

## A discussion on the paper "Evidence of deuterium excess in water vapor as an indicator of ocean surface conditions"

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## Outline











# Background

- The isotopic composition of most of meteoric water is found in a graph of  $\delta D$ versus  $\delta^{18}O$  along the "Global Meteoric Water Line":  $\delta D = 8*\delta^{18}O + 10\%$ ; the deuterium excess *d* has been defined as the difference  $d = \delta D - 8*\delta^{18}O$ . [Craig, 1961 ; Dansgaard, 1964]
- The glacial-interglacial changes in *d* were interpreted as changes in relative humidity and temperatures at the moisture source ocean. [Jouzel et al., 1982; Cuffey and Vimeux, 2001]
- The interpretation of *d* which relies on various models predicts a close relationship between d and ocean surface conditions.
- A few in situ measurements of vapor isotopes in the oceans have been reported, but *d* has not been observed except for subtropical oceans and the Mediterranean Sea. [Craig and Gordon, 1965 ; Gat et al., 2003]
- In this study, we measured isotope compositions of air moisture in the Southern Ocean, then discussed the observation results and simulations from a couple of isotope GCMs.

#### **Simple evaporation model**

A global-scale closure assumption  $(\delta_{V0} = \delta_E)$ 

$$1 + \delta_{\text{V0}} = \frac{1}{\alpha} \frac{(1-k)}{1-kh} (1 + \delta_{\text{ocean}}) \dots \dots (1)$$

 $\delta_{V0}$  — the initial isotope content in the water vapor;

 $\delta_{\rm E}$  — the isotope contents of the evaporating water;

 $\delta_{\text{ocean}}$  — an ocean isotope composition;

- k a kinetic fractionation factor;
- $\alpha$  an equilibrium fractionation factor;
- h relative humidity defined as a value normalized on the SST ( $h^*$ ) in the model.

# **Objectives**

- Showing the isotope ratios of atmospheric water vapor near the ocean surface in middle and high latitudes of the Southern Ocean.
- Showing the correlations between deuterium excess (d) versus relative humidity (h) and d versus sea surface temperature (SST).
- Using atmospheric general circulation models (GCMs) to predict the isotope ratios of marine vapor and validating GCMs through data.

## Outline

- Background
- Objectives



- Ship observation
- A vapor sampling system
- Isotope general circulation model
- Results and Discussions
- Conclusions

#### Ship observation 20 Cape Town Fremantle Frequency 30 2-3 times 30 Jan. 2006 4 Jan. 2006 per day Leg 3 40 \_atitude (`S) Leg 1 50 Sampling Leg 2 60 duration 2–12 h 70 Antarctica 20 40 60 80 100 120 140 0 Longtitude (°E) Figure 1. Sampling sites on a map of the ship route (gray). Air temperature and relative humidity were measured at 15 Measurements

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m altitude on the ship.

#### A vapor sampling system



Figure 2. Schematic of the sampling system installed on the ship.

### Isotope general circulation model

A global-scale closure assumption  $(\delta_{V0} = \delta_E)$ Systematic bias

An atmospheric general circulation models (GCMs)

The GCMs explicitly simulate the global and regional features of atmospheric dynamics and thermodynamics and the detailed hydrological cycles.

- Isotope Global Spectral Model (iso-GSM) [Yoshimura et al., 2008]
   200 km horizontal resolution + 28 vertical sigma levels
- 2. NASA Goddard Institute for Space Studies (GISS) GCM II [Jouzel et al.,1987]
  - $8^{\circ} \times 10^{\circ}$  resolution + 9 vertical sigma levels

## Outline

Background Objectives Methods • Results and Discussions A. Isotope ratios in vapor B. Deuterium excess in vapor C. Comparison with GCMs Conclusions

