content of surface sediments is fairly uniform between 1750 and 2750 m, with accelerated dissolution beginning below that depth. For the mooring experiment, there was a slight increase in dissolution between 2256 and 2869 m, with the level of rapid increase in dissolution in the water column occurring below that depth. These results indicate that within the Panama Basin neither the sedimentary lysocline nor the hydrographic lysocline can be directly related to a transition from saturation to undersaturation. Earlier mooring studies in both the Atlantic (4, 5) and the Pacific (6-8) also demonstrated a lack of correlation between the hydrographic lysocline and this critical level of carbonate saturation. If the pressure coefficient of $-42.5 \text{ cm}^3/$ mole is correct, the results of this study indicate that the dissolution kinetics of biogenic calcite in the laboratory and the deep sea may be similar.

ROBERT C. THUNELL

Department of Geology and Belle W. Baruch Institute for Marine Biology and Coastal Research, University of South Carolina, Columbia 29208

ROBIN S. KEIR

SUSUMU HONJO Department of Geology and

Geophysics,

Woods Hole Oceanographic Institution, Woods Hole, Massachusetts 02543

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Method for Estimation of Ocean Current Velocity from Satellite Images

Abstract. Barotropic instability waves on a shear interface propagate at the average speed of the water on the two sides. Assuming the instability to be excited by tidal oscillations, the phase speed is the wavelength divided by the tidal period. If the water is at rest on one side of the shear layer the current speed on the other side can be calculated. This method, applied to the Gulf Stream beyond Cape Hatteras as seen in satellite images, gives estimates of current speed in general agreement with in situ observations.

Infrared satellite images show the sharp thermal boundaries formed where ocean currents separate from topographic boundaries. These thermal interfaces are also velocity interfaces (free shear layers), which in turn are unstable to perturbations caused by disturbances originating elsewhere in the ocean. A clear example of such a free shear layer is that formed by the inshore edge of the Gulf Stream as it passes Cape Hatteras, North Carolina, as shown in Fig. 1. The image is a Tiros-N infrared image with resolution ~ 1 km, obtained on digital tape from the Environmental Data and Information Service of the National Oceanic and Atmospheric Administration and processed further in our facilities at Massachusetts Institute of Technology for navigational reference and contrast enhancement.

The undulations in the free shear layer beyond Cape Hatteras contain a strongly

periodic component. The apparently periodic waves upstream of Cape Hatteras we attribute to a local topographic disturbance. Figure 1 shows the inshore and offshore maxima in shear layer excursion marked with short line segments. The nearly periodic structure of the shear instability suggests that its excitation is periodic. Laboratory experiments by Browand (1) and Miksad (2) showed that periodic excitation of a free shear layer organized the instability fluctuations in a nearly periodic structure, while random excitation gave a random structure. Figure 2 shows the power spectral densities of velocity fluctuations near a free shear layer that is unstable; the spectra are shown for a series of distances from the origin of the shear layer (2). The upper part of Fig. 2 shows spectra with random, nearly white-noise excitation, while the lower part shows the result for periodic excitation.

One is led to conclude that periodic fluctuations in a free shear layer are most likely caused by periodic excitation. We suggest that the periodic shear instability structure in the edge of the Gulf Stream, shown in Fig. 1, is due to periodic excitation, and that the excitation is the fluctuations associated with the semidiurnal lunar (M_2) tide, which has a period of approximately 12.4 hours.

When one knows both the wavelength and the period of a propagating disturbance, one finds the propagation speed as the ratio, and we find the average speed of the first few shear waves to be 1.2 m/sec (2.4 knots).

A further assumption is that the instability is barotropic, so that for a layer that is thin compared to the instability wavelength, the propagation speed of the instability is the average of the speed of the water on the two sides. By the speed of the water we mean the average speed over many fluctuations. Stommel (3) showed that the Gulf Stream shear layer is thin beyond Cape Hatteras. If we now take the average speed of the water inshore of the shear layer to be negligi-



Fig. 1. Enhanced infrared image of the sea surface near Cape Hatteras, North Carolina, showing shear instability waves, with wavelengths indicated, in the Gulf Stream edge. The image was constructed from Tiros-N data taken on 23 March 1979. The dotted, nearly vertical line is the satellite nadir track; the coast and the state boundary are also superimposed on the image



Fig. 2. Velocity fluctuations measured in a free shear layer in the laboratory, at a series of positions downstream from the origin. The upper half represents random excitation, the lower half periodic excitation. Note the line spectrum that indicates a periodic response.

ble, we can calculate the average speed of the water on the offshore side of the shear layer, and we find that the average current there is 2.4 m/sec (4.8 knots).

Boisvert (4) found a current beyond the offshore edge of the shear layer to be close to 4 knots, as a maximum value, while the minimum observed current was much less [see also Richardson et al. (5)]. Most current observations are from fixed current meters. A current meter at the mean position of the Gulf Stream edge would be inside the current part of the time and outside part of the time. The observed average current would then be less than the actual current.

Our test of the method of estimating current from a satellite image, by assuming tidal excitation and barotropic instability, thus yields results in general agreement with observations. The method can, of course, be refined by use of in situ observations and of observational results for other shear layers farther inshore, if they can be found. Preliminary investigation indicates that the method gives good results when used to estimate the flow south of Georges Bank, in the Florida Current at Grand Bahama Island, as well as in other places. Although the method requires further verification and refinement, we feel that it may become a useful tool for current speed estimates in places that are inaccessible or inconvenient for ships and buoys, and that it may be able to provide long-term time series of a crude kind when in situ observations contain gaps in location and time.

ERIK MOLLO-CHRISTENSEN PETER CORNILLON

AFFONSO DA S. MASCARENHAS, JR. Department of Meteorology and Physical Oceanography, Massachusetts Institute of Technology, Cambridge 02139

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