



# Impact of Dynamic Coupling from Currents to Wind Stress over the Gulf Stream

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IOVWST: 12 April 2022

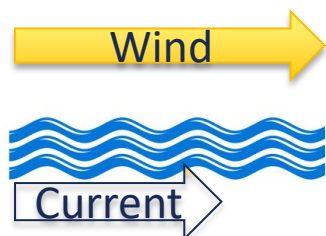
## Current Feedback: Currents to wind stress

- Current feedback directly modifies the atmospheric surface winds to be relative to surface currents instead of relative to the earth

$$\vec{\tau} = \rho \vec{u}_* |\vec{u}_*|$$

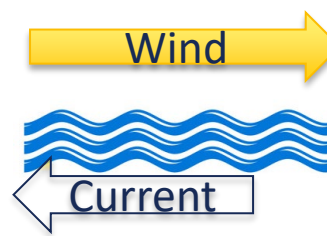
$$|\vec{u}_*| = \frac{k^2}{(\ln z/z_0)^2} \vec{U}(z) |\vec{U}(z)| G_m(z/z_0, Ri_{B0}) = C_D \vec{U}_{10} |\vec{U}_{10}|$$

current feedback: replace  $\vec{U}_{10}$  with  $\vec{U}_{10} - \vec{U}_{curr}$



Wind and current in same direction

- Decreased shear
- Less stress



Wind and current in opposite direction

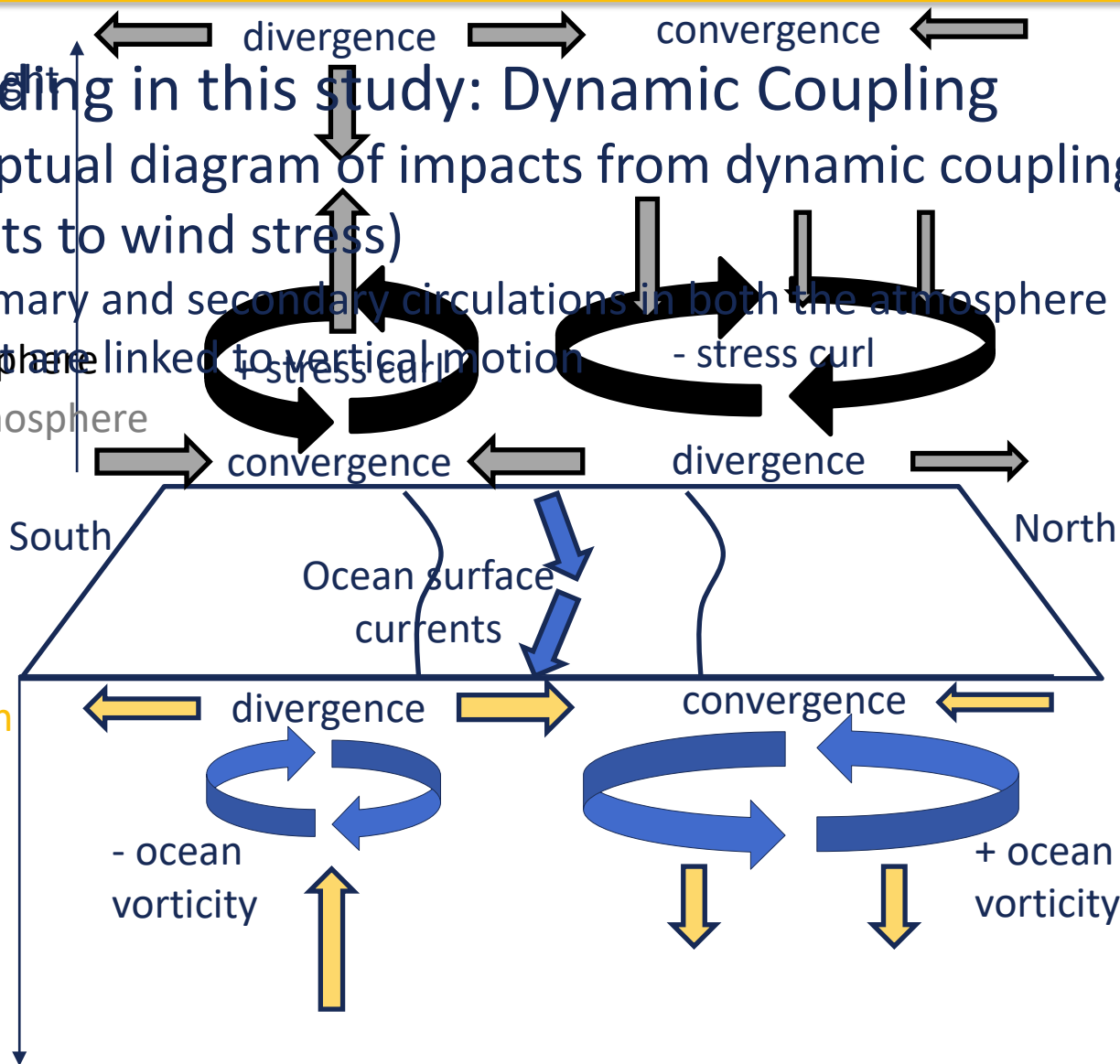
- Increased shear
- Greater stress

## New finding in this study: Dynamic Coupling

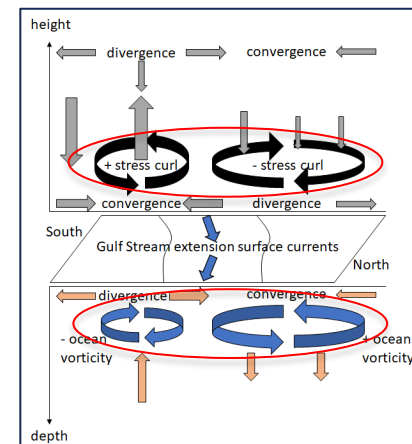
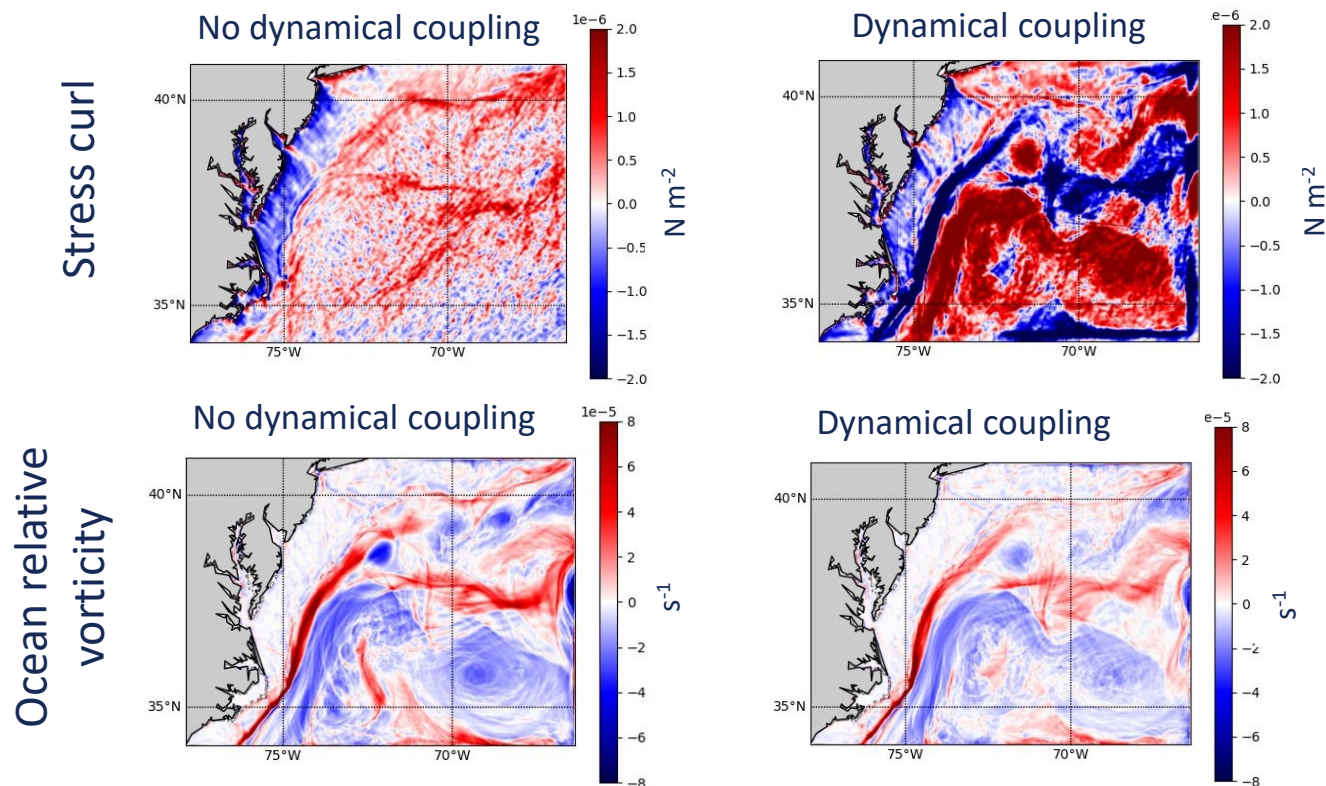
- Conceptual diagram of impacts from dynamic coupling (from currents to wind stress)
  - Primary and secondary circulations in both the atmosphere and the ocean

