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Sea Surface Circulation in the Northwest Apex of the New York Bight - with Appendix; Bottom Drift Over the Continental Shelf. Volume I. Volume II
Part 1. Diagrams and Data for Interface Drift Cards
Part 2. Diagrams and Data for Seabed Drifters

National Oceanic and Atmospheric Administration, Boulder, Colo.

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A preliminary study was initiated by the NOAA-MESA program to acquire empirical information on the movement of the sea surface in the New York Bight. The study represents an attempt to observe the movement of simulated slicks under field conditions. These observations are intended to identify and measure those factors dominating sea surface drift for a variety of wind and current conditions, including local anomalies. Based upon these field observations, the study permits preliminary assessment of: the relative risk of coherent slicks converging onto the shore resulting from the operation of working oil fields on the outer continental shelf, from oil tanker and pipeline commerce and ocean dumping; and the meteorological and oceanographic conditions which effect whether, where and when slicks will strand on Long Island. (Author extracted)

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VOLUME I

VOLUME II - PART 1: DIAGRAMS AND DATA FOR INTERFACE DRIFT CARDS
PART 2: DIAGRAMS AND DATA FOR SEABED DRIFTERS

C. C. Hardy
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Marine Ecosystems Analysis Program
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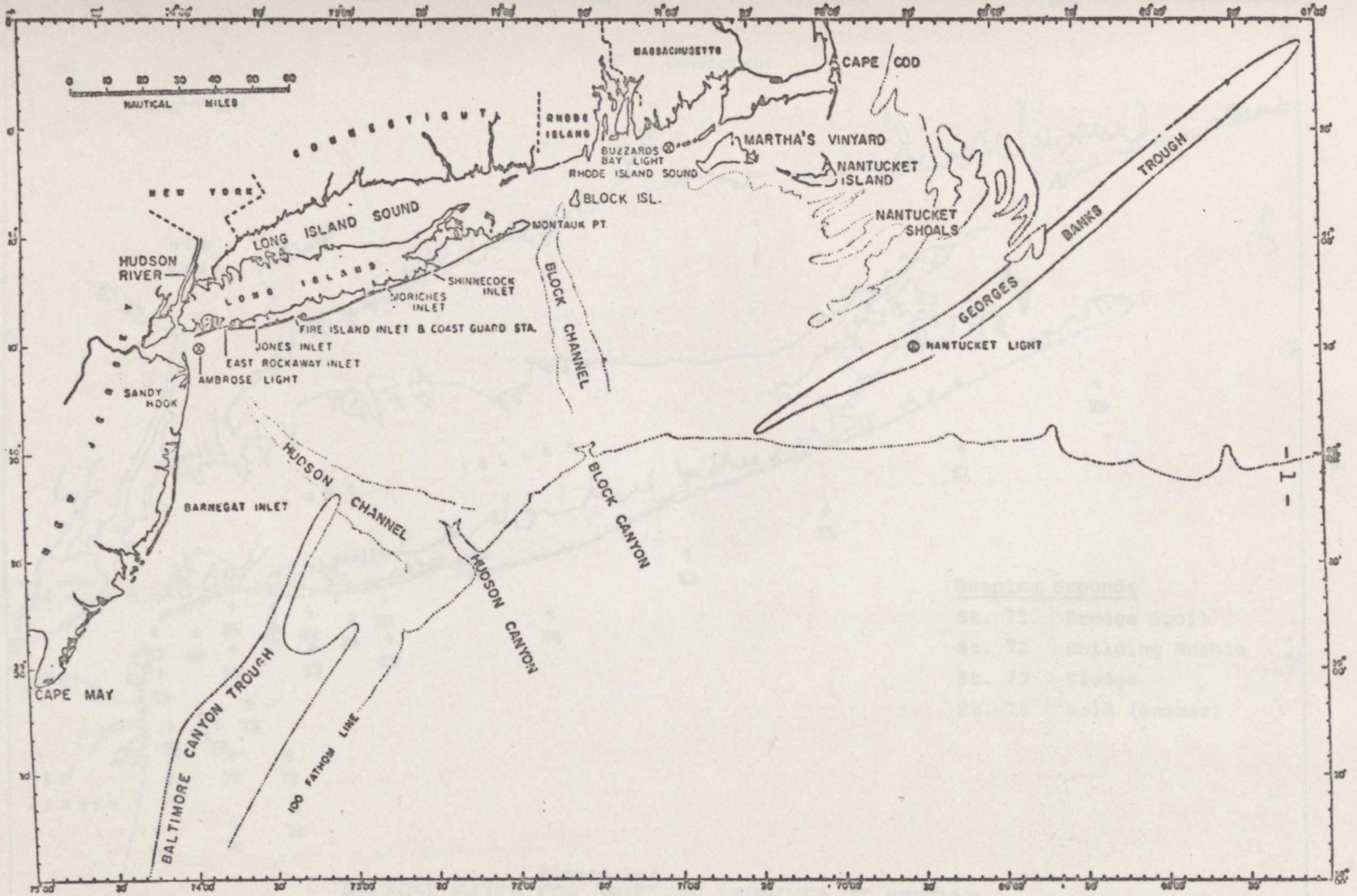


Figure I-1. The New York Bight, showing the Baltimore Canyon Trough and the Georges Banks Trough.

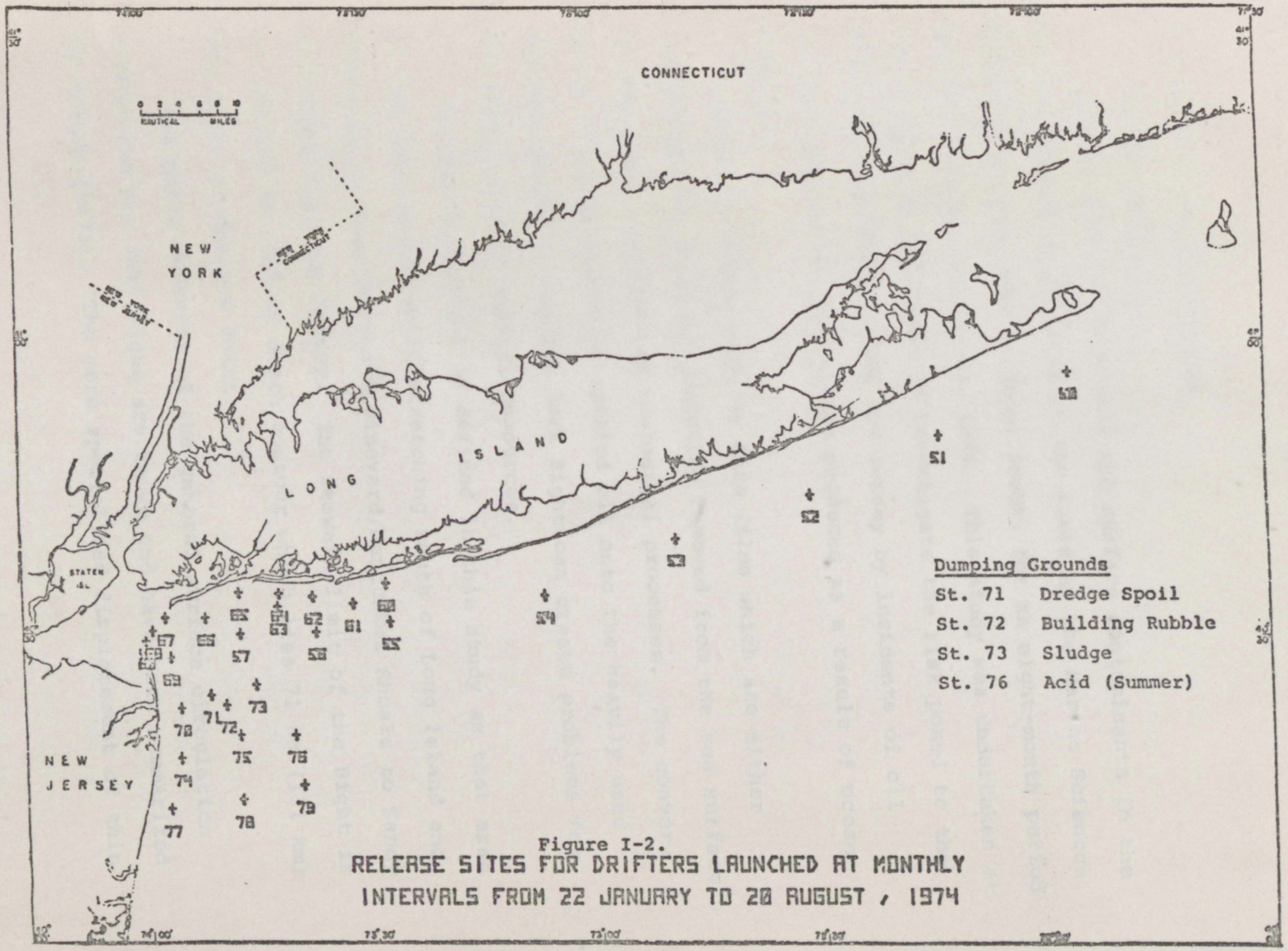


Figure I-2.
RELEASE SITES FOR DRIFTERS LAUNCHED AT MONTHLY INTERVALS FROM 22 JANUARY TO 20 AUGUST , 1974

I. SUMMARY AND CONCLUSIONS

A. Introduction

The movement of simulated sea surface contaminants in the New York Bight was studied in the field by the Marine Sciences Research Center, SUNY at Stony Brook, for an eight-month period between January and August, 1974. This study was undertaken at the request of NOAA-MESA to investigate the risk posed to the shorelines of New York and New Jersey by incidents of oil spillage or sea surface slicks produced as a result of ocean dumping.

Surface contaminants can form films which are either transported to shore or gradually removed from the sea surface by physical, chemical and biological processes. The convergence of waste slicks or spilled oil onto the heavily used beaches bordering the New York Bight can create problems for the management of coastal resources.

The New York Bight is defined in this study as that area of the continental shelf stretching south of Long Island and extending between Martha's Vineyard/Nantucket Shoals to Sandy Hook/Cape May, New Jersey. The seaward limit of the Bight is at the 600 ft (200 m) depth contour which lies 71 nm (131 km) due south of Montauk Point.

The basic features of the general surface circulation within the New York Bight are known and have been summarized by Bumpus (1973). The more specialized displacement of thin

layers, such as oil slicks, at the air-sea interface had not been investigated in the field previously although it has been treated using theoretical models (Devanney and Stewart, 1974).

This study is based on eight months of field data that describe the drift histories of simulated slicks under a variety of wind, oceanographic and seasonal conditions. To simulate the movement of sea surface contaminants, such as oil slicks, we manufactured plastic drift cards which were designed to move with the uppermost thin layer of the sea surface. These plastic drift cards were called interface drift cards, in order to distinguish them from traditionally used surface drift devices having deeper draft.

A total of 4,640 interface drift cards was released between 23 January and 20 August, 1974, with 580 drift cards released per each of eight monthly air drops. By 1 December, 1974, 27 percent of interface drifters released were recovered. Interface drift cards were released at 29 release points established in a grid along the coast of Long Island, in the northwest apex of the New York Bight and in the offing of the northern New Jersey coast. An additional total of 21,170 interface drift cards was released in conjunction with the eight routine monthly air drops of the NOAA-MESA study for a concurrent project supported by the Nassau-Suffolk Regional Planning Board. This concurrent Nassau-Suffolk study, conducted by the Marine Sciences Research Center, consisted of 24 release points which extended over the entire region of the New York Bight, including the outer continental shelf. The Nassau-Suffolk study was conducted for the

purpose of predicting the movement of oil spills (Hardy et al., 1975). Observations and conclusions based on data derived in both studies are incorporated in this report. The combined data provide an empirical basis for predicting the probability of whether, where and when sea surface contaminants dumped at a specified area within the New York Bight may strand upon the beaches of New Jersey or New York.

Interface drift cards were field tested and found to be capable of moving with an oil patch at winds of up to five knots. A similar test at higher speeds was not made. Our observations indicate that these drift cards, like oil, are more responsive to wind-induced drift and are capable of higher drift velocities than drifters of deeper draft (drift bottles and drogues).

The ratio of the drift speed of the sea surface to the wind speed calculated from interface drifter and wind data (expressed as percent) was 4.4 ± 0.8. This ratio called a wind factor agrees with oil slick drift velocities versus wind speed ratios observed in the North Sea (Tomczak, 1964) but is higher than conventionally used values of 3.0 percent (Devanney and Stewart, 1974).

Previous studies of the surface circulation in the New York Bight measured the average movement of the bulk surface layer of many centimeters' to meters' thickness rather than the thin surface layer at the air-sea interface. Experiments conducted in this study and by others demonstrate a distinct difference in displacement between the uppermost few centimeters of the sea surface and underlying surface layers. The decisive

factor in creating this difference is wind stress applied at the air-sea interface.

Although winds are the major driving force producing dispersion of sea surface contaminants, secondary forces which promote surface circulation can modify the influence of winds. Secondary agents include geostrophic flow, estuarine discharge, asymmetrical tidal currents, and nearshore boundary effects caused by land masses. The prediction of the movement of sea surface contaminants cannot ignore local anomalies caused by these secondary influences.

This study correlated the release-recovery results of the drift cards with local coastal weather observations. Long-term New York coastal region weather records showed that winter winds (November to March) blow from the west to north with a 54 percent frequency, whereas in summer (May to August) the west to north frequency declines to 23 percent. The mean west to north wind speed in winter is 8.1 m/sec which is 12 percent greater than the annual mean wind speed from these directions. Winds from southeast to southwest blow 30 percent of the time in winter, which increases to 55 percent in summer (May to August). In general, this study finds that the stranding of slicks on Long Island commonly takes place when the wind blows steadily in the quadrant from the east to south (67^{o} to 202^{o} T).

B. Summary of Field Results

Interface drift cards released and recovered during this study revealed differences in stranding frequencies on

Long Island and New Jersey between winter (November to March) and summer (April to October) which could be correlated with seasonal differences in wind directions.

April, September and October were transitional months between the two seasons and were characterized by winds of variable direction. Prevailing winds were less dominant. Since the release-recovery patterns in these transitional months are most similar to summer, we have included these transitional months with summer, for simplicity.

1. Winter

The prevailing wind for this five-month period (November to March) was west to northwest which imparted a general seaward drift away from the coasts of New York and New Jersey. In the open outer continental shelf, the sea surface motion was generally deflected to the right of the wind by 0° to 10° so that prevailing winds from the west and northwest set up a drift which was seaward from Long Island and New Jersey. The prevailing southwest winds of summer (112° to 247° T) blew toward Long Island. However, the boundary conditions imposed by the land mass of Long Island interfered with the simple downwind transport of the sea surface. This interference deflected downwind advection to sea surface displacements more parallel to the shoreline. In these cases, the release-recovery paths of interface drifters appeared to be deflected from the wind direction by large angles. The southwest wind appeared to cause the sea surface layer to move easterly or parallel to the shoreline without converging on Long Island.

The limited number of drift cards recovered on Long Island or New Jersey between January and March is evidence of a strong net seaward component to the surface drift for this period. Those winter-launched drift cards that stranded onshore within ten days were consistently released from stations nearest the coastline and were subject to short-term winds from other directions than west to northwest.

In general, the drift card data for winter releases showed that only drift cards released in a narrow band approximately 10 nm (18.5 km) in width and paralleling the Long Island coastline were recovered within ten days. The recoveries were all from Long Island. Almost no drift cards were reported found on the coast of New Jersey in winter, with the exception of drift cards released in the offing of Sandy Hook, N.J. This stranding probability did not increase with time. One of three slicks would strand on Long Island within ten days if they were located within 7 to 9 nm (13 to 17 km) seaward of Long Island. Again, this probability showed no significant change after 60 days. The implication of these results is that an oil spill situated only within a ten-mile contour parallel to the Long Island shoreline will strand within ten days or not at all. The majority of cards stranded in either of two areas on the south shore of Long Island. One of these areas is the shoreline between New York Harbor and Fire Island Inlet. The other area is the shoreline between Shinnecock Inlet and Montauk Point. Cards stranding in these areas have generally traveled eastward from their release points.

2. Summer

A significant increase was evident in the incidence of stranding upon Long Island and New Jersey during the seven-month period of summer. We associate this change with an increase in the frequency of winds blowing from east to south-west. Additionally, the summer stratification of the water column reduced the verticle dissipation of wind energy. Wind mixing was limited to the layer above the thermocline and more of the wind energy was transferred in the horizontal direction.

During the summer, a greater than zero percent probability of stranding within ten days contour ran parallel to the Long Island coastline at a distance which was two to three times farther south than the same contour in the winter. Thus, some fraction of sea surface material located within 20 to over 30 nm (37 to 55.5 km) from shore had a possibility of stranding on Long Island in less than ten days. Drift cards which stranded on Long Island in summer generally moved westerly from the release point. Sea surface contaminants located 4 to 15 nm (7 to 23 km) from shore had a greater than 20 percent probability of some fraction stranding on the Long Island shore-line within ten days. These probabilities were based on the vector sum of wind events rather than upon specific wind directions.

The coast of New Jersey was highly vulnerable to landings of drift cards released within the northwest apex of the New York Bight in summer. This was in marked contrast to the

almost complete absence of drift card recoveries reported during the winter. One percent of drift cards released in the northwest apex landed on New Jersey within ten days from offshore points as far as 34 nm (63 km) east of the coastline. The greater than one percent recovery contour expanded eastward in time. By the sixtieth day after release, the one percent recovery contour encompassed almost the entire New York Bight. This observation furnished evidence that the combination of the westerly geostrophic flow reinforced by the increased frequency of winds from the east to southwest in summer resulted in the development of a persistent sea-surface drift which converged on the coast of New Jersey.

Interface drift cards launched at designated ocean dumping sites in the northwest apex (Stations 71, 72 and 73) had a greater than ten percent recovery on Long Island and New Jersey within ten days. Drift cards released over the waste-sludge dumping ground had a recovery greater than twenty percent within ten days on Long Island. In July, 27 percent of interface drifters released over the waste-sludge dumping ground beached in the vicinity of Jones Inlet within three days of release. In June, 30 percent of the drift cards reached the New Jersey coast in three days from the sludge dumping grounds. These observations suggest that some fraction of slicks produced by dumping and capable of maintaining their coherency for up to ten days will strand on the beaches of New York and New Jersey.

Wind storms over a period of several days of east to southwest winds increased the likelihood that slicks southeast of Long Island and east of New Jersey would threaten their coastlines.

c. Conclusions

1. During winter months the stranding probability of sea surface contaminants on the coasts of New Jersey and New York was at an annual minimum. New Jersey was less vulnerable in winter than Long Island, N.Y. Sea surface contaminants released within a 10 nm (18 km) wide zone parallel to the coast of Long Island had a greater than zero percent probability of reaching shore. Generally, such sea surface material moved in a northeasterly direction before stranding.

2. In summer, the probability of sea surface contaminants reaching the coasts of New Jersey and New York was maximal. This increase was primarily caused by increases in the frequency of winds blowing from the east to southwest. During summer months, the stranding probability of a slick within 30 nm (55.5 km) seaward of Long Island was greater than zero percent within 60 days. Generally, those slicks moving in a northwesterly direction could be expected to strand on Long Island. The coast of New Jersey was exposed to the strandings of sea surface material within 60 days if released within a large area of the New York Bight extending 135 nm (250 km) east of the New Jersey coast.

3. Our observations show that slicks exposed to winds of 9 to 18 nm/hour (4 to 8 m/sec) moved downwind within ten degrees to the right or left of the wind direction at a speed of 4.4 $\pm$ 0.8 percent of the wind speed.

II. INTRODUCTION

A. Need and Importance of Study

The dispersal of surface active and floatable pollutants in the New York Bight has received only cursory attention. This attitude has been fostered, until recently, by the belief that such films did not harbor significant pollutants and by the absence of effective methodologies to measure the biological, physical and chemical properties of slicks. As a result, the biological significance, mechanics and routes of surface film dispersal are poorly understood.

Historically, interest in sea surface transport has been aroused when the economic interests or the environmental quality of coastal communities have been imperiled. A case in point was the nuisance cluttering of beaches in New Jersey with garbage and floatable refuse as the result of ocean dumping as practiced by the City of New York since 1924. New Jersey brought suit in 1931 and the U.S. Supreme Court upheld an injunction to cease the ocean disposal of such municipal wastes.

Presently, citizens and public officials are voicing concern over the potential danger of oil spills ruining the coastal zone bordering the New York Bight. Although a few investigators have studied surface circulation in the New York Bight (Bumpus, 1973) these studies were not intended for and are not generally useful in predicting the dispersion of oil over the sea surface. Therefore, questions concerning the probable trajectories of oil spills under various wind and oceanographic conditions remain largely unanswered. Oil, like other surface active materials, tends to

collect at the air-sea interface as a monomolecular layer or in polymolecular layers up to a few millimeters thick. At the interface, these films are exposed to events and forces not found below the interface.

In addition to oil spills, slicks are produced naturally through biological activity or voided from urban areas in the form of sewage sludge or dredge spoil dumping or waste outfalls. Prominent slicks have been observed downwind of the sludge dumping ground in the New York Bight (Pearce, 1969; Hardy and Baylor, 1975). The existence of these slicks presents new problems for those who would design rational systems of ocean disposal.

Surface slicks have recently been found to concentrate heavy metals, chlorinated hydrocarbons (Duce, et al., 1972) as well as bacteria (Blanchard & Syzdek, 1972) and viruses (Baylor, et al., 1975). The sorption and concentration of such substances within surface films permit the transport of many toxic components of waste sludge and dredged spoil away from dumping grounds. The pathways by which these waste slicks and their toxic components are dispersed are cause for concern, and their environmental significance has not been considered in the use of the ocean for waste disposal.

This preliminary study was initiated by the NOAA-MESA program to acquire empirical information on the movement of the sea surface in the New York Bight. The study represents an attempt to observe the movement of simulated slicks under field conditions. These observations are intended to identify and measure those factors dominating sea surface drift

for a variety of wind and current conditions, including local anomalies. Based upon these field observations, the study permits preliminary assessment of:

a. the relative risk of coherent slicks converging onto the shore resulting from the operation of working oil fields on the outer continental shelf, from oil tanker and pipeline commerce and ocean dumping;

b. the meteorological and oceanographic conditions which effect whether, where and when slicks will strand on Long Island.

B. Surface Circulation in the New York Bight

Because the pattern of surface circulation effects the movement of sea surface contaminants, such as oil or surface films produced by ocean dumping, we will summarize the basic features observed within the New York Bight. This variable and complex surface circulation has been studied by numerous investigators whose works have been summarized by Bumpus (1973). It must be kept in mind that these previous studies were concerned with investigating the circulation of the bulk of surface water rather than a coherent film spread over the sea surface. Forces acting at the air-sea interface create stresses which differ from those acting upon subsurface water. Thus, the transport of a coherent thin layer at the sea interface may differ from the movement of bulk surface water.

The New York Bight will be defined as that trapezoidal area of the continental shelf bounded by Nantucket Shoals to the east; Rhode Island Sound, Block Island Sound and Long Island to the north; and New Jersey to the west (Figure I-1). The imaginary base of the trapezoid extends from Cape May, New Jersey to the edge of the continental shelf south of Nantucket Shoals.

Nantucket Shoals is a broad archipelago of islands and shallow sand shoals which offers resistance to water movement although it is not impermeable to water flow. Thus, Nantucket Shoals exerts a boundary effect to major water movement similar to a land mass or basin wall. This effect occurs in spite of tidal spillover.

The eastern part of the northern boundary of the New York Bight consists of Rhode Island and Block Island Sounds which front the mainland of Massachusetts, Rhode Island, and Connecticut. Freshwater from the mainland and Long Island Sound discharges through these Sounds as an estuarine system. This is most pronounced in Block Island Sound where the water passes out into the New York Bight between Montauk Point and Block Island.

The land mass of Long Island forms the remaining northern boundary, stretching westward from Montauk Point 110 miles (177 km) to Far Rockaway. Here, at the entrance to New York Harbor the coastline of Long Island intersects with the coastline of New Jersey at essentially right angles. The corner of the intersecting coastlines opens into the New York Harbor complex through which the major source of freshwater to the

New York Bight is discharged. The coasts of both Long Island and New Jersey are for the large part featureless, straight barrier beaches broken only occasionally by inlets to lagoons.

The wide continental shelf is a smooth and gently sloping outwash plain which creates minimal turbulence in currents. Two prominent features which interrupt the uniformity of the shelf are the Hudson Canyon Channel extending southeast from Ambrose Light, as a deep narrow indentation approximately 80 nm (146 km) long, and the broader Block Channel extending south approximately 70 nm (128 km) in length from the passage between Montauk Point and Block Island. These prominent indentations in the topography of the New York Bight allow dense, outer shelf water to move close inshore, near or beneath major freshwater discharge.

The movement of water in the New York Bight is dependent upon spatially variable factors, such as freshwater runoff, wind stress, tides, temperature distribution and upon such seasonal factors as water column stratification, freshwater runoff, and prevailing winds. This functional dependence on such a variety of interacting factors causes circulation to be variable and confusing, particularly as one progresses toward shore and sources of estuarine discharge.

Freshwater runoff from the mainland creates a density gradient across the shelf to sustain a geostrophic drift to the west or southwest. This westward drift moves parallel to density (isopycnal) contours with lowest density water located landward and to the right of the direction of flow. The

geostrophic flow is sensitive to events capable of changing the density field, such as fluctuations in estuarine discharge, and this drift can be modified in intensity or direction by winds or seasonal stratification. Observations (Howe, 1962) suggest that beyond the 100 meter depth contour the geostrophic drift is a permanent feature moving to the west at speeds of 5 cm/sec (Griscom and Sommers, 1969; current meter at 30 m depth) to 13 cm/sec (Webster, 1969; current meter at 10 m depth). Landward of the 90 m depth contour the flow is more variable, weaker (Iselin, 1955; Howe, 1962) and highly responsive to winds.

The importance of winds in modifying the flow over the shelf was shown by Beardsley and Butman (1974; meter moored over 60 m depth contour at 42 m depth) where the average westerly flow at 5 cm/sec could be increased to mean speeds of 45 cm/sec with water mass displacements of 75 km (41 nm) during northeast storms. Westerly winds were found to cause large current oscillations but little net displacement. Beardsley and Butman (1974) were able to calculate sea level changes during easterly storms which indicated that right-directed Ekman fluxes caused the sea level to rise 40 to 60 cm against the coast from Nantucket to Cape May. This combination of an onshore pressure gradient slope coupled with an alongshore current created a strong westerly flow which was in geostrophic equilibrium. A geostrophic flow reinforcement could not be established with westerly winds where the surface Ekman flux is directed seaward.

Although much of the surface circulation over the shelf of the New York Bight is weak and subject to the vagaries of wind stress, nevertheless a band of higher speed current exists nearshore where velocities in a westerly direction can exceed 26 cm/sec (Bumpus, 1973). Particularly in summer, according to Bumpus (1969), surface currents against the shore are subject to reversal that is related to winds and possibly to fluctuations in runoff. In this case, the usual westerly drift is replaced by an easterly flow which is weaker in velocity than currents moving west. This nearshore surface drift reversal is strongest within 16 nm (30 km) of shore. The surface drift reversal is caused by westerly winds, particularly southwest sea breezes. Upwelling along the coast of Long Island is associated with surface drift reversal as the westerly wind exerts an Ekman stress upon the sea surface diverting it seaward. The seaward divergence of the surface layer at these times inhibits the movement of surface material onto the beaches. Conversely, winds from the east cause a surface Ekman flux directed toward the shore, thus increasing the probability of surface material converging onto the beach. In areas of estuarine discharge, the parallelism between the shoreline and the density gradient field is distorted, thus diminishing the accuracy of local surface flow predictions. Additionally, there is, at certain times, a compensating landward drift of offshore water immediately to the east of the outflowing estuarine plume. Two examples of these indrafts of offshore water have been observed: one east of the

New York Harbor discharge by Miller (1952) and the other observed by Bumpus (1973) at Nantucket Shoals where a pronounced northward flow exists in spring and summer to the east of the southerly or southwesterly flow of freshwater from Montauk Point/Block Island.

Ketchum and Keen (1955) observed that inshore the salinity of New York Bight shelf water increases in the direction of the westerly geostrophic drift, thus suggesting that there is considerable flux of freshwater offshore and a compensating indrift of saltwater in a mixing process.

In summary, we can state that the prevailing surface flow in the New York Bight is a geostrophic drift to the west or southwest at a speed of 10 cm/sec beyond the 100 m depth contour. Landward of the 90 m depth contour, the surface circulation is variable and responsive to winds and estuarine discharge. Within 16 nm (30 km) of shore, a narrow band of higher velocity current exists with a flow direction subject to winds. From the 100 m contour shorewards, the major easterly windstorms promote a surface drift which attains speeds greater than 40 cm/sec to the west. Major westerly storms are not capable of inducing a similar surface flow to the east except in a narrow band along the shore.

Two counter-clockwise gyres occur in the New York Bight. The first gyre exists at the northwest apex where the New York Harbor estuarine plume moves south along the New Jersey shore with a compensating northward flow of more saline water to the east. A second seasonal gyre exists at the eastern sector of the New York Bight where a persistent northward flow into

Rhode Island Sound occurs in late spring and summer along the western boundary of Nantucket Shoals. A south or southwesterly estuarine discharge is then displaced out from Montauk Point/ Block Island. The prominence of these cells shows temporal and seasonal variance and is most clearly defined following peak periods of land runoff.

The responsive nature of the surface circulation in the New York Bight to directional wind stress requires an understanding of the seasonal prevailing winds as well as the short-term wind pulses caused by storms.

The most comprehensive summary of marine surface observations in the New York coastal region has been assembled by the National Weather Service Environmental Detachment, Asheville, North Carolina, from shipboard observations. The principal period of record (80% of total observations) was from 1912 to 1968 (U.S. Naval Weather Service Command, 1970). These observations show that over 54 percent of the winds in winter (November to March) were W, N-W and N, whereas in summer (May to August) these winds occurred with a 23 percent frequency (Table I-1). The mean wind speed in winter for W to N winds (8.1 m/sec) was 12 percent greater than the annual mean wind speed (Table I-2). The mean wind speed in summer for all directions (4.9 m/sec) was 36 percent less than the mean wind speed for all directions in winter (7.6 m/sec).

The monthly wind vector sums observed during the period of this study were consistent with the seasonal changes in prevailing winds ascribed to the northeast region. Figure I-3

Table I-1. Monthly Directions and Frequencies of Winds Observed in Region 6, New York Coastal Marine Area (40° N - Coast, 72° W - Coast) for Primary Period 1912 - 1968. (U. S. Naval Weather Service Command, 1970)

Direction	Frequency of Obs (%)												
	J	F	M	A	M	J	J	A	S	O	N	D	Annual
N	11.8	11.5	9.5	7.6	6.0	6.0	4.9	8.4	11.2	11.9	8.9	10.2	8.9
NE	7.3	7.3	10.0	7.9	9.2	7.3	5.7	10.0	12.8	12.3	8.7	6.5	8.9
E	5.7	5.9	9.8	9.0	10.8	9.2	8.4	9.3	11.0	8.5	5.0	4.6	8.3
SE	4.6	5.3	6.8	9.6	10.6	11.2	11.5	8.7	9.3	8.8	5.3	4.9	8.2
S	10.2	10.0	12.1	18.2	20.2	26.6	31.8	24.2	17.7	13.1	14.1	9.0	17.5
SW	13.9	13.3	11.6	16.5	18.6	18.4	19.8	18.9	14.8	13.4	16.7	13.5	15.9
W	23.7	23.1	21.4	18.8	11.1	10.5	9.2	9.7	10.5	14.1	23.9	30.1	16.7
NW	21.0	21.2	16.5	9.8	8.6	5.6	4.8	7.2	8.9	14.3	16.0	19.3	12.4
Var.	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	----
Calm	1.9	2.4	2.1	2.6	4.9	5.2	3.7	3.6	3.7	3.6	1.5	2.0	3.2

Table V-2. Monthly Directions and Average Wind Speeds Observed in Region 6, New York Coastal Marine Area (40° N - Coast, 72° W - Coast) for Primary Period 1912 - 1968.

Direction	Mean Wind Speed (m/sec.)												
	J	F	M	A	M	J	J	A	S	O	N	D	Annual
N	7.3	8.0	7.2	6.6	5.4	5.2	4.7	4.8	6.7	6.7	6.7	7.4	6.6
NE	8.5	7.6	8.2	6.9	6.5	6.3	5.2	6.1	7.3	8.0	8.7	8.6	7.4
E	7.2	6.8	6.8	6.7	5.2	4.8	4.6	4.5	5.4	5.2	7.4	7.0	5.8
SE	6.7	6.4	5.3	5.7	4.8	4.9	4.2	3.9	4.5	5.4	5.5	6.6	5.1
S	6.8	6.1	6.3	6.1	5.3	5.3	5.2	4.8	5.2	5.6	7.0	6.5	5.6
SW	7.2	6.8	6.3	6.2	5.4	5.3	5.1	5.0	5.6	5.7	7.2	7.9	6.0
W	8.7	9.4	7.9	7.2	6.2	5.0	5.2	4.8	6.1	6.7	8.1	8.8	7.4
NW	8.5	9.2	8.1	7.7	5.6	5.7	4.8	5.0	5.9	7.4	8.1	8.5	7.6
Mean Speed	7.7	7.9	7.0	6.4	5.2	5.0	4.8	4.7	5.6	6.2	7.4	7.9	6.3

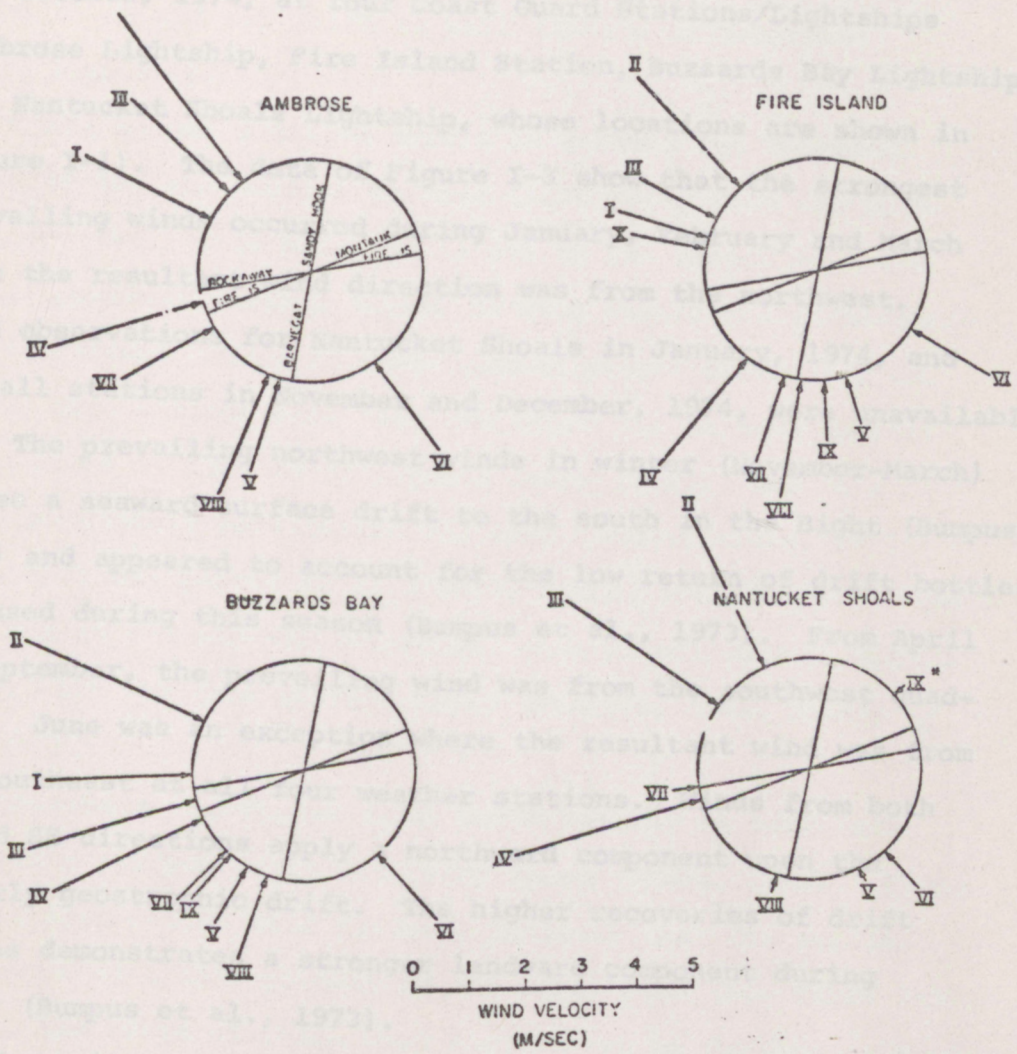


Figure I-3. Mean Monthly Wind Vectors for Selected Coastal Weather Stations in the New York Bight for January - October 1974.

Vector magnitudes are calculated as the vector sum of wind velocities. Months are indicated by Romar Numerals. Lines bisecting circle are tangents to the shoreline as labeled.

(* 1-21 October 1974)

shows the monthly wind vector sums observed between January and October, 1974, at four Coast Guard Stations/Lightships (Ambrose Lightship, Fire Island Station, Buzzards Bay Lightship, and Nantucket Shoals Lightship, whose locations are shown in Figure I-1). The data of Figure I-3 show that the strongest prevailing winds occurred during January, February and March when the resultant wind direction was from the northwest. Wind observations for Nantucket Shoals in January, 1974, and for all stations in November and December, 1974, were unavailable.

The prevailing northwest winds in winter (November-March) impose a seaward surface drift to the south in the Bight (Bumpus, 1969) and appeared to account for the low return of drift bottles released during this season (Bumpus et al., 1973). From April to September, the prevailing wind was from the southwest quadrant. June was an exception where the resultant wind was from the southeast at all four weather stations. Winds from both SW and SE directions apply a northward component upon the westerly geostrophic drift. The higher recoveries of drift bottles demonstrates a stronger landward component during summer (Bumpus et al., 1973).

The major apparent difference between weather stations located offshore, such as Nantucket Shoals, and coastal weather stations, such as Ambrose, Fire Island and Buzzards Bay, was that resultant summer winds (May-October) were weaker at Nantucket Shoals Lightship (located 50 statute miles (80.5 km) south of Nantucket Island) and, hence, without a sea breeze effect. Sea breezes are the result of a thermal

gradient existing between the sea surface and adjacent land mass, and this interacting zone extends out to sea approximately 20 nm (37 km) which is well inshore of Nantucket Shoals Lightship.

Winds become decisive agents in causing the uppermost 1-2 cm of the sea surface to move differently from the bulk surface water. This behavior is due to the direct exposure of the uppermost surface layers to wind stress and secondarily to the indirect effect of wave-induced Stokes drift (Kenyon, 1969). Observations show that the upper 1-2 cm move approximately twice as fast as contiguous lower layers, and in a direction closely paralleling the wind (Schwartzberg, 1971; Van Dorn, 1953; Murray et al., 1970; James, 1966). Contaminants contained at the air-sea interface, such as oil slicks, appear to move with the thin surface layer (Tomczak, 1964; Murray et al., 1970).

Numerous observations exist which attempt to correlate wind-driven surface drift with wind speed (James, 1966). These correlations, called wind factors, indicate that the surface layer moves at 1 to 5 percent of the wind speed (see Table I-3). However, the range of these wind factors can be further refined if only measurements of the thin surface veneer of less than 1 cm are considered (paraffin chips, Van Dorn, 1953; drift cards, Tomczak, 1964; Hughes, 1956; Teeson et al., 1970; open ocean or laboratory oil slick movement, Smith, 1968; Schwartzberg, 1971). Wind factors selected on this basis range between 3.3 to 4.3 percent of the wind speed.

Table I-3. Wind Factors Determined by Previous Investigators

Author	Wind Factor (%)	Method of Determination	Water Column Depth Sampled
Thorade (1914)	1.44	ship's drift	ship's draft
Ekman (1905)	1.85	current measurement	surface to 5 m depth
Rossby/Montgomery (1935)	2.53	theory of hydrodynamics	"surface layer"
Stommel (1954)	2.9	drifting buoys	surface to 1 m depth
Hughes (1956)	3.3	drift cards	thin surface layer
Smith (1967)	3.3-3.4	floating oil	thin surface layer
Van Dorn (1953)	3.6	paraffin flakes	thin surface layer
Schwartzberg (1971)	3.7	floating oil in wind tunnel tank	thin surface layer
Hill & Horwood (1974)	3.4-3.8*	drift cards	thin surface layer
Tomczak (1964)	4.2	drift cards	thin surface layer
" "	4.3	oil spill	thin surface layer
This Report	4.4	drift cards	thin surface layer

*(4.2-4.5 if computed for minimum day out cards)

Therefore, wind stress causes a thin layer at the sea surface to move faster and more closely parallel to the wind direction than bulk surface water below. Previous studies of surface circulation in the New York Bight are less useful in forecasting the movement of oil slicks because the surface drifters used (ship's drift, drogues, drift bottles) were designed to be entrained in a section of the sea surface deeper than 1 cm. This report will discuss the movement of drift cards specifically designed to simulate the movement of an oil spill be being retained in the uppermost centimeter of the sea surface.

III. METHODS

A. Field Operations

To imitate the displacement of slicks at sea and to help forecast where slicks might strand upon the shoreline of Long Island, we dropped floating, self-addressed, plastic postcards at selected locations in the New York Bight (Fig. I-2). A total of 5,220 plastic drift cards was dropped in the New York Bight on nine separate flights between 23 January and 20 August, 1974. All drift cards were dropped from U.S. Coast Guard HH-3F helicopters and from a twin engine Aero Commander chartered from Republic Air Charter Corporation, Farmingdale, New York. The aeroplane was fitted with a cargo hatch having a 30 cm diameter Venturi tube, through which drift cards and seabed drifters could be dropped. On each monthly flight, 580 drift cards were released into the sea at 29 release stations, as shown in Figure I-2. Stations 50 to 57 lay on a rhumb line between Ambrose Lightship and Montauk Point. Stations 60 to 80 form a dense release grid at the northwest apex of the New York Bight which includes the dumping grounds and the entrance to New York Harbor.

Twenty cards were released at each station (Table I-4) Release station locations were chosen whenever possible to take advantage of all visual aids to navigation, such as buoys, so that the accuracy of the navigation could be checked during the flight.

Aircraft navigation used VOR and DME which had a conservatively estimated accuracy of $\pm$ 1 nm (1.85 km) offshore

Table I-4.

SURFACE AND SEABED DRIFTER STUDY, 1974

Helicopter Drifter Release Station Data

(NOAA-MESA Segment)

Station #	Latitude	Longitude	Surface Card Release Quan.
60	40 35	73 27.6	20
61	40 33	73 32	20
62	40 33.7	73 37.3	20
63	40 32.7	73 41.9	20
64	40 34	73 41.7	20
65	40 34.1	73 47	20
66	40 31.6	73 51.5	20
67	40 31.6	73 56.8	20
68	40 30.3	73 58.5	20
69	40 27.7	73 56.2	20
70	40 22.7	73 55	20
71	40 24	73 51	20
72	40 23	73 49	20
73	40 25	73 45	20
74	40 17.7	73 55.2	20
75	40 20	73 47.3	20
76	40 20	73 40	20
77	40 12.7	73 56.7	20
78	40 13.6	73 47.2	20
79	40 15	73 39.1	20
80	40 29	73 59.8	20

Airplane Drifter Release Station Data

50	40 56.5	71 56.0	20
51	40 50.0	72 13.5	20
52	40 44.0	72 30.9	20
53	40 39.5	72 49.0	20
54	40 33.8	73 06.5	20
55	40 31.2	73 27.1	20
56	40 30.2	73 36.9	20
57	40 30.0	73 46.9	20

and within $\pm\frac{1}{2}$ nm (0.93 km) nearshore. The helicopter employed an AYN-1 navigational computer to determine position. This system used Loran, Tacan and Doppler navigational aids. The accuracy was conservatively estimated at $\pm$0.25 nm (0.5 km). The combined flight time to cover the total study area was three hours at a speed of 180 knots for the aeroplane and 54 to 100 knots for the helicopter.

The behavior of the drift cards dropped into the ocean was observed prior to the study. A trial flight was conducted using our research vessel as a target. Drift cards were released from three altitudes: 1,000 feet, 500 feet and mast height. Cards released at all altitudes landed within a few hundred yards of the vessel with the accuracy inversely proportional to altitude. On the basis of this trial we decided to drop the cards during the study at an altitude of 500 feet.

B. Interface Drifters

Previous circulation studies in the New York Bight have relied upon instruments or devices which sampled the water column over depths greater than the upper few millimeters. These studies were concerned with understanding the general mass transport of surface water rather than the specific movement of the sea surface interface. By contrast, it was necessary in this study to use a drifter which would simulate the behavior of slicks at the sea surface for several months. Additionally, it had to be returnable by the finder when it finally stranded upon a beach. For this purpose, we designed

and manufactured a plastic drift card which was 10 cm x 15 cm and laminated front and back with 0.09 mm thick polyethylene. The total thickness of the card was 0.4 mm. One polyethylene surface was matte finished so that the finder of the card could conveniently write requested information. This plastic drift card was similar to that used by Tomczak (1964) to study the drift velocity of oil in the North Sea, except that Tomczak protected his cards with double plastic envelopes, whereas our cards were laminated.

Because plastic drift cards of this nature are designed to ride flat at the sea surface, we call them interface drift cards to distinguish them from so-called surface drifters (i.e. ballasted drift bottles, surface droques, etc.).

Some criticism has been leveled against the use of drift cards as an indicator of surface interface transport. Teeson et al. (1970) claim that drift cards are suitable only under calm conditions because the cards' edges would protrude from the wave surface and act as sails in the wind. Teeson et al. (1970) used polyethylene film disks of 0.47 m diameter and 0.08 mm thickness. They experienced difficulty with such disks wrinkling and crumpling up on the sea surface upon launching. This was only resolved by launching each drifter individually. Such disks would not be useful when launched from aircraft or where many drifters must be launched per station.

We observed the movement of our drifters in winds of up to 25 knots. No drift card was lifted out of the water

by the force of the wind. The cards rode at the surface slightly awash and occasional rolled slowly in the water due to turbulence.

An important premise of this study was that the plastic drift cards would reasonably simulate the transport of an oil slick. We could find no previous field experiments in which the movement of oil and cards was compared. Tomczak (1964) apparently assumed that relationship for his mathematical model, and Teeson, et al. (1970) found that polyethylene film duplicated oil movement in a test tank.

We conducted one field test on 12 August 1974 when our drift cards were released in an oil spill (1 qt. of 30 wt. SAE motor oil containing powdered aluminum). Winds from the west ranged between 3.5 and 5 knots. The drift cards remained within the oil slick for the two-hour period of observation, but a second field test at higher wind velocities should be conducted. In addition, such a field test should consider releasing interface drifters nearby, but not within, the oil slick. This procedure would permit observations on the ability of interface drifters to simulate slicks in the absence of changes to the physical state of the air-sea interface caused by the slick. Wind shear stresses which drive the interface drifters may differ significantly over the smooth sea surface of an oil slick than over the rougher surface texture characterizing a clean sea surface under similar wind conditions.

To demonstrate the fact that surface interface drifters move differently than surface drifters of greater draft, we

conducted an experiment comparing the release-recovery paths of our drift cards with ballasted surface drifters.

The ballasted surface drifters (which we will henceforth refer to as subsurface drifters) were made by modifying Woodhead seabed drifters so that a 4 gram brass ferrule was attached under the umbrella rather than the standard practice of attaching a 7 gm brass weight at the stem tip. The seabed drifter so weighted floated sideways in seawater so that only a small edge of the umbrella (0.5 cm) and the tip of the stem protruded above the water. The diameter of the umbrella was 18 cm which is assumed to be the draft depth. Wind tended to blow the drifter below the sea surface and minimized the windage.

The two types of surface drifters were launched together on 24-25 June, with 100 subsurface and 520 surface interface drifters released at 20 stations (Figs. I-4, I-5). We chose release stations which were nearshore on the basis that past experience indicated that highest recoveries could be expected. Five subsurface drifters and 20 interface drifters were launched at each station, except at Station 1 (100 cards), Station 12 (50 cards), Station 20 (25 cards), and Station 23 (25 cards). Winds for the first four days after launch were northeast to east and occasionally reached observed speeds of 13 m/sec (25 knots) on 24-25 June. The wind shifted to the southwest for the balance of the initial ten-day period. Therefore, the wind regime during the period immediately following the launch set up a surface drift which moved southwesterly along the Long Island shore and southerly along the coast of New Jersey.

The general sense of this drift pattern is demonstrated in the release-recovery paths (Figs. I-4 and I-5). A total of 11 subsurface drifters and 106 interface drifters were recovered. Despite the fact that five times as many interface drifters were released, the frequency of recovery was ten times greater for these drifters than for subsurface drifters. Recoveries of the subsurface drifters were limited to five stations in the northwest apex of the New York Bight while interface drifters were recovered from 13 stations over a more extensive area. Ten of the subsurface drifters were recovered within 1.1 to 4.1 days (the eleventh was found at sea 34 days out, approximately 15 nm (42.75 km) south of its release point, Station 70). Forty-six interface drifters were found within 0.3 to 4 days from nine stations. Eighty interface drifters were recovered by the tenth day.

With the exception of one return from Station 64, no subsurface drifters landed on the New York shoreline. All subsurface drifters which stranded did so in the first four days. Such was not the case for the interface drifters where 26 drifters were recovered on Long Island, lower bay of New York Harbor and the New Jersey coast, after ten days. Thus, the interface drifters were recovered over a much longer period. We conclude that both drifters responded to the initial four-day easterly wind which set up a strong southwesterly-southerly surface drift in the New York Bight. When the wind shifted to the southwest, the subsurface drifters continued to flow southerly with the geostrophic current. The

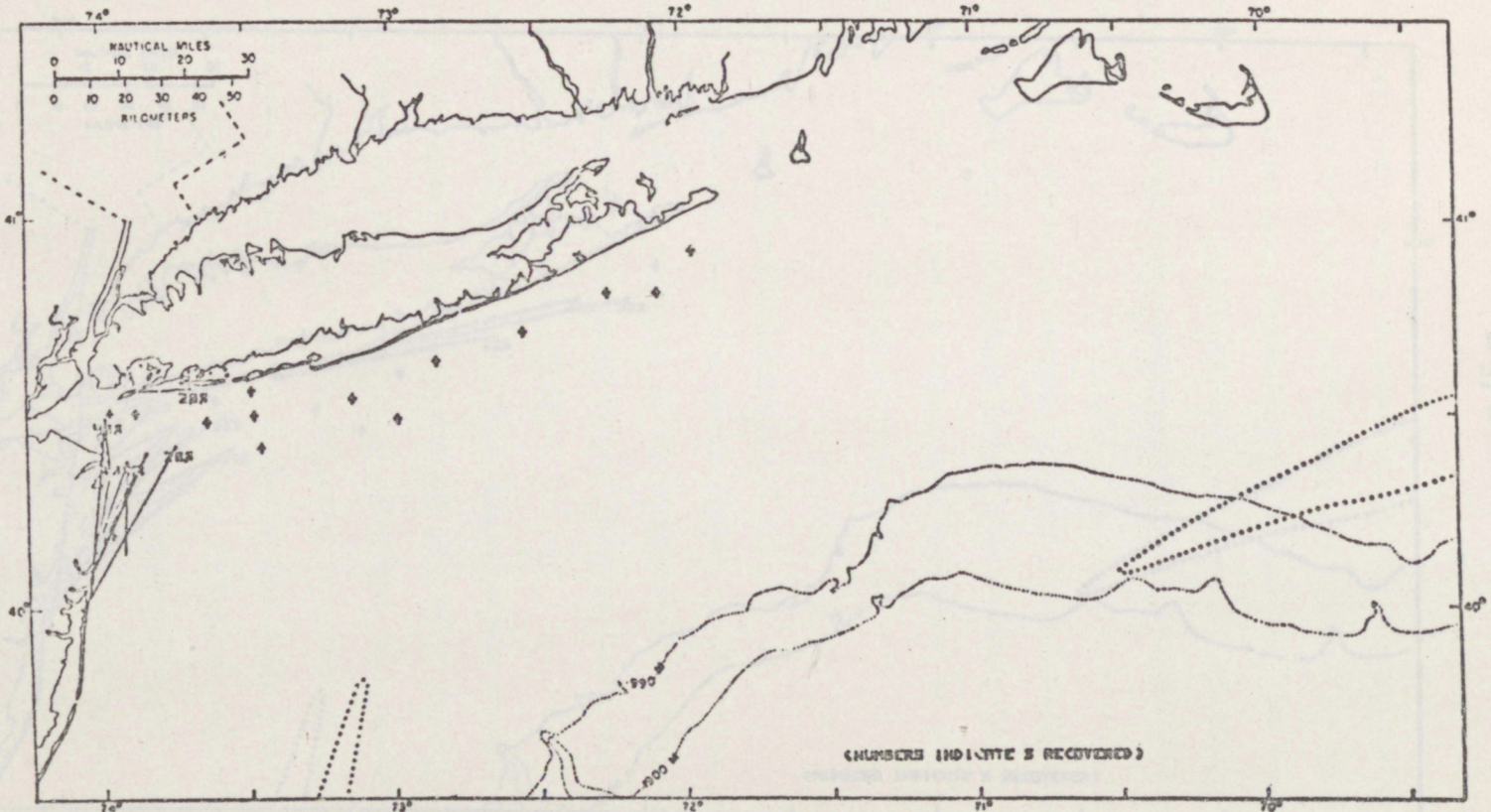


Figure I-4.
TRAJECTORIES OF ALL SUBSURFACE DRIFTERS
RELEASED ON 24-25 JUNE AND RECOVERED BY 1 DECEMBER 1974

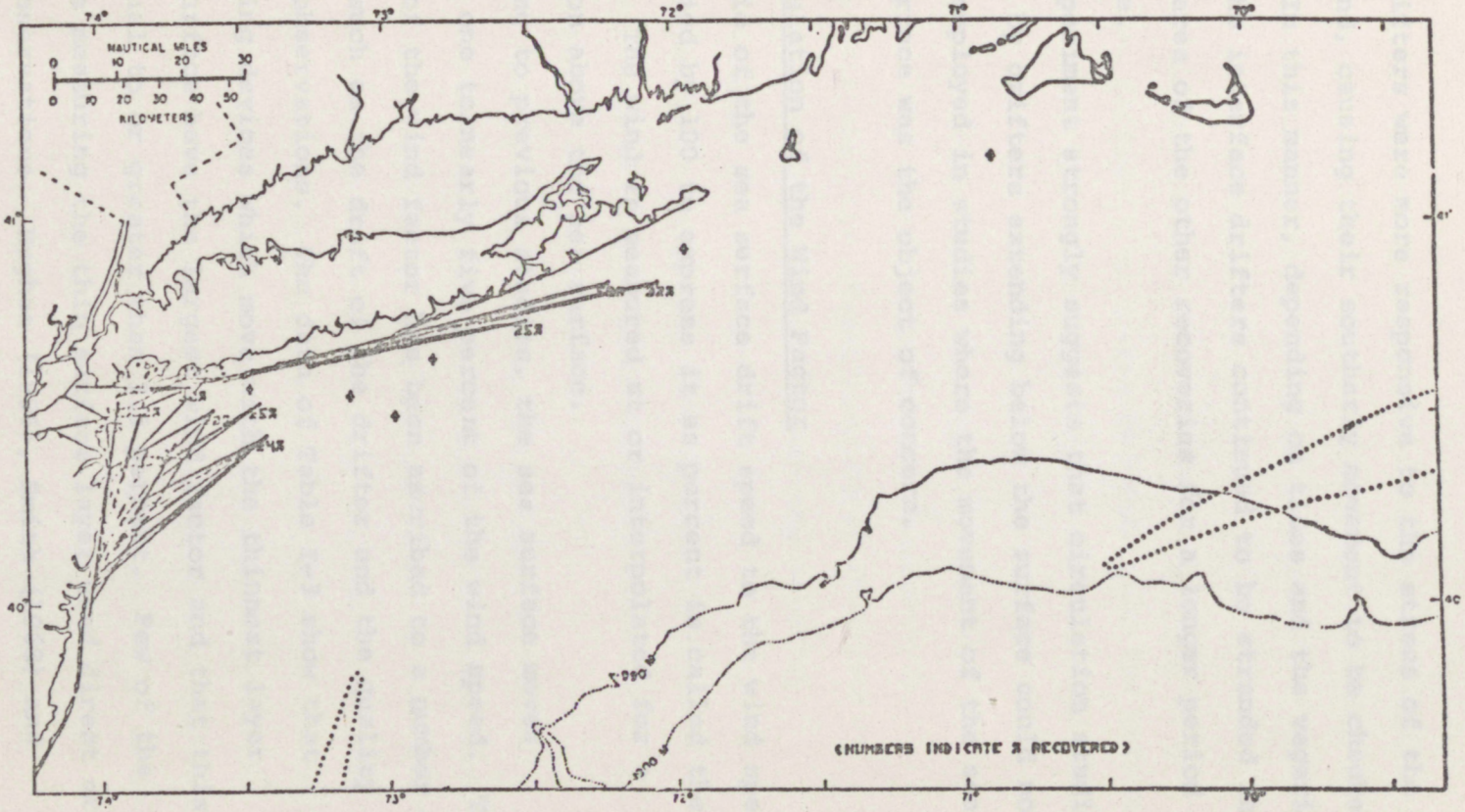


Figure I-5.
TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS
RELEASED ON 24-25 JUNE AND RECOVERED BY 1 DECEMBER 1974

interface drifters were more responsive to the stress of the southwest wind, causing their southerly movement to be checked or slowed. In this manner, depending on tides and the vagaries of eddies, the interface drifters continued to be stranded in the general area of the other recoveries for a longer period after release.

This experiment strongly suggests that circulation studies accomplished by drifters extending below the surface could not be usefully employed in studies where the movement of the sea surface interface was the object of concern.

C. Calculation of the Wind Factor

The ratio of the sea surface drift speed to the wind speed when multiplied by 100 to express it as percent is called the wind factor. The wind is measured at or interpolated for a 10 m elevation above the sea surface.

According to previous studies, the sea surface moves at less than one to nearly five percent of the wind speed. The variability of the wind factor has been ascribed to a number of parameters, such as the draft of the drifter and the quality of the wind observations. The data of Table I-3 show that those measuring devices which move with the thinnest layer of the sea surface have the largest wind factor and that this factor is equal to or greater than 3.3 percent. Few of the investigators measuring the thin surface layer used direct or local wind observations. Hughes (1956), Smith (1968) and Tomczak (1964) used weather maps or isobaric charts of gradient

winds at 2,000 ft (610 m) from which the surface wind speed and direction were estimated. Schwartzberg (1971) used a wind tunnel over a test tank with wind speeds measured at 7 to 30 in (17.8 to 76 cm) elevation.

The errors in estimating the wind factor of drift cards in the field are difficult to determine where only the points of release and recovery are known. Some of the more critical errors include:

1. Lag time between card landing and recovery.
2. The quality of the surface wind observations.
3. The fact that the actual trajectory the card moved between points of release and recovery is unknown.
4. Surface drift resulting from factors other than wind, such as tides, littoral drift, density gradients, and waves.
5. The uncertainty of whether drift cards simulate oil movement under all wind and weather conditions.

The lag time of the drift card on the beach is the most critical for velocity calculations during the first few days after launching, particularly in cases where the card strands upon the beach in early evening and remains unseen until the following day. We have assumed in this study that no cards are found before 0800 hours and that no cards are found after 1800 hours. With the exception of the day of launch, all drift card speed calculations are based on the assumption that the cards landed at 1200 hours of the day found. If a

card landed on the day of launch, it was assumed that it was recovered at 1800 hours.

Because of the degree of uncertainty inherent in estimating the ground speed of winds from regional weather maps, we elected to utilize local weather observations from lightships and Coast Guard Stations located in or around the New York Bight. Such weather logs are available from the National Climatic Data Center at Asheville, North Carolina. The weather instruments on lightships and shore stations are located approximately 33 ft (10 m) above the sea surface. There are certain errors inherent in these observations. The observers are Coast Guard seamen who are not necessarily experienced observers. The wind measurements are neither continuous nor averaged readings but represent fixed readings at three-hour intervals. However, these observations represent the best local observations and reveal local differences within the New York Bight area. As shown in Figure I-2, we have arbitrarily assigned drift card release stations to wind sectors which represent the weather station nearest that sector (i.e. Ambrose Light, Fire Island Station).

In order to cull from those cards which were most meaningful to use in determining a wind factor, a total of 2,740 drift cards recovered by 1 December, we established the following specific criteria:

1. Consistency of Wind Direction

In order to determine those launch periods during which the winds were most uniform in direction, the progressive wind

vectors of Ambrose and Fire Island weather were inspected for the three-day and six-day periods after card launch. Satisfactory periods were found to be April 15-17, April 16-18, April 20-23, May 21-23, June 24-26, July 22-28, and August 20-23. Only drift cards launched and recovered within these periods were used in determining the wind factor. The above data for the wind factor estimate include cards launched in a separate study for the Nassau-Suffolk Regional Planning Board.

2. Periods of Low Resultant Wind Velocity

It was apparent that drift cards released and recovered during periods when the resultant wind was less than 3 m/sec were responding to forces not explainable by winds alone. Wind factors calculated using these cards often exceeded 10 percent. Other factors, such as deflections from reported wind directions, were unexplainable. The cards used satisfied the criteria established above, principally in the range of wind speeds between 4 to 8 m/sec.

3. Day of Launch Recovery Lag

Some cards were recovered on the day of launch. Cards at all stations in the study were launched in the general period of $\pm$3 hours before or after noon. The return information directions on the card did not ask for the time of recovery. We therefore assumed a recovery at 1800 hours. The error of a few hours over such a short release-recovery period may introduce a large error in the card drift velocity. We therefore eliminated all cards recovered on the day of the launch in our wind factor estimate.

4. Variable Errors from Prolonged Recovery Periods

The longer the period of release-recovery, the greater is the possibility that the card is subject to wind and oceanographic forces which are not taken into account. To minimize this source of error, we selected only those cards recovered the first, second and third day after the day of launching.

5. Low Wind Factors

Some cards satisfying the above criteria may nevertheless have had an excessive lag period between stranding on the beach and recovery by the finder and, therefore, exhibit anomalously low wind factors. Other anomalously low wind factors occurred when the resultant wind was calculated from winds of variable direction. Therefore, we arbitrarily discarded drift cards which had wind factors less than 3.0 percent.

Using this set of standards, we were able to select 83 cards from the 2,740 cards recovered. The mean wind factor calculated was 4.38 with a standard deviation of $\pm$ 0.83. Our results are in good agreement with those of Tomczak (1964) who found a wind factor of 4.2 for drift cards and 4.3 for an oil spill. As the result of our observations, we shall use a wind factor of 4.4 percent in relating the drift rate of slicks to observed wind speeds.

A second and important relationship was observable in these selected cards. When the set of the wind was from the west (158° to 247°) the deflection of the cards was to the right of the wind. When the wind was east (45° to 158°) the

apparent deflection was generally to the left of the wind. The apparent lefthand deflection is caused by the wind-driven surface layer being superimposed upon the westerly geostrophic current with the movement of the sea surface closely paralleling the coastline.

The wind factor is determined by $u = kW$ (Ekman, 1905), where u is the wind-induced surface current, W is the wind speed at a 10 m elevation, and k is the wind factor. The wind-induced surface current, u, is calculated from the release-recovery history of the interface drifters. No distinction is possible between net displacement entirely due to wind stress and displacement due to drift caused by tidal and nontidal forces. A few investigators (Tomczak, 1964; Smith, 1968; Hill and Horwood, 1974) have attempted to exclude residual currents by introducing a corrective expression based on measurements using current meters, tidal current tables, or residual current estimates. Such measurements and estimates invariably describe the net displacement of surface water over a depth measured in meters. The residual net displacement of the upper few millimeters of the sea surface appears to be significantly more responsive to wind stress than bulk surface water (Schwartzberg, 1971). The manner and degree of this response by the thin surface layer is not well understood so that a quantitative application of a corrective factor for net residual current is open to speculation.

In addition the high degree of variability of current in the inner reaches of the Bight (90 m depth contour) makes

it impossible to determine such a corrective factor. As available evidence suggests that displacement of the thin surface layer is dominated by wind stress, we have assumed that residual current error is small. A simple test was made to determine whether the wind factor, as derived from minimum stranding times of cards driven by easterly winds (341° to 160° normal to Long Island south shore) differed significantly from the wind factor induced by westerly winds (161° to 340°).

The wind factor, as derived from drift cards under the influence of easterly winds (N=73) was 4.4 $\pm$0.8 percent. Whereas, the wind factor obtained for westerly winds (N=10) was 4.0 $\pm$1.1 percent. Owing to the small sample size of drifters under the influence of westerly winds, the data do not permit the conclusion that a significant difference exists in wind factors. However, the larger wind factor for easterly winds is consistent with previous studies which indicate that easterly winds reinforce the westerly geostrophic flow.

It is apparent from the drift card data of this study that residual currents do assume importance when winds are gentle. Wind factors under these conditions were often enormously large, indicating that the drifter cards had a higher velocity than could be accounted for by reasonable wind factors. Also, the release-recovery paths under gentle winds tended to be erratic and presumably were influenced by directional components of residual current. A similar pattern of unpredictable relations between drift cards and wind direction could be seen in areas of significant estuarine discharge.

D. Beach Seeding Experiment

Data from drift devices requiring recovery on the shoreline are always dependent upon these devices being found and reported. Several investigators (Bumpus and Lauzier, 1965; Woodhead and Lee, 1960; and Harrison, et al., 1967) have expressed concern over this degree of uncertainty. The probability of recovery on the beach can be assumed to be dependent upon the density of traffic on the beach, which is related to such diverse factors as access to the beach, season, day of week, population density in proximity to the beach, and habits of the visitors.

The 120-nm long (222 km) coastline of the south shore of Long Island ranges from heavily-used public beaches to beaches of limited access. In general, the beaches of western Long Island (Queens, Nassau and western Suffolk County) are used by the public throughout the year. The Fire Island Barrier Beach is regularly patrolled by the National Park Service. Eastern Long Island, however, has extensive shoreline of limited access, and beach traffic in general declines in winter.

We made an effort to estimate the probability of recovery by seeding drift cards along the outer beach of Long Beach and along a continuous length from Gilgo Beach to Montauk Point (Fig. I-6). Two seeding experiments were conducted, one representing winter (February 20 - Long Beach; March 5 - Gilgo Beach to Montauk Point), and one summer (July 22 - Long Beach; August 6 - Gilgo Beach to Montauk Point). The

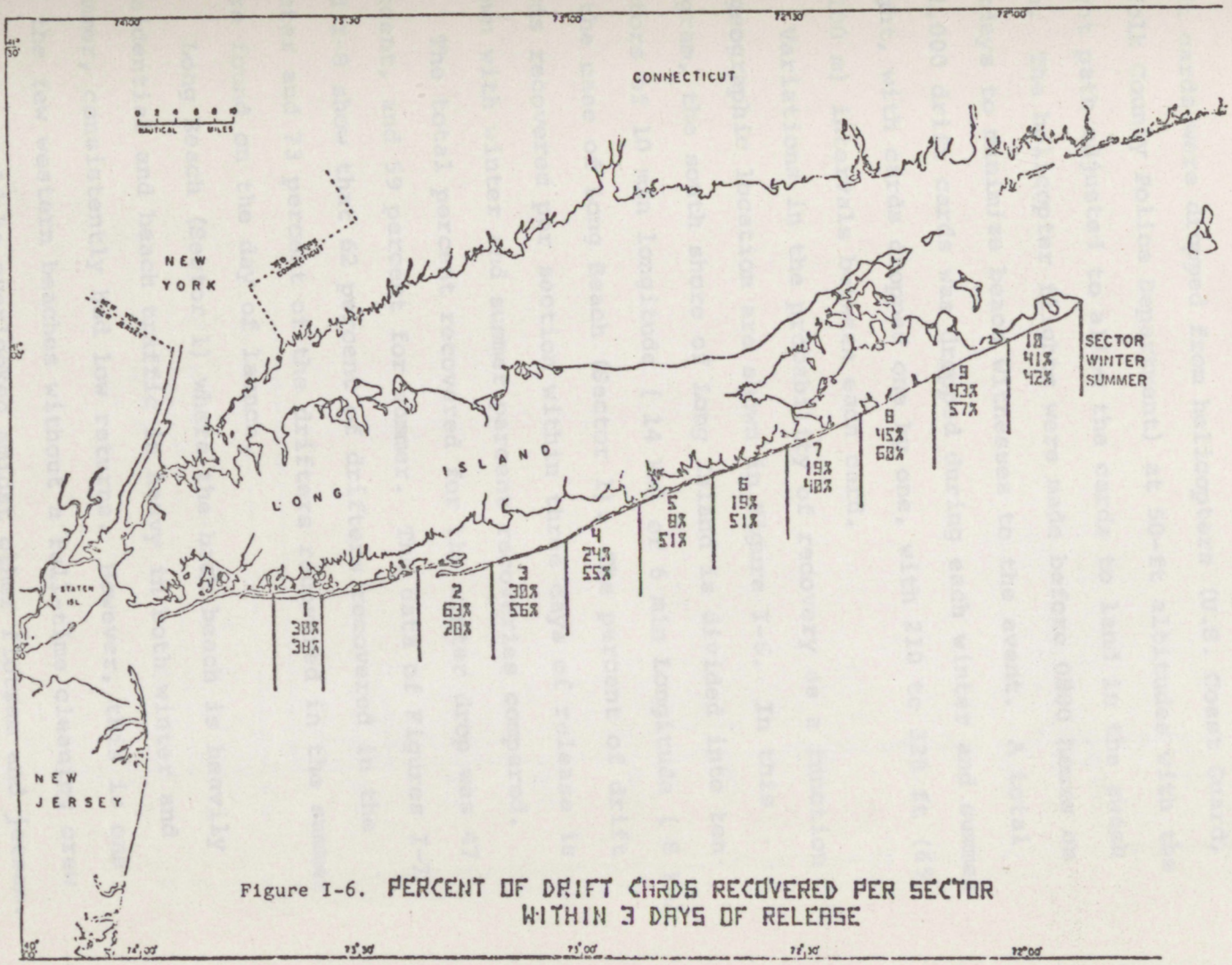


Figure I-6. PERCENT OF DRIFT CARDS RECOVERED PER SECTOR WITHIN 3 DAYS OF RELEASE

drift cards were dropped from helicopters (U.S. Coast Guard, Suffolk County Police Department) at 50-ft altitudes with the flight path adjusted to allow the cards to land in the swash zone. The helicopter flights were made before 0800 hours on weekdays to minimize beach witnesses to the event. A total of 1,000 drift cards was dropped during each winter and summer flight, with cards dropped one by one, with 210 to 320 ft (65 to 100 m) intervals between each card.

Variations in the probability of recovery as a function of geographic location are shown in Figure I-6. In this diagram, the south shore of Long Island is divided into ten sectors of 10 min longitude (14 km) or 6 min Longitude (8 km) in the case of Long Beach (Sector 1). The percent of drift cards recovered per section within three days of release is shown with winter and summer percent recoveries compared.

The total percent recovered for the winter drop was 47 percent, and 59 percent for summer. The data of Figures I-7 and I-8 show that 62 percent of drifters recovered in the winter and 73 percent of the drifters recovered in the summer were found on the day of launch.

Long Beach (Sector 1) where the back beach is heavily residential and beach traffic is heavy in both winter and summer, consistently had low returns. However, this is one of the few western beaches without a full-time cleaning crew and cards could be overlooked amidst other flotsam and jetsam.

Sectors 4, 5, 6 and 7, which comprise the barrier beaches of Fire Island, Moriches and Shinnecock, had low recoveries

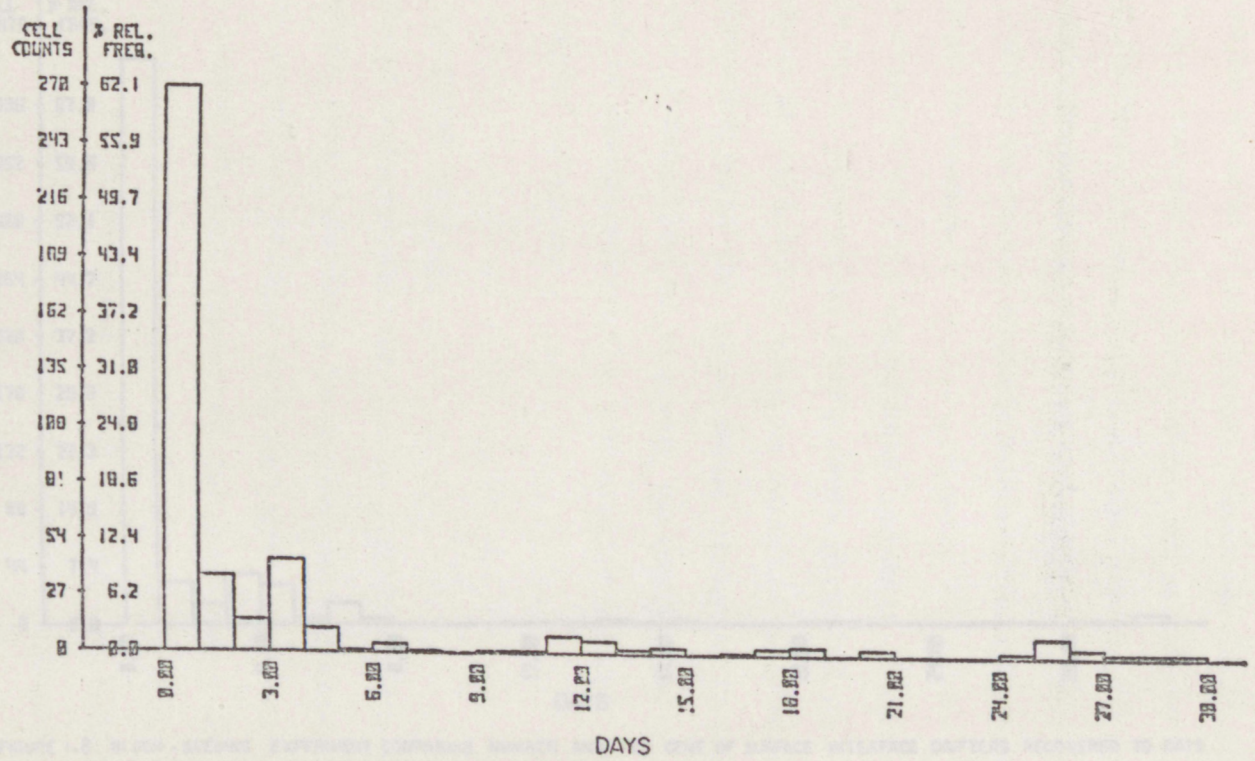


FIGURE I-7. BEACH - SEEDING EXPERIMENT COMPARING NUMBER AND PER CENT OF SURFACE INTERFACE DRIFTERS RECOVERED TO DAYS OUT, IN WINTER, LONG BEACH AND GILGO BEACH TO MONTAUK POINT, LONG ISLAND, NEW YORK.

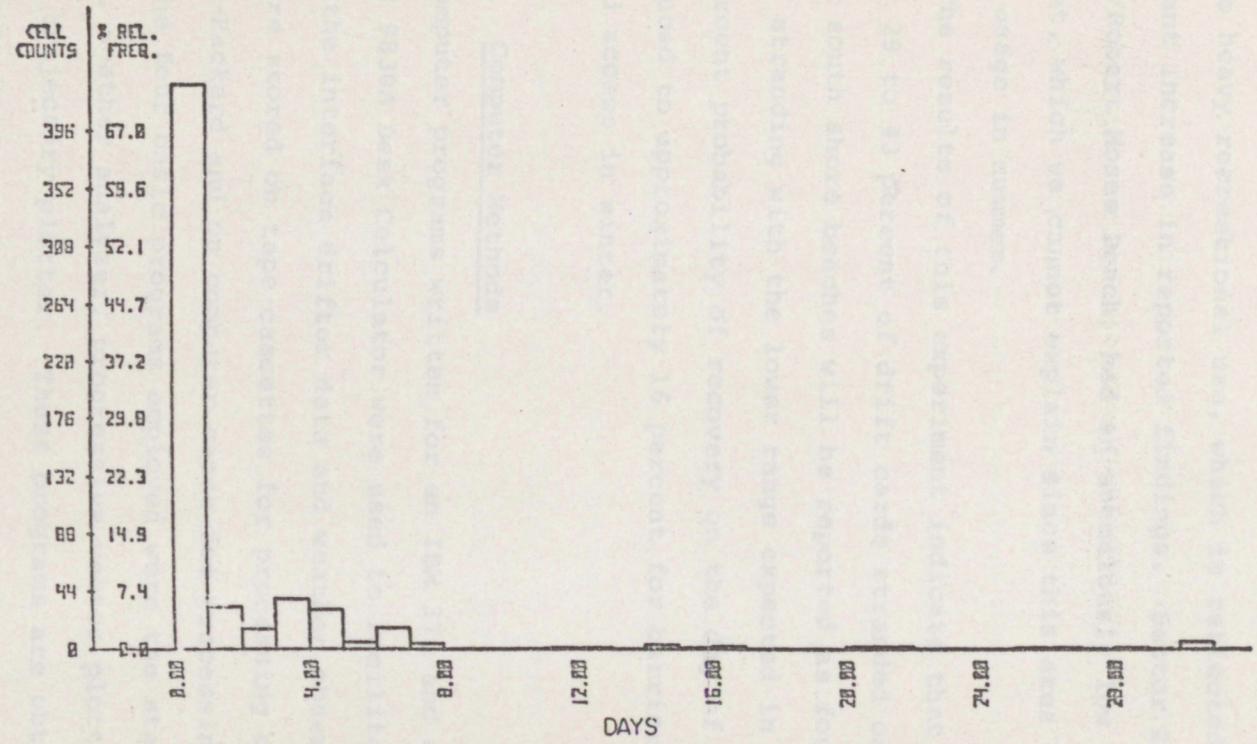


FIGURE I-8. BEACH - SEEDING EXPERIMENT COMPARING NUMBER AND PER CENT OF SURFACE INTERFACE DRIFTERS RECOVERED TO DAYS OUT, IN SUMMER, LONG BEACH AND GILGO BEACH TO MONTAUK POINT, LONG ISLAND, NEW YORK.

in winter of 8 to 24 percent. These areas are difficult to gain access to in winter when ferries from the mainland are curtailed or stopped. In summer, these barrier beaches endure heavy recreational use, which is reflected by a significant increase in reported findings. Sector 2 (Gilgo Beach/Robert Moses Beach) had an anomalously low return of 28 percent, which we cannot explain since this area has a heavy beach usage in summer.

The results of this experiment indicate that approximately 29 to 43 percent of drift cards stranded on the Long Island south shore beaches will be reported as found on the day of stranding with the lower range expected in winter. The percent probability of recovery on the day of stranding is reduced to approximately 16 percent for barrier beaches of limited access in winter.

E. Computer Methods

Computer programs written for an IBM 370 and a Hewlett Packard 9830A Desk Calculator were used to facilitate analysis of the interface drifter data and weather observations. Data were stored on tape cassettes for processing on the Hewlett-Packard and on computer cards for processing on the IBM. The four basic programs employed were the standard listing, weather analyzer, progressive vector plotter, and drifter trajectory plotter. These programs are obtainable from Marine Sciences Research Center.

Distance and direction traveled between the points of release and recovery were computed by the Great Circle navigation method. The total release to recovery time in the modified program was automatically calculated and refined to include fractions of days. This was done by utilizing the exact time of launch and an assumed recovery hour of 1200 hours for all cards, except those found on the day of their launch which had an assumed recovery at 1800 hours.

The weather analyzing program determined the associated weather histories for each of the drifters. These weather histories, with their vector sums of wind speed and direction, were utilized in the calculations of the wind factors and angles of deviation. This program excluded all cards which drifted for periods of greater than ten days and/or landed on areas outside of Long Island, New York.

The Hewlett Packard Model #9830A was employed to plot the progressive vector diagrams of the wind displacement at four different weather stations (Fire Island, Ambrose, Nantucket, and Buzzards Bay). The program utilized the weather records which were stored on the computer tape cassettes. Each progressive vector plot utilizes the entire day's weather record. The card displacement by the wind was determined from the vector addition of the orthogonal components of the wind's velocity multiplied by the appropriate time constant. For weather stations which sampled 8, 6 and 4 times a day, the constants equaled 3, 4 and 6 hours, respectively.

The shortest release-recovery paths of all the returned drifters were also plotted on the HP 9830A. The plots assume straight-line paths for convenience and, hence, cross over peninsulas instead of going around, except when drifters were recovered within New York Harbor or Long Island Sound. In these instances, drifter tracks were channeled via center points where land areas would not be crossed.

IV. RESULTS

A. January

A total of 580 interface drifters was air-dropped on 22-23 January over the 29 stations forming the release grid (Fig. I-2).

Thirty-eight interface drifters or 6.5 percent were recovered by 1 December 1974. Of these, 23 were recovered within six days (Vol. II, Figures 4 and 6).

The vector sum of the winds for the three-day and six-day periods following release was respectively from west and southwest (Vol. II, Figures 5 and 7). Details of the daily winds for the ten-day period after launch are shown in Table I-5 and progressive wind vectors are found in Volume II, Figures 5, 7 and 9.

Gentle to moderate southwest to northwest winds prevailing during the first three days tended to move drifters easterly parallel to or southeasterly away from Long Island. Strong southwest winds over 7 m/sec (13.6 knots) on the fourth day (27 January) were sufficient to drive ashore interface drifters released at Stations 55, 60 and 64 as shown in Volume II, Figures 4 and 6.

All drift cards recovered within 60 days of release moved east from their release point (Vol. II, Figure 12). Only Station 65 had a reported recovery on the New Jersey coast after 128 days.

Minimum day out recoveries in January were only from release stations nearest land and could be correlated to

Table I-5. Daily Wind History for 10 Day Period Commencing 23 January 1974.

(Speed, meters/sec. Vector Addition)

	Weather Stations							
	Ambrose		Fire Island		Buzzards Bay		Nantucket Shoals	
Day	Direct.	Speed	Direct.	Speed	Direct.	Speed	Direct.	Speed
23*	SW	3.6	SW	5.3	S	7.2	SW	9.4
24	NW	5.0	W	2.6	W	4.2	NW	6.7
25	SW	3.2	SW	4.6	SW	4.5	NW	3.0
26	SW	2.2	S	1.5	S	2.8	W	2.7
27	SW	10.2	SW	7.7	SW	9.8	SW	7.4
28	S	0.9	SE	1.7	SW	4.9	SW	3.5
29	NW	5.5	W	3.1	W	4.6	W	6.1
30	S	2.2	SE	2.7	S	3.5	E	3.7
31	SW	8.3	SW	4.3	S	7.0	S	6.0
1	NW	7.7	NW	6.2	W	11.3	NW	10.2
2	NE	8.8	NE	9.6	NE	6.5	E	6.5

*1200 hrs to 2400 hrs

increases in wind speed from the southwest. West to southwest winds having speeds ranging between 1.5 to 7.7 m/sec (2.9 to 15.0 knots) displaced drift cards from Station 55 northeast at a rate of 3 nm/day (5.5 km/day).

B. February

Interface drift cards were launched on 18-19 February. A total of 115 interface drifters or 19.8 percent was recovered by 1 December 1974. Of these, 45 cards were recovered on Long Island within six days of release (Vol. II, Figs. 13 and 15).

The vector sum of the winds for the initial ten-day period shows the winds were from the west. The ten-day wind history is shown in Table I-6 and progressive wind vectors for 4, 7 and 11-day periods are shown in Volume II, Figures 14, 16 and 18.

During that ten-day period, a major storm occurred on 22-23 February when a moderate to fresh gale blew from the south to west at reported velocities of 10 to 20 m/sec (20-40 knots).

Drift cards blown ashore of Long Island within three days of release on 19 February from Stations 61, 62, 63, 64, 65 and 66 moved north under the stress of southerly winds (Vol. II, Fig. 13). This southerly wind had a vector sum velocity of 6.7 m/sec (13 knots) (Table I-6, Ambrose) which displaced the drift cards at a rate of 1.1 to 5.2 nm/day (2.1 to 9.7 km/day).

A strong south wind on 22 February blowing at a vector sum velocity of 13.1 m/sec (25.5 knots) caused the stranding

Table I-6. Daily Wind History for 10 Day Period Commencing 18 February 1974.

(Speed, meters/sec. Vector Addition)

	Weather Stations							
	Ambrose		Fire Island		Buzzards Bay		Nantucket Shoals	
Day	Direct.	Speed	Direct.	Speed	Direct.	Speed	Direct.	Speed
18*	NW	6.0	NW	3.9	NW	8.1	NW	10.6
19	S	6.7	SE	5.0	SE	3.8	NW	1.8
20	NW	9.8	W	5.4	SW	5.5	SW	5.0
21	NW	2.8	W	2.2	W	7.4	NW	8.2
22	S	13.1	S	9.7	S	7.3	S	3.9
23	W	18.2	W	13.1	SW	14.5	SW	11.9
24	N	3.1	NW	1.8	W	8.5	W	10.8
25	N	7.8	N	6.0	NE	5.4	NE	5.4
26	NW	7.9	NW	6.1	NW	6.4	N	7.3
27	W	3.1	SW	3.1	W	3.3	N	3.2
28	SW	7.9	S	7.2	S	6.0	SW	3.0

*1200 hrs to 2400 hrs

of a second group of drift cards on Long Island on the fourth and fifth day of release (Vol. II, Fig. 15). With the shift of winds to blow from the north and northwest, stranding was noticeably reduced until after ten days from release (Vol. II, Figs. 17 and 19). All strandings within 60 days of release occurred on Long Island with one exception (Vol. II, Fig. 20). Drift cards released at inshore stations from Sandy Hook, New Jersey, to Tobay Beach, Long Island, moved generally north to northeast. A drift card release at Station 74, off Long Branch, New Jersey, reached Fire Island Inlet in 19 days at a drift rate of 3.5 km/day. Recoveries after the sixtieth day were primarily on the coast of New Jersey or at sea.

C. March

Interface drift cards were released on 19-20 March. A total of 51 drift cards or 8.8 percent was recovered by 1 December. Of these, 31 cards landed on Long Island and one landed on New Jersey within six days of release.

Winds for the ten-day period tended to be variable with offshore stations (Ambrose, Nantucket Shoals) reporting a greater frequency of west to northwest winds. The ten-day wind history is shown in Table I-7 and the 4, 7 and 11-day progressive wind vectors are shown in Volume II, Figures 23, 25 and 27.

Many cards were driven ashore on Long Island on the day of launch by southeast winds which caused the drift cards to move northwest or downwind (Vol. II, Fig. 22). Recoveries

Table I-7. Daily Wind History for 10 Day Period Commencing 20 March 1974.

(Speed, meters/sec. Vector Addition)

	Weather Stations							
	Ambrose		Fire Island		Buzzards Bay		Nantucket Shoals	
Day	Direct.	Speed	Direct.	Speed	Direct.	Speed	Direct.	Speed
20*	SE	3.4	SE	3.1	SW	1.9	W	7.2
21	W	0.1	S	0.9	SE	7.6	W	7.2
22	NW	7.8	W	5.0	W	8.8	NW	11.1
23	S	6.4	S	4.3	S	6.3	S	4.4
24	W	2.9	NW	2.6	SW	3.2	S	4.3
25	NW	3.7	W	1.5	W	6.5	N	7.5
26	SW	6.6	S	5.5	S	5.3	SE	2.3
27	NW	7.1	W	5.6	W	8.5	NW	10.3
28	NE	4.2	N	4.7	NW	6.5	NW	6.8
29	E	11.9	NE	10.5	NE	4.8	NE	6.9
30	E	19.7	NE	15.5	E	15.1	E	12.6

*1200 hrs to 2400 hrs

on Long Island from the third to sixth day after release tended to be recovered northeast of their release point as the six-day progressive wind vector was from the west (283° T.) (Vol. II, Figs. 24 and 25). In general, release stations comprising the northwest apex of the New York Bight (Stations 60 to 80) had no reported recoveries on Long Island. One recovery from Station 80 on the New Jersey coast suggested that drift cards released in the northwest apex had drifted south and southeast. The month of March commences a period of high runoff from the Hudson River watershed which forms a seaward dispersing plume from the New York Harbor entrance and moves south along the New Jersey coast.

Few additional recoveries were reported after the sixth day of release (Vol. II, Figs. 26, 28 and 29). The vector sum of the wind direction for the 11-day period at Ambrose Lightship was northwest (320° T.) which caused a general seaward drift throughout the study area (Vol. II, Fig. 27).

D. April

Interface drift cards were launched on 15-16 April. A total of 77 interface drifters or 13.3 percent was recovered by 1 December. Of these, only three cards were recovered on Long Island, and one at sea, within six days of release (Vol. II, Fig. 33).

Often strong, west to northwest winds for two to three days following card release blew the drift cards east to southeast (Table I-8). A shift of wind to the northeast

Table I-8. Daily Wind History for 10 Day Period Commencing 15 April 1974.

(Speed, meters/sec. Vector Addition)

	Weather Stations							
	Ambrose		Fire Island		Buzzards Bay		Nantucket Shoals	
Day	Direct.	Speed	Direct.	Speed	Direct.	Speed	Direct.	Speed
15*	W	13.1	SW	10.1	SW	11.4	SW	9.7
16	NW	10.7	W	6.4	W	8.7	W	9.7
17	W	4.1	SW	4.0	SW	6.2	W	6.5
18	W	6.2	SW	4.4	SW	6.4	SW	5.0
19	NE	4.3	NE	3.8	NE	4.9	N	1.2
20	SW	1.5	S	0.7	NE	0.7	NE	7.7
21	SW	8.7	SW	7.3	SW	7.7	SW	2.0
22	SW	9.8	S	6.9	SW	9.2	W	7.9
23	W	7.0	SW	6.8	SW	5.9	SW	7.7
24	N	6.9	SW	3.8	NW	4.8	W	6.6
25	N	2.3	NE	2.3	N	8.0	N	11.2

*1200 hrs to 2400 hrs

followed by southwest winds was responsible for blowing a few cards ashore east of their release location after the third day. Progressive wind vectors for 4, 7 and 11-day periods are shown in Volume II, Figures 32, 34 and 36.

Drift cards released in the inshore area between East Rockaway Inlet to Jones Beach continued to be blown ashore on Fire Island barrier beach by west winds to the ninth day after release. Displacement rates for the eastward drift of the cards during this period were 5.5 to 11.4 km/day.

Recoveries of drift cards on Long Island continued after the tenth day (Vol. II, Figs. 35, 37 and 38).

Drift cards released in the northwest apex of the New York Bight east of the New Jersey coast began to be recovered along the coast of New Jersey south of 40°00' N latitude after the twenty-fifth day.

While winds from the west and southwest dominated the wind history for the first ten days, the pattern was intermittently interrupted by winds from the north and northeast which could dampen any tendency for a rapid easterly drift. We speculate that the interface drift cards were driven slowly eastward by the westerly mean monthly winds of April. Recoveries on New Jersey began to appear after the twenty-seventh day out, when the winds in May and June tended to become more southerly and easterly. Thus, it would appear that the drift cards were caught between the westerly and southwesterly geostrophic current and the resultant of westerly winds, so that the cards were not flushed from the region for a two-month period after release.

E. May

Interface drift cards were launched on 20-21 May. A total of 271 interface drifters or 46.7 percent was recovered by 1 December. Of these, 71 cards were recovered within three days on Long Island and Staten Island with no recoveries from New Jersey (Vol. II, Fig. 40). For the six-day period following card release 119 cards were recovered on both the New York and New Jersey shores (Vol. II, Fig. 42). The initial drift direction for cards landing on Long Island was northeast whereas cards stranding on New Jersey drifted south.

The daily vector sum of the winds for the ten-day period shows that the winds were variable over the region. A breakdown of daily winds for the first ten days after launch is shown in Table I-9 and progressive wind vectors for 4, 7 and 11 days are shown in Volume II, Figures 41, 43 and 45.

At Ambrose Lightship, winds during 21-23 May were from the southwest and shifting to the southeast on 24 May. Drift cards released in the northwest apex were driven ashore on the western Long Island coastline by this combination of winds (Vol. II, Figs. 40 and 42).

Drift rates for cards released at Stations 70, 71 and 72 located in the vicinity of the waste dumping grounds, which were recovered on Long Island within three days, were 24.4 to 31.5 km/day. Southwest winds were capable of causing a very rapid downwind drift in the northwest apex.

Recoveries on the coast of New Jersey increased significantly after the sixth day, as well as on eastern Long Island

Table I-9. Daily Wind History for 10 Day Period Commencing 20 May 1974.

(Speed, meters/sec. Vector Addition)

	Weather Stations							
	Ambrose		Fire Island		Buzzards Bay		Nantucket Shoals	
Day	Direct.	Speed	Direct.	Speed	Direct.	Speed	Direct.	Speed
20*	S	6.9	S	4.9	S	4.1	NE	7.3
21	SW	7.0	SW	5.2	SW	3.0	W	3.4
22	SW	5.9	SW	5.9	S	6.8	SE	1.6
23	SW	1.6	SE	1.3	N	4.3	W	5.3
24	SE	3.7	E	3.6	NE	1.6	NE	3.4
25	NW	4.2	NW	1.5	N	0.8	S	1.2
26	W	2.6	W	1.5	N	1.2	NE	2.3
27	NE	7.3	NE	6.8	NE	6.8	NE	6.0
2	NW	2.7	SW	2.0	NW	5.0	N	6.1
29	SW	5.5	SW	3.9	SW	3.6	W	1.7
30	SE	5.6	E	4.8	E	1.3	N	1.9

*1200 hrs to 2400 hrs

(Vol. II, Figs. 39, 42, 44, 46, and 47). The trend of the drift direction shifted west along the coast of Long Island after the tenth day and southwest along the coast of New Jersey (Vol. II, Fig. 46). This drift direction appears accounted for by the increasing frequency of southeast winds in June.

F. June

Interface drift cards were released on 24-25 June. A total of 176 drift cards or 30.4 percent was recovered by 1 December. Of these, 110 were recovered exclusively along the coast of New Jersey within six days (Vol. II, Figs. 49 and 51). All drift cards recovered during this period were released in the northwest apex.

The resultant winds for the ten-day period were southeasterly. The daily wind history for the first ten days after release is shown in Table I-10 and progressive wind vectors for 4, 7 and 11-day periods are shown in Volume II, Figures 50, 52 and 54.

Winds blew from northeast to southeast during the first three to four days following drift card release (Table I-11, Ambrose). The early northeast component set up a southwesterly sea surface drift which excluded drift cards from stranding on Long Island.

Observed drift rates driven by these easterly winds were approximately 23 to 34 km/day. Recoveries diminished on both New Jersey and Long Island after ten days (Vol. II, Figs. 53, 55 and 56).

Table I-10. Daily Wind History for 10 Day Period Commencing 24 June 1974.

(Speed, meters/sec. Vector Addition)

	Weather Stations							
	Ambrose		Fire Island		Buzzards Bay		Nantucket Shoals	
Day	Direct.	Speed	Direct.	Speed	Direct.	Speed	Direct.	Speed
24*	SE	5.9	E	4.5	NE	8.6	NE	4.6
25	NE	9.8	NE	9.2	NE	14.0	NE	4.8
26	NE	1.8	NE	1.3	N	6.4	NE	3.9
27	SE	4.4	E	3.5	E	2.1	NE	1.5
28	E	14.0	NE	10.9	E	6.8	E	4.8
29	SW	7.3	S	5.3	S	4.1	SE	2.6
30	SW	7.3	SW	6.5	SW	7.1	SW	4.2
1	SW	4.2	SW	5.6	SW	4.1	SW	4.1
2	SW	6.1	SW	6.1	SW	4.2	SW	4.2
3	SW	6.0	SW	6.2	SW	4.0	SW	4.0
4	SW	6.5	SW	5.8	SW	4.0	SW	4.0

*1200 hrs to 2400 hrs

We conclude that the interface drifters at all stations were displaced toward the southwest during the first five days following release. Those beaches particularly in New Jersey located within a small arc of approximately 48 to 80 nm (90 to 130 km) (radius downwind of the release stations) reported drift card landings. When the wind changed to blow from the southwest, the interface drifters were blown away from shore, and moved generally southeast to south.

G. July

Interface drift cards were released on 22-23 July. A total of 267 drift cards or 46 percent was recovered by 1 December. Of these, 131 were recovered within three days and 183 were recovered within six days. The greatest number stranded on Long Island during the first three days.

The average wind vector for the ten-day period following release was from the southeast. The ten-day wind history is shown in Table I-11 and progressive wind vectors for 4, 7 and 11-day periods are shown in Volume II, Figures 59, 61 and 63.

Moderate east to southeast winds blew over the region for seven days following the drift card launching before shifting to southwest (Table I-11). Drift cards released south of Long Island were driven west with a net displacement rate of 13.5 nm (25 km) per day.

A regional dichotomy in drift direction existed where drift cards released off Long Island between Jones Inlet and Montauk Point were displaced northwest or essentially downwind

Table I-11. Daily Wind History for 10 Day Period Commencing 23 July 1974.

(Speed, meters/sec. Vector Addition)

	Weather Stations							
	Ambrose		Fire Island		Buzzards Bay		Nantucket Shoals	
Day	Direct.	Speed	Direct.	Speed	Direct.	Speed	Direct.	Speed
23*	SE	5.1	SE	4.4	E	1.8	E	1.8
24	E	7.7	E	6.2	NE	2.6	E	2.2
25	E	4.6	E	6.1	SE	3.0	E	2.0
26	E	4.1	E	4.1	SE	1.2	NE	2.8
27	SE	4.0	E	4.2	SE	3.7	E	1.4
28	SE	3.5	SE	2.8	SE	2.6	E	1.7
29	S	5.1	SE	4.0	SE	3.1	E	1.8
30	S	3.7	SE	3.9	SE	1.8	NE	3.0
31	SW	2.9	S	4.2	SW	3.5	N	2.3
1	SW	4.7	SW	4.5	SW	5.3	W	1.3
2	S	4.9	S	4.3	SW	3.6	SW	1.0

*1200 hrs to 2400 hrs

during the six days following release (Vol. II, Figs. 58 and 60). Drift cards released in the northwest apex were more variable in drift direction which could not be always correlated with wind direction. Drift directions in these cases ranged from southwest to northeast.

With the wind shift to the southwest after the sixth or seventh day, further recoveries on Long Island were generally north or northeast of the release point (Vol. II, Figs. 57, 62, 64 and 66). Such circumstantial evidence supports the contention that the interface drifters are driven before the wind. Drift cards to the east of the Hudson Canyon drifted towards Long Island whereas cards released further west were recovered on the New Jersey coast. Surface advection caused by forces other than direct wind-induced drift appeared to exist in the northwest apex.

H. August

Interface drift cards were released at all stations on 19-20 August. A total of 279 drift cards or 48.1 percent was recovered by 1 December. Of these, 189 were recovered within three days and 233 were recovered by the sixth day. Recoveries occurred on both the Long Island and New Jersey coasts during the initial three-day period.

The vector sum of the wind directions for the ten-day period following release was from the south. The ten-day record of daily winds is shown in Table I-12 and progressive wind vectors for 4, 7 and 11-day periods are shown in Volume II, Figures 68, 70 and 72.

Table I-12. Daily Wind History for 10 Day Period Commencing 20 August 1974.

(Speed, meters/sec. Vector Addition)

	Weather Stations							
	Ambrose		Fire Island		Buzzards Bay		Nantucket Shoals	
Day	Direct.	Speed	Direct.	Speed	Direct.	Speed	Direct.	Speed
20*	S	3.9	SE	3.8	SE	3.2	E	1.0
21	E	5.6	E	5.3	SE	1.9	E	2.0
22	SE	5.7	E	4.6	SE	2.7	E	1.6
23	S	2.3	S	3.2	S	1.7	SW	1.3
24	SW	4.2	SW	4.8	SW	5.7	SW	3.1
25	NW	1.4	NE	1.3	W	1.0	NW	1.3
26	S	4.8	SE	3.4	SE	4.5	NE	2.2
27	S	9.9	S	8.4	S	5.4	SE	0.7
28	S	6.7	S	6.3	SW	5.8	SW	5.0
29	S	5.2	S	4.5	SW	1.0	SW	4.8
30	NW	1.8	N	1.3	SE	1.0	SW	4.0

*1200 hrs to 2400 hrs

Moderate to gentle south to east winds blew for one to two days following drift card release. This wind set up a westerly to northwesterly drift to the sea surface which is indicated by the fact that cards recovered on Long Island by the third day were west or northwest of their release point (Vol. II, Fig. 67). Drift rates were 8 to 10.8 nm (15 to 20 km) per day. By the third day the wind shifted to the south and southwest. Recoveries after the third day display regional differences in the direction of the release-recovery paths. Release stations south of Long Island and east of Shinnecock Inlet continued to have a small number of recoveries west of their point of release for six, ten and 20-day periods (Vol. II, Figs. 67, 69 and 71). However, stations west of Shinnecock Inlet showed a different release-recovery path, where recoveries after the fourth day were generally north and northeast of their point of release.

We can speculate that the difference is the result of a surface drift reversal (easterly drift) which was set up along the south shore of Long Island between East Rockaway Inlet and Moriches Inlet. This current reversal was apparently caused by southerly sea breezes which were observed to be of greater velocity at Ambrose and Fire Island than at Buzzards Bay and Nantucket Shoals.

V. DISCUSSION

A. General Observations of Surface Interface Drift

The net flow direction of surface water in the New York Bight is west to southwest over the outer continental shelf but parallel to the coastlines in the inner reaches. This geostrophic current is driven by density gradients with lower density water to the right (landward) of the direction of flow. Superimposed upon this basic unidirectional drift are short-term variations in the direction and speed of sea surface movement caused by such forces as winds and tides. These short-term (less than ten days) sea surface movements are capable of significant deviations from the basic drift pattern.

The geostrophic current is deflected to the southwest in winter (November to March) under the stress of strong prevailing winds from the northwest to west (Fig. I-3; Table I-13).

The frequency of winds from the north, northwest and west was 53.6 percent during the five winter months but changed to 22.9 percent during the four summer months (May to August) (Table I-13). These prevailing winter winds tended to deflect the sea surface to the south and southeast. Thus, the winter winds provided a pronounced seaward movement of the surface water layer which almost precluded the stranding of drift cards on Long Island or New Jersey beyond the tenth day after release. In winds up to and possibly greater than 10 knots interface drift cards moved at the same speed as oil slicks. Therefore, our evidence shows that the threat of sea surface contaminants stranding on Long Island is minimized in winter.

Table I-13. Comparison of Winter and Summer Wind Direction Frequencies in Region 6, New York Coastal Marine Area (40° N - Coast, 72° W - Coast) for Primary Period 1912 - 1968. (Adapted from U. S. Naval Weather Service Command, 1970).

	Frequency of Observation (%)			
Direction	Winter (Nov.-March)	Spring to Fall (April-Oct.)	Summer (May-Aug.)	Annual
W	24.4	12.0	10.1	16.7
NW	18.8	8.4	6.5	12.4
N	10.4	8.0	6.3	8.9
NE	8.0	9.3	8.0	8.9
E	6.2	9.4	9.4	8.3
SE	5.4	10.0	10.5	8.2
S	11.1	21.7	25.7	17.5
SW	13.8	17.2	18.9	15.9
Calm	2.0	3.9	4.3	3.2
Total %	100.1	99.9	99.7	100.0

The seasonal progression from spring through summer brings changes in both the character of the winds and in the physical structure of the water column which, acting together, modify the nature of the sea surface drift.

