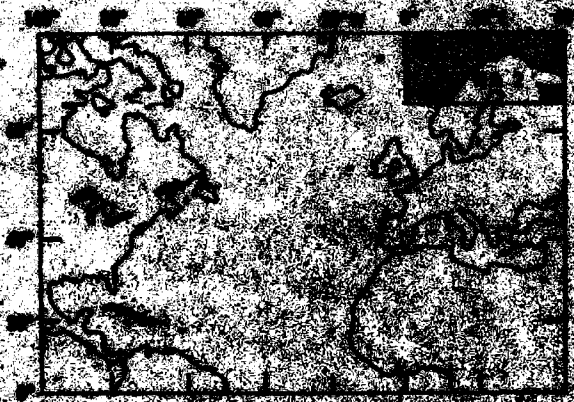
SURFACE CURRENTS

NORWEGIAN AND BARENTS SEAS

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ABSTRACT

THIS ATLAS, AND THE SERIES OF WHICH IT IS A PART, IS COMPUTER GENERATED AND AUTOMATICALLY PRINTED. IT MAKES AVAILABLE TO THE USER THE MOST RECENT SURFACE CURRENT DATA COLLECTED AND WILL BE UPDATED WHENEVER SUFFICIENT AMOUNTS OF DATA ARE ADDED TO THE DATA FILE. THIS AND THE OTHER ATLAS'S ARE BASED ON A GREAT QUANTITY OF DATA AS COMPARED TO THE PREVIOUS MANUALLY-COMPILED ATLAS'S PRINTED IN THE MID-1950'S.

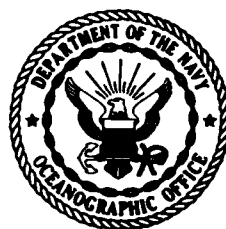
THE SURFACE CURRENT INFORMATION IS GIVEN IN THE FORM OF A MAP SHEET, WHICH IS THE DIFFERENCE BETWEEN THE SURFACE CURRENTS AND THE POSITION INFORMATION OF ALL THE SURFACE CURRENTS. THIS DIFFERENCE INDICATES THE SURFACE CURRENTS IN THE AREA.

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SURFACE CURRENTS

NORWEGIAN AND BARENTS SEAS



JANUARY 1978

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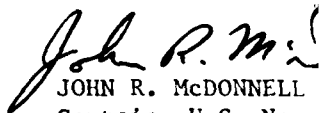
**Messrs. Raymond J. Beauchesne* and William E. Boisvert
made major contributions to this atlas.**

***Mr. Beauchesne presently is employed by the Bureau of
Naval Personnel.**

FOREWORD

THIS ATLAS, ONE IN A SERIES OF 43 REGIONAL SURFACES, IS PRODUCED TO FULFILL A NEED OF NAVY PLANNING STAFFS AND INDUSTRIAL COMMUNITIES FOR THE LATEST AVAILABLE OCEAN SURFACE DATA. THESE ATLASES ADD TO THE WEALTH OF NAUTICAL INFORMATION USEFUL FOR TACTICAL PLANNING, NAVIGATIONAL SAFETY, AND SHIPPING ECONOMY. THE PRODUCTION AND WIDE DISSEMINATION OF THIS ATLAS ARE MADE POSSIBLE BY THE LATEST COMPUTER TECHNIQUES.

THE CONSTANT IMPROVEMENT IN THE QUALITY OF SURFACE DATA RECEIVED OVER THE YEARS IS MADE POSSIBLE LARGELY BY THE MOISTURE OF VOLUNTARY OBSERVERS IN RECENT YEARS. THE DEFENSE MAPPING AGENCY, OCEANOGRAPHIC OFFICE, AND THE USER OF THE ATLASES RELY ON THE OBSERVATIONS OF THE MAN WHO HAS "BEEN THERE." MARINERS, IN MAKING OBSERVATIONS, RENDER A SERVICE NOT ONLY TO THEMSELVES BUT ALSO TO THOSE WHO GO DOWN TO THE SEA IN SHIPS." WITH THE ADVENT OF NUCLEAR POWER, NAVIGATION AIDS, AND 300,000-TON SHIPS, UP-TO-DATE, RAPIDLY CHANGING ENVIRONMENTAL AND NAVIGATIONAL INFORMATION HAS BECOME INCREASINGLY IMPORTANT.


JOHN R. McDONNELL
Captain, U.S. Navy
Commander

FOREWORD

S, ONE IN A SERIES OF 43 REGIONAL SURFACE CURRENT ATLASES, FILL A NEED OF NAVY PLANNING STAFFS AND THE SCIENTIFIC AND AGENCIES FOR THE LATEST AVAILABLE OCEAN SURFACE CURRENT DATA. THE WEALTH OF NAUTICAL INFORMATION UPON WHICH OPERATIONAL NAVIGATIONAL SAFETY, AND SHIPPING ECONOMY DEPEND. RAPID DISSEMINATION OF THIS ATLAS ARE MADE POSSIBLE BY THE TECHNIQUES.

IMPORTANT IMPROVEMENT IN THE QUALITY OF SURFACE CURRENT DATA IN RECENT YEARS IS MADE POSSIBLE LARGELY BY THE MORE THOROUGH REPORTS BY MARINERS IN RECENT YEARS. THE DEFENSE MAPPING AGENCY, THE NAVY, AND THE USER OF THE ATLASES RELY ON THE PERSONAL OBSERVATION OF THE MAN WHO HAS "BEEN THERE." MARINERS, IN REPORTING THEIR OBSERVATIONS, SERVE A SERVICE NOT ONLY TO THEMSELVES BUT ALSO TO ALL "WHO ARE IN SHIPS." WITH THE ADVENT OF NUCLEAR POWER, ELECTRONICALLY OPERATED AND 300,000-TON SHIPS, UP-TO-DATE, RAPIDLY DISSEMINATED NAVIGATIONAL INFORMATION HAS BECOME INCREASINGLY IMPORTANT.