Primary Atmosphere

Secondary Atmosphere

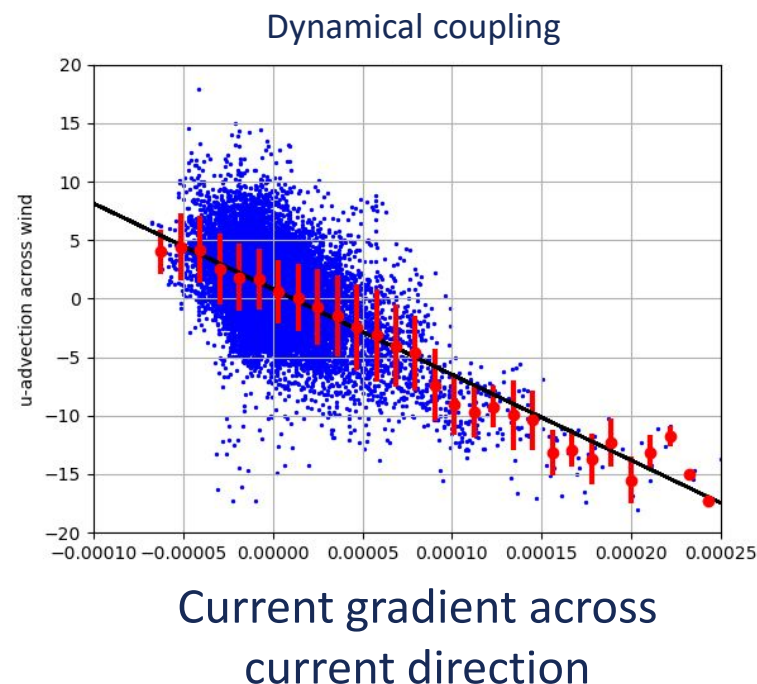
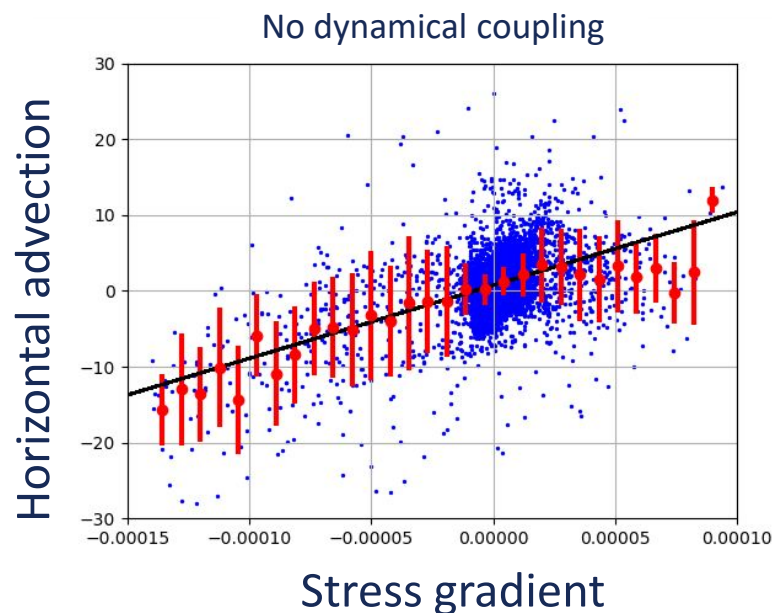


