



Sea Surface Temperature by Barnes' interpolation: current stage



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REMO Network;

- SST Composition;
- Error Estimation ;
- Validation SST (Results);
- Remarks.







 REMO is a network composed of Petrobras, the Brazilian Navy and four Public Brazilian Universities.

REMO main goals are:

- To develop an assimilative ocean forecast system for the Brazilian continental shelf and slope regions;
- To help environmental authorities in case of oil disasters.



PETROBRAS - Research Center



Brazilian Navy – CHM/IEAPM

Federal University of Rio de Janeiro



University of São Paulo



Federal University of Rio Grande



Federal University of Bahia

LMA – Applied Meteorology Laboratory









The Team Ph.D: 18 M.Sc.: 8 Bachelor: 9 Technicians/ Administrative: 7 Students: 8

≈ 50 people











The Region of interest



METAREA V - Maritime area under Brazilian Navy responsability for weather and ocean forecast







Computational Resources

High Performance Computer

NETUNO – NCE/UFRJ

Dell Server 256 nodes (2 processors Xeon Quad-core 2.6 GHz e 16 MB RAM) Total: 2048 processor units

High Performance Computer

SGI Altix ICE 8200 – CHM/Brazilian Navy

SGI Server 32 nodes (2 processors Xeon Quad-core 3 GHz e 16 MB RAM) Total: 256 processor units



GHRSST XIV Science Team Meeting: 19 June 201:





LMA – Applied Meteorology Laboratory

REMO:







- **REMO Network**;
- SST Composition;
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SST Composition









Daily SST









- REMO Network;
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Error Estimation: SST field estimation method and its uncertainties









SST field uncertainty

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Standard deviation on 30th June 2012.







Error Estimation: SST field uncertainty



RMSE field generated from SST estimated values considered in this work and SST estimated values of OSTIA project collected during the period from January 1st to June 30th, 2006.







Error Estimation: SST field uncertainty



Error estimation difference between OSTIA's SST and one estimated in this work on 30th June 2012.







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Validation (Moored Buoys Statistics)

Table 1 – Results between daily SST composition and average daily *in situ* SST collected for the 11 Moored PIRATA buoys.

BUOY	AVERAGE	RMSE	MAE	MBE	CORRELATION	
4°N - 23°W	BUOY: 28.06 REMO: 27.94	0.329	0.248	-0.089	0.927	
0°N - 23°W	BUOY: 26.58 REMO: 26.42	0.301	0.241	-0.163	0.978	
0°N - 35°W	BUOY: 27.51 REMO: 27.48	0.244	0.187	-0.036	0.928	
19°S - 34°W	BUOY: 26.36 REMO: 26.27	0.288	0.228	-0.098	0.989	
15°N - 38°W	BUOY: 26.18 REMO: 26.04	0.321	0.238	-0.131	0.975	
12°N - 38°W	BUOY: 26.96 REMO: 26.72	0.41	0.314	-0.24	0.963	
8°N - 38°W	BUOY: 27.83 REMO: 27.73	0.275	0.21	-0.101	0.965	
4°N - 38°W	BUOY: 27.99 REMO: 27.94	0.244	0.188	0.185	0.892	
8°S-30°W	BUOY: 27.59 REMO: 27.53	0.193	0.153	-0.064	0.983	
14°S - 32°W	BUOY: 26.97 REMO: 26.81	0.317	0.253	-0.158	0.973	
12°N - 23°W	BUOY: 26.76 REMO: 26.43	0.573	0.439	-0.334	0.966	
*PMSE Doot Moon Squared Error						

*RMSE - Root Mean Squared Error

*MAE - Mean Absolute Error

*MBE - Mean Bias Error





Validation (Drifting buoys)

Table 2 - Comparison statistics between daily SST composition and average dailyin situ SST collected from 23 drifting buoys for the period from May 2008 to Oct2010.

AVERAGE	RMSE	MAE	MBE	CORRELATION
BUOY: 19.628 REMO: 19.627	0.250	0.191	-0.002	0.944

SST_REMO versus SST_Drifting_buoys













Date







- REMO Network;
- SST Composition;
- Error Estimation;
- Validation SST (Results);
- Remarks.







Now:

• A daily SST time series (NetCDF format, *GDSV2.0)*) is available for assimilation or inter-comparison from 1st of September of 2002 up the present;

Under development:

- To implement the EnOI (Ensemble Optimal Interpolation) for SST analysis;
- To develop a retrieval SST model based on optimal estimator;
- To carry continuously on the SST validation;
- To start cooperation with GHRSST ST.





subject to numerical errors and parameterization errors and other approximations of the governing primitive equations. The use of the products is only for scientific purgoses today. REMO does not assume any responsibility for inedepuste use of these products

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MODEL

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