John R. McDonnell
JOHN R. McDONNELL
Captain, U.S. Navy
Commander

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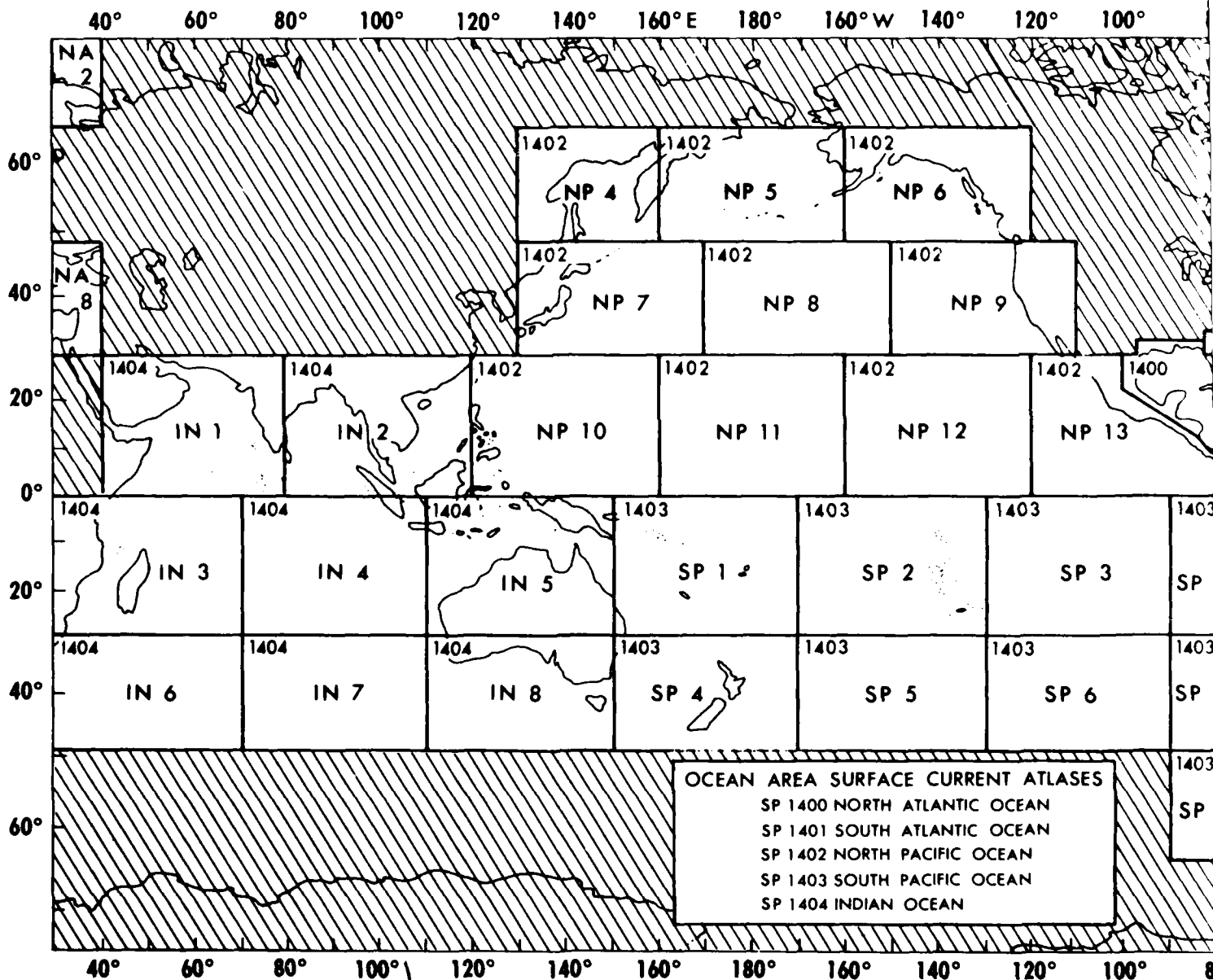
SURFACE CURRENT ATLASES

THIS SERIES OF COMPUTERIZED ATLASES REPLACES THE U.S. HYDROGRAPHIC SURVEY ATLASES OF SURFACE CURRENTS (HOP 566, 568, 569, 570) WHICH WERE MANUALLY COMPILED FROM DATA OBTAINED DURING THE PERIOD 1903 - 1936. THESE NEW ATLASES CONFORM TO THE STANDARD NAVY OCEAN AREA AND REGION INDEX LIMITS SHOWN BELOW (e.g., 300 SP 1402-NP 10 COVERS NORTH PACIFIC REGION 10 EAST OF THE PHILIPPINES).

THIS SERIES OF ATLASES ARE AVAILABLE FROM THE NAVY OCEANOGRAPHIC OFFICE, 1650 MILITARY AVENUE, WASHINGTON, D.C. 20315

RECENT IMPROVEMENTS IN THE DATA FILE ASSURE THE INCLUSION OF THE LATEST, HIGH QUALITY SURFACE CURRENT DATA AVAILABLE. THE FILE NOW CONTAINS MORE THAN 4,200,000 OBSERVATIONS AND A GENERAL UPDATE OF THE FILE WILL BE MADE