The prevailing winds began to shift in April. Blowing with increasing frequency from the southwest to southeast, they became appreciably diminished in velocity compared to winter winds (Fig. I-3, Table I-3). Winds from the southwest, south and southeast blow 30.3 percent of the time in winter (November-March) but in summer (May-August) the frequency was 55.1 percent (Table I-13). This pronounced change in seasonal wind direction introduced a wind stress component which was directed landward toward Long Island. The effect of this change can be seen in the release-recovery paths of drift cards released after March and recovered more than ten days after launching. A dramatic increase in the frequency of stranding is obvious for the twenty-day, sixty-day and total release-recovery paths shown in Volume II of this report. The summer wind field in concert with the westerly geostrophic flow tends to move nearshore slicks to the northwest along the New York shoreline and southwesterly along the coast of New Jersey.

The wind drift component exerted by southwest to south-southwest winds should push drift cards northeast to east. A displacement in this direction would tend to move the drift cards essentially parallel to the Long Island shoreline and away from the New Jersey coast (Vol. II, Fig. 40). A second coastal

process occurs under these conditions which tends to encourage a seaward drift. Under the frictional stress of southwest to south-southwest winds, the sea surface deflects to the right or seaward and upwelling of colder and denser bottom water occurs. This slow divergence of the surface layer away from shore inhibited the stranding of surface material on Long Island and New Jersey with the exception of cards from areas close to shore in the northwest apex of the New York Bight (Stations 11 and 12). Our evidence therefore implied that in summer with winds from the south-southwest to west, stranding of drift cards on Long Island and New Jersey was improbable with the exception of nearshore stations between New York Harbor entrance and Jones Inlet. If we included the winter months, stranding became unlikely if the wind blew through a swing of the compass clockwise from south to north. Thus, wind directions most likely to cause the stranding of material onto Long Island and New Jersey, if released off Fire Island to Montauk Point, were limited to that clockwise arc of the compass from north to south. Winds from the north to south occurred only 41.0 percent of the time in winter, but in summer they occurred 60.0 percent (Table I-13). The summer winds blowing with increasing frequency from the northeast to southeast quadrants of the compass caused drift card stranding on Long Island and New Jersey.

B. The Stranding of Interface Drift Cards upon the Long Island and New Jersey Coastlines.

The probability of an interface drift card stranding on the coasts of Long Island or New Jersey depended upon the proximity of the card release station to shore, the wind speed and direction after the card was released, hydrographic conditions, and the angle of the coastline in relation to wind direction. Because these factors differ throughout the study region, we can expect differences in the numbers of cards recovered as a function of their release location in the Bight.

To show these differences, we have contoured the percent of drift cards recovered on the New York and New Jersey coasts in winter and for summer for each launching station (Vol. II, Figs. 75 to 86). These figures incorporate release-recovery results from both the NOAA-MESA study and from a concurrent study for the Nassau-Suffolk Regional Planning Board, New York. The Nassau-Suffolk study comprised 23 launching stations distributed throughout the New York Bight. These stations are indicated in Figure I-9.

Percent recovery contours identify those zones or areas offshore of New Jersey and New York from which drift cards moved to the beach under the conditions of the specified period. Secondly, the contours provide a sense of the intensity of shoreward displacement by indicating the fraction (percentage recovery) of total drift cards released at each station which was recovered on shore.

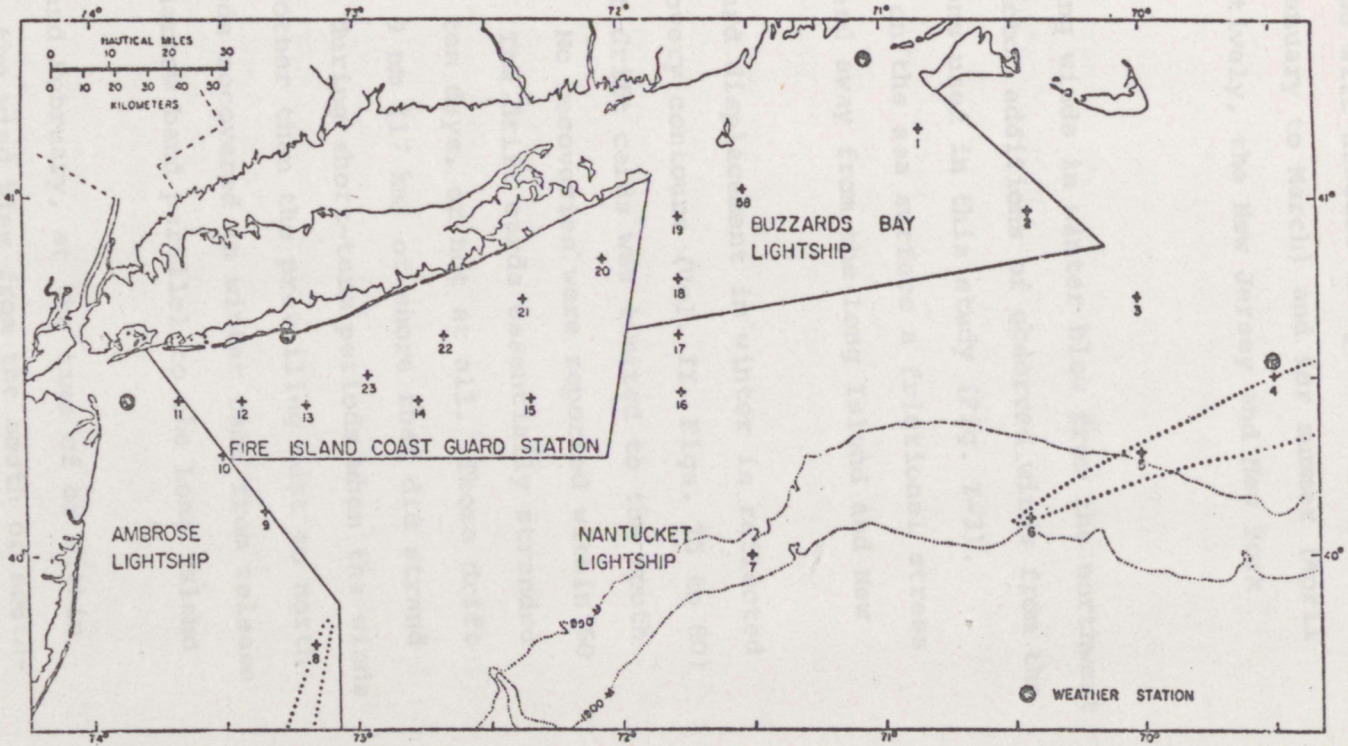


Figure I-9. Drift Card Release Stations for the Nassau-Suffolk Regional Planning Board Study.

For convenience, we will discuss the percentage recovery contours for winter (January to March) and for summer (April to August) for, respectively, the New Jersey and New York shorelines.

1. Winter

Regional prevailing winds in winter blow from the northwest as shown by monthly vector additions of observed winds from the coastal weather stations used in this study (Fig. I-3). Northwest winds exert on the sea surface a frictional stress that is directed seaward away from the Long Island and New Jersey coastline.

This strong seaward displacement in winter is reflected in the percentage recovery contours (Vol. II, Figs. 75 to 80) where the stranding of drift cards was limited to the south shore of Long Island. No recoveries were reported within 60 days from New Jersey. The drift cards essentially stranded on Long Island within ten days, or not at all. Those drift cards released within 9 nm (17 km) of shore that did strand on Long Island did so during short-term periods when the winds blew from directions other than the prevailing west to north direction. Thus, cards recovered in winter came from release points located in a narrow band parallel to the Long Island coastline.

During January and February, at the time of or within one day of launching, the wind blew from the south or southwest (Tables I-5 and I-6, Ambrose). Drift cards stranding on Long Island had moved northeasterly or northerly and thus

essentially downwind and parallel to the resultant seven-day wind direction (Vol. II, Figs. 7 and 16, Ambrose). Nearshore release points south and west of Jones Inlet had a high incidence of recoveries on Long Island under these wind conditions (Vol. II, Figs. 75 to 77).

The March drift card release took place during a southeast wind which shifted to the west the following day (Table I-7). The vector sum of the wind directions for the seven-day period following the card release was directed from the west (283^{o} T). During the six-day period 67 percent of the total number of cards recovered were stranded. Early recoveries on shore had moved northwesterly apparently under the influence of the southeast wind.

The absence of returns from the dense drift card release grid encompassing the entrance of New York Harbor and East Rockaway and the nearshore zone of the northern New Jersey coast may be influenced by the seaward advection of the spring discharge of the Hudson River. The general absence of recoveries from stations located near New Jersey and at distances greater than 7 nm (13 km) from the Long Island coast must be attributed to the winds which blew with only occasional exceptions from the northwest and northeast for the ten-day period after launching (Table I-7).

These data suggest that during the winter, meteorological conditions severely limit the probability that a slick will strike the New Jersey coast and to a lesser extent the south shore of Long Island.

2. Summer

The percent recovery contours for summer (April to September) (Vol. II, Figs. 81 to 86) differed from winter months in three respects. Recoveries persisted beyond ten days after the launch. Recoveries came from stations further offshore as well as nearshore. A greater number of drift cards was recovered from the New Jersey coast.

These effects appeared to stem principally from the increased frequency of winds blowing from the southeast to southwest in summer (Table I-13).

The percent recovery contours for the New York shoreline extend further out to sea than the recovery contours for winter (Vol. II, Figs 75 to 77 and 81 to 83). However, there is little positional change in the percent recovery contours after ten days, which implies that recoveries of drift cards on Long Island occurred primarily within ten days of their release.

The most frequent recoveries on Long Island during the initial three days following release were from nearshore stations immediately south of East Rockaway Inlet to Jones Beach, but also included stations from further offshore under suitable wind conditions. Such winds, for instance from the southwest (Vol. II, Fig. 41), were capable of displacing drift cards released over waste dumping grounds (Fig. I-2, Stations 71 and 72) within two days to strand on Long Island between East Rockaway Inlet and Fire Island Barrier Beach (Vol. II, Fig. 40).

Southeast winds (Vol. II, Figure 59) averaging 6 knots (3.1 m/sec) over a four day period displaced drift cards from the sludge dumping grounds (Figure I-1, Station 73) to Jones Inlet in three days (Vol. II, Figure 58).

All release stations comprising the NOAA-MESA sampling grid (Fig. I-2) had a greater than one percent recovery within 20 days on the New York shoreline (Vol. II, Fig. 82). Drift cards released over the dredge spoil, cellar dirt, and waste sludge dumping grounds (Fig. I-1, Stations 71, 72 and 73) had a greater than ten percent average recovery on Long Island within ten days (Vol. II, Fig. 81).

The most profound seasonal change in percent recovery contours occurred for recoveries on the New Jersey coast. Whereas the incidence of drift card stranding on the New Jersey shoreline was severely limited in winter (Vol. II, Figs. 78 to 80), recoveries dramatically increased in summer (Vol. II, Figs. 84 to 86). By the sixtieth day after drift card release, the one percent recovery contour encompassed an area comprising almost the entire New York Bight. The westerly geostrophic flow reinforced by periods of winds blowing from the northeast to southeast caused the New Jersey beaches to be particularly vulnerable to collecting sea surface material. The effectiveness of northeast and southeast winds to drive drift cards onto New Jersey beaches in summer can be demonstrated in the three-day release-recovery paths for June, July and August (Vol. II, Figs. 49, 58 and 67).

The continued eastward progression of the one, ten, twenty and thirty percent contours for the ten, twenty and sixty-day period following drift card release suggests that the inexorable westerly surface movement characterizing the New York Bight dominates sea surface drift in the absence of prevailing northwest winds (Vol. II, Figs. 84 to 86).

C. The Relation of Winds to the Stranding of Sea Surface Material on the Coasts of New York and New Jersey

Winds provide the dominant force influencing the movement of the uppermost layer of the sea surface. The influence of winds can be modified, however, in local areas where strong advection is caused by forces other than winds. Within the study area, strong advection was observed in the offing of major estuarine discharges, such as that from New York Harbor and that from Long Island Sound at Montauk Point.

A second, less understood modifier of pure wind drift is the boundary effect created by the right-angle intersection of the New York and New Jersey coasts. The northwest apex acts as a corner where littoral movements along two straight coastlines meet. Such factors introduce a complexity in the circulation of this sector of the New York Bight which moved Redfield and Walford (1951) to conclude: "The circulation patterns are quite variable, ranging from the most common type, which indicates that the river effluent escapes in a narrow band along the New Jersey coast, to one in which the river effluent is distributed widely over the surface area.

Although five of the six distributions observed can be accounted for by the associated oceanographic forces and the winds, so many variables contributed to the circulation that predictions are not feasible." However, these authors were concerned with general circulation processes which differ from the movement of the thin sea surface layer.

With the exception mentioned above, the surface circulation in the New York Bight is dominated by winds and the westerly drift of the geostrophic current. The responsiveness of the uppermost sea surface layer to winds usually over-rides the secondary influences of other advective forces and shows up clearly in the release-recovery paths of this study. This responsiveness is dependent upon wind speed and direction particularly upon whether the wind direction reinforces or opposes the geostrophic current.

Other investigators have noted that the windwind trajectory of drift cards or oil spills in open water is commonly within plus or minus ten degrees of the wind direction (Schwartzberg, 1971; James, 1966). This simple relation was complexed in this study by the boundary effects of the long and straight coastlines of Long Island and New Jersey. In the final act of the drift card stranding, the drift is subject to littoral movements, including surface drift reversal (Bumpus, 1969), river discharge, and to upwelling. These processes can move the drift cards parallel to the beach at considerable deflections from the wind direction or, in the case of upwelling, introduce a seaward component which

complexes the stranding event. The final stages in the actual stranding of a drift device are poorly understood and could not be accounted for in this study. Our observations indicate that the interface drift cards were driven essentially before the wind. Large deflections occurred when the wind direction blew toward the shore at large incident angles. In general, for recoveries along the Long Island shore, when the wind blew from the east, the deflection was to the left of the wind, and to the right when the wind blew from the west.

For the purposes of predicting whether or not a sea surface material will strand on the coastline of Long Island or New Jersey, we can arbitrarily set up two categories of wind directions: (1) wind directions which cause sea surface material to miss Long Island or New Jersey and, conversely, (2) winds which converge the sea surface layer onto Long Island or New Jersey.

1. Wind directions which result in a low stranding potential

Wind directions which blow seaward or parallel to shore so that the right-directed Ekman surface flux is seaward minimize the risk of oil slicks stranding on shore. Such a correlation is suggested by the data of Figure I-10 where observed wind directions which resulted in no strandings of drift cards on Long Island or New Jersey are compared with all observed wind directions at Fire Island and Ambrose Light for the six-day period following each card release.

The wind roses in the lower right of Figure I-10 give the combined six-day vector sum of wind directions observed

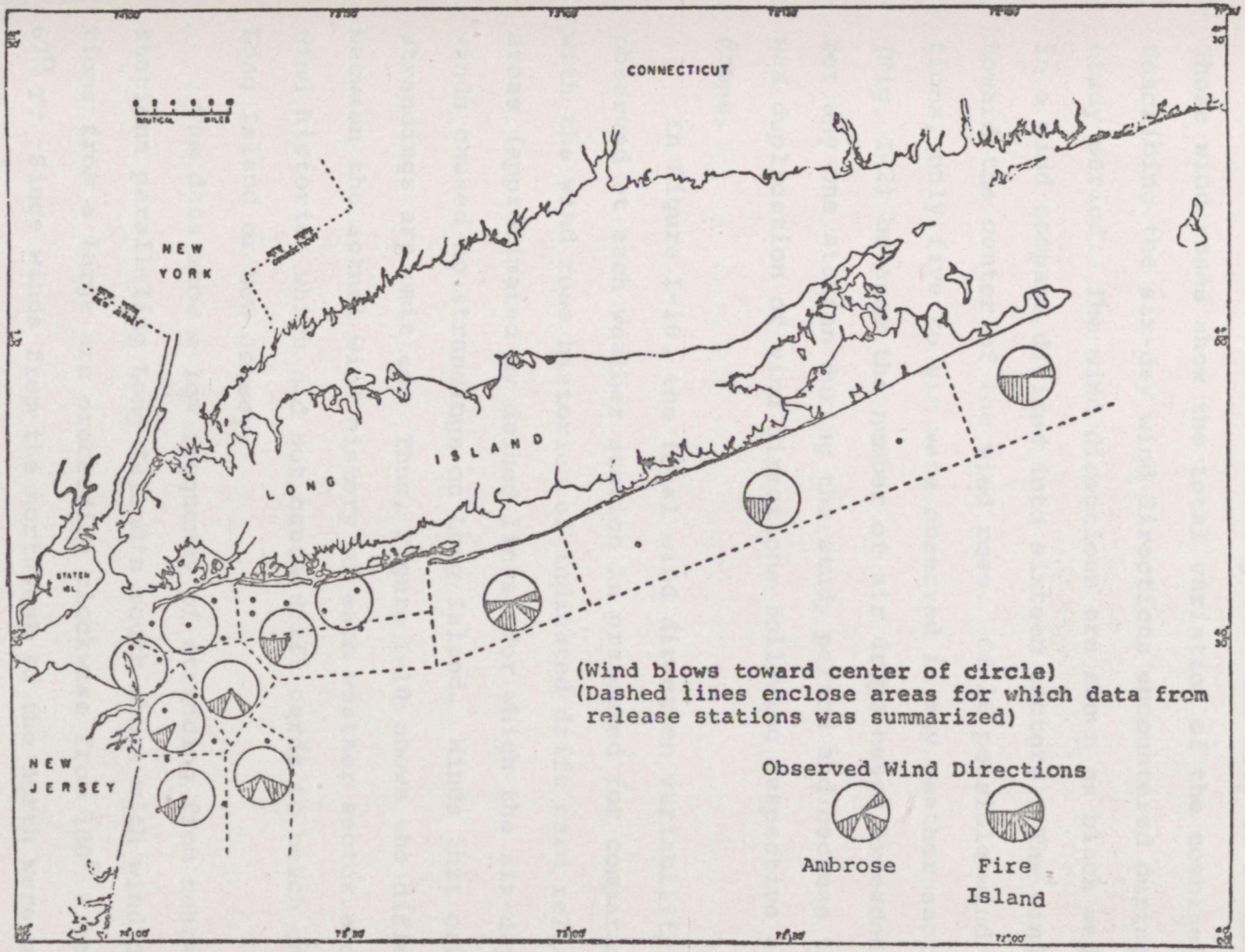


Figure I-10. A Summary of Wind Directions Which Resulted in No Strandings on New York or New Jersey of Drift Cards Within 6 Days of Release During the Period January to August 1974

at each weather station following each air drop of cards. Those wind roses show the total variation of the combined data describing the six-day wind directions encountered during the study period. The wind directions are shown as black wedges in a wind compass divided into sixteen sectors. The wind blows toward the center of the wind rose. Of 16 possible wind directions, only five to six were observed in any weather sector (Fig. I-2) because the number of air drops never exceeded nine for any one station during the study period and because there was duplication of wind directions following respective air drops.

In Figure I-10, the total wind direction variability observed at each weather station is presented for comparison with the wind rose histories of indicated drift card release areas (approximated by dashed lines) for which the six-day winds caused no strandings on Long Island. Winds that caused strandings are omitted. Thus, Figure I-10 shows the difference between the actual wind history of each weather sector and the wind histories which did not cause drift cards to beach on Long Island or New Jersey.

The data show a low frequency of stranding from nearshore stations paralleling Long Island's south shore with wind directions from a large arc proceeding clockwise from 180° T to 67° T. Since winds from the northwest to the north were not observed for the six-day period after drift card release we have assumed that the net sea surface displacement in such winds is away from Long Island and New Jersey.

Figure I-10 suggests that both the northwest prevailing wind in winter and, to a lesser extent, southwest prevailing winds in summer create sea surface drifts which tend to preclude sea surface material from stranding on Long Island or New Jersey.

Certain areas south of Long Island (Stations 50 and 54) indicated a residual seaward displacement implied by the limited wind directions which were observed capable of stranding the drift cards ashore. Elsewhere along the coast of New York, such as the New York Harbor entrance to Fire Island Inlet and Shinnecock Inlet to Moriches Inlet, a tendency to converge toward shore is suggested by the stranding of drift cards over a greater range of observed six-day wind directions. The presence of seaward and shoreward residual surface displacements driven by factors other than directly explainable by winds suggests the presence of gyres or eddies. Miller (1952) observed the presence of eddies along the south shore of Long Island which he explained as caused by density flow adjusting to seaward migrations of estuarine discharge.

The location of seaward and shoreward residual currents observed in our data is not inconsistent with the surface circulation proposed by Miller (1952).

2. Wind directions having a high potential of stranding sea surface material on the New York and New Jersey coasts

The data of Figure I-11 show the wind histories of selected drift cards that were recovered within six days on Long Island and New Jersey from the indicated release areas. Arrows extending from the center of the wind rose for each station mark the

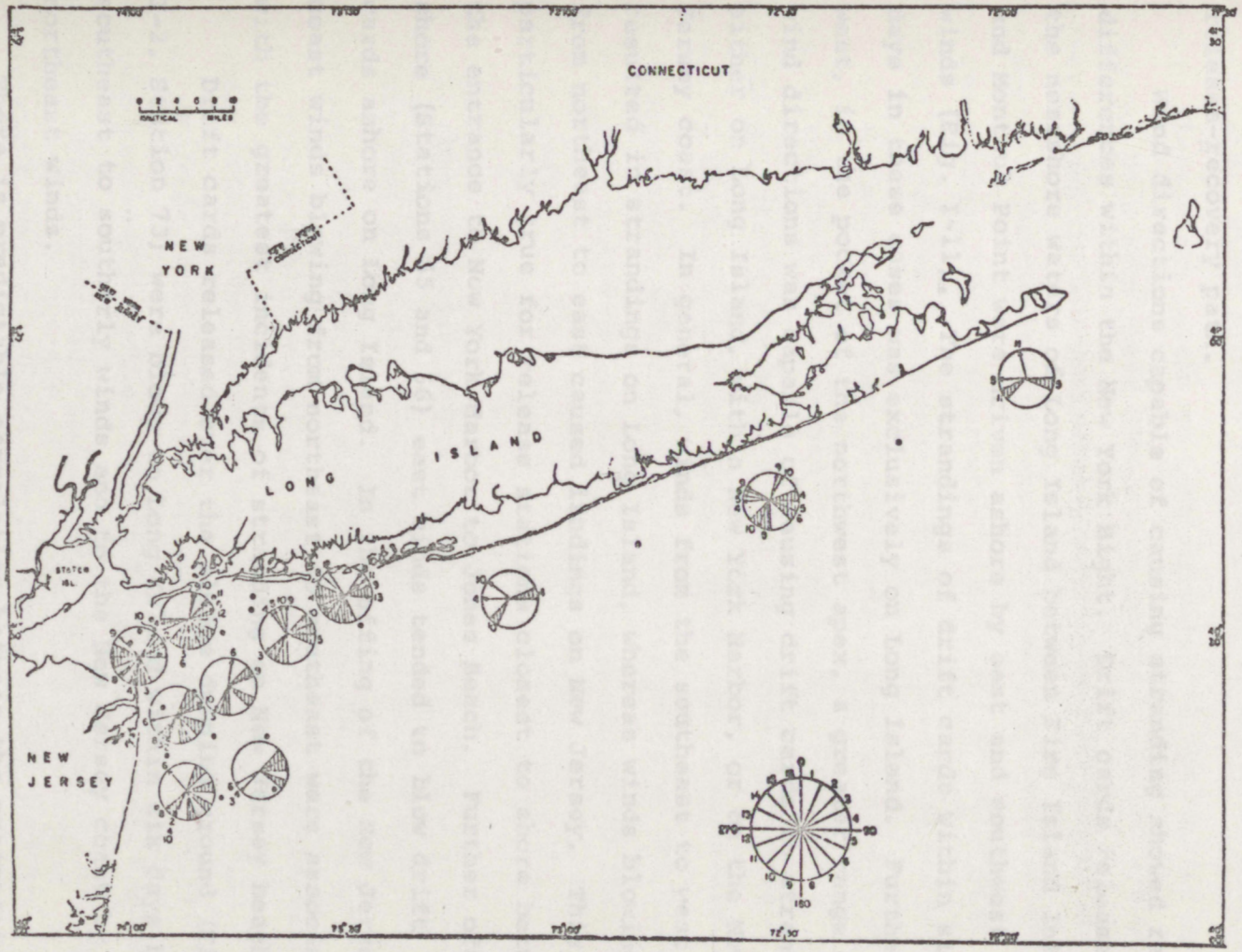


Figure I-11. Relationships Between the Directions of the Wind and the Directions Taken by the Drift Cards that Stranded on Long Island and New Jersey Within 6 Days of Their Release.
Wind blows toward center of circle and is indicated by wedge-shaped sectors. The directions taken by drift cards are indicated by arrows. Numbers on the arrows indicate the wind direction sectors that blew the cards.

observed angle of deflection from the wind of the drift card release-recovery path.

Wind directions capable of causing stranding showed regional differences within the New York Bight. Drift cards released in the nearshore waters of Long Island between Fire Island Inlet and Montauk Point were driven ashore by east and southwest winds (Fig. I-11). The strandings of drift cards within six days in these cases was exclusively on Long Island. Further west, in the pocket of the northwest apex, a greater range of wind directions was capable of causing drift cards to strand either on Long Island, within New York Harbor, or on the New Jersey coast. In general, winds from the southeast to west resulted in strandings on Long Island, whereas winds blowing from northeast to east caused landings on New Jersey. This was particularly true for release stations closest to shore between the entrance to New York Harbor to Jones Beach. Further offshore (Stations 55 and 56) east winds tended to blow drift cards ashore on Long Island. In the offing of the New Jersey coast winds blowing from northeast to southeast were associated with the greatest incidents of stranding on New Jersey beaches.

Drift cards released over the sludge dumping ground (Fig. I-2, Station 73) were blown to Long Island within six days by southeast to southerly winds and to the New Jersey coast by northeast winds.

There is predictable correlation between the progressive vector diagram of the wind and the beaching of drift cards. The estimated wind directions that strand sea surface material

on Long Island are shown in Figure I-12 and on New Jersey in Figure I-13. Winds blowing from the east to south to southwest strand flotsam and jetsam on Long Island. The prevailing winds of summer blow from these directions (Table I-13) and are the primary cause for the increased stranding on Long Island during the summer. Southwest winds exert a lesser influence in causing the sea surface layer to converge on Long Island and appear limited to release stations less than ten miles from the shore.

At the northwest apex, drift cards released nearest the Long Island shore were beached by west winds. Drift card strandings, within six days, on the New Jersey shore were driven by northeast to east winds. Southeast to southwest winds became more effective in causing stranding as the distance of the drift card from release point became nearer to the New Jersey coast.

D. Observed Rates of Sea Surface Drift

The data of Figure I-14 show selected drift vectors of interface drift cards that stranded on Long Island and New Jersey within six days of their release. These vectors were selected both on the basis of maximum drift velocities of a group of drift cards recovered in minimum times and by the average recovery direction. Cards from some release stations exhibited a considerable variation in drift direction and in these cases several vectors are indicated on the figure. These vectors summarize drift rates observed during the study period.

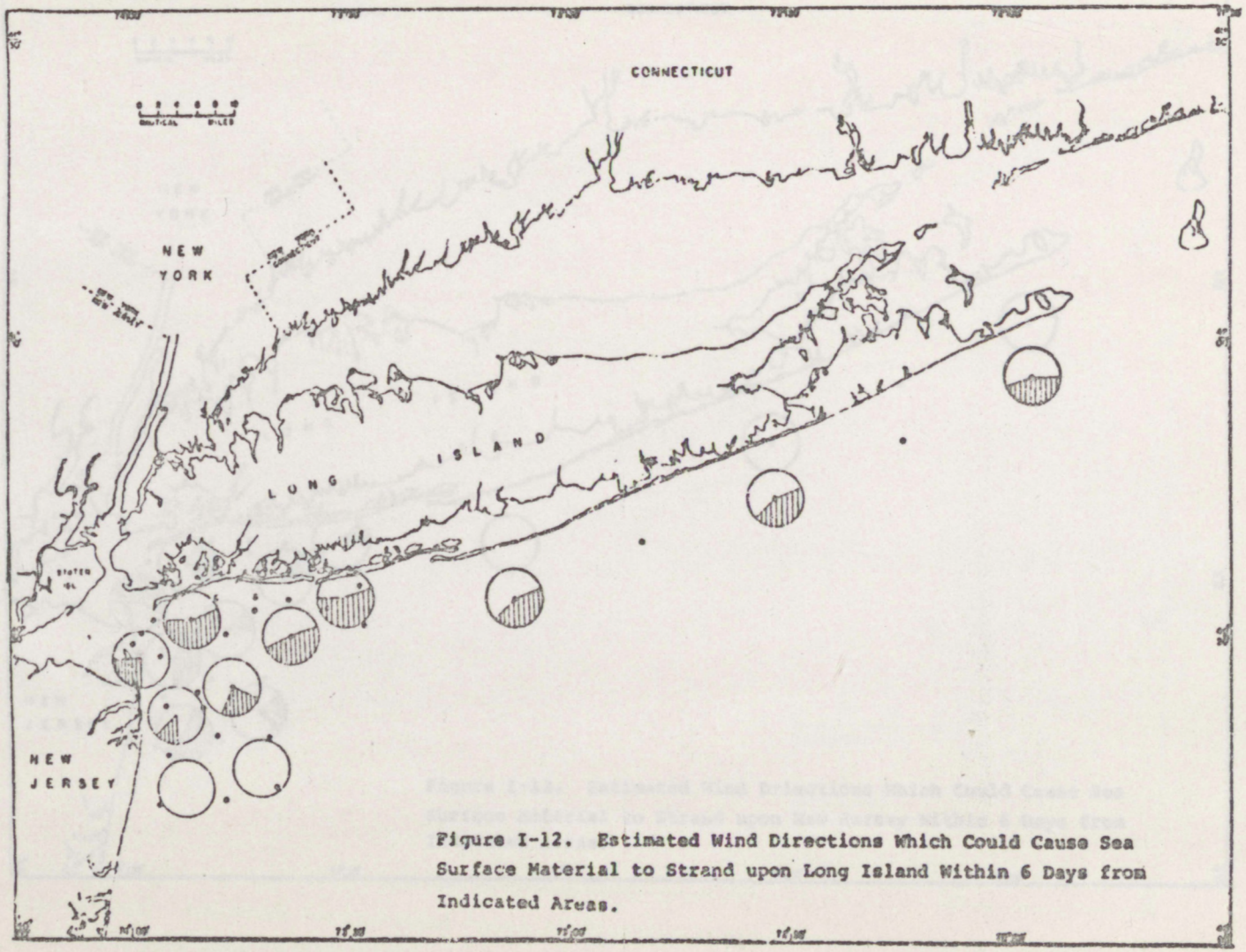


Figure I-12. Estimated Wind Directions Which Could Cause Sea Surface Material to Strand upon Long Island Within 6 Days from Indicated Areas.

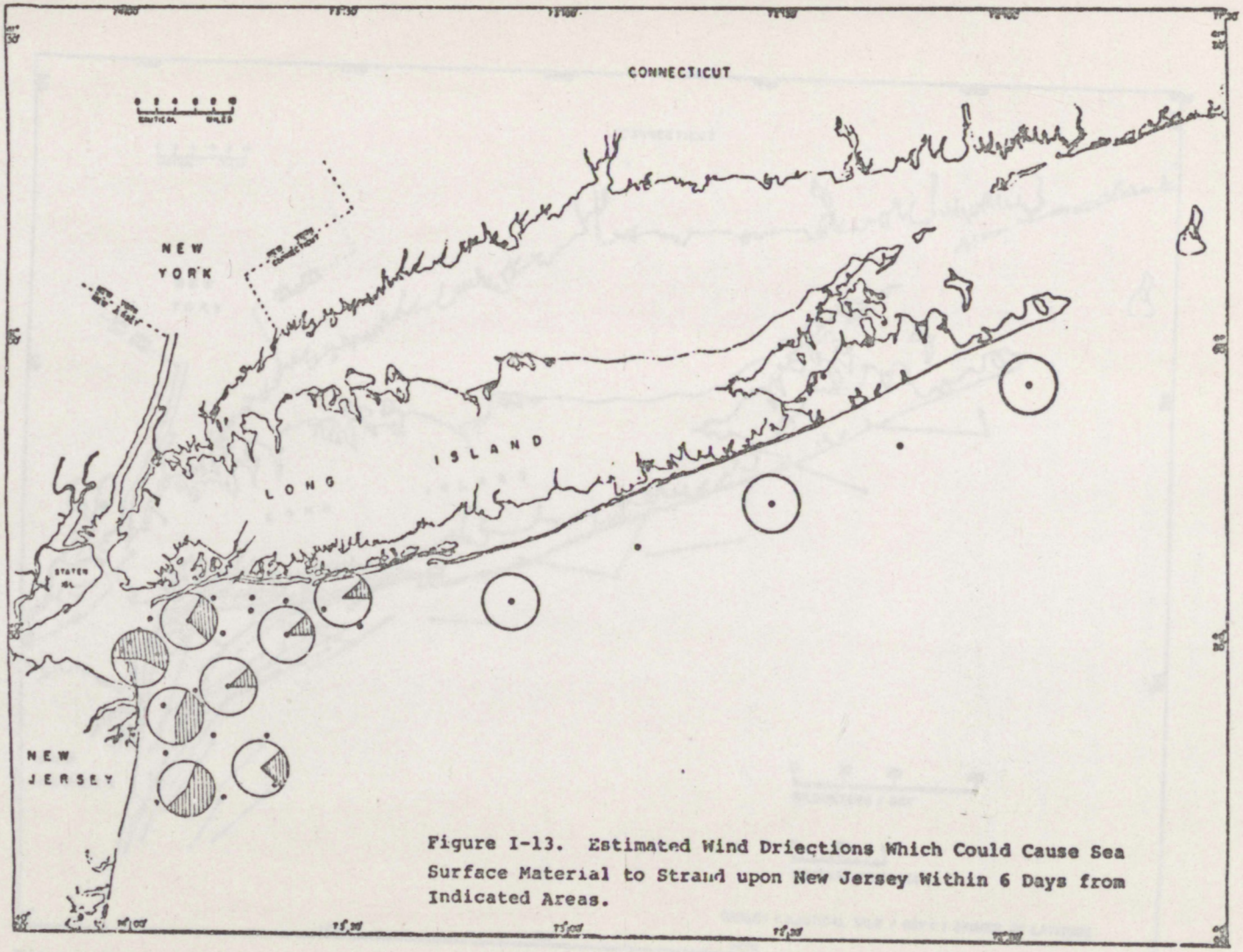


Figure I-13. Estimated Wind Directions Which Could Cause Sea Surface Material to Strand upon New Jersey Within 6 Days from Indicated Areas.

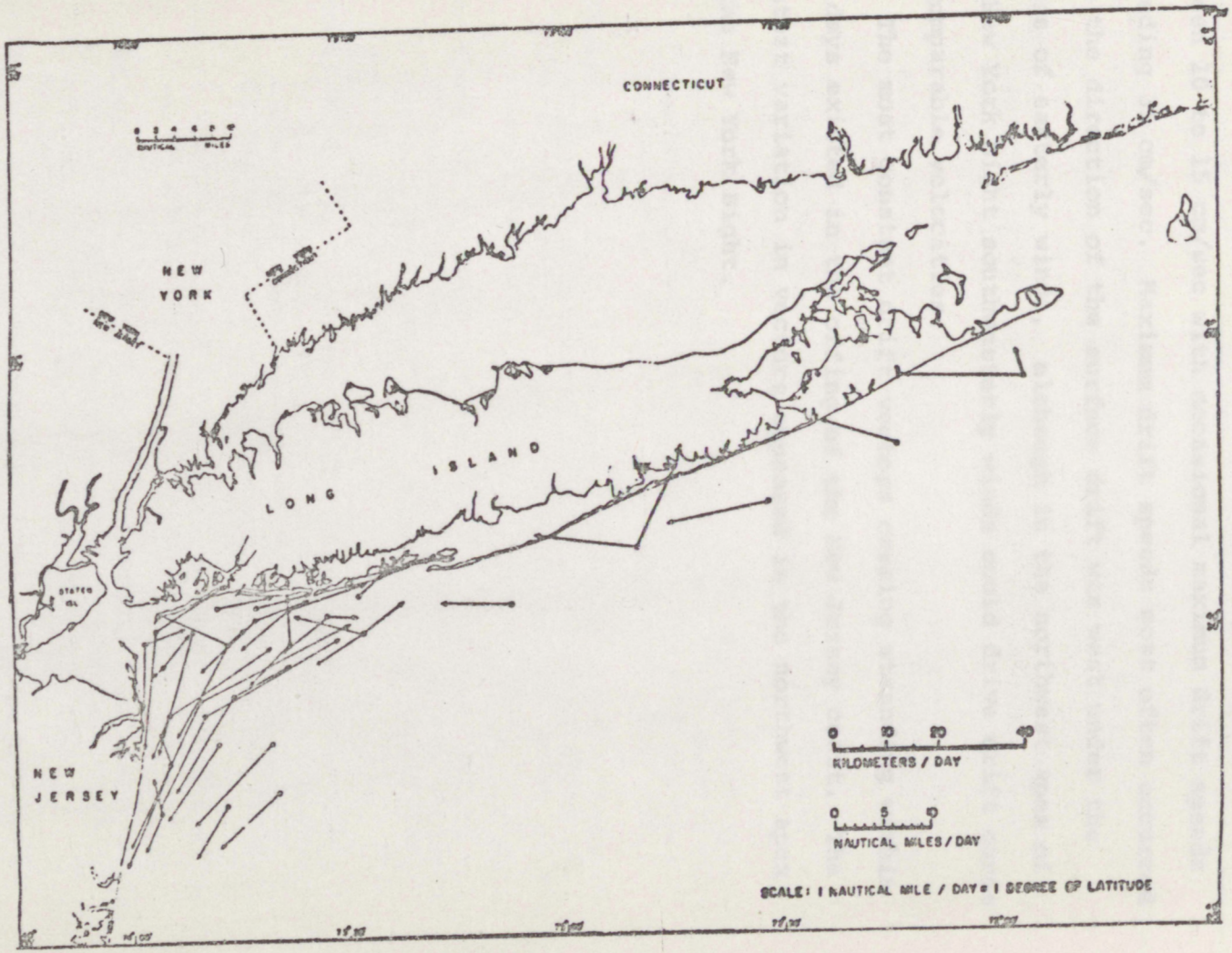


Figure I-14. Observed Displacement Rates of Selected Minimum Day Out Interface Drift Cards Reaching Long Island or New Jersey Within 6 Days.

The observed drift rates were variable, usually ranging between 10 to 15 cm/sec with occasional maximum drift speeds exceeding 35 cm/sec. Maximum drift speeds most often occurred when the direction of the surface drift was west under the stress of easterly winds, although in the northwest apex of the New York Bight southwesterly winds could drive drift cards at comparable velocities.

The most constant drift vectors causing stranding within six days existed in the offing of the New Jersey coast. The greatest variation in vectors appeared in the northwest apex of the New York Bight.

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Appendix 1

Bottom Drift Over The Continental Shelf

Of The New York Bight

Appendix I

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I. Introduction

The northwest apex of the New York Bight (Figure I-1) receives massive daily discharges of urban wastes, because of its geographic proximity to the New York-New Jersey megalopolis. This urban-complex discharges in excess of 8×10^6 tons (7.2×10^6 metric tons) per year of solid wastes to become the major sediment source in the New York Bight (Gross, 1970). At present, the major portion of these generated wastes (sewage sludges, dredge spoils, building rubble and industrial (chemical) wastes are deposited in defined dumping grounds south of Ambrose Light (Figure I-3). Solid waste dumping practices generally assume that the wastes remain in the area of discharge.

Recent studies (National Marine Fisheries Service, 1972) observe that these wastes have not always been contained within the dump site boundaries. Public concern has been aroused by reported instances of material believed to be sewage sludge, moving onto or near Long Island beaches, north of the dump sites. A residual bottom drift by which such suspended bottom material could be transported toward shore has been observed (National Marine Fisheries Service, 1972; Bumpus, 1965; Charnell and Hansen, 1974). The sequence of physical events necessary to displace deposited sludge to Long Island has not been described. The mass balance description and quantification of this apparent dispersal of dumped wastes has received inadequate attention.

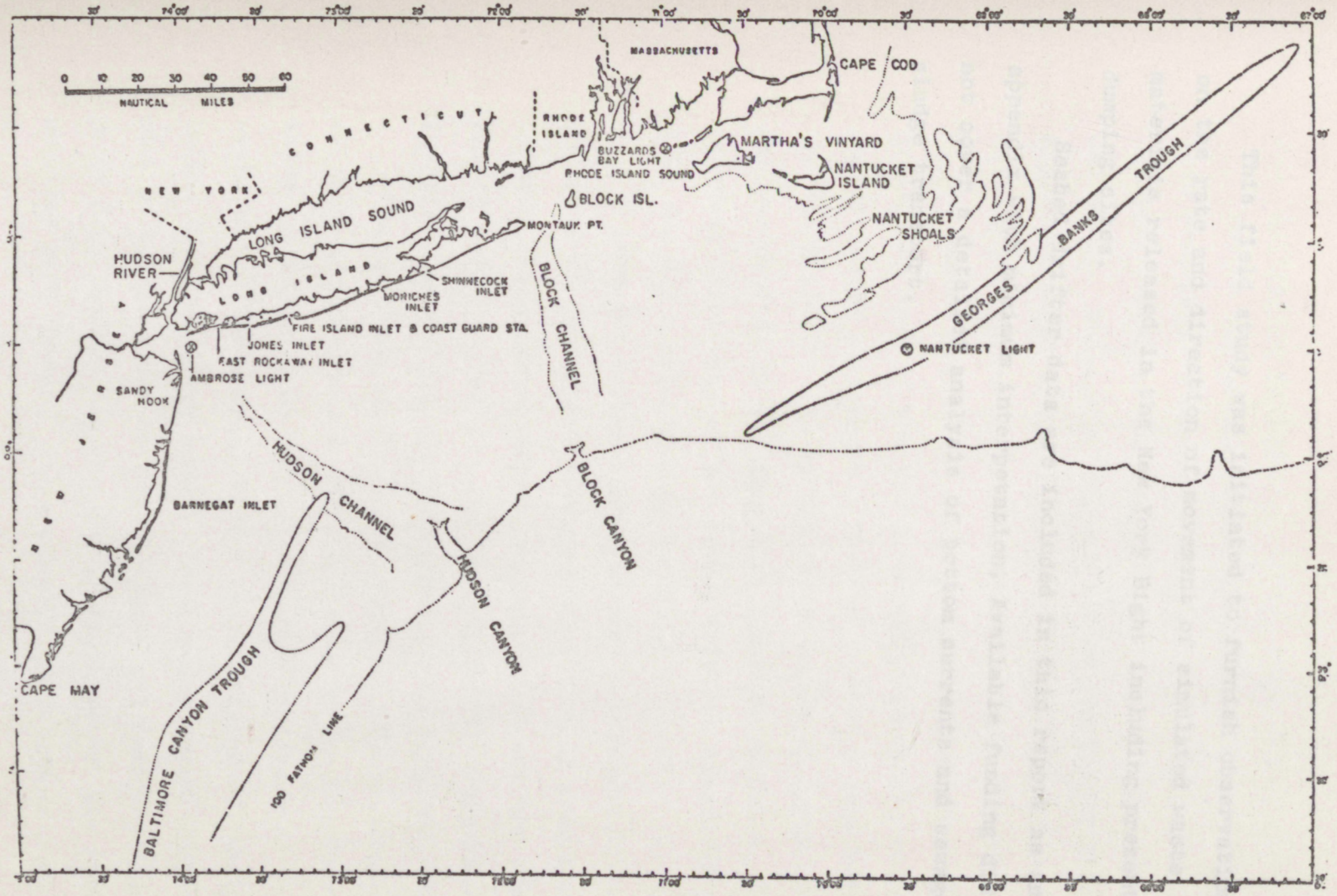


Figure I-1. The New York Bight, showing the Baltimore Canyon Trough and the Georges Banks Trough.

This field study was initiated to furnish observations on the rate and direction of movement of simulated waste materials released in the New York Bight including present dumping sites.

Seabed drifter data are included in this report as an appendix with minimum interpetation. Available funding did not cover a detailed analysis of bottom currents and sewage sludge transport.

II. Literature Review

Bottom circulation over the Middle Atlantic Bight has been described by Bumpus (1965), who employed seabed drifters (Woodhead and Lee, 1960) to measure the net residual drift. While the bottom drift in the Middle Atlantic Bight displayed variability, Bumpus (loc. cit.) was able to discern persistent patterns from the release-recovery paths of the seabed drifters. Bumpus observed that the net bottom drift over much of the New York Bight had strong westerly and southerly components. Inshore, within a zone between the shore and the 180 to 210 ft (55 to 64 m) depth contour, the residual drift was shoreward and most variable. The residual drift rate of the seabed drifters ranged between 0.09 and 0.7 n miles/day (0.2 and 1.5 cm/sec).

A landward bottom drift was most pronounced in the vicinity of estuarine discharges specifically from Long Island, Block Island Sounds (Bumpus, 1973) and the New York Harbor estuary (Charnell and Hansen, 1974). Seaward of this inshore zone the net drift appeared to be directed offshore.

Charnell and Hansen (1974) reported the results of circulation studies in the Northwest Apex of the New York Bight where seabed drifters and a few current meters were employed. Fixed current meters in the offing of the Long Island and New Jersey coasts showed a net vector displacement of bottom water to the northeast and east whereas in Sandy Hook Channel the net vector displacement was northwest into New York Harbor. The northeast trend toward Long

Island and away from New Jersey is implied by the large number of recoveries of seabed drifters launched east of the Hudson Channel. Charnell and Hansen found that 67% of all recovered seabed drifters were stranded on Long Island with 18% found on the New Jersey coast. These authors hypothesized that the low recovery of seabed drifters within New York Harbor (11%) resulted from the heavily developed shoreline consisting of docks, piers, bulkheads, etc., which prevented the landing of drifters instead of indicating a weak estuarine circulation.

These investigators described a clockwise gyre in the Northwest Apex which was superimposed upon the landward movement of bottom water into the New York Harbor estuary as modified by short term dispersive processes such as tide and wind currents. Descriptive details of this clockwise gyre are unclear and the mechanisms by which such an anticyclonic motion is driven have not been established.

A seabed drifter study in conjunction with fixed current meters between Jones Inlet and Fire Island Inlet, New York, showed a bottom drift directed shoreward in the presence of southwest to northwest winds (Marine Sciences Research Center, 1973). Northerly displaced seabed drifters had speeds of 0.06 to 0.8 n miles/day (0.12 to 1.8 cm/sec) which agree with the range reported by Bumpus (1965). The average residual drift for seabed drifters recovered within ten days on Long Island was 0.47 n miles/day (1 cm/sec) (Marine Sciences Research Center, 1973). During periods of

upwelling along the Long Island shore, fixed current meters recorded bottom drift speeds of 1.8 n miles/day (3.8 cm/sec) (average of 6-day period) or more (Marine Sciences Research Center, 1973). These data imply that bottom residual drift speeds may be higher than indicated by seabed drifters.

Morse, et al. (1969), Halliwell (1972) and Crickmore (1972) indicated that the pattern of return exhibited in their seabed drifter studies, appeared to generally agree with the displacement of radioactively labeled sediments. Charnell and Hansen (1974) found that the distribution of organic carbon in the sediment surrounding the sludge dumping ground was consistent with the direction of net bottom drift indicated by seabed drifters.

Calibration studies of the movements of seabed drifters relative to the actual bottom current movement have been attempted under laboratory conditions in a tank (Woodhead and Lee, 1960; Ellet, 1962) and throughout field observations (Jones, et al., 1973). Woodhead and Lee (1960) found that seabed drifters tended to move at the same speed as the water when current speeds were above 25 cm/sec. At lower speeds their rate was less (at 5 cm/sec only 85% of water speed). Ellet's (1962) tank studies indicated that at speeds ranging from 0.15 kts to 0.85 kts (8 cm/sec to 44 cm/sec), seabed drifters moved at a speed defined by the equation $y = 1.099x + 3.90$; where x equals the drifter speed and y equals the actual current speed.

Jones, et al., (1973), employed side-scanning sonar to

track, in situ, the movement of a seabed drifter fitted with an acoustic transponding tag. The results of this study indicated that when near bottom currents exceeded speeds of 30 cm/sec, seabed drifters "hopped" from the bottom with amplitudes ranging to 30 ft (10 m) above the sea floor and for periods ranging to 15 min.

These observations demonstrate that tidal or wave-induced turbulence can generate current speeds capable of causing seabed drifters to be moved up from the sea floor. Such factors complicate the question of how closely seabed drifters simulate the net residual drift of bottom waters as well as, sedimented and dumped wastes.

It is clear that greater effort is required in the future use of seabed drifters for calibrating their drift efficiency and behavior relative to a discrete water parcel and under a graded series of current speeds and turbulent states.

III. Materials and Methods

A. Field Techniques

At each station, a bouquet of usually ten Woodhead seabed drifters was released monthly from either a chartered twin engine aircraft (Stations 50 to 57) or a U. S. Coast Guard HH-3F helicopter (Stations 60 to 80) on separate but consecutive days. Seabed drifter release locations are shown in Figure I-2.

Aircraft navigation used VOR and DME which had a conservatively estimated accuracy of $\pm$ 0.27 nm (0.5 km) furthest offshore and within $\pm$ 0.16 nm (0.3 km) nearshore. The helicopter employed an AYN-1 navigational computer to determine the location. This system used Loran, Tacan and Doppler navigational aids. The accuracy of this system was conservatively estimated at $\pm$ 0.27 nm (0.5 km).

The behavior of the package of seabed drifters dropped from the aircraft into the ocean was observed prior to the study. On a trial flight using the Marine Sciences Research Center of SUNY's R/V MICMAC as a target, packages of seabed drifters were released from altitudes of 1000 ft (305 m), 500 ft (152 m) and mast height at an airspeed of 180 kts (333 km/hr). Drifter packages thus released, all landed within 300 ft (92 meters) of the target. On the basis of this trial, we decided to release the drifters from the aeroplane at an altitude of 500 ft (152 m). Drifters were released from the helicopter at an altitude of 50 ft (15 m).

A total of 4,341 Woodhead seabed drifters (Woodhead and

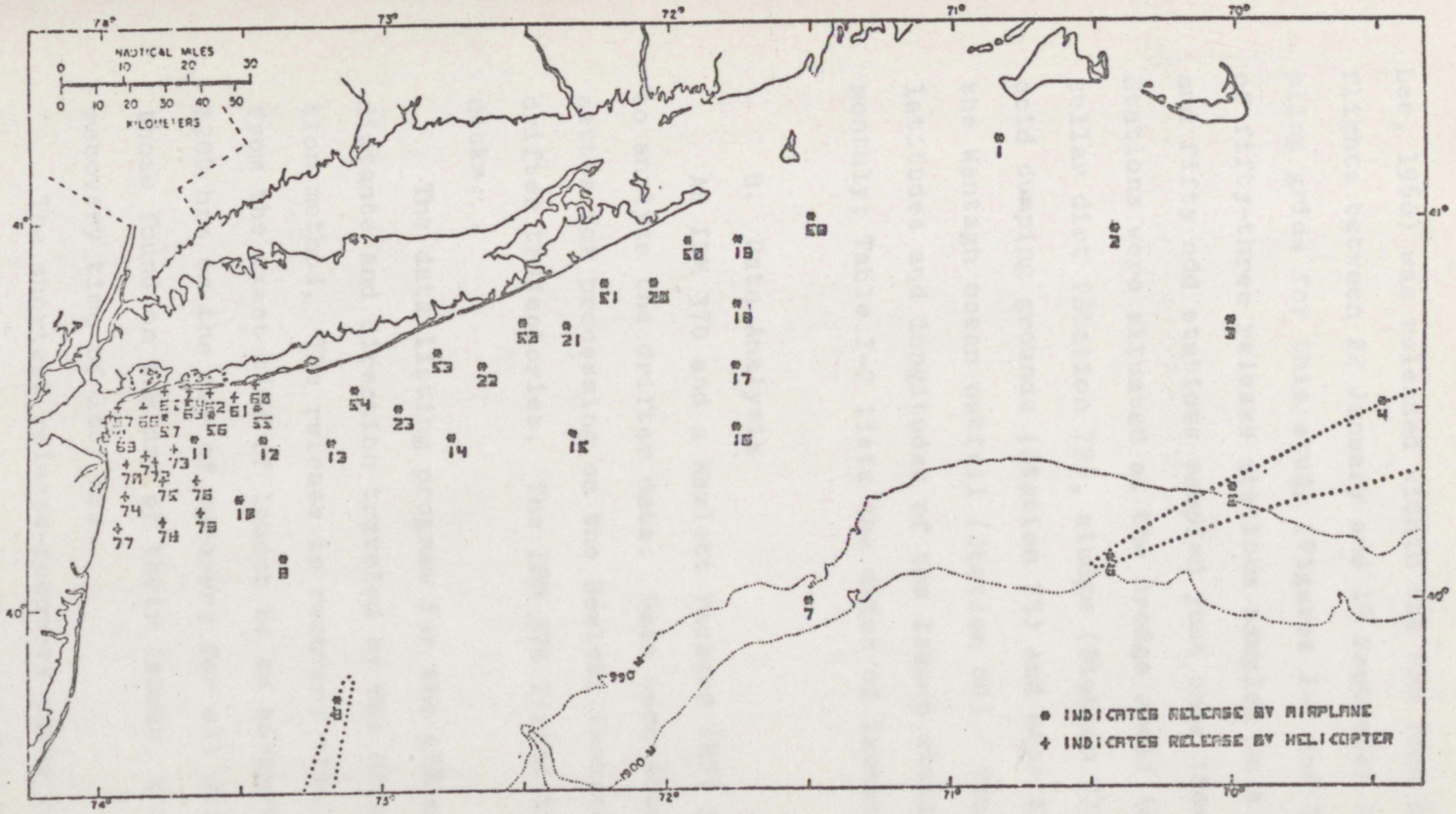


Figure I-2. RELEASE SITES FOR DRIFTERS LAUNCHED AT MONTHLY INTERVALS FROM 22 JANUARY TO 6 SEPTEMBER 1974

Lee, 1960) was released within the New York Bight on twelve flights between 22 January and 16 September 1974. The sampling grids for this study (Figures I-2 and I-3) consisted of fifty-three release stations sampled on a monthly basis and fifty odd stations sampled just once (See Vol. II). Stations were situated at the dredge spoil (Station 71), cellar dirt (Station 72), sludge (Station 73) and summer acid dumping grounds (Station 75) and near the diffuser of the Wantagh ocean outfall (Station 60). Table I-1 lists the latitudes and longitudes of the launch stations sampled monthly; Table I-2 lists the dates of launch.

B. Data Analysis

An IBM 370 and a Hewlett Packard (HP) 9830A were used to analyze the drifter data. Data were stored on tape cassettes for processing on the Hewlett Packard which plotted drifter trajectories. The IBM 370 listed the data from card decks.

The data listing program for the IBM calculated the distance and direction traveled by the Great Circle navigation method. The release to recovery time was calculated from the exact time of launch to an assumed recovery time of 1200 hrs on the day of recovery for all drifters, except those found on the day of their launch, which had an assumed recovery time of 1800 hrs.

The shortest release-recovery paths of the returned drifters were plotted on the Hewlett Packard 6830A. The

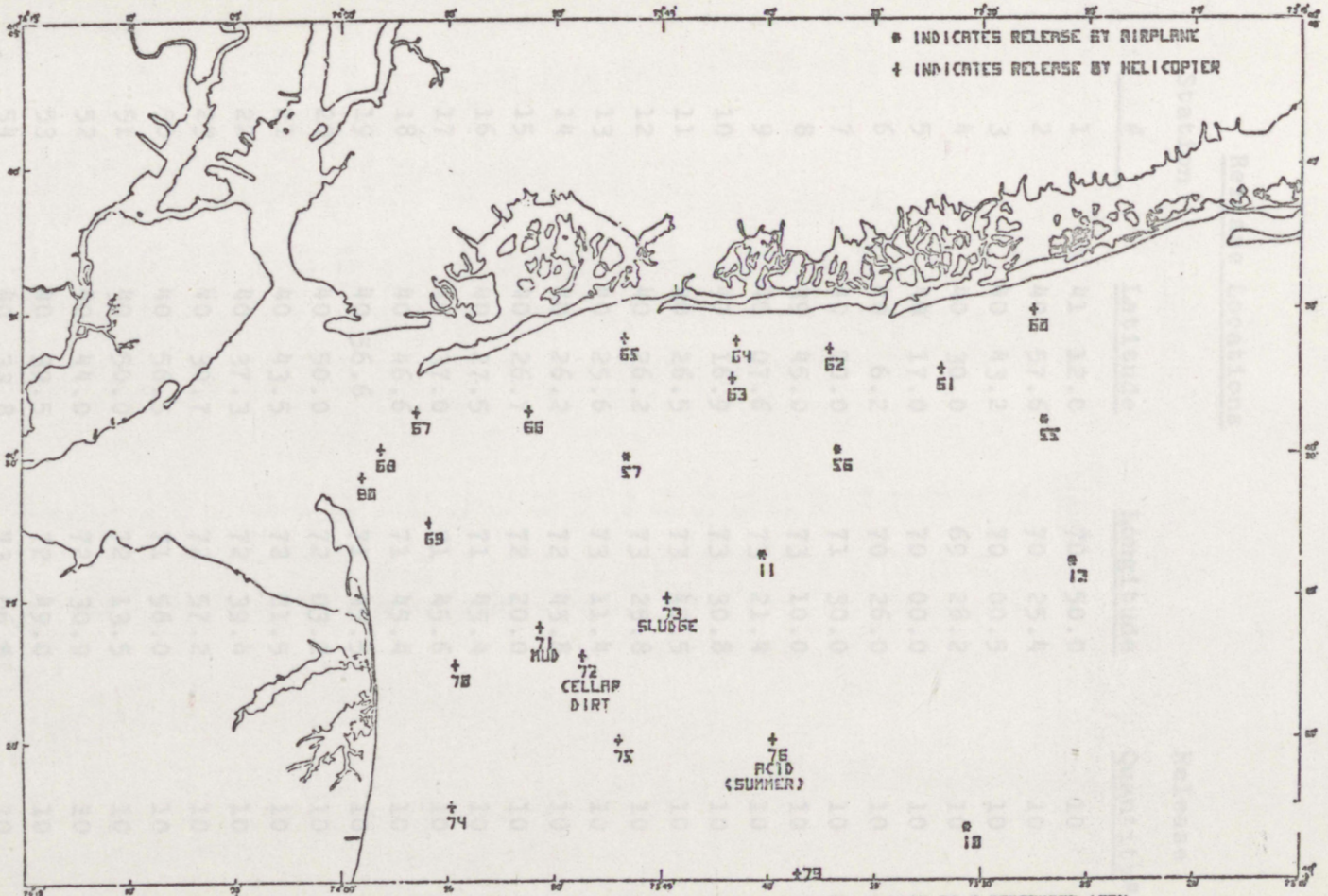


Figure I-3. RELEASE SITES FOR DRIFTERS LAUNCHED AT MONTHLY INTERVALS FROM 22 JANUARY TO 6 SEPTEMBER 1974

Table I-1. Seabed Drifter Release Station Data

Release Locations			
Station #	Latitude	Longitude	Release Quantity*
1	41 12.0	70 50.0	10
2	40 57.6	70 25.4	10
3	40 43.2	70 00.5	10
4	40 30.0	69 28.2	10
5	40 17.0	70 00.0	10
6	40 6.2	70 26.0	10
7	40 00.0	71 30.0	10
8	39 45.0	73 10.0	10
9	40 07.6	73 21.4	10
10	40 16.9	73 30.8	10
11	40 26.5	73 40.5	10
12	40 26.2	73 25.8	10
13	40 25.6	73 11.4	10
14	40 26.2	72 45.8	10
15	40 26.7	72 20.0	10
16	40 27.5	71 45.4	10
17	40 37.0	71 45.6	10
18	40 46.6	71 45.4	10
19	40 56.6	71 45.5	10
20	40 50.0	72 03.2	10
21	40 43.5	72 21.5	10
22	40 37.3	72 39.4	10
23	40 30.7	72 57.2	10
50	40 56.5	71 56.0	10
51	40 50.0	72 13.5	10
52	40 44.0	72 30.9	10
53	40 39.5	72 49.0	10
54	40 33.8	73 06.5	10
55	40 31.2	73 27.1	10

Table I-1. Seabed Drifter Release Station Data cont'd.

Release Locations

Station #	Latitude	Longitude	Release Quantity*
56	40 30.2	73 36.9	10
57	40 30.0	73 46.9	10
58	41 3.2	71 30.0	5**
60	40 35.0	73 27.6	10
61	40 33.0	73 32.0	10
62	40 33.7	73 37.3	10
63	40 32.7	73 41.9	10
64	40 34.0	73 41.7	10
65	40 34.1	73 47.0	10
66	40 31.6	73 51.5	10
67	40 31.6	73 56.8	10
68	40 30.3	73 58.5	10
69	40 27.7	73 56.2	10
70	40 22.7	73 55.0	10
71	40 24.0	73 51.0	10
72	40 23.0	73 49.0	10
73	40 25.0	73 45.0	10
74	40 17.7	73 55.2	10
75	40 20.0	73 47.3	10
76	40 20.0	73 40.0	10
77	40 12.7	73 56.7	10
78	40 13.6	73 47.2	10
79	40 15.0	73 39.1	10
80	40 29.0	73 59.8	10

*only 5 seabed drifters were released per location in January and February at Stations 1 to 57; in April at Stations 1 to 5.

**only released in April, May, June and July

plots assume straight line trajectories for convenience and cross land areas except when drifters were recovered within New York Harbor or Long Island Sound. In these instances, drifter tracks were channeled via center points so that land areas would not be crossed.

IV. Results

A total of 4,341 seabed drifters was released from aircraft between 22 January and 16 September 1974. The majority of these were released during routine monthly flights at the fifty-three release locations of the basic study grid shown in Fig. I-2. Four additional air drops were conducted on 20 April, 6, 9, and 16 September either to observe the effect of forecasted storms on circulation or to release drifters along the Georges Bank and Baltimore Canyon troughs.

Thirty-one per cent or 1,346 of these drifters were returned by 1 December 1974. Of the 1,346 drifters recovered, seventy-one per cent stranded on the New York shoreline. Twenty per cent stranded on the New Jersey shoreline, four per cent on the Connecticut, Rhode Island, and Massachusetts shorelines and five per cent were found at sea. Seven per cent of all seabed drifters released were recovered within the New York harbor complex.

Seabed drifters released within the northwest apex of the New York Bight which we will consider as including stations 10-12, 55-57 and 60-80 (Figure I-3), had a total of 740 recoveries which comprised fifty-five per cent of all seabed drifters returned. Of these, sixty-three per cent stranded on New York shores with thirty-five per cent recovered on New Jersey. Thirteen per cent of seabed drifters released in the northwest apex were found in New York Harbor - Raritan Bay.

The data of Table I-2 show an analysis of drifters launched and number and per cent recovered as a function of each drifter release drop.

Table I-2. Comparison of the Per Cent Recovery of Seabed Drifters Each Month to 1 December 1974.

Launch	# of Drifters Released	# of Drifters Recovered	% Recovered
January, 22-23	260	80	31
February, 18-19	229	75	33
March, 19-20	517	198	38
April, 15-16	525	151	29
April, 20	155	92	59
May, 20-21	515	148	29
June, 24-25	525	192	37
July, 22-23	515	145	28
August, 19-20	525	141	27
September 6	240	92	38
September 9	160	19	12
September 16	175	13	7
Total	4341	1346	31

Release-recovery paths of all seabed drifters released for each air drop and recovered by 1 December 1974 are shown in Volume II, Figures 3 to 52. We have plotted those seabed drifters released in the northwest apex (Stations 11, 12, 55 to 57 and 60 to 76) separately from those released elsewhere in the New York Bight. In addition, the release-recovery plots for seabed drifters released in the northwest apex are reported in time intervals of ten days, twenty days, forty days and total period to 1 December 1974 whereas release locations elsewhere in the New York Bight are shown only for a forty day period and a total release-recovery period to 1 December 1974. For convenience, we will discuss the data results of these two areas separately.

A. New York Bight (exclusive of the northwest apex)

All seabed drifters released in the ocean within 10 n miles (18 km) of the south shore of Long Island and recovered by 1 December 1974 were recovered on Long Island generally within sixty days (Vol. II, Figures 3, 7, 11, 15, 20, 24, 28, 32 and 36). Minimum release-recovery periods for seabed drifters released approximately 10 n miles (18 km) from shore was eighteen days (Vol. II, Figure 3 [Station 22]). The net drift speed in this case was 0.43 n miles/day (0.9 cm/sec). More typically the release-recovery period of seabed drifters launched 18 km south of Long Island ranged between thirty and forty days. Seabed drifters released within 6 n miles (11 km) of shore could be recovered on Long

Island within six or seven days (Vol. II, Figure 32 [Stations 51 and 19]). The drift speeds were 3.4 n miles/day (7.5 cm/sec) and 2.2 n miles/day (4.7 cm/sec). At distances greater than 10 n miles (18 km) from shore, landings were less frequent and generally required more than one hundred days after release. These observations indicate that the net residual drift of bottom water is landward in a zone between the beach and the 121 ft (37 m) depth contour.

South of Montauk Point a strong estuarine circulation is evident where a bottom replacement current moves northward into Long Island Sound. Seabed drifters released at Stations 17, 18, 19 and 50 had high incidences of recovery on both the Gardiner's Bay and the Long Island Sound's shores of Southold town, Long Island (Vol. II, Figures 3, 7, 11, 15, 20, 24 and 36). A seabed drifter released at Station 17 located 48 km (26 n miles) south of Montauk Point was recovered on Orient Point, New York forty-five days after release (Vol. II, Figure 3). Other seabed drifter recoveries in Long Island Sound such as at the mouth of the Housatonic River, Connecticut (Vol. II, Figure 11) in 167 days or at Wading River, New York (Vol. II, Figure 24) in 61 days indicate that a well-developed estuarine circulation transports bottom water into the central basin of Long Island Sound. Displacement rates in these cases often exceed 0.9 n miles/day (2 cm/sec). The central core of this northerly directed bottom replacement current appears to follow the axis of Block Channel (Figure I-1).

B. The Northwest Apex (Figure I-3)

Seabed drifter recoveries reveal a persistent bottom drift that is directed toward the New York Harbor complex. This bottom replacement current responds to the seaward flow of freshwater discharged from the New York Harbor watershed. Frequently, seabed drifters released in the northwest apex were recovered deep within Raritan Bay or in Upper New York Bay (Vol. II, Figures 11A, 15A and 36A) which furnishes evidence that this upstream drift of saline water is well-developed. The transport of seabed drifters into the harbor complex demonstrates that this replacement current is capable of transporting particulate matter from the nearshore ocean into the harbor.

Upon this dominating estuarine circulation is imposed other factors, such as tides, wind-induced drift and littoral currents, which modify the simple dispersion of seabed drifters entrained in the bottom drift. The bottom drift shoreward appears most developed along the axis of the Hudson Channel. Seabed drifters released in the Hudson Channel (Station 75) showed a consistent drift to the northwest whereas adjacent stations on the shoulders of the Hudson Channel were more variable in drift direction (Stations 71, 72 and 73).

Of particular interest are recoveries from dredge spoil, cellar dirt, sludge and acid dumping grounds. The data of Table I-3 summarize the results of the recoveries from these stations and show that the majority of recoveries from

the sludge and acid dumping grounds stranded on the New York shorelines whereas a majority from the dredge spoil and cellar dirt dumping grounds stranded on the New Jersey shoreline.

Table I-3. Recoveries of Seabed Drifters Released at Dumping Grounds in the New York Bight.

			Number Recovered			
Station	Launch Site	Total % Recovered	N.Y.	N.J.	at sea	N.Y. Harbor
71	Dredge Spoil	51	7	28	1	5
72	Cellar Dirt	27	6	11	2	4
73	Sludge	31	18	3	1	2
76	Acid	23	11	5	0	0

The sludge dump (Station 73) and acid waste dump (Station 76) are located east of the Hudson Channel whereas the dredge spoil dump (Station 71) and cellar dirt dump (Station 72) are west. The Hudson Channel appears to form a boundary of divergence where the bottom drift east of the channel, as demonstrated by recovered seabed drifters, is northwest to northeast toward Long Island. West of the Hudson Channel the bottom drift is southwest to northwest toward New Jersey. Some conclusions as to drift direction can be in

error since seabed drifters not recovered provided no data input.

C. Bottom Drift Vectors and Percentage Returned

Figures I-4 and I-5 are diagrams of the averaged vectors of release-recovery paths for seabed drifters having the shortest recovery time. The averaged data in these figures indicate that the residual drift in the area surveyed ranged from a minimum of 0.14 n miles/day (0.3 cm/sec) to a maximum of 0.96 n miles/day (2.1 cm/sec) with the average net drift rate for all seabed drifters returned between 0.01 and 0.014 kts (0.5 and 0.7 cm/sec). Areas of higher than average speed were found near sources of estuarine discharge, as the mouth of New York Harbor and on those stations located on the transect running south from Montauk Point.

The data of Figure I-4 indicate a uniform drift to the northwest from those stations located outside of the Northwest Apex and to the south of Long Island. Drift in the Northwest Apex was more variable, but nevertheless, dominated by a strong northward movement.

We have summarized the average percentages of seabed drifters returned to the New York and New Jersey shorelines by 1 December 1974 in Vol. II, Figures 69 and 72. Several prominent features may be observed in these plots. These features include:

1) The contour line of one percent recovery lay approximately 30 nautical miles (56 km) off the Long Island

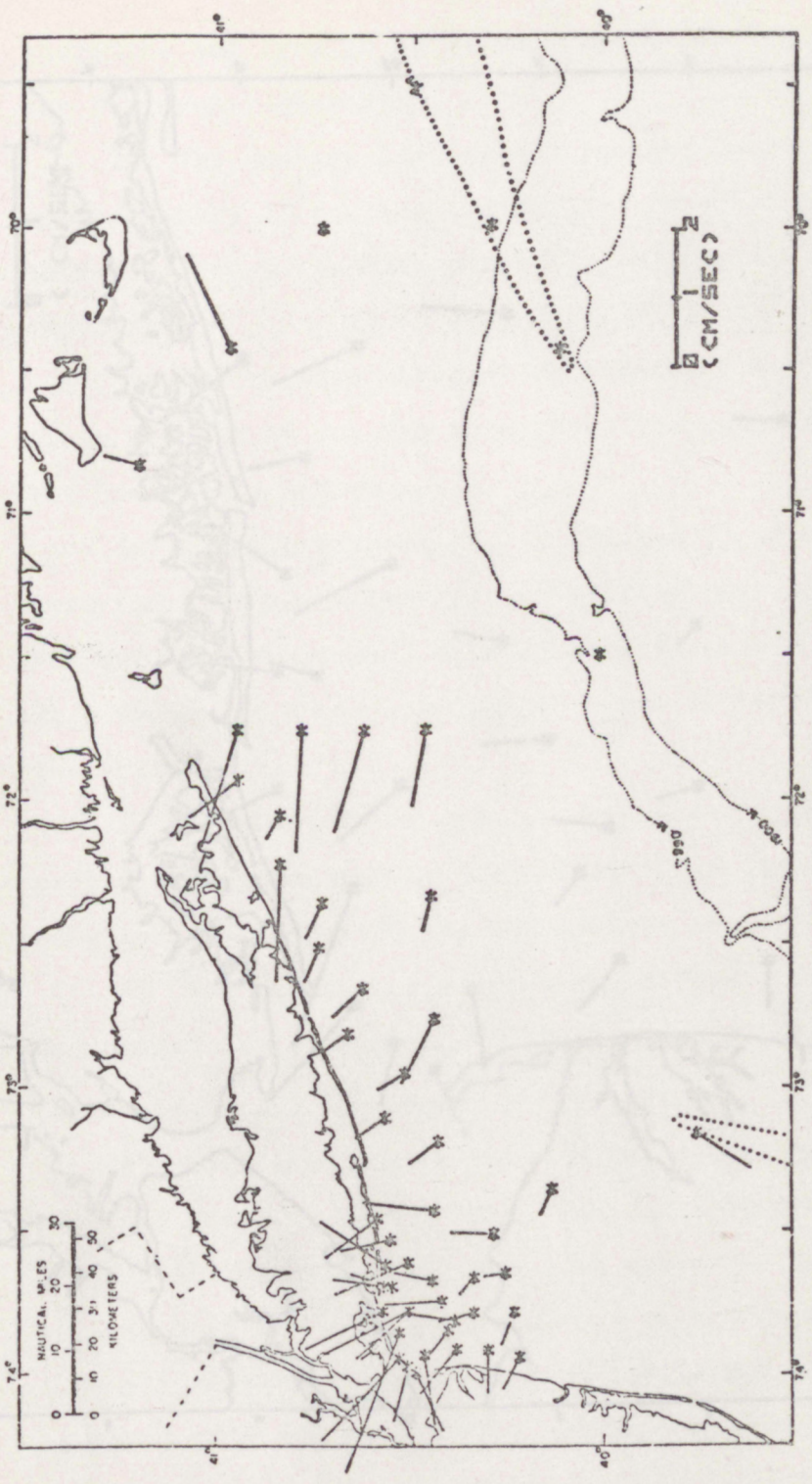


Figure I-4. Observed Net Residual Drift in the New York Bight as Measured by Woodhead Seabed Drifters from 22 January 1974 to 6 September 1974.

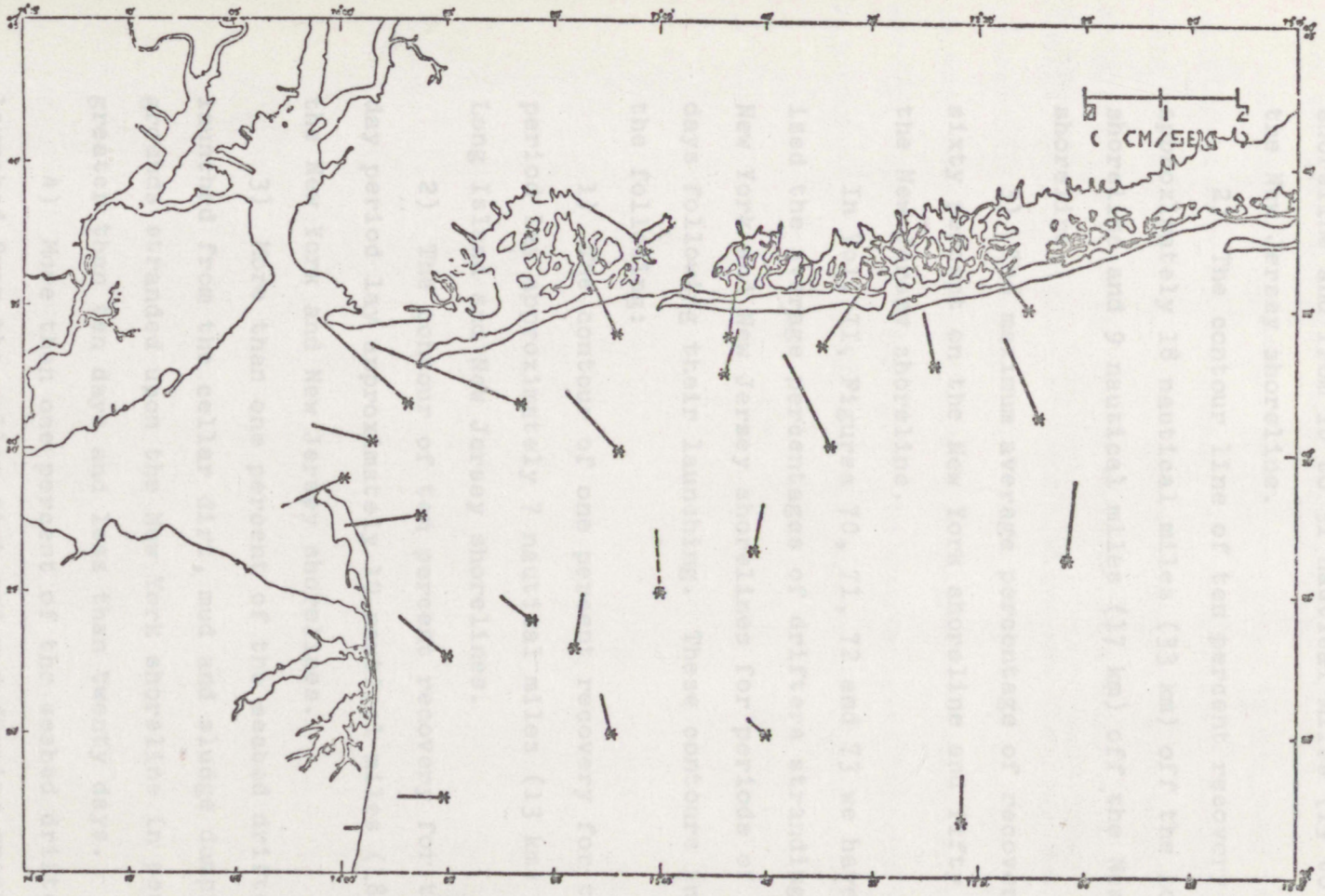


Figure I-5. Observed Net Residual Drift in the Northwest Apex of the New York Bight as measured by Woodhead Seabed Drifters from 22 January 1974 to 6 September 1974.

shoreline and from 10 to 31 nautical miles (19 to 56 km) off the New Jersey shoreline.

2) The contour line of ten percent recovery lay approximately 18 nautical miles (33 km) off the Long Island shoreline and 9 nautical miles (17 km) off the New Jersey shoreline.

3) The maximum average percentage of recovery was sixty percent on the New York shoreline and fifty percent on the New Jersey shoreline.

In Vol. II, Figures 70, 71, 72 and 73 we have summarized the average percentages of drifters stranding upon the New York and New Jersey shorelines for periods of 10 and 20 days following their launching. These contours indicated the following:

1) The contour of one percent recovery for the ten day period lay approximately 7 nautical miles (13 km) off the Long Island and New Jersey shorelines.

2) The contour of ten percent recovery for the twenty day period lay approximately 10 nautical miles (18 km) off the New York and New Jersey shorelines.

3) More than one percent of the seabed drifters launched from the cellar dirt, mud and sludge dumping grounds stranded upon the New York shoreline in periods greater than ten days and less than twenty days.

4) More than one percent of the seabed drifters launched from the cellar dirt and mud dumping grounds stranded upon the New Jersey shoreline in periods greater

than ten days and less than twenty days.

A compilation of all cards recovered is included in the listing in Vol. II. A summary of the pertinent recovery data for Stations 1 to 23, 50 to 58 and 60 to 80 is included in Appendix A, Tables A-1 to A-12 of this report. In the tables the columns are station numbers and the rows are the dimensions of the variables. The tables show station of release compared with, bearing in degrees; distance in kilometers; time out in day; speed in centimeters; and region of recovery on the New York and New Jersey shorelines.

V. Discussion

A. Circulation

A review of the release-recovery paths (Vol. II, Figures 3 to 46) and percent recovery contours for stranding (Vol. II, Figures 53 to 74) of the seabed drifter returns indicated that the near sea bottom circulation of the New York Bight had a strong onshore component where more than ten percent of the seabed drifters, released within 20 n miles (37 km) south of Long Island, were recovered on shore in less than eleven months. The seaward limits of the shoreward drift extends to the 90 to 140 ft (27 to 42 m) depth contours. Bumpus (1965) noted that shoreward migration extended to the 180 ft (54 m) depth contour. This difference can be attributed to the longer duration of his study where seabed drifter histories were observed over a period of several years compared to the less than one year release-recovery record of this study.

It has generally been conceded that the driving mechanism of the bottom circulation on the continental shelf of the New York and Middle Atlantic Bights is the geostrophic drift which is largely controlled be spatial variations in temperature and salinity. Geostrophic flow can also be modified by the two-layered estuarine circulation which occurs near the mouths of the estuaries (Norcross and Stanley, 1967; Mead, 1969; Charnell and Hansen, 1974) and by winds (Marine Sciences Research Center, 1972; Beardsley and Butman, 1974). The influence of the two-layered estuarine

circulation which results in the increased movement and entrainment of near-bottom waters towards the mouths of the estuaries, due to the effect of the salt wedge, was qualitatively confirmed by the large percentage of drifters moving into the Hudson River and the Long Island Sound estuaries (Vol. II and Figures 7 to 12). Winds may affect the near-bottom drift in coastal waters by causing upwelling and/or the mass movements of the entire water column. Marine Sciences Research Center (1972) has shown, from data gathered by moored current meters, that upwelling occurred along the scuth shore of Long Island when winds blew from the southwest to the north-northeast (see Literature Review). A recent study (Beardsley and Butman, 1974), using moored current meters located 1 and 18 m from the bottom in 60 m of water, indicated that strong northeast storms may account for approximately two-thirds of the net transport on the continental shelf during the winter. These winds increased the current speeds some ten times their normal drift. Winds from the west were shown to have less effect.

In this study, we attempted to correlate drifter returns with various wind events. However, we were not able to demonstrate any such relationship. It is probable that we could not demonstrate these effects from the ____ drifter returns because the average times out of all the drifters exceeded by many days the effects of any one wind event.

The Hudson River plume, a major driving mechanism of

this estuarine circulation in the New York Bight, which discharges south along the New Jersey shoreline also appeared to inhibit the movement of the near-bottom waters towards this shoreline. The percent of seabed drifters returned on the New York shoreline which was approximately double that of the New Jersey shoreline qualitatively confirmed the existence of this mechanism. This concept agrees with that hypothesized by Morse, et al. (1969), for movement of the near-bottom waters defined by seabed drifter returns into the mouth of the Columbia River estuary on the west coast. In the Morse study, returns were also significantly higher on the shoreline opposite the plume. Salinity data collected on transects traversing the mouth of the New York Harbor inlet (O'Connors, et al., 1975) confirm that the near-bottom waters preferentially moves into the harbor at its eastern edge near Rockaway Point (Figure I-1).

Charnell, et al. (1972), and Charnell and Hansen (1974) have indicated that the near-bottom circulation within the northwest apex is dominated by a clockwise gyre. These authors have indicated that a seaward moving extension of this gyre must exist within the near-bottom waters of flow. We cannot interpret the release-recovery data of seabed drifters in this study as supportive to a clockwise gyre hypothesis. We must speculate that an apparent clockwise gyre may exist during periods of surface drift reversal with winds from west to southwest. Under these conditions upwelling along the Long Island shore occurs with bottom

water moving north to northeast toward Long Island.

B. Implications of the study results to sludge dumping activities

Sewage sludge has been dumped at the present designated site since 1924. The latest report on the impact of sludge dumping (Charnell, 1975) indicates that there has not been any significant accumulation of these materials at this site. The fate of the sludges after their release and the reasons for the lack of accumulation are not quantitatively known. However, it has been assumed that the combined effects of the following mechanisms are largely responsible for the breakdown or transport of the sludges.

1. Advection and diffusion of those sludges suspended in the water column immediately after their disposal or resuspension due to storm events.

2. Advection and diffusion of the deposited sludges.

3. Biological and chemical decomposition.

Quantification of the role played by each of these mechanisms is unknown at the present time.

With respect to advection and diffusion, it is of interest to note that the study results have clearly indicated that the sludge dumping grounds are located within areas where substantial inshore movement has been observed. This inshore movement was exemplified by the thirty-one percent return of the seabed drifters launched from the sludge dumping ground and recovered on the adjacent shorelines dur-

ing the eleven-month study period.

Given the long history of sludge dumping at this site, the studies by Morse, et al. (1969) and Jones, et al. (1973), both indicating the correlation between the movements of the seabed drifters and deposited sediment or sludge and the reported lack of accumulated sludge on the bottom (Charnell, 1975), it must be concluded that some fraction of these materials is transported away from the dump site and towards the New York shoreline.

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NOAA Technical Memorandum ERL MESA-13

SEA SURFACE CIRCULATION IN THE NORTHWEST APEX OF THE NEW YORK BIGHT - WITH APPENDIX: BOTTOM DRIFT OVER THE CONTINENTAL SHELF

VOLUME I

SUMMARY DATA

Table A-1.

DRIFTER TYPE : B

BEARING IN DEGREES VERSUS RELEASE STATION

	1	2	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
0.0- 10.0	1	0	0	0	2	4	3	2	2	0	0	0	0	0	1	0	3	1	19
10.0- 20.0	3	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	2	1	17
20.0- 30.0	0	1	0	0	0	2	1	0	0	0	0	0	0	1	3	2	0	1	11
30.0- 40.0	1	1	0	0	0	3	5	0	0	0	0	0	0	0	0	0	1	0	11
40.0- 50.0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
50.0- 60.0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
60.0- 70.0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
70.0- 80.0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
80.0- 90.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90.0-100.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
100.0-110.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
110.0-120.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120.0-130.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
130.0-140.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
140.0-150.0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
150.0-160.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
160.0-170.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
170.0-180.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
180.0-190.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
190.0-200.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200.0-210.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
210.0-220.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
220.0-230.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
230.0-240.0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
240.0-250.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
250.0-260.0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
260.0-270.0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	1	0	17
270.0-280.0	0	0	0	0	0	1	0	0	1	0	1	0	1	8	1	6	7	0	26
280.0-290.0	0	0	0	0	1	0	0	0	2	1	0	0	0	9	5	5	4	6	33
290.0-300.0	0	0	0	0	4	2	0	1	5	0	0	0	2	1	0	0	0	8	23
300.0-310.0	0	0	0	0	0	0	3	5	2	0	0	0	3	2	2	1	3	1	22
310.0-320.0	0	0	0	0	0	1	3	5	1	0	0	0	0	1	1	10	1	4	27
320.0-330.0	0	0	0	1	1	0	3	8	0	0	0	2	0	0	2	0	3	3	23
330.0-340.0	5	0	0	0	0	1	2	2	0	0	0	0	1	0	3	0	2	1	17
340.0-350.0	1	0	0	0	1	2	1	1	1	0	0	1	0	0	0	1	4	0	13
350.0-360.0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	1	1	6
	11	4	6	2	12	27	27	26	15	1	1	4	8	26	25	33	32	27	
% RECOVERED	17	7	7	3	16	36	36	35	21	1	2	5	11	35	33	44	43	36	

TOTAL RECOVERIES = 287 TOTAL % RECOVERED = 16

Table A-2.

DRIFTER TYPE : B

BEARING IN DEGREES VERSUS RELEASE STATION

	50	51	52	53	54	55	56	57	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
0.0- 10.0	1	0	1	2	0	3	4	0	1	0	3	6	7	1	0	0	0	0	0	0	0	3	0	1	1	0	0	3	0	37
10.0- 20.0	3	1	2	1	0	5	5	0	2	3	0	3	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0	2	0	32
20.0- 30.0	2	0	0	1	3	3	0	1	1	0	2	3	5	1	0	0	0	0	0	0	0	4	0	1	1	0	0	1	0	29
30.0- 40.0	0	0	2	1	2	4	1	1	3	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	22
40.0- 50.0	0	0	0	0	1	1	1	0	1	0	1	2	3	0	0	0	0	0	0	0	0	3	1	1	0	1	1	2	0	19
50.0- 60.0	1	0	0	1	0	1	4	3	3	3	2	3	3	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	29
60.0- 70.0	0	0	0	0	1	0	2	1	2	3	0	1	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	16
70.0- 80.0	0	0	0	0	0	0	0	1	2	0	8	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
80.0- 90.0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
90.0-100.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100.0-110.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
110.0-120.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120.0-130.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130.0-140.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
140.0-150.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
150.0-160.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
160.0-170.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
170.0-180.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
180.0-190.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	8
190.0-200.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
200.0-210.0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	7	0	1	4	0	1	6	1	0	2	28
210.0-220.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	2	0	0	2	8	1	1	18
220.0-230.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	2	1	0	9	0	0	3	1	0	1	24
230.0-240.0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	3	1	0	2	0	0	7	1	0	2	20
240.0-250.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8	2	0	0	0	0	0	5	0	0	3	20
250.0-260.0	1	7	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	1	4	1	0	1	26
260.0-270.0	2	22	7	19	2	0	0	0	17	0	1	0	3	8	0	1	0	4	2	0	0	0	4	0	0	3	1	1	0	97
270.0-280.0	6	6	8	2	6	0	1	0	4	3	3	4	1	4	0	0	3	4	1	3	0	0	7	0	0	4	0	0	3	80
280.0-290.0	7	5	4	4	5	7	3	1	2	6	4	0	3	9	0	0	2	12	0	3	1	2	0	0	1	3	0	0	1	85
290.0-300.0	4	2	6	2	8	4	1	7	3	10	7	4	9	5	7	0	1	0	3	5	5	0	2	1	2	2	0	0	3	103
300.0-310.0	3	1	2	0	3	4	2	1	1	2	8	0	4	6	2	1	1	0	0	6	1	2	1	4	1	0	1	2	0	59
310.0-320.0	4	0	2	1	2	4	5	2	2	3	1	0	0	4	0	5	1	0	4	0	5	0	1	1	1	2	2	1	0	53
320.0-330.0	0	2	0	1	2	4	1	4	1	0	2	2	1	2	0	2	4	2	15	2	0	0	1	2	0	1	4	0	0	55
330.0-340.0	2	0	1	3	2	5	5	2	0	0	0	3	0	3	0	0	0	0	0	0	0	3	4	3	1	0	0	1	3	41
340.0-350.0	1	0	0	0	6	0	8	1	3	0	1	1	2	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	26
350.0-360.0	1	2	0	1	3	4	1	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	19
	38	49	39	48	46	49	45	28	50	33	44	39	53	48	12	11	20	28	42	36	19	22	39	16	16	43	22	18	31	
% RECOVERED	51	65	52	65	61	65	60	37	67	47	63	56	79	69	17	16	29	40	60	51	27	31	56	23	23	61	31	26	44	

TOTAL RECOVERIES = 984 TOTAL % RECOVERED = 46

Table A-3.

DRIFTER TYPE : B

DISTANCE IN KILOMETERS VERSUS RELEASE STATION

	1	2	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
0.0- 1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.0- 2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.0- 3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.0- 4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.0- 5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.0- 6.0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6.0- 7.0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7.0- 8.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8.0- 9.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9.0- 10.0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10.0- 11.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11.0- 12.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12.0- 13.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0- 14.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14.0- 15.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15.0- 16.0	0	0	0	0	0	9	0	0	0	0	0	0	0	1	3	1	0	0	14
16.0- 17.0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	3	9	0	0	17
17.0- 18.0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2	2	9	0	16
18.0- 19.0	1	0	0	0	0	1	7	0	0	0	0	0	0	0	1	0	5	1	16
19.0- 20.0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	4	7
20.0- 21.0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	2	3	10
21.0- 22.0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3	2	8
22.0- 23.0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23.0- 24.0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	1	0	1	10
24.0- 25.0	1	0	0	0	0	0	3	1	0	0	0	0	0	0	3	1	0	0	9
25.0- 26.0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	1	1	0	3	10
26.0- 27.0	0	0	0	0	0	1	1	8	0	0	0	0	0	0	2	1	0	1	14
27.0- 28.0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	4	1	10
28.0- 29.0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2	5
29.0- 30.0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2	5
30.0- 35.0	0	0	0	0	4	1	0	5	1	0	0	0	1	2	1	2	0	1	18
35.0- 40.0	5	2	0	0	1	3	0	1	4	0	0	0	2	2	1	1	5	3	30
40.0- 45.0	0	0	0	0	2	1	0	0	3	0	0	0	0	2	0	1	2	1	12
45.0- 50.0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	4	1	0	1	12
50.0-100.0	2	0	1	2	4	2	0	0	4	1	0	2	5	15	1	6	1	1	47
100.0-150.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	5
150.0-200.0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
200.0-250.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
250.0-300.0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
300.0-999.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11	4	6	2	12	27	27	26	15	1	1	4	8	26	25	33	32	27	
% RECOVERED	17	7	7	3	16	36	36	35	21	1	2	5	11	35	33	44	43	36	

TOTAL RECOVERIES = 287 TOTAL % RECOVERED = 16 MINIMUM = 6.0 MAXIMUM = 254.0

Table A-4.

DRIFTER TYPE : B

DISTANCE IN KILOMETERS VERSUS RELEASE STATION

	50	51	52	53	54	55	56	57	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
0.0- 1.0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
1.0- 2.0	0	0	0	0	0	0	0	0	7	0	0	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	5	37	
2.0- 3.0	0	0	0	0	0	0	0	0	10	0	10	0	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	44	
3.0- 4.0	0	0	0	0	0	0	0	0	4	1	8	8	3	6	0	0	5	2	0	0	0	0	1	0	0	0	0	1	39	
4.0- 5.0	0	0	0	0	0	1	0	0	1	3	6	11	11	5	0	0	1	5	11	0	1	0	11	0	0	14	0	0	2	83
5.0- 6.0	0	0	0	0	0	0	1	0	2	2	4	4	3	3	0	2	0	5	3	0	1	0	2	0	0	10	0	0	1	43
6.0- 7.0	0	0	0	0	1	2	0	0	2	2	0	0	0	1	2	0	0	9	3	0	0	0	2	0	0	7	0	0	2	33
7.0- 8.0	0	0	0	0	0	1	1	1	0	3	1	3	3	2	0	4	0	0	1	0	0	1	1	0	0	1	0	0	0	23
8.0- 9.0	0	1	0	4	1	12	13	4	0	2	0	2	2	4	1	0	0	0	1	0	0	0	6	0	0	1	0	0	2	56
9.0- 10.0	6	2	2	3	13	7	11	4	0	6	1	1	1	0	0	0	1	0	2	1	0	0	1	0	0	0	0	0	0	62
10.0- 11.0	3	3	2	2	4	4	1	3	3	2	0	2	0	0	0	0	0	0	2	1	0	0	2	0	0	1	0	0	0	35
11.0- 12.0	0	2	3	1	3	4	2	0	0	1	3	0	0	3	0	3	4	0	3	4	0	0	0	0	0	1	0	0	3	40
12.0- 13.0	2	0	2	0	1	2	3	0	1	2	0	0	0	0	2	0	4	0	2	4	0	0	1	0	0	0	0	0	2	28
13.0- 14.0	1	1	4	4	4	2	0	3	1	0	3	0	1	0	1	0	1	0	7	1	0	0	0	0	0	0	0	0	3	37
14.0- 15.0	3	2	1	2	3	3	2	0	3	0	3	1	0	0	1	1	2	0	0	3	0	0	1	0	0	1	0	0	1	33
15.0- 16.0	4	1	3	5	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	2	1	0	1	0	0	1	0	0	0	23
16.0- 17.0	0	0	0	1	1	1	1	1	2	2	2	1	0	0	0	0	1	0	1	2	5	0	0	0	0	3	0	0	1	25
17.0- 18.0	0	0	1	4	1	2	1	1	2	2	0	0	2	0	0	0	0	1	1	0	1	1	2	0	0	0	0	0	1	23
18.0- 19.0	1	0	1	0	1	0	1	1	3	0	0	2	0	0	4	0	0	0	0	0	0	6	0	0	0	0	2	0	0	22
19.0- 20.0	0	2	2	0	0	4	0	0	4	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	15
20.0- 21.0	1	3	0	0	1	0	0	1	1	2	1	0	0	0	0	0	0	0	1	1	0	2	5	0	0	0	0	0	1	20
21.0- 22.0	0	2	4	3	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	1	0	1	0	0	1	18
22.0- 23.0	1	2	1	1	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	0	1	15
23.0- 24.0	0	2	1	2	0	1	0	0	1	2	0	0	0	1	0	0	1	1	0	1	0	1	0	1	0	0	1	0	0	15
24.0- 25.0	0	2	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	10
25.0- 26.0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	1	0	0	11
26.0- 27.0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	3	2	0	1	0	0	17
27.0- 28.0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	0	1	0	0	10
28.0- 29.0	0	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7
29.0- 30.0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	7
30.0- 35.0	2	6	2	2	3	2	2	0	0	0	0	0	1	0	0	0	0	0	0	7	6	1	1	3	3	0	4	1	0	46
35.0- 40.0	3	7	3	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	3	0	2	0	5	0	0	4	6	0	38
40.0- 45.0	3	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	2	0	2	3	0	17
45.0- 50.0	2	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	0	11
50.0-100.0	5	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	4	1	4	5	1	35
100.0-150.0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
150.0-200.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200.0-250.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250.0-300.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300.0-999.9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	38	49	39	48	46	49	45	28	50	33	44	39	53	48	12	11	20	28	42	36	19	22	39	16	16	43	22	18	31	
% RECOVERED	51	65	52	65	61	65	60	37	67	47	63	56	79	69	17	16	29	40	60	51	27	31	56	23	23	61	31	26	44	

TOTAL RECOVERIES = 984 TOTAL % RECOVERED = 46 MINIMUM = 1.0 MAXIMUM = 330.0

Table A-5.

DRIFTER TYPE : B

TIME IN DAYS VERSUS RELEASE STATION

	1	2	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
0.0- 2.0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2.0- 4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.0- 6.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.0- 8.0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
8.0- 10.0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3
10.0- 12.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12.0- 14.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14.0- 16.0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
16.0- 18.0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3
18.0- 20.0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	3
20.0- 22.0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	4
22.0- 24.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
24.0- 26.0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	2	0	5
26.0- 28.0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	1	0	3	0	8
28.0- 30.0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	9	2	0	15
30.0- 32.0	0	0	0	0	0	2	0	3	2	0	0	0	1	0	2	1	0	0	11
32.0- 34.0	0	0	0	0	0	2	2	1	0	0	0	0	1	0	0	0	4	3	13
34.0- 36.0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	4
36.0- 38.0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	5
38.0- 40.0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	3
40.0- 42.0	1	0	0	0	0	2	1	0	0	0	0	0	0	3	2	0	0	0	9
42.0- 44.0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	3	0	0	0	7
44.0- 46.0	0	0	1	0	0	1	0	0	0	0	0	1	0	2	0	1	0	0	6
46.0- 48.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
48.0- 50.0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	2	0	5
50.0- 52.0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	5
52.0- 54.0	0	0	0	0	0	3	0	2	0	0	0	0	0	2	0	0	1	1	9
54.0- 56.0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	2	7
56.0- 58.0	1	0	0	0	0	1	1	1	2	0	0	0	0	0	3	1	1	0	11
58.0- 60.0	0	0	0	0	0	2	1	0	1	0	0	1	0	0	1	1	0	1	8
60.0- 62.0	0	0	0	0	0	2	1	2	0	0	0	0	0	2	0	1	0	1	9
62.0- 64.0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	1	0	0	3	10
64.0- 66.0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	3
66.0- 68.0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	3
68.0- 70.0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
70.0- 72.0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	1	0	0	5
72.0- 74.0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	5
74.0- 76.0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
76.0- 78.0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	4
78.0- 80.0	1	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	2	0	7
80.0-100.0	3	1	0	0	1	1	1	4	2	0	0	1	2	1	1	3	5	4	30
100.0-200.0	0	1	2	1	6	0	1	4	6	0	1	0	2	0	0	9	6	6	45
200.0-300.0	0	0	3	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0	7
300.0-400.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400.0-999.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11	4	6	2	12	27	27	26	15	1	1	4	8	26	25	33	32	27	
% RECOVERED	17	7	7	3	16	36	36	35	21	1	2	5	11	35	33	44	43	36	

TOTAL RECOVERIES = 287 TOTAL % RECOVERED = 16 MINIMUM = 2.0 MAXIMUM = 251.0

Table A-6.

DRIFTER TYPE : B

TIME IN DAYS VERSUS RELEASE STATION

	50	51	52	53	54	55	56	57	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
0.0- 2.0	0	0	0	0	0	1	0	0	4	0	3	0	3	8	0	4	0	0	1	4	0	0	0	0	0	1	0	0	1	30
2.0- 4.0	0	0	0	0	0	0	4	0	5	0	2	0	10	7	3	2	0	5	0	1	0	1	1	0	0	0	0	0	3	44
4.0- 6.0	0	1	0	2	0	1	2	3	11	1	5	4	10	14	0	0	1	7	1	0	0	1	1	0	0	0	0	0	3	68
6.0- 8.0	0	2	0	0	0	2	4	5	4	12	8	11	7	8	1	0	2	3	3	0	0	0	0	0	0	2	0	0	1	75
8.0- 10.0	2	1	0	2	1	5	4	6	2	3	0	5	5	6	2	0	3	3	3	0	0	0	2	0	0	0	0	0	1	56
10.0- 12.0	2	1	0	1	4	7	1	1	6	3	4	5	0	1	3	1	0	3	2	0	0	1	4	0	0	7	0	0	3	60
12.0- 14.0	2	3	0	2	1	5	2	2	1	2	7	4	10	0	0	1	0	1	1	1	0	2	0	0	3	0	0	1	52	
14.0- 16.0	4	3	0	1	0	4	1	3	0	1	5	0	2	0	0	0	2	0	3	1	1	2	1	0	0	2	0	0	0	36
16.0- 18.0	1	1	1	5	2	6	2	0	3	3	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	31
18.0- 20.0	4	0	0	1	3	4	2	0	1	0	3	2	3	1	0	0	2	1	2	3	1	0	1	0	0	0	1	0	2	37
20.0- 22.0	2	1	0	3	1	2	1	0	1	0	0	2	0	0	0	1	1	1	3	2	0	1	0	0	0	2	0	0	0	24
22.0- 24.0	3	2	2	0	1	4	1	0	0	2	2	0	0	0	0	1	2	1	4	0	3	0	0	0	0	2	0	0	1	31
24.0- 26.0	1	2	2	2	4	1	6	1	0	1	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	1	0	0	1	26
26.0- 28.0	0	3	2	1	1	0	1	1	0	3	1	1	1	0	1	0	0	0	0	0	0	3	3	0	0	2	0	0	0	24
28.0- 30.0	1	0	2	1	1	1	0	0	1	0	0	0	0	0	0	0	2	0	1	2	1	0	0	0	0	2	2	0	0	17
30.0- 32.0	0	3	4	2	1	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	2	0	0	0	19
32.0- 34.0	1	0	4	1	0	1	1	1	1	0	0	1	0	0	0	0	0	1	1	3	0	0	3	0	0	2	0	0	0	21
34.0- 36.0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	1	0	1	0	0	0	11
36.0- 38.0	1	3	3	0	4	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	18
38.0- 40.0	0	0	2	1	0	0	2	1	0	0	1	0	0	0	0	0	0	0	4	0	1	0	1	1	0	0	0	0	2	16
40.0- 42.0	0	4	0	2	5	0	1	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	6	0	0	0	1	0	1	24
42.0- 44.0	0	1	1	1	1	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	1	0	0	0	13
44.0- 46.0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	9
46.0- 48.0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	8
48.0- 50.0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	2	10
50.0- 52.0	0	2	0	1	2	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	10
52.0- 54.0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	8
54.0- 56.0	0	2	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	12
56.0- 58.0	1	0	0	1	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	12
58.0- 60.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	1	0	0	0	7
60.0- 62.0	1	1	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	11
62.0- 64.0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
64.0- 66.0	1	0	1	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	1	0	0	1	0	0	12
66.0- 68.0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
68.0- 70.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	2	0	1	0	7
70.0- 72.0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	6
72.0- 74.0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	4
74.0- 76.0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	0	9
76.0- 78.0	1	3	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	9
78.0- 80.0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	1	0	5	
80.0-100.0	4	4	3	3	1	1	1	1	1	1	0	1	0	0	0	0	0	1	2	2	1	4	0	5	2	2	5	4	0	49
100.0-200.0	1	1	2	3	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	5	2	2	2	2	10	0	6	11	1	52
200.0-300.0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	5
300.0-400.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400.0-999.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	38	49	39	48	46	49	45	28	50	33	44	39	53	48	12	11	20	28	42	36	19	22	39	16	16	43	22	18	31	
% RECOVERED	51	65	52	65	61	65	60	37	67	47	63	56	79	69	17	16	29	40	60	51	27	31	56	23	23	61	31	26	44	

TOTAL RECOVERIES = 984 TOTAL % RECOVERED = 46 MINIMUM = 0.0 MAXIMUM = 226.0

Table A-7.

