

Return-Path: <rick.lumpkin@noaa.gov>  
Received: from islay.aoml.noaa.gov (inferno.aoml.noaa.gov.  
[192.111.123.247])  
by mx.google.com with ESMTPS id  
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Fri, 19 Oct 2012 10:39:19 -0700 (PDT)  
Message-ID: <50819047.2030800@noaa.gov>  
Date: Fri, 19 Oct 2012 13:39:19 -0400  
From: "Rick.Lumpkin@noaa.gov" <rick.lumpkin@noaa.gov>  
Organization: NOAA/AOML  
User-Agent: Mozilla/5.0 (X11; Linux x86\_64; rv:10.0.8) Gecko/20121012  
Thunderbird/10.0.8  
MIME-Version: 1.0  
To: Richard Mannix <richard.mannix@noaa.gov>  
Subject: Re: The drifters  
References:  
<CAMbX9tb2idbgfS30E0AVR5RFefFtdZahdYyqr-+w=YRvdqrStQ@mail.gmail.com>  
In-Reply-To:  
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Hi Richard,

That all sounds like a good approach. We were acting in the interests of the drifter program, which serves several societal needs - this wasn't some purely altruistic partnership with a private company.

Re: actions of our international partners: we work with the federal meteorological agencies of Australia, New Zealand, South Africa and Canada, all of whom have developed contacts with shipping companies and captains of individual cargo ships in those companies. Those met agencies routinely use cargo ships to arrange deployments for us, without our direct day-to-day involvement. As ship routes are switched, they work to find new cargo ships that pass through regions where we (and they) need drifters. Shaun Dolk here at AOML is in direct contact with individuals in those met agencies, who in turn are in direct local contact with the cargo people; Shaun relays deployment information and is aware of the upcoming deployment plans, but isn't in direct contact with the cargo ships. To our knowledge there are no other private companies, including any fishing or private research groups, that we have indirectly worked with through international partners in the last several years.

Regards,  
Rick

On 10/19/2012 12:52 PM, Richard Mannix wrote:

> Hi Rick -- Hope all is well with you. We're going to be attendinbg  
> the London Convention/London Protocol meeting in about a week and  
> we'll certainly get questions. I'm not going to have much patience

> with any suggestion that we gave material assistance to the dumpers.  
> If they had dumped in an area that already had a sufficient number of  
> drifters, and they got surface current information there, would we be  
> "partnering" with them. We had an offer to deploy drifters in an  
> area where we needed them. The drifters were taken to that area and  
> deployed. They are working and sending back the information we need.  
> They'll always be a limit to what we can find out about other purposes  
> the vessel might have. As we get ready, if you have any other  
> background information that you think might be useful, it would be  
> great for us to have it. One thing we discussed was the fact that  
> this is an international partnership and that public vessels of other  
> nations deploy these devices. Do you know if other nations also  
> enlist private fishing and cargo vessels? Thanks.