INDEX

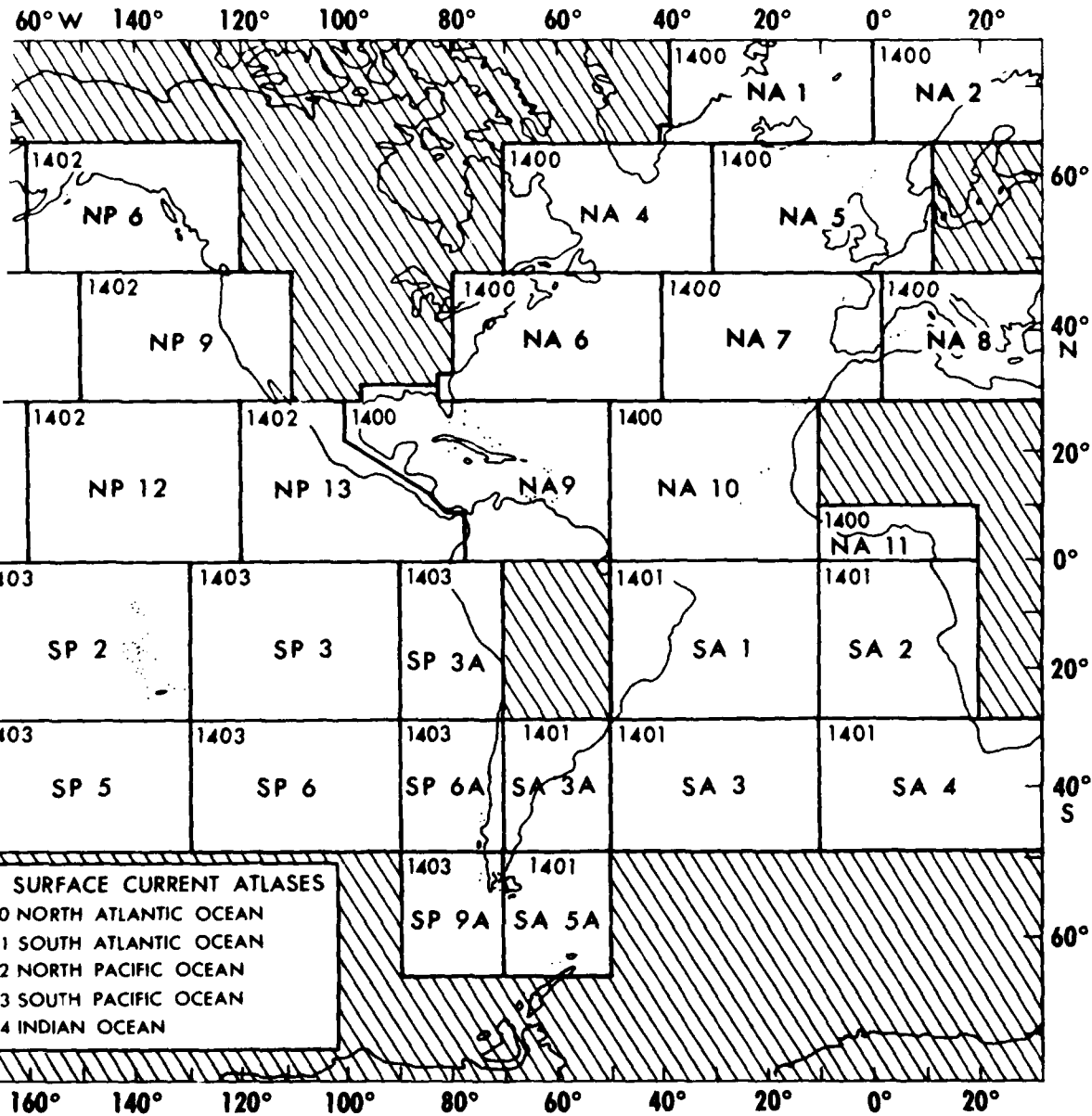


CURRENT ATLASES

AS AMOUNTS OF NEW DATA WARRANT, MOST LIKELY EVERY 12 - 18 MONTHS.

THESE GRAPHICS MAY NOT BE TRULY REPRESENTATIVE OF THE ACTUAL FLOW IN SUCH AREAS AS THE NORTH SEA, PERSIAN GULF, GULF OF THAILAND, AND YELLOW SEA WHERE CURRENTS ARE STRONGLY TIDAL. FOR SUCH AREAS, OTHER SOURCES DESCRIBING PREDICTABLE HOURLY CHANGES OF TIDAL CURRENTS SHOULD BE CONSULTED.

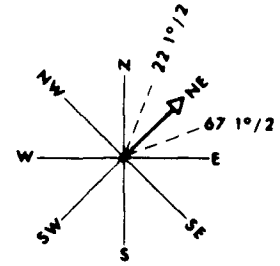
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Introduction

The Surface Current Data File, from which these atlases are derived, consists primarily of over four million ship set and drift observations. These data were collected by the Netherlands, Japan, Britain, France, and the United States. The file is supplemented by several thousand Geomagnetic Electrokinetograph (GEK) observations, mostly Japanese. The file spans the period from the early 1850's to the present. The earliest observations were collected by the Netherlands and Great Britain; those of the 1960's through the present are primarily United States data.

If there are 12 or more observations by vector resultants as follows:



General Quality

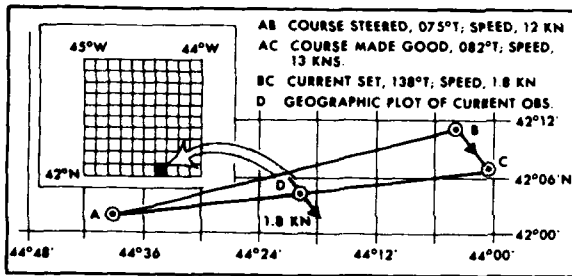
The quality of this data file is considered high for this type of derived value. The data have been carefully screened for duplication; observations taken under adverse conditions (i.e. high winds and waves, time between observations greater than 12 hours) have been eliminated when warranted. Consideration was given to the reliability of the observer; doubtful shipboard computations of set and drift were edited; and observations with erroneous locations (mostly observations on land) have been eliminated. The accepted data are considered most useful when used collectively as in summaries where a number of observations show trends.

General Observation Technique

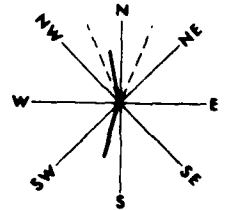
The set (direction) and drift (speed) are computed by the navigator from the difference between the dead reckoning (DR) position and the position determined by any type of navigational fix. The drift can be determined along any straight line track and includes all factors which cause changes in the DR position. When a fix is obtained, the current set (direction) is FROM the DR position TO the fix; the drift (speed) is equal to the distance in nautical miles between the DR and the fix, divided by the number of hours since the last fix. For successive observations, the TO POSITION of one observation becomes the FROM POSITION of the next observation.

- (1) Persistent Current - 60 percent or more of all observations fall within a 45° sector of the 8-point compass.
- (2) Prevailing Current - 45 percent or more of all observations fall within a 45° sector of the 8-point compass.

Because the influence of current may vary along a ship's track, the MEAN POSITION of the track is assigned as the geographic location of the current observation. An example of a current computation is shown in the figure below.



EXAMPLE OF A SURFACE CURRENT (SHIP'S DRIFT) OBSERVATION



Data Presentation

The following legend shows two types of surface current presentations by 1° quadrangle, type 1 with 12 or more observations and type 2 with fewer than 12 observations. Where there are 11 or fewer observations within a 1° quadrangle, the total number of observations is shown within the 90° quadrant containing the observations.

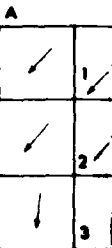
- (4) Bizonal Flow - Practically all observations are concentrated in opposite pairs of sectors, and one pair contains at least 80 percent as many observations as the other pair. This generally indicates variability that occurs in zones of entrainment between opposing currents (see examples A and quadrangles 1, 2, and 3).