DRIFTER TYPE : B

SPEED IN CENTIMETERS PER SECOND VERSUS RELEASE STATION

		1	2	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
0.0-	0.2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0.2-	0.4	1	0	1	0	3	2	2	2	2	0	0	0	1	0	1	5	4	4	28
0.4-	0.6	3	2	0	1	3	9	6	10	5	1	0	0	3	0	12	3	9	14	81
0.6-	0.8	1	0	1	1	4	8	8	5	0	0	0	0	1	2	2	13	11	4	61
0.8-	1.0	3	0	0	0	1	2	6	3	1	0	0	0	1	6	5	5	4	3	40
1.0-	1.2	1	0	2	0	0	2	0	5	3	0	0	0	0	2	0	5	2	1	23
1.2-	1.4	0	0	0	0	0	2	0	1	0	0	1	0	0	5	0	1	2	1	13
1.4-	1.6	1	0	0	0	0	1	2	0	1	0	0	1	1	1	0	0	0	0	8
1.6-	1.8	0	0	1	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	8
1.8-	2.0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3
2.0-	2.2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	4
2.2-	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2.4-	2.6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3
2.6-	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
2.8-	3.0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	4
3.0-	3.2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3.2-	3.4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3.4-	3.6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
3.6-	3.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.8-	4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.0-	4.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.2-	4.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.4-	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.6-	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4.8-	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.0-	5.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.2-	5.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.4-	5.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.6-	5.8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5.8-	6.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.0-	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.2-	6.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.4-	6.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.6-	6.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.8-	7.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.0-	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.2-	7.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.4-	7.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.6-	7.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.8-	8.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		11	4	6	2	12	27	26	26	15	1	1	4	8	26	25	33	32	27	
% RECOVERED		17	7	7	3	16	36	35	35	21	1	2	5	11	35	33	44	43	36	

TOTAL RECOVERIES = 286 TOTAL % RECOVERED = 16 MINIMUM = 0.2 MAXIMUM = 5.8

Table A-8.

DRIFTER TYPE : B

SPEED IN CENTIMETERS PER SECOND VERSUS RELEASE STATION

	50	51	52	53	54	55	56	57	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
0.0- 0.2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	2	1	0	0	1	0	0	7	0	0	4	19
0.2- 0.4	1	2	3	5	13	2	6	0	6	3	9	1	6	2	0	1	3	2	7	9	5	5	16	2	4	17	2	2	8	142
0.4- 0.6	4	9	16	17	8	6	7	2	16	4	10	10	23	7	1	0	4	1	8	8	6	3	7	6	6	4	10	11	6	220
0.6- 0.8	8	8	7	8	6	8	6	2	2	3	3	15	4	8	1	2	4	2	8	2	0	4	5	4	5	5	4	2	2	138
0.8- 1.0	10	6	5	3	7	4	5	3	4	1	7	3	8	5	2	1	4	3	7	3	4	3	4	3	1	1	3	3	2	115
1.0- 1.2	5	8	3	3	5	15	8	5	7	5	4	5	2	2	0	1	1	6	5	3	1	1	2	0	0	1	0	0	2	100
1.2- 1.4	3	2	3	3	3	7	2	7	1	6	1	2	2	4	1	0	0	2	3	0	0	0	1	1	0	3	1	0	0	58
1.4- 1.6	0	3	1	4	1	2	3	2	3	3	0	0	3	2	1	0	0	4	1	2	0	1	0	0	0	0	0	0	1	37
1.6- 1.8	2	3	0	2	3	1	0	0	1	2	3	1	1	3	0	0	0	0	0	1	0	1	1	0	0	2	0	0	1	28
1.8- 2.0	1	2	1	0	0	0	2	1	2	1	1	1	0	3	1	0	1	1	0	1	1	1	1	0	0	0	2	0	0	24
2.0- 2.2	1	1	0	0	0	2	1	1	1	0	0	0	0	4	0	0	1	3	0	0	0	0	1	0	0	1	0	0	3	20
2.2- 2.4	1	0	0	0	0	0	0	1	0	0	0	0	0	2	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	8
2.4- 2.6	1	0	0	0	0	0	1	0	1	1	1	0	0	1	1	0	1	0	0	1	1	0	0	0	0	1	0	0	0	11
2.6- 2.8	0	1	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7
2.8- 3.0	0	1	0	0	0	0	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8
3.0- 3.2	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
3.2- 3.4	0	1	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3.4- 3.6	0	0	0	0	0	0	1	0	0	0	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3.6- 3.8	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3.8- 4.0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4.0- 4.2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4.2- 4.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.4- 4.6	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4.6- 4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.8- 5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.0- 5.2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5.2- 5.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
5.4- 5.6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5.6- 5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5.8- 6.0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
6.0- 6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.2- 6.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.4- 6.6	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6.6- 6.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6.8- 7.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.0- 7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.2- 7.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.4- 7.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.6- 7.8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7.8- 8.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	38	49	39	48	46	49	45	28	48	33	44	39	53	48	12	9	20	28	41	31	19	21	39	16	16	43	22	18	29	
% RECOVERED	51	65	52	65	61	65	60	37	64	47	63	56	79	69	17	13	29	40	59	44	27	30	56	23	23	61	31	26	41	

TOTAL RECOVERIES = 971 TOTAL % RECOVERED = 45 MINIMUM = 0.2 MAXIMUM = 7.7

Table A-9.

DRIFTER TYPE : 8

RECOVERY REGION VERSUS RELEASE STATION

	1	2	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
71 50-71 55	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4
71 55-72 00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
72 00-72 05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
72 05-72 10	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	7
72 10-72 15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	2	0	0	9
72 15-72 20	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
72 20-72 25	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	1	0	0	8
72 25-72 30	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	4	1	0	12
72 30-72 35	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	7	1	0	13
72 35-72 40	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	2	4	0	12
72 40-72 45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	6	0	12
72 45-72 50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	1	8
72 50-72 55	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	3	1	7
72 55-73 00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	3	2	8
73 00-73 05	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	4	9
73 05-73 10	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	2	5	4	16
73 10-73 15	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	1	5	13
73 15-73 20	0	0	0	0	0	1	4	3	3	1	0	0	0	0	1	1	0	4	18
73 20-73 25	0	0	0	0	1	1	6	11	1	0	0	0	0	0	0	0	1	3	24
73 25-73 30	0	0	0	0	2	1	4	4	1	0	0	0	0	0	0	1	0	2	15
73 30-73 35	0	0	0	0	1	5	6	2	0	0	0	0	0	0	0	0	0	0	14
73 35-73 40	0	0	0	0	1	8	3	1	0	0	0	0	0	0	0	1	0	0	14
73 40-73 45	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
73 45-73 50	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	2	0	0	5
73 50-73 55	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
73 55-74 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
74 00-74 05	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
74 05-74 10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
74 10-74 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74 15-74 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74 20-74 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74 25-74 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N.J.	0	0	4	1	4	1	0	0	0	0	0	1	0	0	0	0	0	0	11
OTHER	11	4	2	0	0	0	0	1	0	0	0	2	1	8	0	0	0	0	29
	11	4	6	2	12	27	27	26	15	1	1	4	8	26	25	33	32	27	
% RECOVERED	17	7	7	3	16	36	36	35	21	1	2	5	11	35	33	44	43	36	

TOTAL RECOVERIES = 287 TOTAL % RECOVERED = 16

Table A-10.

DRIFTER TYPE : 9

RECOVERY REGION VERSUS RELEASE STATION

	50	51	52	53	54	55	56	57	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
71 50-71 55	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
71 55-72 00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
72 00-72 05	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
72 05-72 10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
72 10-72 15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
72 15-72 20	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
72 20-72 25	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	
72 25-72 30	2	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
72 30-72 35	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
72 35-72 40	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
72 40-72 45	0	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
72 45-72 50	0	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	15	
72 50-72 55	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	
72 55-73 00	1	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
73 00-73 05	0	2	1	12	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	23
73 05-73 10	0	0	1	11	11	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	27	
73 10-73 15	0	0	2	3	10	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	20	
73 15-73 20	0	0	1	2	6	2	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	16	
73 20-73 25	0	0	0	0	5	9	2	0	4	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	1	0	28
73 25-73 30	0	0	0	0	6	16	2	0	20	1	7	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	0	58
73 30-73 35	0	0	0	0	2	10	7	1	4	5	2	2	1	0	0	0	0	0	0	0	0	3	0	0	1	0	0	2	0	40
73 35-73 40	0	0	0	0	0	6	18	3	9	16	17	7	9	1	0	0	0	0	0	0	0	4	0	1	2	0	0	3	0	96
73 40-73 45	0	0	0	0	0	4	7	2	11	3	11	19	35	9	0	0	0	0	0	0	0	4	0	1	0	0	0	1	0	98
73 45-73 50	0	1	0	0	0	2	2	4	0	3	5	4	3	23	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	56
73 50-73 55	0	0	0	0	0	0	2	7	0	0	1	1	3	15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	33
73 55-74 00	0	0	0	0	0	0	0	3	0	0	0	3	0	2	4	2	0	0	0	0	0	0	0	1	1	0	0	0	0	16
74 00-74 05	0	0	0	0	0	0	1	5	0	6	0	0	0	1	6	6	5	1	0	2	5	1	0	3	0	0	0	1	2	39
74 05-74 10	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	5	1	1	1	0	0	1	2	1	0	1	0	3	19
74 10-74 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	2	8
74 15-74 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	
74 20-74 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
74 25-74 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
N.J.	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	2	8	24	40	28	11	3	37	4	5	42	19	4	23	254
OTHER	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	18
	38	49	39	48	46	49	45	28	50	33	44	39	53	48	12	11	20	28	42	19	22	39	16	16	43	22	18	31		
% RECOVERED	51	65	52	65	61	65	60	37	67	47	63	56	79	69	17	16	29	40	60	51	27	31	56	23	23	61	31	26	44	

TOTAL RECOVERIES = 984 TOTAL % RECOVERED = 46

Table A-11.

DRIFTER TYPE : B

RECOVERY REGION VERSUS RELEASE STATION

	1	2	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
40 25-40 30	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
40 20-40 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40 15-40 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40 10-40 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40 05-40 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40 00-40 05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 55-40 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 50-39 55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 45-39 50	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
39 40-39 45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 35-39 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 30-39 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 25-39 30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
39 20-39 25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
39 15-39 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 10-39 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 05-39 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 00-39 05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 55-39 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 50-38 55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 45-38 50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
38 40-38 45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
38 35-38 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 30-38 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 25-38 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 20-38 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 15-38 20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
38 10-38 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 05-38 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 00-38 05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 55-38 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 50-37 55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 45-37 50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 40-37 45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 35-37 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 30-37 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L.T.	0	0	0	1	8	26	27	25	15	1	1	1	7	18	25	33	32	27	227
OTHER	11	4	2	0	0	0	0	1	0	0	0	2	1	8	0	0	0	0	29
	11	4	6	2	12	27	27	26	15	1	1	4	8	26	25	33	32	27	
% RECOVERED	17	7	7	3	16	36	36	35	21	1	2	5	11	35	33	44	43	36	

TOTAL RECOVERIES = 287 TOTAL % RECOVERED = 16

Table A-12.

DRIFTER TYPE : B

RECOVERY REGION VERSUS RELEASE STATION

	50	51	52	53	54	55	56	57	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
40 25-40 30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	7	23	20	11	7	2	4	4	2	0	4	2	19	109
40 20-40 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	14	5	0	0	1	0	1	0	1	0	3	27
40 15-40 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	16	0	1	1	1	0	0	26
40 10-40 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	0	12	0	0	30	2	1	0	52
40 05-40 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	3	0	0	6	1	0	0	17
40 00-40 05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	4	1	0	1	9
39 55-40 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	0	0	8
39 50-39 55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
39 45-39 50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
39 40-39 45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 35-39 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
39 30-39 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 25-39 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 20-39 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 15-39 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 10-39 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 05-39 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39 00-39 05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 55-39 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 50-38 55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 45-38 50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 40-38 45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 35-38 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 30-38 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 25-38 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 20-38 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 15-38 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 10-38 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 05-38 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 00-38 05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 55-38 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 50-37 55	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
37 45-37 50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 40-37 45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 35-37 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37 30-37 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L.I.	28	49	39	47	46	49	44	27	50	33	44	39	53	47	10	9	12	3	1	7	6	18	2	12	11	1	3	14	8	712
OTHER	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	18
	38	49	39	48	46	49	45	28	50	33	44	39	53	48	12	11	20	28	42	36	19	22	39	16	16	43	22	18	31	
% RECOVERED	51	65	52	63	61	65	60	37	67	47	63	56	79	69	17	16	29	40	60	51	27	31	56	23	23	61	31	26	44	

TOTAL RECOVERIES = 984 TOTAL % RECOVERED = 46

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VOLUME II - PART 1: DIAGRAMS AND DATA FOR INTERFACE DRIFT CARDS

PART 2: DIAGRAMS AND DATA FOR SEABED DRIFTERS

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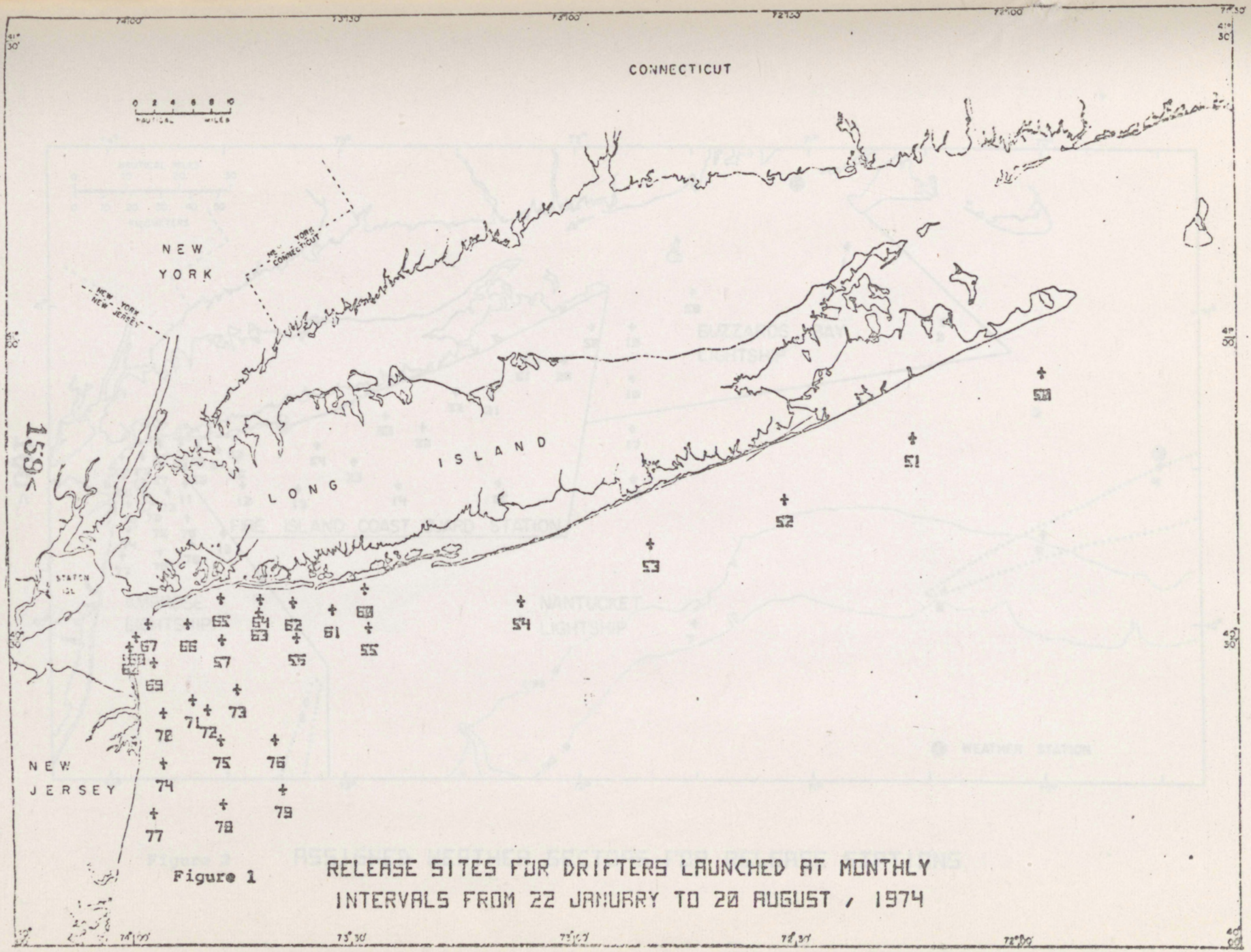
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Figure 1 RELEASE SITES FOR DRIFTERS LAUNCHED AT MONTHLY INTERVALS FROM 22 JANUARY TO 20 AUGUST , 1974

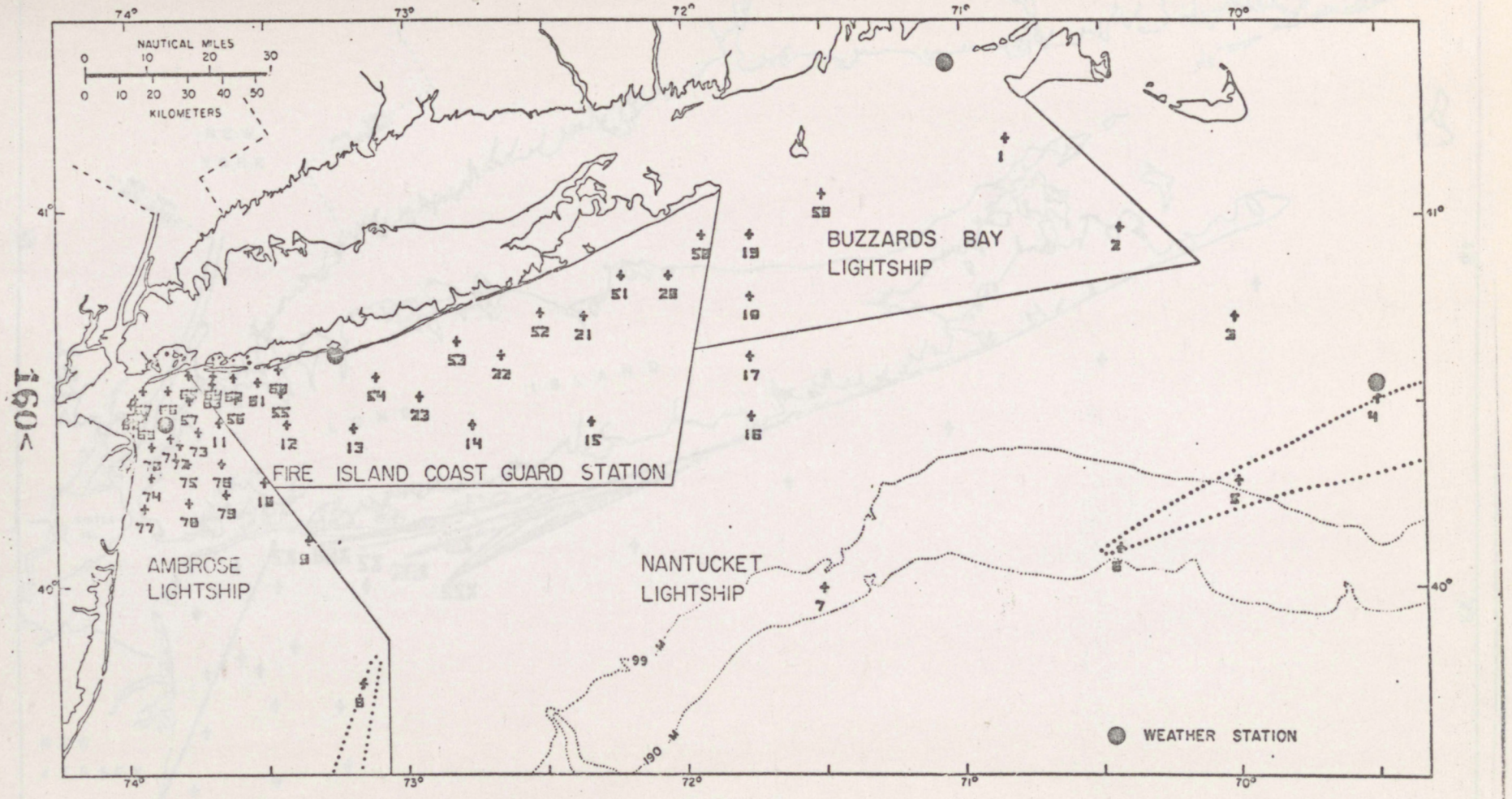
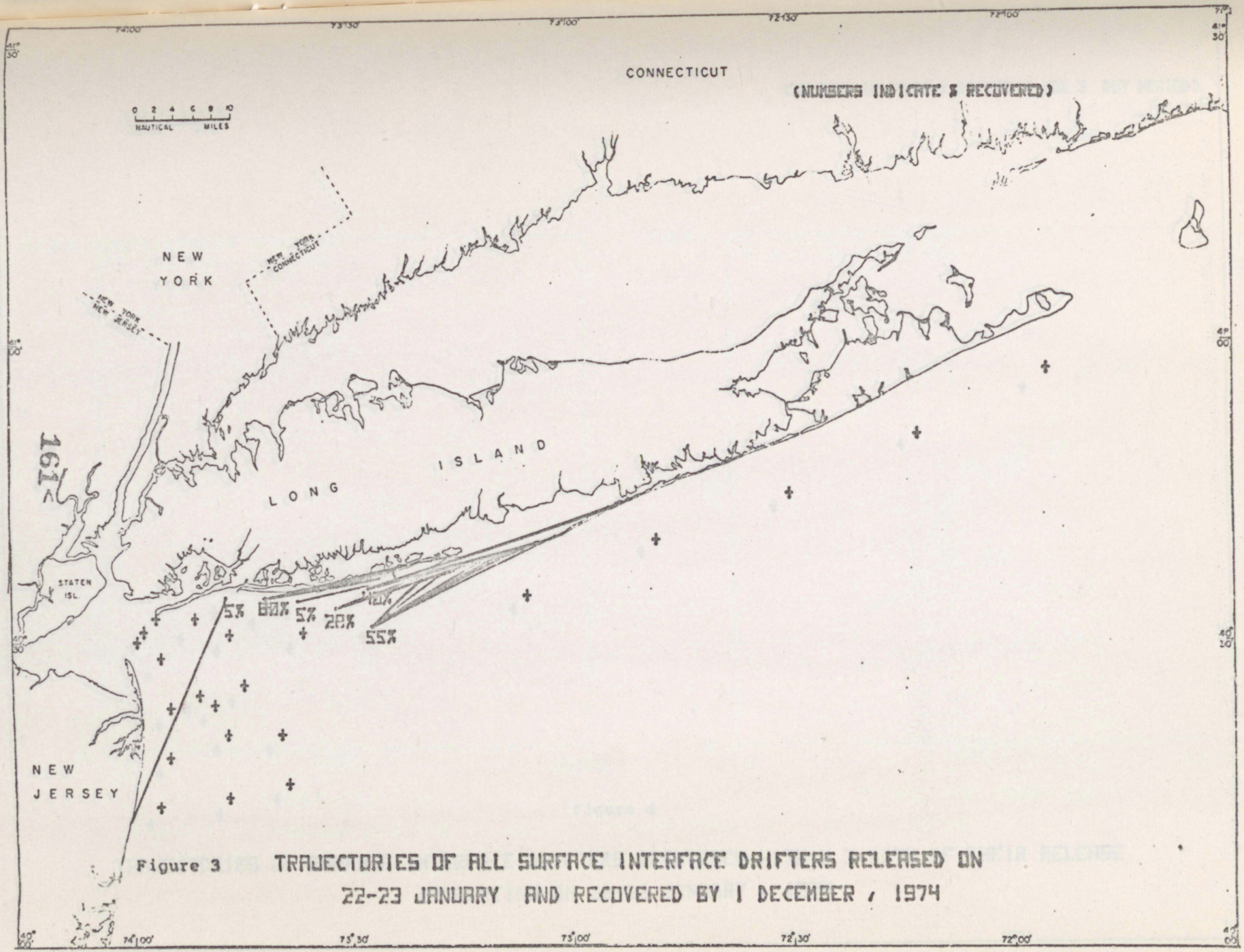


Figure 2 ASSIGNED WEATHER SECTORS FOR RELEASE STATIONS



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Figure 3 TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS RELEASED ON 22-23 JANUARY AND RECOVERED BY 1 DECEMBER, 1974

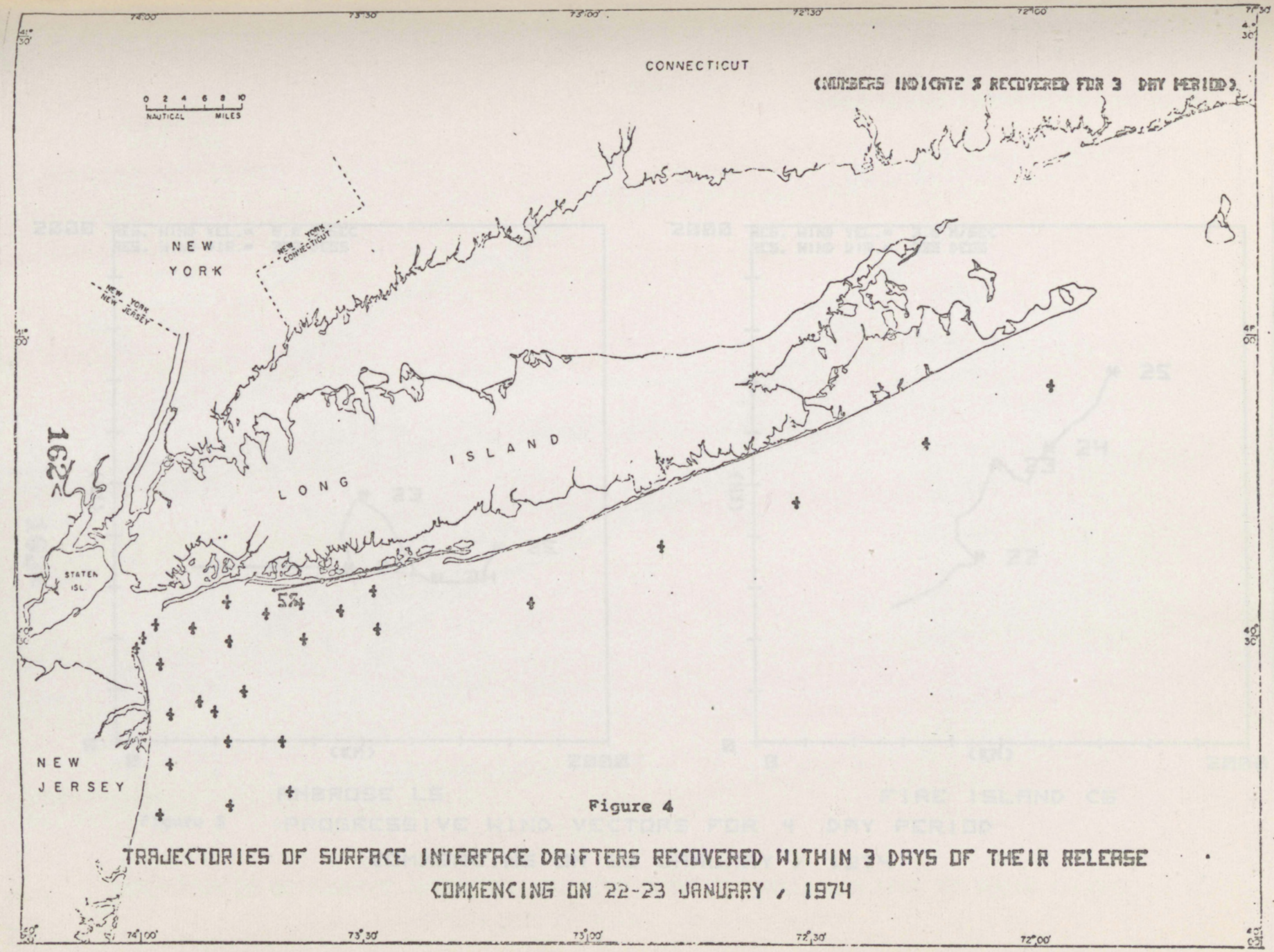
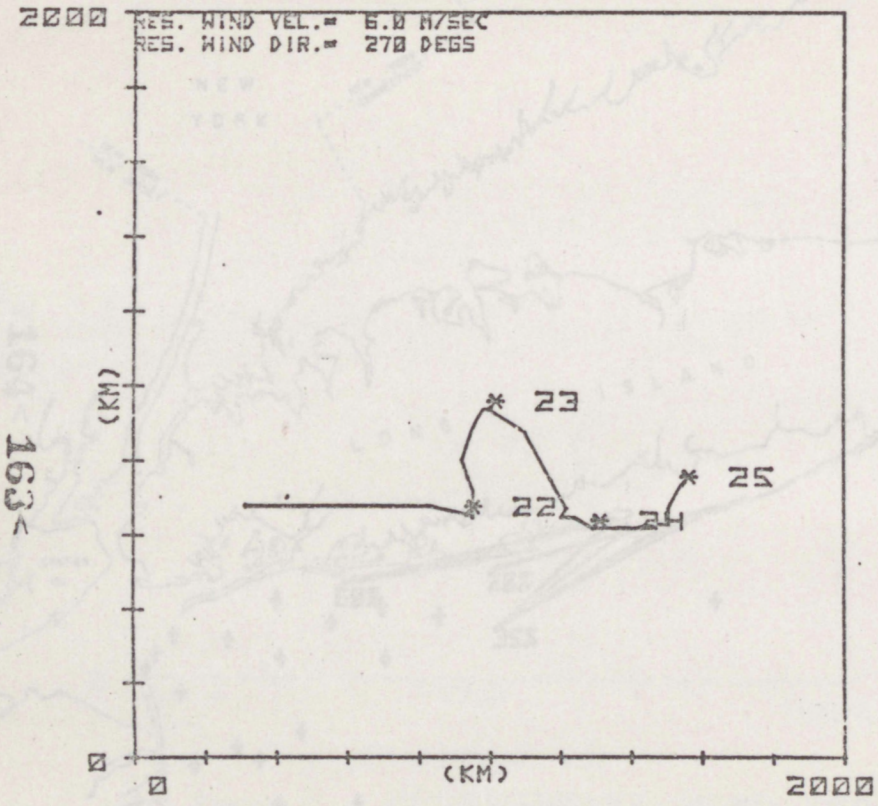
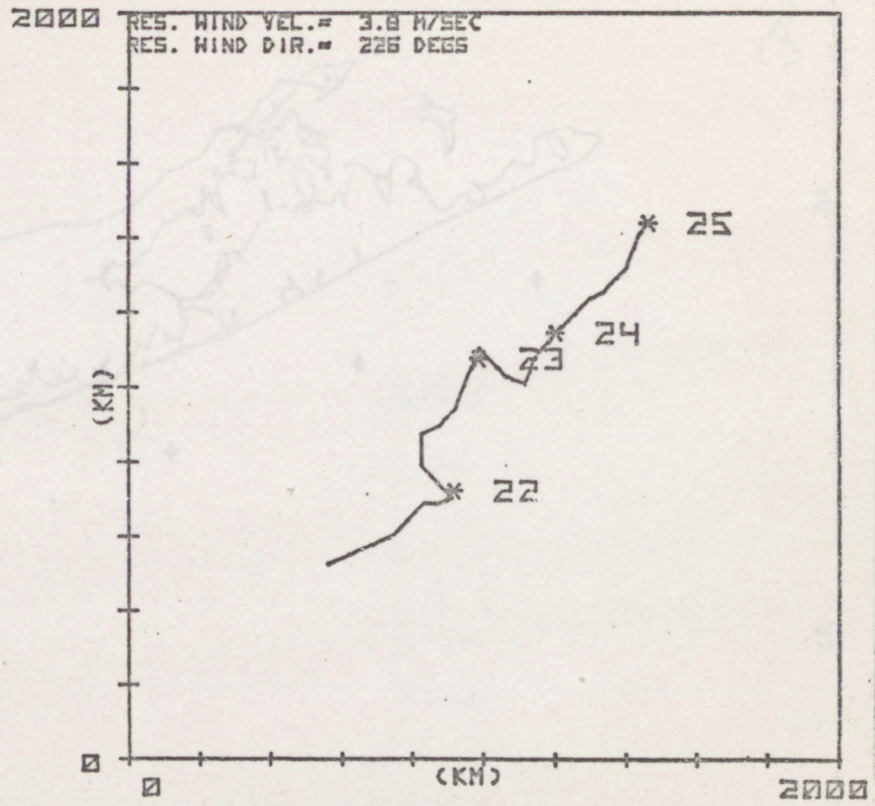


Figure 4

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 3 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JANUARY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 5 PROGRESSIVE WIND VECTORS FOR 4 DAY PERIOD
COMMENCING ON 22 JANUARY , 1974

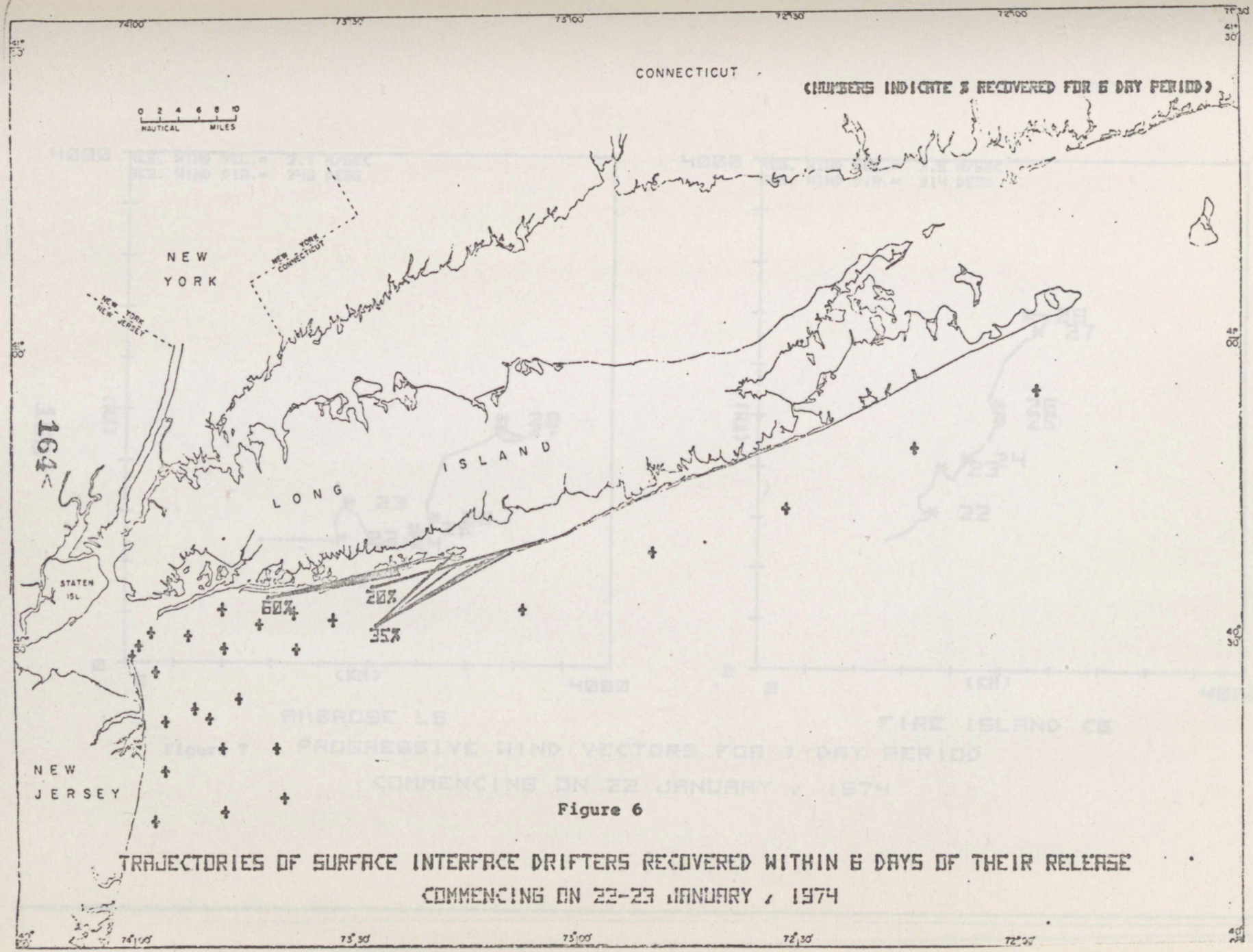
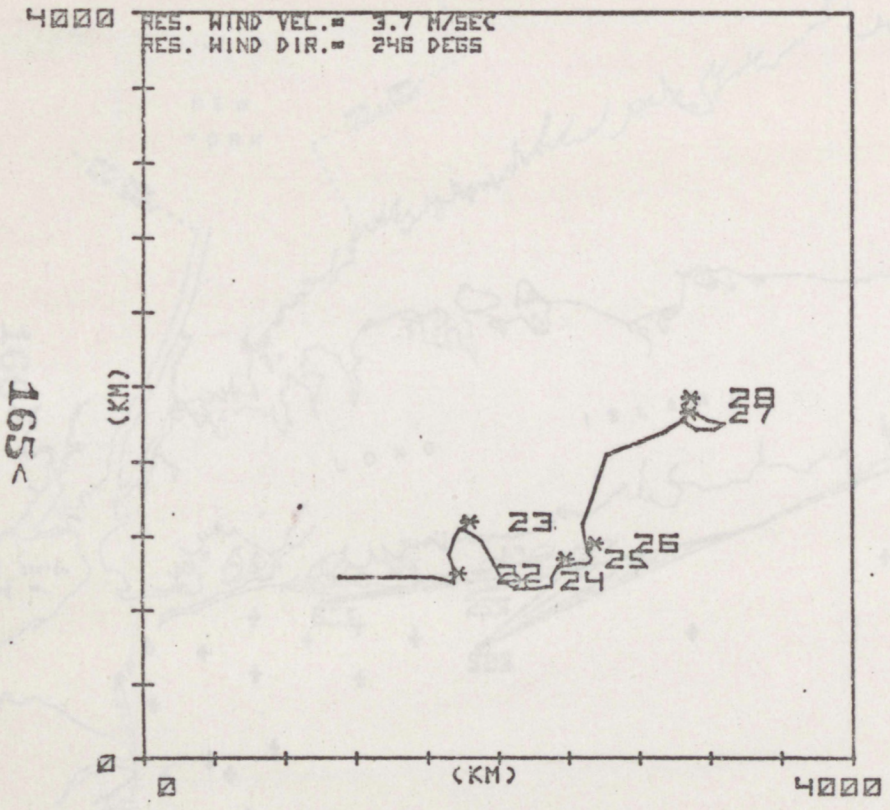
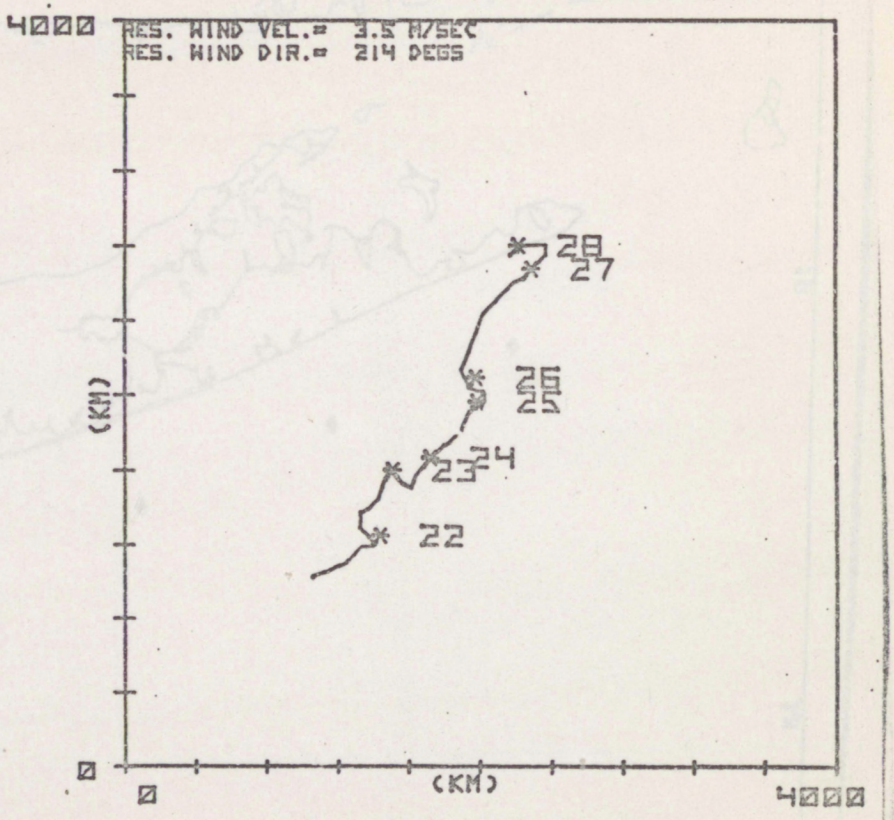


Figure 6

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 6 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JANUARY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 7 PROGRESSIVE WIND VECTORS FOR 7 DAY PERIOD COMMENCING ON 22 JANUARY , 1974

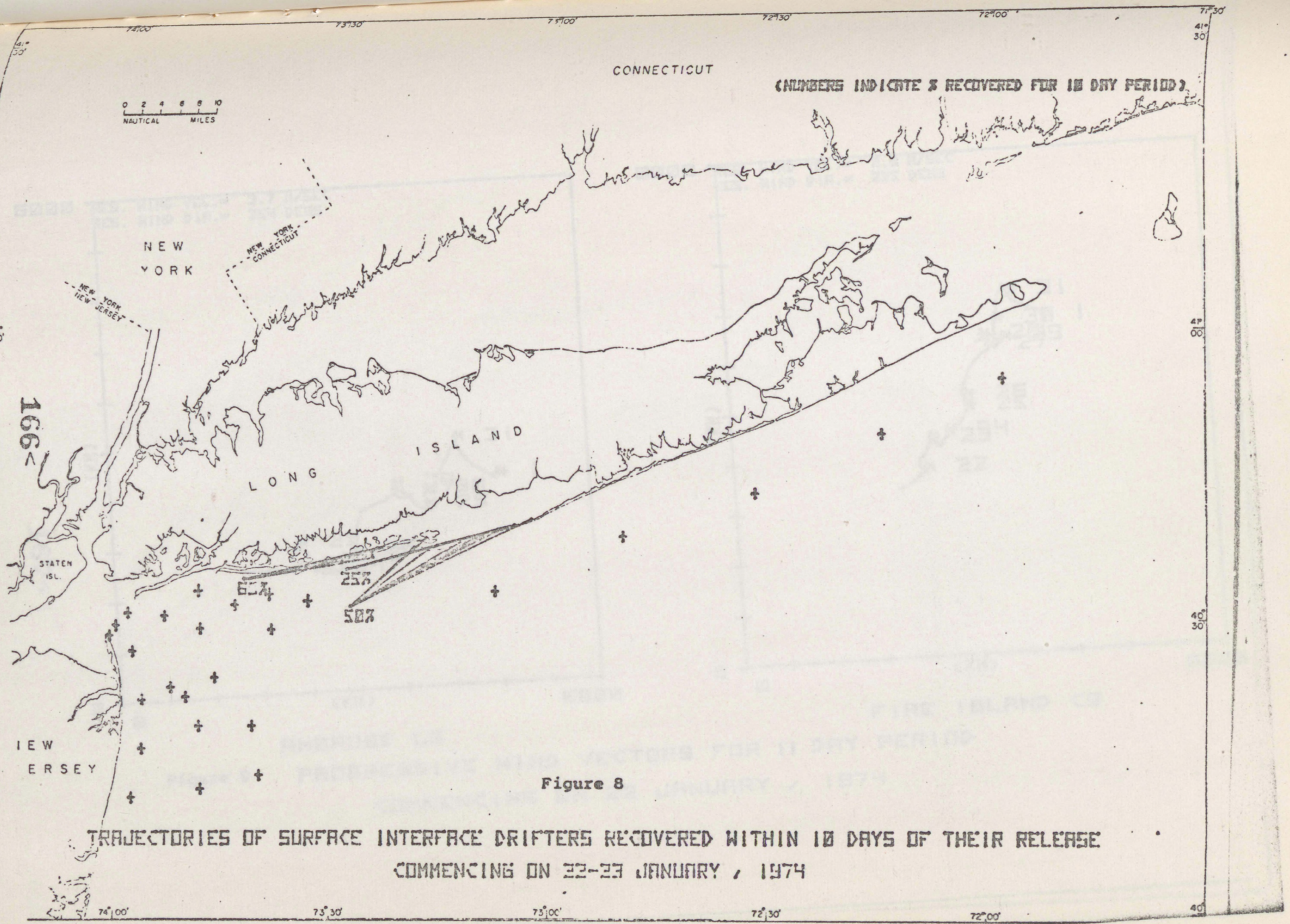
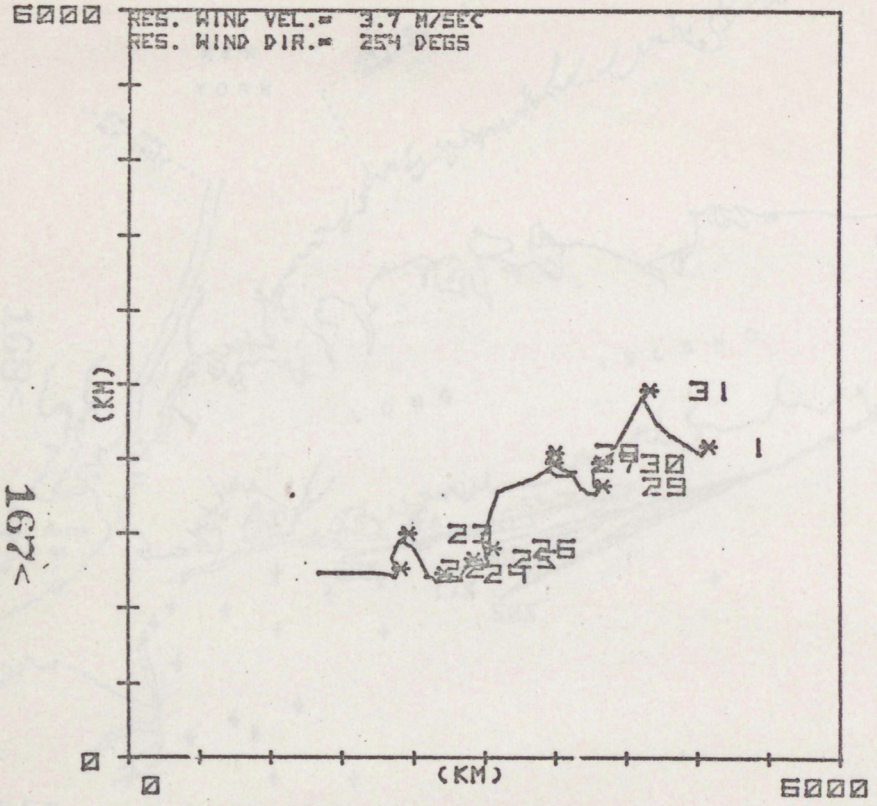
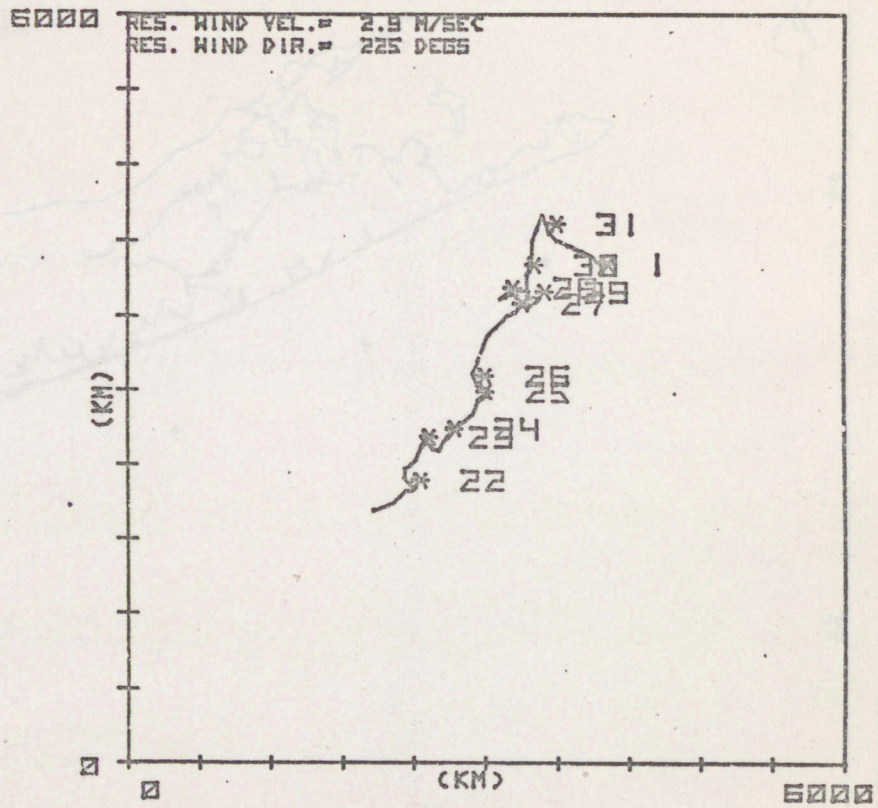


Figure 8

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JANUARY , 1974



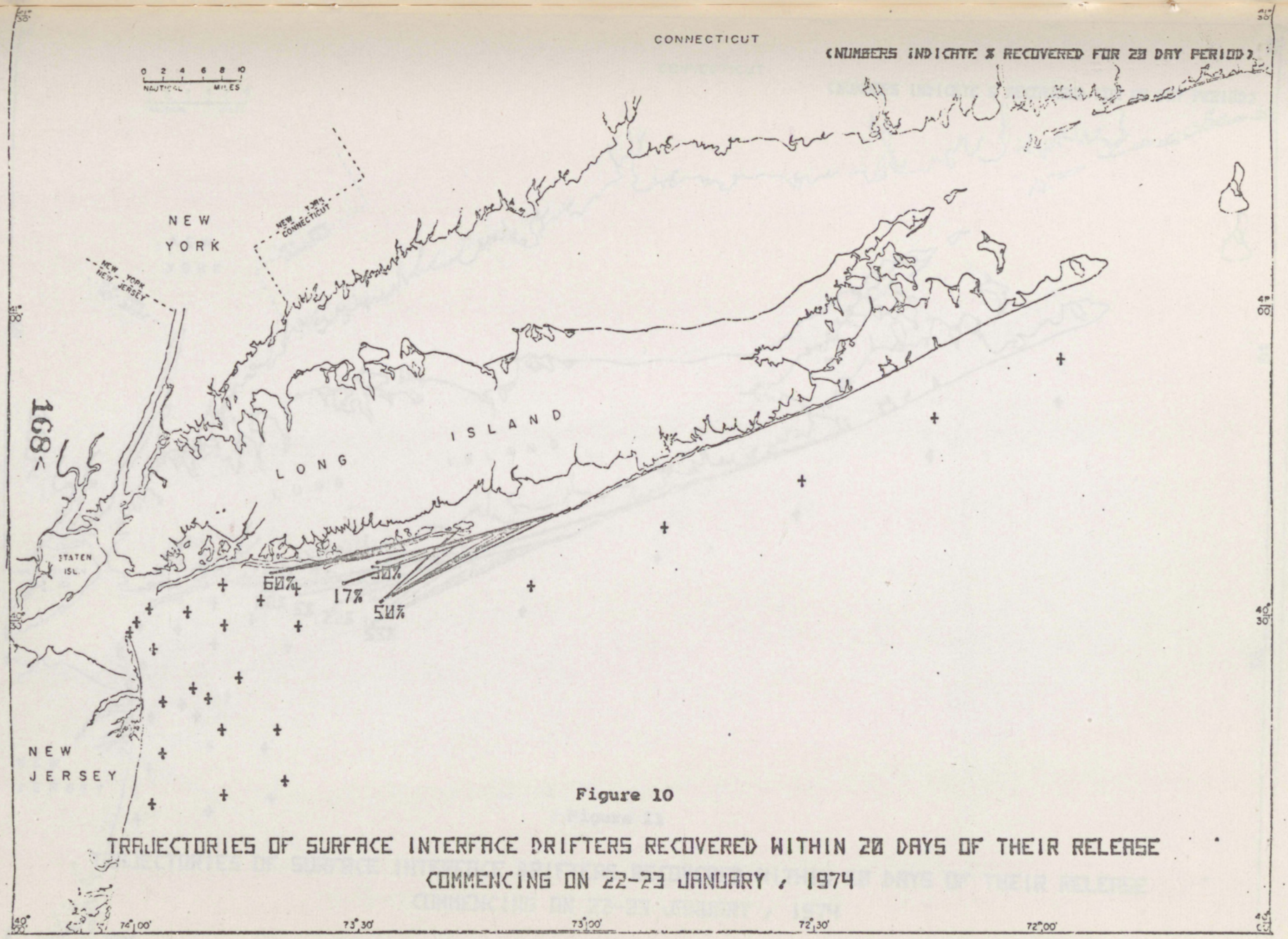
AMBROSE LS



FIRE ISLAND CG

Figure 9 PROGRESSIVE WIND VECTORS FOR 11 DAY PERIOD COMMENCING ON 22 JANUARY , 1974

167



168

Figure 10

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 20 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JANUARY , 1974

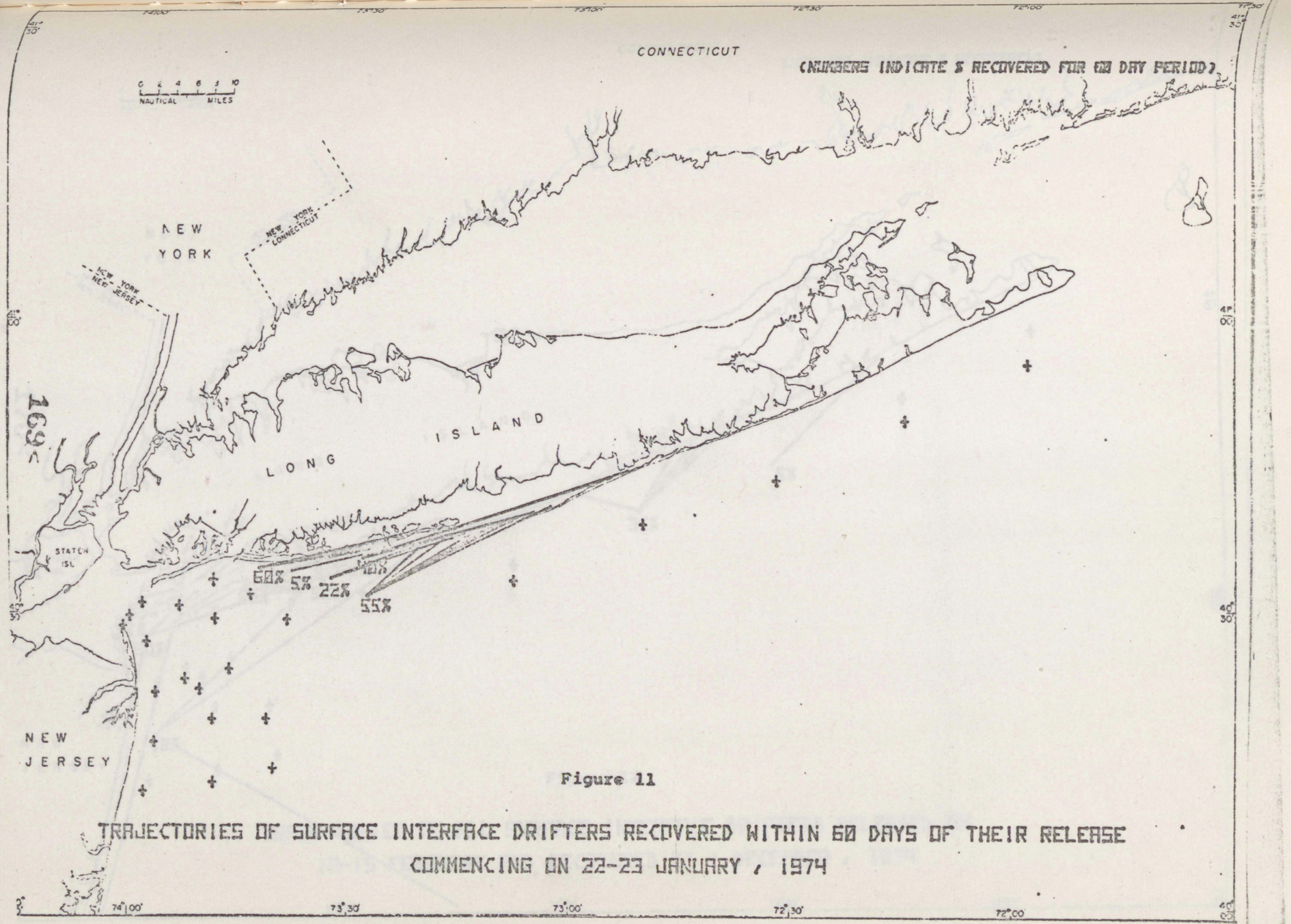


Figure 11

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 60 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JANUARY, 1974

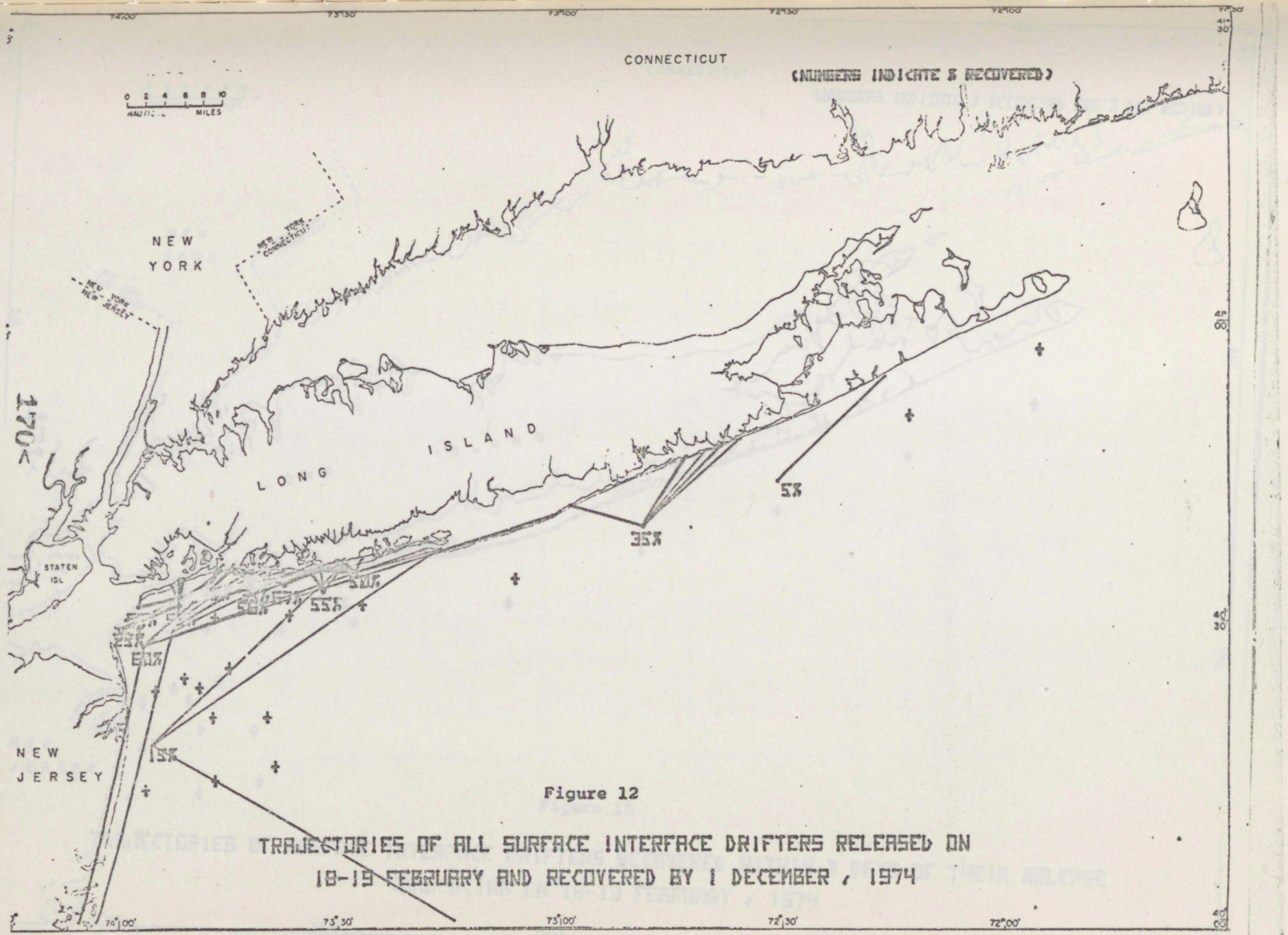


Figure 12

TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS RELEASED ON 18-19 FEBRUARY AND RECOVERED BY 1 DECEMBER, 1974

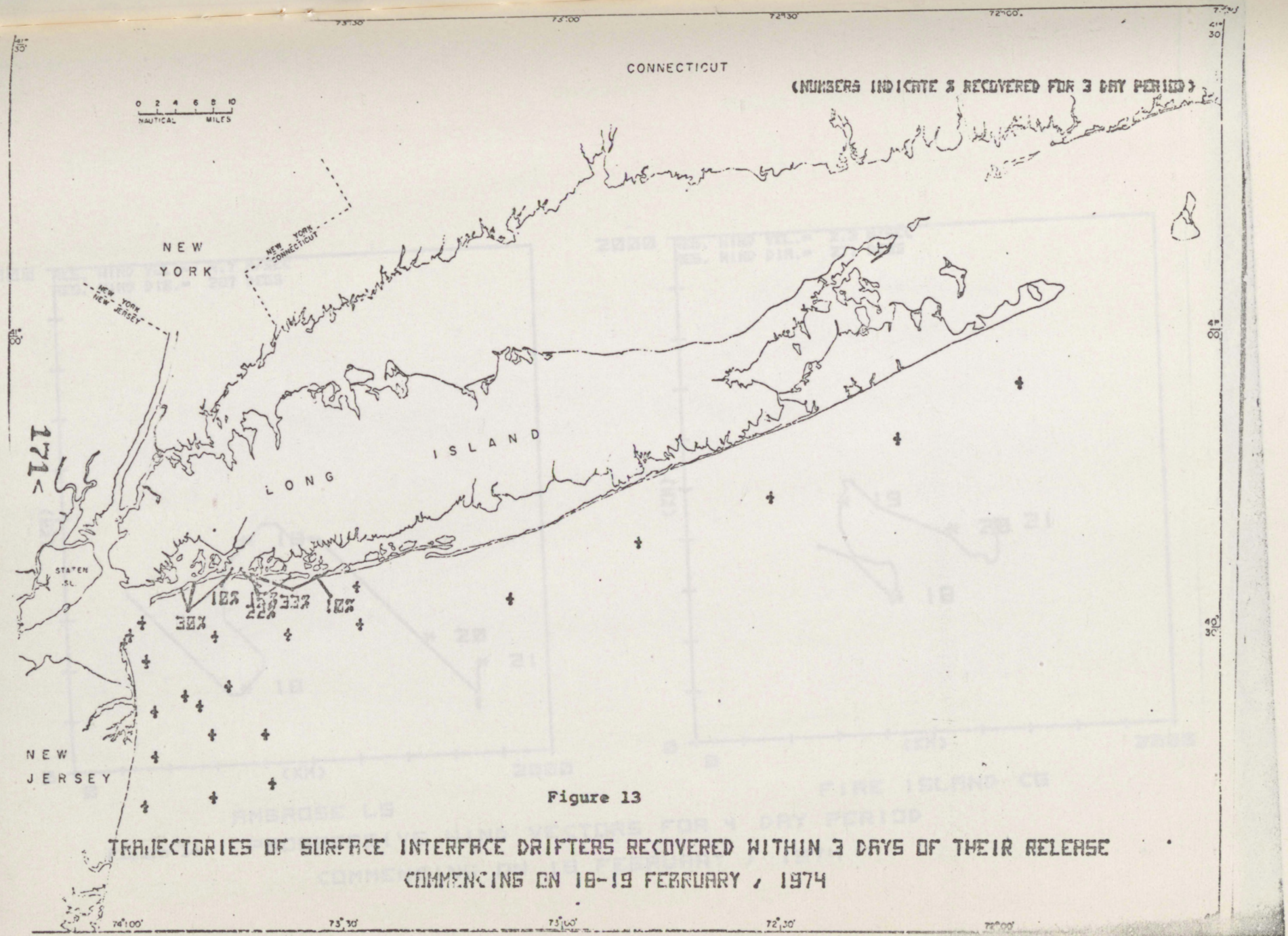
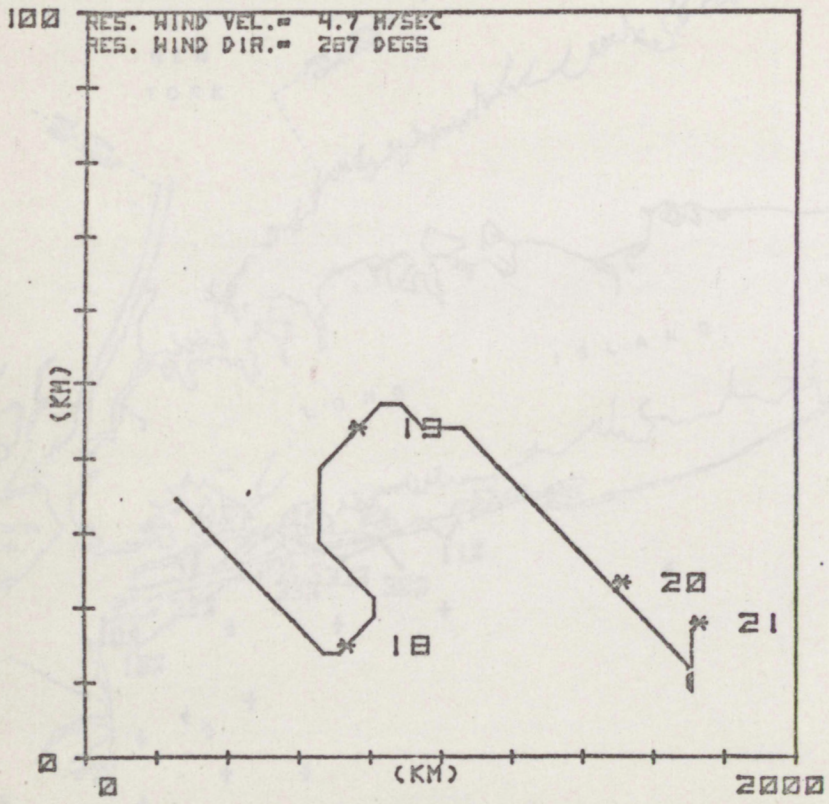
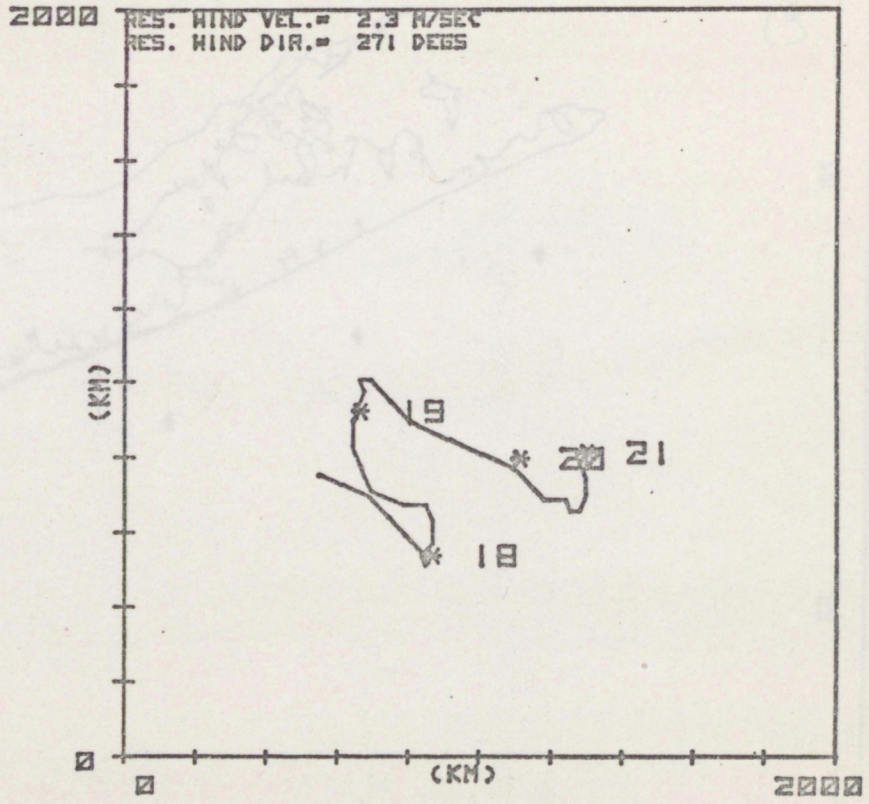


Figure 13

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 3 DAYS OF THEIR RELEASE COMMENCING ON 18-19 FEBRUARY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 14 PROGRESSIVE WIND VECTORS FOR 4 DAY PERIOD COMMENCING ON 18 FEBRUARY , 1974

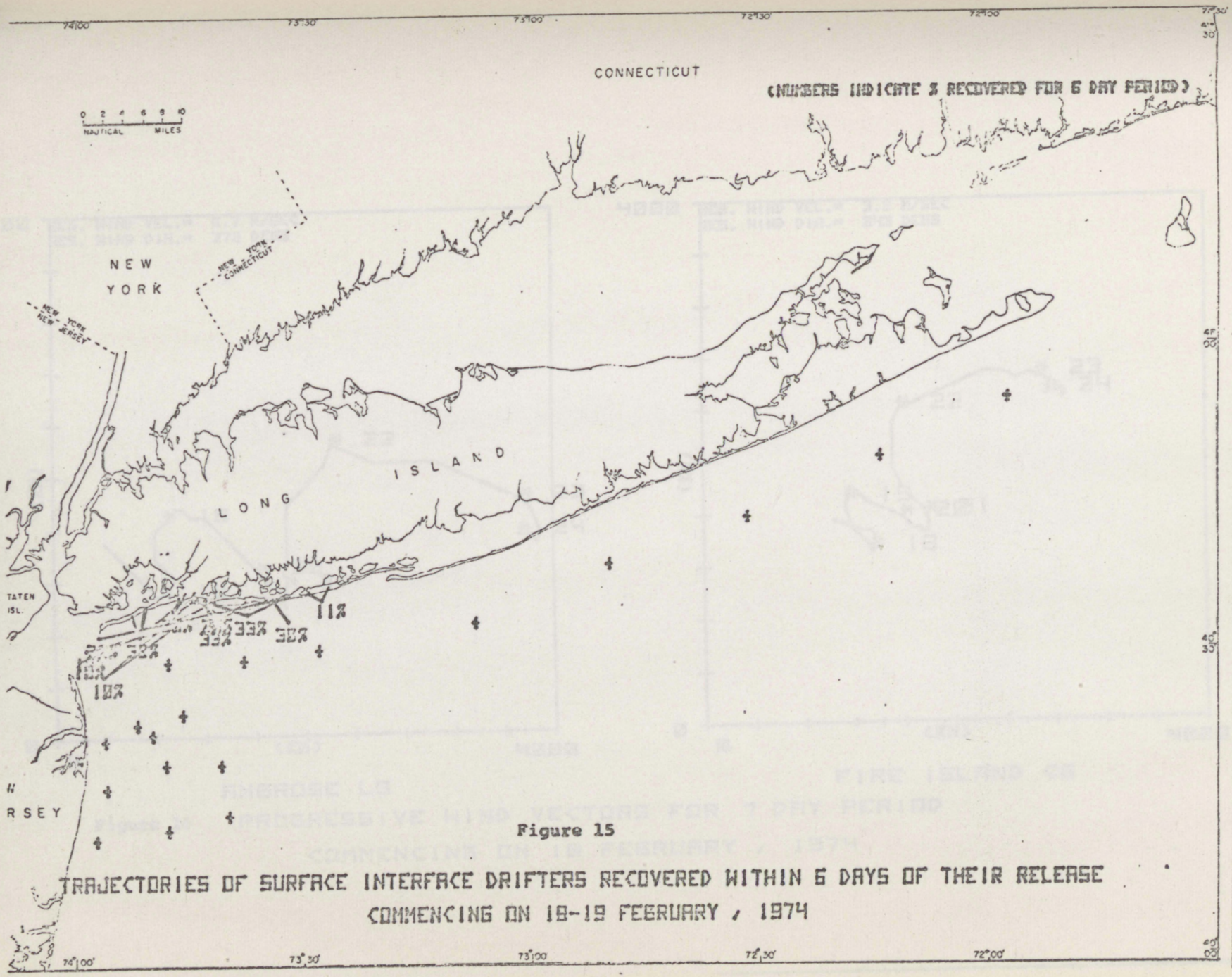
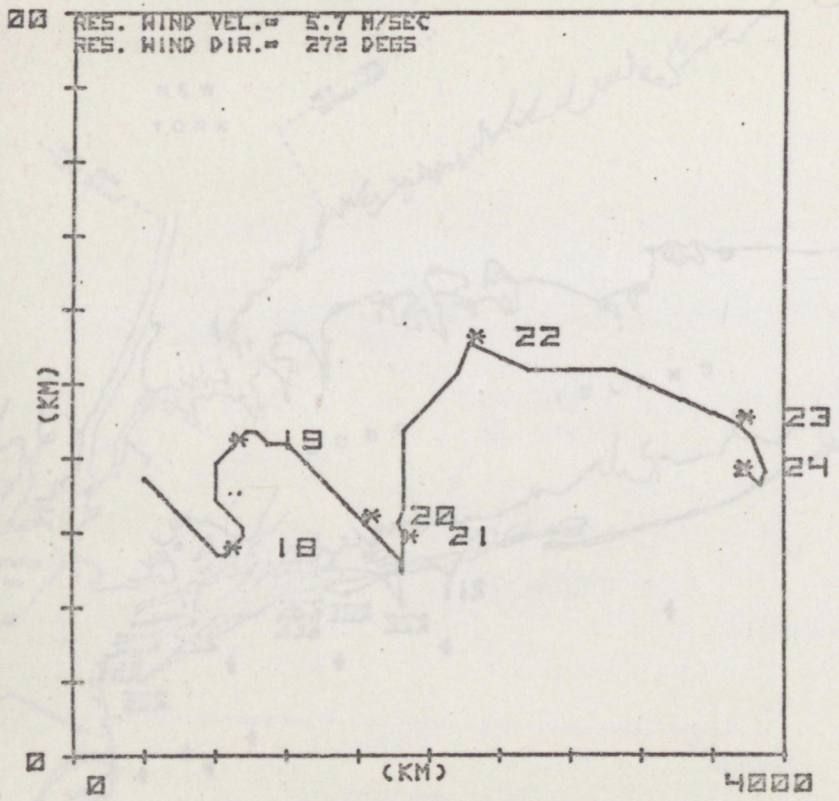
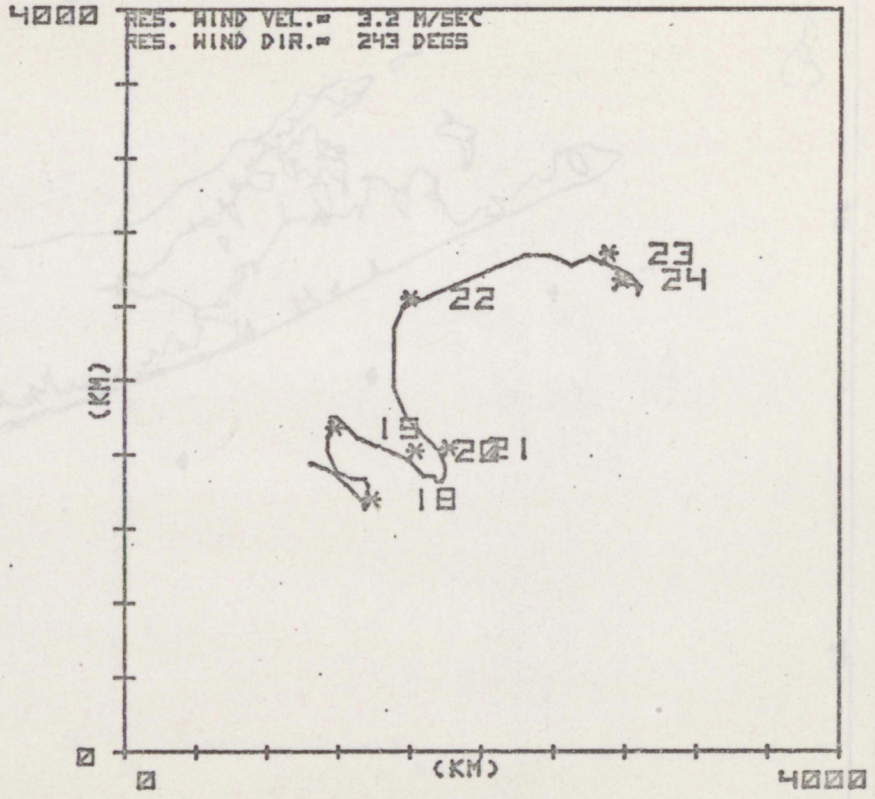


Figure 15

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 6 DAYS OF THEIR RELEASE COMMENCING ON 18-19 FEBRUARY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 16 PROGRESSIVE WIND VECTORS FOR 7 DAY PERIOD COMMENCING ON 18 FEBRUARY , 1974

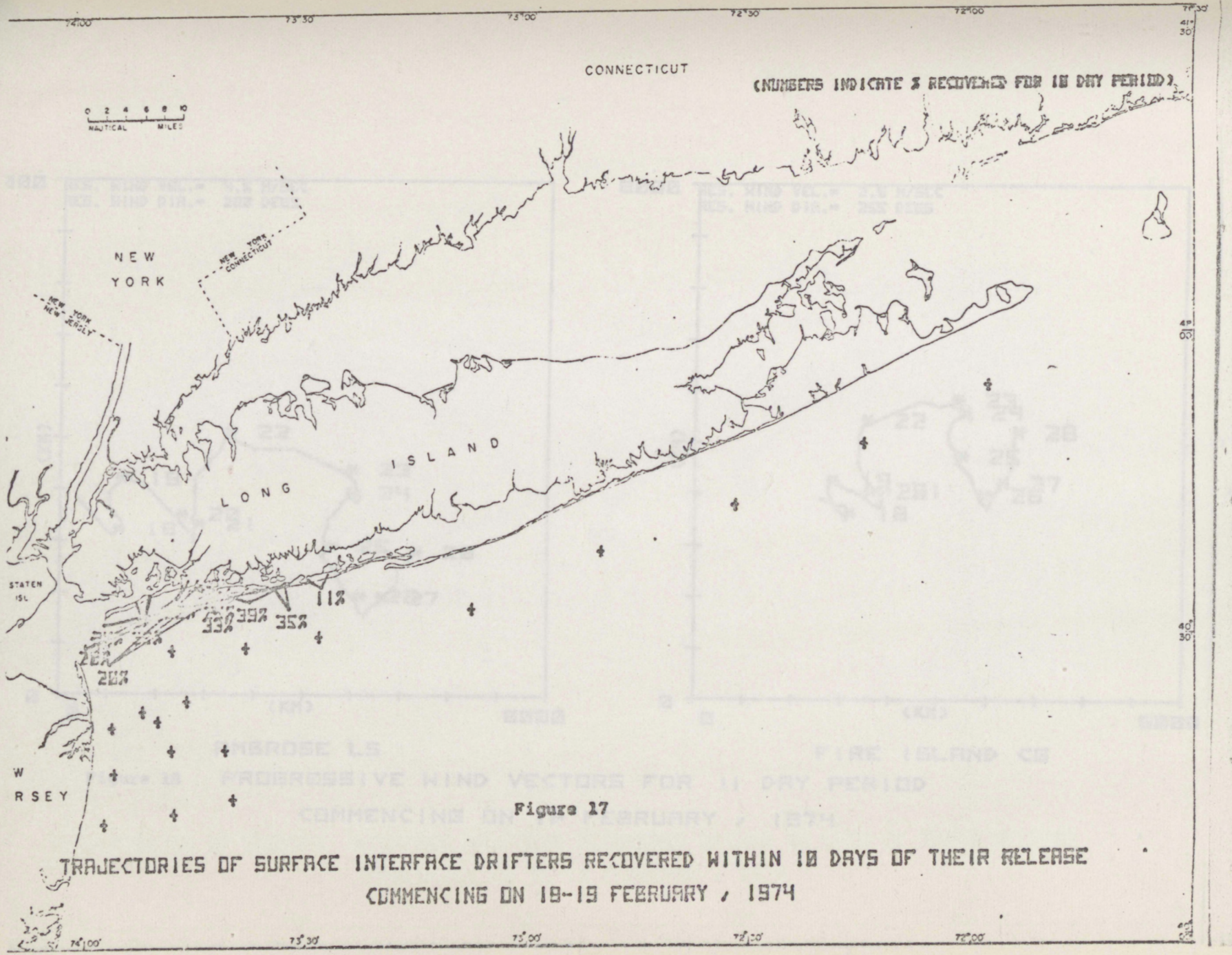
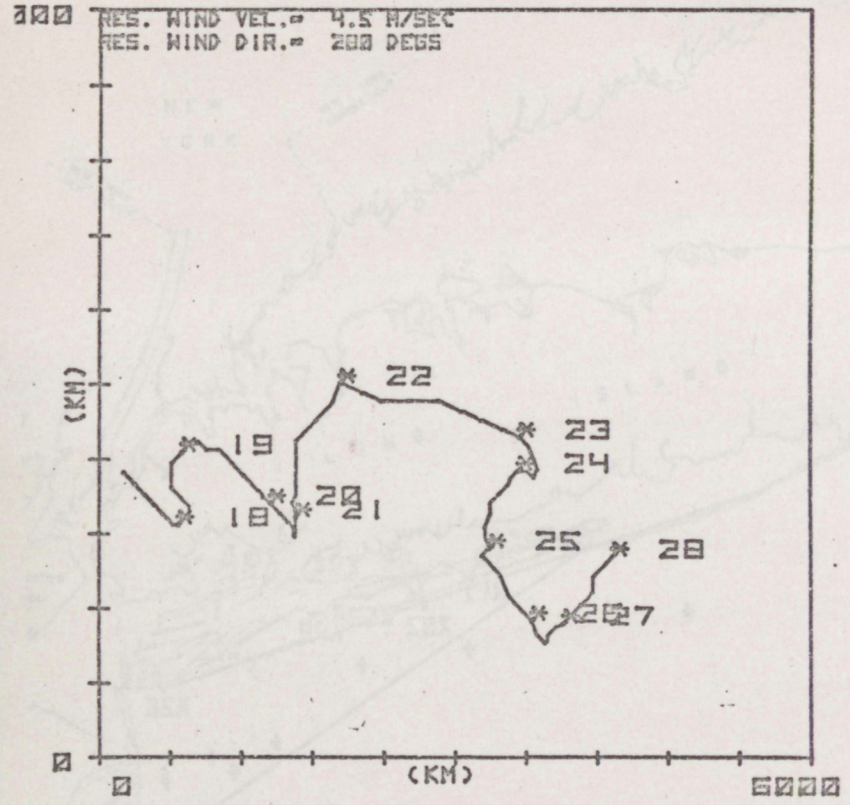
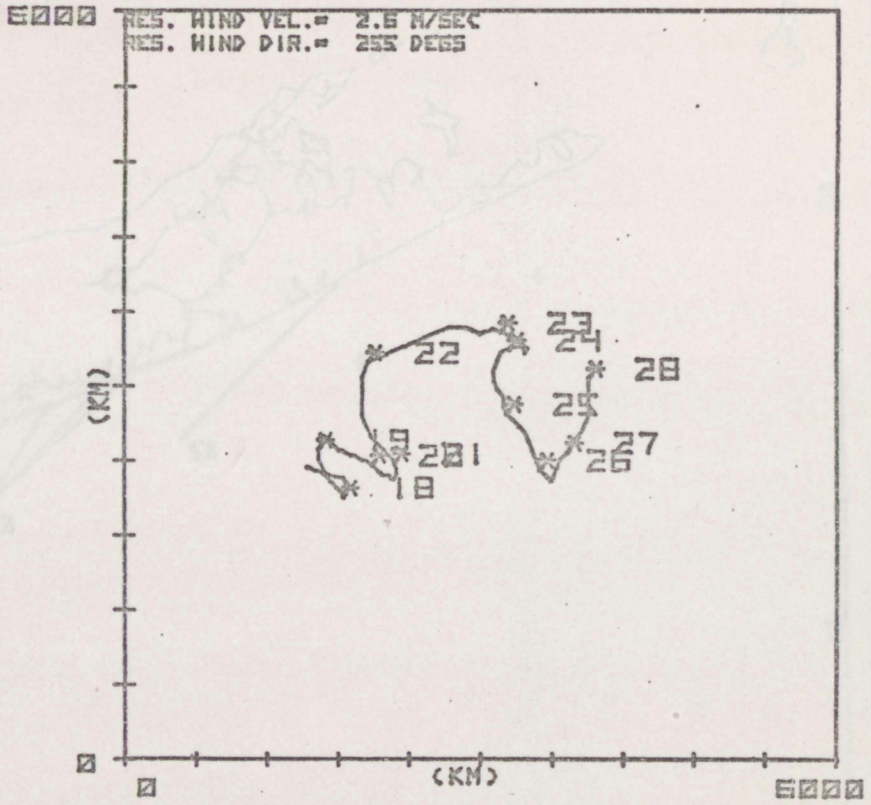


Figure 17

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 19-19 FEBRUARY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 18 PROGRESSIVE WIND VECTORS FOR 11 DAY PERIOD COMMENCING ON 18 FEBRUARY , 1974

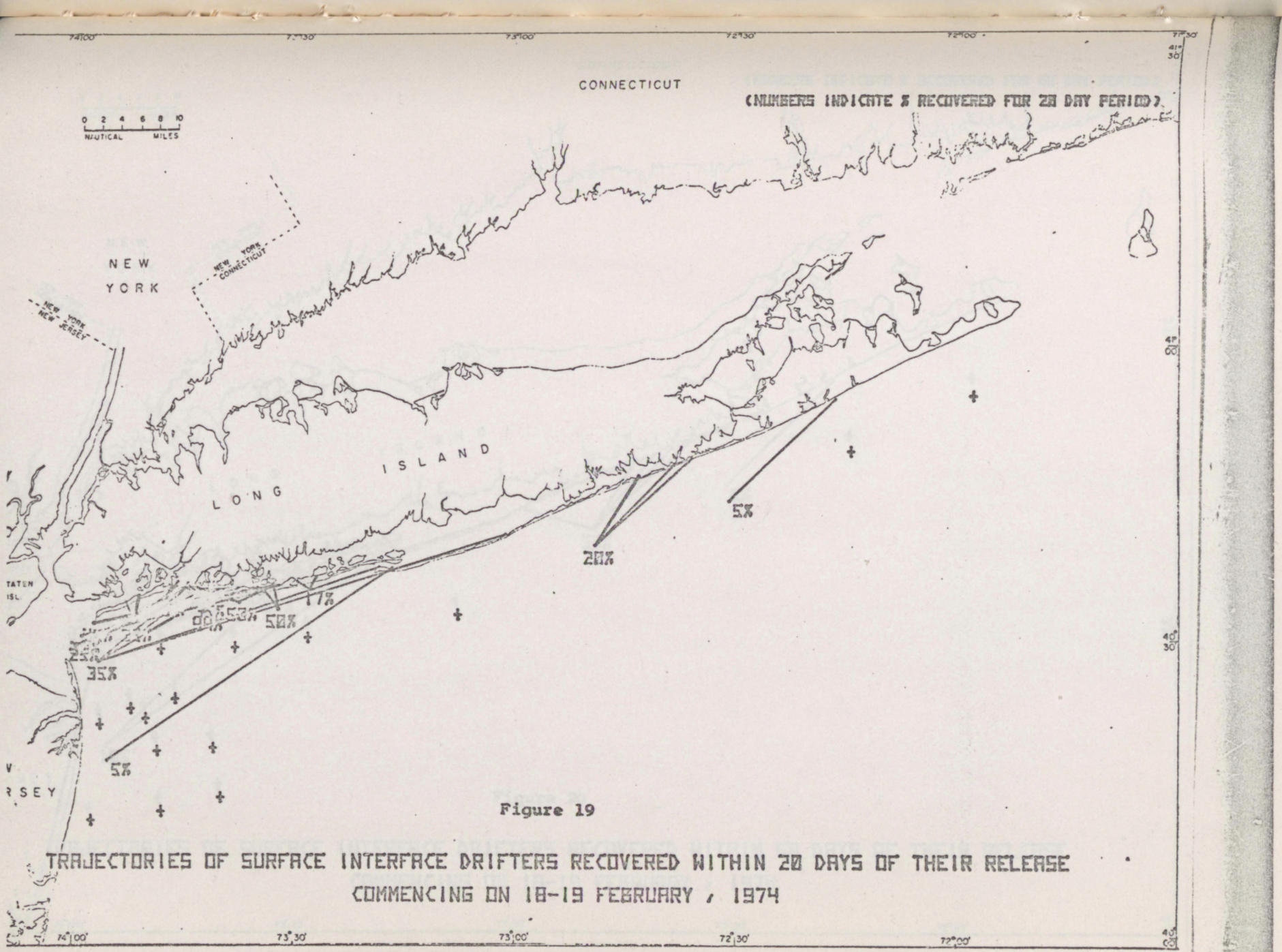


Figure 19

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 20 DAYS OF THEIR RELEASE COMMENCING ON 18-19 FEBRUARY , 1974

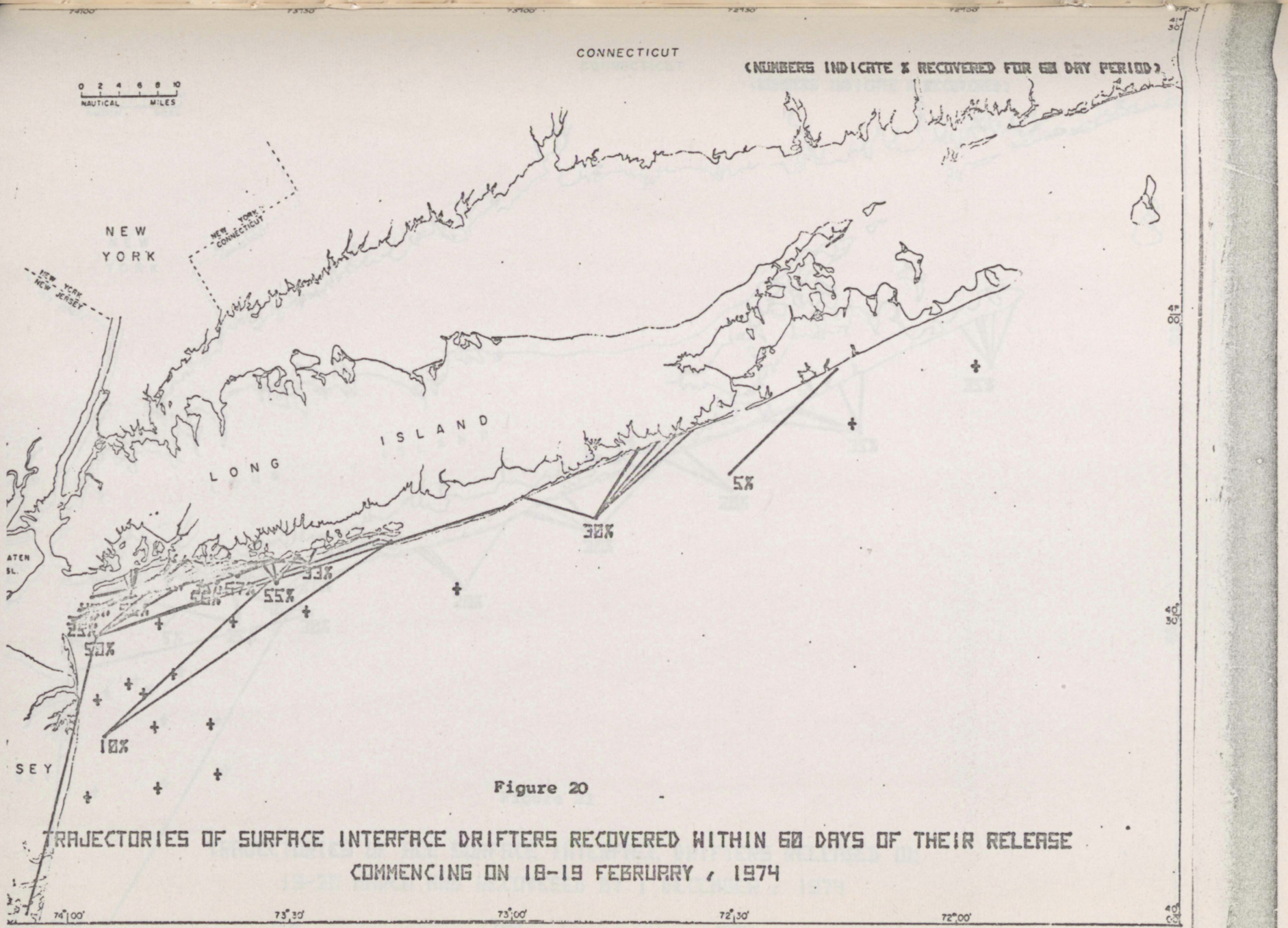


Figure 20

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 60 DAYS OF THEIR RELEASE COMMENCING ON 18-19 FEBRUARY , 1974

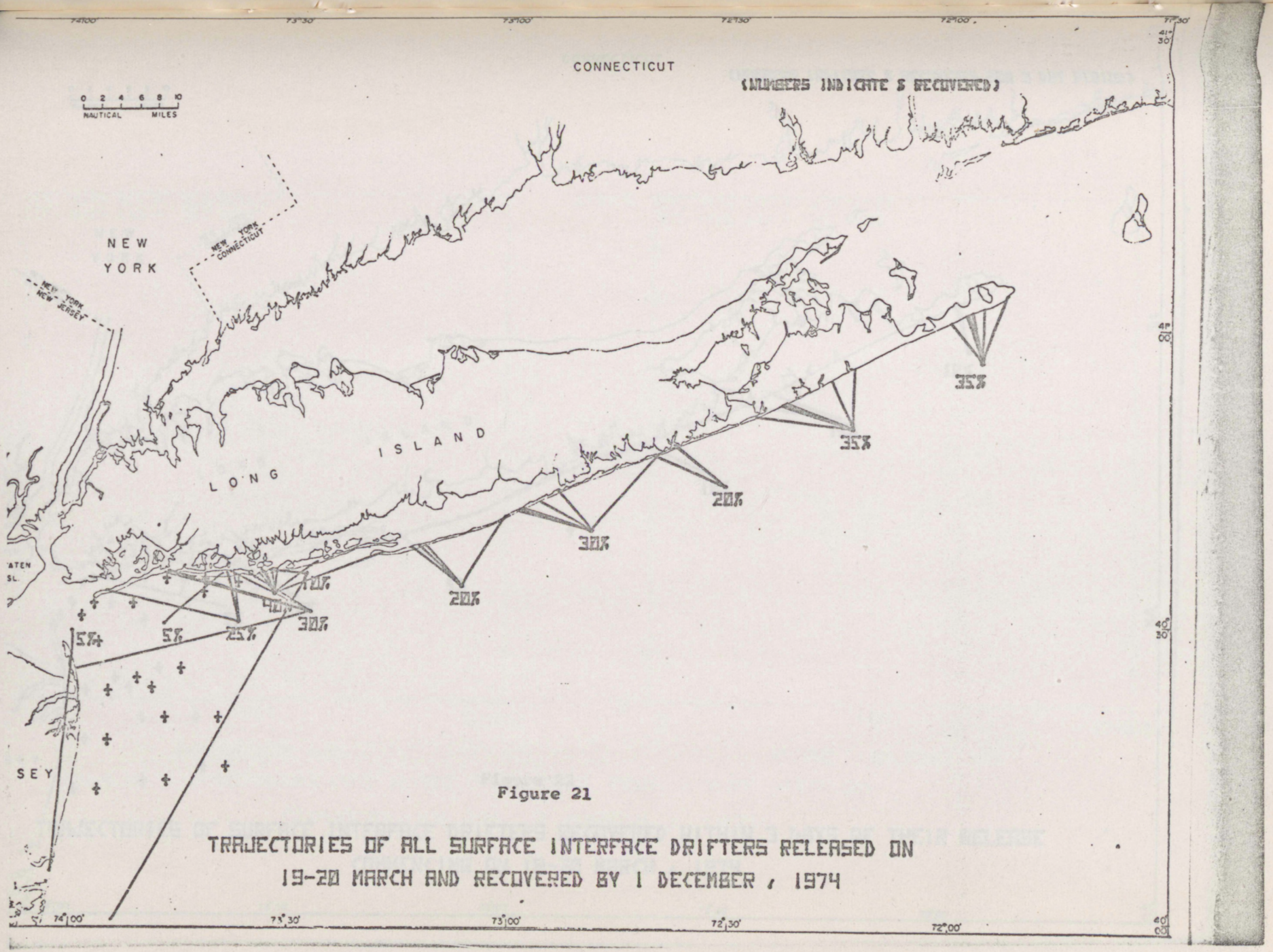


Figure 21

TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS RELEASED ON 19-20 MARCH AND RECOVERED BY 1 DECEMBER, 1974

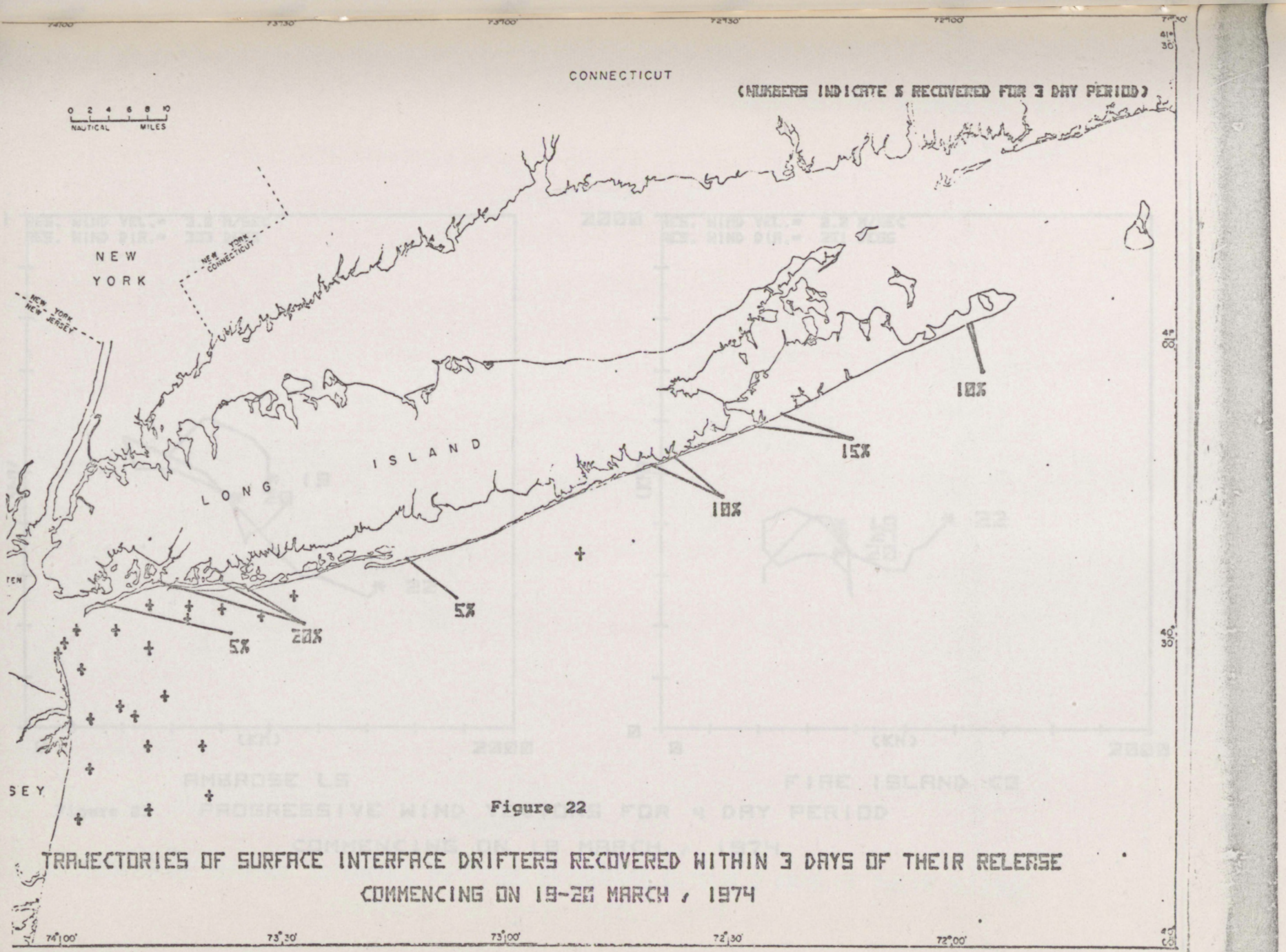
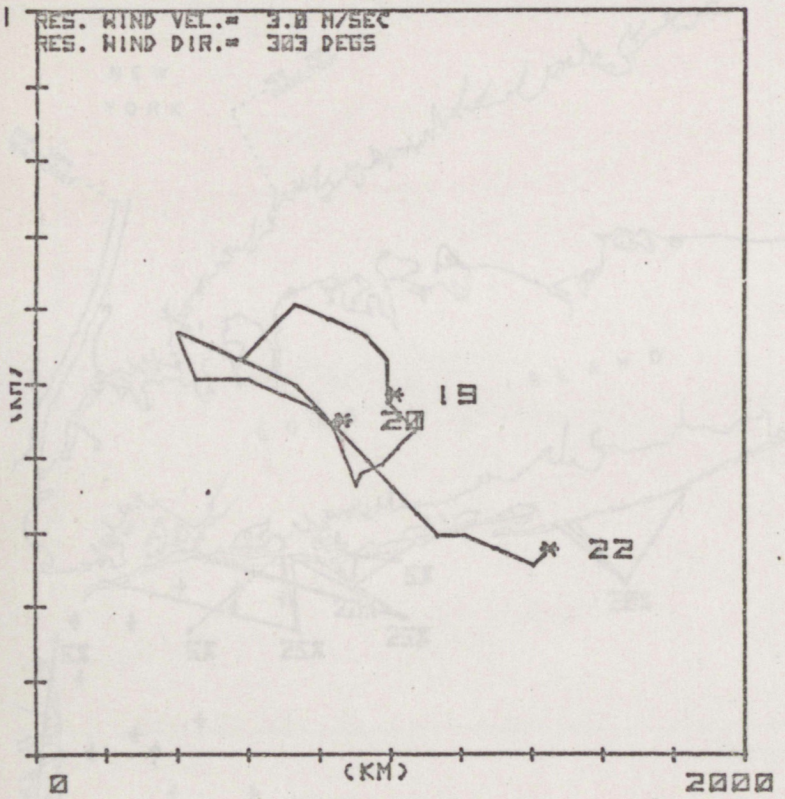
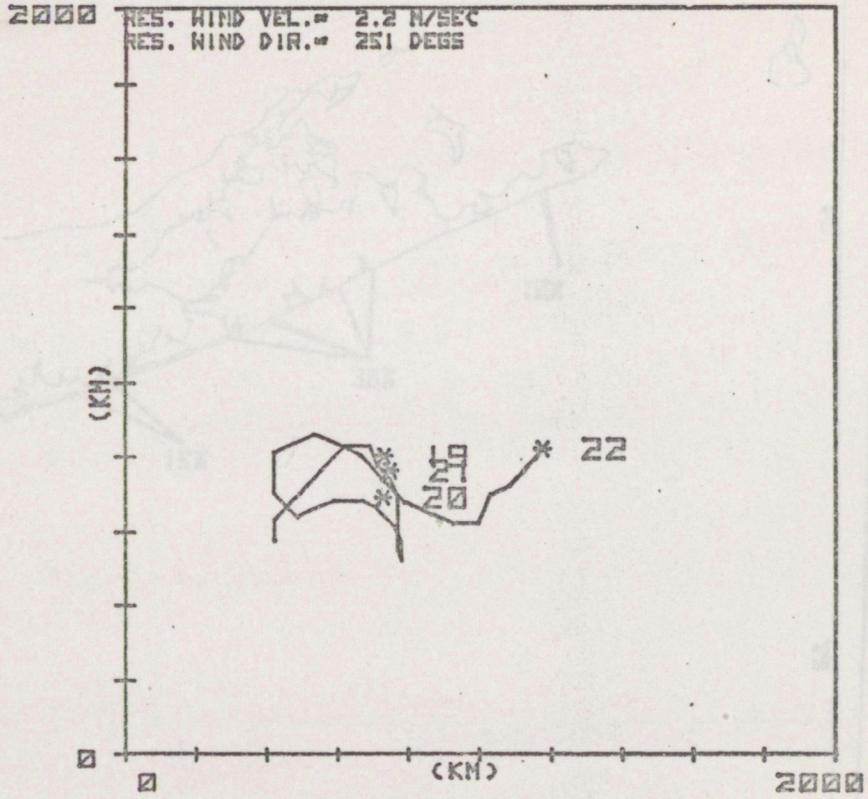


