

Western Boundary Currents

Start :
$$-f v = -\frac{\partial}{\partial x} p + \frac{\partial \tau^x}{\partial z} - r u + A_h \Delta u$$

vertikal integrieren & Rotation anwenden :

$$\beta V = \frac{\partial \tau^y}{\partial x} - \frac{\partial \tau^x}{\partial y} - r \zeta + A_h \Delta \zeta$$

$$\left(\begin{array}{l} \beta \text{ plan. approx.} \\ \zeta = \frac{\partial v}{\partial x} - \frac{\partial u}{\partial y} \text{ (Vekt.)} \end{array} \right)$$

3 Fälle :

Sverdrup :
$$\beta V = \frac{\partial \tau^y}{\partial x} - \frac{\partial \tau^x}{\partial y}$$

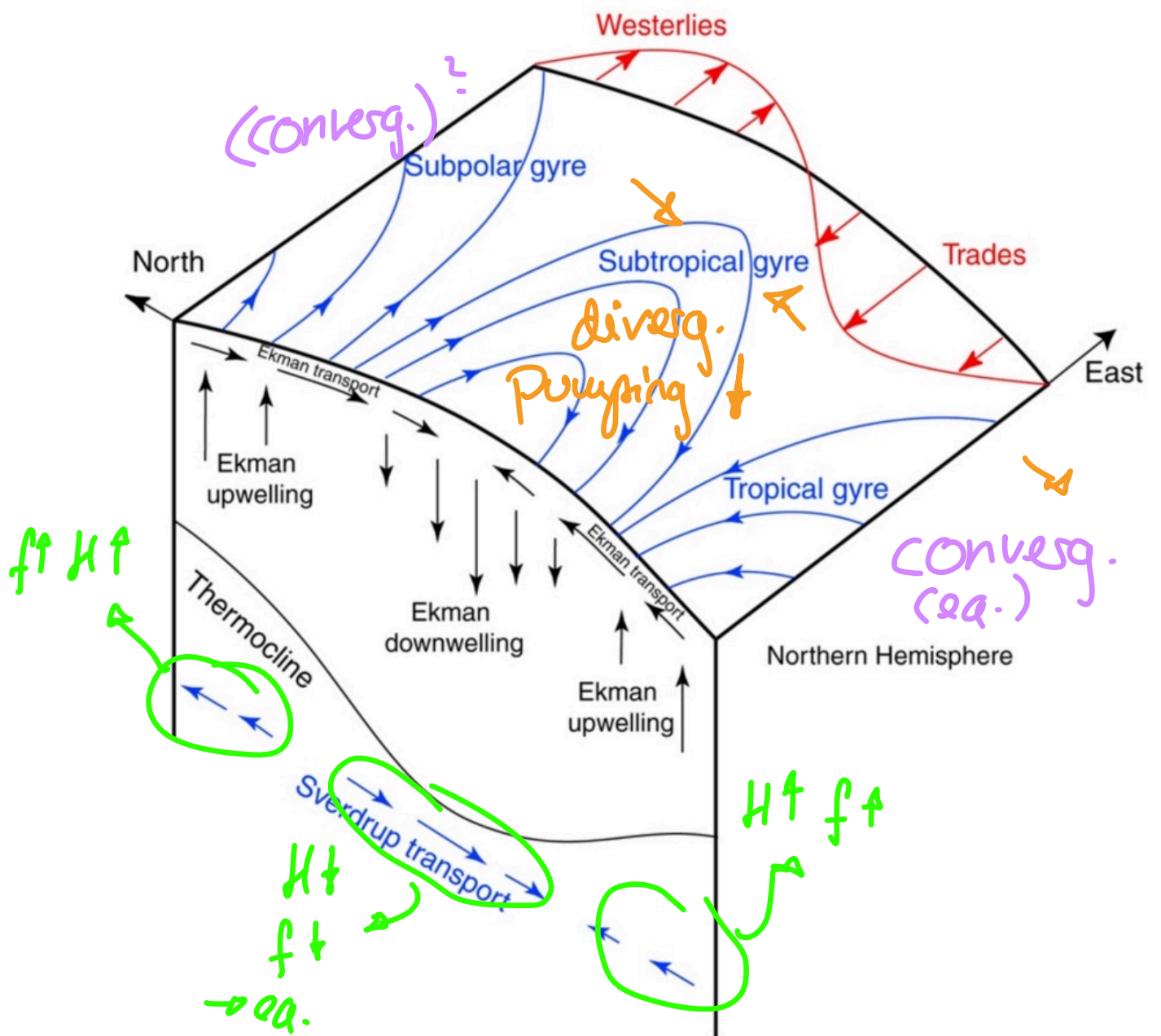
Stommel :
$$\beta V = \frac{\partial \tau^y}{\partial x} - \frac{\partial \tau^x}{\partial y} - r \zeta$$
 + horizontale Reibung

Munk :
$$\beta V = \frac{\partial \tau^y}{\partial x} - \frac{\partial \tau^x}{\partial y} + A_h \Delta \zeta$$
 + horizontale Viskos.