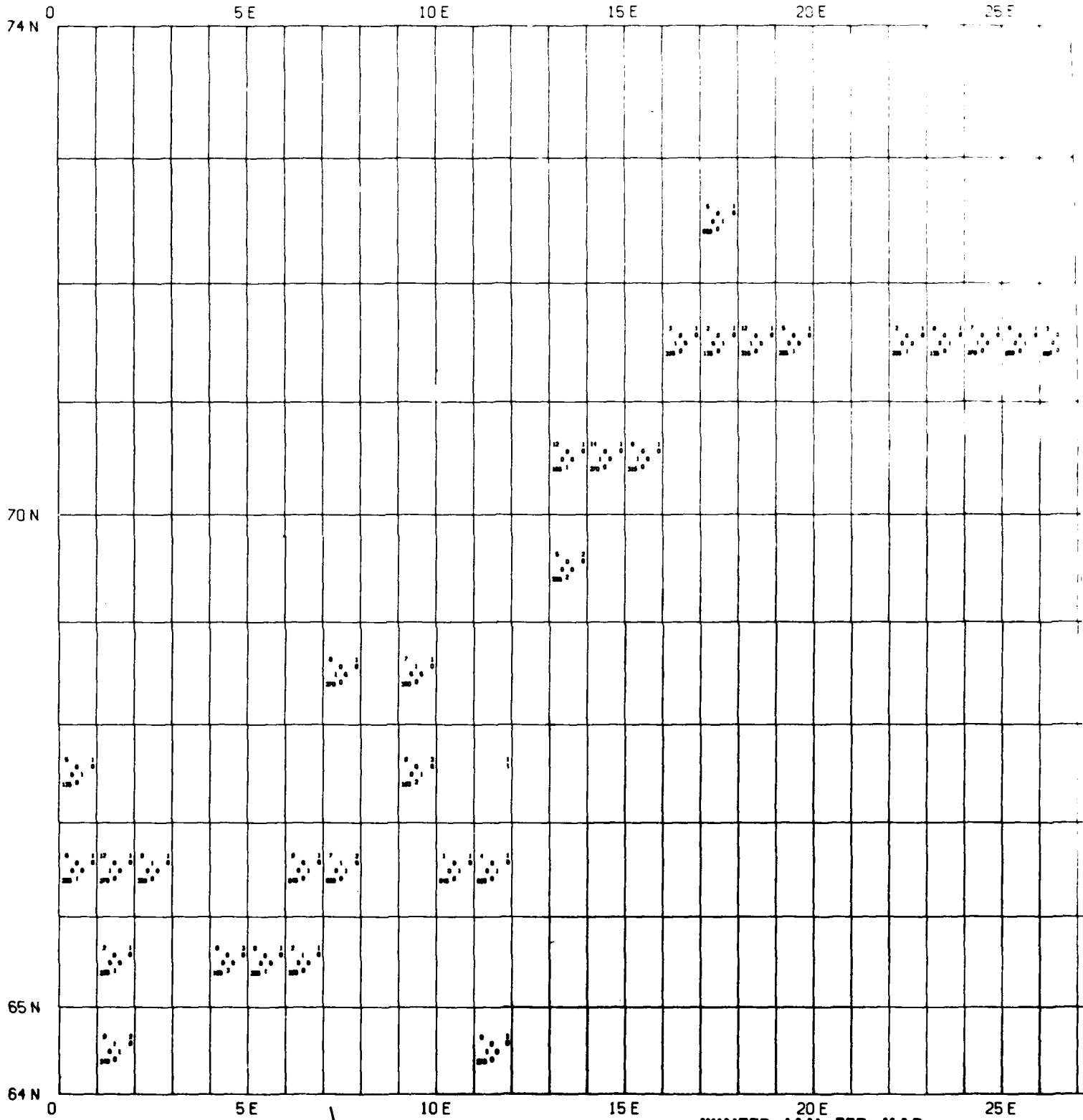
LEGEND

TYPE 1

TYPE 2

- A NUMBER OF CALMS (INCLUDED IN TOTAL OBSERVATIONS).
- B TOTAL OBSERVATIONS (999 ALSO USED FOR 1000 OR MORE OBSERVATIONS).
- C MEAN SPEED (0.8 KNOT) FOR ALL OBSERVATIONS.
- D VECTOR RESULTANT DIRECTION (°T) FOR ALL OBSERVATIONS.
- E PERCENT FREQUENCIES (57% PRIMARY DIRECTION, 23% SECONDARY DIRECTION).
- F MEAN SPEEDS (1.0 KNOT PRIMARY DIRECTION, 0.6 KNOT SECONDARY DIRECTION).
- G NUMBER OF OBSERVATIONS BY QUADRANT.