Figure 22

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 3 DAYS OF THEIR RELEASE COMMENCING ON 19-26 MARCH , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 23 PROGRESSIVE WIND VECTORS FOR 4 DAY PERIOD COMMENCING ON 19 MARCH , 1974

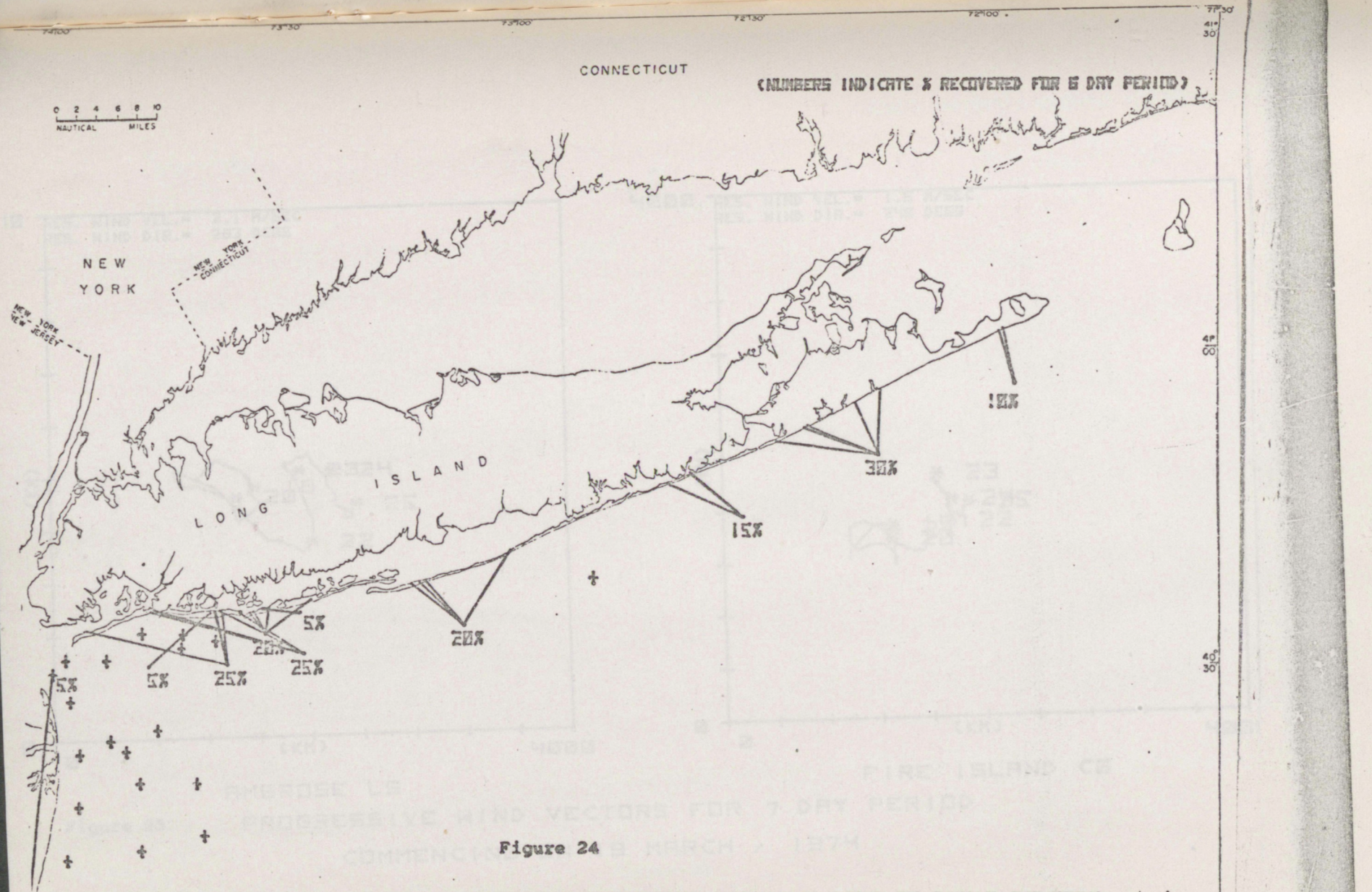
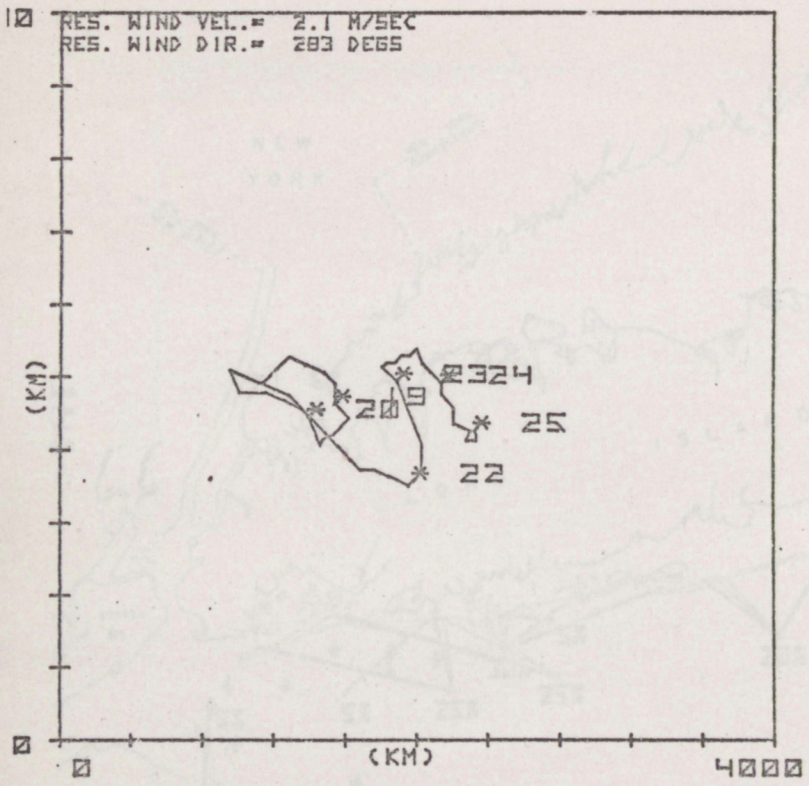
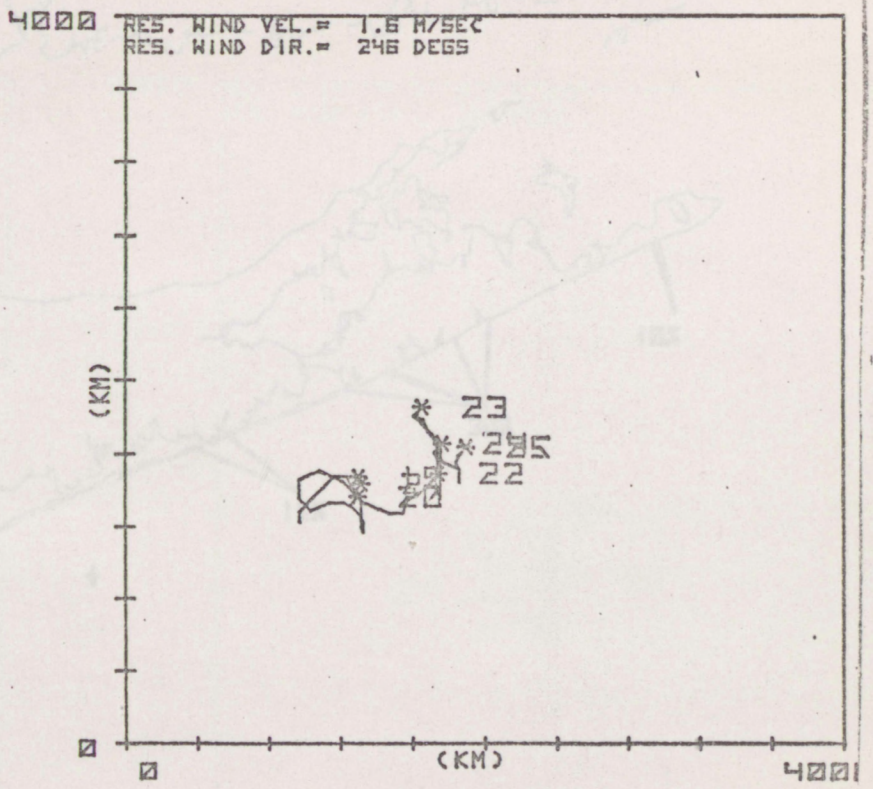


Figure 24

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 6 DAYS OF THEIR RELEASE COMMENCING ON 19-20 MARCH , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 25 PROGRESSIVE WIND VECTORS FOR 7 DAY PERIOD COMMENCING ON 19 MARCH , 1974

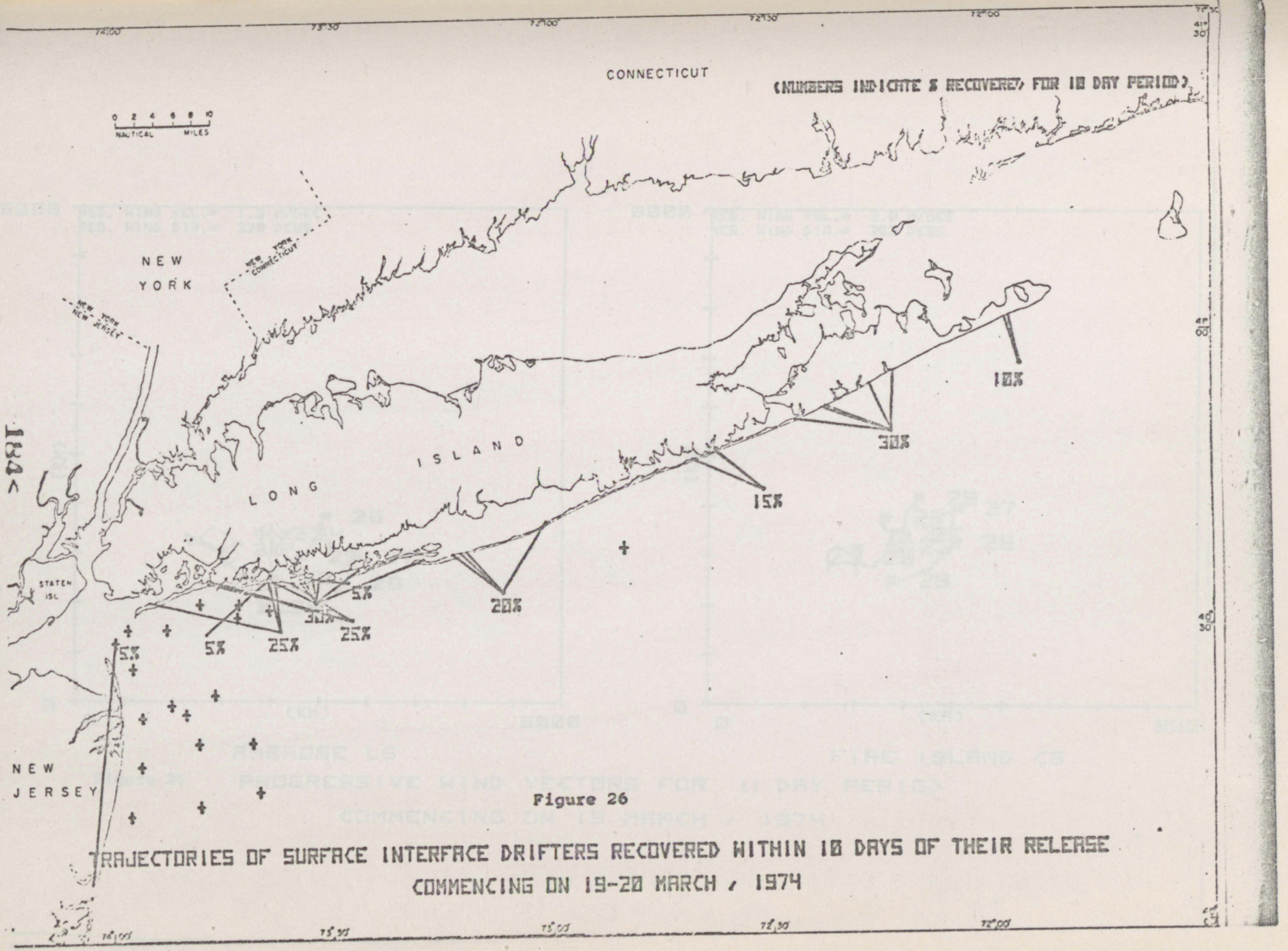
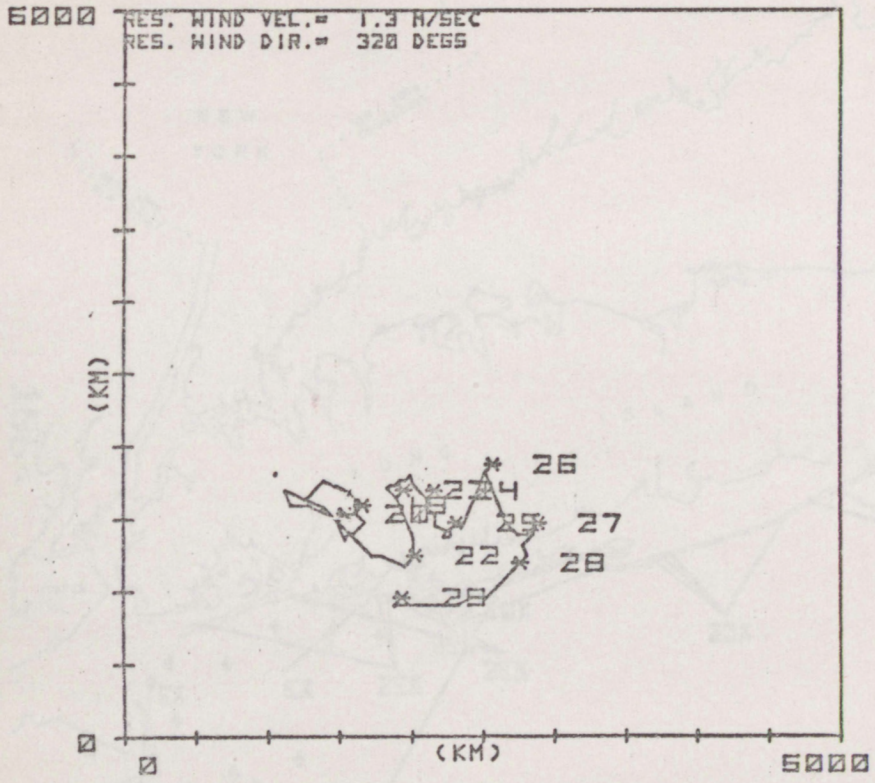
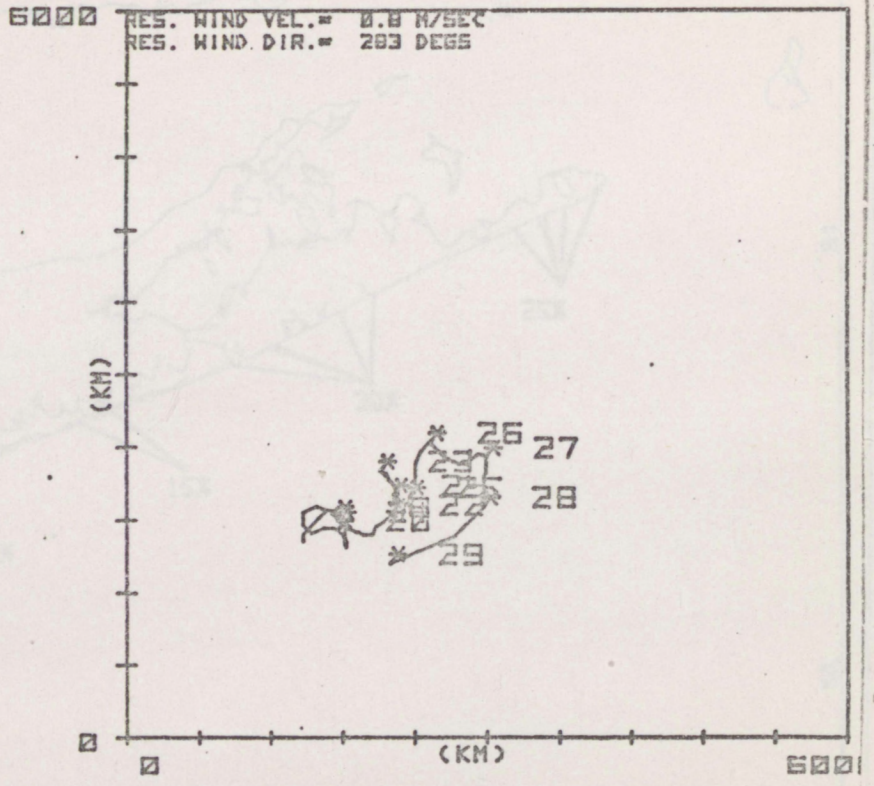


Figure 26

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 19-20 MARCH , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 27 PROGRESSIVE WIND VECTORS FOR 11 DAY PERIOD COMMENCING ON 19 MARCH , 1974

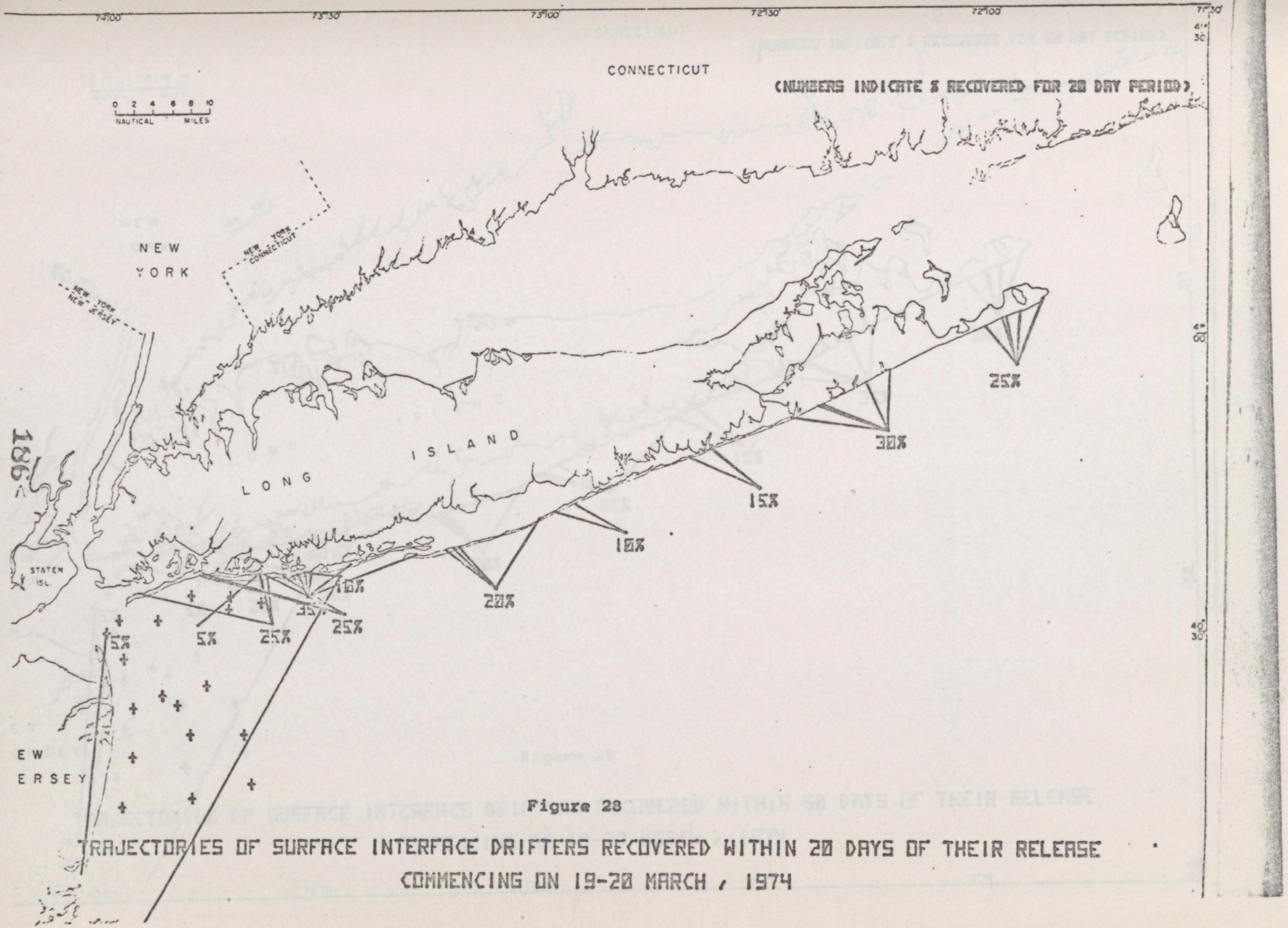


Figure 28

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 20 DAYS OF THEIR RELEASE COMMENCING ON 19-20 MARCH , 1974

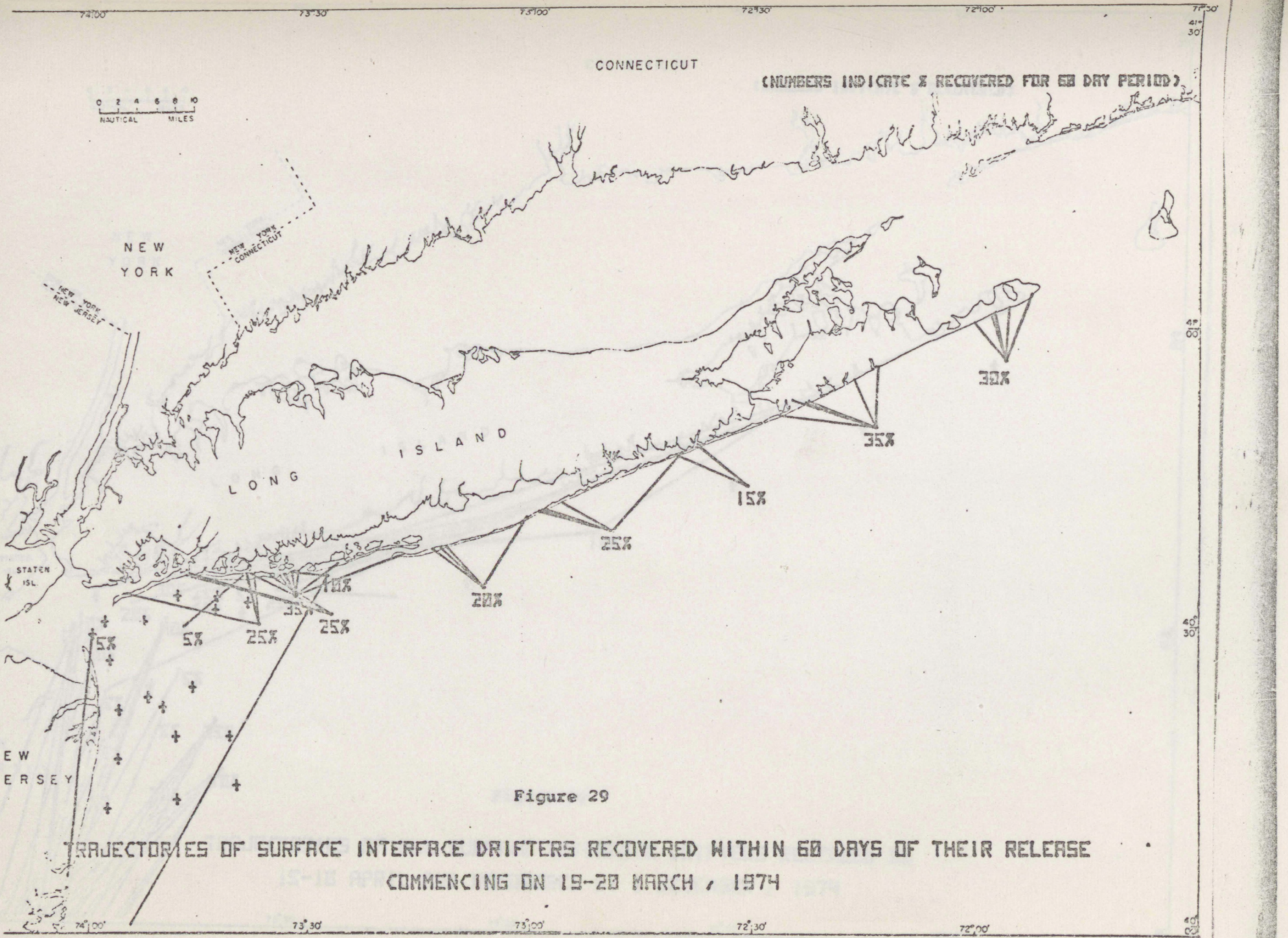


Figure 29

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 60 DAYS OF THEIR RELEASE COMMENCING ON 19-20 MARCH , 1974

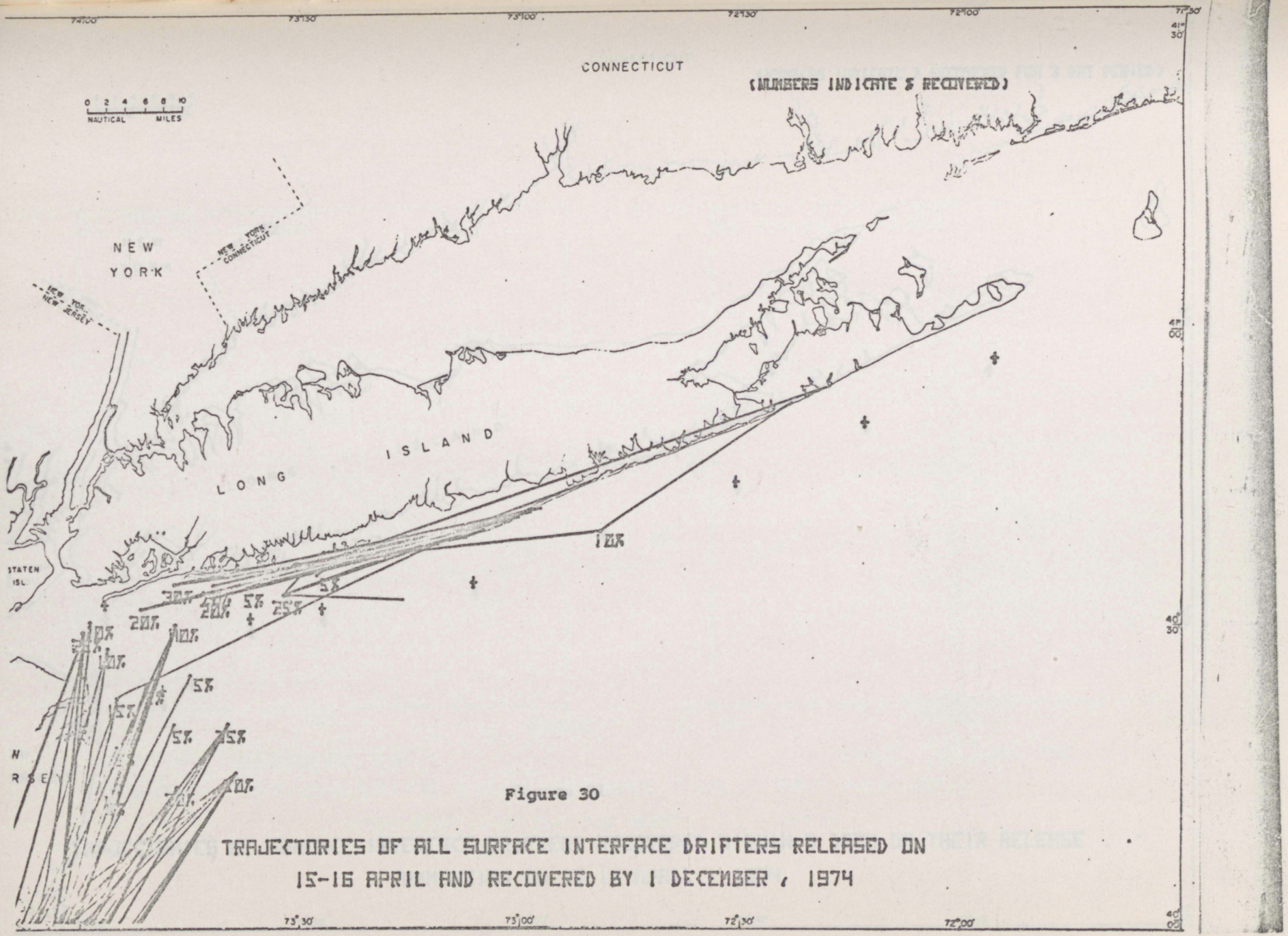


Figure 30

TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS RELEASED ON 15-16 APRIL AND RECOVERED BY 1 DECEMBER, 1974

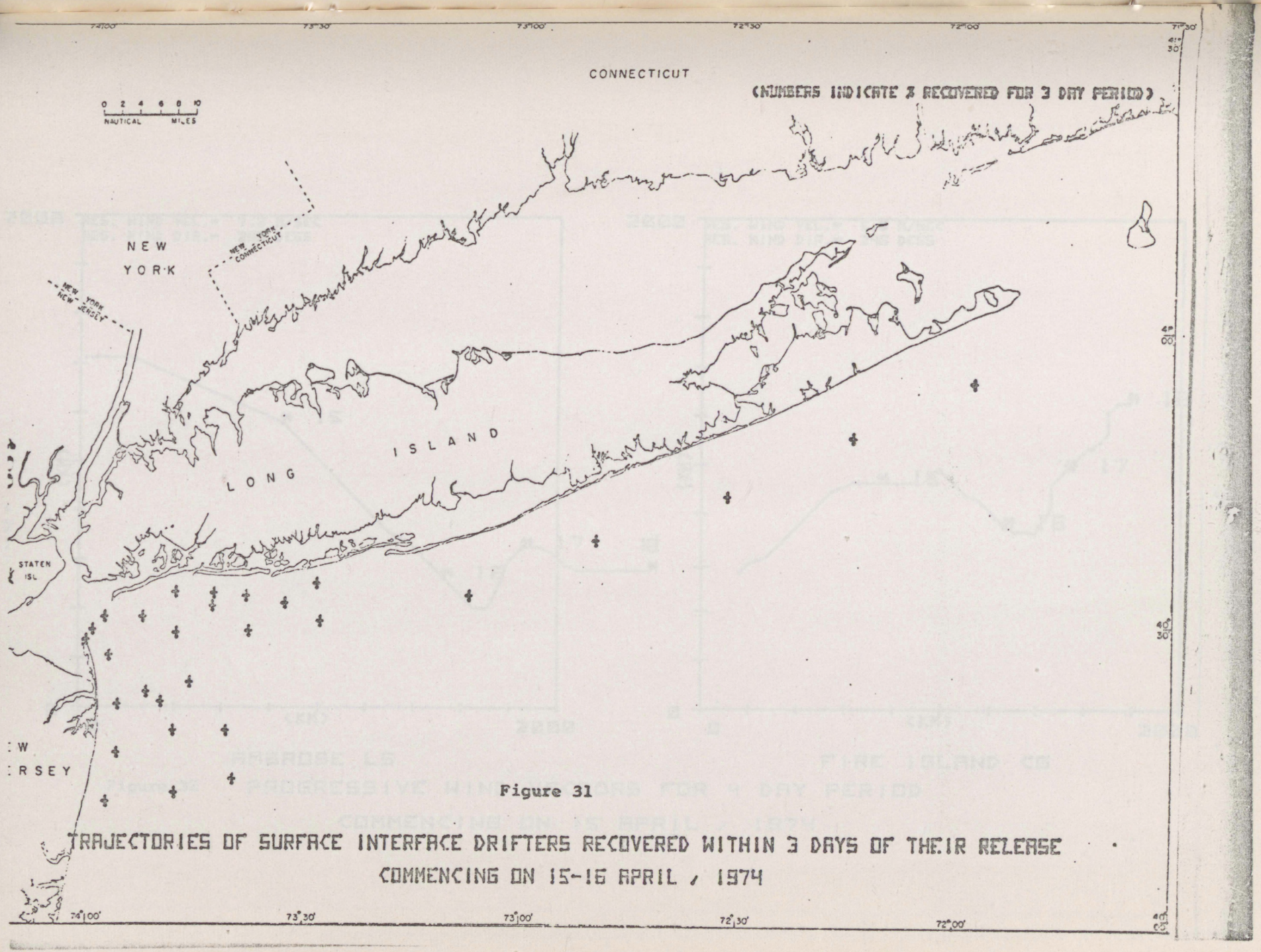
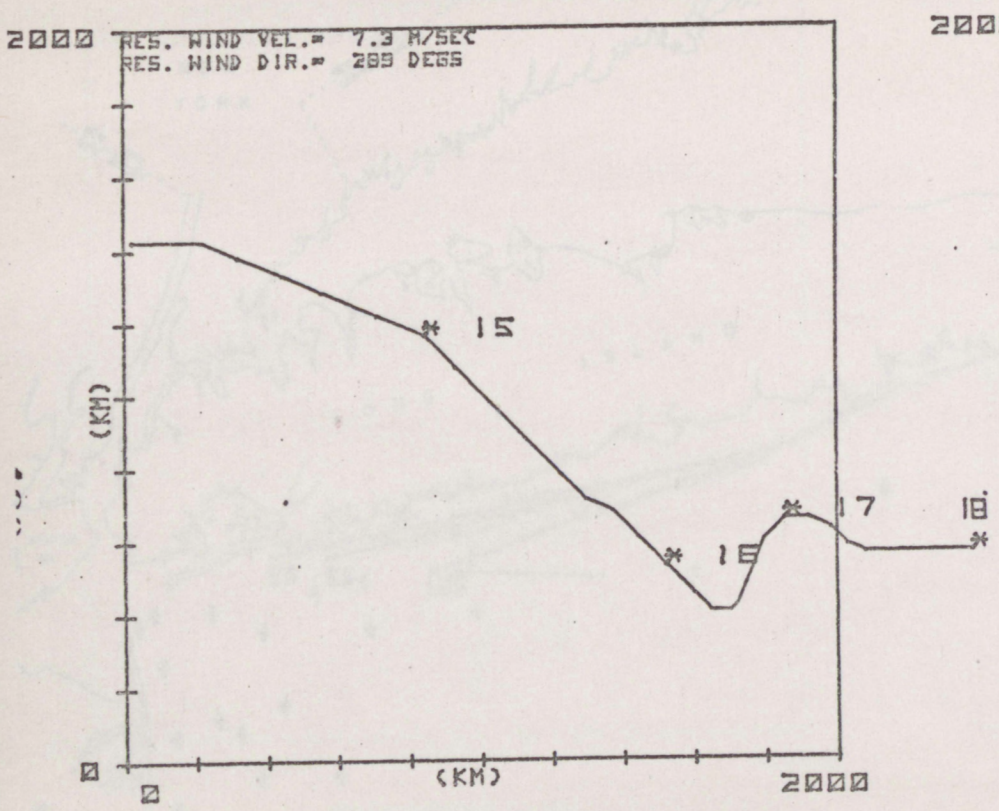
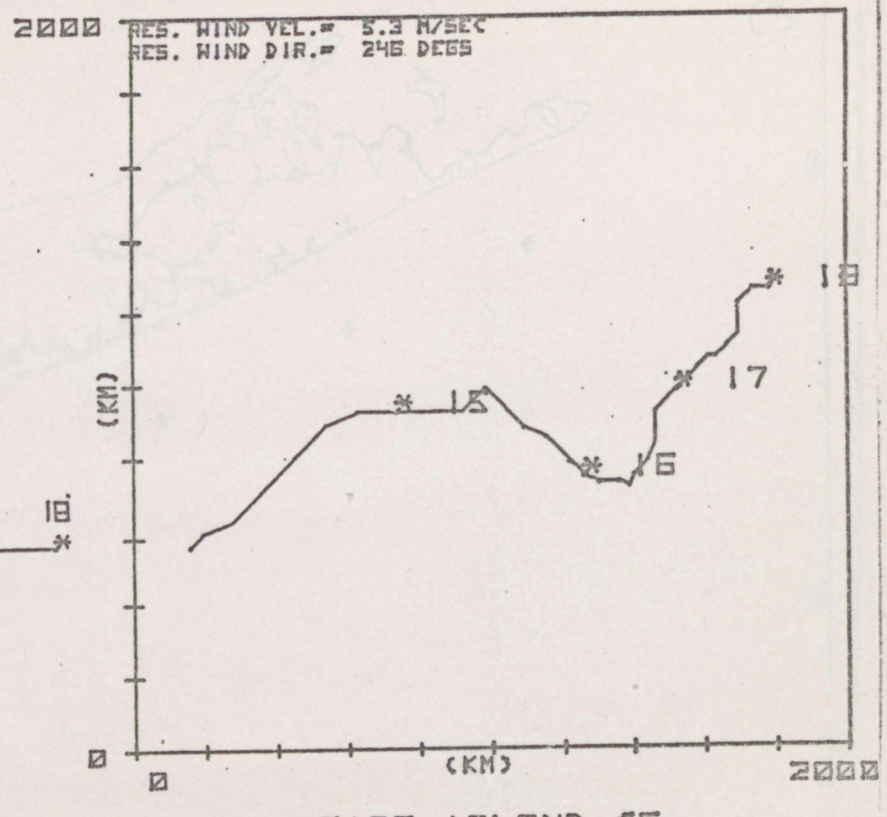


Figure 31

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 3 DAYS OF THEIR RELEASE COMMENCING ON 15-16 APRIL , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 32 PROGRESSIVE WIND VECTORS FOR 4 DAY PERIOD COMMENCING ON 15 APRIL , 1974

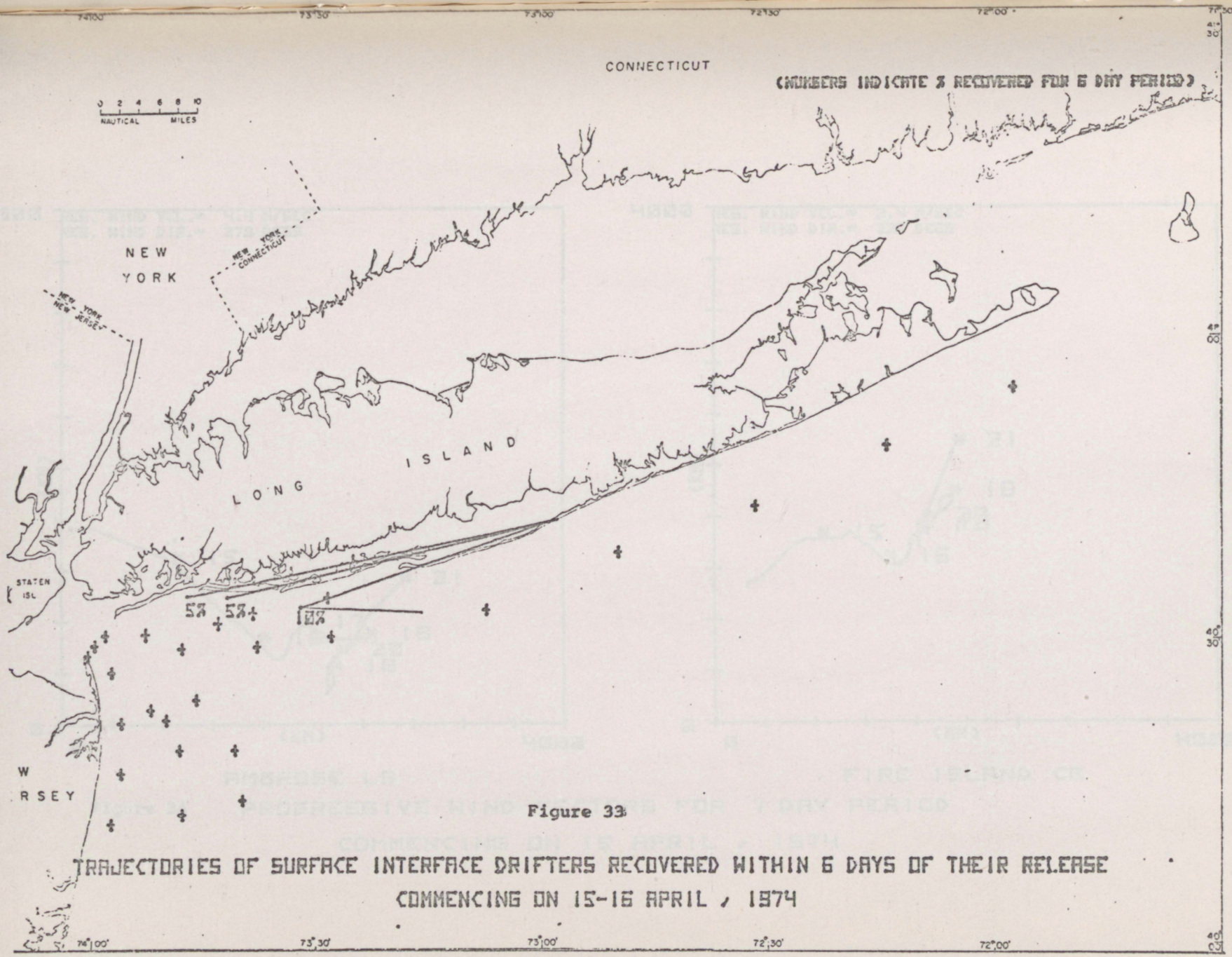
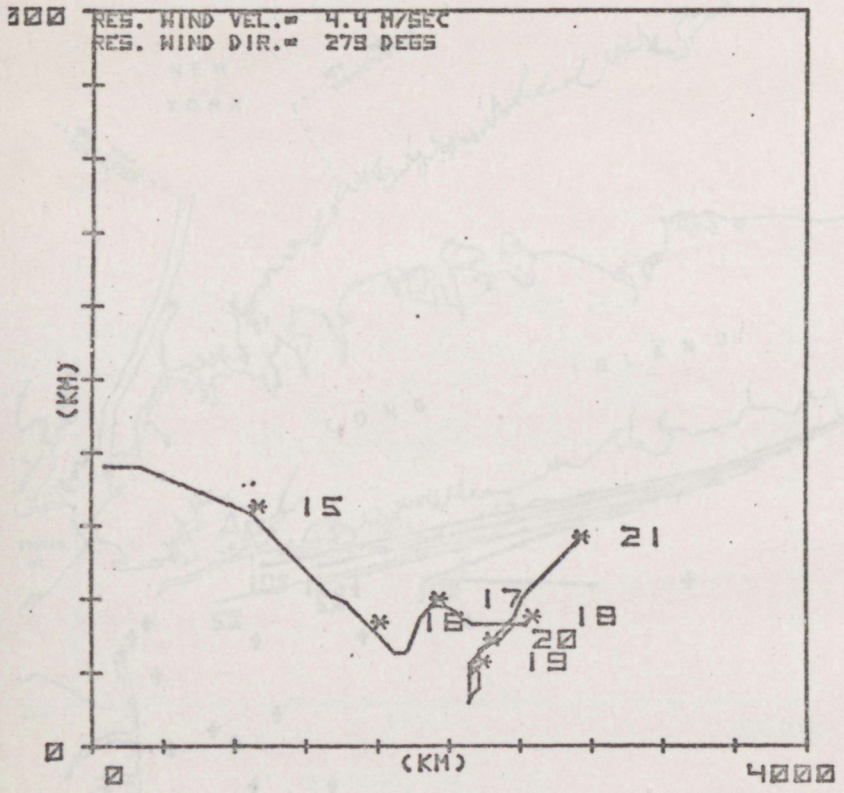
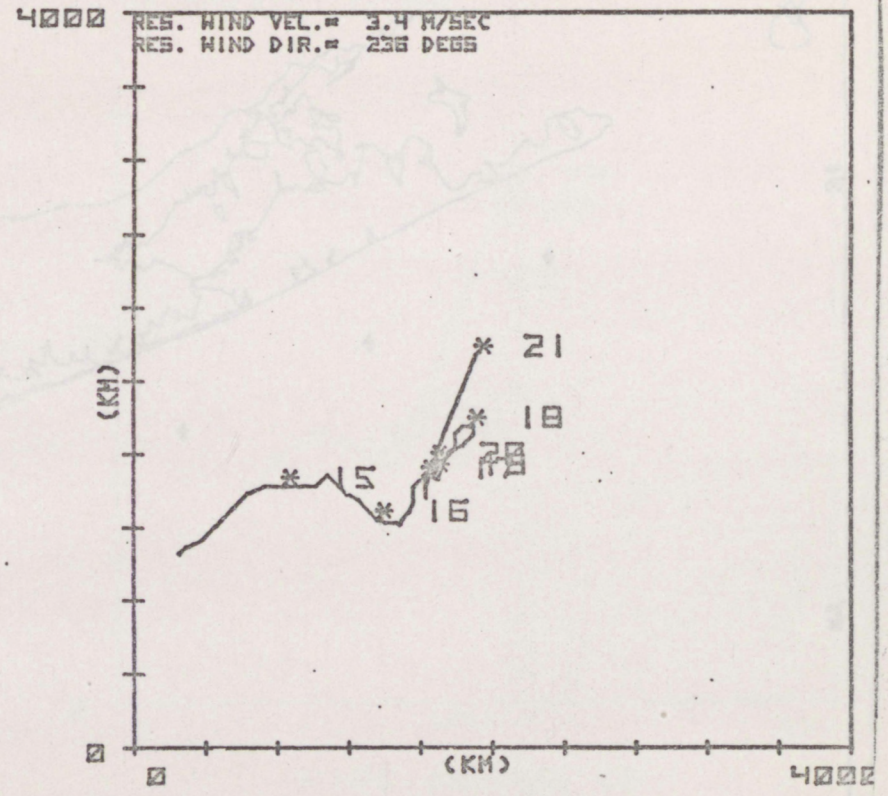


Figure 33

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 6 DAYS OF THEIR RELEASE COMMENCING ON 15-16 APRIL , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 34 PROGRESSIVE WIND VECTORS FOR 7 DAY PERIOD COMMENCING ON 15 APRIL , 1974

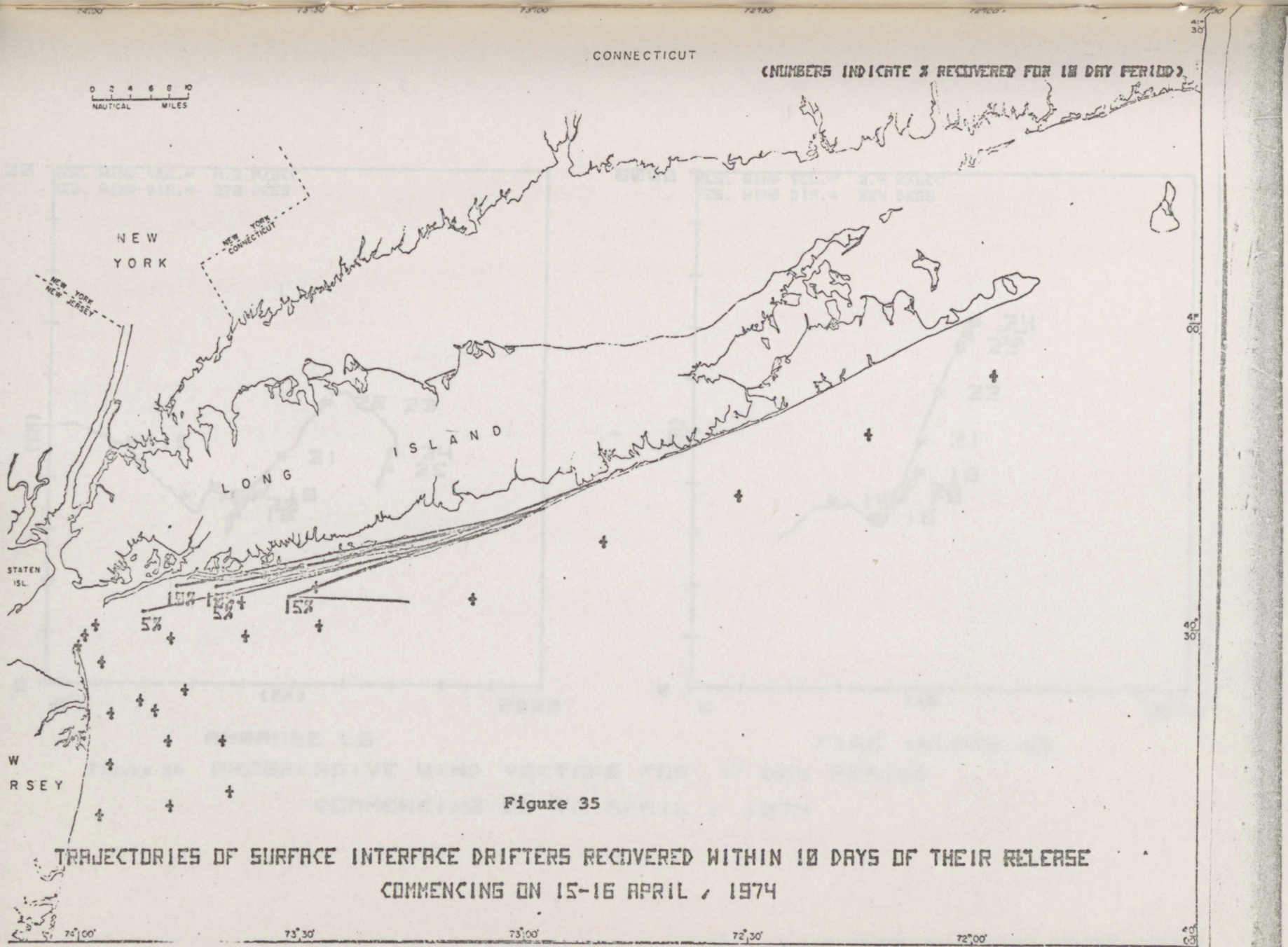
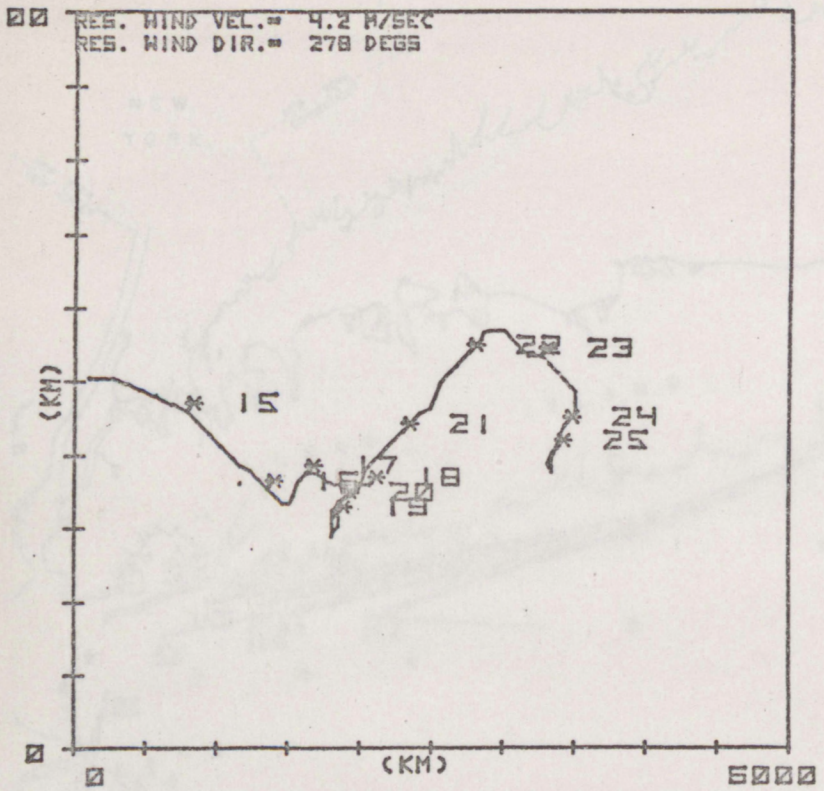
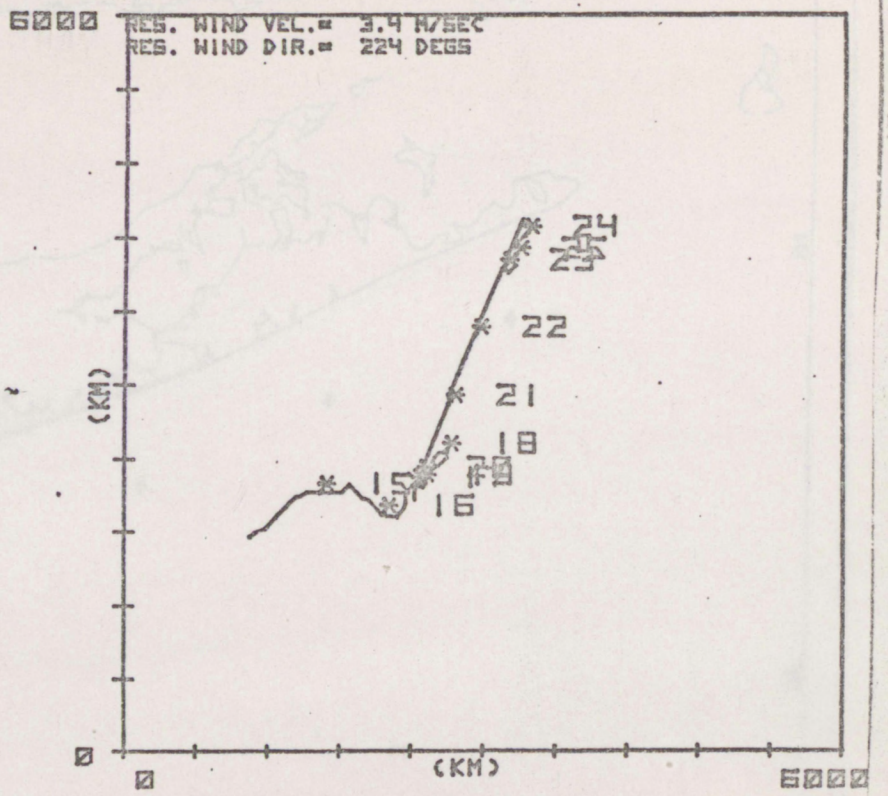


Figure 35

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 15-16 APRIL, 1974



AMBROSE LS



FIRE ISLAND CG

Figure 36 PROGRESSIVE WIND VECTORS FOR 11 DAY PERIOD COMMENCING ON 15 APRIL , 1974

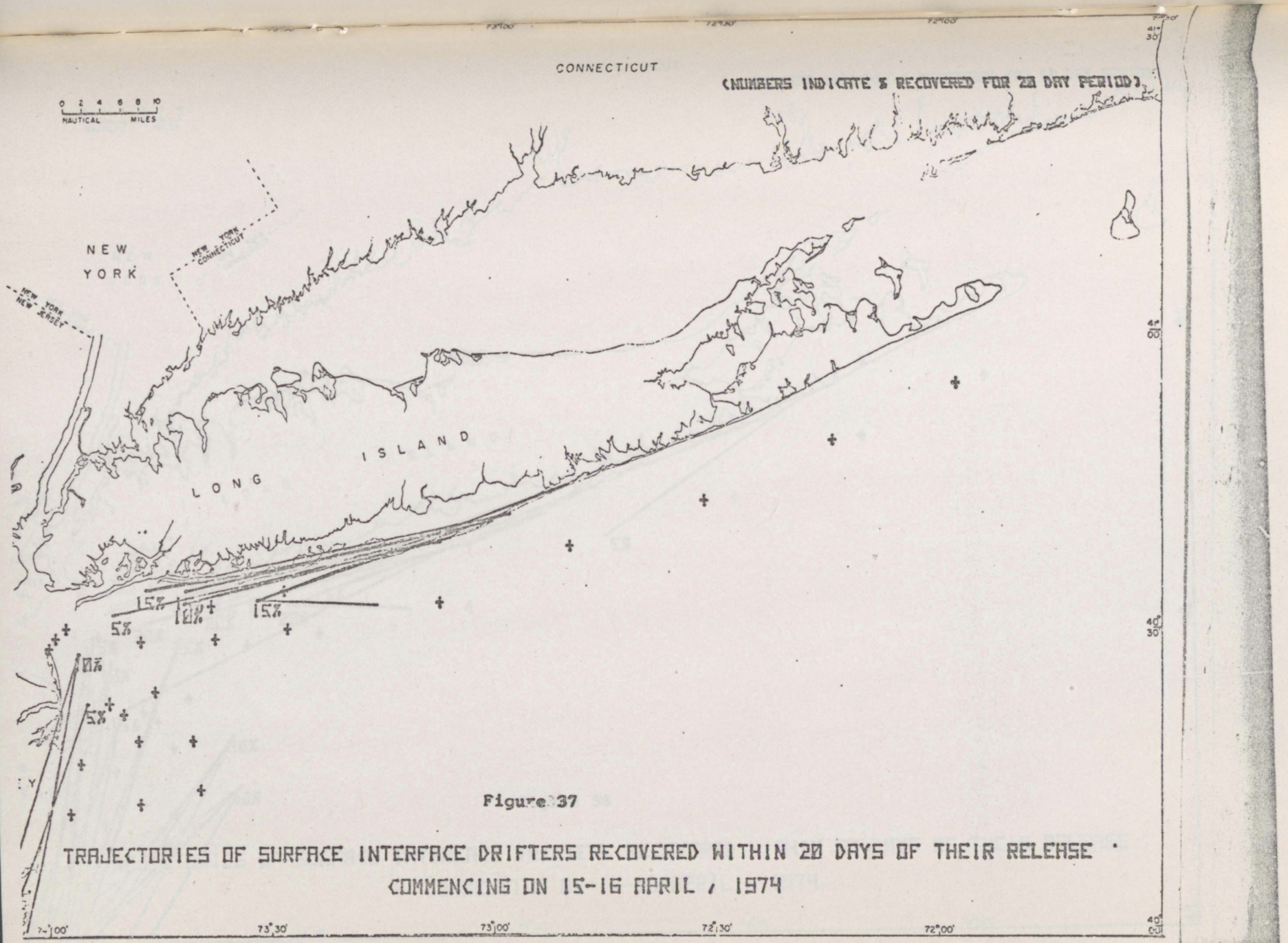


Figure 37

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 20 DAYS OF THEIR RELEASE COMMENCING ON 15-16 APRIL, 1974

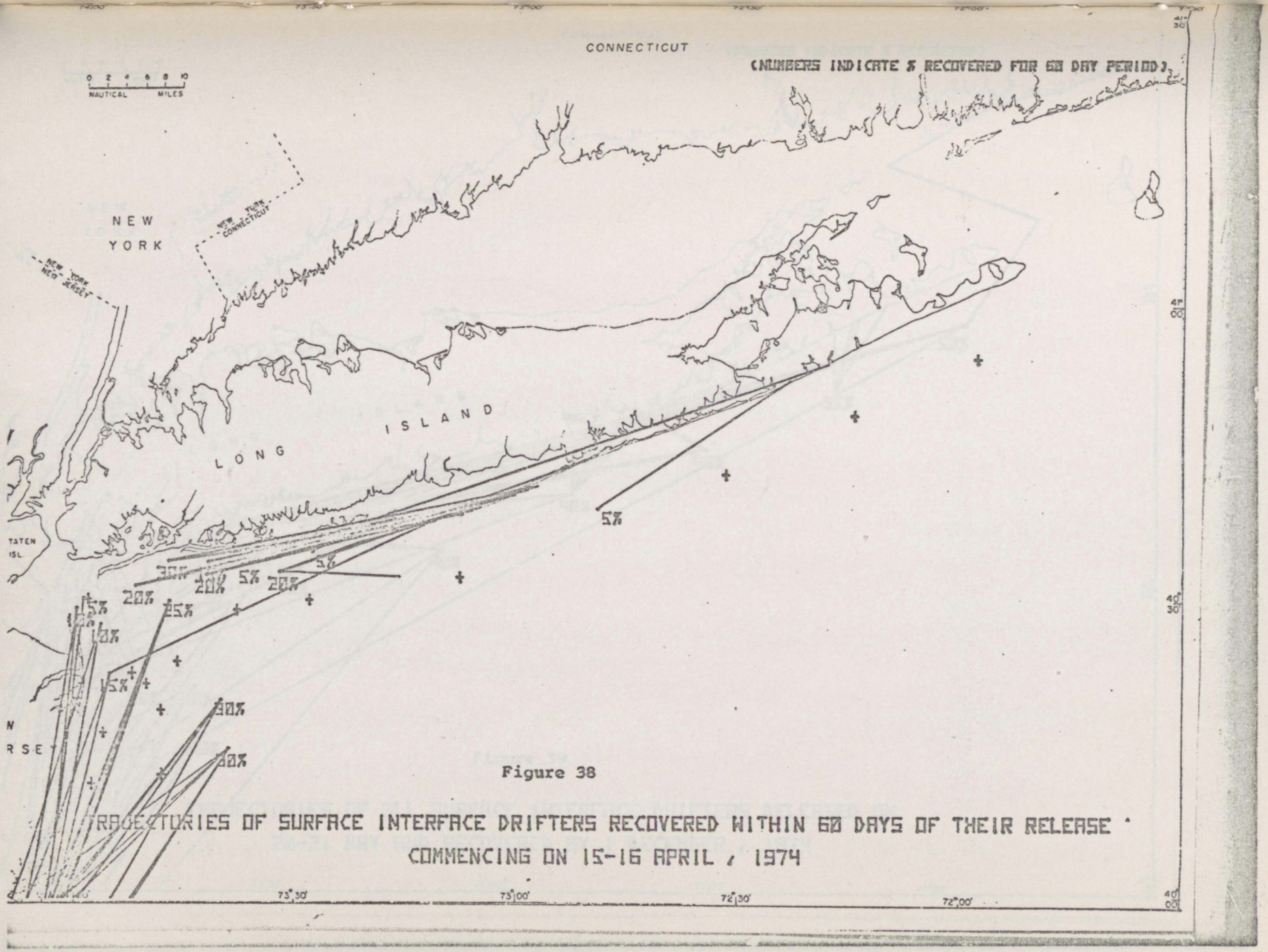


Figure 38

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 60 DAYS OF THEIR RELEASE COMMENCING ON 15-16 APRIL, 1974

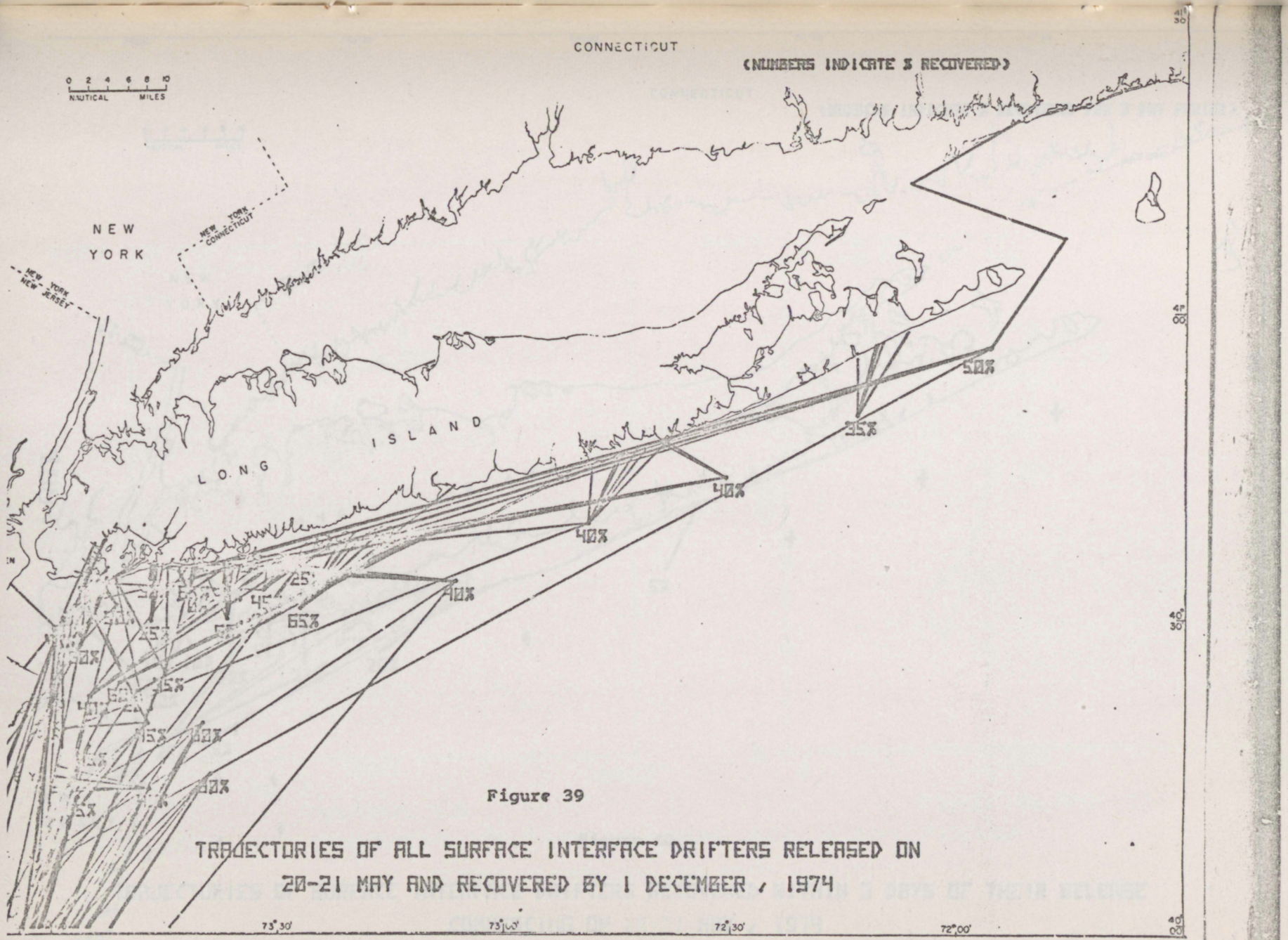


Figure 39

TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS RELEASED ON 20-21 MAY AND RECOVERED BY 1 DECEMBER, 1974

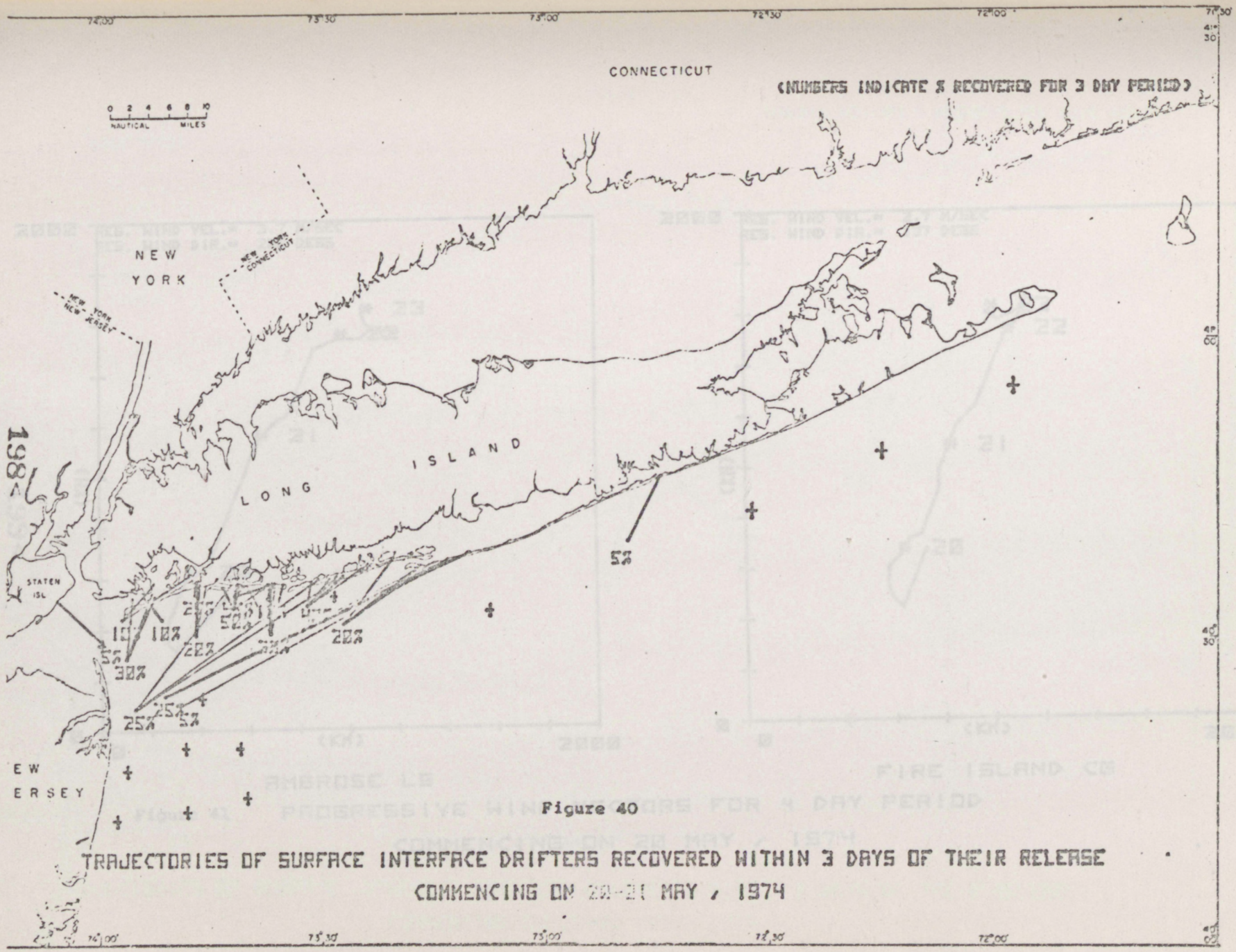
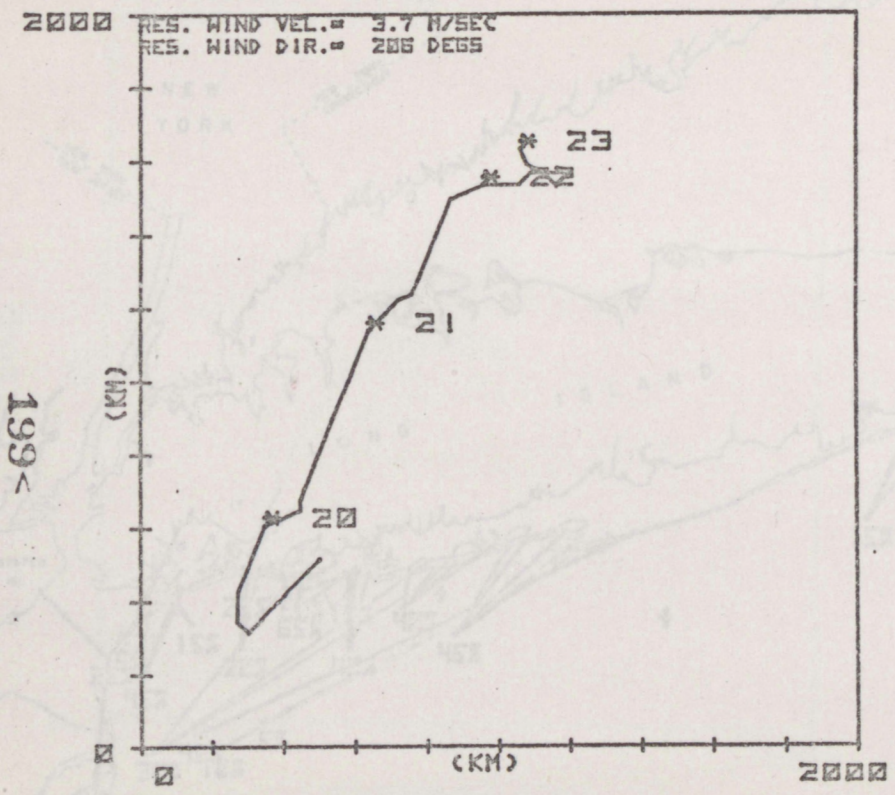
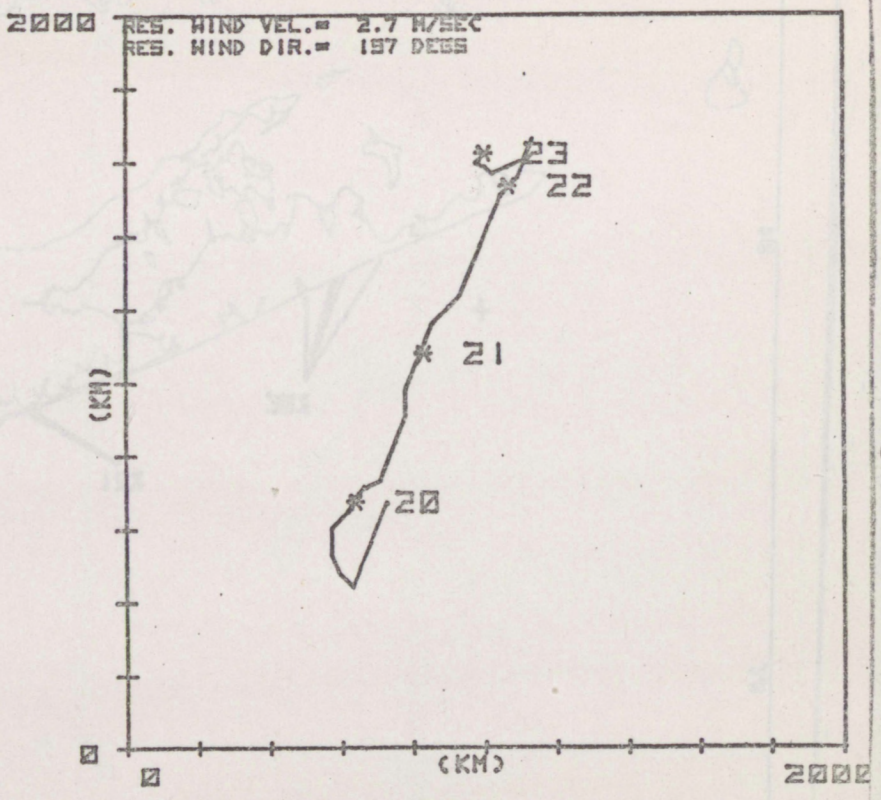


Figure 40

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 3 DAYS OF THEIR RELEASE COMMENCING ON 20-21 MAY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 41 PROGRESSIVE WIND VECTORS FOR 4 DAY PERIOD COMMENCING ON 20 MAY , 1974

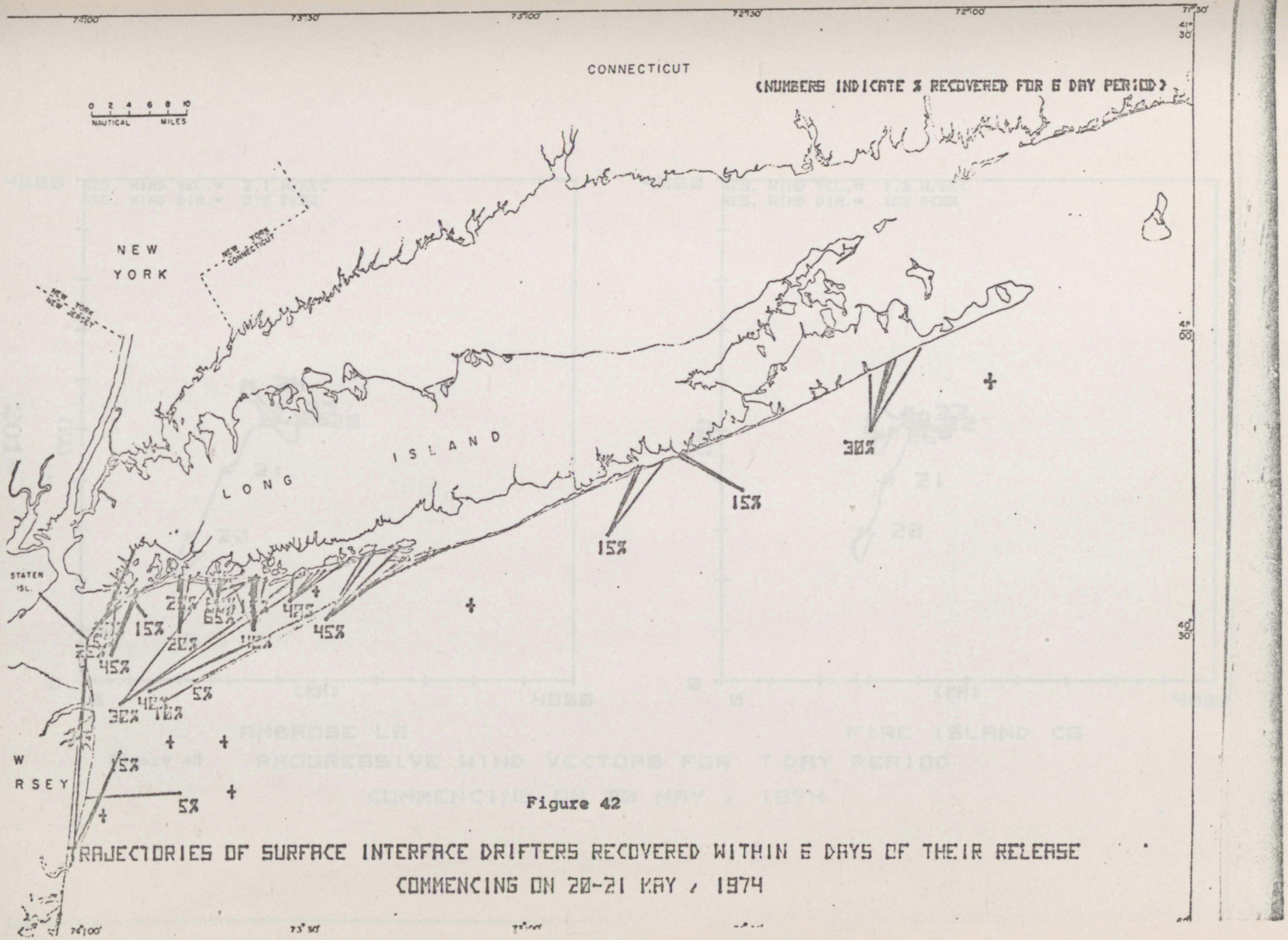
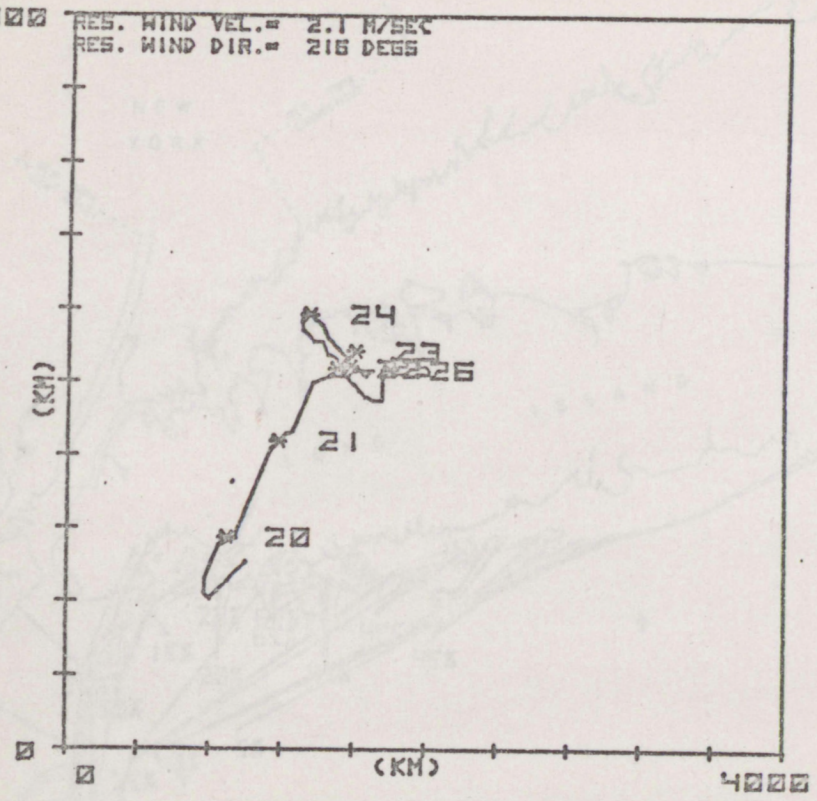
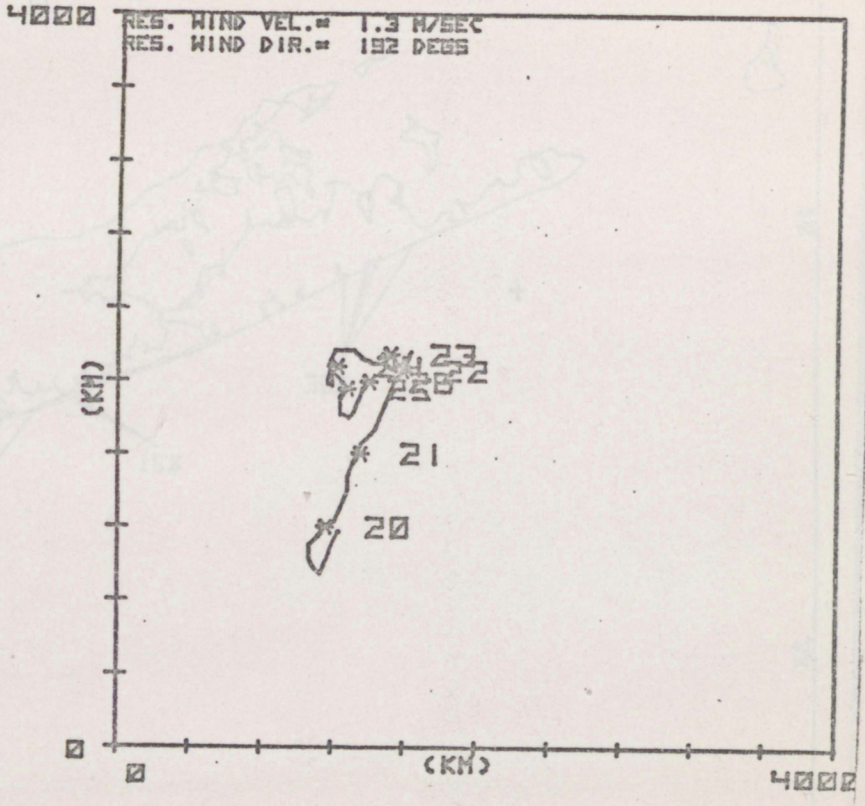


Figure 42

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 6 DAYS OF THEIR RELEASE COMMENCING ON 20-21 MAY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 43 PROGRESSIVE WIND VECTORS FOR 7 DAY PERIOD COMMENCING ON 20 MAY , 1974

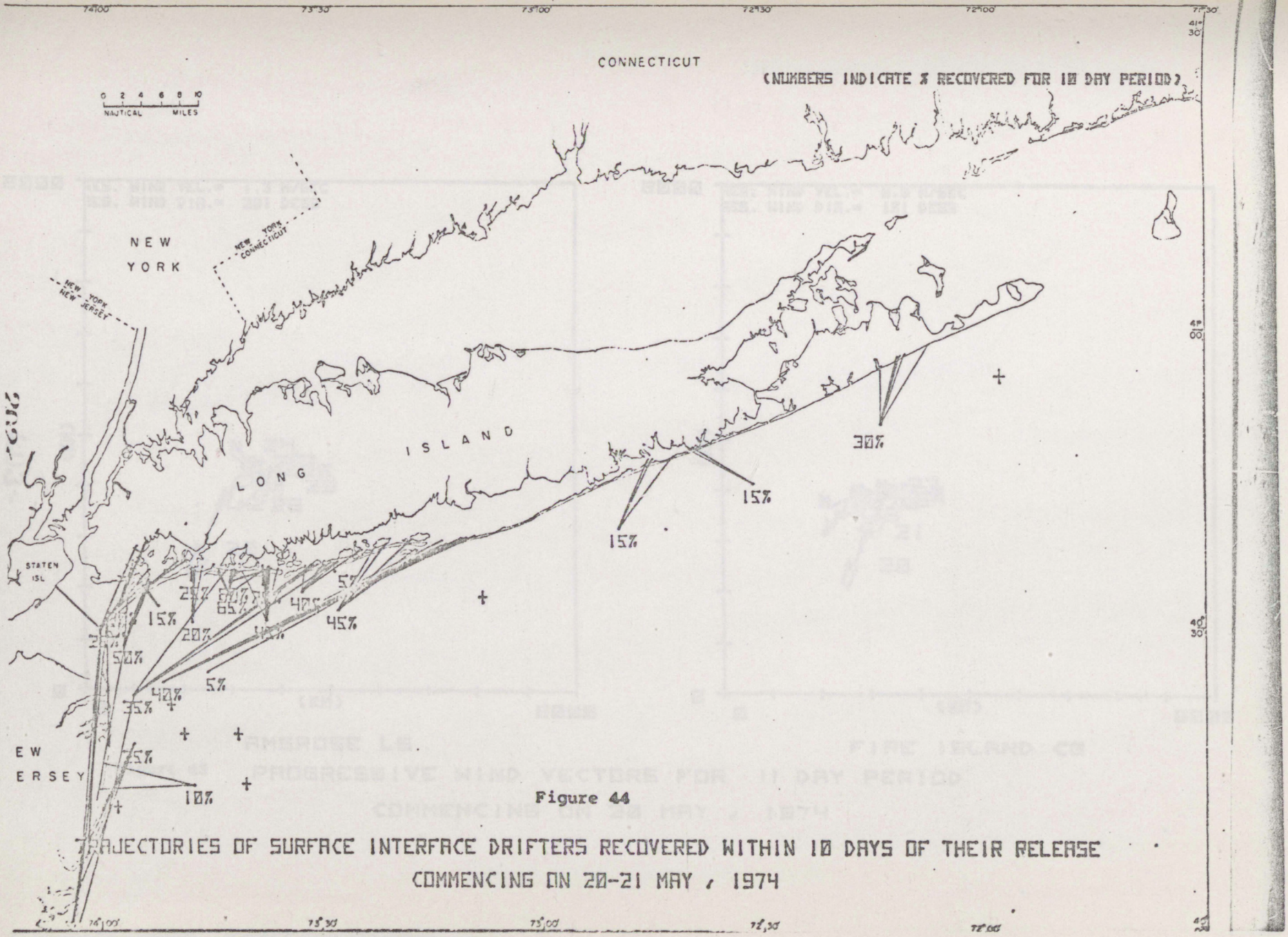
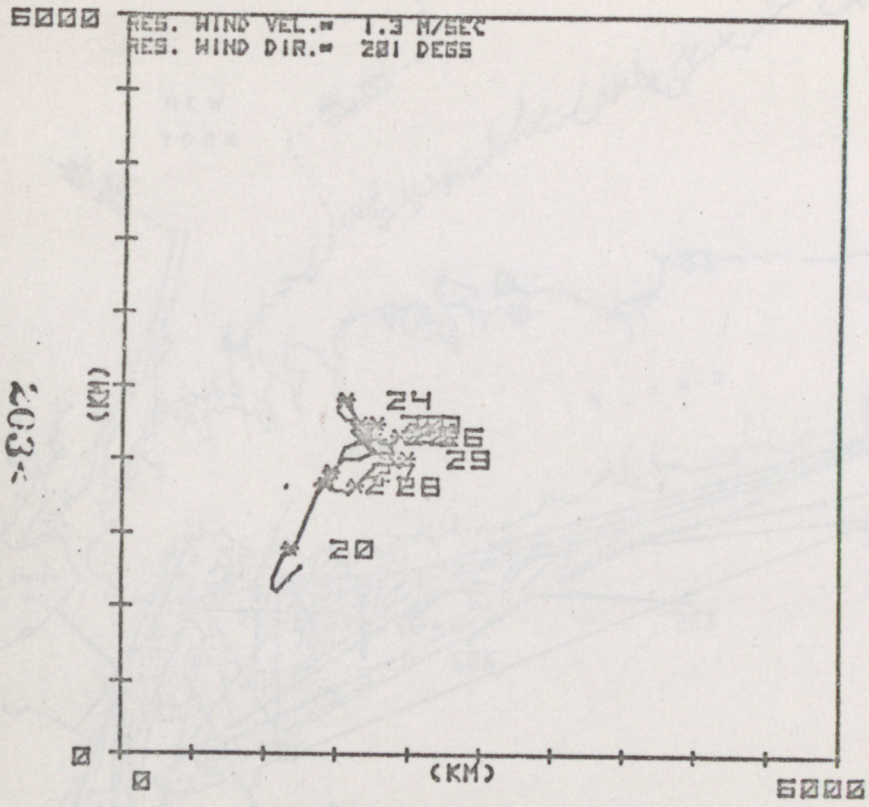
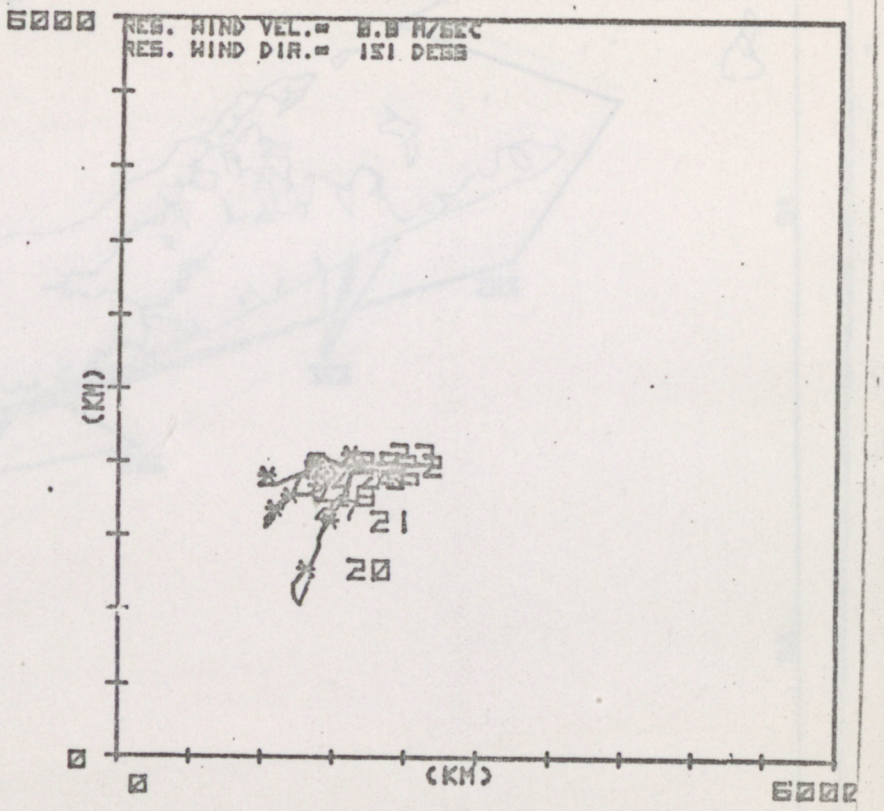


Figure 44

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 20-21 MAY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 45 PROGRESSIVE WIND VECTORS FOR 11 DAY PERIOD COMMENCING ON 20 MAY , 1974

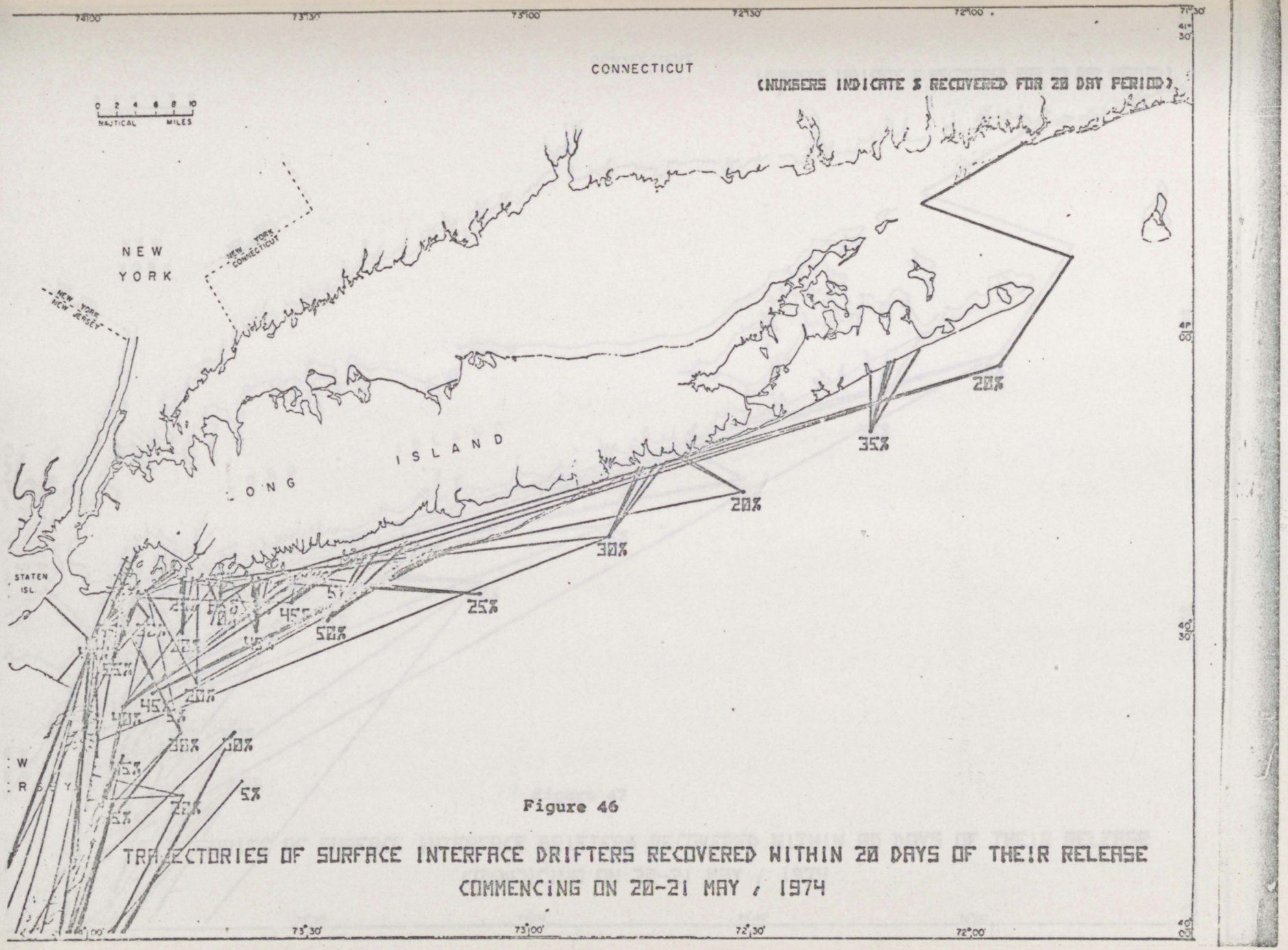


Figure 46

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 20 DAYS OF THEIR RELEASE COMMENCING ON 20-21 MAY, 1974

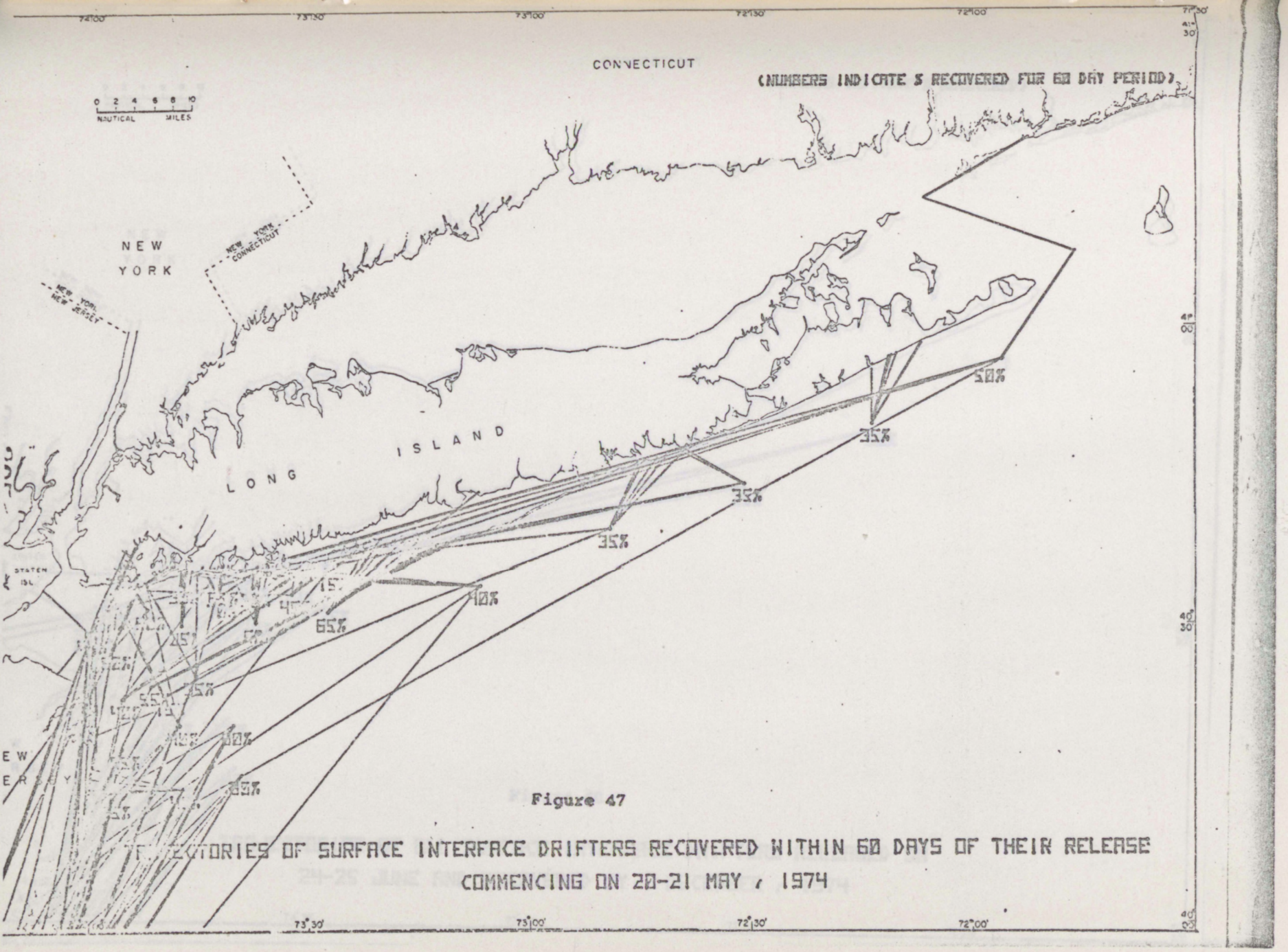


Figure 47

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 60 DAYS OF THEIR RELEASE COMMENCING ON 20-21 MAY , 1974