## Current feedback impact (primary circulations)



- Positive ocean vorticity to left of Gulf Stream; Negative ocean vorticity to right of Gulf Stream
- When dynamical coupling leads to: Negative stress curl to left of Gulf Stream; Positive stress curl to right of Gulf Stream

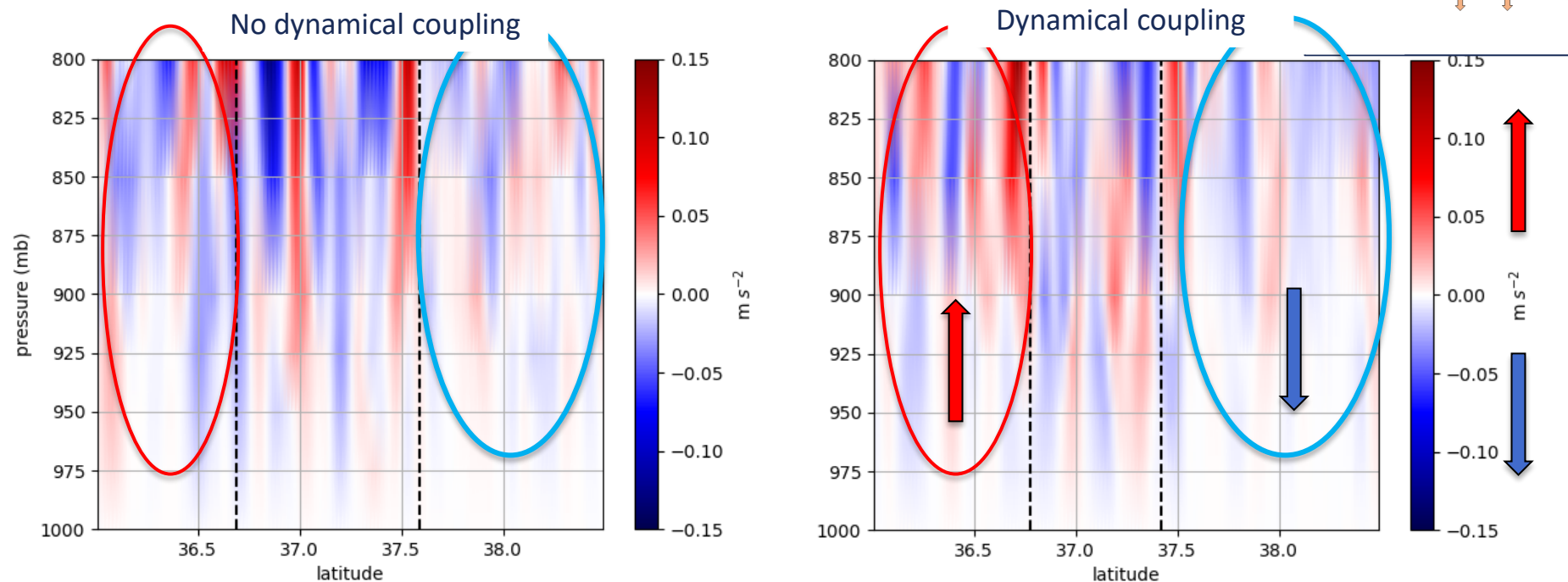
## Physical process driving horizontal advection (surface winds)



- Without dynamical coupling, horizontal advection largely explained by stress gradient
- With dynamical coupling, horizontal advection largely explained by current gradient across current direction



## Atmospheric boundary layer vertical acceleration for average winter conditions (1 Feb 2015 00 UTC)



- Dynamical coupling leads to enhanced upward transport to right of Gulf Stream and enhanced downward transport to left of Gulf Stream