WINTER-JAN, FEB, MAR

20 E

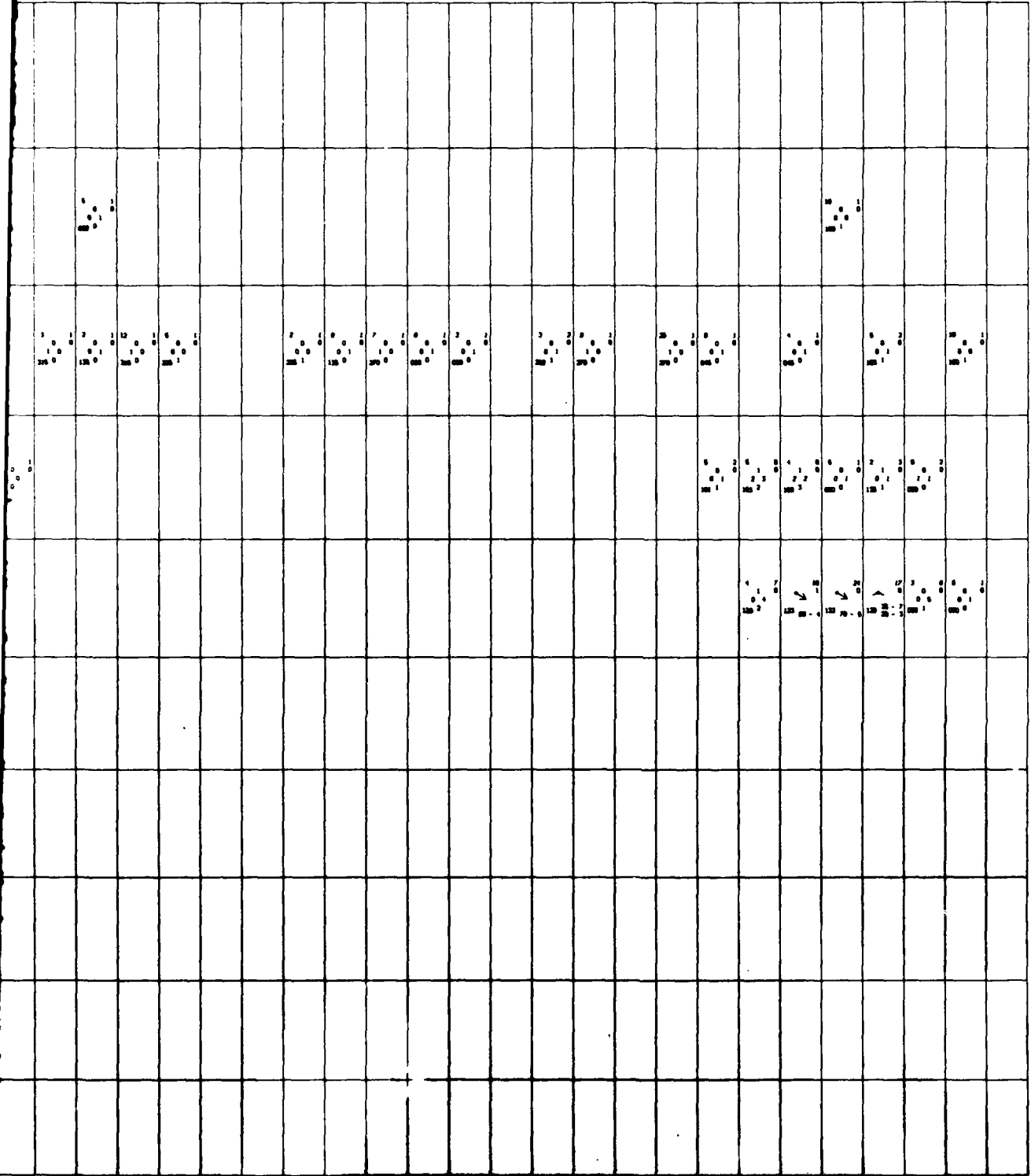
25 E

30 E

35 E

40 E

74 N



70 N

65 N

64 N

20 E

25 E

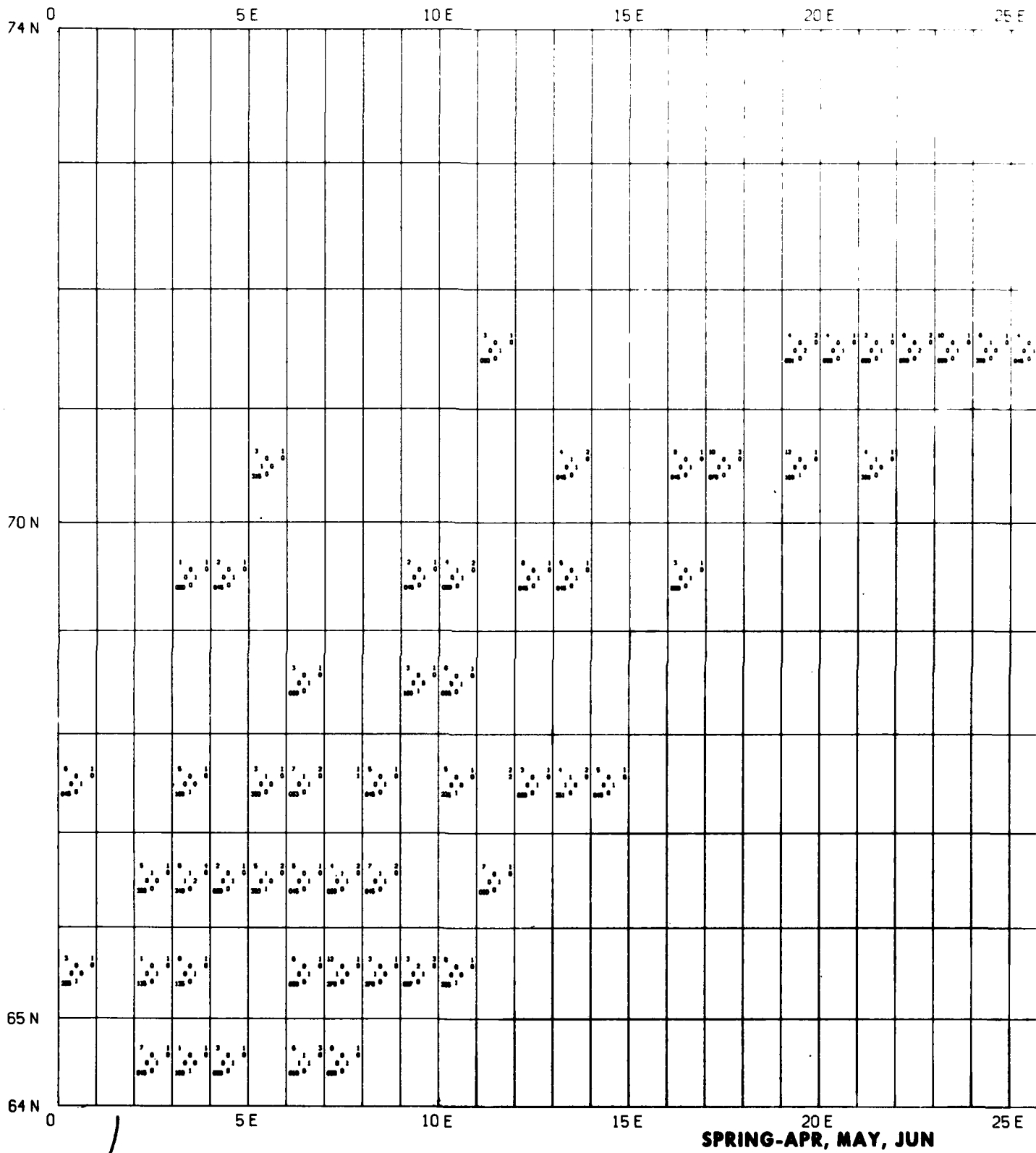
30 E

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40 E