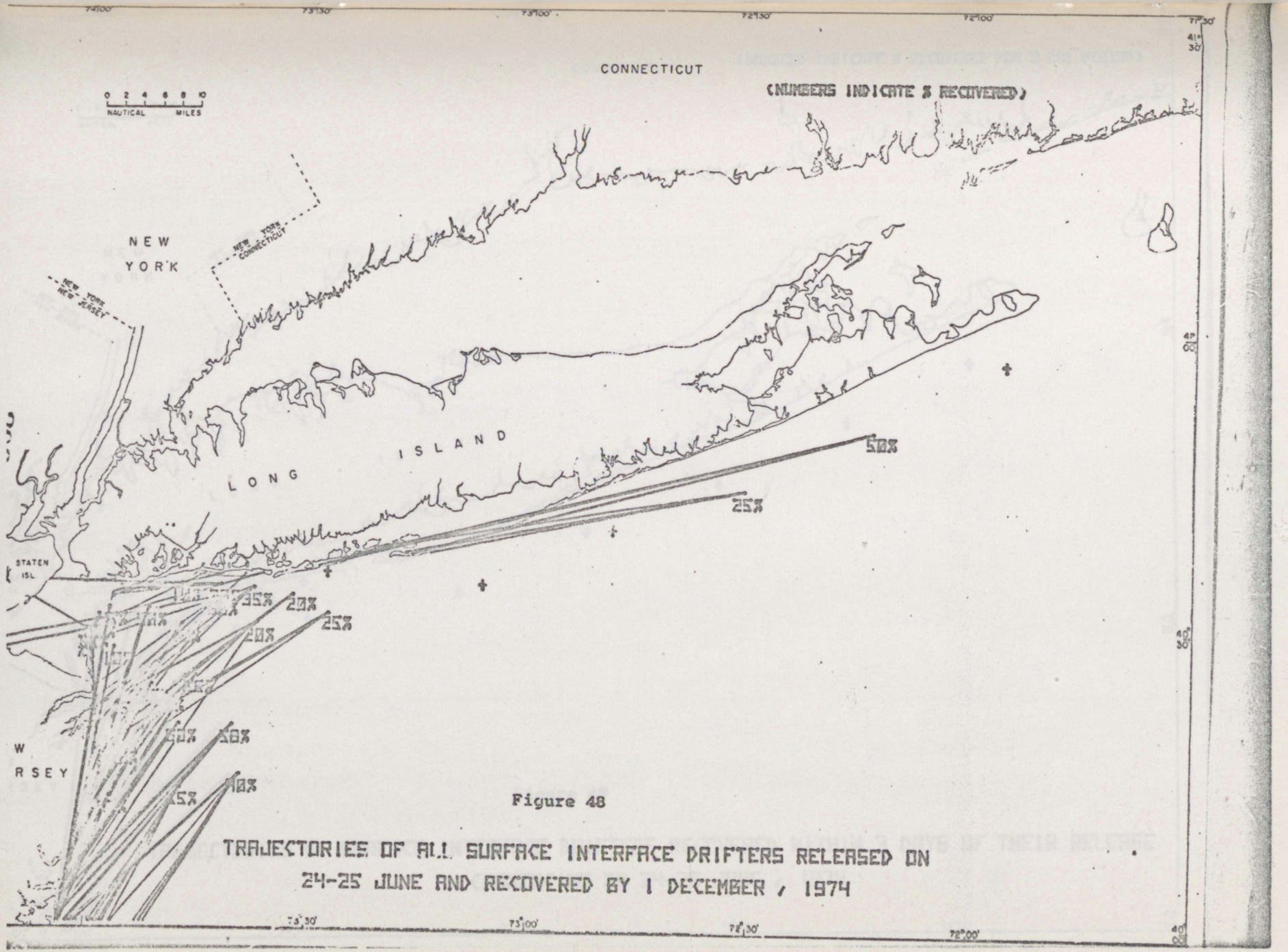


Figure 48

TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS RELEASED ON 24-25 JUNE AND RECOVERED BY 1 DECEMBER, 1974

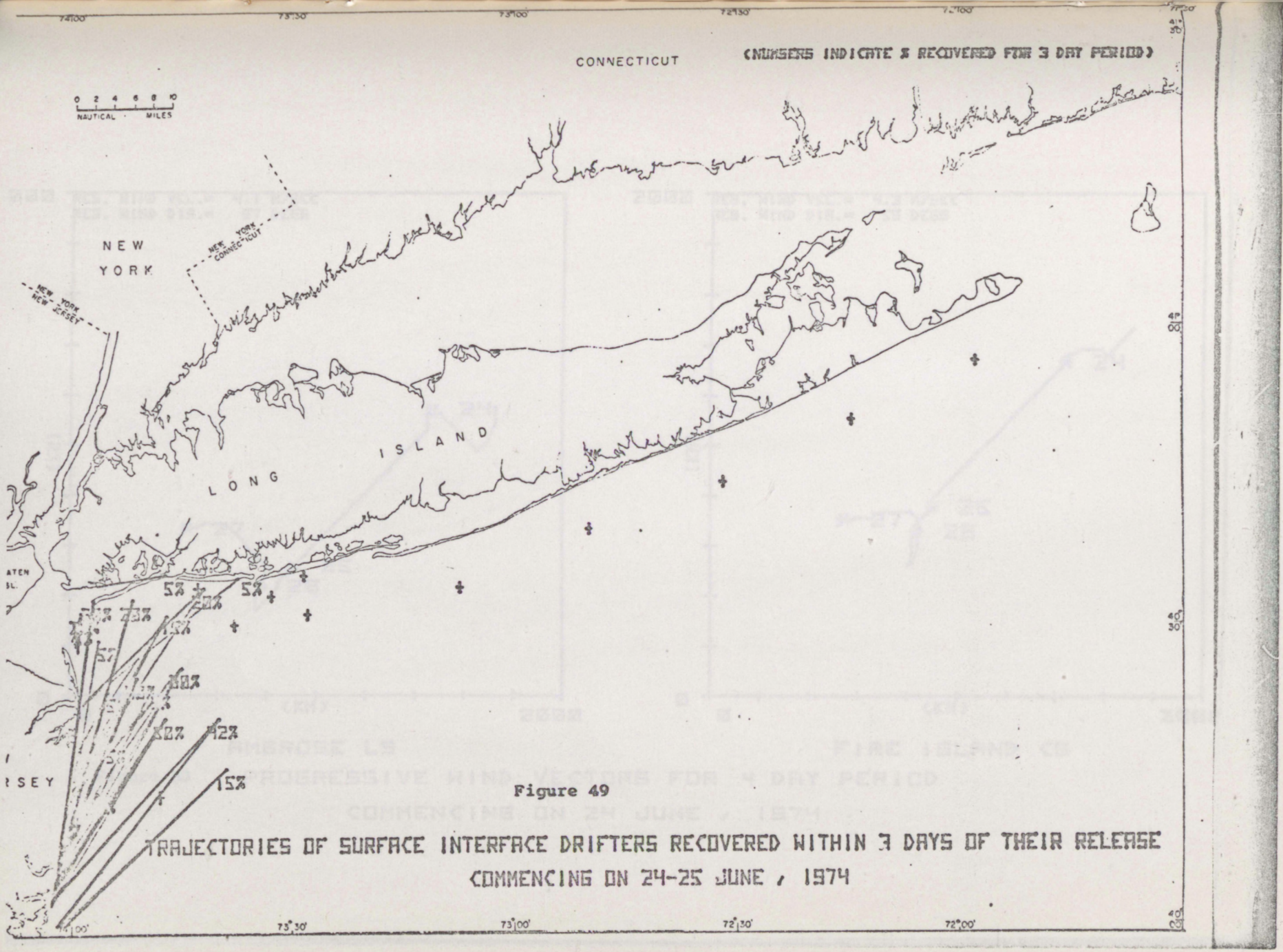
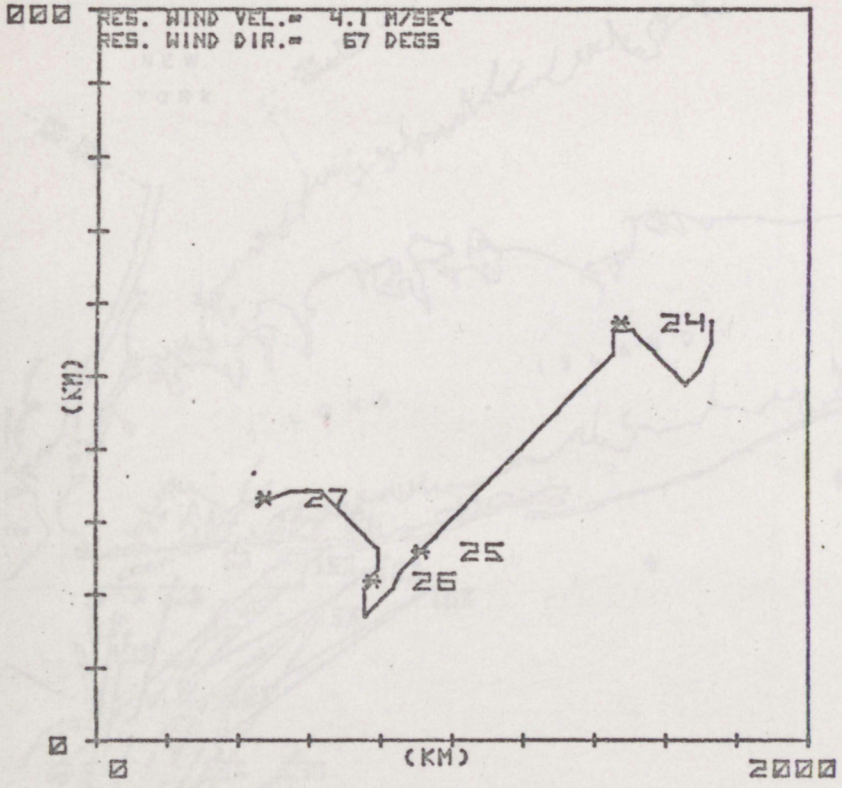
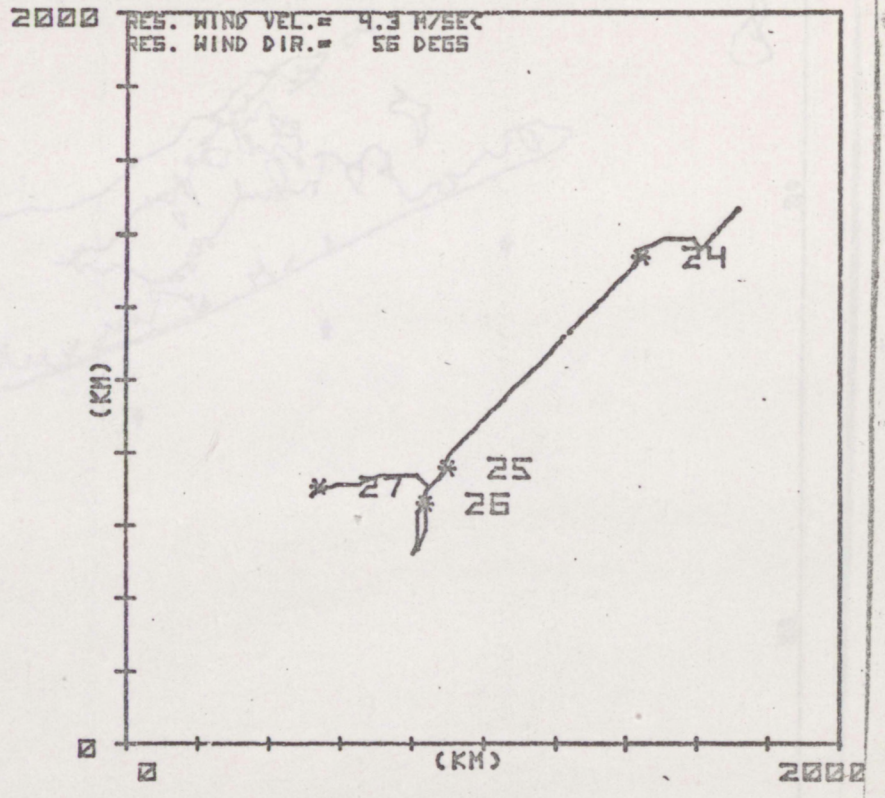


Figure 49

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 3 DAYS OF THEIR RELEASE COMMENCING ON 24-25 JUNE , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 50 PROGRESSIVE WIND VECTORS FOR 4 DAY PERIOD COMMENCING ON 24 JUNE , 1974

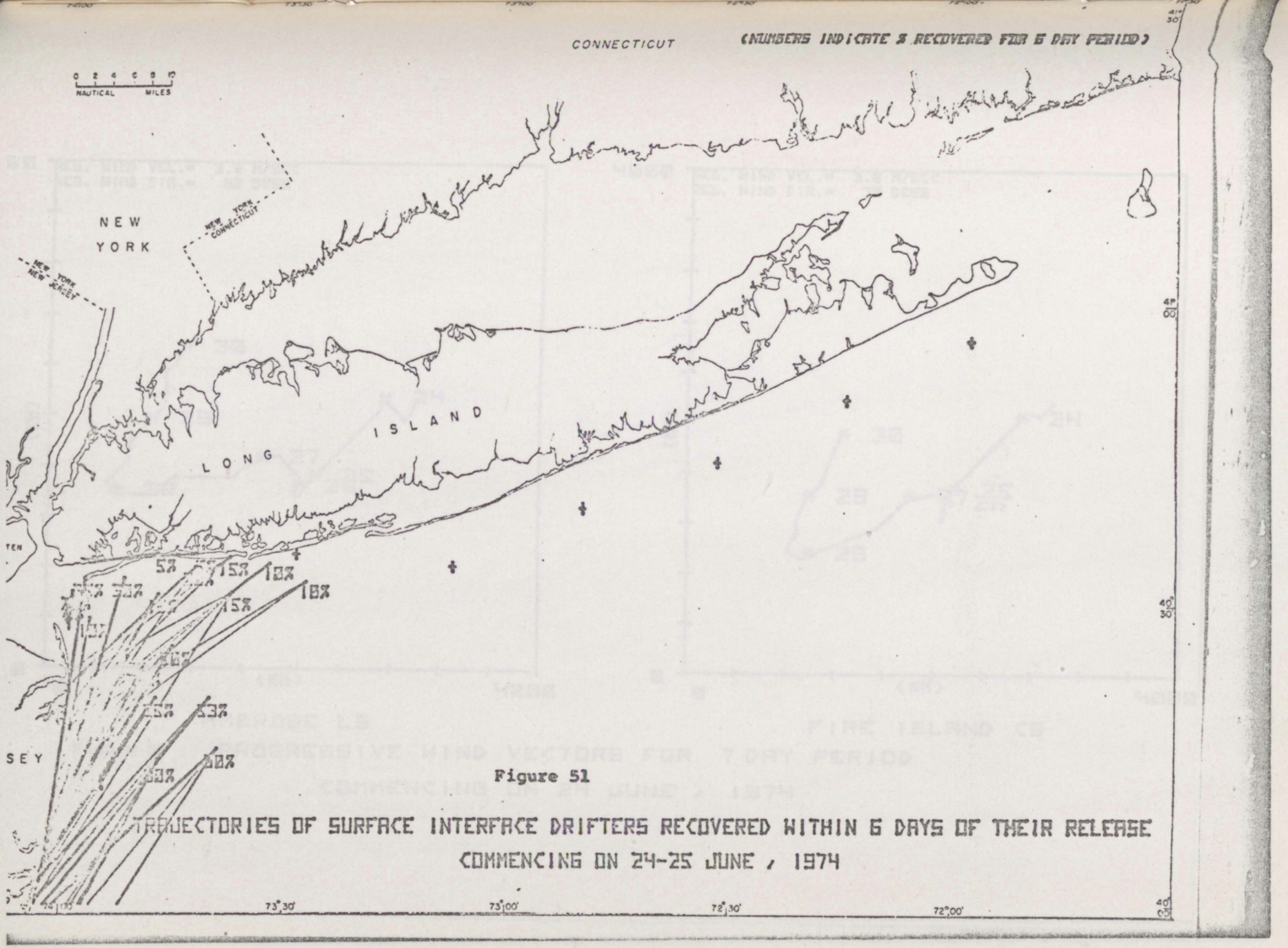
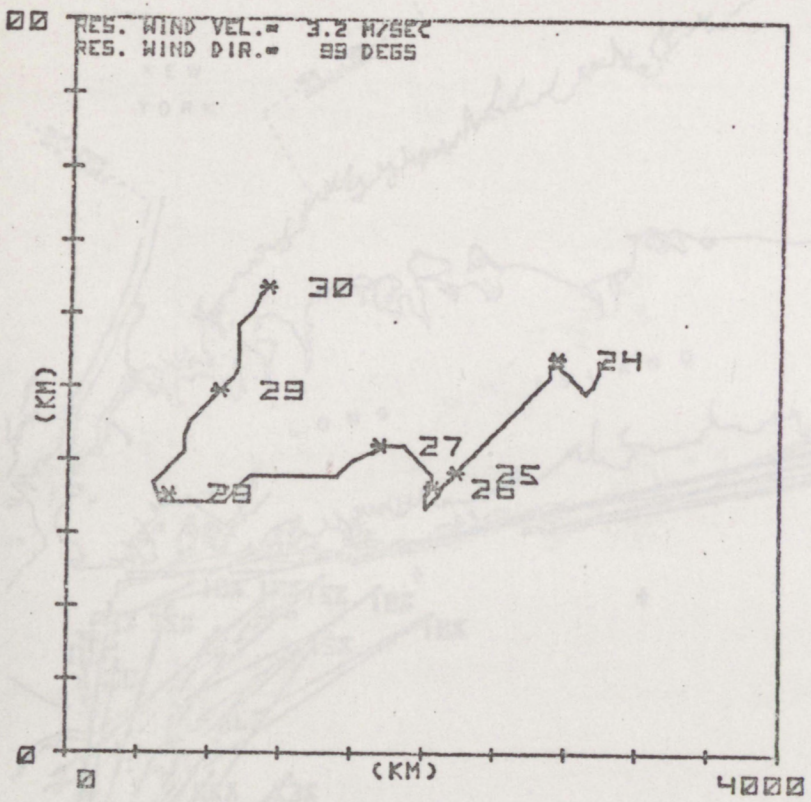
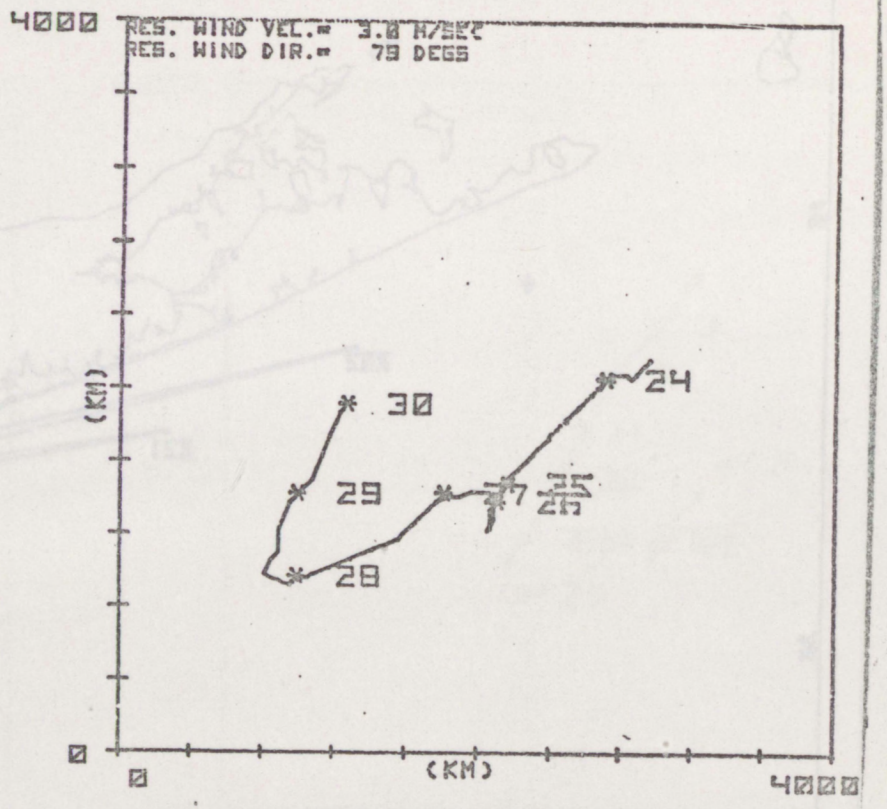


Figure 51

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 6 DAYS OF THEIR RELEASE COMMENCING ON 24-25 JUNE , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 52 PROGRESSIVE WIND VECTORS FOR 7 DAY PERIOD

COMMENCING ON 24 JUNE , 1974

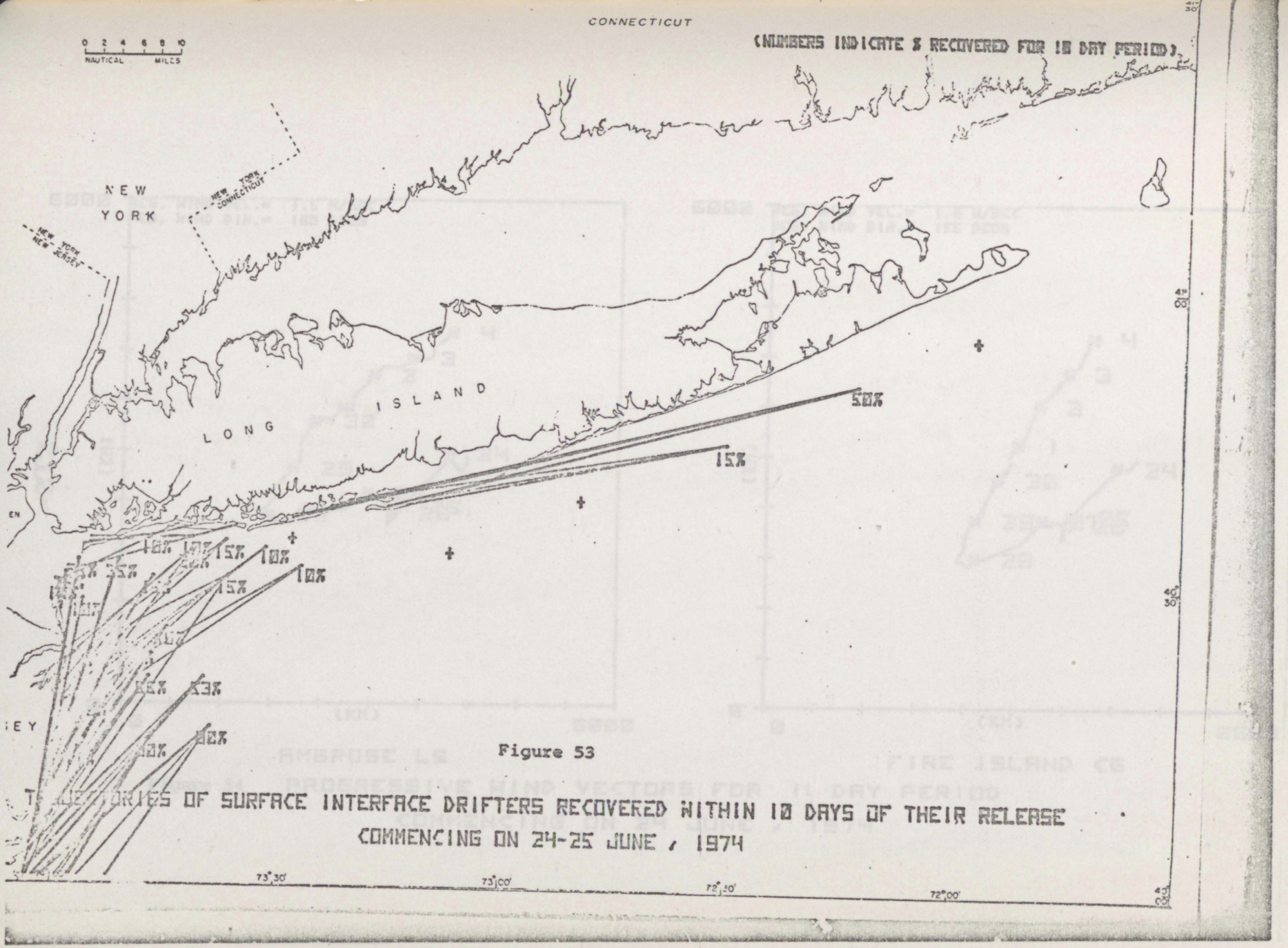
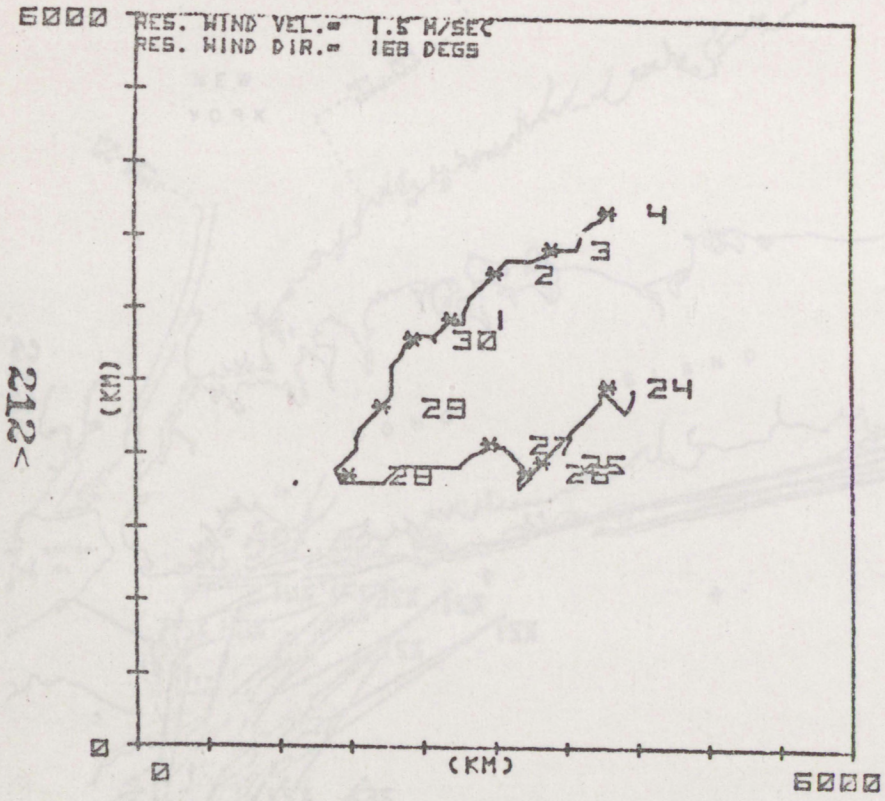
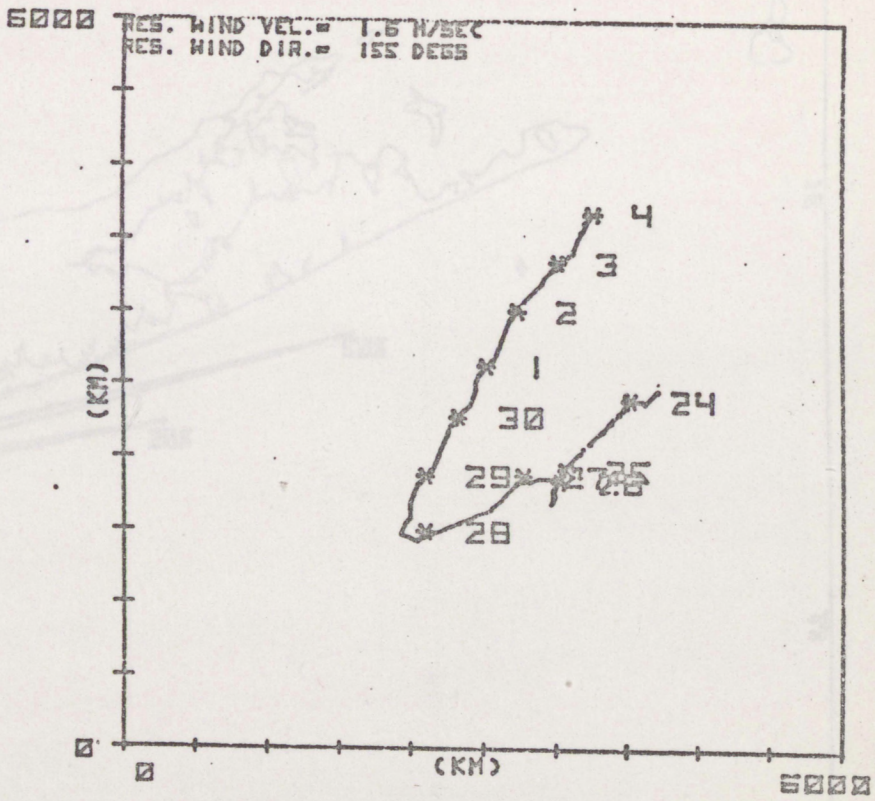


Figure 53

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 24-25 JUNE, 1974



AMBROSE LS



FIRE ISLAND CG

Figure 54 PROGRESSIVE WIND VECTORS FOR 11 DAY PERIOD COMMENCING ON 24 JUNE , 1974

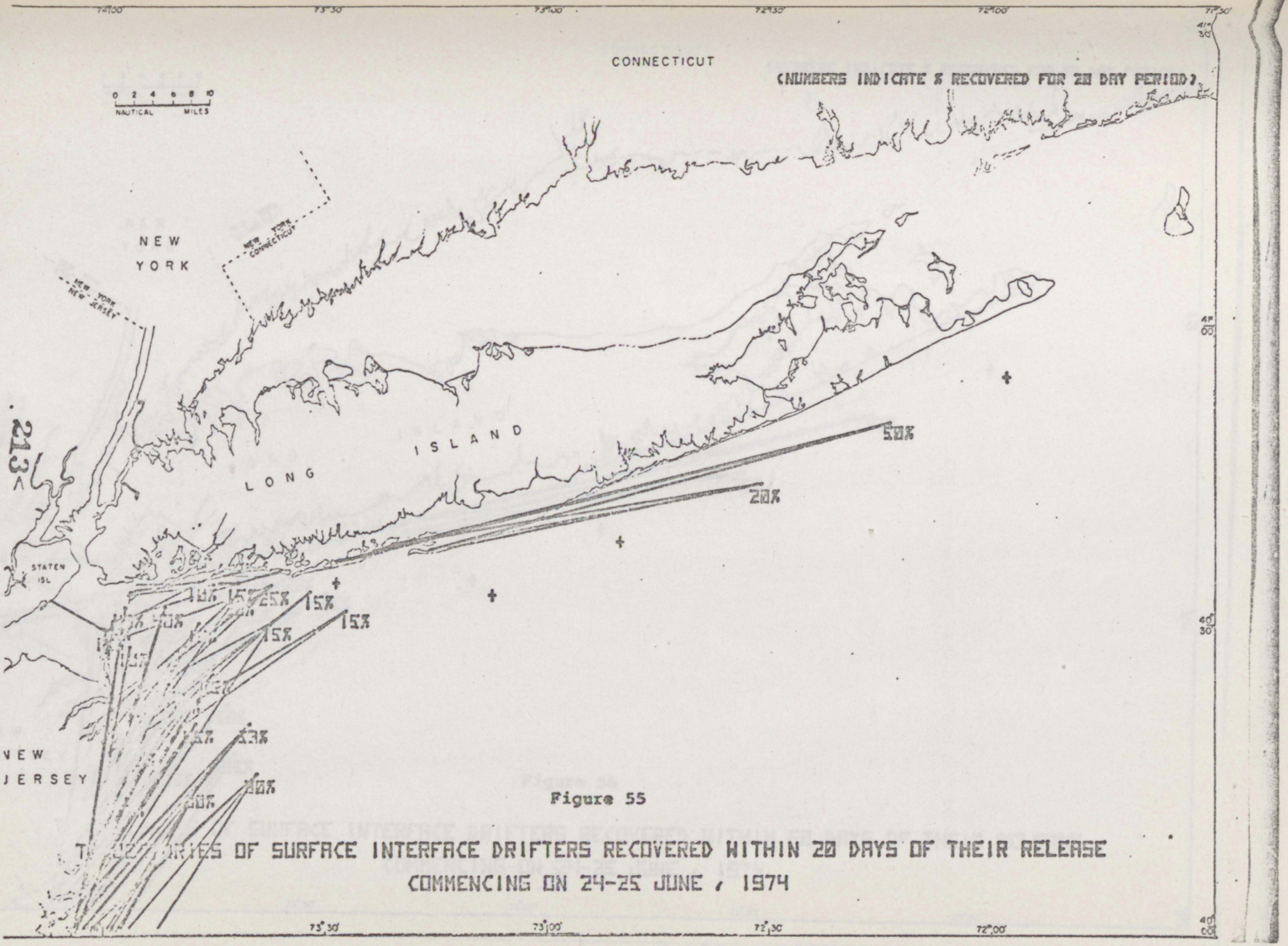


Figure 55

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 20 DAYS OF THEIR RELEASE COMMENCING ON 24-25 JUNE, 1974

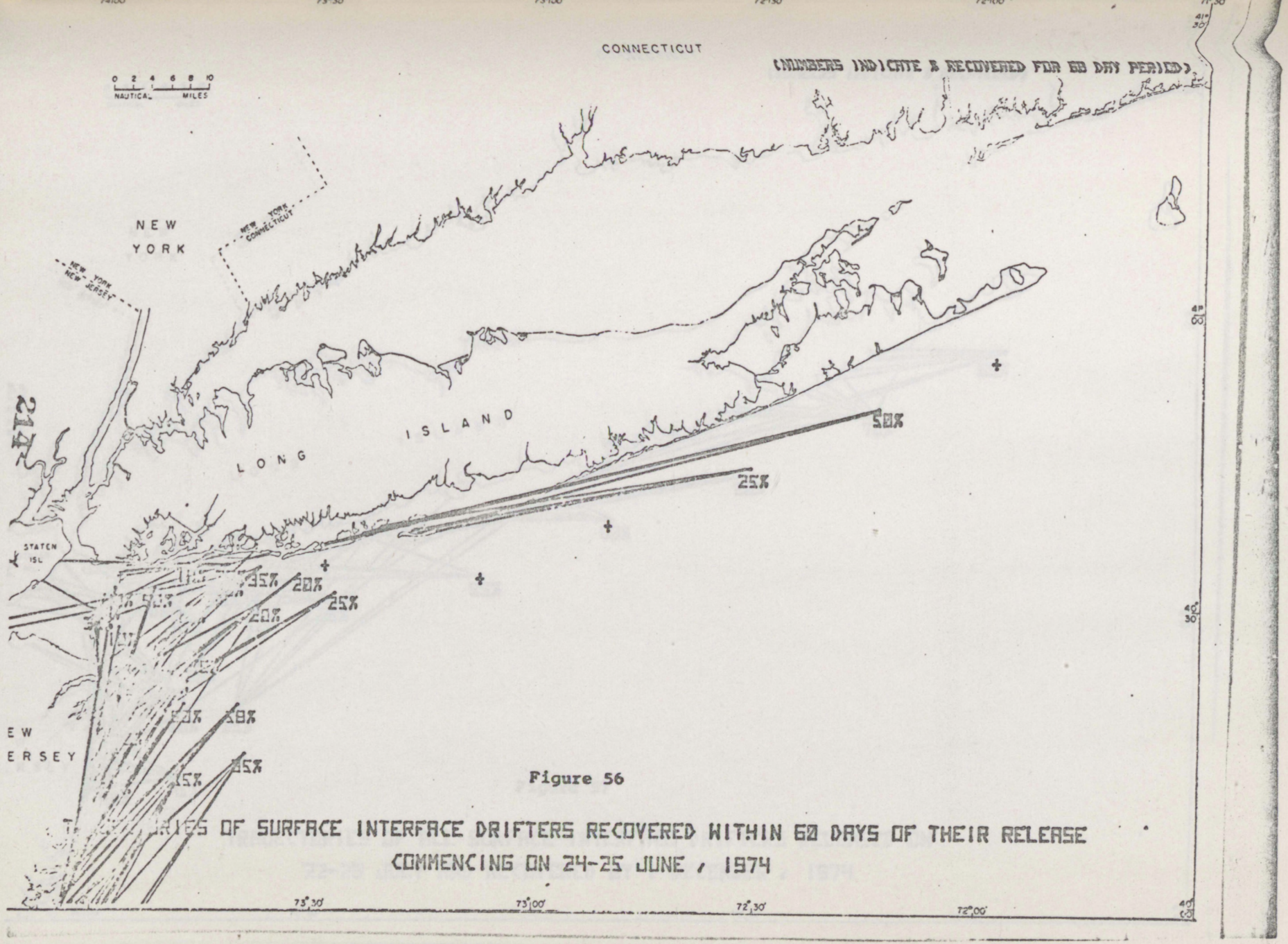


Figure 56

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 60 DAYS OF THEIR RELEASE COMMENCING ON 24-25 JUNE, 1974

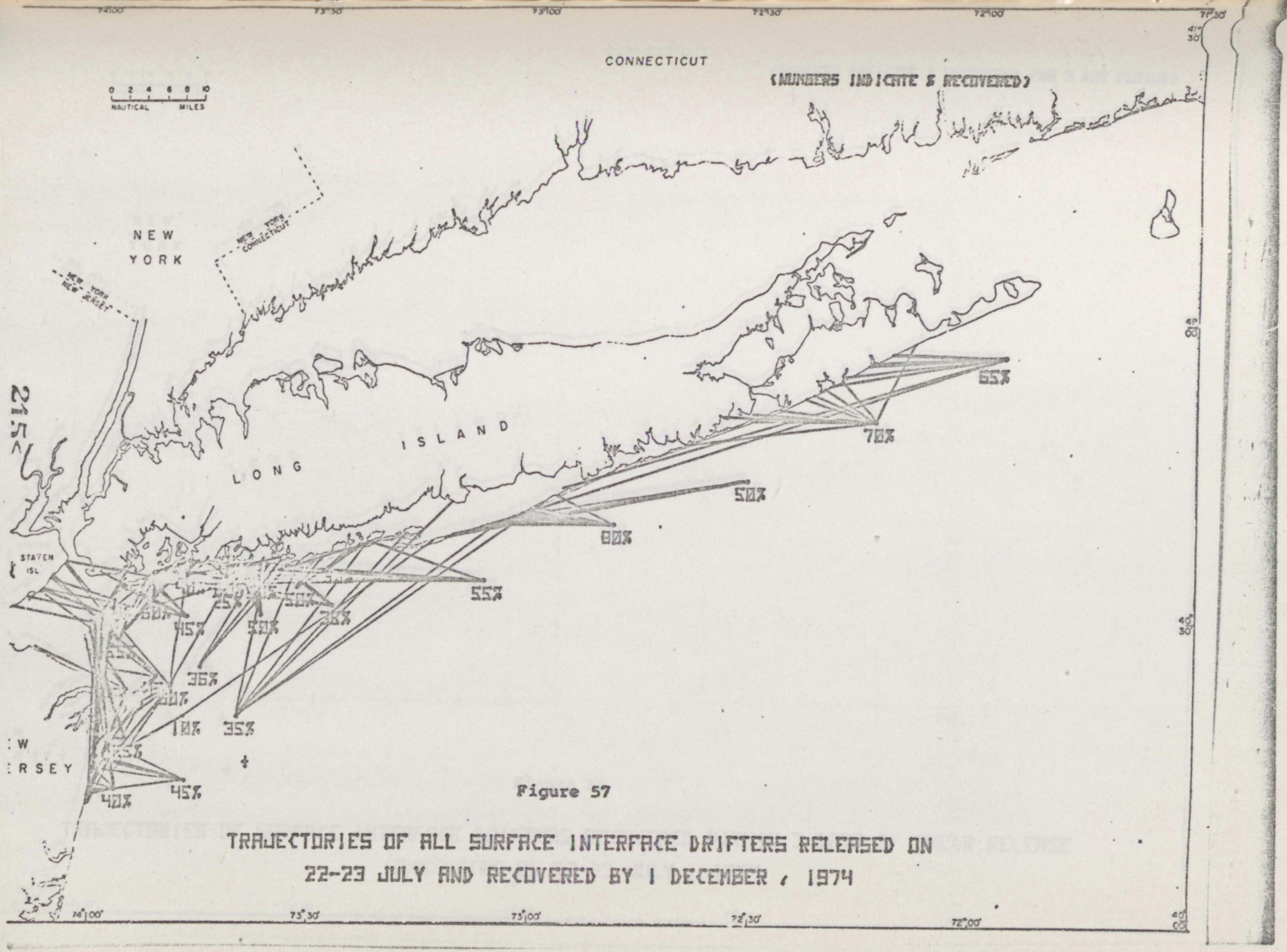


Figure 57

TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS RELEASED ON 22-23 JULY AND RECOVERED BY 1 DECEMBER, 1974

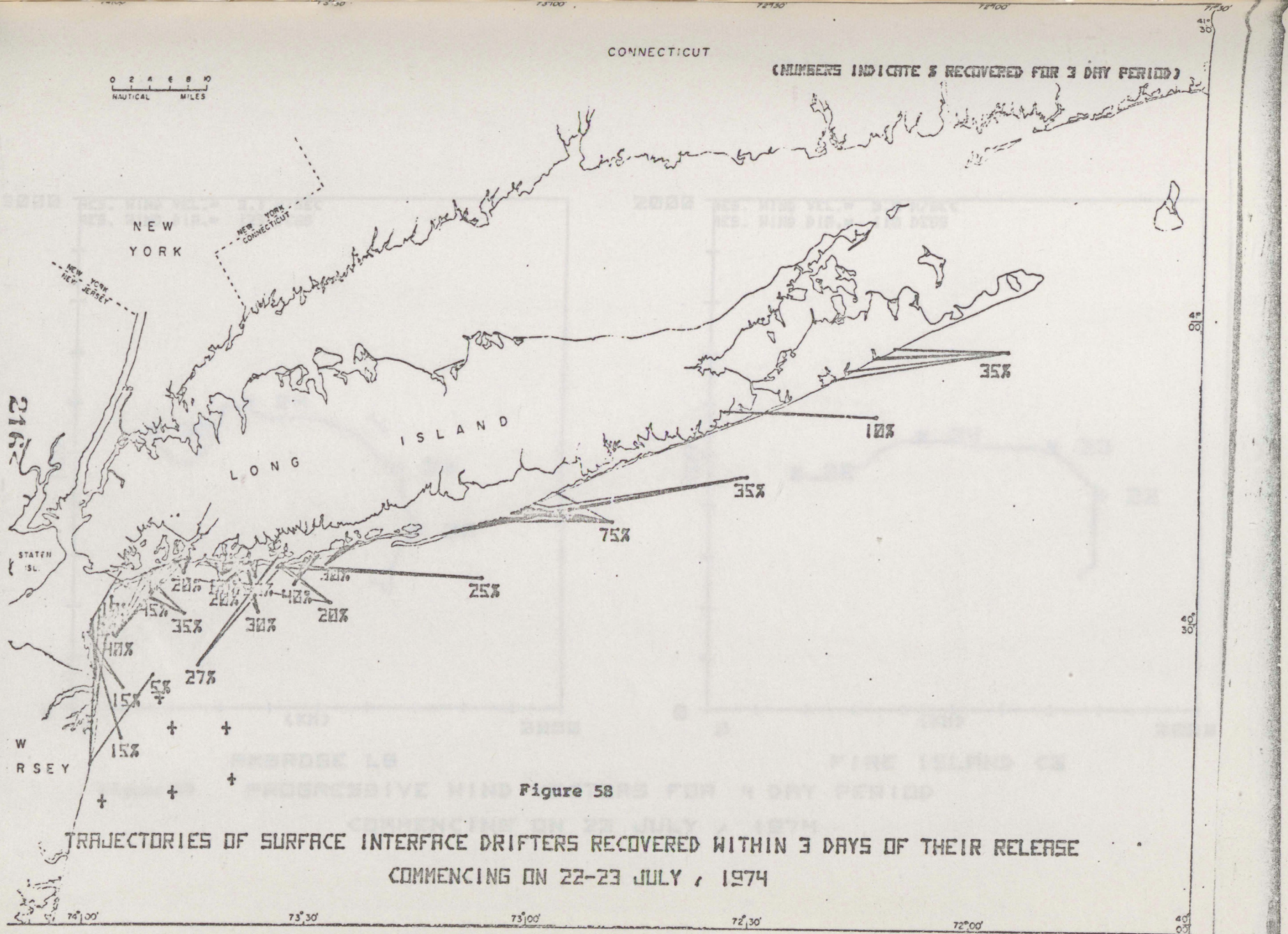
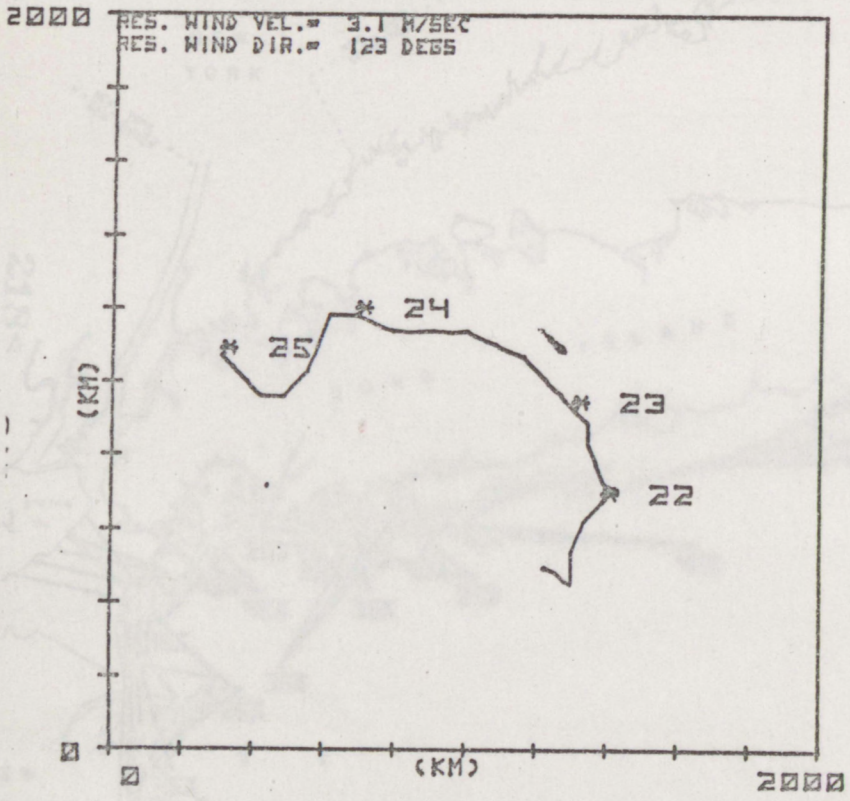
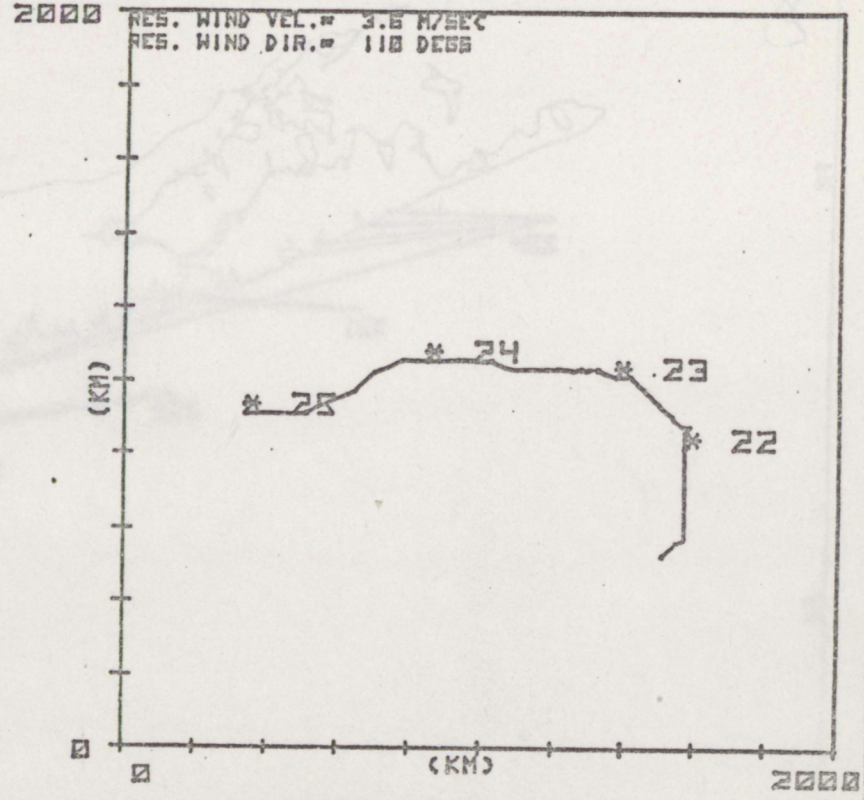


Figure 58

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 3 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JULY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 59 PROGRESSIVE WIND VECTORS FOR 4 DAY PERIOD COMMENCING ON 22 JULY , 1974

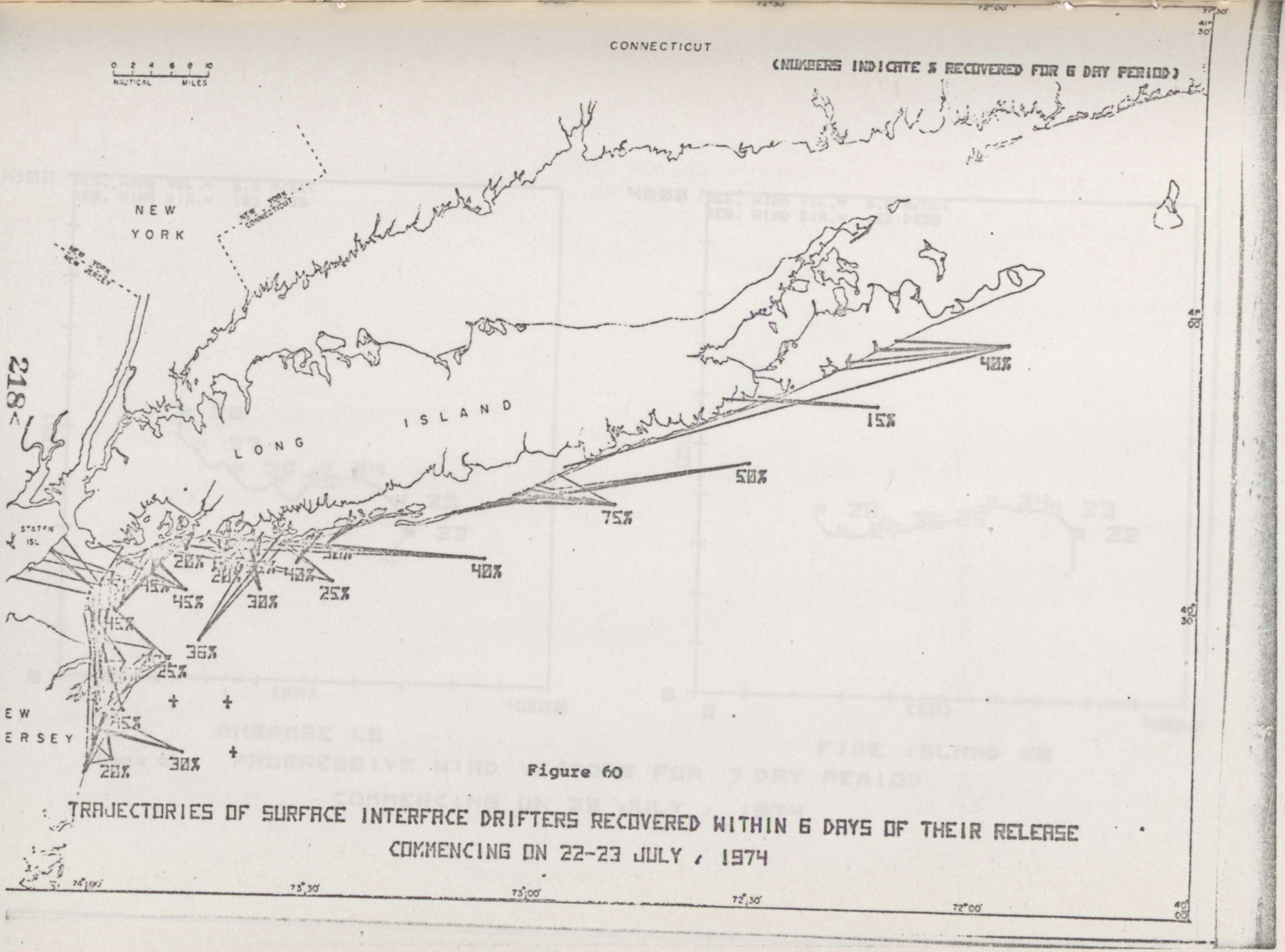
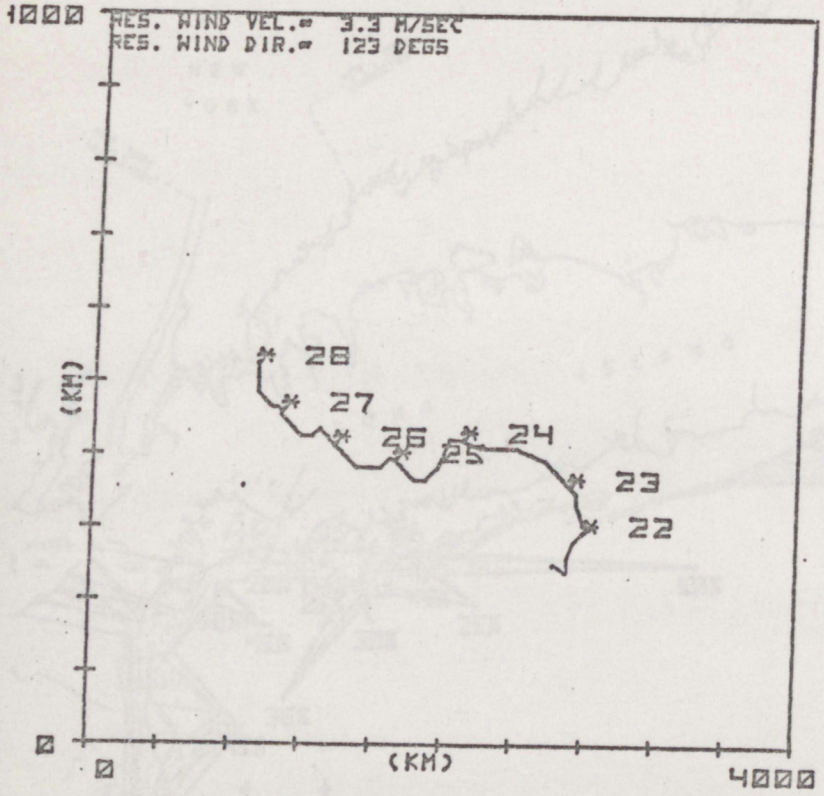
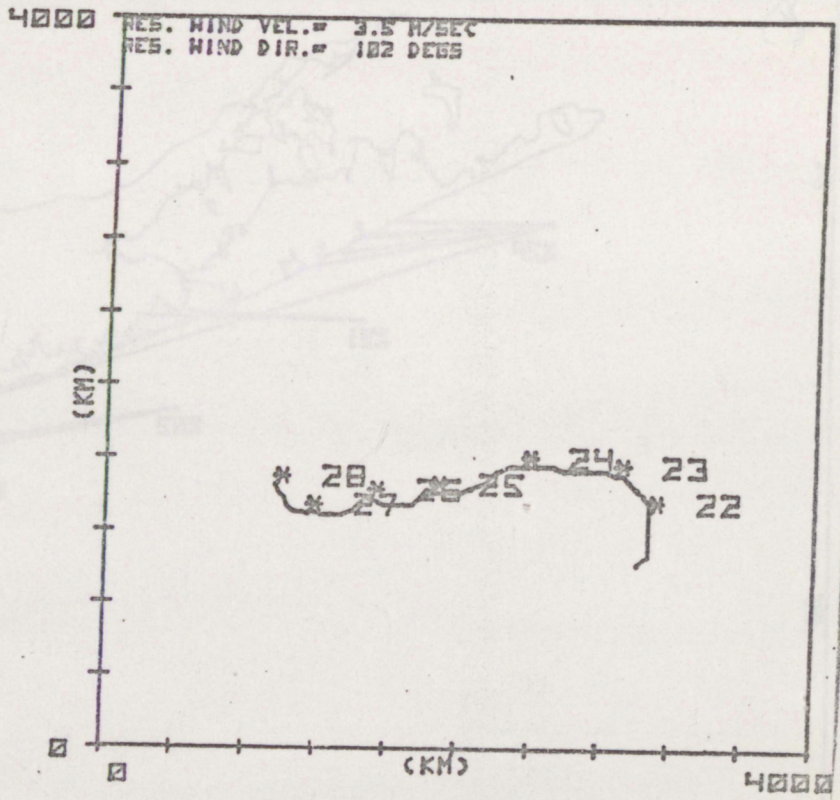


Figure 60

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 6 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JULY, 1974



AMBROSE LS



FIRE ISLAND CG

Figure 61 PROGRESSIVE WIND VECTORS FOR 7 DAY PERIOD COMMENCING ON 22 JULY , 1974

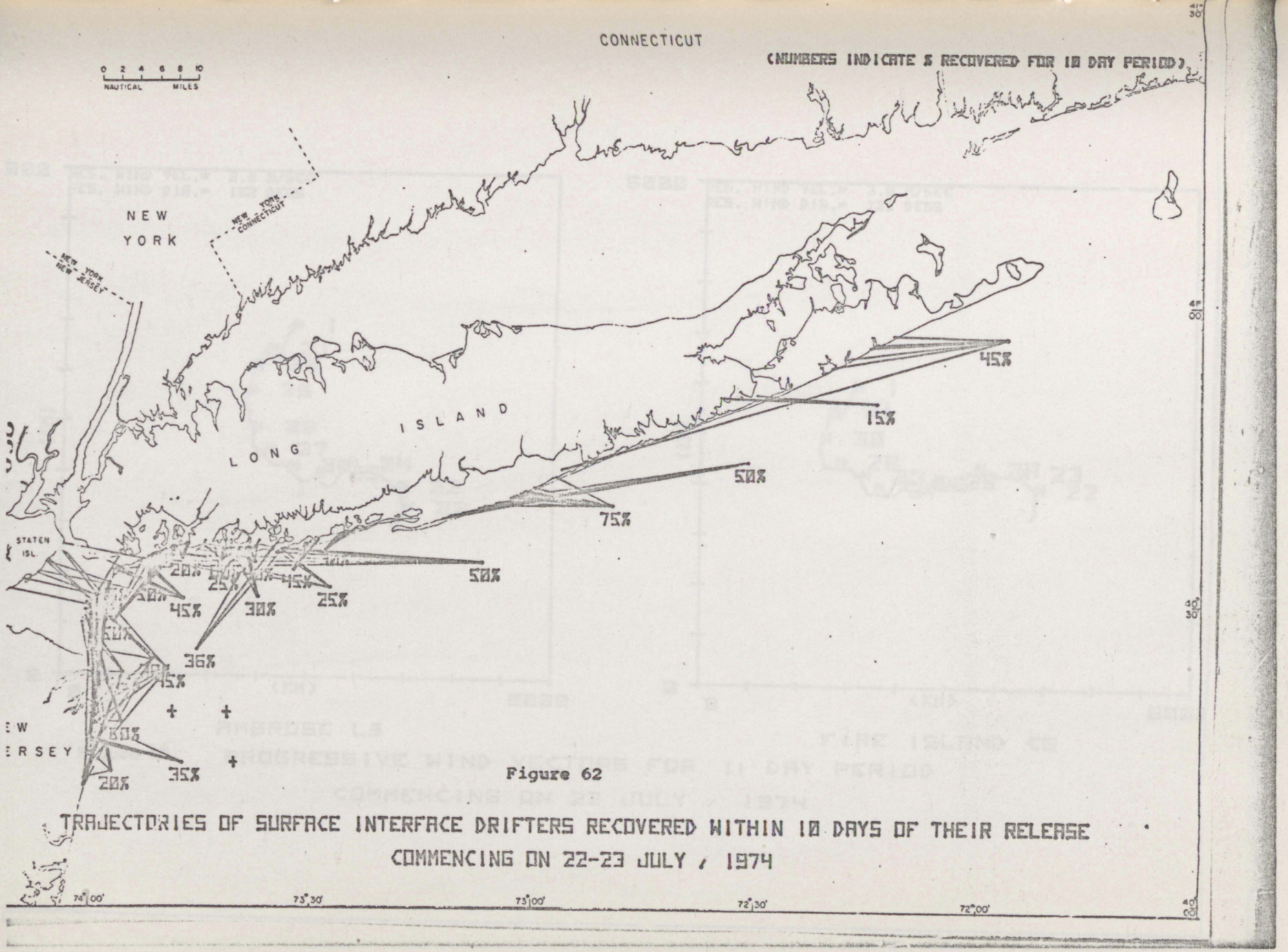
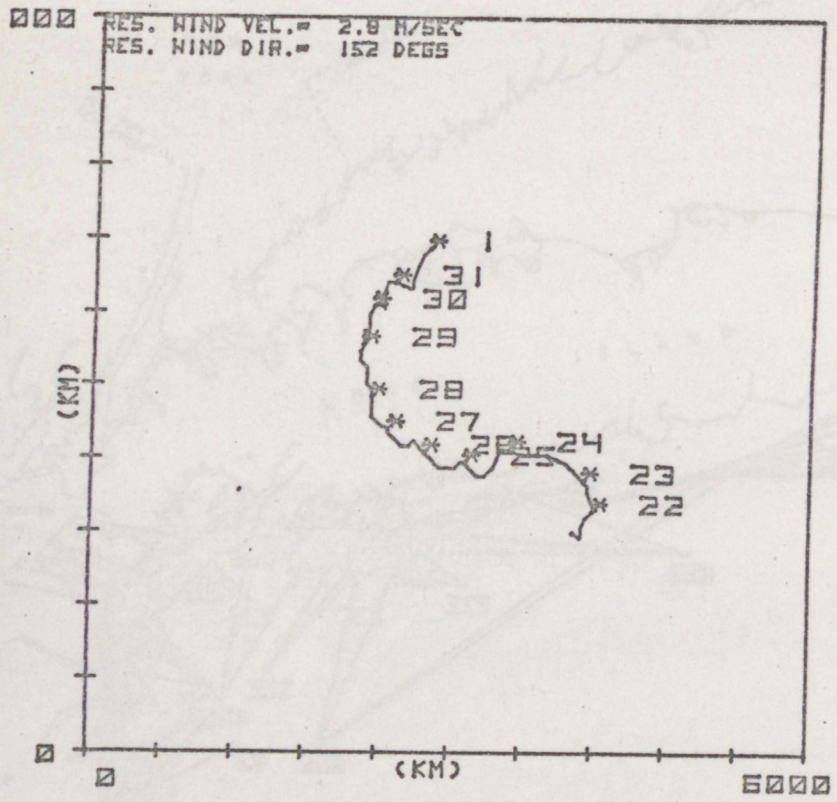
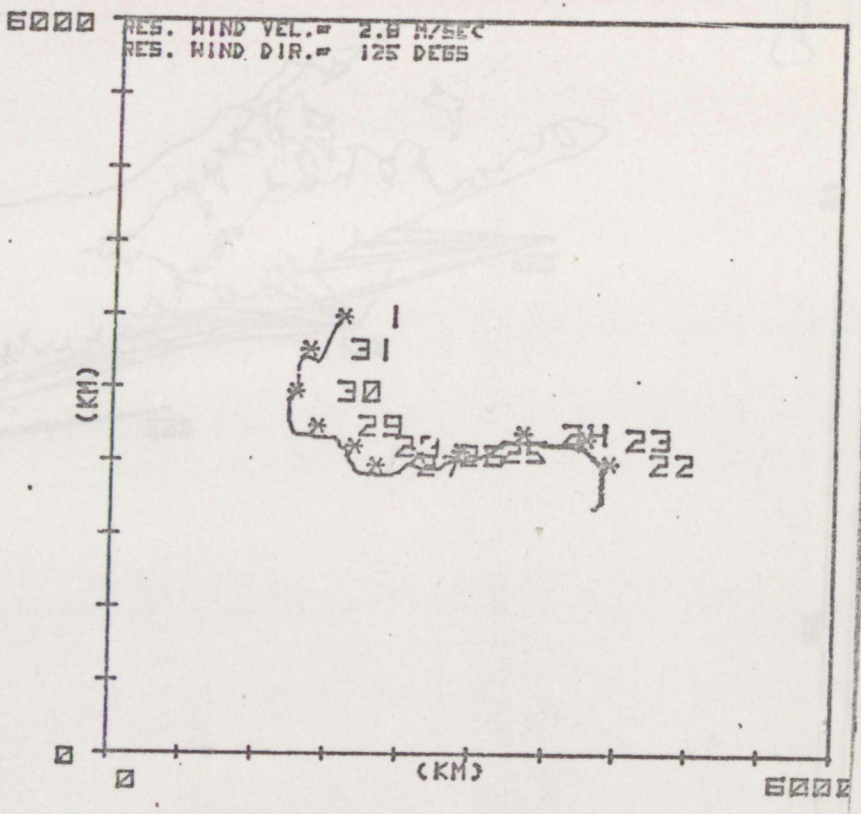


Figure 62

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JULY , 1974



AMBROSE LS



FIRE ISLAND CG

Figure 63 PROGRESSIVE WIND VECTORS FOR 11 DAY PERIOD COMMENCING ON 22 JULY , 1974

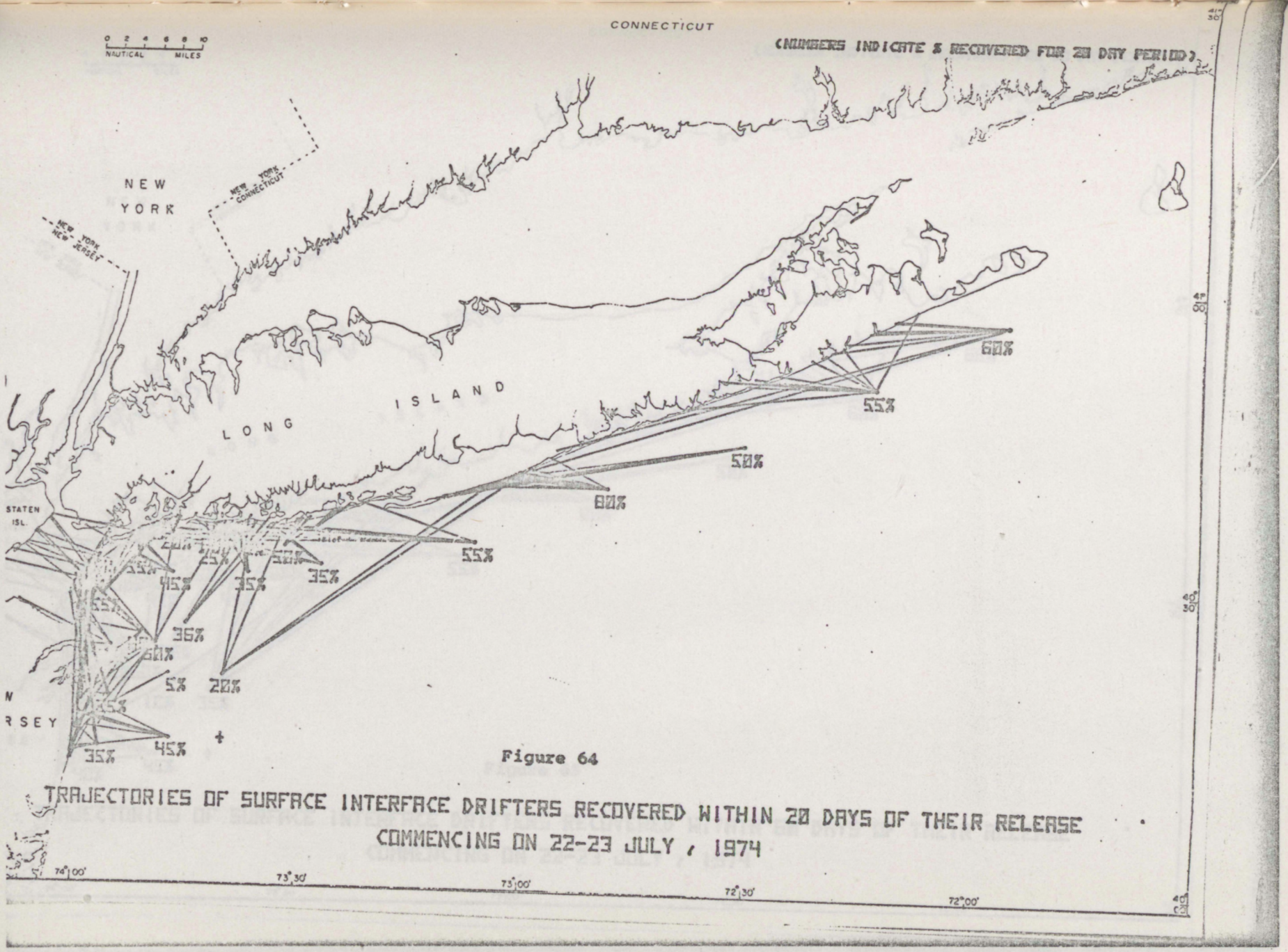


Figure 64

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 20 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JULY, 1974

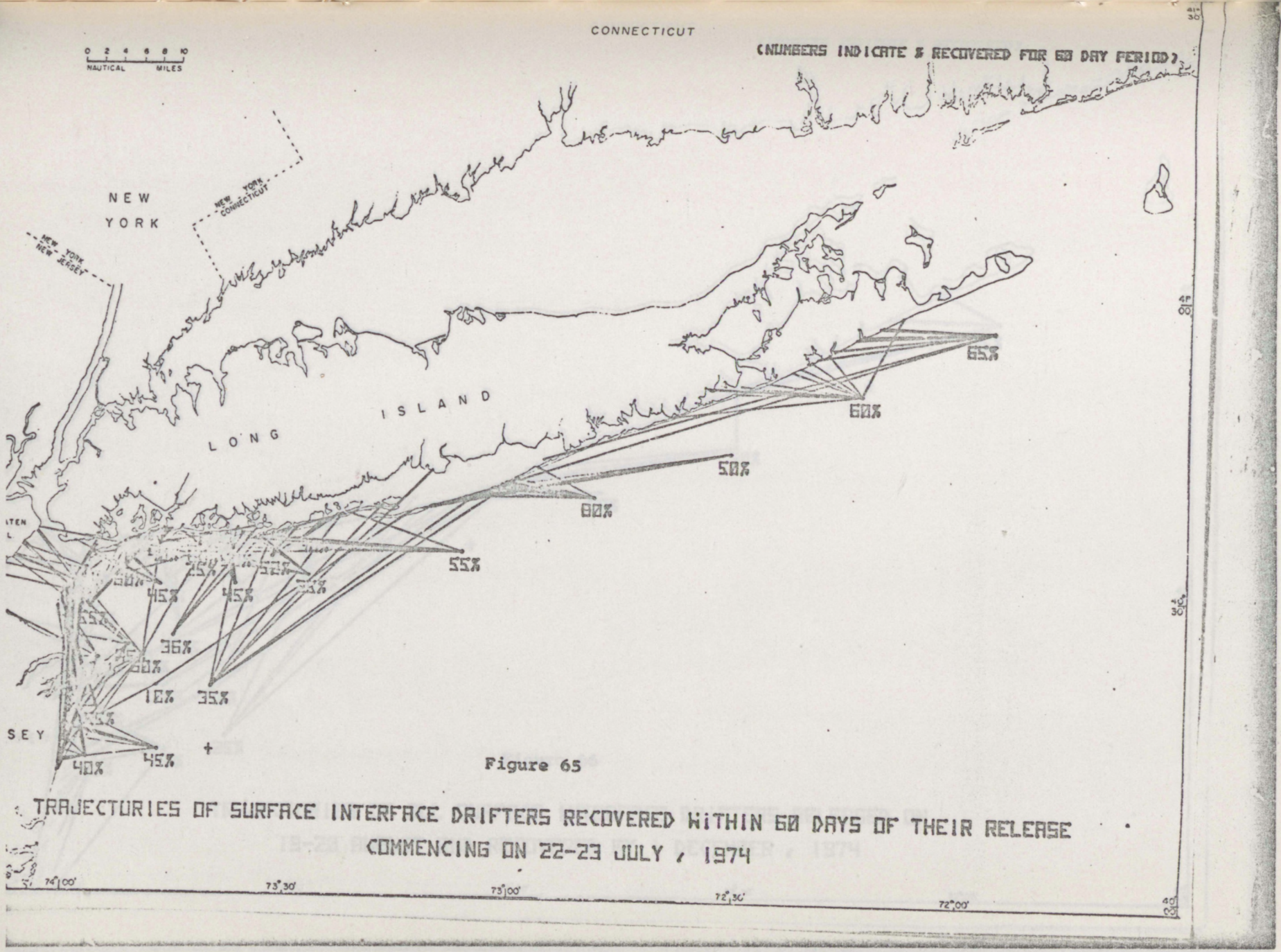


Figure 65

TRAJECTURIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 60 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JULY , 1974

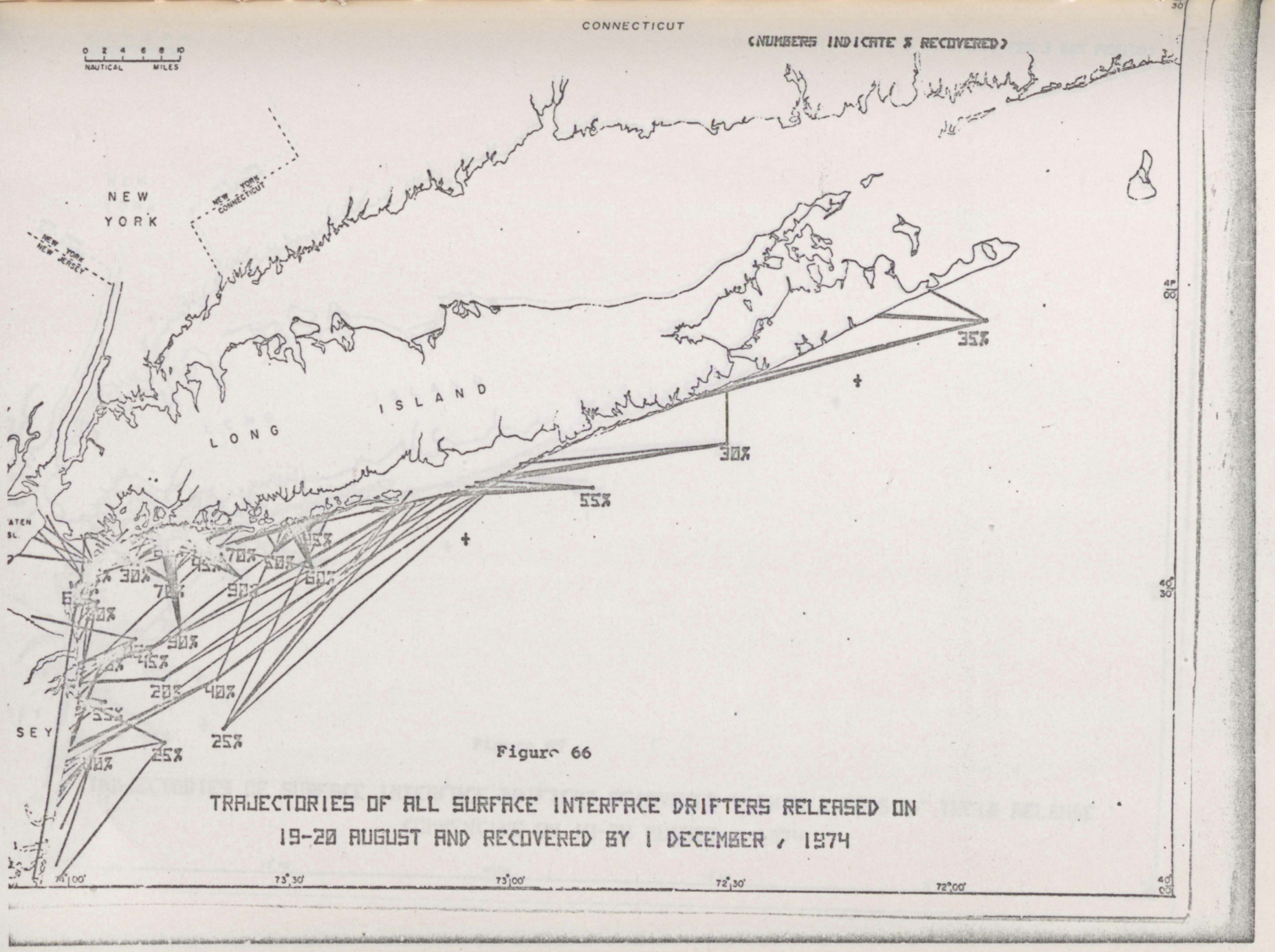


Figure 66

TRAJECTORIES OF ALL SURFACE INTERFACE DRIFTERS RELEASED ON 19-20 AUGUST AND RECOVERED BY 1 DECEMBER, 1974

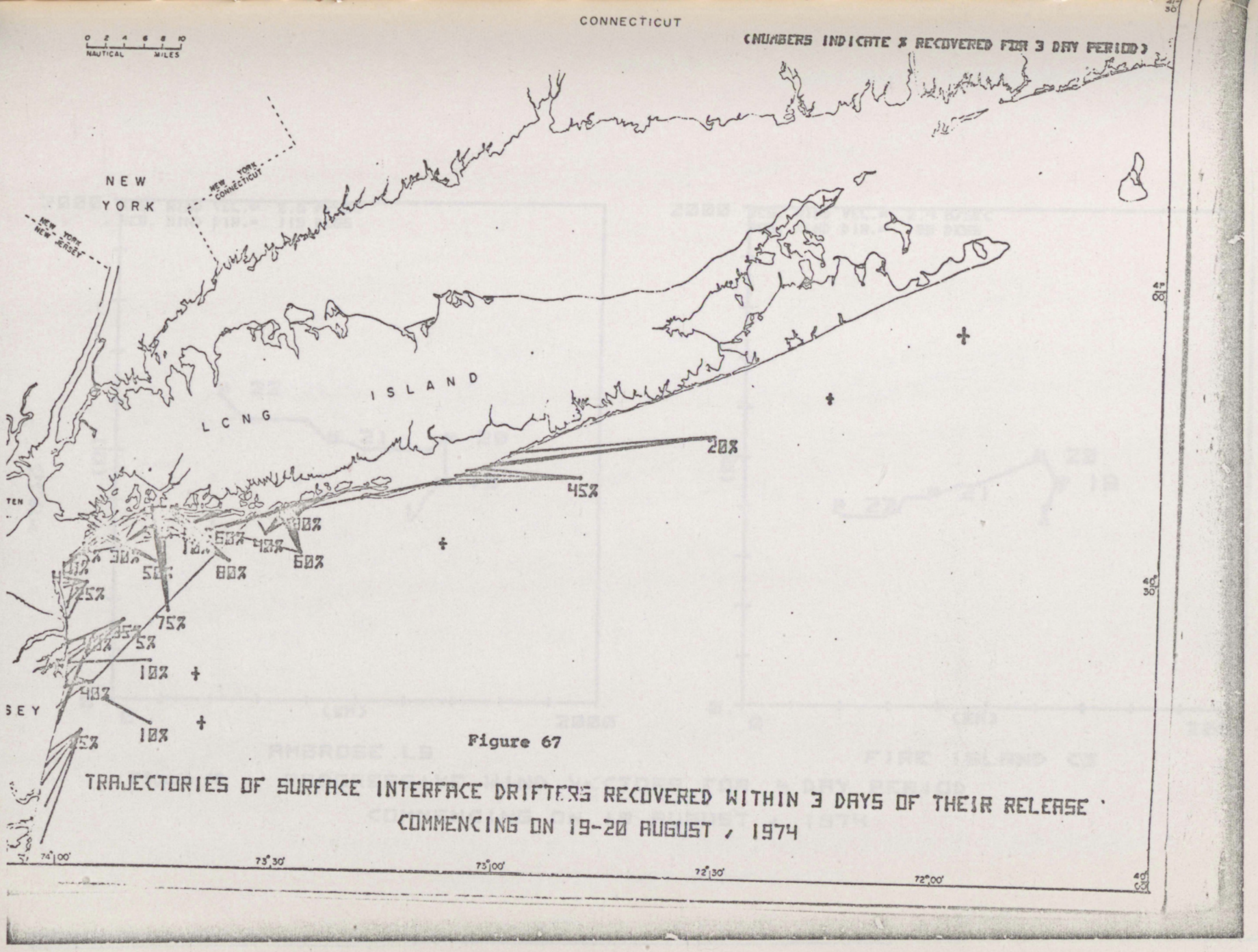
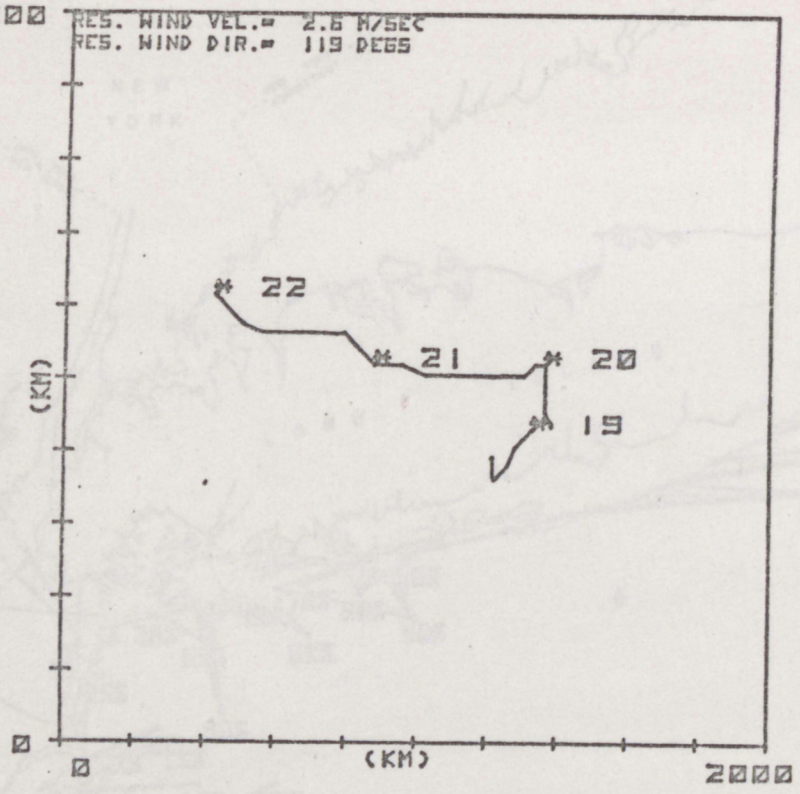
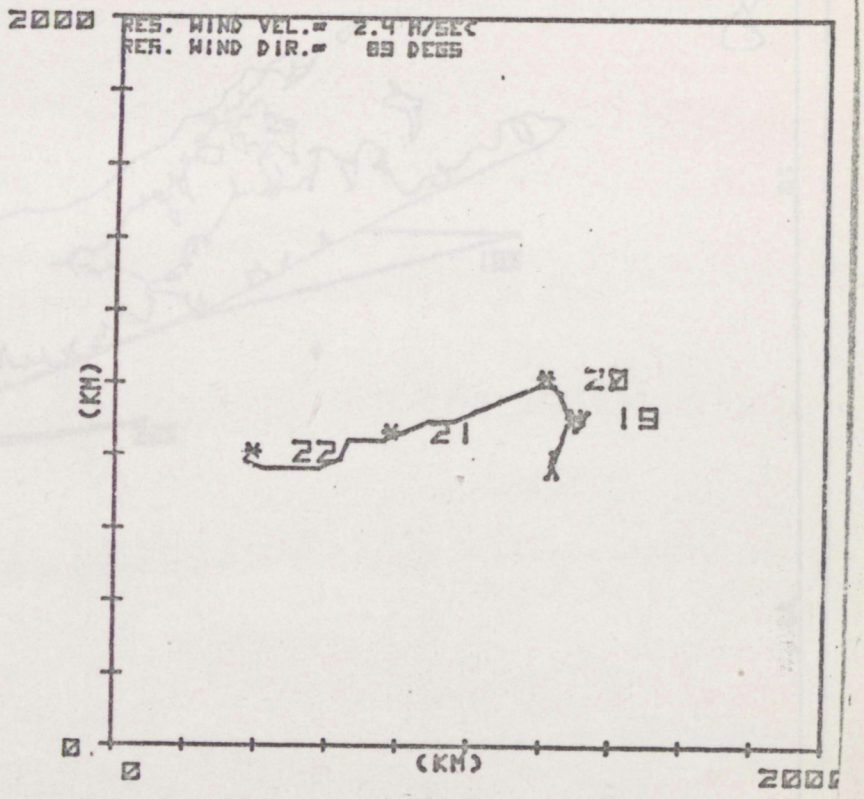


Figure 67

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 3 DAYS OF THEIR RELEASE COMMENCING ON 19-20 AUGUST, 1974



AMBROSE LS



FIRE ISLAND CS

Figure 68 PROGRESSIVE WIND VECTORS FOR 4 DAY PERIOD
COMMENCING ON 18 AUGUST , 1974

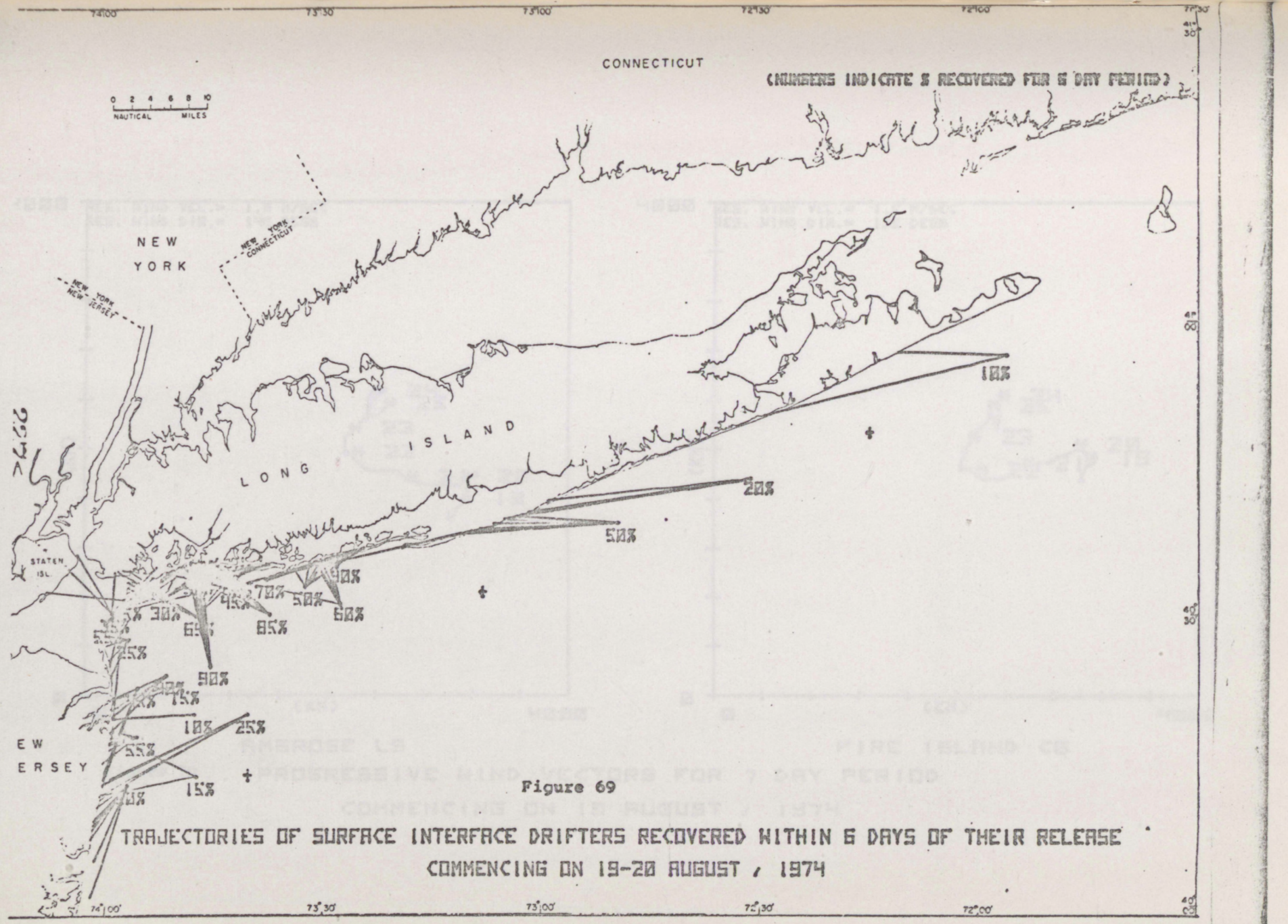
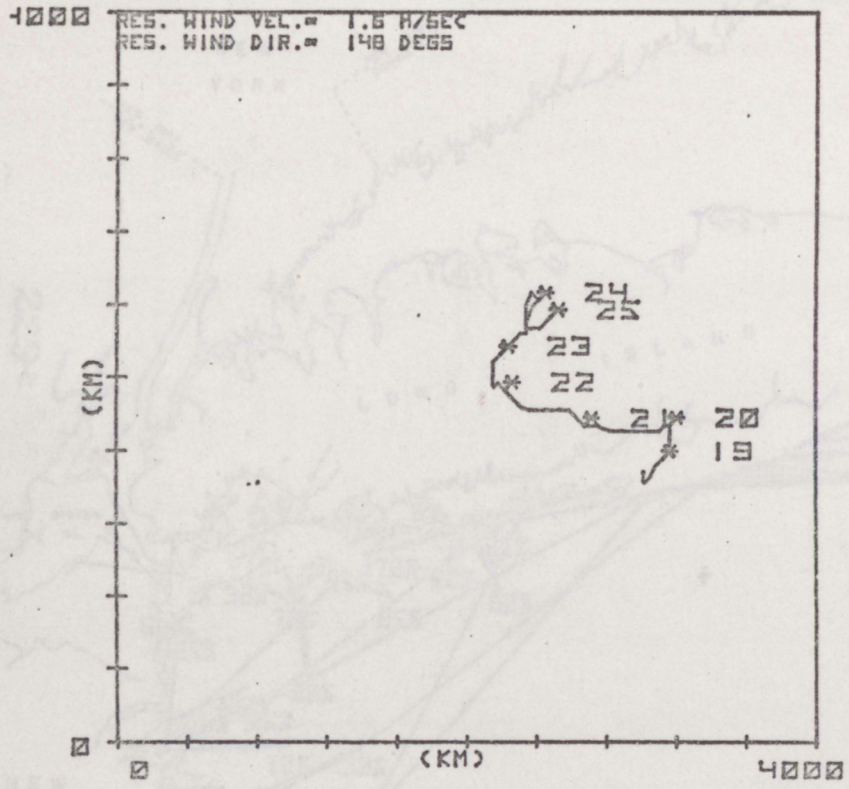
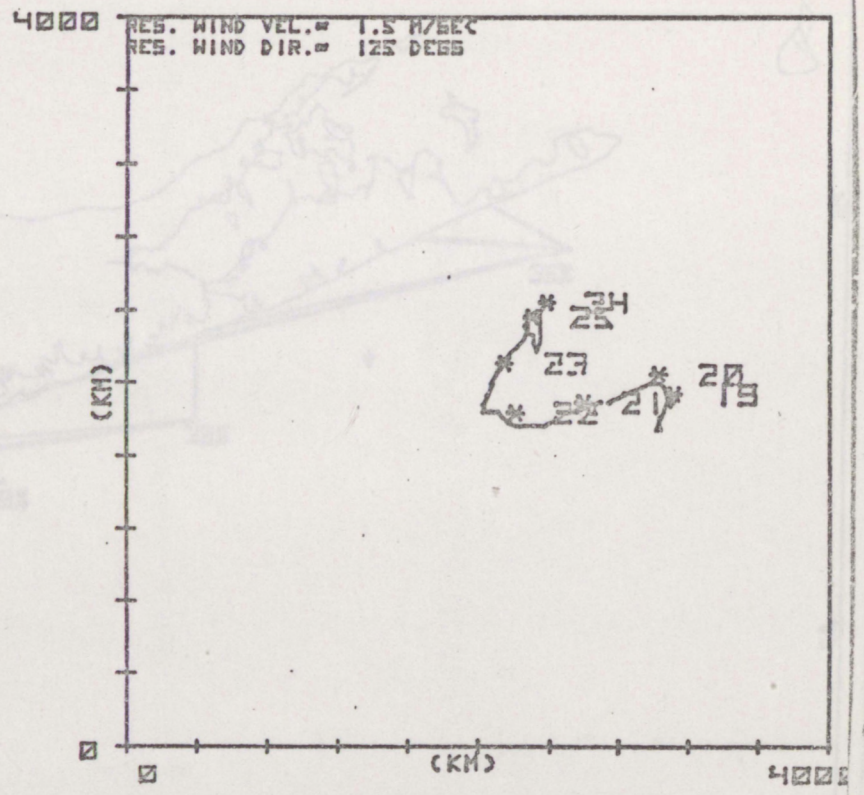


Figure 69

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 6 DAYS OF THEIR RELEASE COMMENCING ON 19-20 AUGUST, 1974

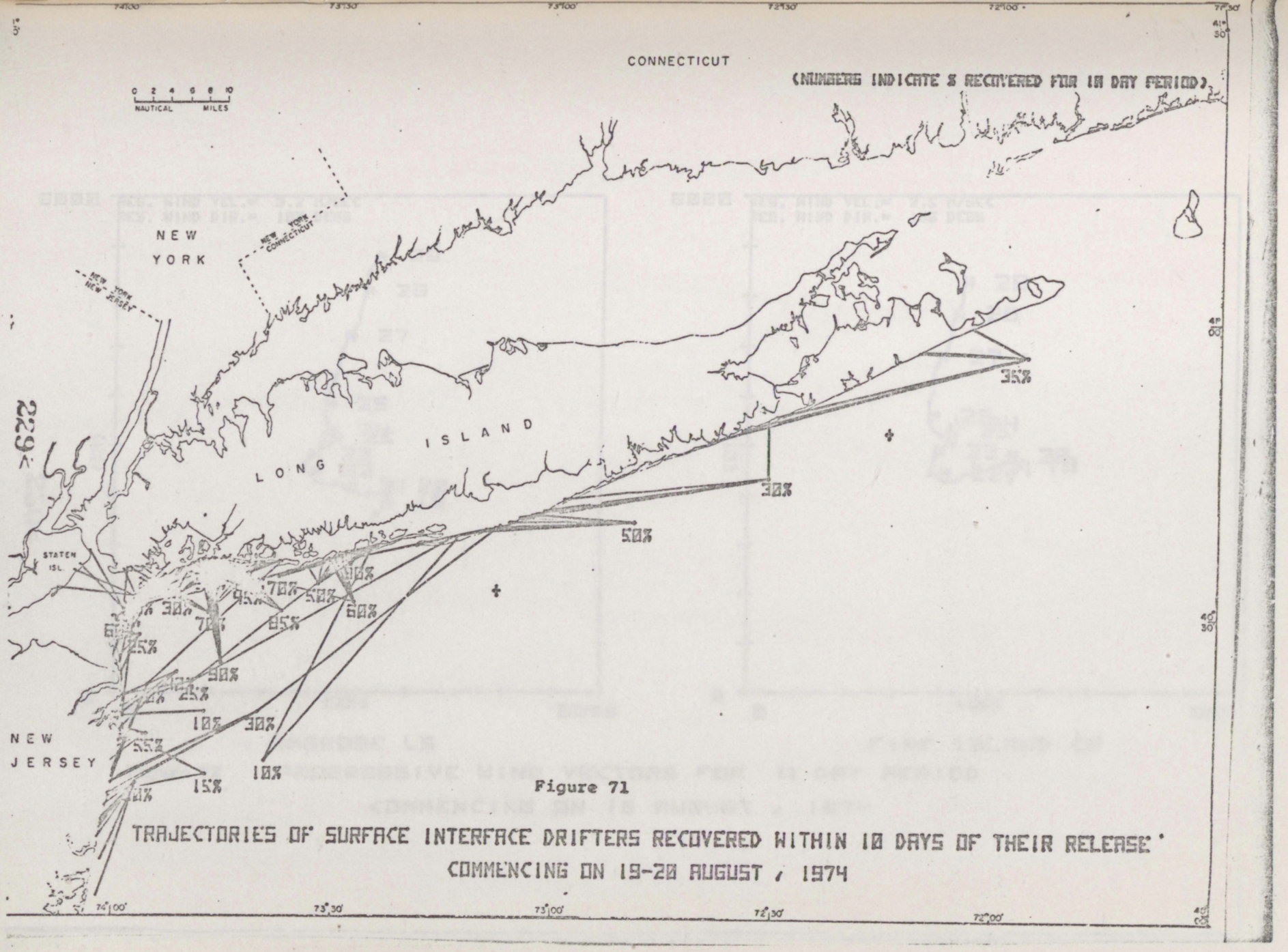


AMBROSE LS



FIRE ISLAND CG

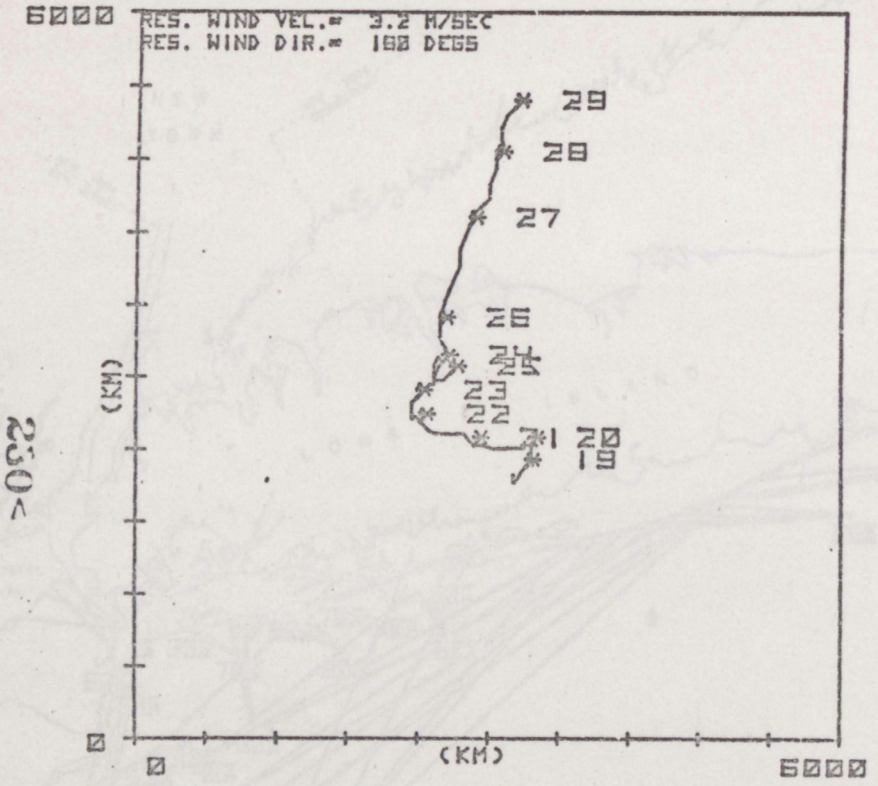
Figure 70 PROGRESSIVE WIND VECTORS FOR 7 DAY PERIOD COMMENCING ON 19 AUGUST , 1974