## **Results and Discussions**

#### **Table 1.** Isotope Ratios in Water Vapor and Meteorological Conditions Along the Ship Route

| Sampling Start                  | Sampling     |                            |                              | Atmospheric    | Air              |         |      | Vapor Isotopes     |        |      |
|---------------------------------|--------------|----------------------------|------------------------------|----------------|------------------|---------|------|--------------------|--------|------|
| Time (UTC)                      | Duration (h) | Latitude <sup>a</sup> (°S) | Longtitude <sup>a</sup> (°E) | Pressure (hPa) | Temperature (°C) | SST(°C) | h(%) | $\delta^{18}O(\%)$ | δD(‰)  | d(‰) |
| Leg 1 (Cape Town to Antarctica) |              |                            |                              |                |                  |         |      |                    |        |      |
| 5 Jan. 0413                     | 0142         | 38.91                      | 20.11                        | 1017           | 18.3             | 22.8    | 63.7 | -15.71             | -91.7  | 34.0 |
| 5 Jan. 0845                     | 0300         | 39.86                      | 20.53                        | 1018           | 19.4             | 21.5    | 57.0 | -14.56             | -86.5  | 30.0 |
| 5 Jan. 1310                     | 0308         | 40.56                      | 20.93                        | 1016           | 18.7             | 21.2    | 65.8 | -14.47             | -96.3  | 19.5 |
| Leg 2 (Antarctic Coastal Area)  |              |                            |                              |                |                  |         |      |                    |        |      |
| 10 Jan. 1745                    | 0840         | 65.10                      | 33.75                        | 995            | -0.3             | 0.0     | 80.1 | -17.17             | -134.0 | 3.4  |
| 11 Jan. 0610                    | 0435         | 65.32                      | 34.54                        | 994            | -0.3             | 0.1     | 79.7 | -17.24             | -132.2 | 5.8  |
| 11 Jan. 1145                    | 0200         | 65.46                      | 34.55                        | 994            | -1.6             | 0.1     | 80.7 | -19.27             | -150.5 | 3.6  |
| Leg 3 (Antarctica to Fremantle) |              |                            |                              |                |                  |         |      |                    |        |      |
| 20 Jan. 0540                    | 0902         | 64.29                      | 61.83                        | 991            | 0.4              | 1.0     | 93.5 | -13.27             | -108.9 | -2.8 |
| 21 Jan. 0440                    | 0515         | 62.39                      | 71.16                        | 995            | 0.4              | 1.7     | 85.4 | -15.61             | -114.9 | 10.0 |
| 21 Jan. 1110                    | 0650         | 61.51                      | 74.27                        | 995            | 0.3              | 1.8     | 77.0 | -16.41             | -120.9 | 10.4 |
| 29 Jan. 1210                    | 0455         | 33.47                      | 114.35                       | 1022           | 17.0             | 19.4    | 67.3 | -14.60             | -97.9  | 18.9 |

<sup>a</sup>Latitude and longtitude are shown in decimal system.





#### Figure 4.

Time series of isotope compositions and metrological conditions.



Figure 5. Correlations of *d* in vapor versus relative humidity and SST.





Figure 6. Comparison with GCM.

blue line — the *d* in marine vapor predicted by the iso-GSM blue shaded area —  $1\sigma$  slashed area —  $2\sigma$ (the standard deviations of the model predicted *d*)

# Conclusions

- > The large variation of  $\delta D$  and  $\delta^{18}O$  found south of 65°S is attribute to the mixture of marine and Antarctic vapors.
- > The  $\delta D$  in vapor decreases along with higher latitude from 30°S to 60°S, the gradient of  $\delta^{18}O$  from 30°S to 60°S is flat in comparison to that of  $\delta D$  because of kinetic fractionation during the evaporation.
- The *d* in vapor shows statistically significant correlations with *h* and SST, then provides the first evidence for a close relation between *d* and ocean surface conditions in different southern oceans.
- The observations are consistent with isotope ratios simulated by the iso-GSM, and thus validate the simulation.



# THANK YOU