WINTER-JAN, FEB, MAR

2



15 E

20 E

25 E

30 E

35 E

40 E

74 N



70 N

65 N

64 N

15 E

20 E

25 E

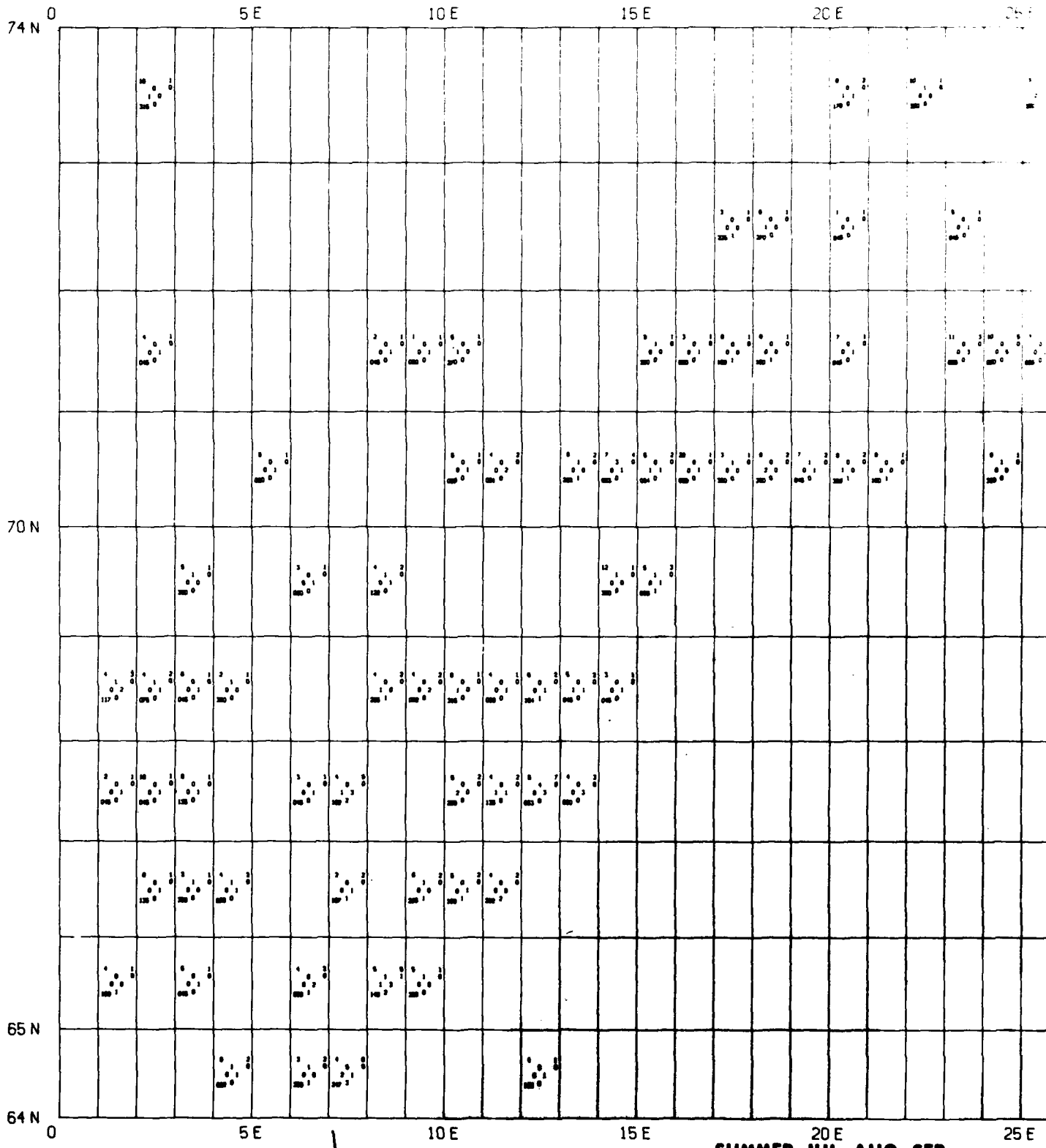
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SPRING-APR, MAY, JUN