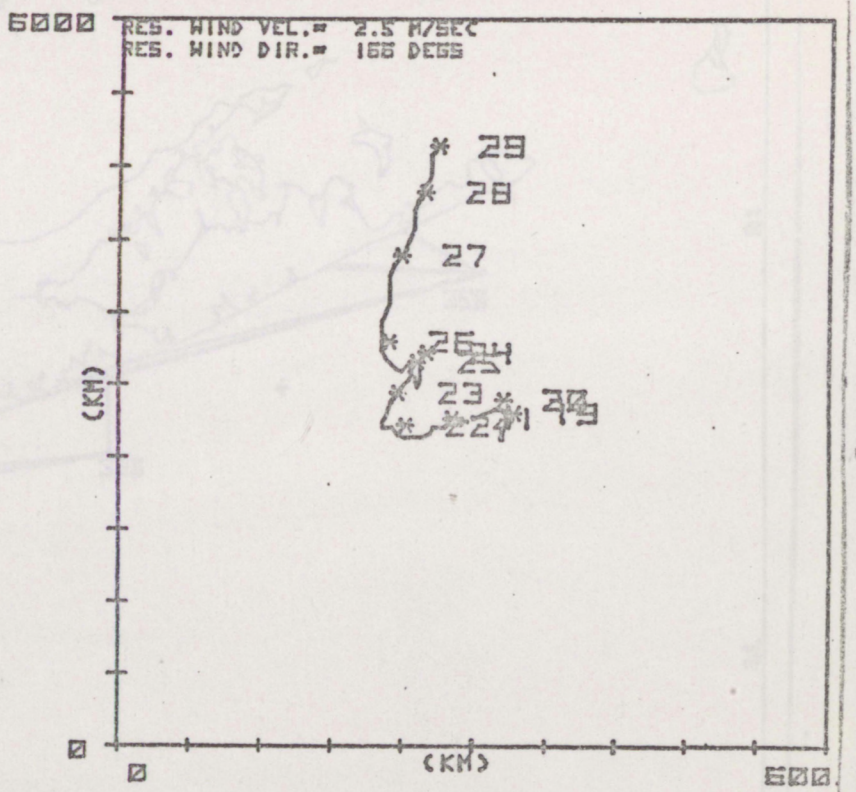
229

Figure 71

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 19-20 AUGUST, 1974



AMBROSE LS



FIRE ISLAND CG

Figure 72 PROGRESSIVE WIND VECTORS FOR 11 DAY PERIOD COMMENCING ON 19 AUGUST , 1974

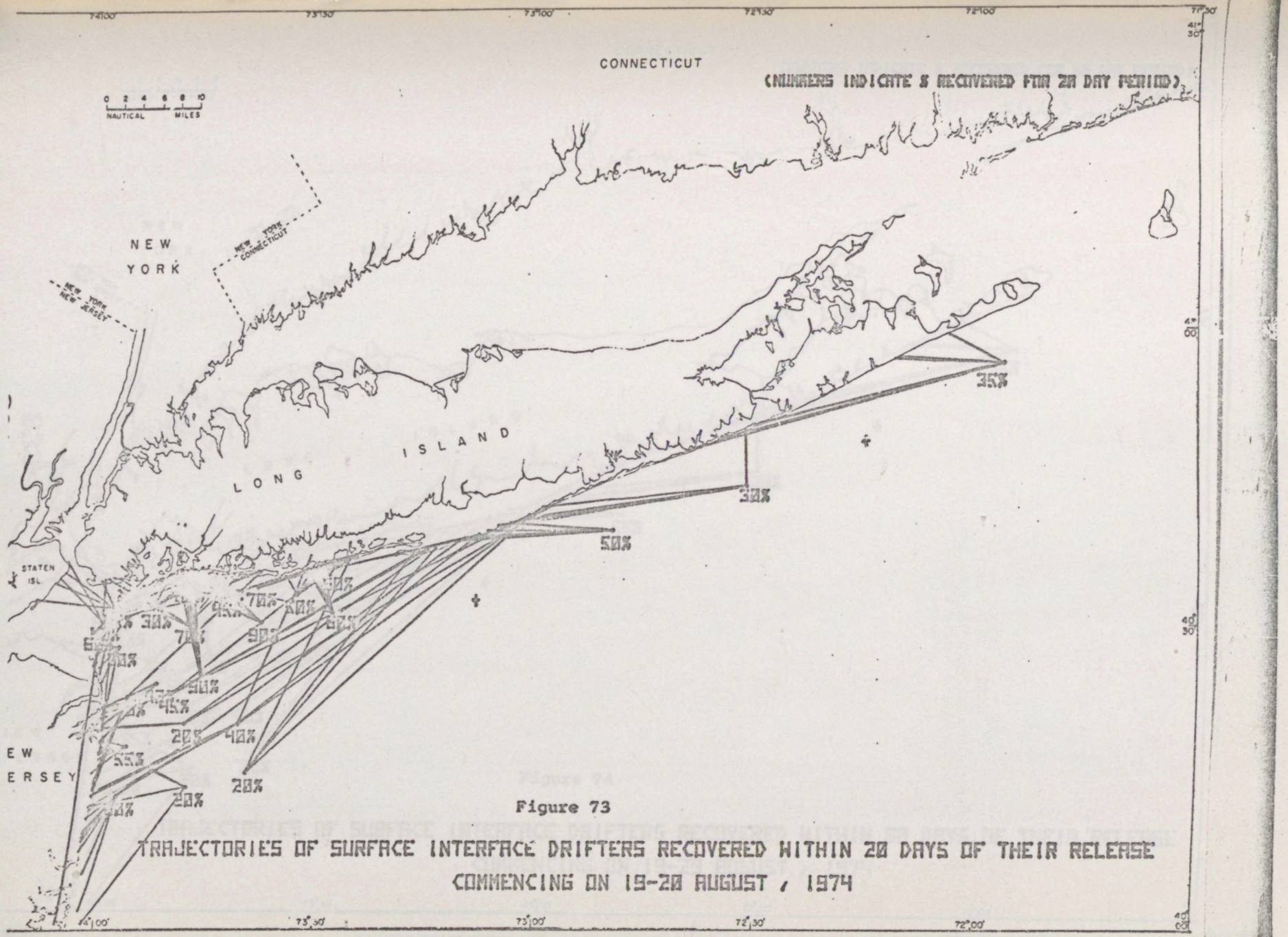


Figure 73

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 20 DAYS OF THEIR RELEASE COMMENCING ON 19-20 AUGUST, 1974

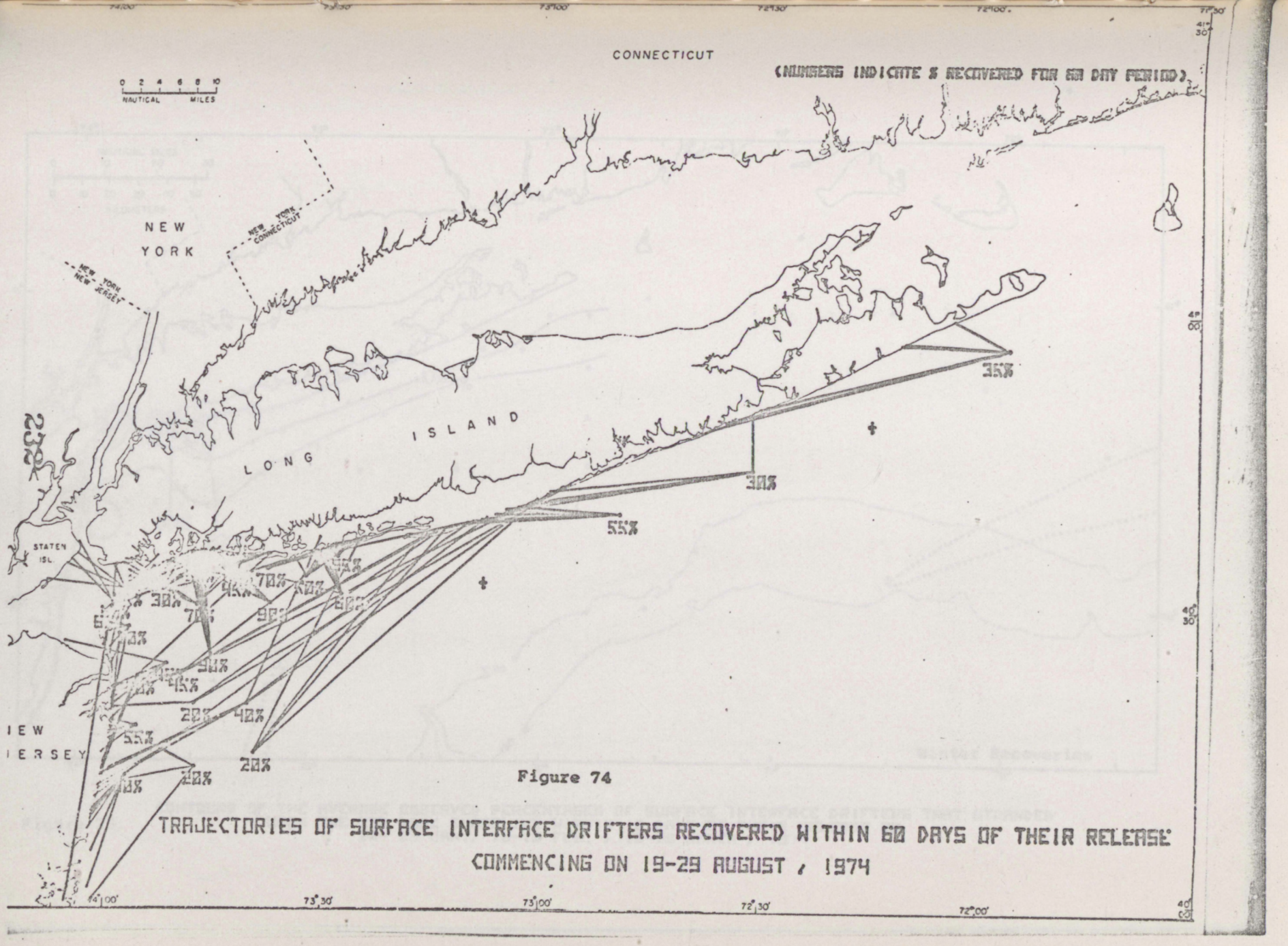


Figure 74

TRAJECTORIES OF SURFACE INTERFACE DRIFTERS RECOVERED WITHIN 60 DAYS OF THEIR RELEASE COMMENCING ON 19-29 AUGUST, 1974

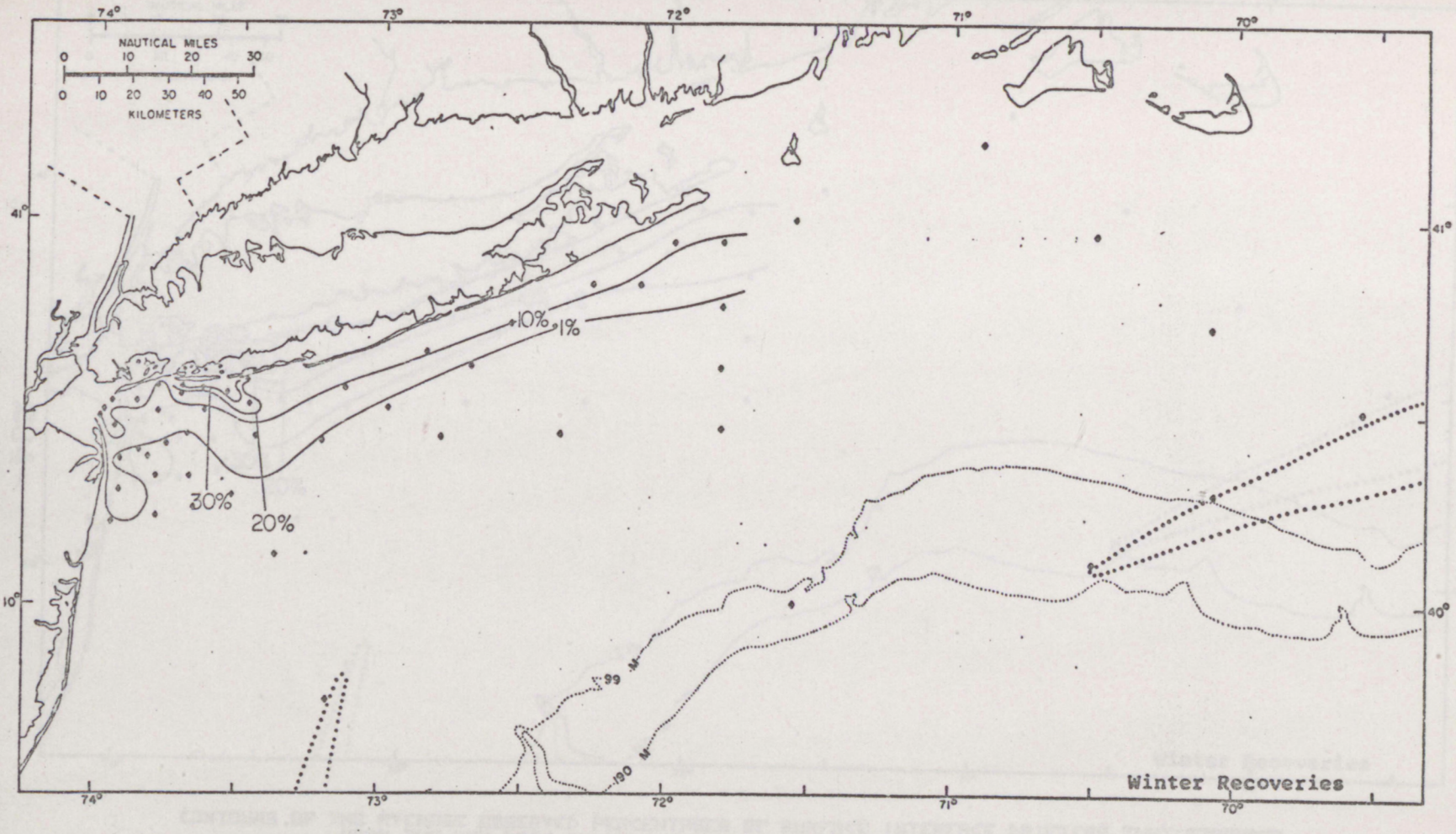
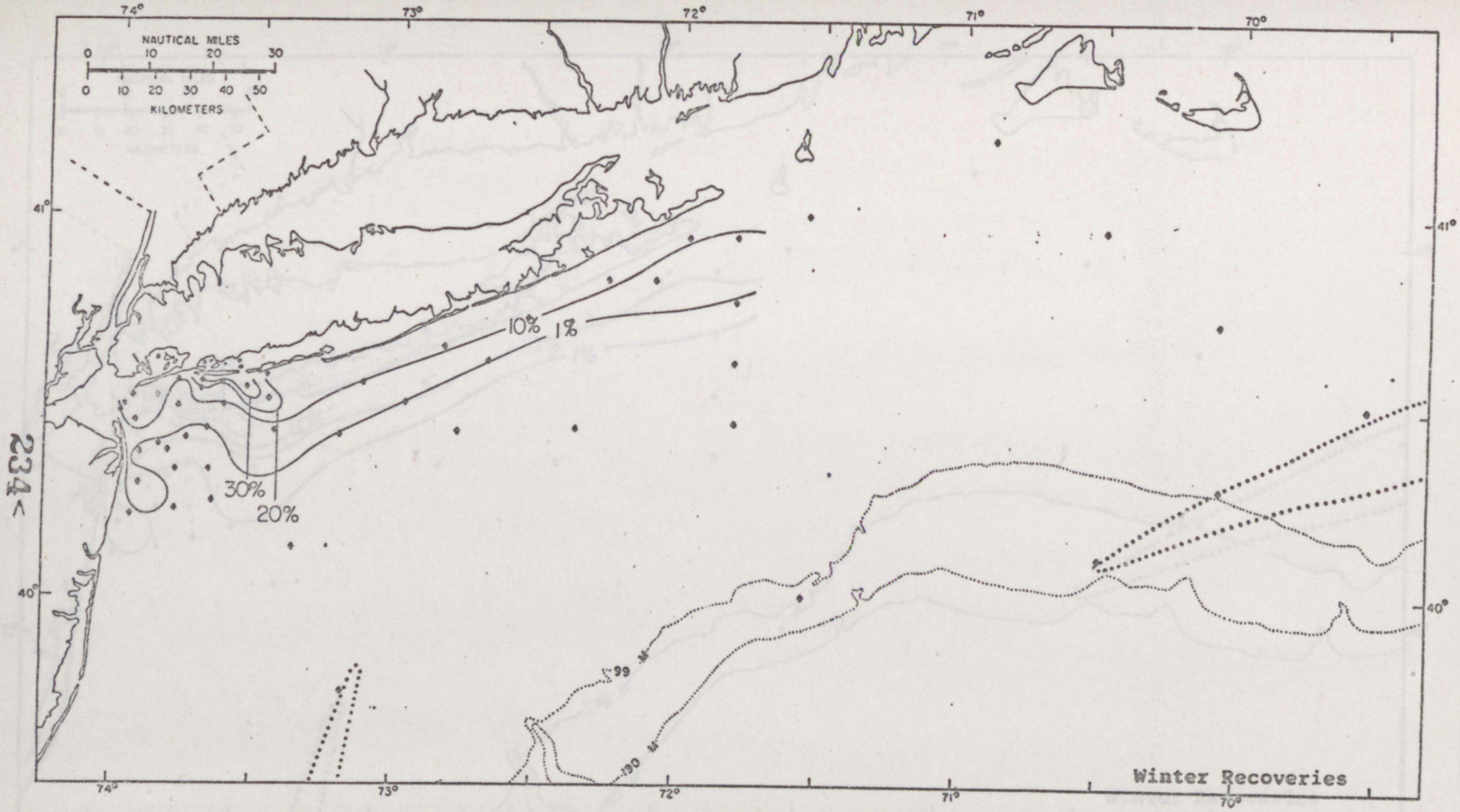


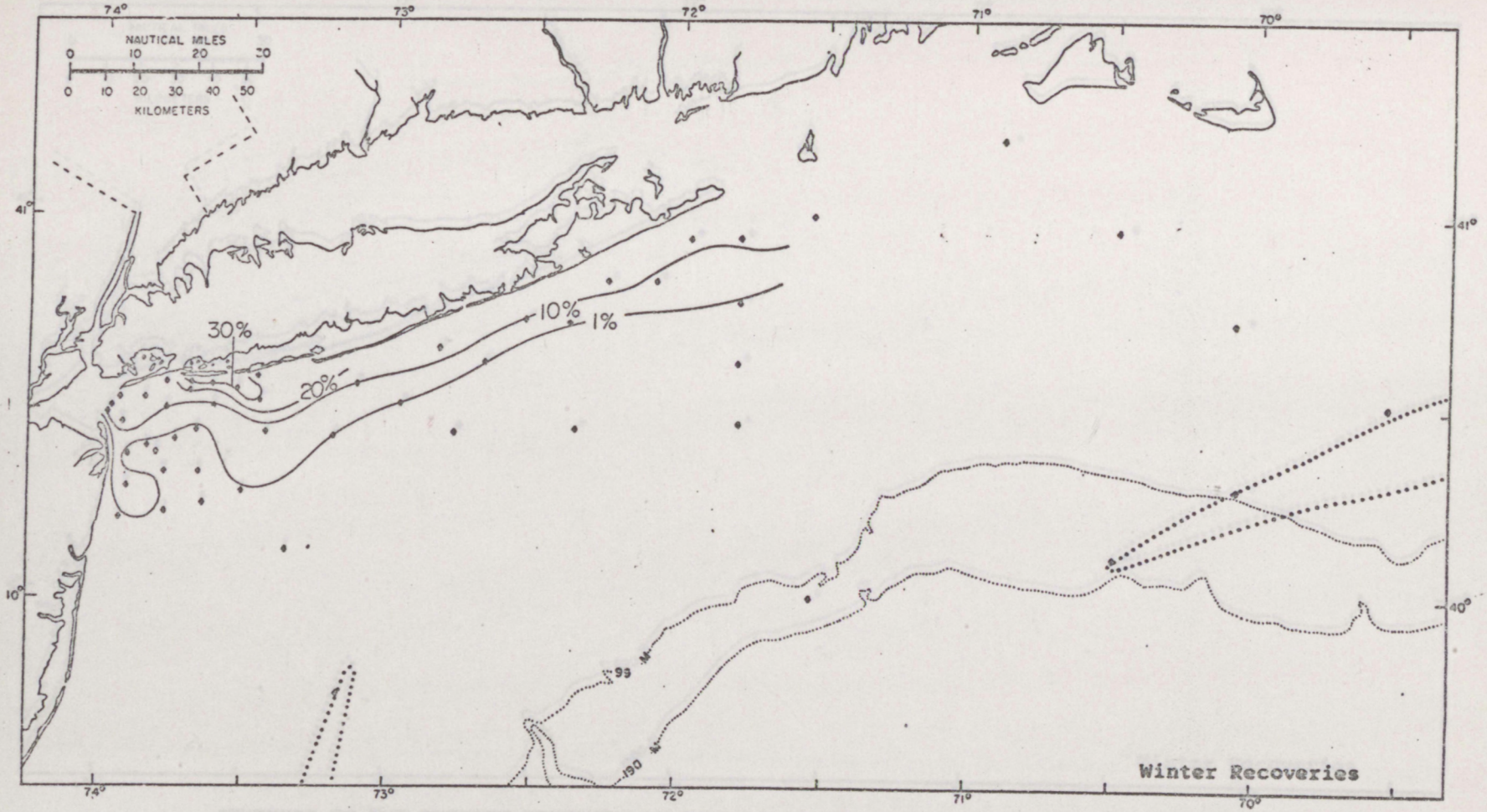
Figure 75

CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE WITHIN 10 DAYS OF THEIR RELEASE ON 22- 23 JAN., 18-19 FEB. , 19-20 MARCH , 1974



CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE WITHIN 20 DAYS OF THEIR RELEASE ON 22- 23 JAN., 18-19 FEB., 19-20 MARCH, 1974

Figure 76



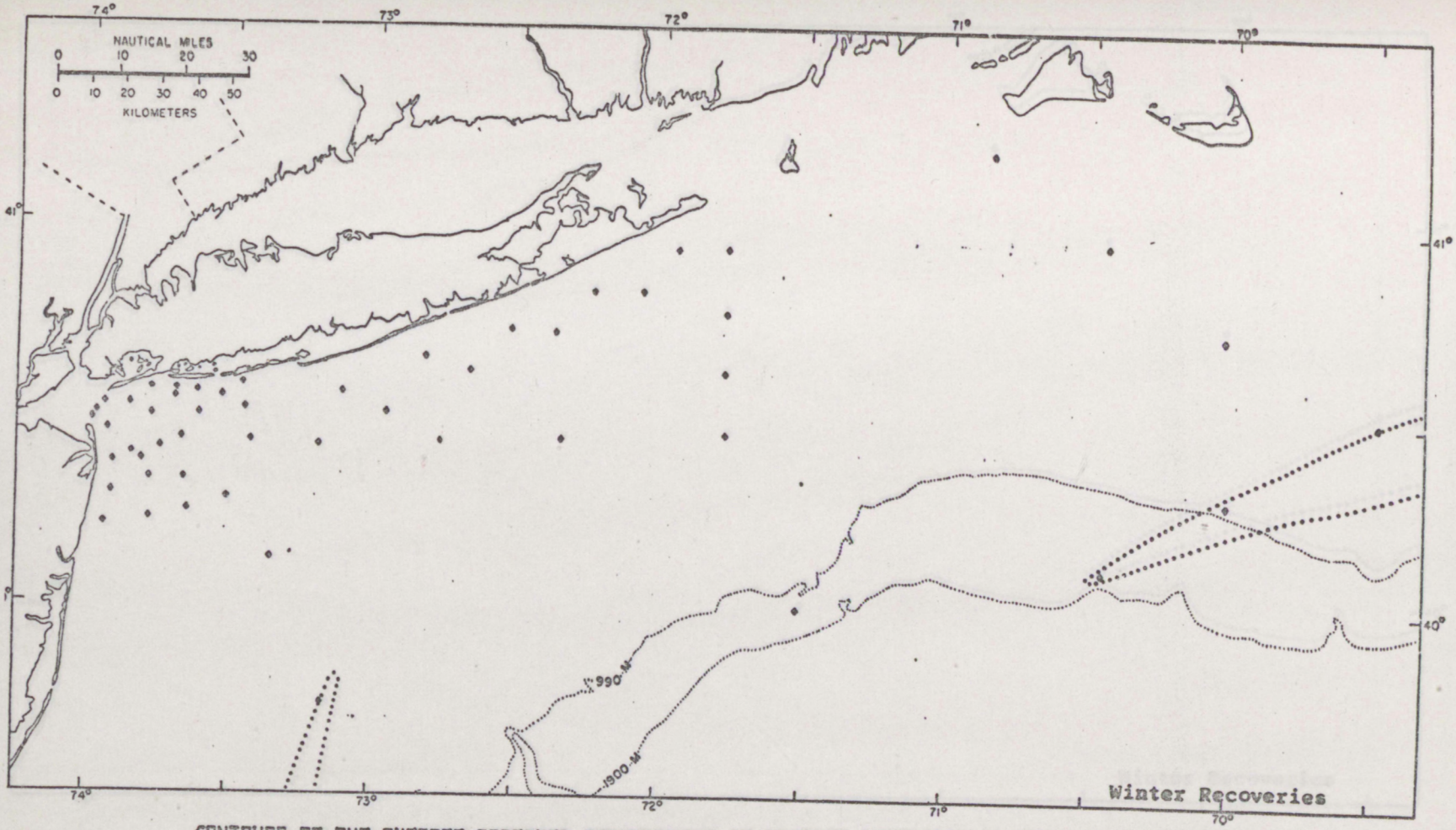
CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE WITHIN 60 DAYS OF THEIR RELEASE ON 22- 23 JAN., 18-19 FEB., 19-20 MARCH, 1974

Figure 77



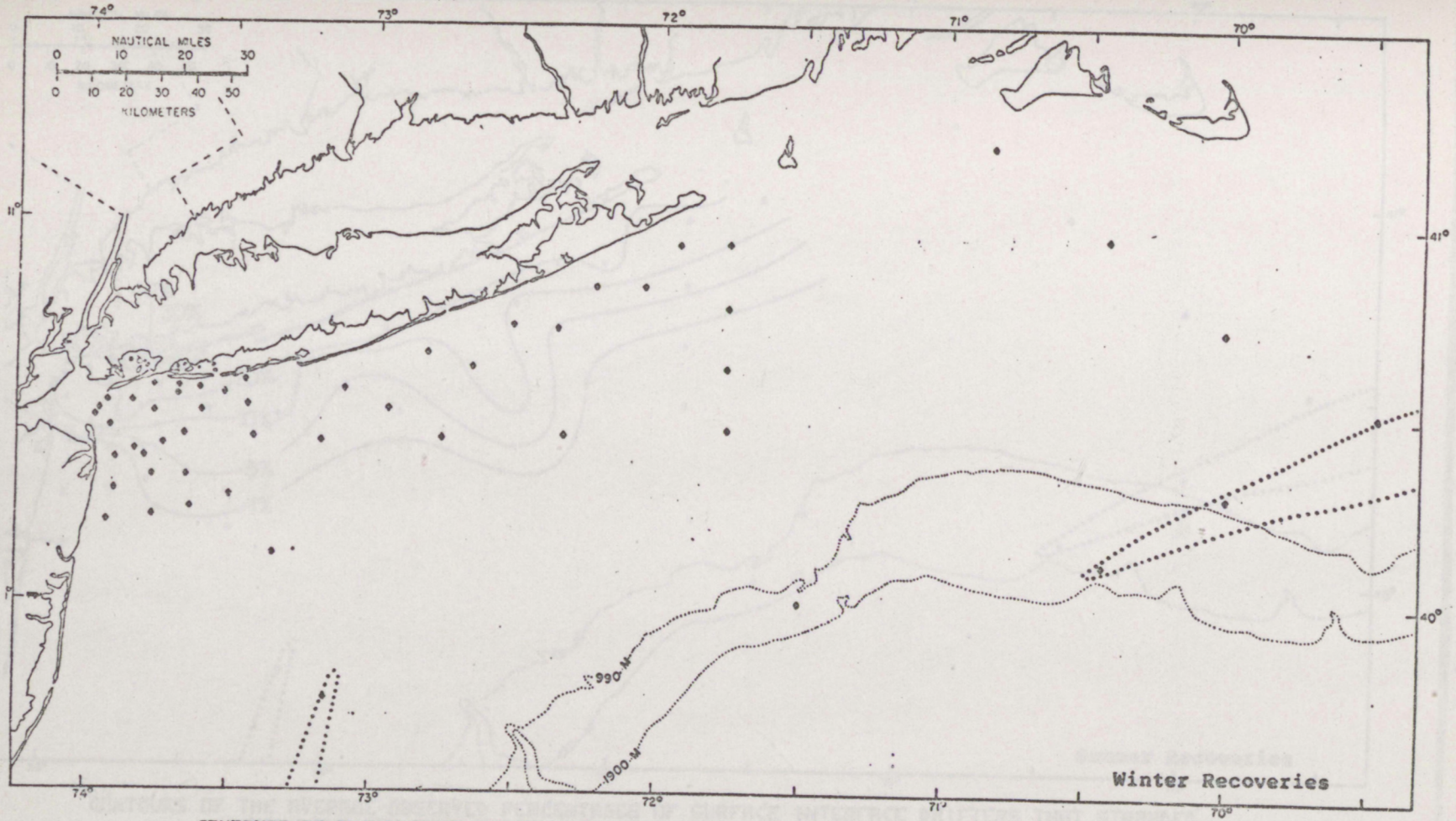
CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE WITHIN 10 DAYS OF THEIR RELEASE ON 22-23 JAN. , 18-19 FEB. , 19-20 MARCH , 1974

Figure 78



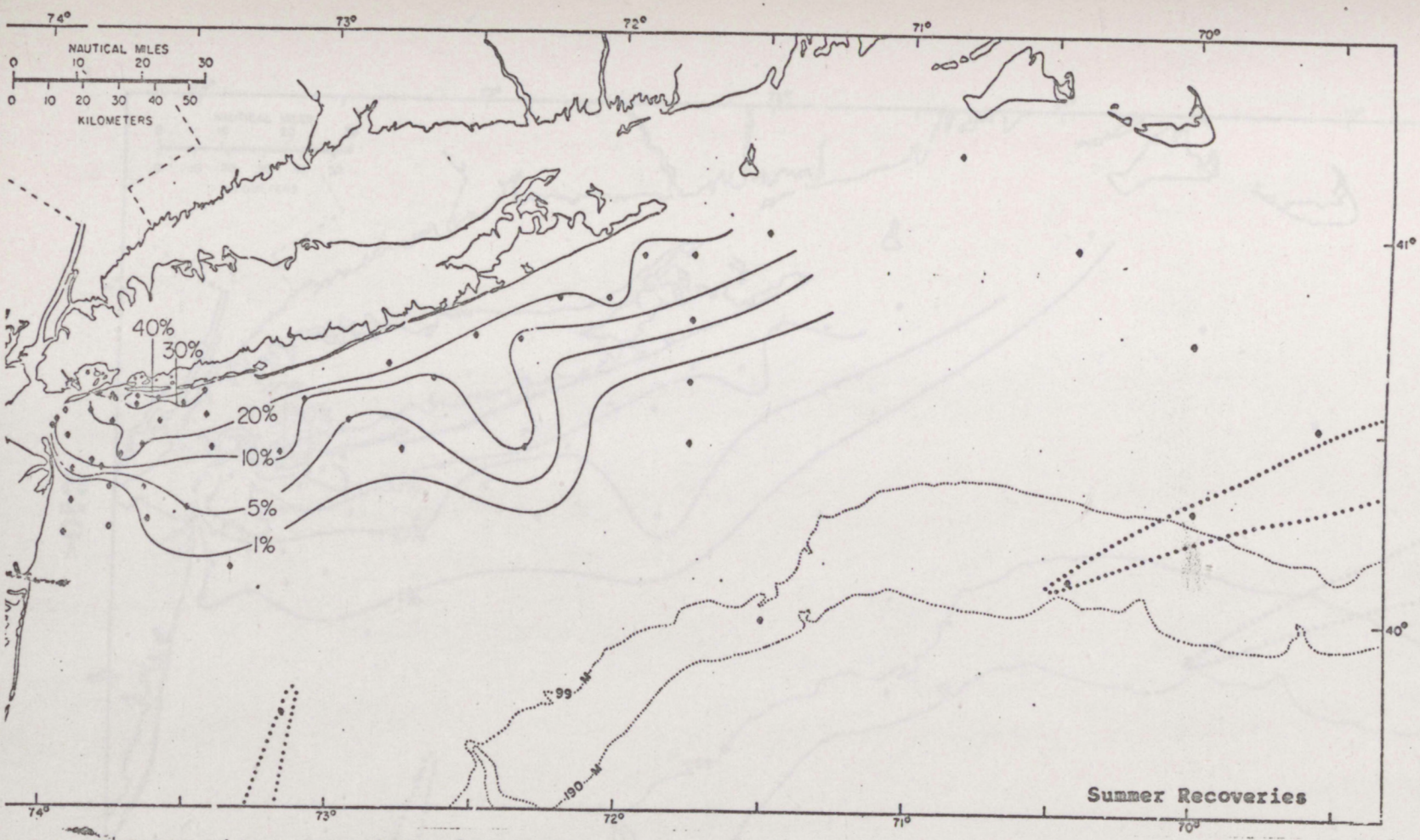
CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE WITHIN 28 DAYS OF THEIR RELEASE ON 22-23 JAN. / 18-19 FEB. / 19-20 MARCH / 1974

Figure 79



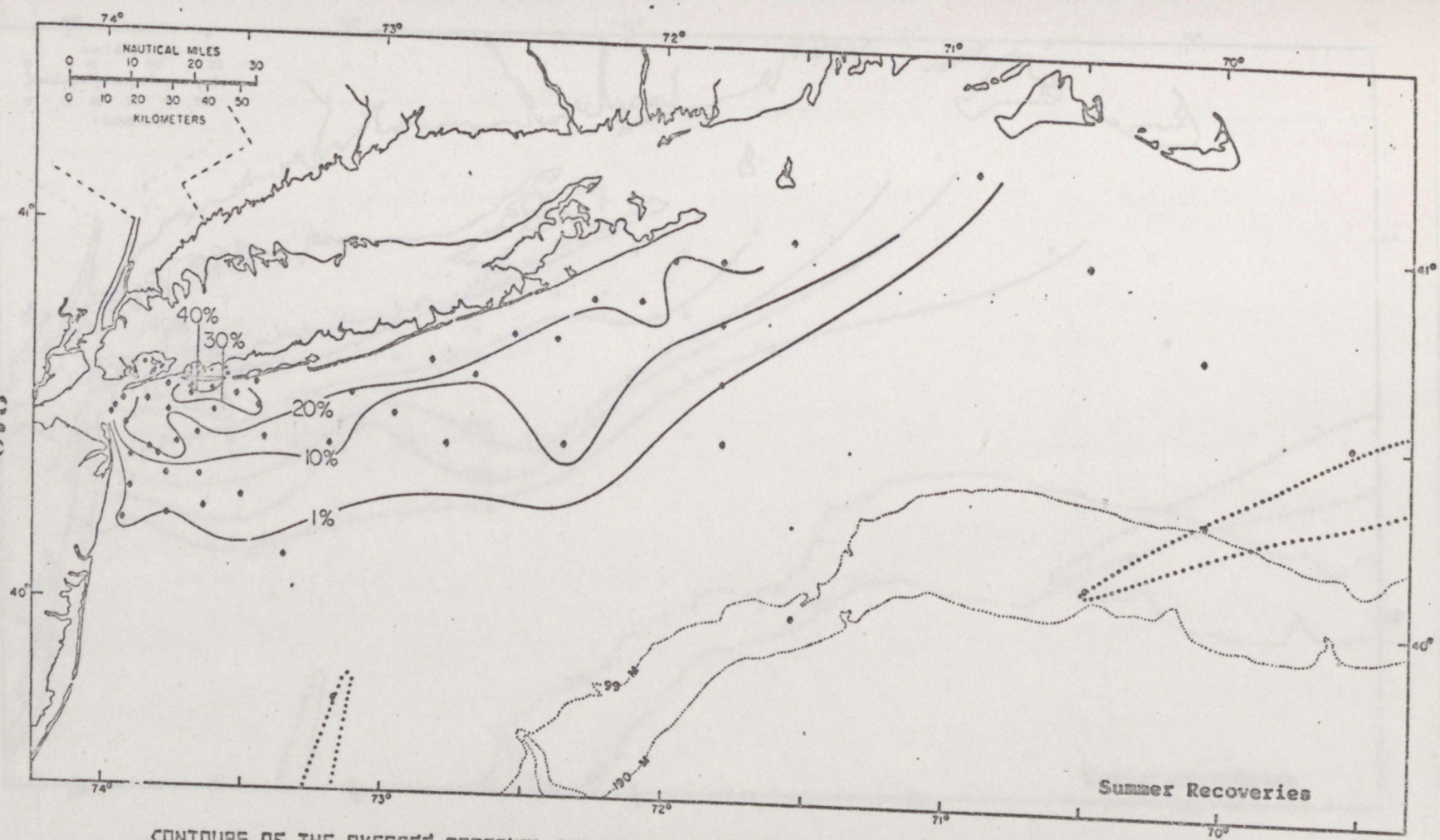
CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE WITHIN 60 DAYS OF THEIR RELEASE ON 22-23 JAN. / 18-19 FEB. / 19-20 MARCH / 1974

Figure 80



CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE WITHIN 10 DAYS OF THEIR RELEASE ON 15-16 APRIL , 20 APRIL , 20-21 MAY , 24-25 JUNE , 22-23 JULY , 19-20 AUG. , 6 SEPT. , 1974

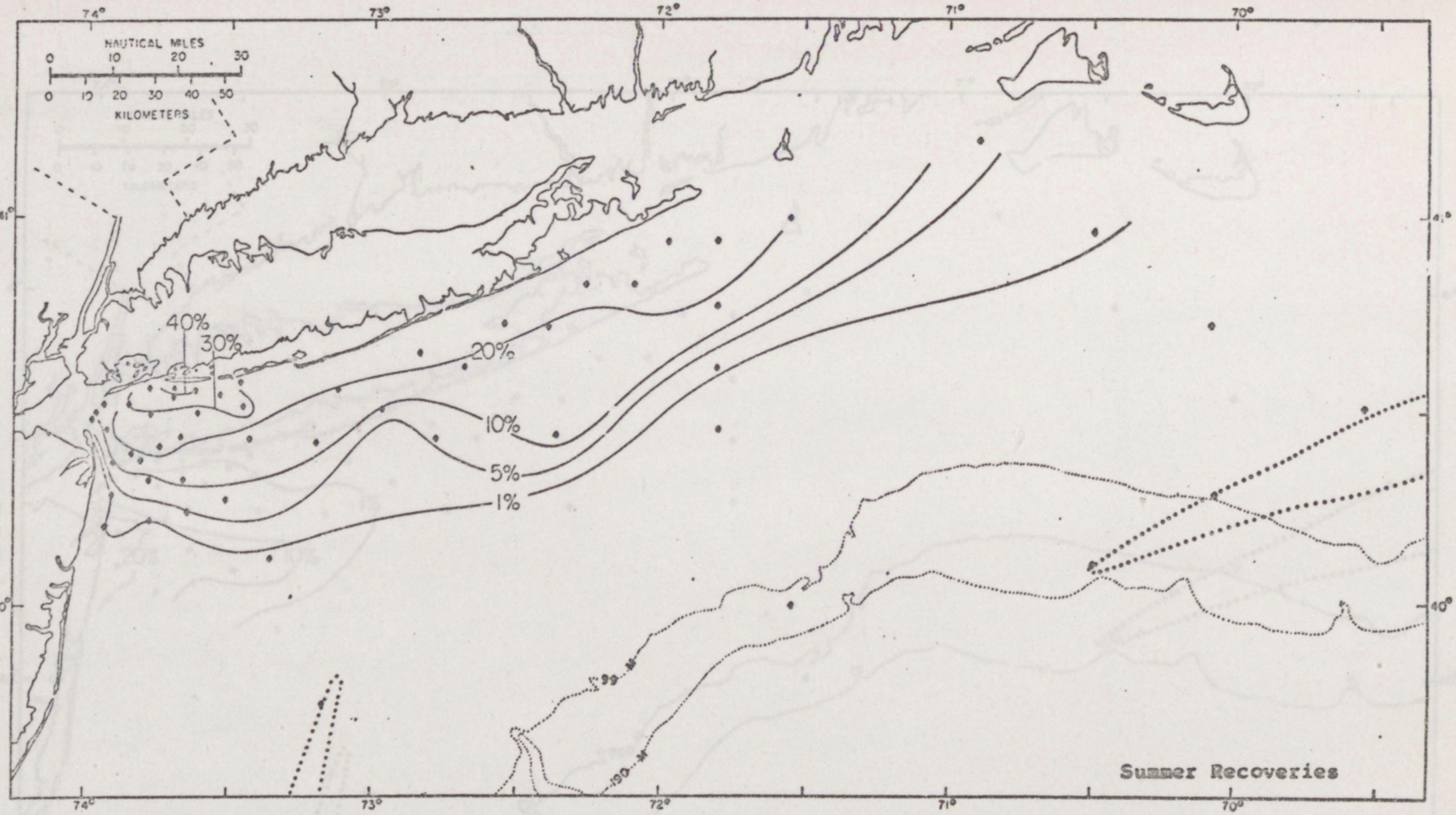
gure 81



>210<

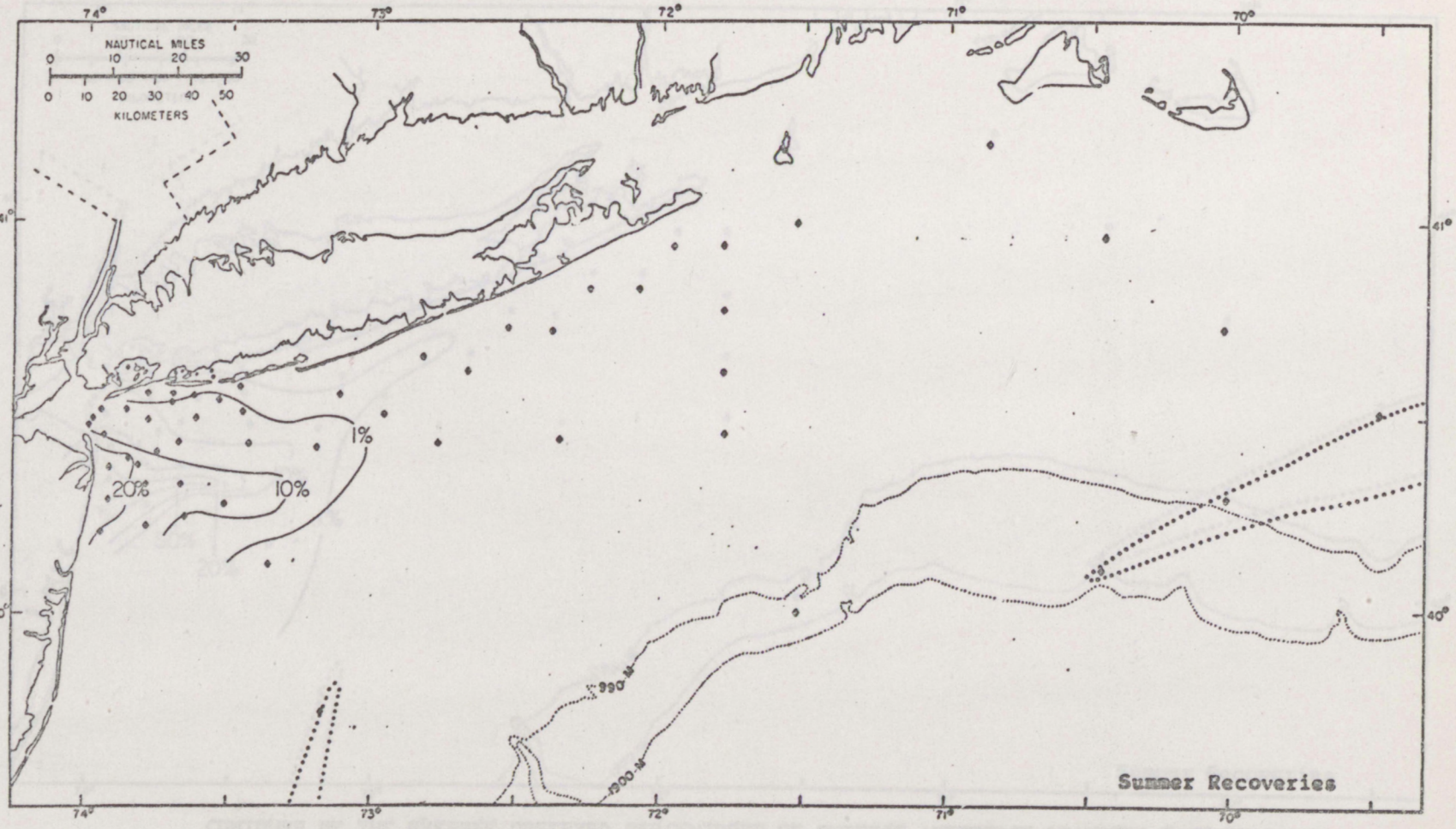
CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE WITHIN 20 DAYS OF THEIR RELEASE ON 15-16 APRIL , 20 APRIL , 20-21 MAY , 24-25 JUNE , 22-23 JULY , 19-20 AUG. , 6 SEPT. , 1974

Figure 82



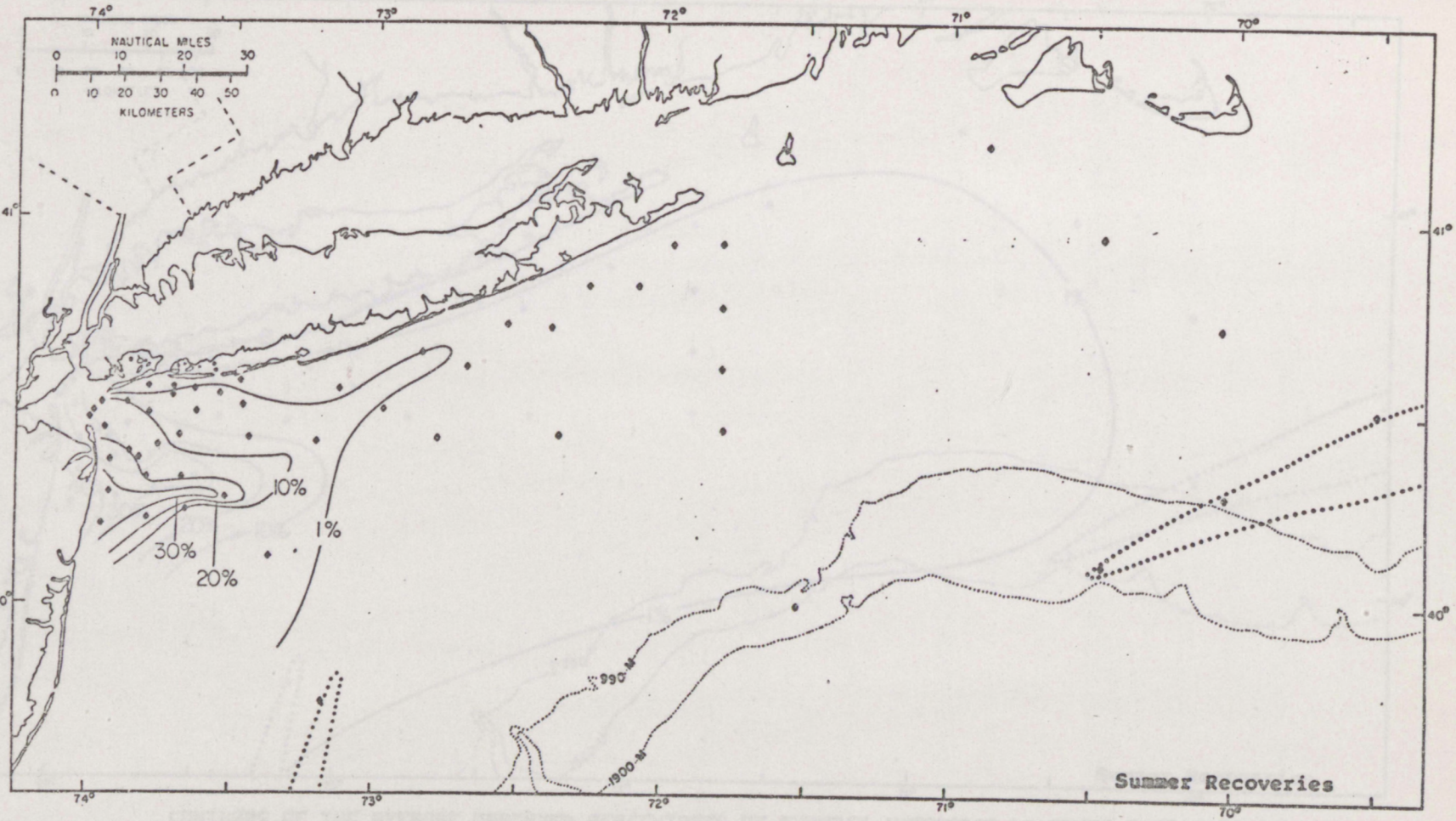
CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE WITHIN 60 DAYS OF THEIR RELEASE ON 15-16 APRIL , 20 APRIL , 20-21 MAY , 24-25 JUNE , 22-23 JULY , 19-20 AUG. , 6 SEPT. , 1974

Figure 83



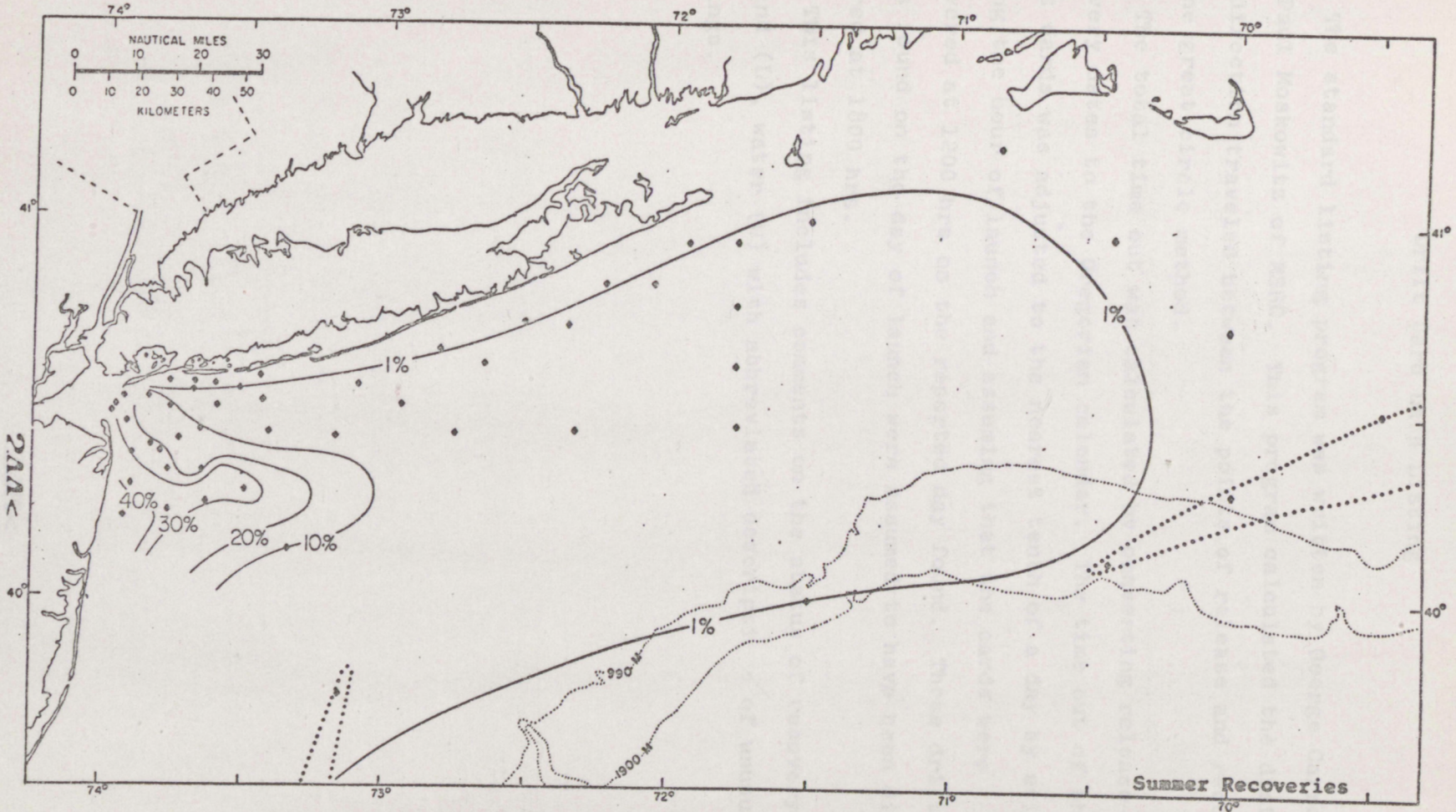
CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE WITHIN 18 DAYS OF THEIR RELEASE ON 15-18 APRIL, 20 APRIL, 20-21 MAY, 24-25 JUNE, 22-23 JULY, 19-20 AUG., & SEPT., 1974

Figure 84



CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE WITHIN 20 DAYS OF THEIR RELEASE ON 15-16 APRIL, 20 APRIL, 22-21 MAY, 24-25 JUNE, 22-23 JULY, 18-20 AUG., 8 SEPT., 1974

Figure 85



CONTOURS OF THE AVERAGE OBSERVED PERCENTAGES OF SURFACE INTERFACE DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE WITHIN 60 DAYS OF THEIR RELEASE ON 15-16 APRIL, 20 APRIL, 20-21 MAY, 24-25 JUNE, 22-23 JULY, 18-20 AUG., 6 SEPT., 1974

Figure 86

Drift Card Data Listing

The standard listing program was written by George Carroll and Paul Moskowitz of MSRC. This program calculated the distance and direction traveled between the points of release and recovery by the great circle method.

The total time out was calculated by converting release-recovery dates to the Gregorian calendar. The time out of the drift cards was adjusted to the nearest tenth of a day by utilizing the hour of launch and assuming that the cards were recovered at 1200 hrs on the reported day found. Those drift cards found on the day of launch were assumed to have been discovered at 1800 hrs.

This listing includes comments on the status of recovery as land (L), water (W) with abbreviated descriptions of unusual findings.

MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
2701	1248	1/23/74	55	40-31.2	73-27.1	1/27/74	40-38.3	73-16.7	4.0	19.8	5.8	48	L	IN WATER AT 1600
2704	1248	1/23/74	55	40-31.2	73-27.1	1/27/74	40-38.6	73- 9.1	4.0	28.9	8.5	61	L	
2710	1248	1/23/74	55	40-31.2	73-27.1	1/27/74	40-37.8	73-12.1	4.0	24.5	7.2	60	L	
2715	1248	1/23/74	55	40-31.2	73-27.1	1/27/74	40-37.3	73-18.4	4.0	16.7	4.9	47	L	
2717	1248	1/23/74	55	40-31.2	73-27.1	1/27/74	40-37.2	73-16.2	4.0	19.0	5.6	54	L	
2719	1248	1/23/74	55	40-31.2	73-27.1	1/27/74	40-37.7	73-12.4	4.0	24.0	7.0	59	L	
2716	1248	1/23/74	55	40-31.2	73-27.1	1/29/74	40-38.4	73-10.0	6.0	27.6	5.4	61	L	
2705	1248	1/23/74	55	40-31.2	73-27.1	1/31/74	40-39.1	73- 6.8	8.0	32.2	4.7	62	L	
2712	1121	1/23/74	55	40-31.2	73-27.1	2/ 1/74	40-40.3	73- 2.3	9.0	38.9	5.0	64	L	
2707	1248	1/23/74	55	40-31.2	73-27.1	2/ 2/74	40-38.7	73- 8.8	10.0	29.4	3.4	61	L	
2714	1243	1/23/74	55	40-31.2	73-27.1	2/20/74	40-38.6	73- 9.3	28.0	28.7	1.2	61	L	
2764	908	1/22/74	60	40-35.0	73-27.6	1/27/74	40-39.2	73- 6.9	5.1	30.3	6.8	75	L	SUNKEN FORREST
2766	908	1/22/74	60	40-35.0	73-27.6	1/27/74	40-39.2	73- 6.9	5.1	30.3	6.8	75	L	SUNKEN FORREST
2770	908	1/22/74	60	40-35.0	73-27.6	1/27/74	40-39.7	73- 4.6	5.1	33.6	7.6	74	L	
2775	908	1/22/74	60	40-35.0	73-27.6	1/27/74	40-39.6	73- 4.8	5.1	33.3	7.5	75	L	
2768	908	1/22/74	60	40-35.0	73-27.6	1/30/74	40-39.2	73- 6.7	8.1	30.5	4.4	75	L	
2773	908	1/22/74	60	40-35.0	73-27.6	2/ 4/74	40-37.4	73-15.0	13.1	18.4	1.6	75	L	
2774	908	1/22/74	60	40-26.2	73-25.8	2/17/74	40-43.2	72-54.2	26.1	54.7	2.4	54	L	
2762	908	1/22/74	60	40-35.0	73-27.6	3/ 9/74	40-43.9	72-51.9	46.1	53.0	1.3	71	L	
2781	912	1/22/74	61	40-33.0	73-32.0	2/ 2/74	40-37.7	73-13.0	11.1	28.2	2.9	72	L	
2782	912	1/22/74	61	40-33.0	73-32.0	2/ 6/74	40-37.3	73-16.5	15.1	23.3	1.8	70	L	
2785	912	1/22/74	61	40-33.0	73-32.0	2/ 8/74	40-38.4	73-10.2	17.1	32.4	2.2	71	L	
2789	912	1/22/74	61	40-33.0	73-32.0	3/10/74	40-37.5	73-15.9	47.1	24.3	0.6	69	L	
2798	912	1/22/74	61	40-33.0	73-32.0	3/30/74	40-38.9	73- 6.7	67.1	37.4	0.6	72	L	
2812	916	1/22/74	62	40-33.7	73-37.3	2/23/74	40-37.3	73-16.2	32.1	30.6	1.1	77	L	
2854	921	1/22/74	64	40-34.0	73-41.7	1/24/74	40-36.6	73-25.2	2.1	23.8	13.0	78	L	
2847	921	1/22/74	64	40-34.0	73-41.7	1/26/74	40-37.0	73-24.0	4.1	25.6	7.2	77	L	TOGETHER
2841	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-36.8	73-24.3	5.1	25.1	5.7	78	L	BURIEDD
2846	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-36.8	73-24.6	5.1	24.7	5.6	77	L	TOGETHER
2848	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-36.8	73-24.5	5.1	24.9	5.6	77	L	TOGETHER
2849	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-36.8	73-24.4	5.1	25.0	5.6	78	L	TOGETHER
2851	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-36.6	73-24.3	5.1	25.1	5.7	78	L	TOGETHER
2852	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-36.5	73-24.2	5.1	25.2	5.7	79	L	TOGETHER
2855	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-37.2	73-23.2	5.1	26.8	6.1	77	L	
2858	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-36.3	73-24.1	5.1	25.3	5.7	80	L	TOGETHER
2860	921	1/22/74	64	40-34.0	73-41.7	1/27/74	40-36.2	73-24.0	5.1	25.4	5.7	80	L	TOGETHER
2843	921	1/22/74	64	40-34.0	73-41.7	1/28/74	40-37.4	73-22.5	6.1	27.9	5.3	76	L	
2868	931	1/22/74	65	40-34.1	73-47.0	5/30/74	40-11.7	74- 0.5	128.1	45.7	0.4	204	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
7001	1437	2/18/74	52	40-44.0	72-30.9	3/ 4/74	40-54.3	72-16.5	13.9	27.9	2.3	46	L	
7039	1445	2/18/74	53	40-39.5	72-49.0	3/ 4/74	40-47.5	72-38.5	13.9	21.0	1.8	44	L	
7025	1445	2/18/74	53	40-39.5	72-49.0	3/ 8/74	40-48.2	72-36.0	17.9	24.4	1.6	48	L	
7029	1445	2/18/74	53	40-39.5	72-49.0	3/ 8/74	40-46.5	72-43.2	17.9	15.4	1.0	32	L	
7023	1445	2/18/74	53	40-39.5	72-49.0	3/10/74	40-46.4	72-43.1	19.9	15.3	0.9	33	L	
7024	1445	2/18/74	53	40-39.5	72-49.0	3/31/74	40-47.1	72-40.5	40.9	18.5	0.5	40	L	
7027	1445	2/18/74	53	40-39.5	72-49.0	4/19/74	40-41.6	72-58.7	59.9	14.3	0.3	285	L	
7035	1445	2/18/74	53	40-39.5	72-49.0	4/20/74	40-47.5	72-38.5	60.9	21.0	0.4	44	L	
7344	1003	2/19/74	60	40-35.0	73-27.6	2/23/74	40-35.8	73-29.3	4.1	2.9	0.8	301	L	
7341	1003	2/19/74	60	40-35.0	73-27.6	2/25/74	40-36.3	73-26.7	6.1	2.8	0.5	27	L	
7347	1003	2/19/74	60	40-35.0	73-27.6	3/ 3/74	40-35.8	73-29.3	12.1	2.9	0.3	301	L	
7346	1003	2/19/74	60	40-35.0	73-27.6	3/17/74	40-35.4	73-32.5	26.1	7.0	0.3	276	L	
7349	1003	2/19/74	60	40-35.0	73-27.6	4/ 1/74	40-35.2	73-33.8	41.1	8.8	0.2	272	L	
7351	1003	2/19/74	60	40-35.0	73-27.6	4/ 7/74	40-35.6	73-29.5	47.1	3.0	0.1	292	L	
7359	1003	2/19/74	60	40-35.0	73-27.6	5/ 8/74	40-37.3	73-16.2	78.1	16.7	0.2	75	L	
7353	1003	2/19/74	60	40-35.0	73-27.6	6/15/74	40-35.4	73-31.4	116.1	5.5	0.1	277	L	
7345	1003	2/19/74	60	40-35.0	73-27.6	7/21/74	40-35.5	73-31.3	152.1	5.4	0.0	280	L	
7373	1007	2/19/74	61	40-33.0	73-32.0	2/21/74	40-35.0	73-33.9	2.1	4.6	2.6	324	L	
7378	1007	2/19/74	61	40-33.0	73-32.0	2/21/74	40-35.0	73-33.9	2.1	4.6	2.6	324	L	
7369	1007	2/19/74	61	40-33.0	73-32.0	2/23/74	40-35.0	73-33.9	4.1	4.6	1.3	324	L	
7371	1007	2/19/74	61	40-33.0	73-32.0	2/23/74	40-35.0	73-33.9	4.1	4.6	1.3	324	L	
7372	1007	2/19/74	61	40-33.0	73-32.0	2/24/74	40-35.0	73-33.9	5.1	4.6	1.1	324	L	
7376	1007	2/19/74	61	40-33.0	73-32.0	2/24/74	40-35.0	73-33.9	5.1	4.6	1.1	324	L	
7363	1007	2/19/74	61	40-33.0	73-32.0	3/ 1/74	40-35.5	73-32.6	10.1	4.8	0.5	349	L	
7377	1007	2/19/74	61	40-33.0	73-32.0	3/ 2/74	40-35.0	73-33.9	11.1	4.6	0.5	324	L	
7374	1007	2/19/74	61	40-33.0	73-32.0	3/ 3/74	40-35.0	73-33.9	12.1	4.6	0.4	324	L	
7364	1007	2/19/74	61	40-33.0	73-32.0	3/ 4/74	40-35.5	73-32.6	13.1	4.8	0.4	349	L	
7366	1007	2/19/74	61	40-33.0	73-32.0	3/23/74	40-35.8	73-28.9	32.1	6.8	0.2	40	L	
7388	1011	2/19/74	62	40-33.7	73-37.3	2/20/74	40-35.0	73-42.1	1.1	7.2	7.7	289	L	HIGH WATER MARK
7392	1011	2/19/74	62	40-33.7	73-37.3	2/20/74	40-35.0	73-42.5	1.1	7.8	8.3	288	L	
7395	1011	2/19/74	62	40-33.7	73-37.3	2/20/74	40-35.0	73-42.1	1.1	7.2	7.7	289	L	
7381	1011	2/19/74	62	40-33.7	73-37.3	2/21/74	40-35.1	73-42.6	2.1	8.0	4.4	289	L	
7384	1011	2/19/74	62	40-33.7	73-37.3	2/21/74	40-35.4	73-32.5	2.1	7.5	4.2	65	L	
7396	1011	2/19/74	62	40-33.7	73-37.3	2/21/74	40-35.4	73-32.5	2.1	7.5	4.2	65	L	
7389	1011	2/19/74	62	40-33.7	73-37.3	3/ 1/74	40-35.0	73-42.5	10.1	7.8	0.9	288	L	
7394	1011	2/19/74	62	40-33.7	73-37.3	3/ 2/74	40-35.0	73-42.5	11.1	7.8	0.8	288	L	
7386	1011	2/19/74	62	40-33.7	73-37.3	3/10/74	40-35.0	73-42.5	19.1	7.8	0.5	288	L	
7380	1011	2/19/74	62	40-33.7	73-37.3	4/ 1/74	40-35.0	73-42.5	41.1	7.8	0.2	288	L	
7382	1011	2/19/74	62	40-33.7	73-37.3	4/ 1/74	40-35.0	73-42.5	41.1	7.8	0.2	288	L	
7393	1011	2/19/74	62	40-33.7	73-37.3	4/ 1/74	40-35.0	73-42.5	41.1	7.8	0.2	288	L	
7414	1014	2/19/74	63	40-32.7	73-41.9	2/20/74	40-35.0	73-42.1	1.1	4.3	4.6	356	L	
7405	1014	2/19/74	63	40-32.7	73-41.9	2/21/74	40-35.2	73-42.8	2.1	4.8	2.7	344	L	
7412	1014	2/19/74	63	40-32.7	73-41.9	2/21/74	40-35.2	73-42.9	2.1	4.9	2.7	343	L	
7409	1014	2/19/74	63	40-32.7	73-41.9	2/22/74	40-35.0	73-37.5	3.1	7.6	2.8	55	L	
7419	1014	2/19/74	63	40-32.7	73-41.9	2/23/74	40-35.0	73-42.1	4.1	4.3	1.2	356	L	
7406	1014	2/19/74	63	40-32.7	73-41.9	2/24/74	40-35.0	73-42.5	5.1	4.4	1.0	348	L	
7403	1014	2/19/74	63	40-32.7	73-41.9	3/ 2/74	40-35.2	73-42.9	11.1	4.9	0.5	343	L	
7404	1014	2/19/74	63	40-32.7	73-41.9	3/ 7/74	40-35.0	73-42.5	16.1	4.4	0.3	348	L	
7402	1014	2/19/74	63	40-32.7	73-41.9	3/17/74	40-35.4	73-32.5	26.1	14.2	0.6	69	L	
7416	1014	2/19/74	63	40-32.7	73-41.9	3/31/74	40-35.7	73-30.0	40.1	17 7	0.5	71	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
7425	1016	2/19/74	64	40-34.0	73-41.7	2/20/74	40-35.3	73-43.9	1.1	4.0	4.2	307	L	
7429	1016	2/19/74	64	40-34.0	73-41.7	2/21/74	40-35.3	73-43.9	2.1	4.0	2.2	307	L	
7424	1016	2/19/74	64	40-34.0	73-41.7	2/22/74	40-35.3	73-43.9	3.1	4.0	1.5	307	L	
7432	1016	2/19/74	64	40-34.0	73-41.7	2/24/74	40-35.0	73-42.5	5.1	2.2	0.5	328	L	
7423	1016	2/19/74	64	40-34.0	73-41.7	3/ 1/74	40-35.2	73-44.5	10.1	4.6	0.5	299	L	
7431	1016	2/19/74	64	40-34.0	73-41.7	3/ 5/74	40-35.3	73-43.9	14.1	4.0	0.3	307	L	
7439	1016	2/19/74	64	40-34.0	73-41.7	3/10/74	40-35.3	73-43.9	19.1	4.0	0.2	307	L	
7440	1020	2/19/74	65	40-34.1	73-47.0	2/20/74	40-35.8	73-45.5	1.1	3.8	4.1	33	L	
7458	1020	2/19/74	65	40-34.1	73-47.0	2/20/74	40-35.2	73-45.9	1.1	2.6	2.8	37	L	
7446	1020	2/19/74	65	40-34.1	73-47.0	2/24/74	40-35.4	73-46.3	5.1	2.7	0.6	22	L	
7456	1020	2/19/74	65	40-34.1	73-47.0	2/24/74	40-35.2	73-46.3	5.1	2.3	0.5	25	L	
7453	1020	2/19/74	65	40-34.1	73-47.0	3/30/74	40-35.2	73-45.7	39.1	2.8	0.1	42	L	
7455	1020	2/19/74	65	40-34.1	73-47.0	4/ 5/74	40-35.2	73-45.8	45.1	2.7	0.1	39	L	
7451	1020	2/19/74	65	40-34.1	73-47.0	4/15/74	40-35.1	73-45.8	55.1	2.6	0.1	42	L	
7450	1020	2/19/74	65	40-34.1	73-47.0	5/27/74	40-35.6	73-45.8	87.1	3.3	0.0	31	L	
7447	1020	2/19/74	65	40-34.1	73-47.0	5/29/74	40-35.1	73-46.1	99.1	2.3	0.0	34	L	
7470	1024	2/19/74	66	40-31.6	73-51.5	2/19/74	40-34.4	73-50.7	0.3	5.4	18.6	12	L	
7471	1024	2/19/74	66	40-31.6	73-51.5	2/19/74	40-34.4	73-50.6	0.3	5.4	18.7	13	L	
7474	1024	2/19/74	66	40-31.6	73-51.5	2/19/74	40-34.4	73-50.6	0.3	5.4	18.7	13	L	
7462	1024	2/19/74	66	40-31.6	73-51.5	2/20/74	40-35.3	73-45.7	1.1	10.7	11.5	50	L	
7469	1024	2/19/74	66	40-31.6	73-51.5	2/20/74	40-33.7	73-52.5	1.1	4.2	4.5	340	L	
7479	1024	2/19/74	66	40-31.6	73-51.5	2/20/74	40-34.4	73-50.8	1.1	5.3	5.7	10	L	
7465	1024	2/19/74	66	40-31.6	73-51.5	2/23/74	40-34.4	73-50.7	4.1	5.4	1.5	12	L	
7464	1024	2/19/74	66	40-31.6	73-51.5	4/ 3/74	40-34.4	73-50.9	43.1	5.3	0.1	9	L	
7475	1024	2/19/74	66	40-31.6	73-51.5	4/13/74	40-34.3	73-51.5	53.1	5.0	0.1	0	L	
7461	1024	2/19/74	66	40-31.6	73-51.5	4/14/74	40-34.4	73-50.9	54.1	5.3	0.1	9	L	
7472	1024	2/19/74	66	40-31.6	73-51.5	6/ 5/74	39-56.4	74- 4.4	106.1	67.7	0.7	195	L	
7494	1027	2/19/74	67	40-31.6	73-56.8	2/23/74	40-35.1	73-34.0	4.1	32.9	9.3	78	L	
7492	1027	2/19/74	67	40-31.6	73-56.8	2/24/74	40-35.1	73-34.0	5.1	32.9	7.5	78	L	
7495	1027	2/19/74	67	40-31.6	73-56.8	2/24/74	40-35.4	73-32.1	5.1	35.6	8.1	78	L	
7497	1027	2/19/74	67	40-31.6	73-56.8	2/24/74	40-35.1	73-34.0	5.1	32.9	7.5	78	L	
7493	1027	2/19/74	67	40-33.7	73-37.3	2/26/74	40-35.1	73-37.4	7.1	2.6	0.4	356	L	
7489	1027	2/19/74	67	40-31.6	73-56.8	2/28/74	40-35.4	73-32.9	9.1	34.5	4.4	78	L	
7481	1027	2/19/74	67	40-31.6	73-56.8	3/ 2/74	40-35.4	73-32.6	11.1	34.9	3.6	78	L	
7490	1027	2/19/74	67	40-31.6	73-56.8	3/ 3/74	40-35.4	73-32.1	12.1	35.6	3.4	78	L	
7491	1027	2/19/74	67	40-31.6	73-56.8	3/ 6/74	40-35.4	73-32.6	15.1	34.9	2.7	78	L	
7499	1027	2/19/74	67	40-31.6	73-56.8	4/22/74	40-32.7	73-56.5	62.1	2.1	0.0	11	L	
7488	1027	2/19/74	67	40-31.6	73-56.8	5/12/74	40-35.1	73-37.5	82.1	28.1	0.4	76	L	
7520	1036	2/19/74	68	40-30.3	73-58.5	2/23/74	40-35.2	73-34.8	4.0	34.7	9.9	74	L	
7523	1036	2/19/74	68	40-30.3	73-58.5	2/23/74	40-35.4	73-31.8	4.0	38.9	11.1	75	L	
7532	1036	2/19/74	68	40-30.3	73-58.5	3/ 4/74	40-34.8	73-34.0	13.0	35.6	3.2	76	L	
7526	1036	2/19/74	68	40-30.3	73-58.5	3/ 6/74	40-35.2	73-34.8	15.0	34.7	2.7	74	L	
7535	1036	2/19/74	68	40-30.3	73-58.5	3/ 6/74	40-34.8	73-34.0	15.0	35.6	2.7	76	L	
7539	1036	2/19/74	68	40-30.3	73-58.5	3/10/74	40-35.2	73-35.4	19.0	33.9	2.1	74	L	
7538	1036	2/19/74	68	40-30.3	73-58.5	5/ 6/74	40-36.3	73-29.2	76.0	42.9	0.7	74	L	
7545	1039	2/19/74	69	40-27.7	73-56.2	2/23/74	40-35.0	73-42.4	4.0	23.8	6.8	55	L	
7555	1039	2/19/74	69	40-27.7	73-56.2	2/24/74	40-35.2	73-44.5	5.0	21.6	5.0	49	L	
7556	1039	2/19/74	69	40-27.7	73-56.2	2/27/74	40-35.2	73-44.2	8.0	22.0	3.2	50	L	
7559	1039	2/19/74	69	40-27.7	73-56.2	2/27/74	40-35.0	73-39.9	8.0	26.8	3.9	59	L	
7547	1039	2/19/74	69	40-27.7	73-56.2	3/ 5/74	40-37.3	73-18.3	14.0	56.5	4.7	71	L	

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7546	1039	2/19/74	69	40-27.7	73-56.2	3/ 6/74	40-35.0	73-39.4	15.0	27.4	2.1	60	L	
7540	1039	2/19/74	69	40-27.7	73-56.2	3/ 9/74	40-40.6	73- 1.2	18.0	81.4	5.2	72	L	
7554	1039	2/19/74	69	40-27.7	73-56.2	3/24/74	40-35.0	73-41.1	33.0	25.3	0.9	57	L	
7544	1039	2/19/74	69	40-27.7	73-56.2	4/ 1/74	40-35.2	73-44.3	41.0	21.9	0.6	50	L	
7549	1039	2/19/74	69	40-27.7	73-56.2	4/14/74	39-33.5	74-14.3	54.0	103.6	2.2	194	L	
7548	1039	2/19/74	69	40-27.7	73-56.2	4/25/74	40-35.0	73-42.5	65.0	23.7	0.4	55	L	
7543	1039	2/19/74	69	40-27.7	73-56.2	5/21/74	40-35.8	73-33.6	91.0	35.3	0.4	64	L	
7269	1118	2/19/74	74	40-17.7	73-55.2	3/10/74	40-37.2	73-16.5	19.0	65.7	4.0	56	L	
7267	1118	2/19/74	74	40-17.7	73-55.2	3/25/74	40-35.8	73-29.1	34.0	50.0	1.7	47	L	
7272	1118	2/19/74	74	40-17.7	73-55.2	8/19/74	39-51.0	72-54.0	181.0	99.9	0.6	119	W	
7507	1032	2/19/74	80	40-29.3	73-59.4	2/23/74	40-35.2	73-44.0	4.0	24.4	7.0	63	L	
7512	1032	2/19/74	80	40-29.3	73-59.4	2/23/74	40-35.0	73-41.5	4.0	27.5	7.9	67	L	
7508	1032	2/19/74	80	40-29.3	73-59.4	2/26/74	40-35.0	73-40.0	7.0	29.4	4.8	68	L	
7515	1032	2/19/74	80	40-29.3	73-59.4	3/ 1/74	40-35.2	73-44.5	10.0	23.8	2.7	62	L	
7506	1032	2/19/74	80	40-29.3	73-59.4	3/ 6/74	40-35.0	73-40.0	15.0	29.4	2.3	68	L	

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10378	1517	3/20/74	50	40-56.5	71-56.0	3/20/74	41- 1.5	71-57.5	0.1	9.5	88.3	347	L	
10379	1517	3/20/74	50	40-56.5	71-56.0	3/22/74	41- 1.3	71-58.0	1.9	9.4	5.8	342	L	
10372	1517	3/20/74	50	40-56.5	71-56.0	4/ 5/74	41- 2.2	71-55.6	15.9	10.6	0.8	3	L	
10367	1517	3/20/74	50	40-56.5	71-56.0	4/ 7/74	41- 3.2	71-52.5	17.9	13.4	0.9	21	L	
10377	1517	3/20/74	50	40-56.5	71-56.0	4/ 7/74	41- 0.6	72- 0.5	17.9	9.9	0.6	320	L	
10364	1517	3/20/74	50	40-56.5	71-56.0	4/20/74	41- 1.4	71-57.6	30.9	9.4	0.4	346	L	
10363	1517	3/20/74	50	40-56.5	71-56.0	10/12/74	41- 1.3	71-58.3	205.9	9.5	0.1	340	L	
11201	1527	3/20/74	51	40-56.0	72-13.5	3/21/74	40-52.3	72-22.9	0.9	14.9	19.7	242	L	
11202	1520	3/20/74	51	40-56.0	72-13.5	3/21/74	40-52.3	72-22.9	0.9	14.9	19.7	242	L	
11212	1527	3/20/74	51	40-56.0	72-13.5	3/21/74	40-51.1	72-26.5	0.9	20.4	27.0	243	L	
11214	1527	3/20/74	51	40-56.0	72-13.5	3/24/74	40-55.9	72-13.2	3.9	0.5	0.2	113	L	
11215	1527	3/20/74	51	40-56.0	72-13.5	3/24/74	40-52.5	72-22.5	3.9	14.2	4.3	242	L	
11205	1527	3/20/74	51	40-56.0	72-13.5	3/25/74	40-54.6	72-16.4	4.9	4.9	1.2	237	L	
11208	1527	3/20/74	51	40-56.0	72-13.5	4/21/74	40-52.6	72-24.7	31.9	17.0	0.6	248	L	
10450	1533	3/20/74	52	40-44.0	72-30.9	3/23/74	40-47.8	72-37.2	2.8	11.4	4.6	308	L	
10453	1533	3/20/74	52	40-44.0	72-30.9	3/23/74	40-47.1	72-40.4	2.8	14.6	6.0	293	L	
10457	1533	3/20/74	52	40-44.0	72-30.9	3/24/74	40-48.1	72-37.5	3.8	12.0	3.6	309	L	
10451	1533	3/20/74	52	40-44.0	72-30.9	5/25/74	40-47.1	72-40.4	65.8	14.6	0.3	293	L	
10512	1541	3/20/74	53	40-39.5	72-49.0	3/31/74	40-42.3	72-55.7	10.8	10.3	1.2	298	L	
10506	1541	3/20/74	53	40-39.5	72-49.0	4/ 1/74	40-41.6	72-58.4	11.8	13.9	1.4	286	L	
10501	1541	3/20/74	53	40-39.5	72-49.0	4/13/74	40-47.3	72-39.7	23.8	19.6	0.9	42	L	
10509	1541	3/20/74	53	40-39.5	72-49.0	4/14/74	40-41.5	72-58.8	24.8	14.3	0.7	285	L	
10507	1541	3/20/74	53	40-39.5	72-49.0	4/28/74	40-41.7	72-57.9	38.8	13.2	0.4	287	L	
10504	1541	3/20/74	53	40-39.5	72-49.0	7/20/74	40-43.4	72-53.4	121.8	9.6	0.1	319		
10553	1550	3/20/74	54	40-33.8	73- 6.5	3/23/74	40-37.7	73-13.2	2.8	11.9	4.9	307	L	
10546	1550	3/20/74	54	40-33.8	73- 6.5	3/24/74	40-40.9	73- 0.6	3.8	15.6	4.7	32	L	
10561	1550	3/20/74	54	40-33.8	73- 6.5	3/24/74	40-37.8	73-12.1	3.8	10.9	3.3	313	L	
10547	1550	3/20/74	54	40-33.8	73- 6.5	3/26/74	40-37.9	73-11.3	5.8	10.2	2.0	318	L	
9890	1312	3/20/74	55	40-31.2	73-27.1	3/22/74	40-35.3	73-46.2	2.0	28.1	16.6	285	L	
9903	1312	3/20/74	55	40-31.2	73-27.1	3/22/74	40-35.3	73-46.2	2.0	28.1	16.6	285	L	
9909	1312	3/20/74	55	40-31.2	73-27.1	3/22/74	40-35.2	73-37.8	2.0	16.9	10.0	296	L	
9895	1312	3/20/74	55	40-31.2	73-27.1	3/23/74	40-35.0	73-35.3	3.0	13.6	5.3	301	L	
9901	1312	3/20/74	55	40-31.2	73-27.1	3/25/74	40-35.1	73-46.6	5.0	28.5	6.7	284	L	
9908	1312	3/20/74	55	40-31.2	73-27.1	10/ 5/74	40-25.4	73-58.7	199.0	46.0	0.3	256	L	
9886	1309	3/20/74	56	40-30.2	73-36.9	3/21/74	40-33.5	73-55.9	1.0	27.6	33.3	282	L	
9870	1309	3/20/74	56	40-30.2	73-36.9	3/24/74	40-35.0	73-38.4	4.0	9.2	2.7	346	L	
9876	1309	3/20/74	56	40-30.2	73-36.9	3/24/74	40-35.0	73-37.5	4.0	9.0	2.6	354	L	
9887	1309	3/20/74	56	40-30.2	73-36.9	3/24/74	40-35.0	73-38.4	4.0	9.2	2.7	346	L	
9888	1309	3/20/74	56	40-30.2	73-36.9	3/24/74	40-35.1	73-38.5	4.0	9.4	2.7	346	L	
9877	1307	3/20/74	57	40-30.0	73-46.9	3/24/74	40-35.0	73-39.1	4.0	14.4	4.2	49	L	
10586	925	3/19/74	60	40-35.0	73-27.6	3/24/74	40-35.4	73-32.4	5.1	6.9	1.5	276	L	
10576	925	3/19/74	60	40-35.0	73-27.6	3/31/74	39-38.4	74-10.6	12.1	121.1	11.6	210	L	DURING NOR'EASTR
10595	931	3/19/74	61	40-33.0	73-32.0	3/24/74	40-35.1	73-33.5	5.1	4.5	1.0	331	L	
10596	931	3/19/74	61	40-33.0	73-32.0	3/24/74	40-35.5	73-31.5	5.1	4.7	1.1	8	L	
10598	931	3/19/74	61	40-33.0	73-32.0	3/24/74	40-36.2	73-26.2	5.1	10.2	2.3	54	L	
10599	931	3/19/74	61	40-33.0	73-32.0	3/24/74	40-35.0	73-34.0	5.1	4.7	1.1	322	L	
10588	931	3/19/74	61	40-33.0	73-32.0	3/27/74	40-35.4	73-32.4	8.1	4.5	0.6	352	L	
10602	931	3/19/74	61	40-33.0	73-32.0	3/27/74	40-37.2	73-17.3	8.1	22.2	3.2	69	L	
10604	931	3/19/74	61	40-33.0	73-32.0	4/ 3/74	40-35.2	73-33.3	15.1	4.5	0.3	335	L	
10600	931	3/19/74	61	40-33.0	73-32.0	5/24/74	40-35.4	73-33.7	66.1	5.1	0.1	331	L	

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10733	1018	3/19/74	80	40-29.3	73-59.4	3/24/74	40- 4.9	74- 3.0	5.1	45.5	10.4	186	L	

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DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	PC	COMMENTS
13226	1628	4/15/74	53	40-39.5	72-49.0	5/30/74	40-52.4	72-23.2	44.8	43.6	1.1	56	L	
13224	1628	4/15/74	53	40-39.5	72-49.0	6/16/74	40-35.2	73-43.6	61.8	77.4	1.4	264	L	
12576	1340	4/15/74	57	40-30.0	73-46.9	5/11/74	39-57.4	74- 4.1	25.9	65.1	2.9	201	L	
12583	1340	4/15/74	57	40-30.0	73-46.9	5/26/74	39-54.5	74- 4.9	40.9	70.5	2.0	201	L	
12580	1340	4/15/74	57	40-30.0	73-46.9	5/30/74	39-58.3	74- 4.0	44.9	63.5	1.6	202	L	
12585	1340	4/15/74	57	40-30.0	73-46.9	6/ 3/74	39-52.8	74- 5.0	48.9	73.5	1.7	200	L	
12593	1340	4/15/74	57	40-30.0	73-46.9	6/14/74	39-35.5	74-12.8	59.9	107.4	2.1	199	L	
12536	1340	4/15/74	57	40-30.0	73-46.9	6/15/74	39-16.7	74-34.9	60.9	151.8	2.9	206	L	
12577	1340	4/15/74	57	40-30.0	73-46.9	6/16/74	39-18.6	74-31.7	61.9	146.6	2.7	205	L	
12589	1340	4/15/74	57	40-30.0	73-46.9	6/23/74	40- 5.7	74- 2.2	68.9	50.0	0.8	205	L	
13286	855	4/16/74	60	40-35.0	73-27.6	5/26/74	40-37.7	73-21.8	40.1	9.6	0.3	58	L	
13307	858	4/16/74	61	40-33.0	73-32.0	4/20/74	40-32.5	73-15.9	4.1	22.8	6.4	92	W	5MI SE FIRE IS I
13318	858	4/16/74	61	40-33.0	73-32.0	4/22/74	40-41.7	72-58.4	6.1	50.1	9.5	71	L	
13311	858	4/16/74	61	40-33.0	73-32.0	4/25/74	40-44.5	72-50.4	9.1	62.5	7.9	70	L	
13317	858	4/16/74	61	40-33.0	73-32.0	5/15/74	40-41.5	72-58.7	29.1	49.6	2.0	71	L	
13323	858	4/16/74	61	40-33.0	73-32.0	6/26/74	40-36.1	73-28.2	71.1	7.9	0.1	43	L	
13333	901	4/16/74	62	40-33.7	73-37.3	5/25/74	40-54.1	72-18.1	39.1	118.0	3.5	71	L	
13345	903	4/16/74	63	40-32.7	73-41.9	4/26/74	40-39.3	73- 6.0	10.1	52.2	6.0	76	L	
13350	903	4/16/74	63	40-32.7	73-41.9	5/ 5/74	40-41.0	73- 0.3	19.1	60.8	3.7	75	L	
13359	903	4/16/74	63	40-32.7	73-41.9	5/24/74	40-39.6	73- 4.9	38.1	53.8	1.6	76	L	
13351	903	4/16/74	63	40-32.7	73-41.9	5/25/74	40-41.4	72-58.6	39.1	63.3	1.9	75	L	
13384	906	4/16/74	64	40-34.0	73-41.7	4/22/74	40-41.7	72-57.9	6.1	63.5	12.0	77	L	
13356	906	4/16/74	64	40-34.0	73-41.7	4/24/74	40-41.0	73- 0.3	8.1	59.9	8.5	77	L	
13378	906	4/16/74	64	40-34.0	73-41.7	4/28/74	40-41.0	73- 0.3	12.1	59.9	5.7	77	L	
13365	906	4/16/74	64	40-34.0	73-41.7	6/19/74	40-41.1	73- 0.3	64.1	59.9	1.1	77	L	
13400	910	[illegible]	65	40-34.1	73-47.0	4/22/74	40-41.6	72-58.6	6.1	69.8	13.2	78	L	
13399	910	4/[illegible]/74	65	40-34.1	73-47.0	4/23/74	40-38.9	73- 7.3	7.1	56.8	9.2	80	L	
13397	910	4/16/74	65	40-34.1	73-47.0	5/ 1/74	40-38.1	73-11.8	15.1	50.3	3.8	81	L	
13385	910	4/16/74	65	40-34.1	73-47.0	5/ 7/74	40-37.2	73-16.2	21.1	43.9	2.4	82	L	
13393	910	4/16/74	65	40-34.1	73-47.0	5/12/74	40-38.2	73-11.1	26.1	51.3	2.3	81	L	
13392	910	4/16/74	65	40-34.1	73-47.0	6/15/74	40-41.8	72-57.2	60.1	71.8	1.4	78	L	
13416	920	4/16/74	66	40-31.6	73-51.5	4/25/74	40-38.3	73-11.0	9.1	58.6	7.4	77	L	
13417	920	4/16/74	66	40-31.6	73-51.5	5/17/74	40-40.9	73- 0.3	31.1	74.4	2.8	76	L	
13420	920	4/16/74	66	40-31.6	73-51.5	5/19/74	40-35.4	73-31.9	33.1	28.6	1.0	75	L	
13407	920	4/16/74	66	40-31.6	73-51.5	6/15/74	40-40.9	73- 0.2	60.1	74.5	1.4	76	L	
13465	930	4/16/74	68	40-30.3	73-58.5	6/15/74	39-53.7	74- 4.8	60.1	68.4	1.3	187	L	
13468	930	4/16/74	68	40-30.3	73-58.5	6/24/74	39-22.7	74-24.4	69.1	130.5	2.2	196	L	
13487	933	4/16/74	69	40-27.7	73-56.2	6/ 8/74	39-31.9	74-15.7	53.1	107.0	2.3	194	L	
13490	933	4/16/74	69	40-27.7	73-56.2	6/25/74	39-16.7	74-33.8	70.1	141.9	2.3	202	L	
13486	933	4/16/74	69	40-27.7	73-56.2	7/ 2/74	39-20.0	74-31.1	77.1	134.8	2.0	201	L	
13485	933	4/16/74	69	40-27.7	73-56.2	7/17/74	39-24.2	74-22.0	92.1	123.2	1.5	197	L	
13515	936	4/16/74	70	40-22.7	73-55.0	5/28/74	39-56.4	74- 4.4	42.1	50.5	1.4	195	L	
13511	936	4/16/74	70	40-22.7	73-55.0	6/ 1/74	39-50.0	74- 5.3	46.1	62.3	1.6	193	L	
13517	936	4/16/74	70	40-22.7	73-55.0	6/ 3/74	39-58.8	74- 3.9	48.1	46.1	1.1	195	L	
13520	936	4/16/74	70	40-22.7	73-55.0	6/15/74	39-55.1	74- 4.6	60.1	52.9	1.0	194	L	
13509	936	4/16/74	70	40-22.7	73-55.0	6/18/74	38-32.6	75- 3.4	63.1	225.7	4.1	205	L	
13527	946	4/16/74	71	40-24.0	73-51.0	6/19/74	39-33.6	74-14.5	64.1	99.1	1.8	199	L	
13580	952	4/16/74	73	40-25.0	73-45.0	6/24/74	39-58.9	74- 3.8	69.1	55.2	0.9	208	L	
13643	1009	4/16/74	74	40-17.7	73-55.2	7/ 2/74	39- 7.9	74-42.3	77.1	145.5	2.2	207	L	
13622	1004	4/16/74	75	40-20.0	73-47.3	6/28/74	39-34.8	74-13.5	73.1	91.6	1.5	203	L	

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DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
13597	1000	4/16/74	76	40-20.0	73-40.0	5/11/74	39-57.4	74- 4.1	25.1	54.1	2.5	219	L	
13601	1000	4/16/74	76	40-20.0	73-40.0	5/12/74	39-58.0	74- 4.0	26.1	53.1	2.4	219	L	
13591	1000	4/16/74	76	40-20.0	73-40.0	6/ 8/74	39-54.3	74- 4.9	53.1	59.3	1.3	216	L	
13598	1000	4/16/74	76	40-20.0	73-40.0	6/ 8/74	39-41.6	74- 8.4	53.1	81.7	1.8	209	L	
13604	1000	4/16/74	76	40-20.0	73-40.0	6/ 8/74	39-54.2	74- 4.9	53.1	59.4	1.3	216	L	
13602	1000	4/16/74	76	40-20.0	73-40.0	6/15/74	39-42.1	74- 8.1	60.1	80.7	1.6	209	L	
13585	1000	4/16/74	76	40-20.0	73-40.0	6/20/74	39-15.5	74-36.4	65.1	143.7	2.6	213	L	
13659	1012	4/16/74	77	40-12.7	73-56.7	6/16/74	39-24.7	74-21.5	61.1	95.6	1.8	201	L	
13676	1017	4/16/74	78	40-13.6	73-47.2	6/18/74	39-10.0	75- 9.9	63.1	251.[illegible]	4.7	207	L	
13631	1017	4/16/74	78	40-13.6	73-47.2	6/26/74	39-31.8	74-15.9	71.1	87.5	1.4	207	L	
13669	1017	4/16/74	78	40-13.6	73-47.2	6/27/74	38-19.8	75- 5.0	72.1	237.9	3.8	207	L	
13657	1017	4/16/74	78	40-13.6	73-47.2	8/ 8/74	39- 9.2	74-41.5	114.1	142.0	1.4	212	L	
13704	1023	4/16/74	79	40-15.0	73-39.1	5/12/74	39-56.8	74- 4.2	26.1	49.1	2.2	226	L	
13686	1023	4/16/74	79	40-15.0	73-39.1	5/24/74	39-58.3	74- 3.9	38.1	46.9	1.4	220	L	
13692	1023	4/16/74	79	40-15.0	73-39.1	6/ 4/74	39-41.5	74- 8.4	49.1	74.7	1.8	213	L	
13698	1023	4/16/74	79	40-15.0	73-39.1	6/ 8/74	39-33.2	74-14.6	53.1	92.4	2.0	213	L	
13702	1023	4/16/74	79	40-15.0	73-39.1	6/ 8/74	40- 2.1	74- 3.0	53.1	41.5	0.9	234	L	
13697	1023	4/16/74	79	40-15.0	73-39.1	6/14/74	39-37.8	74-11.3	59.1	82.7	1.6	213	L	
13685	1023	4/16/74	79	40-15.0	73-39.1	6/16/74	39-42.2	74- 8.1	61.1	73.4	1.4	214	L	
13690	1023	4/16/74	79	40-15.0	73-39.1	6/17/74	39-53.7	74- 4.8	62.1	53.7	1.0	222	L	
13703	1023	4/16/74	79	40-15.0	73-39.1	6/29/74	40- 0.4	74- 3.4	74.1	43.8	0.7	231	L	
13693	1023	4/16/74	79	40-15.0	73-39.1	7/11/74	39- 2.2	74-46.2	86.1	165.0	2.2	215	L	
13462	927	4/16/74	80	40-29.3	73-59.4	5/19/74	39-57.4	74- 4.1	32.1	59.5	2.1	186	L	
13459	927	4/16/74	80	40-29.3	73-59.4	6/ 8/74	39-37.7	74-11.5	53.1	97.1	2.1	190	L	
13446	927	4/16/74	80	40-29.3	73-59.4	6/16/74	39- 5.8	74-42.8	61.1	166.4	3.1	201	L	
13455	927	4/16/74	80	40-29.3	73-59.4	6/17/74	39- 5.7	74-43.0	62.1	166.7	3.1	201	L	
13458	927	4/16/74	80	40-29.3	73-59.4	7/ 3/74	39-52.3	74- 5.0	78.1	69.0	1.0	186	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
17703	1530	5/20/74	50	40-56.5	71-56.0	6/ 1/74	41-18.6	71-52.5	11.8	41.3	4.0	6	L	
17715	1530	5/20/74	50	40-56.5	71-56.0	6/ 1/74	40-37.7	73-17.6	11.8	119.7	11.7	253	L	
17700	1530	5/20/74	50	40-56.5	71-56.0	6/ 5/74	40-35.9	73-28.9	15.8	135.9	9.9	253	L	
17718	1530	5/20/74	50	40-56.5	71-56.0	6/ 5/74	40-35.2	73-36.2	15.8	146.1	10.7	254	L	
17711	1530	5/20/74	50	40-56.5	71-56.0	6/11/74	40-35.0	73-41.2	21.8	153.0	8.1	254	L	
17705	1530	5/20/74	50	40-56.5	71-56.0	6/12/74	40-35.0	73-40.4	22.8	151.9	7.7	254	L	
17704	1530	5/20/74	50	40-56.5	71-56.0	6/16/74	40-35.2	73-32.2	26.8	140.7	6.1	253	L	
17717	1530	5/20/74	50	40-56.5	71-56.0	6/16/74	40-35.7	73-29.7	26.8	137.1	5.9	253	L	
17702	1530	5/20/74	50	40-56.5	71-56.0	6/17/74	40- 5.6	74- 2.2	27.8	200.7	8.3	241	L	
17707	1530	5/20/74	50	40-56.5	71-56.0	6/28/74	40-35.7	73-29.7	38.8	137.1	4.1	253	L	
17748	1539	5/20/74	51	40-50.0	72-13.5	5/24/74	40-55.5	72-13.6	3.8	10.2	3.1	359	L	
17749	1539	5/20/74	51	40-50.0	72-13.5	5/26/74	40-57.1	72-10.2	5.8	14.0	2.8	19	L	
17753	1539	5/20/74	51	40-50.0	72-13.5	5/26/74	40-56.8	72-11.2	5.8	13.0	2.6	14	L	
17755	1539	5/20/74	51	40-50.0	72-13.5	5/26/74	40-56.9	72-10.8	5.8	13.4	2.7	16	L	
17759	1539	5/20/74	51	40-50.0	72-13.5	5/26/74	40-56.8	72-11.1	5.8	13.1	2.6	14	L	
17763	1539	5/20/74	51	40-50.0	72-13.5	5/26/74	40-58.1	72- 6.9	5.8	17.7	3.5	31	L	
17747	1539	5/20/74	51	40-50.0	72-13.5	6/ 4/74	40-57.9	72- 7.1	14.8	17.2	1.2	31	L	
17807	1545	5/20/74	52	40-44.0	72-30.9	5/25/74	40-47.6	72-38.9	4.8	13.1	3.1	300	L	
17793	1545	5/20/74	52	40-44.0	72-30.9	5/26/74	40-47.4	72-39.4	5.8	13.6	2.7	297	L	
17799	1545	5/20/74	52	40-44.0	72-30.9	5/26/74	40-47.5	72-38.7	5.8	12.8	2.5	300	L	
17804	1545	5/20/74	52	40-44.0	72-30.9	6/ 2/74	40-35.0	73-33.7	12.8	90.0	8.1	259	L	
17792	1545	5/20/74	52	40-44.0	72-30.9	6/12/74	40-35.3	73-32.3	22.8	88.0	4.5	259	L	
17801	1545	5/20/74	52	40-44.0	72-30.9	6/21/74	40-34.9	73-33.7	31.8	90.0	3.3	259	L	
17806	1545	5/20/74	52	40-44.0	72-30.9	6/26/74	40-35.6	73-33.0	36.8	88.8	2.8	259	L	
17797	1545	5/20/74	52	40-44.0	72-30.9	8/21/74	40-37.5	73-21.7	92.8	72.6	0.9	260	L	
17839	1551	5/20/74	53	40-39.5	72-49.0	5/21/74	40-46.4	72-44.4	0.8	14.4	20.0	26	L	
17842	1551	5/20/74	53	40-39.5	72-49.0	5/25/74	40-46.4	72-44.9	4.8	14.1	3.4	24	L	
17853	1551	5/20/74	53	40-39.5	72-49.0	5/25/74	40-46.7	72-41.6	4.8	17.0	4.1	38	L	
17854	1551	5/20/74	53	40-39.5	72-49.0	6/ 4/74	40-35.2	73-44.4	14.8	78.5	6.1	264	L	
17840	1551	5/20/74	53	40-39.5	72-49.0	6/ 8/74	40-19.2	73-58.6	18.8	105.1	6.5	249	L	
17841	1551	5/20/74	53	40-39.5	72-49.0	6/ 8/74	40-46.7	72-42.7	18.8	16.1	1.0	33	L	
17851	1551	5/20/74	53	40-39.5	72-49.0	6/24/74	40-47.6	72-38.7	34.8	20.9	0.7	44	L	
17836	1551	5/20/74	53	40-39.5	72-49.0	10/ 7/74	40-45.0	73-48.6	139.8	84.7	0.7	276	L	
17895	1600	5/20/74	54	40-33.8	73- 6.5	5/31/74	40-35.3	73-32.8	10.8	37.3	4.0	274	L	
17883	1600	5/20/74	54	40-33.8	73- 6.5	6/ 1/74	40-35.0	73-33.9	11.8	38.8	3.8	273	L	
17892	1600	5/20/74	54	40-33.8	73- 6.5	6/ 1/74	40-35.0	73-33.9	11.8	38.8	3.8	273	L	
17896	1600	5/20/74	54	40-33.8	73- 6.5	6/ 1/74	40-35.1	73-33.6	11.8	38.4	3.8	273	L	
17899	1600	5/20/74	54	40-33.8	73- 6.5	6/ 1/74	40-35.6	73-30.5	11.8	34.1	3.3	275	L	
17894	1600	5/20/74	54	40-33.8	73- 6.5	6/10/74	40-34.9	73-39.6	20.8	46.8	2.6	272	L	
17884	1600	5/20/74	54	40-33.8	73- 6.5	6/15/74	40- 6.4	74- 2.1	25.8	93.5	4.2	237	L	
17898	1600	5/20/74	54	40-33.8	73- 6.5	6/15/74	39-31.4	74-16.3	25.8	151.9	6.8	220	L	
17236	1324	5/20/74	55	40-31.2	73-27.1	5/22/74	40-37.8	73-20.5	2.0	15.4	9.1	37	L	
17238	1324	5/20/74	55	40-31.2	73-27.1	5/22/74	40-37.3	73-16.6	2.0	18.7	11.0	52	L	
17244	1324	5/20/74	55	40-31.2	73-27.1	5/22/74	40-37.1	73-15.7	2.0	19.5	11.5	55	L	
17249	1324	5/20/74	55	40-31.2	73-27.1	5/22/74	40-37.2	73-16.3	2.0	18.9	11.2	53	L	
17230	1324	5/20/74	55	40-31.2	73-27.1	5/25/74	40-38.3	73-17.1	5.0	19.3	4.5	47	L	
17234	1324	5/20/74	55	40-31.2	73-27.1	5/25/74	40-38.3	73-17.0	5.0	19.4	4.5	47	L	
17237	1324	5/20/74	55	40-31.2	73-27.1	5/25/74	40-37.5	73-22.0	5.0	13.8	3.2	31	L	
17246	1324	5/20/74	55	40-31.2	73-27.1	5/25/74	40-38.3	73-17.1	5.0	19.3	4.5	47	L	
17241	1324	5/20/74	55	40-31.2	73-27.1	5/26/74	40-37.9	73-20.5	6.0	15.6	3.0	36	L	

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
17233	1324	5/20/74	55	40-31.2	73-27.1	6/ 1/74	40-37.7	73-21.9	12.0	14.1	1.4	31	L	
17247	1324	5/20/74	55	40-31.2	73-27.1	6/10/74	40-43.2	73- 6.7	21.0	36.4	2.0	52	L	
17248	1324	5/20/74	55	40-31.2	73-27.1	6/16/74	40-38.6	73-20.0	27.0	17.0	0.7	36	L	
17240	1324	5/20/74	55	40-31.2	73-27.1	7/ 2/74	40-38.1	73-19.2	43.0	17.0	0.5	41	L	
17214	1320	5/20/74	56	40-30.2	73-36.9	5/21/74	40-35.1	73-37.2	1.0	9.1	11.0	357	L	
17211	1320	5/20/74	56	40-30.2	73-36.9	5/22/74	40-35.1	73-37.1	2.0	9.1	5.4	358	L	
17217	1320	5/20/74	56	40-30.2	73-36.9	5/22/74	40-35.1	73-36.9	2.0	9.1	5.4	0	L	
17223	1320	5/20/74	56	40-30.2	73-36.9	5/22/74	40-35.2	73-36.4	2.0	9.3	5.5	4	L	
17225	1320	5/20/74	56	40-30.2	73-36.9	5/22/74	40-35.3	73-35.2	2.0	9.8	5.8	14	L	
17229	1320	5/20/74	56	40-30.2	73-36.9	5/22/74	40-35.0	73-40.0	2.0	10.0	5.9	333	L	
17213	1320	5/20/74	56	40-30.2	73-36.9	5/25/74	40-35.1	73-37.0	5.0	9.1	2.1	359	L	
17220	1320	5/20/74	56	40-30.2	73-36.9	5/25/74	40-35.2	73-36.6	5.0	9.3	2.2	2	L	
17228	1320	5/20/74	56	40-30.2	73-36.9	5/30/74	40-35.2	73-36.3	10.0	9.3	1.1	5	L	
17210	1320	5/20/74	56	40-30.2	73-36.9	6/16/74	40-35.3	73-36.1	27.0	9.6	0.4	6	I	
17192	1316	5/20/74	57	40-30.0	73-46.9	5/22/74	40-35.0	73-46.5	2.0	9.3	5.5	3	L	
17208	1316	5/20/74	57	40-30.0	73-46.9	5/22/74	40-35.5	73-45.4	2.0	10.5	6.2	11	L	
17209	1316	5/20/74	57	40-30.0	73-46.9	5/22/74	40-35.0	73-46.6	2.0	9.3	5.5	2	L	
17195	1316	5/20/74	57	40-30.0	73-46.9	5/23/74	40-35.0	73-46.4	3.0	9.3	3.7	4	L	
17207	1316	5/20/74	57	40-30.0	73-46.9	6/14/74	40-35.5	73-46.1	25.0	10.3	0.5	6	L	
17913	1332	5/21/74	60	40-35.0	73-27.6	5/28/74	40-35.9	73-27.7	6.9	1.7	0.3	355	L	
17919	1332	5/21/74	60	40-35.0	73-27.6	6/14/74	40- 1.8	74- 3.1	23.9	79.3	3.8	219	L	
17906	1332	5/21/74	60	40-35.0	73-27.6	6/26/74	40-37.2	73-23.3	35.9	7.4	0.2	56	L	
17901	1332	5/21/74	60	40-35.0	73-27.6	8/12/74	40-36.3	73-26.5	82.9	2.9	0.0	32	L	
17916	1332	5/21/74	60	40-35.0	73-27.6	9/ 8/74	39-55.3	74- 4.5	109.9	90.1	0.9	215	L	
17922	1340	5/21/74	61	40-33.0	73-32.0	5/22/74	40-35.7	73-29.1	0.9	6.5	8.2	39	L	
17923	1340	5/21/74	61	40-33.0	73-32.0	5/22/74	40-36.0	73-28.1	0.9	7.9	9.9	44	L	
17930	1340	5/21/74	61	40-33.0	73-32.0	5/22/74	40-35.7	73-29.0	0.9	6.6	8.3	40	L	
17931	1340	5/21/74	61	40-33.0	73-32.0	5/22/74	40-37.2	73-23.9	0.9	13.9	17.5	55	L	
17932	1340	5/21/74	61	40-33.0	73-32.0	5/22/74	40-35.9	73-28.2	0.9	7.6	9.6	44	L	
17936	1340	5/21/74	61	40-33.0	73-32.0	5/22/74	40-35.6	73-31.5	0.9	4.9	6.2	8	L	
17921	1340	5/21/74	61	40-33.0	73-32.0	5/23/74	40-35.9	73-27.3	1.9	8.6	5.2	51	L	
17933	1340	5/21/74	61	40-33.0	73-32.0	5/23/74	40-35.9	73-27.3	1.9	8.6	5.2	51	L	
17925	1340	5/21/74	61	40-33.0	73-32.0	6/ 6/74	40-33.7	73-55.5	15.9	33.2	2.4	272	L	
17952	1345	5/21/74	62	40-33.7	73-37.3	5/22/74	40-35.5	73-36.6	0.9	3.5	4.5	16	L	
17954	1345	5/21/74	62	40-33.7	73-37.3	5/22/74	40-35.5	73-36.5	0.9	3.6	4.5	18	L	
17940	1345	5/21/74	62	40-33.7	73-37.3	5/25/74	40-35.3	73-36.2	3.9	3.4	1.0	27	L	
17959	1345	5/21/74	62	40-33.7	73-37.3	5/28/74	40-35.6	73-37.3	6.9	3.6	0.6	0	L	
17955	1345	5/21/74	62	40-33.7	73-37.3	5/30/74	40-35.6	73-37.4	8.9	3.6	0.5	357	L	
17950	1345	5/21/74	62	40-33.7	73-37.3	6/ 1/74	40-35.3	73-35.6	10.9	3.9	0.4	38	L	
17961	1349	5/21/74	63	40-32.7	73-41.9	5/21/74	40-35.0	73-37.5	0.2	7.6	52.6	55	L	
17966	1349	5/21/74	63	40-32.7	73-41.9	5/21/74	40-35.1	73-41.1	0.2	4.6	32.2	14	L	
17967	1349	5/21/74	63	40-32.7	73-41.9	5/21/74	40-35.1	73-41.4	0.2	4.5	31.6	9	L	
17964	1349	5/21/74	63	40-32.7	73-41.9	5/22/74	40-35.1	73-41.3	0.9	4.6	5.8	10	L	
17970	1349	5/21/74	63	40-32.7	73-41.9	5/22/74	40-35.1	73-41.0	0.9	4.7	5.9	15	L	
17973	1349	5/21/74	63	40-32.7	73-41.9	5/22/74	40-35.1	73-41.5	0.9	4.5	5.7	7	L	
17976	1349	5/21/74	63	40-32.7	73-41.9	5/22/74	40-35.1	73-41.3	0.9	4.6	5.8	10	L	
17963	1349	5/21/74	63	40-32.7	73-41.9	5/23/74	40-35.1	73-41.2	1.9	4.6	2.8	12	L	
17960	1349	5/21/74	63	40-32.7	73-41.9	5/24/74	40-34.8	73-43.3	2.9	4.4	1.8	333	L	
17971	1349	5/21/74	63	40-32.7	73-41.9	5/24/74	40-34.8	73-43.2	2.9	4.3	1.7	334	L	
17975	1349	5/21/74	63	40-32.7	73-41.9	5/25/74	40-35.0	73-37.5	3.9	7.6	2.2	55	L	