$R \rightarrow$ Rayleigh friction

$A_h \rightarrow$ lateral turb. viscosity

} Reibung, um westl. Randströme zu erklären



[WHK]

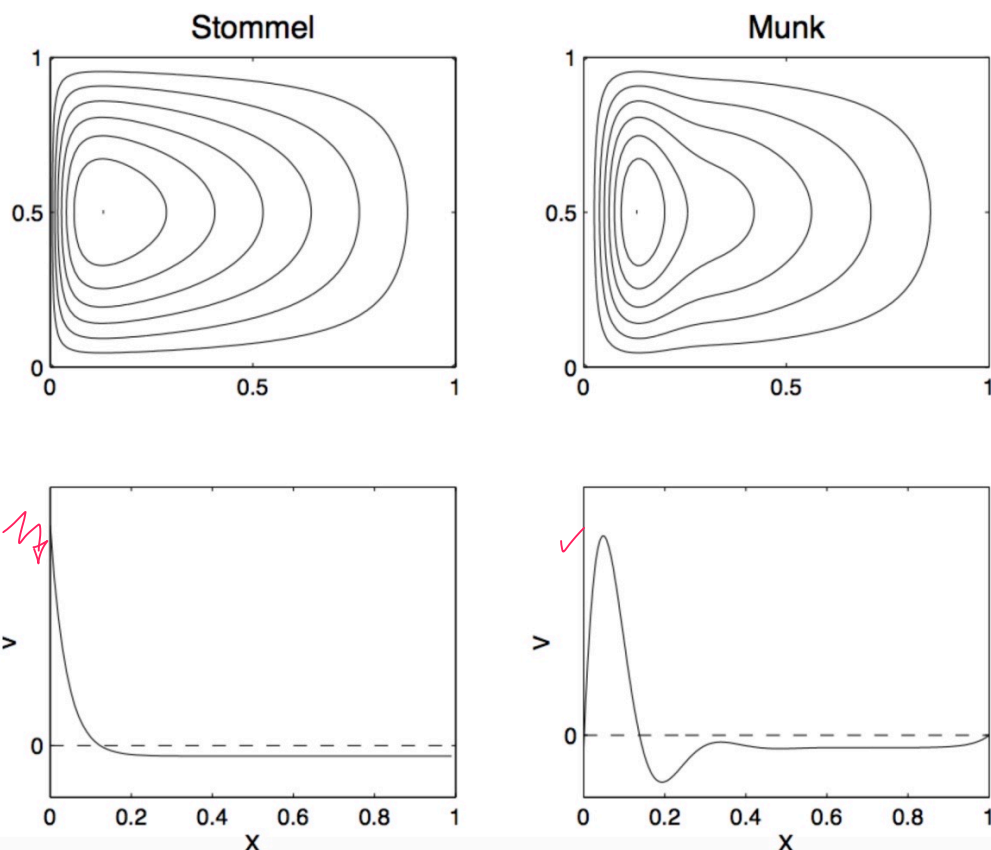
Also : 1) Sverdrup : Nettotransport zum Äquator (nach Süden)
 2) Ausgleich nötig \leadsto starker Randstrom nach Norden

Three cases:

1. Sverdrup: $\beta V = \partial_x \tau_0^y - \partial_y \tau_0^x$ with $w_E^{top} = \frac{\beta}{f} V_G$
2. Stommel: $\beta V = \partial_x \tau_0^y - \partial_y \tau_0^x - r\zeta$
3. Munk: $\beta V = \partial_x \tau_0^y - \partial_y \tau_0^x + A_h \Delta \zeta$

with $A_h = 0 \rightarrow$ Stommel's equation (left)

and $R = 0 \rightarrow$ Munk's equation (right)



$$\beta \frac{\partial \psi}{\partial x} = \beta V \approx -R \frac{\partial v}{\partial x}$$

balance in wbc

Δf

friction

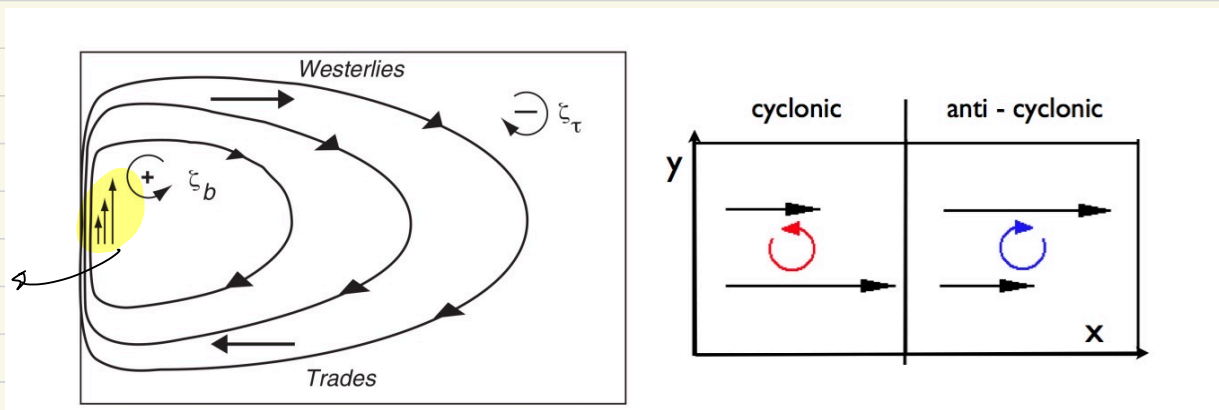
Western bound. curr: $V > 0$

$\rightarrow \beta V > 0$

weil Sverdrup $V < 0$
konach Süden

Nördlich
innen: Sr südlich

Nördlicher Transport



Reibung

wind \rightarrow anti-cycl. spin \rightarrow negative vorticity

conservation

positive vorticity from western boundary current