Q



SUMMER-JUL, AUG, SEP

20 E

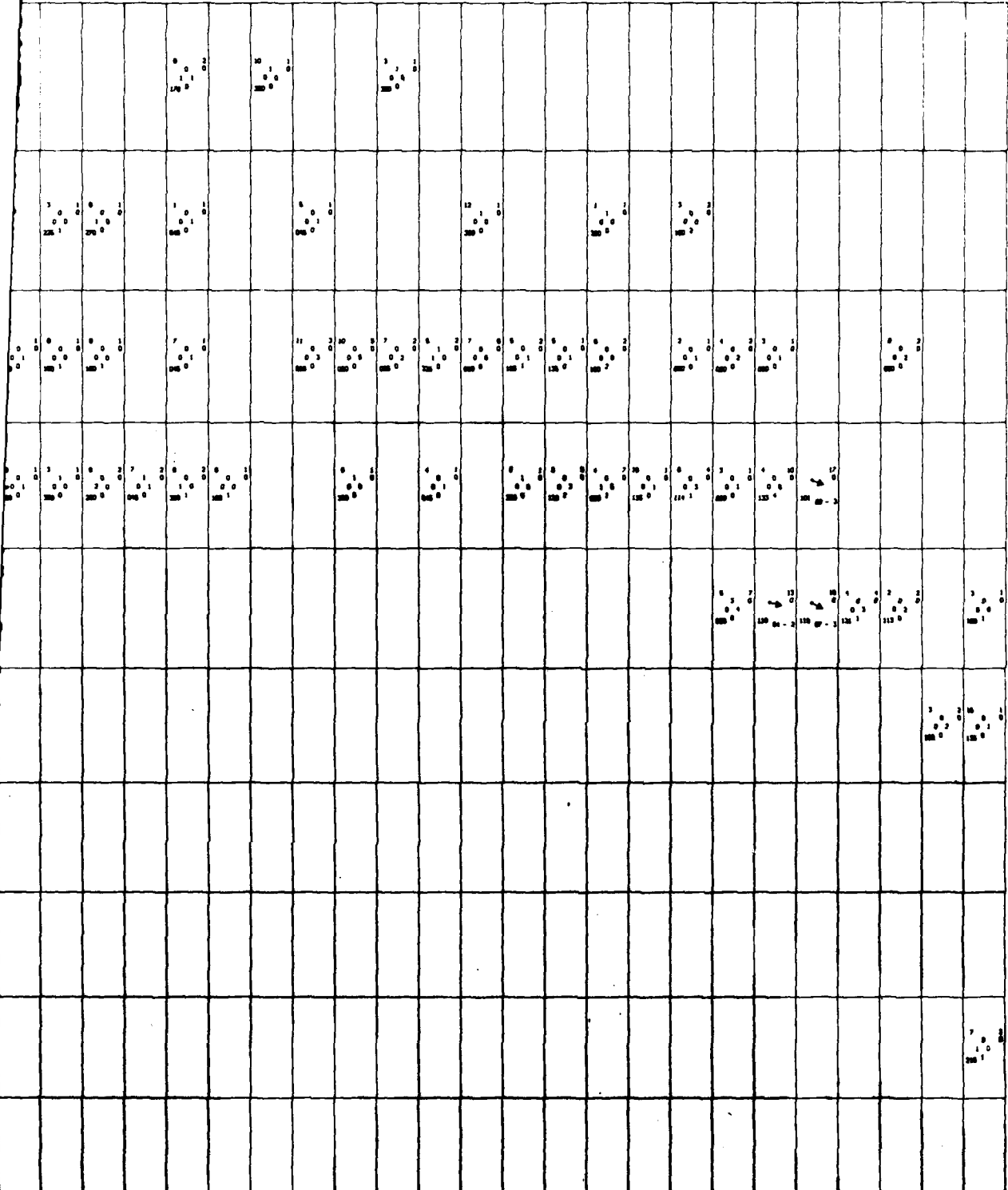
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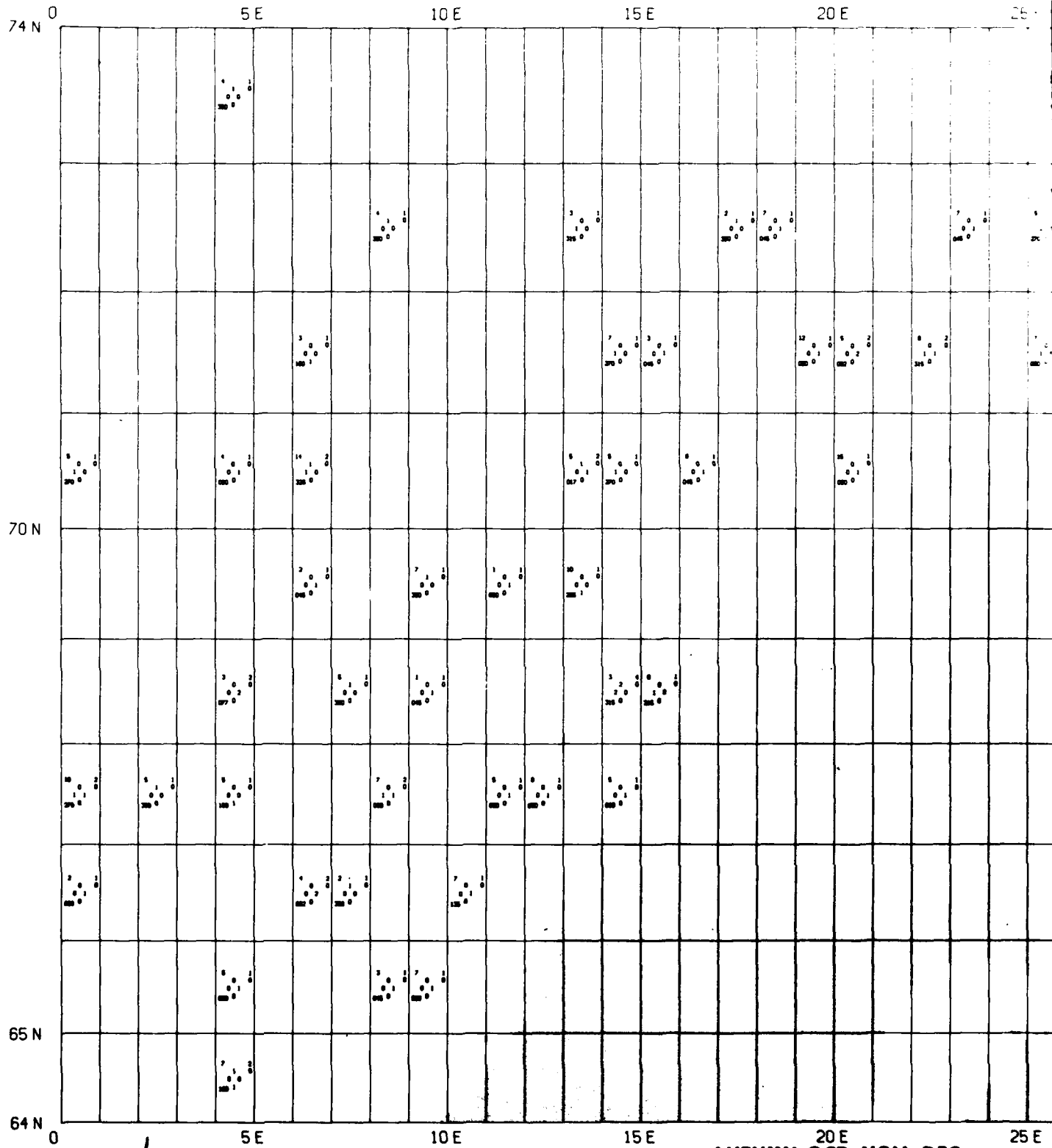
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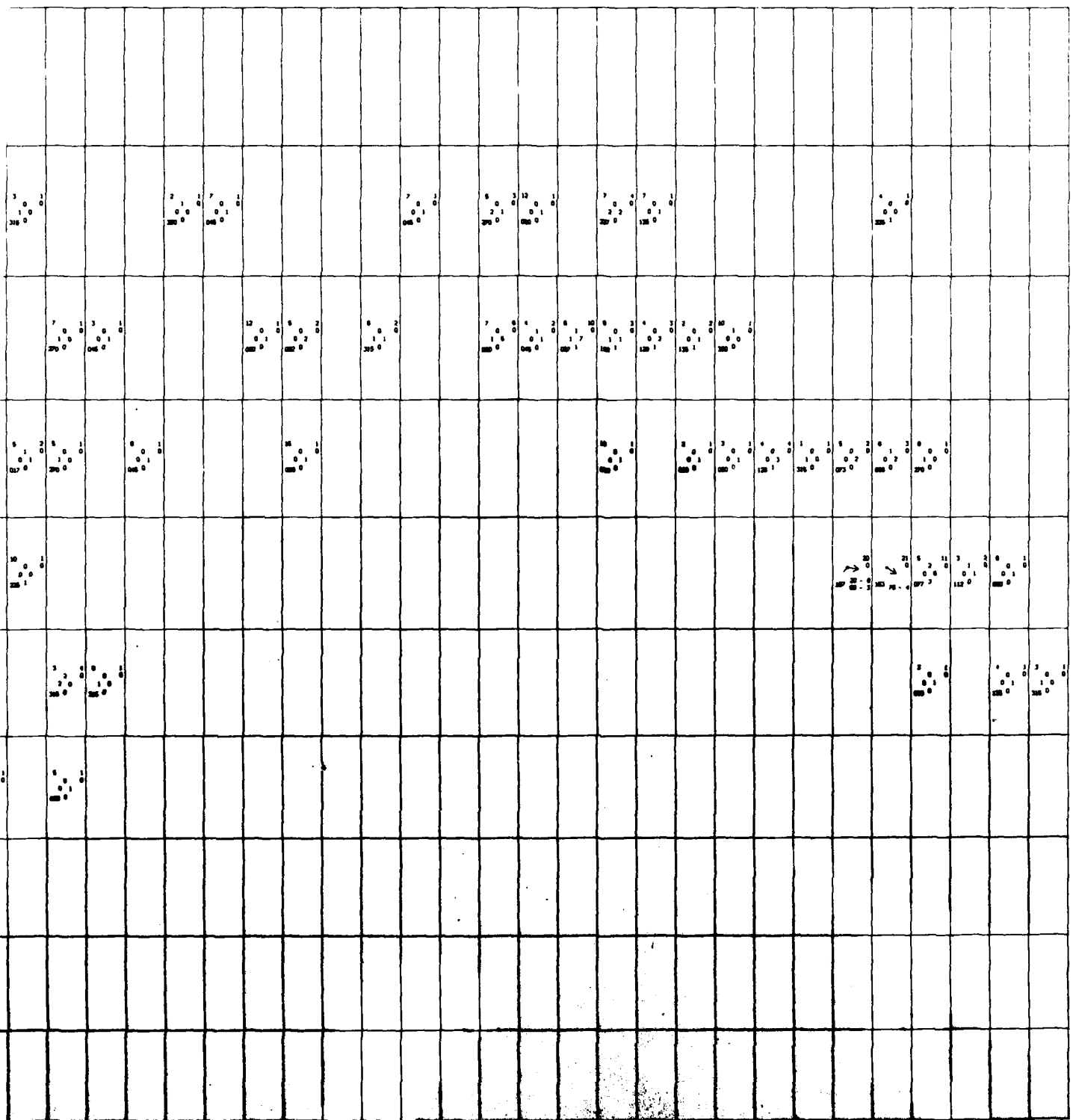
SUMMER-JUL, AUG, SEP