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17979	1349	5/21/74	63	40-32.7	73-41.9	5/25/74	40-35.1	73-43.2	3.9	4.9	1.4	337	L	
17974	1349	5/21/74	63	40-32.7	73-41.9	5/26/74	40-35.1	73-41.3	4.9	4.6	1.1	10	L	
17965	1349	5/21/74	63	40-32.7	73-41.9	6/ 6/74	40-35.0	73-37.6	15.9	7.5	0.5	54	L	
17987	1352	5/21/74	64	40-34.0	73-41.7	5/21/74	40-35.0	73-41.0	0.2	2.1	14.9	28	L	
17989	1352	5/21/74	64	40-34.0	73-41.7	5/21/74	40-35.0	73-40.7	0.2	2.4	16.5	37	L	
17991	1352	5/21/74	64	40-34.0	73-41.7	5/21/74	40-35.0	73-37.5	0.2	6.3	43.5	72	L	
17993	1352	5/21/74	64	40-34.0	73-41.7	5/21/74	40-35.0	73-37.5	0.2	6.3	43.5	72	L	
17996	1352	5/21/74	64	40-34.0	73-41.7	5/21/74	40-35.0	73-37.4	0.2	6.4	44.4	73	L	
17980	1352	5/21/74	64	40-34.0	73-41.7	5/22/74	40-35.1	73-40.9	0.9	2.4	3.0	29	L	
17985	1352	5/21/74	64	40-34.0	73-41.7	5/22/74	40-35.0	73-37.5	0.9	6.3	7.9	72	L	
17992	1352	5/21/74	64	40-34.0	73-41.7	5/22/74	40-35.0	73-40.4	0.9	2.7	3.4	44	L	
17984	1352	5/21/74	64	40-34.0	73-41.7	5/23/74	40-35.1	73-41.3	1.9	2.2	1.3	15	L	
17982	1352	5/21/74	64	40-34.0	73-41.7	5/25/74	40-35.0	73-40.9	3.9	2.2	0.7	31	L	
17983	1352	5/21/74	64	40-34.0	73-41.7	5/25/74	40-35.0	73-40.8	3.9	2.3	0.7	34	L	
17986	1352	5/21/74	64	40-34.0	73-41.7	5/27/74	40-35.1	73-41.4	5.9	2.1	0.4	12	L	
17983	1352	5/21/74	64	40-34.0	73-41.7	6/ 8/74	40-35.0	73-41.5	17.9	1.9	0.1	8	L	
18000	1355	5/21/74	65	40-34.1	73-47.0	5/22/74	40-35.1	73-46.5	0.9	2.0	2.6	20	L	
18001	1355	5/21/74	65	40-34.1	73-47.0	5/22/74	40-35.4	73-46.9	0.9	2.5	3.1	3	L	
18006	1355	5/21/74	65	40-34.1	73-47.0	5/22/74	40-35.1	73-46.4	0.9	2.1	2.6	24	L	
18010	1355	5/21/74	65	40-34.1	73-47.0	5/22/74	40-35.1	73-46.6	0.9	2.0	2.5	16	L	
18008	1355	5/21/74	65	40-34.1	73-47.0	5/23/74	40-35.4	73-46.8	1.9	2.5	1.5	6	L	
18011	1355	5/21/74	65	40-34.1	73-47.0	6/24/74	40-35.4	73-46.5	33.9	2.6	0.1	16	L	
18037	1359	5/21/74	66	40-31.6	73-51.5	5/22/74	40-33.8	73-53.9	0.9	5.3	6.8	320	L	
18023	1359	5/21/74	66	40-31.6	73-51.5	5/23/74	40-33.6	73-53.3	1.9	4.5	2.7	325	L	
18039	1359	5/21/74	66	40-31.6	73-51.5	5/27/74	40-33.6	73-53.4	5.9	4.6	0.9	324	L	
18034	1359	5/21/74	66	40-31.6	73-51.5	6/ 4/74	40-33.5	73-53.6	13.9	4.7	0.4	319	L	
18020	1359	5/21/74	66	40-31.6	73-51.5	6/ 8/74	39-53.5	74- 4.8	17.9	73.1	4.7	194	L	
18026	1359	5/21/74	66	40-31.6	73-51.5	6/ 8/74	40-25.6	73-58.8	17.9	15.2	1.0	222	L	
18036	1359	5/21/74	66	40-31.6	73-51.5	6/11/74	40-33.5	73-53.5	20.9	4.6	0.3	321	L	
18035	1359	5/21/74	66	40-31.6	73-51.5	6/20/74	40-33.7	73-53.2	29.9	4.6	0.2	328	L	
18025	1359	5/21/74	66	40-31.6	73-51.5	6/24/74	40-33.6	73-53.2	33.9	4.5	0.2	327	L	
18028	1359	5/21/74	66	40-31.6	73-51.5	7/ 3/74	40-33.6	73-53.1	42.9	4.4	0.1	328	L	
18058	1401	5/21/74	67	40-31.6	73-56.8	5/22/74	40-36.0	73-47.9	0.9	15.0	19.0	57	L	
18059	1401	5/21/74	67	40-31.6	73-56.8	5/24/74	40-35.2	73-52.6	2.9	9.0	3.6	41	L	
18054	1401	5/21/74	67	40-31.6	73-56.8	5/25/74	40-37.9	73-53.0	3.9	12.9	3.8	24	L	
18055	1401	5/21/74	67	40-31.6	73-56.8	5/25/74	40-35.2	73-55.1	3.9	7.1	2.1	19	L	
18041	1401	5/21/74	67	40-31.6	73-56.8	5/26/74	40-34.0	73-53.7	4.9	6.3	1.5	44	L	
18053	1401	5/21/74	67	40-31.6	73-56.8	5/26/74	40-37.9	73-53.1	4.9	12.8	3.0	24	L	
18043	1401	5/21/74	67	40-31.6	73-56.8	6/ 8/74	39-35.0	74-13.4	17.9	107.4	6.9	192	L	
18040	1401	5/21/74	67	40-31.8	73-56.6	7/ 4/74	40-38.6	73-15.0	43.9	60.1	1.6	77	L	
18085	1410	5/21/74	68	40-30.3	73-58.5	5/26/74	40-33.6	73-53.5	4.9	9.4	2.2	49	L	
18095	1410	5/21/74	68	40-30.3	73-58.5	5/28/74	39-58.3	74- 3.9	6.9	59.8	10.0	187	L	
18099	1410	5/21/74	68	40-30.3	73-58.5	5/28/74	40-17.6	73-58.7	6.9	23.6	3.9	180	L	
18083	1410	5/21/74	68	40-30.3	73-58.5	6/ 1/74	39-59.1	74- 3.8	10.9	58.3	6.2	187	L	
18094	1410	5/21/74	68	40-30.3	73-58.5	6/ 4/74	40- 0.9	74-11.4	13.9	57.9	4.8	198	L	
18091	1410	5/21/74	68	40-30.3	73-58.5	6/ 5/74	39- 3.5	74-45.2	14.9	173.8	13.5	202	L	
18082	1410	5/21/74	68	40-30.3	73-58.5	6/ 6/74	39- 5.8	74-42.9	15.9	168.6	12.3	201	L	
18097	1410	5/21/74	68	40-30.3	73-58.5	6/ 8/74	39- 9.2	74-41.5	17.9	162.0	10.5	202	L	
18093	1410	5/21/74	68	40-30.3	73-58.5	6/29/74	39- 5.8	74-42.6	38.9	168.5	5.0	201	L	
18086	1410	5/21/74	68	40-30.3	73-58.5	7/ 2/74	40-11.4	74- 0.6	41.9	35.2	1.0	184	L	

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18107	1418	5/21/74	69	40-27.7	73-56.2	5/22/74	40-33.7	73-53.1	0.9	12.0	15.1	21	L	
18101	1418	5/21/74	69	40-27.7	73-56.2	5/24/74	40-34.2	73-52.8	2.9	13.0	5.2	21	L	
18106	1418	5/21/74	69	40-27.7	73-56.2	5/24/74	40-33.9	73-52.4	2.9	12.7	5.0	25	L	
18108	1418	5/21/74	69	40-27.7	73-56.2	5/24/74	40-33.8	73-52.5	2.9	12.5	5.0	24	L	
18112	1418	5/21/74	69	40-27.7	73-56.2	5/24/74	40-33.7	73-55.4	2.9	11.2	4.5	5	L	
18113	1418	5/21/74	69	40-27.7	73-56.2	5/24/74	40-33.9	73-52.5	2.9	12.7	5.0	24	L	
18100	1418	5/21/74	69	40-27.7	73-56.2	5/25/74	40-34.2	73-52.7	3.9	13.1	3.9	22	L	
18102	1418	5/21/74	69	40-27.7	73-56.2	5/25/74	40-33.7	73-53.0	3.9	12.0	3.6	22	L	
18117	1418	5/21/74	69	40-27.7	73-56.2	5/25/74	40-33.9	73-52.6	3.9	12.6	3.7	23	L	
18116	1418	5/21/74	69	40-27.7	73-56.2	5/28/74	40-12.2	74- 0.5	6.9	29.4	4.9	191	L	
18109	1418	5/21/74	69	40-27.7	73-56.2	6/ 8/74	38-48.3	75- 5.6	17.9	208.6	13.5	208	L	
18111	1418	5/21/74	69	40-27.7	73-56.2	6/13/74	39-19.7	75- 5.1	22.9	159.2	8.0	217	L	
18135	1425	5/21/74	70	40-22.7	73-55.0	5/23/74	40-36.0	73-27.3	1.9	46.3	28.0	57	L	
18137	1425	5/21/74	70	40-22.7	73-55.0	5/23/74	40-36.0	73-27.2	1.9	46.5	28.1	57	L	
18120	1425	5/21/74	70	40-22.7	73-55.0	5/24/74	40-35.1	73-42.2	2.9	29.3	11.6	38	L	
18132	1425	5/21/74	70	40-22.7	73-55.0	5/24/74	40-35.6	73-30.6	2.9	42.0	16.7	55	L	
18133	1425	5/21/74	70	40-22.7	73-55.0	5/24/74	40-35.7	73-30.6	2.9	42.1	16.7	55	L	
18138	1425	5/21/74	70	40-22.7	73-55.0	5/25/74	40-35.7	73-30.0	3.9	42.8	12.7	55	L	
18127	1425	5/21/74	70	40-22.7	73-55.0	5/30/74	39-54.1	74- 4.7	8.9	54.8	7.1	194	L	
18123	1425	5/21/74	70	40-22.7	73-55.0	6/ 3/74	40-35.3	73-32.9	12.9	39.1	3.5	53	L	
18145	1427	5/21/74	71	40-24.0	73-51.0	5/23/74	40-38.2	73-13.0	1.9	59.9	36.2	63	L	
18148	1427	5/21/74	71	40-24.0	73-51.0	5/23/74	40-38.4	73-10.5	1.9	63.2	38.2	65	L	
18147	1427	5/21/74	71	40-24.0	73-51.0	5/24/74	40-37.7	73-13.2	2.9	59.2	23.5	64	L	
18154	1427	5/21/74	71	40-24.0	73-51.0	5/24/74	40-38.4	73-10.2	2.9	63.6	25.2	65	L	
18157	1427	5/21/74	71	40-24.0	73-51.0	5/24/74	40-37.7	73-13.1	2.9	59.4	23.6	64	L	
18150	1427	5/21/74	71	40-24.0	73-51.0	5/25/74	40-38.4	73-10.3	3.9	63.5	18.8	65	L	
18158	1427	5/21/74	71	40-24.0	73-51.0	5/25/74	40-38.7	73- 8.6	3.9	65.9	19.5	65	L	
18146	1427	5/21/74	71	40-24.0	73-51.0	5/27/74	40-38.5	73- 9.7	5.9	64.4	12.6	65	L	
18159	1427	5/21/74	71	40-24.0	73-51.0	6/ 1/74	40-37.8	73-12.6	10.9	60.1	6.4	64	L	
18151	1427	5/21/74	71	40-24.0	73-51.0	6/28/74	40-37.8	73-12.6	37.9	60.1	1.8	64	L	
18142	1427	5/21/74	71	40-24.0	73-51.0	6/30/74	40- 9.0	74- 1.3	39.9	31.4	0.9	207	L	
18156	1427	5/21/74	71	40-24.0	73-51.0	7/21/74	40-38.5	73- 9.8	60.9	64.2	1.2	65	L	
18170	1430	5/21/74	72	40-23.0	73-49.0	5/23/74	40-37.4	73-13.6	1.9	56.8	35.1	61	L	
18165	1430	5/21/74	72	40-23.0	73-49.0	5/27/74	40-37.4	73-15.9	5.9	53.9	10.6	60	L	
18174	1430	5/21/74	72	40-23.0	73-49.0	6/ 4/74	39-45.6	74- 6.2	13.9	73.5	6.1	199	L	
18163	1430	5/21/74	72	40-23.0	73-49.0	6/ 5/74	40-35.0	73-42.5	14.9	24.1	1.9	22	L	
18167	1430	5/21/74	72	40-23.0	73-49.0	6/ 5/74	40-35.0	73-45.4	14.9	22.8	1.8	12	L	
18161	1430	5/21/74	72	40-23.0	73-49.0	6/ 8/74	39-53.7	74- 4.8	17.9	58.7	3.8	202	L	
18172	1430	5/21/74	72	40-23.0	73-49.0	6/ 8/74	39-53.6	74- 4.8	17.9	58.9	3.8	202	L	
18164	1430	5/21/74	72	40-23.0	73-49.0	6/15/74	39-28.9	74-18.9	24.9	108.8	5.1	202	L	
18187	1433	5/21/74	73	40-25.0	73-45.0	5/25/74	40-37.9	73-12.4	3.9	52.0	15.5	62	L	
18183	1433	5/21/74	73	40-25.0	73-45.0	6/ 1/74	40-34.3	73-51.6	10.9	19.6	2.1	331	L	
18194	1433	5/21/74	73	40-25.0	73-45.0	6/ 1/74	40-34.3	73-51.8	10.9	19.8	2.1	330	L	
18189	1433	5/21/74	73	40-25.0	73-45.0	6/10/74	40-35.2	73-44.7	19.9	18.9	1.1	1	L	
18185	1433	5/21/74	73	40-25.0	73-45.0	6/16/74	40-35.0	73-41.4	25.9	19.3	0.9	15	L	
18180	1433	5/21/74	73	40-25.0	73-45.0	6/24/74	39-39.6	74- 9.9	33.9	91.2	3.1	202	L	
18181	1433	5/21/74	73	40-25.0	73-45.0	6/26/74	39-46.0	74- 5.8	35.9	78.0	2.5	202	L	
18247	1510	5/21/74	74	40-17.7	73-55.2	5/27/74	40- 6.4	74- 2.1	5.9	23.1	4.6	205	L	
18248	1510	5/21/74	74	40-17.7	73-55.2	5/27/74	40- 8.1	74- 1.7	5.9	20.1	4.0	207	L	
18249	1510	5/21/74	74	40-17.7	73-55.2	5/27/74	40- 8.1	74- 1.6	5.9	20.0	3.9	207	L	

MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
18253	1510	5/21/74	74	40-17.7	73-55.2	5/28/74	40- 6.9	74- 3.0	6.9	22.9	3.9	208	L	
18257	1510	5/21/74	74	40-17.7	73-55.2	5/30/74	40- 4.1	74- 2.6	8.9	27.3	3.6	202	L	
18251	1510	5/21/74	74	40-17.7	73-55.2	6/ 2/74	40- 8.2	74- 1.6	11.9	19.8	1.9	207	L	
18246	1510	5/21/74	74	40-17.7	73-55.2	6/ 3/74	40- 7.3	74- 1.9	12.9	21.5	1.9	206	L	
18256	1510	5/21/74	74	40-17.7	73-55.2	6/ 5/74	38-58.2	74-50.0	14.9	166.5	13.0	207	L	
18242	1510	5/21/74	74	40-17.7	73-55.2	6/ 6/74	39-44.5	74- 6.8	15.9	63.7	4.6	194	L	
18250	1510	5/21/74	74	40-17.7	73-55.2	6/12/74	40- 7.6	74- 1.8	21.9	21.0	1.1	206	L	
18241	1510	5/21/74	74	40-17.7	73-55.2	6/22/74	40- 6.8	74- 2.0	31.9	22.4	0.8	205	L	
18254	1510	5/21/74	74	40-17.7	73-55.2	9/16/74	39-26.4	74-20.6	117.9	101.6	1.0	200	L	
18224	1443	5/21/74	75	40-20.0	73-47.3	6/ 7/74	40-34.2	73-51.6	16.9	27.0	1.9	346	L	
18229	1443	5/21/74	75	40-20.0	73-47.3	6/ 7/74	40-33.3	73-56.3	16.9	27.8	1.9	332	L	
18221	1443	5/21/74	75	40-20.0	73-47.3	6/ 8/74	40-33.1	73-55.6	17.9	27.0	1.7	334	L	
18230	1443	5/21/74	75	40-20.0	73-47.3	6/ 8/74	40- 6.4	74- 2.0	17.9	32.7	2.1	219	L	
18227	1443	5/21/74	75	40-20.0	73-47.3	6/ 9/74	40- 7.0	74- 1.9	18.9	31.8	1.9	220	L	
18236	1443	5/21/74	75	40-20.0	73-47.3	6/10/74	40- 9.4	74- 1.2	19.9	27.8	1.6	225	L	
18223	1443	5/21/74	75	40-20.0	73-47.3	6/17/74	40-10.8	74- 0.8	26.9	25.7	1.1	228	L	
18237	1443	5/21/74	75	40-20.0	73-47.3	6/19/74	40-33.2	73-56.4	28.9	27.7	1.1	332	L	
18234	1443	5/21/74	75	40-20.0	73-47.3	7/27/74	40-19.5	73-58.3	66.9	15.7	0.3	266	W	
18215	1438	5/21/74	76	40-20.0	73-40.0	6/ 3/74	40- 4.0	74- 2.6	12.9	43.7	3.9	227	L	
18206	1438	5/21/74	76	40-20.0	73-40.0	6/ 8/74	39-34.3	74-13.8	17.9	97.3	6.3	209	L	FD W TRASH +GARB
18207	1438	5/21/74	76	40-20.0	73-40.0	6/ 8/74	39-43.5	74- 7.8	17.9	78.3	5.1	210	L	
18211	1438	5/21/74	76	40-20.0	73-40.0	6/ 8/74	39-38.2	74-11.1	17.9	89.1	5.8	209	L	
18217	1438	5/21/74	76	40-20.0	73-40.0	6/ 8/74	39-38.2	74-11.0	17.9	89.0	5.8	209	L	
18218	1438	5/21/74	76	40-20.0	73-40.0	6/ 8/74	39-37.4	74-11.6	17.9	90.7	5.9	209	L	
18202	1438	5/21/74	76	40-20.0	73-40.0	6/11/74	39-37.4	74-11.6	20.9	90.7	5.0	209	L	
18219	1438	5/21/74	76	40-20.0	73-40.0	6/11/74	39-28.3	74-18.7	20.9	110.4	6.1	209	L	
18204	1438	5/21/74	76	40-20.0	73-40.0	6/13/74	39-37.1	74-11.7	22.9	91.3	4.6	209	L	
18216	1438	5/21/74	76	40-20.0	73-40.0	6/13/74	40-11.8	74- 0.5	22.9	22.8	1.7	242	L	
18209	1438	5/21/74	76	40-20.0	73-40.0	6/15/74	39-19.4	74-30.5	24.9	133.1	6.2	212	L	
18214	1438	5/21/74	76	40-20.0	73-40.0	6/15/74	39-37.2	74-11.7	24.9	91.1	4.2	209	L	
18203	1438	5/21/74	76	40-20.0	73-40.0	6/16/74	39-19.3	74-30.5	25.9	133.3	6.0	212	L	
18210	1438	5/21/74	76	40-20.0	73-40.0	6/16/74	39-37.2	74-11.7	25.9	91.1	4.1	209	L	
18213	1438	5/21/74	76	40-20.0	73-40.0	6/30/74	39- 8.7	74-41.9	39.9	158.5	4.6	213	L	
18200	1438	5/21/74	76	40-20.0	73-40.0	7/ 1/74	39-33.3	74-14.5	40.9	99.4	2.8	209	L	
18282	1505	5/21/74	77	40-12.7	73-56.7	6/ 4/74	39-41.3	74- 8.6	13.9	60.6	5.1	196	L	
18284	1505	5/21/74	77	40-12.7	73-56.7	6/ 4/74	39-41.2	74- 8.7	13.9	60.8	5.1	196	L	
18285	1505	5/21/74	77	40-12.7	73-56.7	6/ 4/74	39-49.1	74- 5.4	13.9	45.5	3.8	195	L	
18291	1505	5/21/74	77	40-12.7	73-56.7	6/ 4/74	39-37.3	74-11.7	13.9	69.0	5.8	197	L	
18298	1505	5/21/74	77	40-12.7	73-56.7	6/ 4/74	39-41.6	74- 8.3	13.9	59.9	5.0	195	L	
18299	1505	5/21/74	77	40-12.7	73-56.7	6/ 4/74	39-41.5	74- 8.3	13.9	60.1	5.0	195	L	
18287	1505	5/21/74	77	40-12.7	73-56.7	6/ 7/74	39-54.1	74- 4.7	16.9	36.3	2.5	198	L	
18290	1505	5/21/74	77	40-12.7	73-56.7	6/ 8/74	39-52.5	74- 4.1	17.9	38.9	2.5	195	L	
18288	1505	5/21/74	77	40-12.7	73-56.7	6/ 8/74	39-46.1	74- 5.8	17.9	51.0	3.3	194	L	
18283	1505	5/21/74	77	40-12.7	73-56.7	6/ 9/74	39-54.2	74- 4.8	18.9	36.2	2.2	198	L	
18289	1505	5/21/74	77	40-12.7	73-56.7	6/ 9/74	39-55.7	74- 4.4	18.9	33.4	2.0	199	L	
18286	1505	5/21/74	77	40-12.7	73-56.7	6/13/74	39-48.0	74-11.0	22.9	50.1	2.5	203	L	
18290	1505	5/21/74	77	40-12.7	73-56.7	6/24/74	39-33.5	74-14.4	33.9	76.9	2.6	199	L	
18266	1501	5/21/74	78	40-13.6	73-47.2	5/26/74	40-13.2	74- 0.0	4.9	18.2	4.3	267	L	
18260	1501	5/21/74	78	40-13.6	73-47.2	5/28/74	40-15.8	73-59.2	6.9	17.6	3.0	283	L	
18262	1501	5/21/74	78	40-13.6	73-47.2	6/ 1/74	39-35.1	74-13.4	10.9	80.4	8.6	207	L	

MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
18264	1501	5/21/74	78	40-13.6	73-47.2	6/ 2/74	39-44.9	74- 6.4	11.9	59.8	5.8	207	L	
18263	1501	5/21/74	78	40-13.6	73-47.2	6/20/74	39-23.0	74-25.1	29.9	108.1	4.2	209	L	
18273	1501	5/21/74	78	40-13.6	73-47.2	7/ 3/74	40-14.8	73-59.6	42.9	17.8	0.5	277	L	
18276	1501	5/21/74	78	40-13.6	73-47.2	7/ 6/74	39-11.9	74-39.2	45.9	136.0	3.4	212	L	
18268	1501	5/21/74	78	40-13.6	73-47.2	7/13/74	40-13.7	73-59.8	52.9	17.9	0.4	270	L	
18265	1501	5/21/74	78	40-13.6	73-47.2	8/ 2/74	40-14.8	73-59.3	72.9	17.4	0.3	277	L	
18300	1455	5/21/74	79	40-15.0	73-39.1	6/ 8/74	39-53.4	74- 4.8	17.9	54.2	3.5	222	L	
18316	1455	5/21/74	79	40-15.0	73-39.1	6/14/74	39-33.7	74-14.3	23.9	91.4	4.4	213	L	
18313	1455	5/21/74	79	40-15.0	73-39.1	6/15/74	39-50.1	74- 5.3	24.9	59.3	2.8	218	L	
18307	1455	5/21/74	79	40-15.0	73-39.1	6/20/74	39-53.3	74- 4.9	29.9	54.4	2.1	222	L	
18314	1455	5/21/74	79	40-15.0	73-39.1	6/25/74	39-57.4	74- 4.1	34.9	48.2	1.6	227	L	
18302	1455	5/21/74	79	40-15.0	73-39.1	6/30/74	39-38.9	74-10.5	39.9	80.4	2.3	213	L	
18079	1411	5/21/74	80	40-29.3	73-59.4	5/24/74	40-33.8	74- 5.8	2.9	12.3	4.9	312	L	
18062	1411	5/21/74	80	40-29.3	73-59.4	5/25/74	40-33.9	73-54.8	3.9	10.8	3.2	37	L	
18063	1411	5/21/74	80	40-29.3	73-59.4	5/27/74	40- 8.0	74- 1.7	5.9	39.6	7.7	184	L	
18064	1411	5/21/74	80	40-29.3	73-59.4	5/27/74	39-58.4	74- 3.9	5.9	57.6	11.3	186	L	
18071	1411	5/21/74	80	40-29.3	73-59.4	5/27/74	40- 8.0	74- 1.7	5.9	39.6	7.7	184	L	
18075	1411	5/21/74	80	40-29.3	73-59.4	5/29/74	40-37.6	73-54.3	7.9	17.0	2.5	25	L	
18070	1411	5/21/74	80	40-29.3	73-59.4	5/30/74	40-36.0	73-48.8	8.9	19.5	2.5	50	L	
18069	1411	5/21/74	80	40-29.3	73-59.4	6/ 3/74	39-24.8	74-21.4	12.9	123.5	11.1	194	L	
18072	1411	5/21/74	80	40-29.3	73-59.4	6/ 3/74	40-25.4	74- 3.7	12.9	9.5	0.8	220	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIP ANGLE	RC	COMMENTS
20311	1603	6/24/74	51	40-50.0	72-13.5	7/ 1/74	40-38.0	73-17.7	6.8	93.0	15.7	256	L	
20312	1603	6/24/74	51	40-50.0	72-13.5	7/ 1/74	40-38.1	73-11.8	6.8	84.9	14.4	254	L	
20314	1603	6/24/74	51	40-50.0	72-13.5	7/ 1/74	40-36.7	73-25.1	6.8	103.7	17.6	256	L	
20318	1603	6/24/74	51	40-50.0	72-13.5	7/ 1/74	40-37.2	73-23.3	6.8	101.0	17.1	256	L	
20321	1603	6/24/74	51	40-50.0	72-13.5	7/ 1/74	40-36.4	73-26.2	6.8	105.3	17.8	256	L	
20323	1603	6/24/74	51	40-50.0	72-13.5	7/ 1/74	40-36.3	73-27.2	6.8	106.7	18.1	256	L	
20324	1603	6/24/74	51	40-50.0	72-13.5	7/ 1/74	40-37.3	73-15.7	6.8	90.6	15.3	254	L	
20328	1603	6/24/74	51	40-50.0	72-13.5	7/ 2/74	40-36.0	73-28.4	7.8	108.5	16.0	256	L	
20329	1603	6/24/74	51	40-50.0	72-13.5	7/ 2/74	40-39.6	73- 4.6	7.8	74.4	11.0	254	L	
20326	1603	6/24/74	51	40-50.0	72-13.5	7/ 3/74	40-38.4	73-10.3	8.8	82.7	10.8	254	L	
20363	1609	6/24/74	52	40-44.0	72-30.9	7/ 1/74	40-37.9	73-20.8	6.8	71.2	12.1	260	L	
20363	1609	6/24/74	52	40-44.0	72-30.9	7/ 2/74	40-37.5	73-13.2	7.8	60.8	9.0	258	W	
20370	1609	6/24/74	52	40-44.0	72-30.9	7/ 2/74	40-38.1	73-11.9	7.8	58.8	8.7	259	L	
20373	1609	6/24/74	52	40-44.0	72-30.9	7/13/74	40-37.9	73-20.5	18.8	70.8	4.3	260	L	
20365	1609	6/24/74	52	40-44.0	72-30.9	7/20/74	40-37.5	73-16.6	25.8	65.5	2.9	259	L	
19806	1346	6/24/74	55	40-31.2	73-27.1	6/29/74	40-14.4	73-59.6	4.9	55.5	13.1	235	L	
19813	1346	6/24/74	55	40-31.2	73-27.1	6/29/74	40-17.3	73-58.9	4.9	51.8	12.2	240	L	
19808	1346	6/24/74	55	40-31.2	73-27.1	7/14/74	40-17.2	73-58.9	19.9	51.9	3.0	240	L	
19804	1346	6/24/74	55	40-31.2	73-27.1	7/31/74	40-17.2	73-58.9	36.9	51.9	1.6	240	L	
19802	1346	6/24/74	55	40-31.2	73-27.1	8/ 4/74	40-17.8	73-58.8	40.9	51.2	1.4	241	L	
19811	1346	6/24/74	55	40-31.2	73-27.1	10/27/74	40-18.2	73-58.6	124.9	50.6	0.5	241	L	
19783	1343	6/24/74	56	40-30.2	73-36.9	6/23/74	40-14.3	73-59.7	3.9	43.7	12.9	227	L	
19777	1343	6/24/74	56	40-30.2	73-36.9	6/29/74	40-21.7	73-58.4	4.9	34.3	8.1	242	L	
19787	1343	6/24/74	56	40-30.2	73-36.9	6/29/74	40- 0.2	74- 3.5	4.9	67.1	15.8	214	L	
19793	1343	6/24/74	56	40-30.2	73-36.9	8/18/74	40-21.6	73-58.4	54.9	34.3	0.7	242	L	
19761	1338	6/24/74	57	40-30.0	73-46.9	6/26/74	40-14.0	73-59.8	1.9	34.8	21.0	211	L	
19765	1338	6/24/74	57	40-30.0	73-46.9	6/26/74	40-11.7	74- 0.5	1.9	39.0	23.5	209	L	
19770	1338	6/24/74	57	40-30.0	73-46.9	6/26/74	40-17.7	73-58.8	1.9	28.4	17.1	216	L	
20487	909	6/25/74	61	40-33.0	73-32.0	6/29/74	40-17.2	73-58.9	4.1	48.0	13.5	232	L	
20495	909	6/25/74	61	40-33.0	73-32.0	6/29/74	40-18.0	73-58.8	4.1	47.0	13.2	233	L	
20485	909	6/25/74	61	40-33.0	73-32.0	7/15/74	40-17.3	73-58.9	20.1	47.9	2.8	232	L	
20490	909	6/25/74	61	40-33.0	73-32.0	8/12/74	40-17.5	73-58.9	48.1	47.6	1.1	232	L	
20519	913	6/25/74	62	40-33.7	73-37.3	6/28/74	40-21.5	73-58.4	3.1	37.4	13.9	232	L	
20507	913	6/25/74	62	40-33.7	73-37.3	6/29/74	40-18.8	73-58.5	4.1	40.8	11.4	227	L	
20517	913	6/25/74	62	40-33.7	73-37.3	6/29/74	40-22.6	73-58.5	4.1	36.4	10.2	235	L	
20522	913	6/25/74	62	40-33.7	73-37.3	7/10/74	40-21.8	73-58.4	15.1	37.1	2.8	233	L	
20516	913	6/25/74	62	40-33.7	73-37.3	7/12/74	40-28.0	73-59.8	17.1	33.5	2.3	251	L	
20512	913	6/25/74	62	40-33.7	73-37.3	7/22/74	40-21.6	73-58.4	27.1	37.3	1.6	233	L	
20511	913	6/25/74	62	40-33.7	73-37.3	8/14/74	40-20.0	73-58.4	50.1	39.2	0.9	229	L	
20534	917	6/25/74	63	40-32.7	73-41.9	6/27/74	40-21.6	73-58.4	2.1	31.1	16.9	228	L	
20525	917	6/25/74	63	40-32.7	73-41.9	6/28/74	40-21.6	73-58.4	3.1	31.1	11.5	228	L	
20536	917	6/25/74	63	40-32.7	73-41.9	6/28/74	40-21.5	73-58.4	3.1	31.2	11.6	228	L	
20541	917	6/25/74	63	40-32.7	73-41.9	6/28/74	40-13.2	74- 0.0	3.1	44.3	16.4	215	L	
20539	917	6/25/74	63	40-32.7	73-41.9	7/21/74	40-21.6	74-58.3	26.1	109.8	4.9	259	L	
20533	917	6/25/74	63	40-32.7	73-41.9	8/11/74	40-23.8	73-58.6	47.1	28.8	0.7	235	L	
20547	919	6/25/74	64	40-34.0	73-41.7	6/30/74	40-33.3	73-55.3	5.1	19.3	4.4	266	L	
20555	919	6/25/74	64	40-34.0	73-41.7	7/ 2/74	40-33.8	73-55.2	7.1	19.1	3.1	268	L	
20545	919	6/25/74	64	40-34.0	73-41.7	7/ 7/74	40-32.8	73-56.4	12.1	20.9	2.0	263	L	
20560	919	6/25/74	64	40-34.0	73-41.7	7/26/74	40-33.2	73-55.6	31.1	19.7	0.7	265	L	
20552	919	6/25/74	64	40-34.0	73-41.7	7/31/74	40-34.3	74- 5.4	36.1	33.5	1.1	270	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
20553	919	6/25/74	64	40-34.0	73-41.7	9/ 7/74	40-28.2	73-59.8	74.1	27.8	0.4	247	L	
20577	923	6/25/74	65	40-34.1	73-47.0	6/28/74	40-33.1	73-56.2	3.1	13.2	4.9	261	L	
20566	923	6/25/74	65	40-34.1	73-47.0	7/ 3/74	40-35.1	73-41.5	8.1	8.0	1.1	76	L	
20595	926	6/25/74	66	40-31.6	73-51.5	6/27/74	40- 4.2	74- 2.5	2.1	53.1	28.9	197	L	
20600	926	6/25/74	66	40-31.6	73-51.5	6/27/74	40- 5.4	74- 2.3	2.1	50.9	27.7	197	L	
20601	926	6/25/74	66	40-31.6	73-51.5	6/27/74	40- 3.8	74- 2.6	2.1	53.9	29.3	196	L	
20604	926	6/25/74	66	40-31.6	73-51.5	6/27/74	40- 5.6	74- 2.2	2.1	50.5	27.5	197	L	
20592	926	6/25/74	66	40-31.6	73-51.5	6/29/74	40- 5.3	74- 2.3	4.1	51.1	14.3	197	L	
20596	926	6/25/74	66	40-31.6	73-51.5	7/ 1/74	40- 5.7	74- 2.1	6.1	50.3	9.5	197	L	
20598	926	6/25/74	66	40-31.6	73-51.5	7/ 5/74	40- 3.5	74- 2.7	10.1	54.4	6.2	196	L	
20585	926	6/25/74	66	40-31.6	73-51.5	7/ 8/74	40- 7.4	74- 1.8	13.1	47.2	4.2	197	L	
20590	926	6/25/74	66	40-31.6	73-51.5	7/27/74	40- 9.1	74- 1.4	32.1	44.0	1.6	198	L	
20603	926	6/25/74	66	40-31.6	73-51.5	8/22/74	40-10.1	74- 1.0	58.1	42.1	0.8	198	L	
20606	930	6/25/74	67	40-31.6	73-56.8	6/27/74	40- 7.7	74- 1.8	2.1	44.9	24.9	189	L	
20607	930	6/25/74	67	40-31.6	73-56.8	6/27/74	40- 5.4	74- 2.2	2.1	49.2	27.3	188	L	
20609	930	6/25/74	67	40-31.6	73-56.8	6/27/74	40- 6.0	74- 2.1	2.1	48.0	26.7	188	L	
20618	930	6/25/74	67	40-31.6	73-56.8	6/27/74	40- 6.3	74- 2.0	2.1	47.5	26.4	188	L	
20605	930	6/25/74	67	40-31.6	73-56.8	6/28/74	40- 5.7	74- 2.2	3.1	48.6	18.2	189	L	
20623	930	6/25/74	67	40-31.6	73-56.8	6/28/74	40- 6.4	74- 2.0	3.1	47.3	17.7	188	L	
20620	930	6/25/74	67	40-31.6	73-56.8	6/29/74	39-58.4	74- 3.9	4.1	62.3	17.7	189	L	
20611	930	6/25/74	67	40-31.6	73-56.8	7/ 6/74	40- 3.5	74- 2.7	11.1	52.7	5.5	189	L	
20622	930	6/25/74	67	40-31.6	73-56.8	8/28/74	40- 7.9	74- 1.7	64.1	44.5	0.8	188	L	
20648	934	6/25/74	68	40-30.3	73-58.5	6/25/74	40-26.8	73-59.0	0.3	6.6	22.8	186	L	
20653	934	6/25/74	68	40-30.3	73-58.5	6/25/74	40-26.7	73-59.0	0.3	6.8	23.4	186	L	
20645	934	6/25/74	68	40-30.3	73-58.5	6/26/74	40-27.8	73-59.7	1.1	5.0	5.3	200	L	
20663	934	6/25/74	68	40-30.3	73-58.5	6/26/74	40-27.2	73-59.3	1.1	5.9	6.3	191	L	
20647	934	6/25/74	68	40-30.3	73-58.5	7/ 3/74	40-35.2	73-36.0	8.1	33.1	4.7	74	L	
20656	934	6/25/74	68	40-30.3	73-58.5	8/25/74	40-26.7	74- 0.9	61.1	7.5	0.1	206	L	
20678	938	6/25/74	69	40-27.7	73-56.2	6/28/74	40-16.9	73-58.9	3.1	20.4	7.7	190	L	
20667	938	6/25/74	69	40-27.7	73-56.2	6/29/74	40-17.1	73-58.9	4.1	20.0	5.7	191	L	
20687	942	6/25/74	70	40-22.7	73-55.0	6/26/74	40-17.3	73-58.8	1.1	11.4	12.2	208	L	
20685	942	6/25/74	70	40-22.7	73-55.0	6/29/74	40-19.5	73-58.5	4.1	7.8	2.2	219	L	
20696	942	6/25/74	70	40-22.7	73-55.0	7/25/74	40-35.1	73-38.4	30.1	32.9	1.3	45	L	
20705	946	6/25/74	71	40-24.0	73-51.0	6/26/74	40- 6.2	74- 2.1	1.1	36.6	39.0	205	L	
20710	946	6/25/74	71	40-24.0	73-51.0	6/26/74	40- 6.1	74- 2.0	1.1	36.7	39.2	205	L	
20718	946	6/25/74	71	40-24.0	73-51.0	6/26/74	40- 9.9	74- 1.4	1.1	30.0	32.1	209	L	
20720	946	6/25/74	71	40-24.0	73-51.0	6/26/74	40-12.8	74- 0.2	1.1	24.5	26.2	212	L	
20721	946	6/25/74	71	40-24.0	73-51.0	6/26/74	40- 6.7	74- 2.0	1.1	35.7	38.1	205	L	
20723	946	6/25/74	71	40-24.0	73-51.0	6/26/74	40- 5.9	74- 2.0	1.1	37.0	39.5	204	L	
20708	946	6/25/74	71	40-24.0	73-51.0	6/27/74	40- 6.4	74- 2.1	2.1	36.2	20.1	205	L	
20724	946	6/25/74	71	40-24.0	73-51.0	6/27/74	40- 6.9	74- 1.9	2.1	35.3	19.6	205	L	
20714	946	6/25/74	71	40-24.0	73-51.0	9/ 6/74	40-11.7	74- 0.5	73.1	26.5	0.4	210	L	
20738	949	6/25/74	72	40-23.0	73-49.0	6/27/74	40- 3.2	74- 3.0	2.1	41.7	23.2	208	L	
20733	949	6/25/74	72	40-23.0	73-49.0	6/29/74	40- 4.4	74- 2.5	4.1	39.4	11.2	209	L	
20731	949	6/25/74	72	40-23.0	73-49.0	6/30/74	40- 5.2	74- 2.3	5.1	38.0	8.7	209	L	
20737	949	6/25/74	72	40-23.0	73-49.0	7/ 3/74	40- 9.1	74- 1.3	8.1	31.1	4.5	214	L	
20743	949	6/25/74	72	40-23.0	73-49.0	7/28/74	40-10.5	74- 0.9	33.1	28.7	1.0	216	L	
20728	949	6/25/74	72	40-23.0	73-49.0	8/13/74	40- 9.2	74- 1.3	49.1	31.0	0.7	214	L	
20735	949	6/25/74	72	40-23.0	73-49.0	11/ 9/74	40- 9.1	74- 1.3	137.1	31.1	0.3	214	L	
20760	955	6/25/74	73	40-25.0	73-45.0	6/27/74	40- 4.2	74- 2.6	2.1	45.9	25.5	212	L	

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20748	955	6/25/74	73	40-25.0	73-45.0	6/28/74	40- 8.0	74- 1.7	3.1	39.4	14.8	216	L	
20750	955	6/25/74	73	40-25.0	73-45.0	6/28/74	40-12.2	74- 0.4	3.1	32.2	12.1	222	L	
20754	955	6/25/74	73	40-25.0	73-45.0	6/28/74	40- 2.3	74- 3.0	3.1	49.2	18.5	211	L	
20755	955	6/25/74	73	40-25.0	73-45.0	6/28/74	40-13.1	74- 0.1	3.1	30.7	11.5	224	L	
20761	955	6/25/74	73	40-25.0	73-45.0	6/28/74	40-12.1	74- 0.4	3.1	32.4	12.1	222	L	
20747	955	6/25/74	73	40-25.0	73-45.0	6/29/74	40-13.5	73-59.9	4.1	30.0	8.5	224	L	
20751	955	6/25/74	73	40-25.0	73-45.0	6/29/74	40-11.4	74- 0.6	4.1	33.5	9.5	221	L	
20758	955	6/25/74	73	40-25.0	73-45.0	6/30/74	40- 3.1	74- 3.0	5.1	47.9	10.9	212	L	
20762	955	6/25/74	73	40-25.0	73-45.0	6/30/74	40-13.2	74- 0.0	5.1	30.5	6.9	224	L	
20756	955	6/25/74	73	40-25.0	73-45.0	7/ 7/74	40- 8.9	74- 1.4	12.1	37.8	3.6	217	L	
20803	1010	6/25/74	74	40-17.7	73-55.2	6/26/74	40- 3.9	74- 2.6	1.1	27.7	29.6	202	L	
20813	1010	6/25/74	74	40-17.7	73-55.2	6/26/74	40- 9.0	74- 1.4	1.1	18.4	19.7	208	L	
20809	1010	6/25/74	74	40-17.7	73-55.2	8/11/74	40-11.7	74- 0.5	47.1	13.5	0.3	214	L	
20816	1010	6/25/74	74	40-17.7	73-55.2	8/11/74	40-11.9	74- 0.5	47.1	13.2	0.3	214	L	
20791	1006	6/25/74	75	40-20.0	73-47.3	6/25/74	40- 3.7	74- 2.5	0.3	37.1	****	215	L	
20804	1006	6/25/74	75	40-20.0	73-47.3	6/25/74	40- 3.6	74- 2.5	0.3	37.3	****	215	L	
20795	1006	6/25/74	75	40-20.0	73-47.3	6/26/74	40- 3.3	74- 2.7	1.1	37.9	40.5	215	L	
20797	1006	6/25/74	75	40-20.0	73-47.3	6/26/74	40- 3.6	74- 2.6	1.1	37.4	39.9	215	L	
20785	1006	6/25/74	75	40-20.0	73-47.3	6/27/74	40- 5.3	74- 2.3	2.1	34.6	19.2	217	L	
20786	1006	6/25/74	75	40-20.0	73-47.3	6/27/74	40- 3.8	74- 2.6	2.1	37.1	20.6	215	L	
20792	1006	6/25/74	75	40-20.0	73-47.3	6/27/74	40- 3.7	74- 2.6	2.1	37.2	20.7	215	L	
20801	1006	6/25/74	75	40-20.0	73-47.3	6/27/74	40- 4.3	74- 2.5	2.1	36.2	20.1	216	L	
20803	1006	6/25/74	75	40-20.0	73-47.3	6/27/74	40- 4.2	74- 2.5	2.1	36.4	20.2	216	L	
20788	1006	6/25/74	75	40-20.0	73-47.3	6/28/74	40- 1.9	74- 3.1	3.1	40.3	15.1	213	L	
20793	1006	6/25/74	75	40-20.0	73-47.3	6/29/74	40- 3.4	74- 2.9	4.1	37.9	10.7	215	L	
20798	1006	6/25/74	75	40-20.0	73-47.3	8/ 4/74	40- 4.2	74- 2.5	40.1	36.4	1.0	216	L	
20777	1002	6/25/74	76	40-20.0	73-40.0	6/27/74	40- 2.7	74- 2.8	2.1	45.5	25.3	225	L	
20765	1002	6/25/74	76	40-20.0	73-40.0	6/28/74	40- 2.5	74- 3.0	3.1	46.0	17.3	225	L	
20772	1002	6/25/74	76	40-20.0	73-40.0	6/28/74	39-58.5	74- 3.9	3.1	52.3	19.6	220	L	
20773	1002	6/25/74	76	40-20.0	73-40.0	6/28/74	39-58.6	74- 3.9	3.1	52.2	19.6	220	L	
20779	1002	6/25/74	76	40-20.0	73-40.0	6/28/74	40- 2.2	74- 3.1	3.1	46.5	17.4	224	L	
20781	1002	6/25/74	76	40-20.0	73-40.0	6/28/74	39-58.4	74- 3.9	3.1	52.4	19.7	220	L	
20782	1002	6/25/74	76	40-20.0	73-40.0	6/28/74	39-58.5	74- 3.9	3.1	52.3	19.6	220	L	
20784	1002	6/25/74	76	40-20.0	73-40.0	6/28/74	39-58.4	74- 3.9	3.1	52.4	19.7	220	L	
20768	1002	6/25/74	76	40-20.0	73-40.0	6/29/74	40- 0.5	74- 3.5	4.1	49.2	13.9	222	L	
20773	1002	6/25/74	76	40-20.0	73-40.0	7/ 1/74	40- 0.2	74- 3.5	6.1	49.6	9.4	222	L	
20774	1002	6/25/74	76	40-20.0	73-40.0	7/17/74	40- 3.3	74- 2.7	22.1	44.7	2.3	226	L	
20827	1014	6/25/74	77	40-12.7	73-56.7	6/25/74	40- 7.2	74- 1.9	0.3	12.6	43.8	215	L	
20831	1014	6/25/74	77	40-12.7	73-56.7	6/25/74	40- 7.7	74- 1.8	0.3	11.8	41.0	218	L	
20841	1014	6/25/74	77	40-12.7	73-56.7	6/25/74	40- 6.2	74- 2.1	0.3	14.3	49.7	212	L	
20825	1014	6/25/74	77	40-12.7	73-56.7	6/26/74	40- 6.7	74- 1.8	1.1	13.3	14.2	213	L	
20829	1014	6/25/74	77	40-12.7	73-56.7	6/26/74	40- 6.6	74- 2.0	1.1	13.6	14.5	213	L	
20830	1014	6/25/74	77	40-12.7	73-56.7	6/26/74	40- 6.8	74- 1.8	1.1	13.2	14.0	213	L	
20835	1014	6/25/74	77	40-12.7	73-56.7	6/26/74	40- 7.3	74- 1.8	1.1	12.4	13.2	215	L	
20838	1014	6/25/74	77	40-12.7	73-56.7	6/26/74	40- 6.5	74- 2.0	1.1	13.8	14.7	213	L	
20839	1014	6/25/74	77	40-12.7	73-56.7	6/26/74	40- 6.3	74- 2.1	1.1	14.2	15.1	212	L	
20840	1014	6/25/74	77	40-12.7	73-56.7	6/26/74	40- 6.3	74- 2.1	1.1	14.2	15.1	212	L	
20844	1014	6/25/74	77	40-12.7	73-56.7	6/26/74	40- 7.3	74- 1.9	1.1	12.5	13.3	216	L	
20843	1014	6/25/74	77	40-12.7	73-56.7	6/27/74	40- 5.2	74- 2.3	2.1	16.0	8.9	209	L	
[illegible]	[illegible]	[illegible]	77	40-12.7	73-56.7	8/ 8/74	40- 5.7	74- 2.2	44.1	15.2	0.4	211	L	

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20847	1022	6/25/74	78	40-13.6	73-47.2	6/29/74	39-52.2	74- 5.0	4.1	47.0	13.3	212	L	
20851	1022	6/25/74	78	40-13.6	73-47.2	6/29/74	39-53.5	74- 4.8	4.1	44.9	12.7	213	L	
20856	1022	6/25/74	78	40-13.6	73-47.2	6/29/74	39-50.0	74- 5.2	4.1	50.7	14.4	210	L	
20859	1022	6/25/74	78	40-13.6	73-47.2	6/29/74	39-53.4	74- 4.8	4.1	45.0	12.8	213	L	
20860	1022	6/25/74	78	40-13.6	73-47.2	6/29/74	39-48.9	74- 5.4	4.1	52.6	14.9	209	L	
20862	1022	6/25/74	78	40-13.6	73-47.2	6/29/74	39-52.3	74- 5.0	4.1	46.9	13.3	212	L	
20853	1022	6/25/74	78	40-13.6	73-47.2	7/18/74	39-50.0	74- 5.4	23.1	50.8	2.5	210	L	
20857	1022	6/25/74	78	40-13.6	73-47.2	7/18/74	39-50.1	74- 5.4	23.1	50.6	2.5	210	L	
20854	1022	6/25/74	78	40-13.6	73-47.2	7/19/74	39-53.3	74- 4.9	24.1	45.3	2.2	213	L	
20848	1022	6/25/74	78	40-13.6	73-47.2	7/20/74	39-44.9	74- 6.5	25.1	59.8	2.8	207	L	
20864	1022	6/25/74	78	40-13.6	73-47.2	7/24/74	39-51.8	74- 5.1	29.1	47.7	1.9	212	L	
20869	1029	6/25/74	79	40-15.0	73-39.1	6/28/74	39-58.2	74- 3.9	3.1	47.0	17.6	228	L	
20870	1029	6/25/74	79	40-15.0	73-39.1	6/28/74	39-58.1	74- 3.9	3.1	47.1	17.7	228	L	
20872	1029	6/25/74	79	40-15.0	73-39.1	6/28/74	39-58.6	74- 3.9	3.1	46.5	17.5	229	L	
20866	1029	6/25/74	79	40-15.0	73-39.1	6/29/74	39-52.2	74- 5.0	4.1	56.0	15.9	221	L	
20831	1029	6/25/74	79	40-15.0	73-39.1	6/29/74	39-42.2	74- 8.0	4.1	73.3	20.8	214	L	
20865	1029	6/25/74	79	40-15.0	73-39.1	7/ 1/74	39-41.1	74- 8.8	6.1	75.6	14.4	213	L	
20830	1029	6/25/74	79	40-15.0	73-39.1	8/ 5/74	39-24.7	74-21.4	41.1	110.8	3.1	212	L	
20879	1029	6/25/74	79	40-15.0	73-39.1	8/27/74	39-45.5	74- 6.2	63.1	66.8	1.2	215	L	
20633	932	6/25/74	80	40-29.3	73-59.4	6/27/74	40-26.6	73-59.0	2.1	5.1	2.8	173	L	
20628	932	6/25/74	80	40-29.3	73-59.4	7/ 2/74	40-35.2	73-43.8	7.1	24.6	4.0	63	L	
20625	932	6/25/74	80	40-29.3	73-59.4	7/13/74	40-32.8	74- 8.0	18.1	13.8	0.9	298	L	
20640	932	6/25/74	80	40-29.3	73-59.4	7/20/74	40-28.4	74- 0.5	25.1	2.3	0.1	223	L	
20641	932	6/25/74	80	40-29.3	73-59.4	7/23/74	40-19.3	73-58.5	28.1	18.6	0.8	176	L	
20631	932	6/25/74	80	40-29.3	73-59.4	7/25/74	40-27.4	73-59.4	30.1	3.6	0.1	180	L	
20643	932	6/25/74	80	40-29.3	73-59.4	8/10/74	40-27.1	74-13.9	46.1	20.9	0.5	258	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
22878	1413	7/23/74	50	40-56.5	71-56.0	7/24/74	40-56.8	72-11.2	0.9	21.4	27.0	271	L	
22894	1413	7/23/74	50	40-56.5	71-56.0	7/24/74	40-56.8	72-11.1	0.9	21.2	26.8	271	L	
22880	1413	7/23/74	50	40-56.5	71-56.0	7/25/74	40-55.8	72-13.7	1.9	24.9	15.0	267	L	
22886	1413	7/23/74	50	40-56.5	71-56.0	7/25/74	40-55.9	72-13.5	1.9	24.6	14.9	267	L	
22891	1413	7/23/74	50	40-56.5	71-56.0	7/25/74	40-53.6	72-19.5	1.9	33.5	20.2	260	L	
22892	1413	7/23/74	50	40-56.5	71-56.0	7/25/74	40-55.7	72-14.1	1.9	25.5	15.4	266	L	
22882	1413	7/23/74	50	40-56.5	71-56.0	7/26/74	40-54.5	72-17.3	2.9	30.2	12.0	262	L	
22883	1413	7/23/74	50	40-56.5	71-56.0	7/28/74	40-43.2	72-55.7	4.9	87.4	20.6	253	L	
22887	1413	7/23/74	50	40-56.5	71-56.0	7/30/74	40-55.6	72-14.4	6.9	25.9	4.3	266	L	
22889	1413	7/23/74	50	40-56.5	71-56.0	8/ 3/74	40-38.7	73- 8.8	10.9	107.4	11.4	252	L	
22893	1413	7/23/74	50	40-56.5	71-56.0	8/ 4/74	40-55.9	72-13.0	11.9	23.9	2.3	267	L	
22875	1413	7/23/74	50	40-56.5	71-56.0	8/ 7/74	40-56.9	72-10.8	14.9	20.8	1.6	272	L	
22890	1413	7/23/74	50	40-56.5	71-56.0	8/15/74	40-55.6	72-14.2	22.9	25.6	1.3	266	L	
22934	1420	7/23/74	51	40-50.0	72-13.5	7/25/74	40-50.5	72-28.4	1.9	21.0	12.7	272	L	
22921	1420	7/23/74	51	40-50.0	72-13.5	7/26/74	40-50.5	72-34.0	2.9	28.9	11.5	271	L	
22925	1420	7/23/74	51	40-50.0	72-13.5	7/29/74	40-50.8	72-29.6	5.9	22.7	4.4	273	L	
22924	1420	7/23/74	51	40-50.0	72-13.5	8/ 4/74	40-54.1	72-18.0	11.9	9.9	1.0	320	L	
22930	1420	7/23/74	51	40-50.0	72-13.5	8/ 4/74	40-53.3	72-20.3	11.9	11.4	1.1	302	L	
22933	1420	7/23/74	51	40-50.0	72-13.5	8/ 4/74	40-47.6	72-38.6	11.9	35.6	3.5	262	L	
22938	1420	7/23/74	51	40-50.0	72-13.5	8/ 4/74	41-57.8	72- 8.3	11.9	125.8	12.2	3	L	
22931	1420	7/23/74	51	40-50.0	72-13.5	8/10/74	40-51.2	72-26.3	17.9	18.2	1.2	277	L	
22929	1420	7/23/74	51	40-50.0	72-13.5	8/11/74	40-50.0	72-30.3	18.9	23.7	1.4	270	L	
22939	1420	7/23/74	51	40-50.0	72-13.5	8/11/74	40-50.4	72-29.0	18.9	21.9	1.3	271	L	
22932	1420	7/23/74	51	40-50.0	72-13.5	9/ 5/74	40-52.3	72-22.9	43.9	13.9	0.4	287	L	
22923	1420	7/23/74	51	40-50.0	72-13.5	9/30/74	40-50.5	72-28.7	68.9	21.4	0.4	272	L	
22927	1420	7/23/74	51	40-50.0	72-13.5	10/28/74	40-50.8	72-30.1	96.9	23.4	0.3	273	L	INSIDE BAY
22967	1426	7/23/74	52	40-44.0	72-30.9	7/26/74	40-38.1	73-11.7	2.9	58.5	23.2	259	L	
22968	1426	7/23/74	52	40-44.0	72-30.9	7/26/74	40-38.7	73- 9.0	2.9	54.6	21.7	259	L	
22970	1426	7/23/74	52	40-44.0	72-30.9	7/26/74	40-38.3	73-10.8	2.9	57.2	22.7	259	L	
22975	1426	7/23/74	52	40-44.0	72-30.9	7/26/74	40-38.9	73- 7.8	2.9	52.8	21.0	259	L	
22979	1426	7/23/74	52	40-44.0	72-30.9	7/26/74	40-38.4	73-10.5	2.9	56.8	22.5	259	L	
22980	1426	7/23/74	52	40-44.0	72-30.9	7/26/74	40-40.3	73- 2.4	2.9	44.9	17.8	261	L	
22982	1426	7/23/74	52	40-44.0	72-30.9	7/26/74	40-39.2	73- 6.8	2.9	51.4	20.4	260	L	
22981	1426	7/23/74	52	40-44.0	72-30.9	7/27/74	40-38.4	73-10.6	3.9	56.9	16.8	259	L	
22983	1426	7/23/74	52	40-44.0	72-30.9	7/27/74	40-38.8	73- 8.4	3.9	53.7	15.9	259	L	
22977	1426	7/23/74	52	40-44.0	72-30.9	7/28/74	40-39.7	73- 4.5	4.9	48.0	11.3	260	L	
23010	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.8	73- 0.8	0.9	16.9	22.3	278	L	
23011	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-39.4	73- 6.0	0.9	24.0	31.7	269	L	
23012	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.9	73- 0.6	0.9	16.6	22.0	279	L	
23013	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.3	73- 2.6	0.9	19.3	25.5	274	L	
23015	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-41.3	72-59.4	0.9	15.1	19.9	282	L	
23016	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.3	73- 2.5	0.9	19.1	25.3	274	L	
23017	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.7	73- 1.2	0.9	17.4	23.0	277	L	
23019	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-39.8	73- 4.0	0.9	21.2	28.0	271	L	
23020	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.5	73- 1.7	0.9	18.0	23.9	275	L	
23021	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-42.4	72-56.4	0.9	11.8	15.6	297	L	
23023	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.3	72-59.4	0.9	14.8	19.5	275	L	
23026	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.9	73- 0.4	0.9	16.3	21.6	279	L	
23028	1431	7/23/74	53	40-39.5	72-49.0	7/24/74	40-40.6	73- 1.1	0.9	17.2	22.8	276	L	
23014	1431	7/23/74	53	40-39.5	72-49.0	7/25/74	40-40.4	73- 2.1	1.9	18.6	11.5	275	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
23027	1431	7/23/74	53	40-39.5	72-49.0	7/26/74	40-40.9	73- 0.5	2.9	16.5	6.6	279	L	
23024	1431	7/23/74	53	40-39.5	72-49.0	8/ 4/74	40-40.6	73- 1.4	11.9	17.6	1.7	276	L	
23057	1437	7/23/74	54	40-33.8	73- 6.5	7/26/74	40-34.9	73-31.2	2.9	35.0	14.1	273	L	
23059	1437	7/23/74	54	40-33.8	73- 6.5	7/26/74	40-34.7	73-34.4	2.9	39.5	15.9	272	L	
23062	1437	7/23/74	54	40-33.8	73- 6.5	7/26/74	40-34.7	73-34.3	2.9	39.3	15.8	272	L	
23065	1437	7/23/74	54	40-33.8	73- 6.5	7/26/74	40-34.9	73-31.0	2.9	34.7	14.0	273	L	
23070	1437	7/23/74	54	40-33.8	73- 6.5	7/26/74	40-34.7	73-34.2	2.9	39.2	15.8	272	L	
23071	1437	7/23/74	54	40-33.8	73- 6.5	7/27/74	40-35.0	73-33.5	3.9	38.2	11.4	273	L	
23073	1437	7/23/74	54	40-33.8	73- 6.5	7/28/74	40-34.4	73-51.0	4.9	62.9	14.9	271	L	
23074	1437	7/23/74	54	40-33.8	73- 6.5	7/28/74	40-35.1	73-33.2	4.9	37.8	9.0	273	L	
23066	1437	7/23/74	54	40-33.8	73- 6.5	7/31/74	40-33.7	73-52.9	7.9	65.5	9.6	269	L	
23072	1437	7/23/74	54	40-33.8	73- 6.5	7/31/74	40-33.0	73-56.0	7.9	69.9	10.3	268	L	
23069	1437	7/23/74	54	40-33.8	73- 6.5	8/ 4/74	40-37.6	73-21.8	11.9	22.8	2.2	238	L	
22458	1157	7/23/74	55	40-31.2	73-27.1	7/24/74	40-35.0	73-33.5	1.0	11.5	13.3	307	L	
22460	1157	7/23/74	55	40-31.2	73-27.1	7/25/74	40-34.8	73-34.1	2.0	12.0	6.9	303	L	
22465	1157	7/23/74	55	40-31.2	73-27.1	7/26/74	40-34.2	73-51.4	3.0	34.8	13.4	279	L	
22459	1157	7/23/74	55	40-31.2	73-27.1	7/27/74	40-35.0	73-49.2	4.0	32.0	9.3	282	L	
22466	1157	7/23/74	55	40-31.2	73-27.1	8/ 5/74	40-33.7	73-53.0	13.0	36.9	3.3	277	L	
22463	1157	7/23/74	55	40-31.2	73-27.1	8/ 6/74	40-34.9	73-33.6	14.0	11.5	1.0	306	L	
22442	1154	7/23/74	56	40-30.2	73-36.9	7/24/74	40-35.0	73-38.4	1.0	9.2	10.6	346	L	
22443	1154	7/23/74	56	40-30.2	73-36.9	7/24/74	40-35.0	73-38.3	1.0	9.2	10.6	347	L	
22450	1154	7/23/74	56	40-30.2	73-36.9	7/24/74	40-35.0	73-38.2	1.0	9.1	10.6	348	L	
22453	1154	7/23/74	56	40-30.2	73-36.9	7/24/74	40-35.0	73-38.5	1.0	9.2	10.7	345	L	
22454	1154	7/23/74	56	40-30.2	73-36.9	7/24/74	40-35.1	73-38.1	1.0	9.3	10.7	349	L	
22437	1154	7/23/74	56	40-30.2	73-36.9	7/25/74	40-35.1	73-40.5	2.0	10.5	6.0	330	L	
22449	1154	7/23/74	56	40-30.2	73-36.9	8/ 5/74	40-35.2	73-37.5	13.0	9.3	0.8	354	L	
22446	1154	7/23/74	56	40-30.2	73-36.9	9/ 2/74	40-35.1	73-37.7	41.0	9.2	0.3	352	L	
22447	1154	7/23/74	56	40-30.2	73-36.9	9/ 4/74	40-35.0	73-39.0	43.0	9.4	0.3	341	L	
22438	1154	7/23/74	56	40-30.2	73-36.9	10/17/74	40-35.2	73-37.3	86.0	9.3	0.1	356	L	
22429	1150	7/23/74	57	40-30.0	73-46.9	7/24/74	40-33.4	73-56.1	1.0	14.5	16.8	295	L	
22433	1150	7/23/74	57	40-30.0	73-46.9	7/24/74	40-33.8	73-52.6	1.0	10.7	12.4	311	L	
22415	1150	7/23/74	57	40-30.0	73-46.9	7/25/74	40-32.9	73-56.2	2.0	14.2	8.2	292	L	
22427	1150	7/23/74	57	40-30.0	73-46.9	7/25/74	40-34.0	73-52.1	2.0	10.5	6.1	315	L	
22428	1150	7/23/74	57	40-30.0	73-46.9	7/25/74	40-33.0	73-55.8	2.0	13.8	8.0	293	L	
22417	1150	7/23/74	57	40-30.0	73-46.9	7/26/74	40-34.4	73-58.7	3.0	18.6	7.2	296	L	
22419	1150	7/23/74	57	40-30.0	73-46.9	7/27/74	40-33.9	73-52.3	4.0	10.6	3.1	313	L	
22424	1150	7/23/74	57	40-30.0	73-46.9	7/29/74	40-32.8	74- 7.1	6.0	29.1	5.6	280	L	
23076	850	7/22/74	60	40-35.0	73-27.6	7/22/74	40-36.5	73-25.7	0.4	3.9	12.1	43	L	
23079	850	7/22/74	60	40-35.0	73-27.6	7/22/74	40-36.8	73-24.9	0.4	5.1	15.8	48	L	
23081	850	7/22/74	60	40-35.0	73-27.6	7/22/74	40-36.5	73-25.6	0.4	4.0	12.4	45	L	
23084	850	7/22/74	60	40-35.0	73-27.6	7/22/74	40-37.1	73-23.5	0.4	7.0	21.7	56	L	
23086	850	7/22/74	60	40-35.0	73-27.6	7/22/74	40-36.8	73-24.8	0.4	5.2	16.1	49	L	
23091	850	7/22/74	60	40-35.0	73-27.6	7/22/74	40-36.7	73-24.5	0.4	5.4	16.8	54	L	
23104	855	7/22/74	61	40-33.0	73-32.0	7/23/74	40-35.7	73-29.8	1.1	5.9	6.1	31	L	
23107	855	7/22/74	61	40-33.0	73-32.0	7/23/74	40-35.7	73-29.7	1.1	6.0	6.2	32	L	
23108	855	7/22/74	61	40-33.0	73-32.0	7/23/74	40-35.8	73-28.9	1.1	6.8	7.0	40	L	
23109	855	7/22/74	61	40-33.0	73-32.0	7/23/74	40-35.7	73-29.8	1.1	5.9	6.1	31	L	
23111	855	7/22/74	61	40-33.0	73-32.0	7/23/74	40-35.9	73-28.7	1.1	7.2	7.4	40	L	
23112	855	7/22/74	61	40-33.0	73-32.0	7/23/74	40-35.8	73-28.8	1.1	6.9	7.1	41	L	
23114	855	7/22/74	61	40-33.0	73-32.0	7/23/74	40-35.6	73-30.5	1.1	5.3	5.5	23	L	

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DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
23100	855	7/22/74	61	40-33.0	73-32.0	7/25/74	40-35.6	73-30.3	3.1	5.4	2.0	26	L	
23106	855	7/22/74	61	40-33.0	73-32.0	7/31/74	40-35.7	73-29.9	9.1	5.9	0.7	30	L	
23101	855	7/22/74	61	40-33.0	73-32.0	8/ 4/74	40-37.1	73-23.6	13.1	14.1	1.2	57	L	
23122	859	7/22/74	62	40-33.7	73-37.3	7/23/74	40-35.0	73-41.1	1.1	5.9	6.1	294	L	
23126	859	7/22/74	62	40-33.7	73-37.3	7/23/74	40-35.1	73-37.9	1.1	2.8	2.9	341	L	
23116	859	7/22/74	62	40-33.7	73-37.3	7/24/74	40-35.1	73-38.0	2.1	2.8	1.5	339	L	
23127	859	7/22/74	62	40-33.7	73-37.3	7/24/74	40-35.2	73-37.0	2.1	2.9	1.6	8	L	
23133	859	7/22/74	62	40-33.7	73-37.3	7/24/74	40-35.1	73-37.9	2.1	2.8	1.5	341	L	
23134	859	7/22/74	62	40-33.7	73-37.3	7/24/74	40-35.1	73-37.8	2.1	2.7	1.5	344	L	
23115	859	7/22/74	62	40-33.7	73-37.3	7/27/74	40-35.1	73-38.4	5.1	3.1	0.7	329	L	
23119	859	7/22/74	62	40-33.7	73-37.3	8/ 1/74	40-34.9	73-39.5	10.1	3.9	0.4	305	L	
23121	859	7/22/74	62	40-33.7	73-37.3	8/10/74	40-35.2	73-35.9	19.1	3.5	0.2	35	L	
23132	859	7/22/74	62	40-33.7	73-37.3	9/ 6/74	40-34.9	73-38.6	46.1	2.9	0.1	320	L	
23137	901	7/22/74	63	40-32.7	73-41.9	7/23/74	40-35.0	73-42.6	1.1	4.4	4.5	346	L	
23145	901	7/22/74	63	40-32.7	73-41.9	7/23/74	40-35.0	73-38.5	1.1	6.5	6.7	48	L	
23138	901	7/22/74	63	40-32.7	73-41.9	7/24/74	40-35.1	73-38.2	2.1	6.9	3.8	49	L	
23141	901	7/22/74	63	40-32.7	73-41.9	7/25/74	40-35.0	73-37.5	3.1	7.6	2.8	55	L	
23153	901	7/22/74	63	40-32.7	73-41.9	7/29/74	40-35.5	74- 3.8	7.1	31.4	5.1	279	L	
23155	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-41.1	0.4	2.1	6.4	24	L	
23156	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.2	73-43.9	0.4	3.9	11.9	305	L	
23157	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-40.5	0.4	2.6	7.9	42	L	
23158	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-40.4	0.4	2.7	8.2	44	L	
23162	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.1	73-40.6	0.4	2.6	8.1	37	L	
23163	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-38.5	0.4	4.9	15.2	67	L	
23164	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-40.3	0.4	2.8	8.5	46	L	
23166	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-41.0	0.4	2.1	6.6	28	L	
23168	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.1	73-39.2	0.4	4.1	12.7	60	L	
23171	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-38.7	0.4	4.7	14.4	66	L	
23172	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-40.9	0.4	2.2	6.8	31	L	
23173	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-41.6	0.4	1.9	5.9	4	L	
23174	903	7/22/74	64	40-34.0	73-41.7	7/22/74	40-35.0	73-41.5	0.4	1.9	5.9	8	L	
23167	903	7/22/74	64	40-34.0	73-41.7	7/23/74	40-35.0	73-40.0	1.1	3.1	3.2	52	L	
23169	903	7/22/74	64	40-34.0	73-41.7	7/23/74	40-35.1	73-39.1	1.1	4.2	4.4	60	L	
23170	903	7/22/74	64	40-34.0	73-41.7	7/23/74	40-35.0	73-41.1	1.1	2.1	2.1	24	L	
23178	907	7/22/74	65	40-34.1	73-47.0	7/23/74	40-35.5	73-46.2	1.1	2.9	3.0	23	L	
23179	907	7/22/74	65	40-34.1	73-47.0	7/23/74	40-35.5	73-46.4	1.1	2.8	2.9	18	L	
23182	907	7/22/74	65	40-34.1	73-47.0	7/23/74	40-35.5	73-46.1	1.1	2.9	3.0	26	L	
23175	907	7/22/74	65	40-34.1	73-47.0	7/25/74	40-35.2	73-47.8	3.1	2.4	0.9	330	L	
23185	907	7/22/74	65	40-34.1	73-47.0	8/14/74	40-35.9	73-34.5	23.1	18.0	0.9	79	L	
23188	905	7/22/74	65	40-34.1	73-47.0	8/18/74	40-35.5	73-45.5	27.1	3.4	0.1	39	L	
23176	907	7/22/74	65	40-34.1	73-47.0	8/19/74	40-35.5	73-45.5	28.1	3.4	0.1	39	L	
23180	907	7/22/74	65	40-34.1	73-47.0	8/19/74	40-35.5	73-45.8	28.1	3.1	0.1	33	L	
23195	910	7/22/74	66	40-31.6	73-51.5	7/22/74	40-34.6	73-50.3	0.4	5.9	18.1	16	L	
23211	910	7/22/74	66	40-31.6	73-51.5	7/22/74	40-34.5	73-50.8	0.4	5.5	17.0	10	L	
23198	910	7/22/74	66	40-31.6	73-51.5	7/23/74	40-34.7	73-49.8	1.1	6.3	6.5	22	L	
23199	910	7/22/74	66	40-31.6	73-51.5	7/23/74	40-34.8	73-49.6	1.1	6.6	6.7	24	L	
23200	910	7/22/74	66	40-31.6	73-51.5	7/23/74	40-34.6	73-50.5	1.1	5.8	5.9	14	L	
23205	910	7/22/74	66	40-31.6	73-51.5	7/23/74	40-34.7	73-49.9	1.1	6.2	6.4	21	L	
23209	910	7/22/74	66	40-31.6	73-51.5	7/23/74	40-34.7	73-50.0	1.1	6.2	6.3	20	L	
23212	910	7/22/74	66	40-31.6	73-51.5	7/23/74	40-34.4	73-51.1	1.1	5.3	5.4	6	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	PC	COMMENTS
23202	910	7/22/74	66	40-31.6	73-51.5	7/24/74	40-34.2	73-51.6	2.1	4.9	2.6	358	L	
23210	910	7/22/74	66	40-31.6	73-51.5	7/30/74	40-34.4	73-51.0	8.1	5.3	0.8	7	L	
23204	910	7/22/74	66	40-31.6	73-51.5	8/ 3/74	40-34.2	73-51.7	12.1	4.9	0.5	356	L	
23203	910	7/22/74	66	40-31.6	73-51.5	8/18/74	40-34.8	73-49.9	27.1	6.4	0.3	20	L	
23221	914	7/22/74	67	40-31.6	73-56.8	7/25/74	40-22.1	73-58.4	3.1	17.8	6.6	187	L	
23224	914	7/22/74	67	40-31.6	73-56.8	7/25/74	40-21.7	73-58.4	3.1	18.5	6.9	187	L	
23215	914	7/22/74	67	40-31.6	73-56.8	7/27/74	40-26.1	73-58.9	5.1	10.7	2.4	196	L	
23217	914	7/22/74	67	40-31.6	73-56.8	7/27/74	40-20.0	73-58.4	5.1	21.6	4.9	186	L	
23225	914	7/22/74	67	40-31.6	73-56.8	7/28/74	40-33.8	74- 5.8	6.1	13.4	2.5	287	L	
23228	914	7/22/74	67	40-31.6	73-56.8	7/29/74	40-21.5	73-58.3	7.1	18.9	3.1	186	L	
23234	914	7/22/74	67	40-31.6	73-56.8	7/29/74	40-14.3	73-59.7	7.1	32.3	5.3	187	L	
23227	914	7/22/74	67	40-31.6	73-56.8	7/30/74	40-12.0	74- 0.5	8.1	36.7	5.2	188	L	
23268	918	7/22/74	68	40-30.3	73-58.5	7/25/74	40-15.0	73-59.4	3.1	28.4	10.5	182	L	
23273	918	7/22/74	68	40-30.3	73-58.5	7/26/74	40-32.0	74- 9.0	4.1	15.2	4.3	281	L	
23270	918	7/22/74	68	40-30.3	73-58.5	7/27/74	40-21.8	73-58.4	5.1	15.8	3.6	179	L	
23257	918	7/22/74	68	40-30.3	73-58.5	7/28/74	40-35.4	74- 3.9	6.1	12.2	2.3	321	L	
23264	918	7/22/74	68	40-30.3	73-58.5	7/28/74	40-23.6	73-58.6	6.1	12.5	2.4	180	L	
23267	918	7/22/74	68	40-30.3	73-58.5	7/31/74	40-32.9	74- 7.9	9.1	14.2	1.8	289	L	
23266	918	7/22/74	68	40-30.3	73-58.5	8/ 2/74	40-19.8	73-58.5	11.1	19.5	2.0	180	L	
23263	918	7/22/74	68	40-30.3	73-58.5	8/10/74	40-33.7	73-55.5	19.1	7.6	0.5	33	L	
23259	918	7/22/74	68	40-30.3	73-58.5	8/12/74	40-14.6	73-59.6	21.1	29.2	1.6	183	L	
23262	918	7/22/74	68	40-30.3	73-58.5	8/12/74	40-32.8	74- 6.9	21.1	12.8	0.7	291	L	
23275	920	7/22/74	69	40-27.7	73-56.2	7/24/74	40-35.2	73-48.3	2.1	17.5	9.7	38	L	
23283	920	7/22/74	69	40-27.7	73-56.2	7/24/74	40-35.4	73-46.8	2.1	19.5	10.6	42	L	
23287	920	7/22/74	69	40-27.7	73-56.2	7/24/74	40-35.2	73-47.9	2.1	18.2	9.9	40	L	
23291	920	7/22/74	69	40-27.7	73-56.2	7/24/74	40-35.2	73-48.1	2.1	18.0	9.8	39	L	
23279	920	7/22/74	69	40-27.7	73-56.2	7/25/74	40-33.9	73-52.4	3.1	12.7	4.7	25	L	
23280	920	7/22/74	69	40-27.7	73-56.2	7/25/74	40-35.2	73-47.7	3.1	18.4	6.8	40	L	
23288	920	7/22/74	69	40-27.7	73-56.2	7/25/74	40-35.3	73-47.4	3.1	18.8	7.0	41	L	
23290	920	7/22/74	69	40-27.7	73-56.2	7/25/74	40-34.4	73-50.9	3.1	14.5	5.4	31	L	
23284	920	7/22/74	69	40-27.7	73-56.2	7/28/74	40-33.9	74- 5.7	6.1	17.7	3.3	310	L	
23276	920	7/22/74	69	40-27.7	73-56.2	7/30/74	40-35.2	73-48.0	8.1	18.1	2.6	39	L	
23295	920	7/22/74	69	40-27.7	73-56.2	8/10/74	40-35.2	73-47.6	19.1	18.5	1.1	41	L	
23299	927	7/22/74	70	40-22.7	73-55.0	7/25/74	40-27.4	73-59.3	3.1	10.7	4.0	325	L	
23301	927	7/22/74	70	40-27.7	73-55.0	7/25/74	40-28.1	73-59.9	3.1	7.0	2.6	276	L	
23311	927	7/22/74	70	40-22.7	73-55.2	7/25/74	40-26.0	73-58.9	3.1	8.1	3.0	319	L	
23310	927	7/22/74	70	40-22.7	73-55.2	7/26/74	40-22.7	73-58.5	4.1	4.7	1.3	270	L	
23298	927	7/22/74	70	40-22.7	73-55.0	7/27/74	40-11.4	74- 0.6	5.1	22.4	5.1	200	L	
23300	927	7/22/74	70	40-22.7	73-55.0	7/27/74	40-12.0	74- 0.5	5.1	21.3	4.8	201	L	
23309	927	7/22/74	70	40-22.7	73-55.0	7/27/74	40-11.3	74- 0.6	5.1	22.6	5.1	200	L	
23304	927	7/22/74	70	40-22.7	73-55.0	7/28/74	40-12.2	74- 0.0	6.1	20.7	3.9	200	L	
23314	927	7/22/74	70	40-22.7	73-55.0	7/31/74	40-19.2	73-58.6	9.1	8.3	1.1	218	L	
23306	927	7/22/74	70	40-22.7	73-55.0	8/11/74	40-26.9	74- 7.3	20.1	19.1	1.1	294	L	
23318	930	7/22/74	71	40-24.0	73-51.0	7/25/74	40-15.1	73-59.4	3.1	20.4	7.6	215	L	
23317	930	7/22/74	71	40-24.0	73-51.0	7/26/74	40-11.4	74- 0.3	4.1	26.8	7.6	209	L	
23327	930	7/22/74	71	40-24.0	73-51.0	7/26/74	40-14.7	73-59.4	4.1	21.0	5.9	214	L	
23334	930	7/22/74	71	40-24.0	73-51.0	7/26/74	40-34.1	74- 5.3	4.1	27.6	7.8	312	L	
23324	930	7/22/74	71	40-24.0	73-51.0	7/27/74	40-19.6	73-58.5	5.1	13.4	3.1	232	L	
23315	930	7/22/74	71	40-24.0	73-51.0	7/28/74	40-24.9	73-58.6	6.1	10.9	2.1	278	L	
23325	930	7/22/74	71	40-24.0	73-51.0	8/ 2/74	40-32.7	74- 7.4	11.1	28.3	3.0	304	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
23322	930	7/22/74	71	40-24.0	73-51.0	8/10/74	40-17.2	73-58.9	19.1	16.9	1.0	221	L	
23321	930	7/22/74	71	40-24.0	73-51.0	8/13/74	40-14.8	73-59.6	22.1	21.0	1.1	215	L	BY SEWER PLANT
23337	932	7/22/74	72	40-23.0	73-49.0	7/27/74	40-19.2	73-58.6	5.1	15.3	3.5	242	L	
23350	932	7/22/74	72	40-23.0	73-49.0	7/27/74	40-17.5	73-58.8	5.1	17.3	3.9	233	L	
23353	932	7/22/74	72	40-23.0	73-49.0	7/27/74	40-19.5	73-58.5	5.1	15.0	3.4	244	L	
23342	932	7/22/74	72	40-23.0	73-49.0	7/28/74	40-34.0	74- 5.3	6.1	30.8	5.9	311	L	
23345	932	7/22/74	72	40-23.0	73-49.0	7/28/74	40-17.9	73-58.2	6.1	16.1	3.1	234	L	
23346	932	7/22/74	72	40-23.0	73-49.0	7/29/74	40-21.7	73-58.4	7.1	13.6	2.2	259	L	
23348	932	7/22/74	72	40-23.0	73-49.0	7/29/74	40-35.5	74- 3.8	7.1	31.3	5.1	317	L	
23349	932	7/22/74	72	40-23.0	73-49.0	7/31/74	40-13.0	74- 0.1	9.1	24.3	3.1	220	L	
23351	932	7/22/74	72	40-23.0	73-49.0	8/ 1/74	40-12.9	74- 0.2	10.1	24.6	2.8	220	L	
23341	932	7/22/74	72	40-23.0	73-49.0	8/ 3/74	40-35.1	73-40.1	12.1	25.8	2.5	29	L	
23340	932	7/22/74	72	40-23.0	73-49.0	8/ 4/74	40-35.4	73-46.7	13.1	23.2	2.1	8	L	
23339	932	7/22/74	72	40-23.0	73-49.0	8/10/74	40-14.8	73-56.5	19.1	18.6	1.1	214	L	
23361	935	7/22/74	73	40-25.0	73-45.0	7/25/74	40-35.6	73-34.3	3.1	24.8	9.3	37	W	
23362	935	7/22/74	73	40-25.0	73-45.0	7/25/74	40-34.9	73-33.6	3.1	24.5	9.2	41	L	
23370	935	7/22/74	73	40-25.0	73-45.0	7/25/74	40-35.1	73-34.9	3.1	23.6	8.9	37	L	
23371	935	7/22/74	73	40-25.0	73-45.0	7/26/74	40-35.8	73-36.7	4.1	23.2	6.6	30	L	
23364	935	7/22/74	73	40-25.0	73-45.0	7/30/74	40-35.2	73-37.3	8.1	21.9	3.1	29	L	
23368	935	7/22/74	73	40-25.0	73-45.0	8/ 4/74	40-35.1	73-32.9	13.1	25.4	2.2	42	L	
23359	935	7/22/74	73	40-25.0	73-45.0	11/ 4/74	40-35.6	73-35.1	105.1	24.2	0.3	35	L	INSIDE INLET
23416	948	7/22/74	74	40-17.7	73-55.2	7/25/74	40-27.5	73-59.3	3.1	19.1	7.2	342	L	
23422	948	7/22/74	74	40-17.7	73-55.2	7/25/74	40-26.3	73-58.8	3.1	16.8	6.3	342	L	
23426	948	7/22/74	74	40-17.7	73-55.2	7/25/74	40-27.6	73-59.3	3.1	19.3	7.2	342	L	
23428	948	7/22/74	74	40-17.7	73-55.2	7/26/74	40-25.0	73-58.8	4.1	14.5	4.1	339	L	
23420	948	7/22/74	74	40-17.7	73-55.2	7/27/74	40-28.2	74- 0.0	5.1	20.6	4.7	340	L	
23423	948	7/22/74	74	40-17.7	73-55.2	7/27/74	40-17.8	73-58.2	5.1	4.3	1.0	272	L	
23419	948	7/22/74	74	40-17.7	73-55.2	7/28/74	40-27.2	73-59.3	6.1	18.6	3.5	341	L	
23425	948	7/22/74	74	40-17.7	73-55.2	7/28/74	40-27.1	73-59.3	6.1	18.4	3.5	341	L	
23434	948	7/22/74	74	40-17.7	73-55.2	7/28/74	40-28.0	73-59.8	6.1	20.2	3.8	341	L	
23417	948	7/22/74	74	40-17.7	73-55.2	7/30/74	40-27.2	73-59.4	8.1	18.6	2.7	341	L	
23430	948	7/22/74	74	40-17.7	73-55.2	8/ 3/74	40-27.6	73-59.6	12.1	19.4	1.9	341	L	
23413	944	7/22/74	75	40-20.0	73-47.3	8/ 7/74	40-14.9	73-59.5	16.1	19.7	1.4	241	L	
23395	944	7/22/74	75	40-20.0	73-47.3	8/21/74	40-37.7	73-13.6	30.1	57.9	2.2	55	L	
23378	939	7/22/74	76	40-20.0	73-40.0	8/ 3/74	40-35.3	73-36.1	12.1	28.9	2.8	11	L	
23389	939	7/22/74	76	40-20.0	73-40.0	8/ 3/74	40-35.4	73-31.9	12.1	30.8	2.9	21	L	
23386	939	7/22/74	76	40-20.0	73-40.0	8/ 4/74	40-39.7	73- 4.5	13.1	62.2	5.5	54	L	
23388	939	7/22/74	76	40-20.0	73-40.0	8/ 4/74	40-41.3	72-59.2	13.1	70.0	6.2	55	L	
23380	939	7/22/74	76	40-20.0	73-40.0	8/12/74	40-38.4	73-17.2	21.1	47.0	2.6	43	L	
23382	939	7/22/74	76	40-20.0	73-40.0	8/25/74	40-37.4	73-22.6	34.1	40.6	1.4	37	L	
23391	939	7/22/74	76	40-20.0	73-40.0	9/18/74	40-41.9	73-10.6	58.1	58.2	1.2	45	L	
23439	952	7/22/74	77	40-12.7	73-56.7	7/26/74	40-14.7	73-59.6	4.1	5.6	1.6	311	L	
23440	952	7/22/74	77	40-12.7	73-56.7	7/26/74	40-27.6	74- 0.6	4.1	28.2	8.0	348	L	
23435	952	7/22/74	77	40-12.7	73-56.7	7/27/74	40-26.1	73-58.8	5.1	25.0	5.7	353	L	
23436	952	7/22/74	77	40-12.7	73-56.7	7/27/74	40-12.1	74- 0.5	5.1	5.6	1.3	258	L	
23437	952	7/22/74	77	40-12.7	73-56.7	8/10/74	40-12.5	74- 0.3	19.1	5.2	0.3	265	L	
23445	952	7/22/74	77	40-12.7	73-56.7	8/11/74	40-26.8	73-59.1	20.1	26.4	1.5	352	L	
23448	952	7/22/74	77	40-12.7	73-56.7	8/11/74	40-25.1	73-58.8	20.1	23.2	1.3	352	L	
23449	952	7/22/74	77	40-12.7	73-56.7	9/10/74	40-13.4	74- 0.0	50.1	4.9	0.1	285	L	
23458	958	7/22/74	78	40-13.6	73-47.2	7/26/74	40-16.0	73-59.2	4.1	17.6	5.0	284	L	

MARINE SCIENCES RESEARCH CENTER

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
23459	958	7/22/74	78	40-13.6	73-47.2	7/26/74	40-16.1	73-59.2	4.1	17.7	5.0	285	L	
23461	958	7/22/74	78	40-13.6	73-47.2	7/26/74	40-15.9	73-59.2	4.1	17.6	5.0	284	L	
23469	958	7/22/74	78	40-13.6	73-47.2	7/26/74	40-15.8	73-59.2	4.1	17.6	5.0	283	L	
23474	958	7/22/74	78	40-13.6	73-47.2	7/26/74	40-15.7	73-59.2	4.1	17.5	5.0	282	L	
23465	958	7/22/74	78	40-13.6	73-47.2	7/28/74	40-17.7	73-58.8	6.1	18.2	3.5	294	L	
23466	958	7/22/74	78	40-13.6	73-47.2	8/ 1/74	40-16.0	73-59.2	10.1	17.6	2.0	284	L	
23457	958	7/22/74	78	40-13.6	73-47.2	8/ 8/74	40-12.3	74- 0.4	17.1	16.9	1.3	262	L	
23463	958	7/22/74	78	40-13.6	73-47.2	8/ 9/74	40-14.8	73-59.5	18.1	17.6	1.1	277	L	
23248	915	7/22/74	80	40-29.3	73-59.4	7/22/74	40-24.5	73-58.6	0.4	9.0	27.8	172	L	
23244	915	7/22/74	80	40-29.3	73-59.4	7/23/74	40-34.1	73-55.6	1.1	10.4	10.7	31	W	
23251	915	7/22/74	80	40-29.3	73-59.4	7/25/74	40-24.7	73-58.8	3.1	8.6	3.2	174	L	
23239	915	7/22/74	80	40-29.3	73-59.4	7/26/74	40-18.3	73-58.7	4.1	20.4	5.7	177	L	
23252	915	7/22/74	80	40-29.3	73-59.4	7/26/74	40-17.8	73-58.8	4.1	21.4	6.0	177	L	
23238	915	7/22/74	80	40-29.3	73-59.4	7/27/74	40-12.8	74- 0.2	5.1	30.6	6.9	182	L	
23245	915	7/22/74	80	40-29.3	73-59.4	7/27/74	40-31.1	74-11.3	5.1	17.2	3.9	281	L	
23241	915	7/22/74	80	40-29.3	73-59.4	8/ 3/74	40-34.4	73-51.0	12.1	15.2	1.5	51	L	
23253	915	7/22/74	80	40-29.3	73-59.4	8/24/74	40-37.4	73-22.4	33.1	54.4	1.9	73	L	