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AUTUMN-OCT, NOV, DEC

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70 N

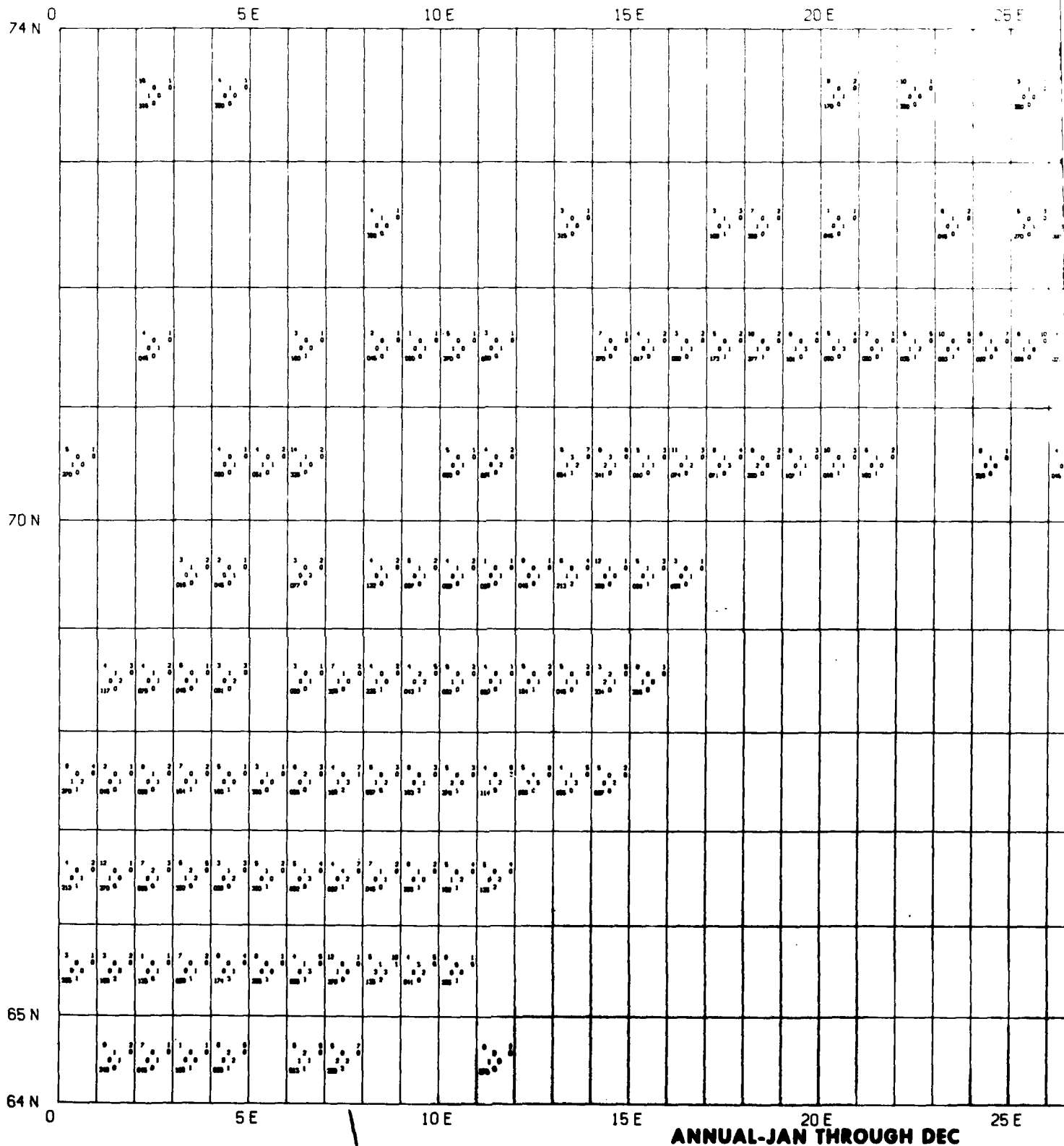
65 N

64 N

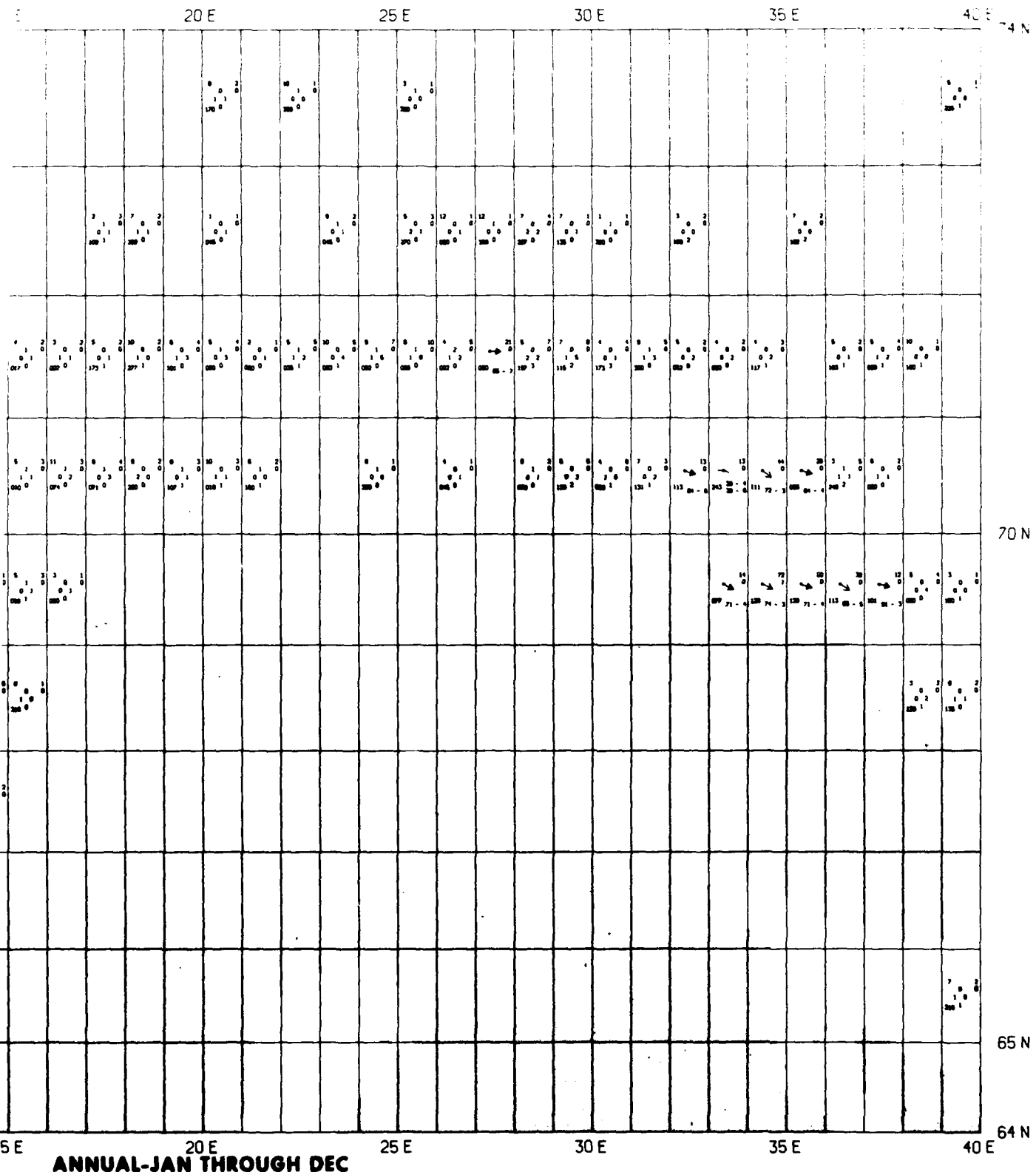
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AUTUMN-OCT, NOV, DEC

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ANNUAL-JAN THROUGH DEC



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20. Continued

The surface current information is based mainly on ship drift, which is the difference between the dead reckoning position and the position determined by any type of navigational fix. This difference describes the direction and speed of the current.

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