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
26571	1543	8/20/74	50	40-56.5	71-56.0	8/24/74	40-50.4	72-29.1	3.8	47.9	14.4	256	L	
26578	1543	8/20/74	50	40-56.5	71-56.0	8/24/74	40-56.9	72-10.7	3.8	20.7	6.2	272	L	
26573	1543	8/20/74	50	40-56.5	71-56.0	8/27/74	40-48.0	72-37.1	6.8	59.8	10.1	254	L	
26566	1543	8/20/74	50	40-56.5	71-56.0	8/28/74	40-50.2	72-29.8	7.8	48.9	7.2	256	L	
26565	1543	8/20/74	50	40-56.5	71-56.0	8/29/74	40-48.8	72-34.6	8.8	56.1	7.3	255	L	
26564	1543	8/20/74	50	40-56.5	71-56.0	8/30/74	40-57.1	72-10.2	9.8	20.0	2.4	273	L	
26576	1543	8/20/74	50	40-56.5	71-56.0	8/30/74	40-59.4	72- 3.5	9.8	11.9	1.4	297	L	
26657	1558	8/20/74	52	40-44.0	72-30.9	8/22/74	40-41.8	72-58.6	1.8	39.3	24.8	264	L	
26653	1558	8/20/74	52	40-44.0	72-30.9	8/23/74	40-39.9	73- 4.6	2.8	48.1	19.6	260	L	
26654	1558	8/20/74	52	40-44.0	72-30.9	8/23/74	40-40.6	73- 1.3	2.8	43.3	17.7	261	L	
26656	1558	8/20/74	52	40-44.0	72-30.9	8/23/74	40-40.3	73- 2.4	2.8	44.9	18.3	261	L	
26661	1558	8/20/74	52	40-44.0	72-30.9	8/30/74	40-49.7	72-31.0	9.8	10.6	1.2	359	L	
26664	1558	8/20/74	52	40-44.0	72-30.9	8/30/74	40-39.7	73- 4.2	9.8	47.6	5.6	260	L	
26714	1604	8/20/74	53	40-39.5	72-49.0	8/20/74	40-39.8	73- 2.9	0.1	19.6	****	271	L	
26695	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-38.4	73-10.4	1.8	30.3	19.1	266	L	
26696	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-40.2	73- 2.8	1.8	19.5	12.3	273	L	
26698	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-39.8	73- 4.0	1.8	21.2	13.4	271	L	
26699	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-39.4	73- 6.0	1.8	24.0	15.2	269	L	
26701	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-38.9	73- 7.9	1.8	26.7	16.9	267	L	
26702	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-39.4	73- 5.9	1.8	23.9	15.1	269	L	
26703	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-38.4	73-10.3	1.8	30.1	19.0	266	L	
26704	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-38.7	73- 8.6	1.8	27.7	17.5	266	L	
26706	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-40.2	73- 2.9	1.8	19.7	12.4	273	L	
26713	1604	8/20/74	53	40-39.5	72-49.0	8/22/74	40-40.2	73- 2.7	1.8	19.4	12.2	273	L	
26697	1604	8/20/74	53	40-39.5	72-49.0	8/23/74	40-41.7	72-58.2	2.8	13.6	5.6	287	L	
26707	1604	8/20/74	53	40-39.5	72-49.0	8/25/74	40-38.7	73- 8.7	4.8	27.9	6.7	266	L	
26709	1604	8/20/74	53	40-39.5	72-49.0	10/19/74	40-38.5	73- 9.8	59.8	29.4	0.6	266	L	
26090	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.6	73-29.8	0.9	9.0	11.4	334	L	
26091	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.6	73-30.5	0.9	9.5	12.0	329	L	
26093	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.9	73-28.9	0.9	9.1	11.5	343	L	
26094	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.9	73-29.0	0.9	9.2	11.6	342	L	
26096	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.7	73-29.7	0.9	9.2	11.6	336	L	
26098	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-36.0	73-28.5	0.9	9.2	11.6	347	L	
26099	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.7	73-29.6	0.9	9.1	11.5	337	L	
26100	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.6	73-30.4	0.9	9.4	11.9	330	L	
26102	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.6	73-30.5	0.9	9.5	12.0	329	L	
26103	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.6	73-30.5	0.9	9.5	12.0	329	L	
26109	1334	8/20/74	55	40-31.2	73-27.1	8/21/74	40-35.0	73-30.3	0.9	8.4	10.6	327	L	
26092	1334	8/20/74	55	40-31.2	73-27.1	8/23/74	40-36.0	73-49.0	2.9	31.8	12.6	282	L	
26071	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.2	73-44.1	1.9	13.8	8.3	312	L	
26072	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.1	73-45.4	1.9	15.1	9.1	307	L	
26077	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.1	73-45.2	1.9	14.9	9.0	307	L	
26078	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.4	73-45.0	1.9	15.0	9.1	310	L	
26079	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.1	73-45.1	1.9	14.8	8.9	308	L	
26080	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.1	73-45.0	1.9	14.7	8.8	308	L	
26081	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.2	73-44.3	1.9	14.0	8.5	311	L	
26082	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.2	73-44.2	1.9	13.9	8.4	311	L	
26084	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.2	73-44.3	1.9	14.0	8.5	311	L	
26085	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.1	73-48.7	1.9	19.0	11.5	298	L	
26086	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.4	73-45.0	1.9	15.0	9.1	310	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
26038	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.2	73-44.1	1.9	13.8	8.3	312	L	
26039	1330	8/20/74	56	40-30.2	73-36.9	8/22/74	40-35.4	73-45.1	1.9	15.1	9.1	309	L	
26070	1330	8/20/74	56	40-30.2	73-36.9	8/23/74	40-35.4	73-46.9	2.9	17.1	6.8	304	L	
26073	1330	8/20/74	56	40-30.2	73-36.9	8/23/74	40-35.5	73-45.8	2.9	16.0	6.3	307	L	
26076	1330	8/20/74	56	40-30.2	73-36.9	8/23/74	40-34.7	73-50.0	2.9	20.3	8.1	294	L	
26083	1330	8/20/74	56	40-30.2	73-36.9	8/25/74	40-35.1	73-42.9	4.9	12.5	2.9	316	L	
26087	1330	8/20/74	56	40-30.2	73-36.9	9/ 8/74	40-35.2	73-45.3	18.9	15.1	0.9	307	L	
26051	1327	8/20/74	57	40-30.0	73-46.9	8/21/74	40-33.6	73-55.6	1.0	14.0	16.9	298	L	
26053	1327	8/20/74	57	40-30.0	73-46.9	8/21/74	40-34.6	73-56.0	1.0	15.5	18.7	303	L	
26054	1327	8/20/74	57	40-30.0	73-46.9	8/21/74	40-33.4	73-56.1	1.0	14.5	17.5	295	L	
26056	1327	8/20/74	57	40-30.0	73-46.9	8/21/74	40-33.4	73-56.2	1.0	14.6	17.6	295	L	
26057	1327	8/20/74	57	40-30.0	73-46.9	8/21/74	40-33.4	73-56.3	1.0	14.7	17.8	295	L	
26063	1327	8/20/74	57	40-30.0	73-46.9	8/21/74	40-33.6	73-55.7	1.0	14.2	17.1	298	L	
26066	1327	8/20/74	57	40-30.0	73-46.9	8/21/74	40-32.8	73-56.2	1.0	14.2	17.1	291	L	
26067	1327	8/20/74	57	40-30.0	73-46.9	8/21/74	40-33.5	73-55.7	1.0	14.1	17.0	297	L	
26050	1327	8/20/74	57	40-30.0	73-46.9	8/23/74	40-34.5	73-57.6	3.0	17.3	6.8	298	L	
26055	1327	8/20/74	57	40-30.0	73-46.9	8/23/74	40-35.0	73-39.7	3.0	13.8	5.4	47	L	
26065	1327	8/20/74	57	40-30.0	73-46.9	8/23/74	40-33.4	73-54.8	3.0	12.9	5.0	299	L	
26061	1327	8/20/74	57	40-30.0	73-46.9	8/26/74	40-35.0	73-41.3	6.0	12.2	2.4	40	L	
26052	1327	8/20/74	57	40-30.0	73-46.9	8/30/74	40-35.4	73-45.4	10.0	10.3	1.2	11	L	
26761	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.4	73-26.4	0.4	3.1	9.7	33	L	
26762	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.4	73-26.3	0.4	3.2	10.0	35	L	
26764	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-35.8	73-29.1	0.4	2.6	8.1	305	L	
26765	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.4	73-26.5	0.4	3.1	9.5	30	L	
26767	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.4	73-26.6	0.4	3.0	9.3	28	L	
26769	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.1	73-27.9	0.4	2.1	6.6	348	L	
26770	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.4	73-26.2	0.4	3.3	10.2	37	L	
26771	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.0	73-28.1	0.4	2.0	6.3	339	L	
26773	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.0	73-27.9	0.4	1.9	6.0	347	L	
26774	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.4	73-26.1	0.4	3.4	10.5	39	L	
26775	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.4	73-26.0	0.4	3.5	10.8	41	L	
26777	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.4	73-25.9	0.4	3.6	11.1	42	L	
26778	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.1	73-27.5	0.4	2.1	6.5	3	L	
26779	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-36.1	73-27.4	0.4	2.1	6.5	7	L	
26763	858	8/19/74	60	40-35.0	73-27.6	8/20/74	40-36.0	73-28.1	1.1	2.0	2.1	339	L	
26766	858	8/19/74	60	40-35.0	73-27.6	8/20/74	40-35.9	73-28.8	1.1	2.4	2.5	314	L	
26768	858	8/19/74	60	40-35.0	73-27.6	8/20/74	40-35.8	73-29.0	1.1	2.5	2.6	306	L	
26776	858	8/19/74	60	40-35.0	73-27.6	8/22/74	40-36.2	73-27.4	3.1	2.3	0.8	7	L	
26772	858	8/19/74	60	40-35.0	73-27.6	10/ 3/74	40-36.1	73-27.8	45.1	2.1	0.1	352	L	
26780	904	8/19/74	61	40-33.0	73-32.0	8/22/74	40-35.7	73-29.8	3.1	5.9	2.2	31	L	
26781	904	8/19/74	61	40-33.0	73-32.0	8/22/74	40-34.9	73-33.6	3.1	4.2	1.6	327	L	
26782	904	8/19/74	61	40-33.0	73-32.0	8/22/74	40-35.9	73-28.9	3.1	7.0	2.6	39	L	
26784	904	8/19/74	61	40-33.0	73-32.0	8/22/74	40-36.3	73-27.0	3.1	9.4	3.5	49	L	
26791	904	8/19/74	61	40-33.0	73-32.0	8/22/74	40-37.0	73-23.9	3.1	13.7	5.1	57	L	
26792	904	8/19/74	61	40-33.0	73-32.0	8/22/74	40-35.7	73-29.7	3.1	6.0	2.2	32	L	
26794	904	8/19/74	61	40-33.0	73-32.0	8/22/74	40-36.9	73-24.2	3.1	13.2	4.9	56	L	
26799	904	8/19/74	61	40-33.0	73-32.0	8/22/74	40-35.9	73-28.8	3.1	7.1	2.6	40	L	
26786	904	8/19/74	61	40-33.0	73-32.0	8/23/74	40-36.2	73-28.2	4.1	8.0	2.3	42	L	
26785	904	8/19/74	61	40-33.0	73-32.0	8/24/74	40-35.5	73-31.3	5.1	4.8	1.1	12	L	
26800	907	8/19/74	62	40-33.7	73-37.3	8/20/74	40-36.7	73-25.0	1.1	18.3	18.8	72	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
26801	907	8/19/74	62	40-33.7	73-37.3	8/20/74	40-36.7	73-25.1	1.1	18.1	18.7	72	L	
26802	907	8/19/74	62	40-33.7	73-37.3	8/20/74	40-36.7	73-24.9	1.1	18.4	18.9	72	L	
26809	907	8/19/74	62	40-33.7	73-37.3	8/20/74	40-36.6	73-25.5	1.1	17.5	18.0	72	L	
26804	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-36.1	73-27.7	2.1	14.3	7.8	71	L	
26805	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-35.5	73-30.7	2.1	9.9	5.4	70	L	
26810	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-36.4	73-26.4	2.1	16.2	8.8	71	L	
26812	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-36.8	73-24.3	2.1	19.3	10.5	72	L	
26813	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-36.7	73-24.4	2.1	19.1	10.4	73	L	NO CARD RETURNED
26815	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-36.5	73-25.7	2.1	17.2	9.4	72	L	
26816	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-36.1	73-27.9	2.1	14.0	7.6	71	L	
26817	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-36.2	73-27.5	2.1	14.6	8.0	71	L	
26818	907	8/19/74	62	40-33.7	73-37.3	8/21/74	40-36.7	73-24.9	2.1	18.4	10.0	72	L	
26803	907	8/19/74	62	40-33.7	73-37.3	8/25/74	40-36.2	73-27.4	6.1	14.8	2.8	71	L	
26832	910	8/19/74	63	40-32.7	73-41.9	8/20/74	40-34.8	73-34.1	1.1	11.7	12.1	70	L	
26837	910	8/19/74	63	40-32.7	73-41.9	8/22/74	40-35.0	73-45.2	3.1	6.4	2.4	312	L	
26820	910	8/19/74	63	40-32.7	73-41.9	8/23/74	40-34.4	73-50.9	4.1	13.1	3.7	283	L	
26824	910	8/19/74	63	40-32.7	73-41.9	8/23/74	40-35.4	73-45.0	4.1	6.7	1.9	318	L	
26825	910	8/19/74	63	40-32.7	73-41.9	8/23/74	40-35.5	73-46.3	4.1	8.1	2.3	309	L	
26829	910	8/19/74	63	40-32.7	73-41.9	8/23/74	40-34.3	73-51.0	4.1	13.2	3.7	282	L	
26835	910	8/19/74	63	40-32.7	73-41.9	8/24/74	40-34.9	73-49.1	5.1	11.0	2.5	291	L	
26836	910	8/19/74	63	40-32.7	73-41.9	8/24/74	40-35.0	73-40.4	5.1	4.8	1.1	26	L	
26827	910	8/19/74	63	40-32.7	73-41.9	8/25/74	40-34.4	73-50.9	6.1	13.1	2.5	283	L	
26842	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-35.0	73-39.2	0.4	4.0	12.4	62	L	
26843	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-35.1	73-40.5	0.4	2.7	8.3	39	L	
26844	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-34.8	73-38.9	0.4	4.3	13.2	69	L	
26845	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-35.0	73-39.3	0.4	3.9	12.1	61	L	
26849	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-35.0	73-39.1	0.4	4.2	12.8	63	L	
26850	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-35.0	73-38.2	0.4	5.3	16.4	69	L	
26852	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-35.0	73-39.4	0.4	3.8	11.7	60	L	
26855	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-35.2	73-37.4	0.4	6.5	20.1	69	L	
26857	911	8/19/74	64	40-34.0	73-41.7	8/19/74	40-35.0	73-39.5	0.4	3.7	11.3	59	L	
26840	911	8/19/74	64	40-34.0	73-41.7	8/20/74	40-35.1	73-39.6	1.1	3.6	3.7	55	L	
26854	911	8/19/74	64	40-34.0	73-41.7	8/20/74	40-35.0	73-39.6	1.1	3.5	3.6	58	L	
26848	911	8/19/74	64	40-34.0	73-41.7	8/22/74	40-34.9	73-38.8	3.1	4.5	1.7	67	L	
26864	915	8/19/74	65	40-34.1	73-47.0	8/19/74	40-35.2	73-44.8	0.4	3.8	11.6	56	L	
26865	915	8/19/74	65	40-34.1	73-47.0	8/19/74	40-35.4	73-44.8	0.4	4.0	12.3	52	L	
26869	915	8/19/74	65	40-34.1	73-47.0	8/19/74	40-35.2	73-44.7	0.4	3.9	12.0	57	L	
26872	915	8/19/74	65	40-34.1	73-47.0	8/19/74	40-35.4	73-44.7	0.4	4.1	12.6	53	L	
26876	915	8/19/74	65	40-34.1	73-47.0	8/19/74	40-35.6	73-44.1	0.4	5.0	15.4	55	L	
26877	915	8/19/74	65	40-34.1	73-47.0	8/19/74	40-35.6	73-44.7	0.4	4.3	13.3	49	L	
26860	915	8/19/74	65	40-34.1	73-47.0	8/20/74	40-35.5	73-46.1	1.1	2.9	3.0	26	L	
26870	915	8/19/74	65	40-34.1	73-47.0	8/20/74	40-35.5	73-45.8	1.1	3.1	3.2	33	L	
26871	915	8/19/74	65	40-34.1	73-47.0	8/20/74	40-35.0	73-49.0	1.1	3.3	3.4	300	L	
26863	915	8/19/74	65	40-34.1	73-47.0	8/21/74	40-35.2	73-36.9	2.1	14.4	7.9	81	L	
26875	915	8/19/74	65	40-34.1	73-47.0	8/28/74	40-35.7	73-44.8	9.1	4.3	0.6	46	L	
26874	915	8/19/74	65	40-34.1	73-47.0	9/ 5/74	40-35.5	73-45.7	17.1	3.2	0.2	35	L	
26887	917	8/19/74	66	40-31.6	73-51.5	8/19/74	40-35.2	73-44.6	0.4	11.9	36.6	55	L	
26889	917	8/19/74	66	40-31.6	73-51.5	8/19/74	40-35.2	73-44.7	0.4	11.7	36.2	55	L	
26893	917	8/19/74	66	40-31.6	73-51.5	8/19/74	40-35.6	73-45.0	0.4	11.8	36.5	51	L	
26886	917	8/19/74	66	40-31.6	73-51.5	8/20/74	40-35.2	73-43.8	1.1	12.8	13.2	58	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
26898	917	8/19/74	66	40-31.6	73-51.5	8/20/74	40-35.0	73-49.1	1.1	7.2	7.4	28	L	
26892	917	8/19/74	66	40-31.6	73-51.5	8/22/74	40-35.5	73-44.4	3.1	12.4	4.6	54	L	
26935	920	8/19/74	67	40-31.6	73-56.8	8/22/74	40-25.0	73-58.8	3.1	12.6	4.7	193	L	
26904	920	8/19/74	67	40-31.6	73-56.8	8/23/74	40-19.8	73-58.4	4.1	22.0	6.2	185	L	
26911	920	8/19/74	67	40-31.6	73-56.8	8/23/74	40-32.4	74- 7.5	4.1	15.2	4.3	275	L	
26907	920	8/19/74	67	40-31.6	73-56.8	8/27/74	40-34.3	73-58.5	8.1	5.6	0.8	334	L	
26908	920	8/19/74	67	40-31.6	73-56.8	8/27/74	40-34.2	74- 5.3	8.1	13.0	1.8	291	L	
26916	920	8/19/74	67	40-31.6	73-56.8	8/27/74	40-35.2	73-43.5	8.1	20.0	2.8	70	L	
26917	920	8/19/74	67	40-31.6	73-56.8	8/27/74	40-34.5	73-50.5	8.1	10.4	1.5	58	L	
26902	920	8/19/74	67	40-31.6	73-56.8	8/28/74	40-25.8	73-59.7	9.1	11.5	1.5	200	L	INSIDE BAY
26912	920	8/19/74	67	40-31.6	73-56.8	8/31/74	40-35.4	74- 3.9	12.1	12.3	1.2	305	L	
26942	925	8/19/74	68	40-30.3	73-58.5	8/21/74	40-35.0	73-42.1	2.1	24.8	13.5	69	L	
26948	925	8/19/74	68	40-30.3	73-58.5	8/21/74	40-34.9	73-52.3	2.1	12.3	6.7	45	L	
26949	925	8/19/74	68	40-30.3	73-58.5	8/21/74	40-35.0	73-39.9	2.1	27.7	15.1	71	L	
26941	925	8/19/74	68	40-30.3	73-58.5	8/22/74	40-38.7	73- 9.1	3.1	71.5	26.5	77	L	
26947	925	8/19/74	68	40-30.3	73-58.5	8/24/74	40-34.4	73-58.0	5.1	7.7	1.7	5	L	
26954	925	8/19/74	68	40-30.3	73-58.5	8/24/74	40-36.2	74- 3.2	5.1	12.8	2.9	328	L	
26945	925	8/19/74	68	40-30.3	73-58.5	8/25/74	40-34.8	74- 4.5	6.1	11.9	2.3	314	L	
26946	925	8/19/74	68	40-30.3	73-58.5	9/ 8/74	39-40.9	74- 8.9	20.1	92.7	5.3	189	L	
26943	925	8/19/74	68	40-30.3	73-58.5	9/14/74	40-34.1	74- 5.4	26.1	12.1	0.5	305	L	
26962	928	8/19/74	69	40-27.7	73-56.2	8/21/74	40-27.1	73-59.3	2.1	4.6	2.5	255	L	
26979	928	8/19/74	69	40-27.7	73-56.2	8/21/74	40-24.0	73-58.6	2.1	7.7	4.2	206	L	
26966	928	8/19/74	69	40-27.7	73-56.2	8/22/74	40-25.6	73-58.8	3.1	5.4	2.0	223	L	
26963	928	8/19/74	69	40-27.7	73-56.2	8/22/74	40-28.1	73-58.9	3.1	3.9	1.5	280	L	
26970	928	8/19/74	69	40-27.7	73-56.2	8/22/74	40-28.0	73-58.9	3.1	3.9	1.4	278	L	
26965	928	8/19/74	69	40-27.7	73-56.2	8/31/74	40-19.3	73-58.6	12.1	16.0	1.5	192	L	
26981	936	8/19/74	70	40-22.7	73-55.0	8/21/74	40-13.8	73-59.7	2.1	17.8	9.9	201	L	
26983	936	8/19/74	70	40-22.7	73-55.0	8/21/74	40-14.2	73-59.7	2.1	17.1	9.5	202	L	
26994	936	8/19/74	70	40-22.7	73-55.0	8/21/74	40-13.5	73-59.9	2.1	18.4	10.2	202	L	
26986	936	8/19/74	70	40-22.7	73-55.0	8/21/74	40-14.1	73-59.7	2.1	17.3	9.6	202	L	
26987	936	8/19/74	70	40-22.7	73-55.0	8/21/74	40-13.4	73-59.9	2.1	18.6	10.3	201	L	
26997	936	8/19/74	70	40-22.7	73-55.0	8/21/74	40-13.3	74- 0.0	2.1	18.8	10.5	202	L	
26998	936	8/19/74	70	40-22.7	73-55.0	8/21/74	40-14.0	73-59.8	2.1	17.5	9.7	202	L	
26992	936	8/19/74	70	40-22.7	73-55.0	8/25/74	40-13.8	73-59.6	6.1	17.8	3.4	201	L	
.6993	936	8/19/74	70	40-22.7	73-55.0	8/29/74	40-35.2	73-37.0	9.1	34.5	4.4	47	L	
24551	940	8/19/74	71	40-24.0	73-51.0	8/21/74	40-20.5	73-58.4	2.1	12.4	6.9	238	L	
24556	940	8/19/74	71	40-24.0	73-51.0	8/21/74	40-21.5	73-58.4	2.1	11.5	6.4	246	L	
24552	940	8/19/74	71	40-24.0	73-51.0	8/22/74	40-19.9	73-58.4	3.1	13.0	4.9	234	L	
24553	940	8/19/74	71	40-24.0	73-51.0	8/22/74	40-18.2	73-58.8	3.1	15.4	5.8	225	L	
24554	940	8/19/74	71	40-24.0	73-51.0	8/22/74	40-18.1	73-58.8	3.1	15.6	5.8	225	L	
24555	940	8/19/74	71	40-24.0	73-51.0	8/22/74	40-21.6	73-58.4	3.1	11.4	4.3	246	L	
24569	940	8/19/74	71	40-24.0	73-51.0	8/22/74	40-19.8	73-58.4	3.1	13.1	4.9	233	L	
24560	940	8/19/74	71	40-24.0	73-51.0	8/23/74	40-19.8	73-58.5	4.1	13.2	3.7	233	L	
24561	940	8/19/74	71	40-24.0	73-51.0	9/21/74	40-26.2	74- 5.0	33.1	20.3	0.7	281	L	
24580	943	8/19/74	72	40-23.0	73-49.0	8/22/74	40-21.7	73-58.4	3.1	13.6	5.1	259	L	
24579	943	8/19/74	72	40-23.0	73-49.0	8/23/74	40-20.5	73-58.4	4.1	14.1	4.0	250	L	
24589	943	8/19/74	72	40-23.0	73-49.0	8/24/74	40-21.6	73-58.4	5.1	13.6	3.1	258	L	
24585	943	8/19/74	72	40-23.0	73-49.0	8/29/74	40-36.3	73-26.6	9.1	40.2	5.1	52	L	
24590	943	8/19/74	72	40-23.0	73-49.0	8/29/74	40-37.5	73-14.4	10.1	55.9	6.4	61	L	
24586	943	8/19/74	72	40-23.0	73-49.0	8/30/74	40-21.0	73-58.4	11.1	13.9	1.4	254	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
24576	943	8/19/74	72	40-23.0	73-49.0	8/31/74	40-44.0	72-51.9	12.1	89.7	8.6	64	L	
24572	943	8/19/74	72	40-23.0	73-49.0	9/ 1/74	40-41.0	73- 0.3	13.1	76.6	6.8	64	L	
24574	943	8/19/74	72	40-23.0	73-49.0	9/ 3/74	40-37.6	73-14.4	15.1	56.0	4.3	61	L	
24581	943	8/19/74	72	40-23.0	73-49.0	9/ 4/74	40-37.3	73-15.4	16.1	54.5	3.9	60	L	
27000	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.3	73-47.6	3.1	19.5	7.3	349	L	
27001	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.3	73-47.5	3.1	19.4	7.3	349	L	
27002	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.3	73-47.4	3.1	19.4	7.3	349	L	
27004	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.4	73-47.0	3.1	19.5	7.3	351	L	
27005	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.4	73-47.4	3.1	19.6	7.4	350	L	
27006	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.4	73-46.4	3.1	19.4	7.3	354	L	
27007	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.3	73-47.7	3.1	19.5	7.3	348	L	
27008	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.4	73-46.1	3.1	19.4	7.3	355	L	
27010	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.3	73-47.8	3.1	19.5	7.3	348	L	
27011	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.2	73-47.6	3.1	19.3	7.2	348	L	
27012	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.4	73-46.8	3.1	19.5	7.3	352	L	
27015	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.4	73-47.6	3.1	19.7	7.4	349	L	
27016	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.4	73-47.2	3.1	19.6	7.3	350	L	
27013	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.4	73-47.5	3.1	19.6	7.4	349	L	
27019	947	8/19/74	73	40-25.0	73-45.0	8/22/74	40-35.3	73-47.7	3.1	19.5	7.3	348	L	
27003	947	8/19/74	73	40-25.0	73-45.0	8/24/74	40-35.2	73-47.4	5.1	19.2	4.4	349	L	
27009	947	8/19/74	73	40-25.0	73-45.0	8/24/74	40-35.1	73-48.3	5.1	19.3	4.4	345	L	
27017	947	8/19/74	73	40-25.0	73-45.0	8/24/74	40-35.0	73-48.2	5.1	19.1	4.4	346	L	
27060	1000	8/19/74	74	40-17.7	73-55.2	8/21/74	40-17.1	73-58.9	2.1	5.4	3.0	258	L	
27063	1000	8/19/74	74	40-17.7	73-55.2	8/21/74	40-15.0	74- 0.0	2.1	8.5	4.7	233	L	
27072	1000	8/19/74	74	40-17.7	73-55.2	8/21/74	40-17.1	73-59.0	2.1	5.5	3.1	258	L	
27073	1000	8/19/74	74	40-17.7	73-55.2	8/21/74	40-17.4	73-58.8	2.1	5.2	2.9	263	L	
27079	1000	8/19/74	74	40-17.7	73-55.2	8/21/74	40-17.0	73-59.0	2.1	5.6	3.1	256	L	
27064	1000	8/19/74	74	40-17.7	73-55.2	8/22/74	40-17.6	73-58.8	3.1	5.2	1.9	267	L	
27069	1000	8/19/74	74	40-17.7	73-55.2	8/22/74	40-17.1	73-58.9	3.1	5.4	2.0	258	L	
27075	1000	8/19/74	74	40-17.7	73-55.2	8/22/74	40-18.4	73-58.6	3.1	5.0	1.9	285	L	
27071	1000	8/19/74	74	40-17.7	73-55.2	8/23/74	40-18.2	73-58.7	4.1	5.1	1.4	280	L	
27062	1000	8/19/74	74	40-17.7	73-55.2	8/24/74	40-17.0	73-59.0	5.1	5.6	1.3	256	L	
27077	1000	8/19/74	74	40-17.7	73-55.2	8/25/74	40-16.4	73-59.0	6.1	5.9	1.1	245	L	
27049	957	8/19/74	75	40-20.0	73-47.3	8/22/74	40-19.5	73-58.5	3.1	15.9	6.0	266	L	
27057	957	8/19/74	75	40-20.0	73-47.3	8/22/74	40-19.6	73-58.5	3.1	15.9	6.0	267	L	
27054	957	8/19/74	75	40-20.0	73-47.3	8/31/74	40-42.6	72-55.8	12.1	84.1	8.1	60	L	
27047	957	8/19/74	75	40-20.0	73-47.3	9/ 8/74	40-37.5	73-14.1	20.1	57.2	3.3	55	L	
27031	953	8/19/74	76	40-20.0	73-40.0	8/23/74	40-12.8	74- 0.2	4.1	31.6	9.0	245	L	
27032	953	8/19/74	76	40-20.0	73-40.0	8/23/74	40-11.6	74- 0.6	4.1	33.1	9.4	241	L	
27033	953	8/19/74	76	40-20.0	73-40.0	8/23/74	40-11.3	74- 0.5	4.1	33.3	9.4	240	L	
27039	953	8/19/74	76	40-20.0	73-40.0	8/23/74	40-12.7	74- 0.2	4.1	31.7	9.0	244	L	
27023	953	8/19/74	76	40-20.0	73-40.0	8/24/74	40-13.4	73-59.9	5.1	30.8	7.0	246	L	
27013	953	8/19/74	76	40-20.0	73-40.0	8/29/74	40-39.1	73- 7.2	10.1	58.4	6.7	52	L	
27034	953	8/19/74	76	40-20.0	73-40.0	9/ 1/74	40-41.5	72-58.9	13.1	70.6	6.2	55	L	
27024	953	8/19/74	76	40-20.0	73-40.0	9/ 8/74	40-36.9	73-30.1	20.1	34.3	2.0	24	W	INSIDE INLET 3MI
27081	1004	8/19/74	77	40-12.7	73-56.7	8/21/74	40- 5.0	74- 1.4	2.1	15.8	8.8	205	L	
27032	1004	8/19/74	77	40-12.7	73-56.7	8/22/74	40-10.5	74- 0.9	3.1	7.3	2.7	235	L	
27086	1004	8/19/74	77	40-12.7	73-56.7	8/22/74	40- 1.3	74- 1.8	3.1	22.4	8.4	198	L	
27087	1004	8/19/74	77	40-12.7	73-56.7	8/22/74	40- 9.1	74- 1.4	3.1	9.5	3.6	225	L	
27092	1004	8/19/74	77	40-12.7	73-56.7	8/22/74	40- 7.2	74- 1.9	3.1	12.6	4.7	215	L	

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
27033	1004	8/19/74	77	40-12.7	73-56.7	8/23/74	40- 5.1	74- 1.3	4.1	15.6	4.4	204	L	
27099	1004	8/19/74	77	40-12.7	73-56.7	8/23/74	40- 8.2	74- 1.6	4.1	10.9	3.1	219	L	
27089	1004	8/19/74	77	40-12.7	73-56.7	8/24/74	40- 9.0	74- 1.4	5.1	9.6	2.2	224	L	
27097	1004	8/19/74	77	40-12.7	73-56.7	8/24/74	40- 8.6	74- 1.5	5.1	10.2	2.3	221	L	
27088	1004	8/19/74	77	40-12.7	73-56.7	8/25/74	40- 9.3	74- 1.2	6.1	9.0	1.7	225	L	
27093	1004	8/19/74	77	40-12.7	73-56.7	8/30/74	40-38.5	73- 9.8	11.1	82.0	8.6	54	L	
27084	1004	8/19/74	77	40-12.7	73-56.7	8/31/74	40- 9.1	74- 1.3	12.1	9.4	0.9	224	L	
27100	1010	8/19/74	78	40-13.6	73-47.2	8/22/74	40-17.9	73-58.7	3.1	18.2	6.8	296	L	
27105	1010	8/19/74	78	40-13.6	73-47.2	8/22/74	40-18.2	73-58.6	3.1	18.3	6.9	297	L	
27117	1010	8/19/74	78	40-13.6	73-47.2	8/25/74	40-11.7	74- 0.5	6.1	19.2	3.7	259	L	
27116	1010	8/19/74	78	40-13.6	73-47.2	9/ 7/74	39-57.4	74- 4.1	19.1	38.4	2.3	218	L	
27114	1010	8/19/74	78	40-13.6	73-47.2	11/ 8/74	40-18.0	73-59.0	81.1	18.7	0.3	295	L	
27120	1015	8/19/74	79	40-15.0	73-39.1	8/29/74	40-37.7	73-13.1	10.1	56.0	6.4	41	L	
27128	1015	8/19/74	79	40-15.0	73-39.1	8/29/74	40-36.8	73-24.6	10.1	45.4	5.2	26	L	
27126	1015	8/19/74	79	40-15.0	73-39.1	9/ 3/74	40-37.3	73-16.0	15.1	52.8	4.0	38	L	
27131	1015	8/19/74	79	40-15.0	73-39.1	9/ 7/74	40-40.9	73- 0.4	19.1	72.9	4.4	48	L	
27122	1015	8/19/74	79	40-15.0	73-39.1	10/20/74	40-38.9	73-13.7	62.1	57.1	1.1	39	L	INSIDE BAY
26938	922	8/19/74	80	40-29.3	73-59.4	8/20/74	40-34.2	73-51.6	1.1	14.3	14.7	50	L	
26922	922	8/19/74	80	40-29.3	73-59.4	8/21/74	40-33.8	73-52.8	2.1	12.6	6.8	48	L	
26923	922	8/19/74	80	40-29.3	73-59.4	8/21/74	40-33.8	73-52.7	2.1	12.7	6.9	48	L	
26925	922	8/19/74	80	40-29.3	73-59.4	8/21/74	40-33.4	73-53.8	2.1	11.0	6.0	46	L	
26930	922	8/19/74	80	40-29.3	73-59.4	8/21/74	40-34.6	73-50.2	2.1	16.3	8.9	52	L	
26932	922	8/19/74	80	40-29.3	73-59.4	8/21/74	40-33.8	73-52.9	2.1	12.5	6.8	47	L	
26933	922	8/19/74	80	40-29.3	73-59.4	8/21/74	40-35.5	73-46.4	2.1	21.7	11.8	57	L	
26939	922	8/19/74	80	40-29.3	73-59.4	8/21/74	40-34.5	73-50.5	2.1	15.9	8.7	52	L	
26928	922	8/19/74	80	40-29.3	73-59.4	8/22/74	40-35.0	73-49.0	3.1	18.1	6.7	54	L	
26934	922	8/19/74	80	40-29.3	73-59.4	8/24/74	40-35.2	73-48.2	5.1	19.3	4.4	55	L	
26936	922	8/19/74	80	40-29.3	73-59.4	8/24/74	40-34.9	73-49.3	5.1	17.7	4.0	53	L	
26921	922	8/19/74	80	40-29.3	73-59.4	8/26/74	40-35.1	73-41.5	7.1	27.5	4.5	66	L	

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Drift Card - Wind Relationships

The wind analyzer program was written by George Carroll and Paul Moskowitz to determine the unique wind histories for each drifter. The wind analysis computes the resultant wind velocity, direction and card displacement for the release-recovery period of each card. This program calculates the wind factor and angle of deflection of the drift card to the right or left of the resultant wind direction (negative sign indicates degrees to the left of the wind).

The wind history of each drifter was determined by the vector addition of the orthogonal components of the wind records from the assigned weather stations (Ambrose Light, Fire Island, Buzzards Bay Light and Nantucket Shoals lightship).

The listing excludes all drift cards which had a release-recovery period greater than 10 days.

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
7344	60	2/19	2/23	40 35.8	73 29.3	0.8	301	0.2	-95	1506	216	4.27
7341	60	2/19	2/25	40 36.3	73 26.7	0.5	27	0.2	-33	1533	240	2.92
7373	61	2/19	2/21	40 35.0	73 33.9	2.6	324	1.2	-125	390	269	2.17
7378	61	2/19	2/21	40 35.0	73 33.9	2.6	324	1.2	-125	390	269	2.17
7369	61	2/19	2/23	40 35.0	73 33.9	1.3	324	0.3	-72	1506	216	4.27
7371	61	2/19	2/23	40 35.0	73 33.9	1.3	324	0.3	-72	1506	216	4.27
7372	61	2/19	2/24	40 35.0	73 33.9	1.1	324	0.3	-91	1803	235	4.10
7376	61	2/19	2/24	40 35.0	73 33.9	1.1	324	0.3	-91	1803	235	4.10
7388	62	2/19	2/20	40 35.0	73 42.1	7.7	289	2.4	-51	296	160	3.16
7392	62	2/19	2/20	40 35.0	73 42.5	8.3	288	2.6	-52	296	160	3.16
7395	62	2/19	2/20	40 35.0	73 42.1	7.7	289	2.4	-51	296	160	3.16
7381	62	2/19	2/21	40 35.1	73 42.6	4.4	289	2.0	-160	390	269	2.17
7384	62	2/19	2/21	40 35.4	73 32.5	4.2	65	1.9	-24	390	269	2.17
7396	62	2/19	2/21	40 35.4	73 32.5	4.2	65	1.9	-24	390	269	2.17
7414	63	2/19	2/20	40 35.0	73 42.1	4.6	356	1.5	16	296	160	3.16
7405	63	2/19	2/21	40 35.2	73 42.8	2.7	344	1.2	-105	390	269	2.17
7412	63	2/19	2/21	40 35.2	73 42.9	2.7	343	1.3	-106	390	269	2.17
7409	63	2/19	2/22	40 35.0	73 37.5	2.8	55	1.7	31	446	204	1.67
7419	63	2/19	2/23	40 35.0	73 42.1	1.2	356	0.3	-40	1506	216	4.27
7436	63	2/19	2/24	40 35.0	73 42.5	1.0	348	0.2	-67	1803	235	4.10
7425	64	2/19	2/20	40 35.3	73 43.9	4.2	307	1.3	-33	296	160	3.16
7429	64	2/19	2/21	40 35.3	73 43.9	2.2	307	1.0	-142	390	269	2.17
7424	64	2/19	2/22	40 35.3	73 43.9	1.5	307	0.9	-77	446	204	1.67
7432	64	2/19	2/24	40 35.0	73 42.5	0.5	328	0.1	-87	1803	235	4.10
7440	65	2/19	2/20	40 35.8	73 45.5	4.1	33	0.7	2	523	211	5.59
7438	65	2/19	2/20	40 35.2	73 45.9	2.8	37	0.5	6	523	211	5.59
7448	65	2/19	2/24	40 35.4	73 46.3	0.6	22	0.1	-63	2963	265	6.74
7456	65	2/19	2/24	40 35.2	73 46.3	0.5	25	0.1	-60	2962	265	6.74
7470	66	2/19	2/19	40 34.4	73 50.7	18.6	12	1.8	44	291	148	10.11
7471	66	2/19	2/19	40 34.4	73 50.6	18.7	13	1.8	45	291	148	10.11
7474	66	2/19	2/19	40 34.4	73 50.6	18.7	13	1.8	45	291	148	10.11
7462	66	2/19	2/20	40 35.3	73 45.7	11.5	50	2.0	19	523	211	5.59
7469	66	2/19	2/20	40 33.7	73 52.5	4.5	340	0.8	-51	523	211	5.59
7479	66	2/19	2/20	40 34.4	73 50.8	5.7	10	1.0	-21	523	211	5.59
7465	66	2/19	2/23	40 34.4	73 50.7	1.5	12	0.2	-57	2337	249	6.62
7494	67	2/19	2/23	40 35.1	73 34.0	9.3	78	1.4	9	2337	249	6.62
7492	67	2/19	2/24	40 35.1	73 34.0	7.5	78	1.1	-7	2963	265	6.74
7495	67	2/19	2/24	40 35.4	73 32.1	8.1	78	1.2	-7	2963	265	6.74
7497	67	2/19	2/24	40 35.1	73 34.0	7.5	78	1.1	-7	2963	265	6.74
7483	67	2/19	2/26	40 35.1	73 37.4	0.4	356	0.1	-107	2884	283	4.71
7489	67	2/19	2/28	40 35.4	73 32.9	4.4	78	1.0	-23	3526	281	4.49
7520	68	2/19	2/23	40 35.2	73 34.8	9.9	74	1.5	5	2331	249	6.67
7528	68	2/19	2/23	40 35.4	73 31.8	11.1	75	1.7	6	2331	249	6.67
7545	69	2/19	2/23	40 35.0	73 42.4	6.8	55	1.0	-14	2331	249	6.67
7555	69	2/19	2/24	40 35.2	73 44.5	5.0	49	0.7	-36	2962	265	6.80
7556	69	2/19	2/27	40 35.2	73 44.2	3.2	50	0.7	-57	3262	287	4.69
7559	69	2/19	2/27	40 35.0	73 39.9	3.9	59	0.8	-48	3262	287	4.69
7507	80	2/19	2/23	40 35.2	73 44.0	7.0	63	1.0	-6	2331	249	6.67
7512	80	2/19	2/23	40 35.0	73 41.5	7.9	67	1.2	-2	2331	249	6.67
7508	80	2/19	2/26	40 35.0	73 40.0	4.8	68	1.0	-36	2887	284	4.74

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
10378	50	3/20	3/20	41 1.5	71 57.5	88.3	347	15.1	-7	63	174	5.86
10379	50	3/20	3/22	41 1.3	71 58.0	5.8	342	3.3	-85	284	247	1.75
11201	51	3/20	3/21	40 52.3	72 22.9	19.7	242	3.5	-58	421	120	5.56
11202	51	3/20	3/21	40 52.3	72 22.9	19.7	242	3.5	-58	421	120	5.56
11212	51	3/20	3/21	40 51.1	72 26.5	27.0	243	4.9	-57	421	120	5.56
11214	51	3/20	3/24	40 55.9	72 13.2	0.2	113	0.1	88	803	205	2.40
11215	51	3/20	3/24	40 52.5	72 22.5	4.3	242	1.8	-143	803	205	2.40
11205	51	3/20	3/25	40 54.6	72 16.4	1.2	237	0.7	163	712	254	1.69
10450	52	3/20	3/23	40 47.8	72 37.2	4.6	308	1.7	-97	661	225	2.70
10453	52	3/20	3/23	40 47.1	72 40.4	6.0	293	2.2	-112	661	225	2.70
10457	52	3/20	3/24	40 48.1	72 37.5	3.6	309	1.5	-76	787	205	2.38
10553	54	3/20	3/23	40 37.7	73 13.2	4.9	307	1.8	-98	661	225	2.70
10546	54	3/20	3/24	40 40.9	73 0.6	4.7	32	2.0	7	787	205	2.38
10551	54	3/20	3/24	40 37.8	73 12.1	3.3	313	1.4	-72	787	205	2.38
10547	54	3/20	3/26	40 37.9	73 11.3	2.0	318	1.1	-99	901	237	1.79
9890	55	3/20	3/22	40 35.3	73 46.2	16.6	285	9.9	-146	283	251	1.67
9903	55	3/20	3/22	40 35.3	73 46.2	16.6	285	9.9	-146	283	251	1.67
9909	55	3/20	3/22	40 35.2	73 37.8	10.0	296	6.0	-135	283	251	1.67
9895	55	3/20	3/23	40 35.0	73 35.3	5.3	301	2.0	-104	665	225	2.60
9901	55	3/20	3/25	40 35.1	73 46.6	6.7	284	4.0	-152	713	256	1.66
9886	56	3/20	3/21	40 33.5	73 55.9	33.3	282	6.8	-17	407	119	4.91
9870	56	3/20	3/24	40 35.0	73 38.4	2.7	346	1.2	-39	790	205	2.31
9876	56	3/20	3/24	40 35.0	73 37.5	2.6	354	1.1	-31	790	205	2.31
9887	56	3/20	3/24	40 35.0	73 38.4	2.7	346	1.2	-39	790	205	2.31
9888	56	3/20	3/24	40 35.1	73 38.5	2.7	346	1.2	-39	790	205	2.31
9877	57	3/20	3/24	40 35.0	73 39.1	4.2	49	2.1	-5	701	234	2.05
10586	60	3/19	3/24	40 35.4	73 32.4	1.5	276	0.8	-132	867	228	1.96
10595	61	3/19	3/24	40 35.1	73 33.5	1.0	331	0.5	-77	852	228	1.94
10596	61	3/19	3/24	40 35.5	73 31.5	1.1	8	0.6	-40	852	228	1.94
10598	61	3/19	3/24	40 36.2	73 26.2	2.3	54	1.2	6	852	228	1.94
10599	61	3/19	3/24	40 35.0	73 34.0	1.1	322	0.6	-86	852	228	1.94
10588	61	3/19	3/27	40 35.4	73 32.4	0.6	352	0.3	-79	1469	251	2.10
10602	61	3/19	3/27	40 37.2	73 17.3	3.2	69	1.5	-2	1469	251	2.10
10733	80	3/19	3/24	40 4.9	74 3.0	10.4	186	5.8	95	791	271	1.80

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
13307	61	4/16	4/20	40 32.5	73 15.9	6.4	92	4.2	-10	545	282	1.53
13318	61	4/16	4/22	40 41.7	72 58.4	9.5	71	4.0	27	1262	224	2.38
13311	61	4/16	4/25	40 44.5	72 50.4	7.9	70	2.9	34	2155	216	2.73
13384	64	4/16	4/22	40 41.7	72 57.9	12.0	77	5.0	33	1262	224	2.38
13366	64	4/16	4/24	40 41.0	73 0.3	8.5	77	2.5	44	2334	213	3.39
13400	65	4/16	4/22	40 41.6	72 58.6	13.2	78	4.0	1	1755	257	3.32
13399	65	4/16	4/23	40 38.9	73 7.3	9.2	80	2.3	14	2474	246	4.02
13416	66	4/16	4/25	40 38.3	73 11.0	7.4	77	2.2	-16	2714	273	3.44

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
17748	51	5/20	5/24	40 55.5	72 13.6	3.1	359	0.9	-10	1162	189	3.51
17749	51	5/20	5/26	40 57.1	72 10.2	2.8	19	1.6	6	852	193	1.69
17753	51	5/20	5/26	40 56.8	72 11.2	2.6	14	1.5	1	852	193	1.69
17755	51	5/20	5/26	40 56.9	72 10.8	2.7	16	1.6	3	852	193	1.69
17759	51	5/20	5/26	40 56.8	72 11.1	2.6	14	1.5	1	852	193	1.69
17763	51	5/20	5/26	40 58.1	72 6.9	3.5	31	2.1	18	852	193	1.69
17807	52	5/20	5/25	40 47.6	72 38.9	3.1	300	1.3	-64	1005	184	2.40
17793	52	5/20	5/26	40 47.4	72 39.4	2.7	297	1.6	-76	852	193	1.69
17799	52	5/20	5/26	40 47.5	72 38.7	2.5	300	1.5	-73	852	193	1.69
17839	53	5/20	5/21	40 46.4	72 44.4	20.0	26	4.4	0	331	206	4.59
17842	53	5/20	5/25	40 46.4	72 44.9	3.4	24	1.4	20	1005	184	2.40
17853	53	5/20	5/25	40 46.7	72 41.6	4.1	38	1.7	34	1005	184	2.40
17236	55	5/20	5/22	40 37.8	73 20.5	9.1	37	1.8	16	843	201	4.98
17238	55	5/20	5/22	40 37.3	73 16.6	11.0	52	2.2	31	843	201	4.98
17244	55	5/20	5/22	40 37.1	73 15.7	11.5	55	2.3	34	843	201	4.98
17249	55	5/20	5/22	40 37.2	73 16.3	11.2	53	2.2	32	843	201	4.98
17230	55	5/20	5/25	40 38.3	73 17.1	4.5	47	1.9	45	1044	182	2.44
17234	55	5/20	5/25	40 38.3	73 17.0	4.5	47	1.9	45	1044	182	2.44
17237	55	5/20	5/25	40 37.5	73 22.0	3.2	31	1.3	29	1044	182	2.44
17246	55	5/20	5/25	40 38.3	73 17.1	4.5	47	1.9	45	1044	182	2.44
17241	55	5/20	5/26	40 37.9	73 20.5	2.0	36	1.8	25	886	191	1.72
17214	56	5/20	5/21	40 35.1	73 37.2	11.0	357	2.6	-21	357	198	4.31
17211	56	5/20	5/22	40 35.1	73 37.1	5.4	358	1.1	-23	843	201	4.98
17217	56	5/20	5/22	40 35.1	73 36.9	5.4	0	1.1	-21	843	201	4.98
17223	56	5/20	5/22	40 35.2	73 36.4	5.5	4	1.1	-17	843	201	4.98
17225	56	5/20	5/22	40 35.3	73 35.2	5.8	14	1.2	-7	843	201	4.98
17229	56	5/20	5/22	40 35.0	73 40.0	5.9	333	1.2	-48	843	201	4.98
17213	56	5/20	5/25	40 35.1	73 37.0	2.1	359	0.9	-3	1044	182	2.44
17220	56	5/20	5/25	40 35.2	73 36.6	2.2	2	0.9	0	1044	182	2.44
17228	56	5/20	5/30	40 35.2	73 36.3	1.1	5	0.9	16	1004	169	1.17
17192	57	5/20	5/22	40 35.0	73 46.5	5.5	3	0.9	-23	1018	206	6.01
17208	57	5/20	5/22	40 35.5	73 45.4	6.2	11	1.0	-15	1018	206	6.01
17209	57	5/20	5/22	40 35.0	73 46.6	5.5	2	0.9	-24	1018	206	6.01
17195	57	5/20	5/23	40 35.0	73 46.4	3.7	4	0.6	-31	1485	215	5.81
17213	60	5/21	5/23	40 35.9	73 27.7	0.3	355	0.3	38	507	137	0.85
17922	61	5/21	5/22	40 35.7	73 29.1	8.2	39	1.4	16	469	203	5.92
17928	61	5/21	5/22	40 36.0	73 28.1	9.9	44	1.7	21	469	203	5.92
17930	61	5/21	5/22	40 35.7	73 29.0	8.3	40	1.4	17	469	203	5.92
17931	61	5/21	5/22	40 37.2	73 23.9	17.5	55	3.0	32	469	203	5.92
17932	61	5/21	5/22	40 35.9	73 28.2	9.6	44	1.6	21	469	203	5.92
17936	61	5/21	5/22	40 35.6	73 31.5	6.2	8	1.0	-15	469	203	5.92
17921	61	5/21	5/23	40 35.9	73 27.3	5.2	51	1.0	28	836	203	5.04
17933	61	5/21	5/23	40 35.9	73 27.3	5.2	51	1.0	28	836	203	5.04
17952	62	5/21	5/22	40 35.5	73 36.6	4.5	16	0.8	-7	469	203	5.92
17954	62	5/21	5/22	40 35.5	73 36.5	4.5	13	0.8	-5	469	203	5.92
17940	62	5/21	5/25	40 35.3	73 36.2	1.0	27	0.5	33	690	174	2.04
17959	62	5/21	5/28	40 35.6	73 37.3	0.6	0	0.7	43	507	137	0.85
17955	62	5/21	5/30	40 35.6	73 37.4	0.5	357	0.5	23	699	154	0.91
17961	63	5/21	5/21	40 35.0	73 37.5	52.6	55	6.5	38	117	197	8.15
17966	63	5/21	5/21	40 35.1	73 41.1	32.2	14	3.9	-3	117	197	8.15

MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
17967	63	5/21	5/21	40 35.1	73 41.4	31.6	9	3.9	-8	117	197	8.15
17964	63	5/21	5/22	40 35.1	73 41.3	5.8	10	1.0	-13	469	203	5.92
17970	63	5/21	5/22	40 35.1	73 41.0	5.9	15	1.0	-8	469	203	5.92
17973	63	5/21	5/22	40 35.1	73 41.5	5.7	7	1.0	-16	469	203	5.92
17976	63	5/21	5/22	40 35.1	73 41.3	5.8	10	1.0	-13	469	203	5.92
17963	63	5/21	5/23	40 35.1	73 41.2	2.8	12	0.6	-11	836	203	5.04
17960	63	5/21	5/24	40 34.8	73 43.3	1.7	333	0.5	-29	833	182	3.30
17971	63	5/21	5/24	40 34.8	73 43.2	1.7	334	0.5	-28	833	182	3.30
17975	63	5/21	5/25	40 35.0	73 37.5	2.2	55	1.1	61	690	174	2.04
17979	63	5/21	5/25	40 35.1	73 43.2	1.4	337	0.7	-17	690	174	2.04
17974	63	5/21	5/26	40 35.1	73 41.3	1.1	10	0.9	5	516	185	1.21
17987	64	5/21	5/21	40 35.0	73 41.0	14.9	28	1.8	11	117	197	8.15
17989	64	5/21	5/21	40 35.0	73 40.7	16.5	37	2.0	20	117	197	8.15
17991	64	5/21	5/21	40 35.0	73 37.5	43.5	72	5.3	55	117	197	8.15
17993	64	5/21	5/21	40 35.0	73 37.5	43.5	72	5.3	55	117	197	8.15
17996	64	5/21	5/21	40 35.0	73 37.4	44.4	73	5.4	56	117	197	8.15
17980	64	5/21	5/22	40 35.1	73 40.9	3.0	29	0.5	6	469	203	5.92
17985	64	5/21	5/22	40 35.0	73 37.5	7.9	72	1.3	49	469	203	5.92
17992	64	5/21	5/22	40 35.0	73 40.4	3.4	44	0.6	21	469	203	5.92
17984	64	5/21	5/23	40 35.1	73 41.3	1.3	15	0.3	-8	836	203	5.04
17982	64	5/21	5/25	40 35.0	73 40.9	0.7	31	0.3	37	690	174	2.04
17988	64	5/21	5/25	40 35.0	73 40.8	0.7	34	0.3	40	690	174	2.04
17986	64	5/21	5/27	40 35.1	73 41.4	0.4	11	0.4	34	481	157	0.94
18000	65	5/21	5/22	40 35.1	73 46.5	2.6	20	0.4	-8	580	208	7.32
18001	65	5/21	5/22	40 35.4	73 46.9	3.1	3	0.4	-25	580	208	7.32
18006	65	5/21	5/22	40 35.1	73 46.4	2.6	24	0.4	-4	580	208	7.32
18010	65	5/21	5/22	40 35.1	73 46.6	2.5	15	0.3	-12	580	208	7.32
18008	65	5/21	5/23	40 35.4	73 46.8	1.5	6	0.2	-34	1061	220	6.40
18037	66	5/21	5/22	40 33.8	73 53.9	6.8	320	0.9	-68	580	208	7.32
18023	65	5/21	5/23	40 33.6	73 53.3	2.7	325	0.4	-75	1061	220	6.40
18039	66	5/21	5/27	40 33.6	73 53.4	0.9	324	0.6	-72	747	216	1.46
18058	67	5/21	5/22	40 36.0	73 47.9	19.0	57	2.6	29	580	208	7.32
18059	67	5/21	5/24	40 35.2	73 52.6	3.6	41	0.8	21	1143	200	4.54
18054	67	5/21	5/25	40 37.9	73 53.0	3.8	24	1.2	2	1037	202	3.06
18055	67	5/21	5/25	40 35.2	73 55.1	2.1	19	0.7	-3	1037	202	3.06
18041	67	5/21	5/26	40 34.0	73 53.7	1.5	44	0.7	-3	959	227	2.26
18053	67	5/21	5/26	40 37.9	73 53.1	3.0	24	1.3	-23	959	227	2.26
18085	68	5/21	5/26	40 33.6	73 53.5	2.2	49	1.0	2	959	227	2.26
18095	68	5/21	5/28	39 58.3	74 3.9	10.0	187	11.8	152	508	215	0.85
18099	68	5/21	5/28	40 17.6	73 58.7	3.9	180	4.6	145	508	215	0.85
18107	69	5/21	5/22	40 33.7	73 53.1	15.1	21	2.1	-7	580	208	7.32
18101	69	5/21	5/24	40 34.2	73 52.8	5.2	21	1.1	1	1143	200	4.54
18106	69	5/21	5/24	40 33.9	73 52.4	5.0	25	1.1	5	1143	200	4.54
18108	69	5/21	5/24	40 33.8	73 52.5	5.0	24	1.1	4	1143	200	4.54
18112	69	5/21	5/24	40 33.7	73 55.4	4.5	5	1.0	-15	1143	200	4.54
18113	69	5/21	5/24	40 33.9	73 52.5	5.0	24	1.1	4	1143	200	4.54
18100	69	5/21	5/25	40 34.2	73 52.7	3.9	22	1.3	0	1037	202	3.06
18102	69	5/21	5/25	40 33.7	73 53.0	3.6	22	1.2	0	1037	202	3.06
18117	69	5/21	5/25	40 33.9	73 52.6	3.7	23	1.2	1	1037	202	3.06
18116	69	5/21	5/28	40 12.2	74 0.5	4.9	191	5.8	156	508	215	0.85

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
18135	70	5/21	5/23	40 36.0	73 27.3	28.0	57	4.4	17	1061	220	6.40
18137	70	5/21	5/23	40 36.0	73 27.2	28.0	57	4.4	17	1061	220	6.40
18120	70	5/21	5/24	40 35.1	73 42.2	11.6	38	2.6	18	1143	200	4.54
18132	70	5/21	5/24	40 35.6	73 30.6	16.7	55	3.7	35	1143	200	4.54
18133	70	5/21	5/24	40 35.7	73 30.6	16.7	55	3.7	35	1143	200	4.54
18138	70	5/21	5/25	40 35.7	73 30.0	12.7	55	4.1	33	1037	202	3.06
18127	70	5/21	5/30	39 54.1	74 4.7	7.1	194	5.8	156	951	218	1.23
18145	71	5/21	5/23	40 38.2	73 13.0	36.2	63	5.6	23	1061	220	6.40
18148	71	5/21	5/23	40 38.4	73 10.5	38.2	65	6.0	25	1061	220	6.40
18147	71	5/21	5/24	40 37.7	73 13.2	23.5	64	5.2	44	1143	200	4.54
18154	71	5/21	5/24	40 38.4	73 10.2	25.2	65	5.6	45	1143	200	4.54
18157	71	5/21	5/24	40 37.7	73 13.1	23.6	64	5.2	44	1143	200	4.54
18150	71	5/21	5/25	40 38.4	73 10.3	18.8	65	6.1	43	1037	202	3.06
18158	71	5/21	5/25	40 38.7	73 8.6	19.5	65	6.4	43	1037	202	3.06
18146	71	5/21	5/27	40 38.5	73 9.7	12.6	67	8.6	29	747	216	1.46
18170	72	5/21	5/23	40 37.4	73 13.6	35.0	61	5.5	20	1029	221	6.35
18165	72	5/21	5/27	40 37.4	73 15.9	10.6	60	7.5	24	715	216	1.41
18187	73	5/21	5/25	40 37.9	73 12.4	15.5	62	5.2	40	1004	202	3.00
18247	74	5/21	5/27	40 6.4	74 2.1	4.6	205	3.2	169	715	216	1.41
18248	74	5/21	5/27	40 8.1	74 1.7	4.0	207	2.8	171	715	216	1.41
18249	74	5/21	5/27	40 8.1	74 1.6	3.9	207	2.8	171	715	216	1.41
18253	74	5/21	5/28	40 6.9	74 3.0	3.9	208	4.8	172	476	215	0.80
18257	74	5/21	5/30	40 4.1	74 2.6	3.6	202	3.0	163	919	219	1.20
18266	78	5/21	5/26	40 13.2	74 0.0	4.3	267	2.0	-141	930	228	2.21
18260	78	5/21	5/28	40 15.8	73 59.2	3.0	283	3.7	-113	476	216	0.80
18079	80	5/21	5/24	40 33.8	74 5.8	4.9	312	1.1	-68	1143	200	4.54
18062	80	5/21	5/25	40 33.9	73 54.8	3.2	37	1.0	15	1037	202	3.06
18063	80	5/21	5/27	40 8.0	74 1.7	7.7	184	5.3	148	747	216	1.46
18064	80	5/21	5/27	39 58.4	74 3.9	11.3	186	7.7	150	747	216	1.46
18071	80	5/21	5/27	40 8.0	74 1.7	7.7	184	5.3	148	747	216	1.46
18075	80	5/21	5/29	40 37.6	73 54.3	2.5	25	2.2	-26	785	231	1.15
18070	80	5/21	5/30	40 36.0	73 48.8	2.5	50	2.1	12	951	218	1.23

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
20311	51	6/24	7/ 1	40 38.0	73 17.7	15.7	256	6.3	-13	1473	89	2.49
20312	51	6/24	7/ 1	40 38.1	73 11.8	14.4	254	5.8	-15	1473	89	2.49
20314	51	6/24	7/ 1	40 36.7	73 25.1	17.6	256	7.0	-13	1473	89	2.49
20318	51	6/24	7/ 1	40 37.2	73 23.3	17.1	256	6.9	-13	1473	89	2.49
20321	51	6/24	7/ 1	40 36.4	73 26.2	17.8	256	7.1	-13	1473	89	2.49
20323	51	6/24	7/ 1	40 36.3	73 27.2	18.1	256	7.2	-13	1473	89	2.49
20324	51	6/24	7/ 1	40 37.3	73 15.7	15.3	254	6.2	-15	1473	89	2.49
20328	51	6/24	7/ 2	40 36.0	73 28.4	16.0	256	8.3	-33	1300	109	1.92
20329	51	6/24	7/ 2	40 39.6	73 4.6	11.0	254	5.7	-35	1300	109	1.92
20326	51	6/24	7/ 3	40 38.4	73 10.3	10.8	254	6.6	-58	1262	132	1.65
20368	52	6/24	7/ 1	40 37.9	73 20.8	12.1	260	4.8	-9	1473	89	2.49
20363	52	6/24	7/ 2	40 37.5	73 13.2	9.0	258	4.7	-31	1300	109	1.92
20370	52	6/24	7/ 2	40 38.1	73 11.9	8.7	259	4.5	-30	1300	109	1.92
19806	55	6/24	6/29	40 14.4	73 59.6	13.1	235	2.5	-8	2185	63	5.14
19813	55	6/24	6/29	40 17.3	73 58.9	12.2	240	2.4	-3	2185	63	5.14
19783	56	6/24	6/28	40 14.3	73 59.7	12.9	227	2.5	-9	1778	56	5.25
19777	56	6/24	6/29	40 21.7	73 58.4	8.1	242	1.6	-1	2185	63	5.14
19787	56	6/24	6/29	40 0.2	74 3.5	15.8	214	3.1	-29	2185	63	5.14
19761	57	6/24	6/26	40 14.0	73 59.8	21.0	211	3.2	-22	1099	53	6.64
19765	57	6/24	6/26	40 11.7	74 0.5	23.5	209	3.5	-24	1099	53	6.64
19770	57	6/24	6/26	40 17.7	73 58.8	17.1	216	2.6	-17	1099	53	6.64
20487	61	6/25	6/29	40 17.2	73 58.9	13.5	232	2.7	-14	1761	66	4.94
20495	61	6/25	6/29	40 18.0	73 58.8	13.2	233	2.7	-13	1761	66	4.94
20519	62	6/25	6/28	40 21.5	73 58.4	13.9	232	2.8	-4	1348	56	4.99
20507	62	6/25	6/29	40 18.8	73 58.5	11.4	227	2.3	-19	1761	66	4.94
20517	62	6/25	6/29	40 22.6	73 58.5	10.2	235	2.1	-11	1761	66	4.94
20534	63	6/25	6/27	40 21.6	73 58.4	16.9	228	4.9	-2	630	50	3.43
20525	63	6/25	6/28	40 21.6	73 58.4	11.5	228	2.3	-8	1348	56	4.99
20536	63	6/25	6/28	40 21.5	73 58.4	11.6	228	2.3	-8	1348	56	4.99
20541	63	6/25	6/28	40 13.2	74 0.0	16.4	215	3.3	-21	1348	56	4.99
20547	64	6/25	6/30	40 33.3	73 55.3	4.4	266	1.4	7	1421	79	3.21
20555	64	6/25	7/ 2	40 33.8	73 55.2	3.1	268	1.7	-39	1137	127	1.85
20577	65	6/25	6/28	40 33.1	73 56.2	4.9	261	0.9	7	1449	74	5.37
20566	65	6/25	7/ 3	40 35.1	73 41.5	1.1	76	0.6	100	1354	156	1.93
20595	66	6/25	6/27	40 4.2	74 2.5	28.9	197	8.2	-43	649	60	3.53
20600	66	6/25	6/27	40 5.4	74 2.3	27.7	197	7.8	-43	649	60	3.53
20601	66	6/25	6/27	40 3.8	74 2.6	29.3	196	8.3	-44	649	60	3.53
20604	66	6/25	6/27	40 5.6	74 2.2	27.5	197	7.8	-43	649	60	3.53
20592	66	6/25	6/29	40 5.3	74 2.3	14.3	197	2.7	-66	1910	83	5.36
20596	66	6/25	7/ 1	40 5.7	74 2.1	9.5	197	3.4	-100	1479	117	2.79
20606	67	6/25	6/27	40 7.7	74 1.8	24.9	189	7.4	-52	603	61	3.35
20607	67	6/25	6/27	40 5.4	74 2.2	27.3	188	8.2	-53	603	61	3.35
20609	67	6/25	6/27	40 6.0	74 2.1	26.7	188	8.0	-53	603	61	3.35
20618	67	6/25	6/27	40 6.3	74 2.0	26.4	188	7.9	-53	603	61	3.35
20605	67	6/25	6/28	40 5.7	74 2.2	18.2	189	3.5	-66	1408	75	5.28
20623	67	6/25	6/28	40 6.4	74 2.0	17.7	188	3.4	-67	1408	75	5.28
20620	67	6/25	6/29	39 58.4	74 3.9	17.7	189	3.3	-75	1872	84	5.30
20648	68	6/25	6/25	40 26.8	73 59.0	22.8	186	1.8	-38	362	45	12.57
20653	68	6/25	6/25	40 26.7	73 59.0	23.4	186	1.9	-38	362	45	12.57
20645	68	6/25	6/26	40 27.8	73 59.7	5.3	200	0.7	-23	729	43	7.78

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
20663	68	6/25	6/26	40 27.2	73 59.3	6.3	191	0.8	-32	729	43	7.78
20647	68	6/25	7/ 3	40 35.2	73 36.0	4.7	74	2.4	96	1372	158	1.96
20678	69	6/25	6/28	40 16.9	73 58.9	7.7	190	1.4	-65	1408	75	5.28
20667	69	6/25	6/29	40 17.1	73 58.9	5.7	191	1.1	-73	1872	84	5.30
20687	70	6/25	6/26	40 17.3	73 58.8	12.2	208	1.6	-15	729	43	7.78
20685	70	6/25	6/29	40 19.5	73 58.5	2.2	219	0.4	-45	1872	84	5.30
20706	71	6/25	6/26	40 6.2	74 2.1	39.0	205	5.0	-18	729	43	7.78
20710	71	6/25	6/26	40 6.1	74 2.0	39.2	205	5.0	-18	729	43	7.78
20718	71	6/25	6/26	40 9.9	74 1.4	32.1	209	4.1	-14	729	43	7.78
20720	71	6/25	6/26	40 12.8	74 0.2	26.2	212	3.4	-11	729	43	7.78
20721	71	6/25	6/26	40 6.7	74 2.0	38.1	205	4.9	-18	729	43	7.78
20723	71	6/25	6/26	40 5.9	74 2.0	39.5	204	5.1	-19	729	43	7.78
20708	71	6/25	6/27	40 6.4	74 2.1	20.1	205	6.0	-36	603	61	3.35
20724	71	6/25	6/27	40 6.9	74 1.9	19.6	205	5.9	-36	603	61	3.35
20738	72	6/25	6/27	40 3.2	74 3.0	23.2	208	6.9	-33	603	61	3.35
20733	72	6/25	6/29	40 4.4	74 2.5	11.2	209	2.1	-55	1872	84	5.30
20731	72	6/25	6/30	40 5.2	74 2.3	8.7	209	2.4	-70	1596	99	3.63
20737	72	6/25	7/ 3	40 9.1	74 1.3	4.5	214	2.3	-124	1372	158	1.96
20760	73	6/25	6/27	40 4.2	74 2.6	25.5	212	7.6	-29	603	61	3.35
20748	73	6/25	6/28	40 8.0	74 1.7	14.8	216	2.8	-39	1408	75	5.28
20750	73	6/25	6/28	40 12.2	74 0.4	12.1	222	2.3	-33	1408	75	5.28
20754	73	6/25	6/28	40 2.3	74 3.0	18.5	211	3.5	-44	1408	75	5.28
20755	73	6/25	6/28	40 13.1	74 0.1	11.5	224	2.2	-31	1408	75	5.28
20761	73	6/25	6/28	40 12.1	74 0.4	12.1	222	2.3	-33	1408	75	5.28
20747	73	6/25	6/29	40 13.5	73 59.9	8.5	224	1.6	-40	1872	84	5.30
20751	73	6/25	6/29	40 11.4	74 0.6	9.5	221	1.8	-43	1872	84	5.30
20758	73	6/25	6/30	40 3.1	74 3.0	10.9	212	3.0	-67	1596	99	3.63
20762	73	6/25	6/30	40 13.2	74 0.0	6.9	224	1.9	-55	1596	99	3.63
20808	74	6/25	6/26	40 3.9	74 2.6	29.6	202	3.8	-21	729	43	7.78
20813	74	6/25	6/26	40 9.0	74 1.4	19.7	208	2.5	-15	729	43	7.78
20791	75	6/25	6/25	40 3.7	74 2.5	128.8	215	10.3	-9	362	45	12.57
20804	75	6/25	6/25	40 3.6	74 2.5	129.4	215	10.3	-9	362	45	12.57
20795	75	6/25	6/26	40 3.3	74 2.7	40.5	215	5.2	-8	729	43	7.78
20797	75	6/25	6/26	40 3.6	74 2.6	39.9	215	5.1	-8	729	43	7.78
20785	75	6/25	6/27	40 5.3	74 2.3	19.2	217	5.7	-24	603	61	3.35
20786	75	6/25	6/27	40 3.8	74 2.6	20.6	215	6.1	-26	603	61	3.35
20792	75	6/25	6/27	40 3.7	74 2.6	20.7	215	6.2	-26	603	61	3.35
20801	75	6/25	6/27	40 4.3	74 2.5	20.1	216	6.0	-25	603	61	3.35
20803	75	6/25	6/27	40 4.2	74 2.5	20.2	216	6.0	-25	603	61	3.35
20788	75	6/25	6/28	40 1.9	74 3.1	15.1	213	2.9	-42	1408	75	5.28
20793	75	6/25	6/29	40 3.4	74 2.9	10.7	215	2.0	-42	1872	84	5.30
20777	75	6/25	6/27	40 2.7	74 2.8	25.3	225	7.6	-16	603	61	3.35
20766	76	6/25	6/28	40 2.5	74 3.0	17.3	225	3.3	-30	1408	75	5.28
20772	76	6/25	6/28	39 58.5	74 3.9	19.6	220	3.7	-35	1408	75	5.28
20778	76	6/25	6/28	39 58.6	74 3.9	19.6	220	3.7	-35	1408	75	5.28
20779	76	6/25	6/28	40 2.2	74 3.1	17.4	224	3.3	-31	1408	75	5.28
20781	76	6/25	6/28	39 58.4	74 3.9	19.7	220	3.7	-35	1408	75	5.28
20782	76	6/25	6/28	39 58.5	74 3.9	19.6	220	3.7	-35	1408	75	5.28
20784	76	6/25	6/28	39 58.4	74 3.9	19.7	220	3.7	-35	1408	75	5.28
20768	76	6/25	6/29	40 0.5	74 3.5	13.9	222	2.6	-42	1872	84	5.30

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
20773	76	6/25	7/ 1	40 0.2	74 3.5	9.4	222	3.4	-76	1465	118	2.79
20827	77	6/25	6/25	40 7.2	74 1.9	43.8	215	3.5	-9	362	45	12.57
20831	77	6/25	6/25	40 7.7	74 1.8	41.0	218	3.3	-6	362	45	12.57
20841	77	6/25	6/25	40 6.2	74 2.1	49.7	212	4.0	-12	362	45	12.57
20825	77	6/25	6/26	40 6.7	74 1.8	14.2	213	1.8	-10	729	43	7.78
20829	77	6/25	6/26	40 6.6	74 2.0	14.5	213	1.9	-10	729	43	7.78
20830	77	6/25	6/26	40 6.8	74 1.8	14.0	213	1.8	-10	729	43	7.78
20835	77	6/25	6/26	40 7.3	74 1.8	13.2	215	1.7	-8	729	43	7.78
20838	77	6/25	6/26	40 6.5	74 2.0	14.7	213	1.9	-10	729	43	7.78
20839	77	6/25	6/26	40 6.3	74 2.1	15.1	212	1.9	-11	729	43	7.78
20840	77	6/25	6/26	40 6.3	74 2.1	15.1	212	1.9	-11	729	43	7.78
20844	77	6/25	6/26	40 7.3	74 1.9	13.3	216	1.7	-7	729	43	7.78
20843	77	6/25	6/27	40 5.2	74 2.3	8.9	209	2.7	-32	603	61	3.35
20847	78	6/25	6/29	39 52.2	74 5.0	13.3	212	2.5	-52	1872	84	5.30
20851	78	6/25	6/29	39 53.5	74 4.8	12.7	213	2.4	-51	1872	84	5.30
20856	78	6/25	6/29	39 50.0	74 5.2	14.4	210	2.7	-54	1872	84	5.30
20859	78	6/25	6/29	39 53.4	74 4.8	12.8	213	2.4	-51	1872	84	5.30
20860	78	6/25	6/29	39 48.9	74 5.4	14.9	209	2.8	-55	1872	84	5.30
20862	78	6/25	6/29	39 52.3	74 5.0	13.3	212	2.5	-52	1872	84	5.30
20869	79	6/25	6/28	39 58.2	74 3.9	17.6	228	3.3	-27	1408	75	5.28
20870	79	6/25	6/28	39 58.1	74 3.9	17.7	228	3.3	-27	1408	75	5.28
20872	79	6/25	6/28	39 58.6	74 3.9	17.5	229	3.3	-26	1408	75	5.28
20866	79	6/25	6/29	39 52.2	74 5.0	15.9	221	3.0	-43	1872	84	5.30
20831	79	6/25	6/29	39 42.2	74 8.0	20.8	214	3.9	-50	1872	84	5.30
20865	79	6/25	7/ 1	39 41.1	74 8.8	14.4	213	5.2	-85	1465	118	2.79
20633	80	6/25	6/27	40 26.6	73 59.0	2.8	173	0.8	-68	603	61	3.35
20628	80	6/25	7/ 2	40 35.2	73 43.8	4.0	63	1.8	107	1360	136	2.22

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
22878	50	7/23	7/24	40 56.8	72 11.2	27.0	271	5.4	-14	398	105	5.02
22894	50	7/23	7/24	40 56.8	72 11.1	26.8	271	5.3	-14	398	105	5.02
22880	50	7/23	7/25	40 55.8	72 13.7	15.0	267	2.6	-2	967	89	5.84
22886	50	7/23	7/25	40 55.9	72 13.5	14.9	267	2.5	-2	967	89	5.84
22891	50	7/23	7/25	40 53.6	72 19.5	20.2	260	3.5	-9	967	89	5.84
22892	50	7/23	7/25	40 55.7	72 14.1	15.4	266	2.6	-3	967	89	5.84
22882	50	7/23	7/26	40 54.5	72 17.3	12.0	262	2.2	-4	1355	86	5.37
22883	50	7/23	7/28	40 43.2	72 55.7	20.6	253	4.4	-13	1979	86	4.66
22887	50	7/23	7/30	40 55.6	72 14.4	4.3	266	1.0	-11	2486	97	4.16
22934	51	7/23	7/25	40 50.5	72 28.4	12.7	272	2.2	3	967	89	5.84
22921	51	7/23	7/26	40 50.5	72 34.0	11.5	271	2.1	5	1355	86	5.37
22925	51	7/23	7/29	40 50.8	72 29.6	4.4	273	1.0	1	2228	92	4.36
22967	52	7/23	7/26	40 38.1	73 11.7	23.2	259	4.3	-7	1355	86	5.37
22958	52	7/23	7/26	40 38.7	73 9.0	21.6	259	4.0	-7	1355	86	5.37
22970	52	7/23	7/26	40 38.3	73 10.8	22.7	259	4.2	-7	1355	86	5.37
22975	52	7/23	7/26	40 38.9	73 7.8	21.0	259	3.9	-7	1355	86	5.37
22979	52	7/23	7/26	40 38.4	73 10.5	22.5	259	4.2	-7	1355	86	5.37
22980	52	7/23	7/26	40 40.3	73 2.4	17.8	261	3.3	-5	1355	86	5.37
22982	52	7/23	7/26	40 39.2	73 6.8	20.4	260	3.8	-6	1355	86	5.37
22981	52	7/23	7/27	40 38.4	73 10.6	16.8	259	3.3	-6	1701	85	5.02
22983	52	7/23	7/27	40 38.8	73 8.4	15.9	259	3.2	-6	1701	85	5.02
22977	52	7/23	7/28	40 39.7	73 4.5	11.3	260	2.4	-6	1979	86	4.66
23010	53	7/23	7/24	40 40.8	73 0.8	22.3	278	4.4	-5	383	103	5.07
23011	53	7/23	7/24	40 39.4	73 6.0	31.7	269	6.3	-14	383	103	5.07
23012	53	7/23	7/24	40 40.9	73 0.6	22.0	279	4.3	-4	383	103	5.07
23013	53	7/23	7/24	40 40.3	73 2.6	25.5	274	5.0	-9	383	103	5.07
23015	53	7/23	7/24	40 41.3	72 59.4	19.9	282	3.9	-1	383	103	5.07
23016	53	7/23	7/24	40 40.3	73 2.5	25.3	274	5.0	-9	383	103	5.07
23017	53	7/23	7/24	40 40.7	73 1.2	23.0	277	4.5	-6	383	103	5.07
23019	53	7/23	7/24	40 39.8	73 4.0	28.0	271	5.5	-12	383	103	5.07
23020	53	7/23	7/24	40 40.5	73 1.7	23.9	275	4.7	-8	383	103	5.07
23021	53	7/23	7/24	40 42.4	72 56.4	15.6	297	3.1	14	383	103	5.07
23023	53	7/23	7/24	40 40.3	72 59.4	19.5	275	3.9	-8	383	103	5.07
23026	53	7/23	7/24	40 40.9	73 0.4	21.6	279	4.3	-4	383	103	5.07
23028	53	7/23	7/24	40 40.6	73 1.1	22.8	276	4.5	-7	383	103	5.07
23014	53	7/23	7/25	40 40.4	73 2.1	11.5	275	1.9	6	955	89	5.89
23027	53	7/23	7/26	40 40.9	73 0.5	6.6	279	1.2	14	1343	85	5.41
23057	54	7/23	7/26	40 34.9	73 31.2	14.1	273	2.6	8	1343	85	5.41
23059	54	7/23	7/26	40 34.7	73 34.4	15.9	272	2.9	7	1343	85	5.41
23062	54	7/23	7/26	40 34.7	73 34.3	15.8	272	2.9	7	1343	85	5.41
23065	54	7/23	7/26	40 34.9	73 31.0	14.0	273	2.6	8	1343	85	5.41
23070	54	7/23	7/26	40 34.7	73 34.2	15.8	272	2.9	7	1343	85	5.41
23071	54	7/23	7/27	40 35.0	73 33.5	11.4	273	2.3	9	1690	84	5.05
23073	54	7/23	7/28	40 34.4	73 51.0	14.9	271	3.2	5	1968	86	4.67
23074	54	7/23	7/28	40 35.1	73 33.2	9.0	273	1.9	7	1968	86	4.67
23066	54	7/23	7/31	40 33.7	73 52.9	9.6	269	2.6	-15	2556	104	3.70
23072	54	7/23	7/31	40 33.0	73 56.0	10.3	268	2.7	-16	2556	104	3.76
22458	55	7/23	7/24	40 35.0	73 33.5	13.3	307	2.7	20	426	107	4.73
22460	55	7/23	7/25	40 34.8	73 34.1	6.9	303	1.2	32	990	91	4.73
22465	55	7/23	7/26	40 34.2	73 51.4	13.4	279	2.5	12	1376	87	

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
22459	55	7/23	7/27	40 35.0	73 49.2	9.3	282	1.9	16	1722	86	4.98
22442	56	7/23	7/24	40 35.0	73 38.4	10.6	346	2.2	59	426	107	4.93
22443	56	7/23	7/24	40 35.0	73 38.3	10.6	347	2.1	60	426	107	4.93
22450	56	7/23	7/24	40 35.0	73 38.2	10.6	348	2.1	61	426	107	4.93
22453	56	7/23	7/24	40 35.0	73 38.5	10.7	345	2.2	58	426	107	4.93
22454	56	7/23	7/24	40 35.1	73 38.1	10.7	349	2.2	62	426	107	4.93
22437	56	7/23	7/25	40 35.1	73 40.5	6.0	330	1.1	59	990	91	5.73
22429	57	7/23	7/24	40 33.4	73 56.1	16.8	295	2.9	-23	507	138	5.86
22433	57	7/23	7/24	40 33.8	73 52.6	12.4	311	2.1	-7	507	138	5.86
22415	57	7/23	7/25	40 32.9	73 56.2	8.2	292	1.5	9	953	103	5.51
22427	57	7/23	7/25	40 34.0	73 52.1	6.1	315	1.1	32	953	103	5.51
22428	57	7/23	7/25	40 33.0	73 55.8	8.0	293	1.4	10	953	103	5.51
22417	57	7/23	7/26	40 34.4	73 58.7	7.2	296	1.5	14	1280	102	4.94
22419	57	7/23	7/27	40 33.9	73 52.3	3.1	313	0.6	28	1691	105	4.89
22424	57	7/23	7/29	40 32.8	74 7.1	5.6	280	1.3	-19	2192	119	4.23
23076	60	7/22	7/22	40 36.5	73 25.7	12.1	43	2.6	43	150	179	4.63
23079	60	7/22	7/22	40 36.9	73 24.9	15.8	48	3.4	48	150	179	4.63
23081	60	7/22	7/22	40 36.5	73 25.6	12.4	45	2.7	45	150	179	4.63
23084	60	7/22	7/22	40 37.1	73 23.5	21.7	56	4.7	56	150	179	4.63
23086	60	7/22	7/22	40 36.8	73 24.8	16.1	49	3.5	49	150	179	4.63
23091	60	7/22	7/22	40 36.7	73 24.5	16.8	54	3.6	54	150	179	4.63
23104	61	7/22	7/23	40 35.7	73 29.8	6.1	31	1.7	40	339	171	3.49
23107	61	7/22	7/23	40 35.7	73 29.7	6.2	32	1.8	41	339	171	3.49
23108	61	7/22	7/23	40 35.8	73 28.9	7.0	40	2.0	49	339	171	3.49
23109	61	7/22	7/23	40 35.7	73 29.8	6.1	31	1.7	40	339	171	3.49
23111	61	7/22	7/23	40 35.9	73 28.7	7.4	40	2.1	49	339	171	3.49
23112	61	7/22	7/23	40 35.8	73 28.8	7.1	41	2.0	50	339	171	3.49
23114	61	7/22	7/23	40 35.6	73 30.5	5.5	23	1.6	32	339	171	3.49
23100	61	7/22	7/25	40 35.6	73 30.3	2.0	26	0.5	98	1086	108	4.02
23106	61	7/22	7/31	40 35.7	73 29.9	0.7	30	0.2	99	2738	111	3.47
23122	62	7/22	7/23	40 35.0	73 41.1	6.1	294	1.7	-57	339	171	3.49
23126	62	7/22	7/23	40 35.1	73 37.9	2.9	341	0.8	-10	339	171	3.49
23116	62	7/22	7/24	40 35.1	73 38.0	1.5	339	0.4	24	634	135	3.45
23127	62	7/22	7/24	40 35.2	73 37.0	1.6	8	0.5	53	634	135	3.45
23128	62	7/22	7/24	40 35.1	73 37.9	1.5	341	0.4	26	634	135	3.45
23134	62	7/22	7/24	40 35.1	73 37.8	1.5	344	0.4	29	634	135	3.45
23115	62	7/22	7/27	40 35.1	73 38.4	0.7	329	0.2	53	1771	96	4.00
23137	63	7/22	7/23	40 35.0	73 42.6	4.5	346	1.3	-5	339	171	3.49
23145	63	7/22	7/23	40 35.0	73 38.5	6.6	48	1.9	57	339	171	3.49
23138	63	7/22	7/24	40 35.1	73 33.2	3.8	49	1.1	94	634	135	3.45
23141	63	7/22	7/25	40 35.0	73 37.5	2.8	55	0.7	127	1086	108	4.02
23153	63	7/22	7/29	40 35.5	74 3.8	5.1	279	1.3	-2	2334	101	3.79
23155	64	7/22	7/22	40 35.0	73 41.1	6.4	24	1.4	24	150	179	4.63
23156	64	7/22	7/22	40 35.2	73 43.9	11.9	305	2.6	-55	150	179	4.63
23157	64	7/22	7/22	40 35.0	73 40.5	7.9	42	1.7	42	150	179	4.63
23158	64	7/22	7/22	40 35.0	73 40.4	8.2	44	1.8	44	150	179	4.63
23162	64	7/22	7/22	40 35.1	73 40.6	8.1	37	1.7	37	150	179	4.63
23163	64	7/22	7/22	40 35.0	73 38.5	15.2	67	3.3	67	150	179	4.63
23164	64	7/22	7/22	40 35.0	73 40.3	8.5	46	1.8	46	150	179	4.63
23165	64	7/22	7/22	40 35.0	73 41.0	6.6	28	1.4	28	150	179	4.63

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
23168	64	7/22	7/22	40 35.1	73 39.2	12.7	60	2.7	60	150	179	4.63
23171	64	7/22	7/22	40 35.0	73 38.7	14.4	66	3.1	66	150	179	4.63
23172	64	7/22	7/22	40 35.0	73 40.9	6.8	31	1.5	31	150	179	4.63
23173	64	7/22	7/22	40 35.0	73 41.6	5.9	4	1.3	4	150	179	4.63
23174	64	7/22	7/22	40 35.0	73 41.5	5.9	8	1.3	8	150	179	4.63
23167	64	7/22	7/23	40 35.0	73 40.0	3.2	52	0.9	61	339	171	3.49
23169	64	7/22	7/23	40 35.1	73 39.1	4.4	60	1.3	69	339	171	3.49
23170	64	7/22	7/22	40 35.0	73 41.1	2.1	24	0.6	33	339	171	3.49
23178	65	7/22	7/23	40 35.5	73 46.2	3.0	23	1.0	4	294	199	3.02
23179	65	7/22	7/23	40 35.5	73 46.4	2.9	18	0.9	-1	294	199	3.02
23182	65	7/22	7/23	40 35.5	73 46.1	3.0	26	1.0	7	294	199	3.02
23175	65	7/22	7/25	40 35.2	73 47.8	0.9	330	0.2	30	953	120	3.53
23196	66	7/22	7/22	40 34.6	73 50.3	18.1	16	5.3	0	111	196	3.44
23211	66	7/22	7/22	40 34.5	73 50.8	17.0	10	4.9	-6	111	196	3.44
23198	66	7/22	7/23	40 34.7	73 49.8	6.5	22	2.1	3	294	199	3.02
23199	66	7/22	7/23	40 34.8	73 49.6	6.7	24	2.2	5	294	199	3.02
23200	66	7/22	7/23	40 34.6	73 50.5	5.9	14	2.0	-5	294	199	3.02
23205	66	7/22	7/23	40 34.7	73 49.9	6.4	21	2.1	2	294	199	3.02
23209	66	7/22	7/23	40 34.7	73 50.0	6.3	20	2.1	1	294	199	3.02
23212	65	7/22	7/23	40 34.4	73 51.1	5.4	6	1.8	-13	294	199	3.02
23202	65	7/22	7/24	40 34.2	73 51.6	2.6	358	0.7	18	681	160	3.71
23210	66	7/22	7/30	40 34.4	73 51.0	0.8	7	0.2	54	2478	133	3.53
23221	67	7/22	7/25	40 22.1	73 58.4	6.6	187	1.9	-113	953	120	3.53
23224	67	7/22	7/25	40 21.7	73 58.4	6.9	187	1.9	-113	953	120	3.53
23215	67	7/22	7/27	40 26.1	73 58.9	2.4	196	0.6	-99	1685	115	3.80
23217	67	7/22	7/27	40 20.0	73 58.4	4.9	186	1.3	-109	1685	115	3.80
23225	67	7/22	7/28	40 33.8	74 5.8	2.5	287	0.7	-10	1925	117	3.64
23228	67	7/22	7/29	40 21.5	73 58.3	3.1	186	0.8	-120	2247	126	3.65
23234	67	7/22	7/29	40 14.3	73 59.7	5.3	187	1.4	-119	2247	126	3.65
23227	67	7/22	7/30	40 12.0	74 0.5	5.2	188	1.5	-125	2478	133	3.53
23268	68	7/22	7/25	40 15.0	73 59.4	10.5	182	3.0	-118	953	120	3.53
23273	68	7/22	7/26	40 32.0	74 9.0	4.3	281	1.2	-14	1267	115	3.55
23270	68	7/22	7/27	40 21.8	73 58.4	3.6	179	0.9	-116	1685	115	3.80
23257	68	7/22	7/28	40 35.4	74 3.9	2.3	321	0.6	24	1925	117	3.64
23264	68	7/22	7/28	40 23.6	73 58.6	2.4	180	0.6	-117	1925	117	3.64
23267	68	7/22	7/31	40 32.9	74 7.9	1.8	289	0.6	-30	2573	139	3.26
23275	69	7/22	7/24	40 35.2	73 48.3	9.7	38	2.6	58	681	160	3.71
23283	69	7/22	7/24	40 35.4	73 46.8	10.6	42	2.9	62	681	160	3.71
23287	69	7/22	7/24	40 35.2	73 47.9	9.9	40	2.7	60	681	160	3.71
23291	69	7/22	7/24	40 35.2	73 48.1	9.8	39	2.7	59	681	160	3.71
23279	69	7/22	7/25	40 33.9	73 52.4	4.7	25	1.3	85	953	120	3.53
23280	69	7/22	7/25	40 35.2	73 47.7	6.8	40	1.9	100	953	120	3.53
23288	69	7/22	7/25	40 35.3	73 47.4	7.0	41	2.0	101	953	120	3.53
23290	69	7/22	7/25	40 34.4	73 50.9	5.4	31	1.5	91	953	120	3.53
23284	69	7/22	7/28	40 33.9	74 5.7	3.3	310	0.9	13	1925	117	3.64
23276	69	7/22	7/30	40 35.2	73 48.0	2.6	39	0.7	86	2478	133	3.53
23299	70	7/22	7/25	40 27.4	73 59.3	4.0	325	1.1	25	953	120	3.53
23301	70	7/22	7/25	40 28.1	73 59.9	2.6	276	0.7	-24	953	120	3.53
23311	70	7/22	7/25	40 26.0	73 58.9	3.0	319	0.8	19	953	120	3.53
23310	70	7/22	7/26	40 22.7	73 58.5	1.3	270	0.4	-25	1267	120	3.53

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
23298	70	7/22	7/27	40 11.4	74 0.6	5.1	200	1.3	-95	1685	115	3.80
23300	70	7/22	7/27	40 12.0	74 0.5	4.8	201	1.3	-94	1685	115	3.80
23308	70	7/22	7/27	40 11.3	74 0.6	5.1	200	1.3	-95	1685	115	3.80
23304	70	7/22	7/28	40 12.2	74 0.0	3.9	200	1.1	-97	1925	117	3.64
23314	70	7/22	7/31	40 19.2	73 58.6	1.1	219	0.3	-101	2573	139	3.26
23318	71	7/22	7/25	40 15.1	73 59.4	7.6	215	2.1	-85	960	120	3.60
23317	71	7/22	7/26	40 11.4	74 0.3	7.6	209	2.1	-86	1274	115	3.61
23327	71	7/22	7/26	40 14.7	73 59.4	5.9	214	1.6	-81	1274	115	3.61
23334	71	7/22	7/26	40 34.1	74 5.3	7.8	312	2.2	17	1274	115	3.61
23324	71	7/22	7/27	40 19.6	73 58.5	3.1	230	0.8	-63	1693	115	3.85
23315	71	7/22	7/28	40 24.9	73 58.6	2.1	278	0.6	-19	1932	117	3.67
23337	72	7/22	7/27	40 19.2	73 58.6	3.5	242	0.9	-53	1693	115	3.85
23350	72	7/22	7/27	40 17.5	73 58.8	3.9	233	1.0	-62	1693	115	3.85
23353	72	7/22	7/27	40 19.5	73 58.5	3.4	244	0.9	-51	1693	115	3.85
23342	72	7/22	7/28	40 34.0	74 5.3	5.9	311	1.6	14	1932	117	3.67
23345	72	7/22	7/28	40 17.9	73 58.2	3.1	234	0.8	-63	1932	117	3.67
23346	72	7/22	7/29	40 21.7	73 58.4	2.2	259	0.6	-47	2254	126	3.68
23348	72	7/22	7/29	40 35.5	74 3.8	5.1	317	1.4	11	2254	126	3.68
23349	72	7/22	7/31	40 13.0	74 0.1	3.1	220	0.9	-99	2580	139	3.29
23361	73	7/22	7/25	40 35.6	73 34.3	9.3	37	2.6	97	960	120	3.60
23362	73	7/22	7/25	40 34.9	73 33.6	9.2	41	2.5	101	960	120	3.60
23370	73	7/22	7/25	40 35.1	73 34.9	8.8	37	2.5	97	960	120	3.60
23371	73	7/22	7/26	40 35.8	73 36.7	6.6	30	1.8	95	1274	115	3.61
23364	73	7/22	7/30	40 35.2	73 37.3	3.1	29	0.9	76	2486	133	3.56
23416	74	7/22	7/25	40 27.5	73 59.3	7.2	342	2.0	42	960	120	3.60
23422	74	7/22	7/25	40 26.3	73 58.8	6.3	342	1.7	42	960	120	3.60
23426	74	7/22	7/25	40 27.6	73 59.3	7.2	342	2.0	42	960	120	3.60
23428	74	7/22	7/26	40 25.0	73 58.8	4.1	339	1.1	44	1274	115	3.61
23420	74	7/22	7/27	40 28.2	74 0.0	4.7	340	1.2	45	1693	115	3.85
23423	74	7/22	7/27	40 17.8	73 58.2	1.0	272	0.3	-23	1693	115	3.85
23419	74	7/22	7/28	40 27.2	73 59.3	3.5	341	1.0	44	1932	117	3.67
23425	74	7/22	7/28	40 27.1	73 59.3	3.5	341	1.0	44	1932	117	3.67
23434	74	7/22	7/28	40 28.0	73 59.8	3.8	341	1.0	44	1932	117	3.67
23417	74	7/22	7/30	40 27.2	73 59.4	2.7	341	0.7	28	2486	133	3.56
23439	77	7/22	7/26	40 14.7	73 59.6	1.6	311	0.4	16	1274	115	3.61
23440	77	7/22	7/26	40 27.6	74 0.6	8.0	348	2.2	53	1274	115	3.61
23435	77	7/22	7/27	40 26.1	73 58.8	5.7	353	1.5	58	1693	115	3.85
23436	77	7/22	7/27	40 12.1	74 0.5	1.3	258	0.3	-37	1693	115	3.85
23458	78	7/22	7/26	40 16.0	73 59.2	5.0	284	1.4	-11	1274	115	3.61
23459	78	7/22	7/26	40 16.1	73 59.2	5.0	285	1.4	-10	1274	115	3.61
23461	78	7/22	7/26	40 15.9	73 59.2	5.0	284	1.4	-11	1274	115	3.61
23469	78	7/22	7/26	40 15.8	73 59.2	5.0	283	1.4	-12	1274	115	3.61
23474	78	7/22	7/26	40 15.7	73 59.2	5.0	282	1.4	-13	1274	115	3.61
23465	78	7/22	7/28	40 17.7	73 58.8	3.5	294	0.9	-3	1932	117	3.67
23248	80	7/22	7/22	40 24.5	73 58.6	27.8	172	8.1	156	111	196	3.44
23244	80	7/22	7/23	40 34.1	73 55.6	10.7	31	3.6	12	294	199	3.02
23251	80	7/22	7/25	40 24.7	73 58.8	3.2	174	0.9	-126	953	120	3.53
23239	80	7/22	7/26	40 18.3	73 58.7	5.7	177	1.6	-118	1267	115	3.55
23252	80	7/22	7/26	40 17.8	73 58.8	6.0	177	1.7	-118	1267	115	3.55
23238	80	7/22	7/27	40 12.8	74 0.2	6.9	182	1.8	-113	1685	115	3.80

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
23245	80	7/22	7/27	40 31.1	74 11.3	3.9	281	1.0	-14	1685	115	3.80

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
26571	50	8/20	8/24	40 50.4	72 29.1	14.4	256	5.3	-32	907	108	2.74
26578	50	8/20	8/24	40 56.9	72 10.7	6.2	272	2.3	-16	907	108	2.74
26573	50	8/20	8/27	40 48.0	72 37.1	10.1	254	4.3	-57	1376	131	2.33
26566	50	8/20	8/28	40 50.2	72 29.8	7.2	256	2.8	-73	1753	149	2.59
26565	50	8/20	8/29	40 48.8	72 34.6	7.3	255	2.7	-84	2038	159	2.73
26564	50	8/20	8/30	40 57.1	72 10.2	2.4	273	0.9	-68	2175	161	2.56
26576	50	8/20	8/30	40 59.4	72 3.5	1.4	297	0.5	-44	2175	161	2.56
26567	52	8/20	8/22	40 41.8	72 58.6	24.8	264	4.9	8	800	76	5.05
26553	52	8/20	8/23	40 39.9	73 4.6	19.6	260	4.4	-4	1084	84	4.43
26554	52	8/20	8/23	40 40.6	73 1.3	17.7	261	4.0	-3	1084	84	4.43
26566	52	8/20	8/23	40 40.3	73 2.4	18.3	261	4.1	-3	1084	84	4.43
26561	52	8/20	8/30	40 49.7	72 31.0	1.2	359	0.5	18	2175	161	2.56
26564	52	8/20	8/30	40 39.7	73 4.2	5.6	260	2.2	-81	2175	161	2.56
26714	53	8/20	8/20	40 39.8	73 2.9	272.8	271	42.7	-61	46	152	6.40
26695	53	8/20	8/22	40 38.4	73 10.4	19.1	266	3.8	10	800	76	5.05
26696	53	8/20	8/22	40 40.2	73 2.8	12.3	273	2.4	17	800	76	5.05
26698	53	8/20	8/22	40 39.8	73 4.0	13.4	271	2.6	15	800	76	5.05
26699	53	8/20	8/22	40 39.4	73 6.0	15.2	269	3.0	13	800	76	5.05
26701	53	8/20	8/22	40 38.9	73 7.9	16.9	267	3.3	11	800	76	5.05
26702	53	8/20	8/22	40 39.4	73 5.9	15.1	269	3.0	13	800	76	5.05
26703	53	8/20	8/22	40 38.4	73 10.3	19.0	266	3.8	10	800	76	5.05
26704	53	8/20	8/22	40 38.7	73 8.6	17.5	266	3.5	10	800	76	5.05
26706	53	8/20	8/22	40 40.2	73 2.9	12.4	273	2.5	17	800	76	5.05
26713	53	8/20	8/22	40 40.2	73 2.7	12.2	273	2.4	17	800	76	5.05
26697	53	8/20	8/23	40 41.7	72 58.2	5.6	287	1.3	23	1084	84	4.43
26707	53	8/20	8/25	40 38.7	73 8.7	6.7	266	3.3	-19	835	105	2.00
26090	55	8/20	8/21	40 35.6	73 29.8	11.4	334	2.5	66	355	88	4.48
26091	55	8/20	8/21	40 35.6	73 30.5	12.0	329	2.7	61	355	88	4.48
26093	55	8/20	8/21	40 35.9	73 28.9	11.5	343	2.6	75	355	88	4.48
26094	55	8/20	8/21	40 35.9	73 29.0	11.6	342	2.6	74	355	88	4.48
26096	55	8/20	8/21	40 35.7	73 29.7	11.6	336	2.6	68	355	88	4.48
26098	55	8/20	8/21	40 36.0	73 28.5	11.6	347	2.6	79	355	88	4.48
26099	55	8/20	8/21	40 35.7	73 29.6	11.5	337	2.6	69	355	88	4.48
26100	55	8/20	8/21	40 35.6	73 30.4	11.9	330	2.7	62	355	88	4.48
26102	55	8/20	8/21	40 35.6	73 30.5	12.0	329	2.7	61	355	88	4.48
26103	55	8/20	8/21	40 35.6	73 30.5	12.0	329	2.7	61	355	88	4.48
26109	55	8/20	8/21	40 35.0	73 30.3	10.6	327	2.4	59	355	88	4.48
26092	55	8/20	8/23	40 35.0	73 49.0	12.6	282	2.9	16	1095	86	4.34
26071	56	8/20	8/22	40 35.2	73 44.1	8.3	312	1.7	53	807	79	4.87
26072	56	8/20	8/22	40 35.1	73 45.4	9.1	307	1.9	48	807	79	4.87
26077	56	8/20	8/22	40 35.1	73 45.2	9.0	307	1.8	48	807	79	4.87
26078	56	8/20	8/22	40 35.4	73 45.0	9.1	310	1.9	51	807	79	4.87
26079	56	8/20	8/22	40 35.1	73 45.1	8.9	308	1.8	49	807	79	4.87
26080	56	8/20	8/22	40 35.1	73 45.0	8.8	308	1.8	49	807	79	4.87
26081	56	8/20	8/22	40 35.2	73 44.3	8.5	311	1.7	52	807	79	4.87
26082	56	8/20	8/22	40 35.2	73 44.2	8.4	311	1.7	52	807	79	4.87
26084	56	8/20	8/22	40 35.2	73 44.3	8.5	311	1.7	52	807	79	4.87
26085	56	8/20	8/22	40 35.1	73 48.7	11.5	298	2.4	39	807	79	4.87
26086	56	8/20	8/22	40 35.4	73 45.0	9.1	310	1.9	51	807	79	4.87
26088	56	8/20	8/22	40 35.2	73 44.1	8.3	312	1.7	53	807	79	4.87

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
26084	56	8/20	8/22	40 35.4	73 45.1	9.1	309	1.9	50	807	79	4.87
26070	56	8/20	8/23	40 35.4	73 46.9	6.8	304	1.6	38	1095	86	4.34
26073	56	8/20	8/23	40 35.5	73 45.8	6.3	307	1.5	41	1095	86	4.34
26076	56	8/20	8/23	40 34.7	73 50.0	8.1	294	1.9	28	1095	86	4.34
26083	56	8/20	8/25	40 35.1	73 42.9	2.9	316	1.5	29	858	107	2.02
26051	57	8/20	8/21	40 33.6	73 55.6	16.9	298	5.3	2	267	116	3.22
26053	57	8/20	8/21	40 34.6	73 56.0	18.7	303	5.8	7	267	116	3.22
26054	57	8/20	8/21	40 33.4	73 56.1	17.5	295	5.4	-1	267	116	3.22
26056	57	8/20	8/21	40 33.4	73 56.2	17.6	295	5.5	-1	267	116	3.22
26057	57	8/20	8/21	40 33.4	73 56.3	17.8	295	5.5	-1	267	116	3.22
26063	57	8/20	8/21	40 33.6	73 55.7	17.1	298	5.3	2	267	116	3.22
26066	57	8/20	8/21	40 32.8	73 56.2	17.1	291	5.3	-5	267	116	3.22
26067	57	8/20	8/21	40 33.6	73 55.7	17.0	297	5.3	1	267	116	3.22
26050	57	8/20	8/23	40 34.5	73 57.6	6.8	298	1.6	9	1085	109	4.24
26055	57	8/20	8/23	40 35.0	73 39.7	5.4	47	1.3	118	1085	109	4.24
26065	57	8/20	8/23	40 33.4	73 54.8	5.0	299	1.2	10	1085	109	4.24
26061	57	8/20	8/26	40 35.0	73 41.3	2.4	40	1.0	79	1209	141	2.35
26052	57	8/20	8/30	40 35.4	73 45.4	1.2	11	0.4	14	2843	177	3.30
26761	60	8/19	8/19	40 36.4	73 26.4	9.7	33	3.6	30	87	183	2.69
26762	60	8/19	8/19	40 36.4	73 26.3	10.0	35	3.7	32	87	183	2.69
26764	60	8/19	8/19	40 35.8	73 29.1	8.1	305	3.0	-58	87	183	2.69
26765	60	8/19	8/19	40 36.4	73 26.5	9.5	30	3.5	27	87	183	2.69
26767	60	8/19	8/19	40 36.4	73 26.6	9.3	28	3.4	25	87	183	2.69
26769	60	8/19	8/19	40 36.1	73 27.9	6.6	348	2.4	-15	87	183	2.69
26770	60	8/19	8/19	40 36.4	73 26.2	10.2	37	3.8	34	87	183	2.69
26771	60	8/19	8/19	40 36.0	73 28.1	6.3	339	2.3	-24	87	183	2.69
26773	60	8/19	8/19	40 36.0	73 27.9	6.0	347	2.2	-16	87	183	2.69
26774	60	8/19	8/19	40 36.4	73 26.1	10.5	39	3.9	36	87	183	2.69
26775	60	8/19	8/19	40 36.4	73 26.0	10.8	41	4.0	38	87	183	2.69
26777	60	8/19	8/19	40 36.4	73 25.9	11.1	42	4.1	39	87	183	2.69
26778	60	8/19	8/19	40 36.1	73 27.5	6.5	3	2.4	0	87	183	2.69
26779	60	8/19	8/19	40 36.1	73 27.4	6.5	7	2.4	4	87	183	2.69
26763	60	8/19	8/20	40 36.0	73 28.1	2.1	339	1.4	-36	146	195	1.50
26766	60	8/19	8/20	40 35.9	73 28.8	2.5	314	1.7	-61	146	195	1.50
26768	60	8/19	8/20	40 35.8	73 29.0	2.6	306	1.7	-69	146	195	1.50
26776	60	8/19	8/22	40 36.2	73 27.4	0.8	7	0.3	97	759	90	2.81
26780	61	8/19	8/22	40 35.7	73 29.8	2.2	31	0.8	121	759	90	2.81
26781	61	8/19	8/22	40 34.9	73 33.6	1.6	327	0.6	57	759	90	2.81
26782	61	8/19	8/22	40 35.9	73 [illegible].9	2.6	39	0.9	129	759	90	2.81
26784	61	8/19	8/22	40 36.3	73 27.0	3.5	49	1.2	139	759	90	2.91
26791	61	8/19	8/22	40 37.0	73 23.9	5.1	57	1.8	147	759	90	2.81
26792	61	8/19	8/22	40 35.7	73 29.7	2.2	33	0.8	122	759	90	2.81
26794	61	8/19	8/22	40 36.9	73 24.2	4.9	56	1.7	146	759	90	2.81
26799	61	8/19	8/22	40 35.9	73 28.8	2.6	40	0.9	130	759	90	2.81
26786	61	8/19	8/23	40 36.2	73 28.2	2.3	42	0.8	128	1064	94	2.98
26785	61	8/19	8/24	40 35.5	73 31.3	1.1	12	0.5	73	969	119	2.19
26800	62	8/19	8/20	40 36.7	73 25.0	18.8	72	12.6	57	146	195	1.50
26801	62	8/19	8/20	40 36.7	73 25.1	18.7	72	12.5	57	146	195	1.50
26802	62	8/19	8/20	40 36.7	73 24.9	18.9	72	12.6	57	146	195	1.50
26809	62	8/19	8/20	40 36.6	73 25.5	18.0	72	12.1	57	146	195	1.50

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
26304	62	8/19	8/21	40 36.1	73 27.7	7.8	71	4.0	137	354	114	1.92
26305	62	8/19	8/21	40 35.5	73 30.7	5.4	70	2.8	136	354	114	1.92
26310	62	8/19	8/21	40 36.4	73 26.4	8.8	71	4.6	137	354	114	1.92
26312	62	8/19	8/21	40 36.8	73 24.3	10.5	72	5.5	138	354	114	1.92
26313	62	8/19	8/21	40 36.7	73 24.4	10.4	73	5.4	139	354	114	1.92
26315	62	8/19	8/21	40 36.5	73 25.7	9.4	72	4.9	138	354	114	1.92
26316	62	8/19	8/21	40 36.1	73 27.9	7.6	71	4.0	137	354	114	1.92
26317	62	8/19	8/21	40 36.2	73 27.5	8.0	71	4.1	137	354	114	1.92
26318	62	8/19	8/21	40 36.7	73 24.9	[illegible].0	72	5.2	138	354	114	1.92
26303	62	8/19	8/25	40 36.2	73 27.4	2.8	71	1.7	134	898	117	1.68
26332	63	8/19	8/20	40 34.8	73 34.1	12.1	70	8.1	55	146	195	1.50
26337	63	8/19	8/22	40 35.0	73 45.2	2.4	312	0.8	42	759	90	2.81
26320	63	8/19	8/23	40 34.4	73 50.9	3.7	283	1.2	9	1064	94	2.98
26324	63	8/19	8/23	40 35.4	73 45.0	1.9	318	0.6	44	1064	94	2.98
26325	63	8/19	8/23	40 35.5	73 46.3	2.3	309	0.8	35	1064	94	2.98
26329	63	8/19	8/23	40 34.3	73 51.0	3.7	282	1.2	8	1064	94	2.98
26335	63	8/19	8/24	40 34.9	73 49.1	2.5	291	1.1	-8	969	119	2.19
26336	63	8/19	8/24	40 35.0	73 40.4	1.1	26	0.5	87	969	119	2.19
26327	63	8/19	8/25	40 34.4	73 50.9	2.5	283	1.5	-14	838	117	1.68
26342	64	8/19	8/19	40 35.0	73 39.2	12.4	62	4.6	59	87	183	2.69
26343	64	8/19	8/19	40 35.1	73 40.5	8.3	39	3.1	36	87	183	2.69
26344	64	8/19	8/19	40 34.8	73 38.9	13.2	69	4.9	66	87	183	2.69
26345	64	8/19	8/19	40 35.0	73 39.3	12.1	61	4.5	53	87	183	2.69
26349	64	8/19	8/19	40 35.0	73 39.1	12.8	63	4.8	60	87	183	2.69
26350	64	8/19	8/19	40 35.0	73 38.2	16.4	69	6.1	66	87	183	2.69
26352	64	8/19	8/19	40 35.0	73 39.4	11.7	60	4.3	57	87	183	2.69
26855	64	8/19	8/19	40 35.2	73 37.4	20.1	69	7.5	66	87	183	2.69
26857	64	8/19	8/19	40 35.0	73 39.5	11.3	59	4.2	56	87	183	2.69
26940	64	8/19	8/20	40 35.1	73 39.6	3.7	55	2.5	40	146	195	1.50
26354	64	8/19	8/20	40 35.0	73 39.6	3.6	58	2.4	43	146	195	1.50
26348	64	8/19	8/22	40 34.9	73 38.8	1.7	67	0.6	157	759	90	2.81
26864	65	8/19	8/19	40 35.2	73 44.8	11.6	56	5.8	10	64	226	1.99
26865	65	8/19	8/19	40 35.4	73 44.8	12.3	52	6.2	6	64	226	1.99
26869	65	8/19	8/19	40 35.2	73 44.7	12.0	57	6.0	11	64	226	1.99
26872	65	8/19	8/19	40 35.4	73 44.7	12.6	53	6.4	7	64	226	1.99
26876	65	8/19	8/19	40 35.6	73 44.1	15.4	55	7.8	9	64	226	1.99
26877	65	8/19	8/19	40 35.6	73 44.7	13.3	49	6.7	3	64	226	1.99
26860	65	8/19	8/20	40 35.5	73 46.1	3.0	26	1.4	-19	213	225	2.19
26870	65	8/19	8/20	40 35.5	73 45.8	3.2	33	1.5	-12	213	225	2.19
26871	65	8/19	8/20	40 35.0	73 49.0	3.4	300	1.6	-105	213	225	2.19
26863	65	8/19	8/21	40 35.2	73 36.9	7.9	81	5.1	99	281	162	1.53
26875	65	8/19	8/26	40 35.7	73 44.8	0.6	46	0.2	53	2407	173	3.05
26887	66	8/19	8/19	40 35.2	73 44.6	36.6	55	18.4	9	64	226	1.99
26339	66	8/19	8/19	40 35.2	73 44.7	36.2	55	18.2	9	64	226	1.99
26393	66	8/19	8/19	40 35.6	73 45.0	36.5	51	18.4	5	64	226	1.99
26396	66	8/19	8/20	40 35.2	73 43.8	13.2	58	6.0	13	213	225	2.19
26398	66	8/19	8/20	40 35.0	73 49.1	7.4	28	3.4	-17	213	225	2.19
26892	66	8/19	8/22	40 35.5	73 44.4	4.6	54	1.7	112	711	122	2.63
26905	67	8/19	8/22	40 25.0	73 58.8	4.7	193	1.8	-109	711	122	2.63
26904	67	8/19	8/23	40 19.8	73 58.4	6.2	185	2.2	-114	1007	119	2.82

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
26911	67	8/19	8/23	40 32.4	74 7.5	4.3	275	1.5	-24	1007	119	2.82
26907	67	8/19	8/27	40 34.3	73 58.5	0.8	339	0.3	-9	1797	163	2.56
26908	67	8/19	8/27	40 34.2	74 5.3	1.8	291	0.7	-52	1797	163	2.56
26916	67	8/19	8/27	40 35.2	73 43.5	2.8	70	1.1	87	1797	163	2.56
26917	67	8/19	8/27	40 34.5	73 50.5	1.5	58	0.6	75	1797	163	2.56
26902	67	8/19	8/28	40 25.8	73 59.7	1.5	200	0.5	-153	2407	173	3.05
26942	68	8/19	8/21	40 35.0	73 42.1	13.5	69	8.8	87	281	162	1.53
26948	68	8/19	8/21	40 34.9	73 52.3	6.7	45	4.4	63	281	162	1.53
26949	68	8/19	8/21	40 35.0	73 39.9	15.1	71	9.9	89	281	162	1.53
26941	68	8/19	8/22	40 38.7	73 9.1	26.5	77	10.1	135	711	122	2.63
26947	68	8/19	8/24	40 34.4	73 58.0	1.7	5	0.7	46	1053	139	2.38
26954	68	8/19	8/24	40 36.2	74 3.2	2.9	328	1.2	9	1053	139	2.38
26945	68	8/19	8/25	40 34.8	74 4.5	2.3	314	1.1	-5	1055	139	1.99
26962	69	8/19	8/21	40 27.1	73 59.3	2.5	255	1.6	-87	281	162	1.53
26979	69	8/19	8/21	40 24.0	73 58.6	4.2	206	2.7	-136	281	162	1.53
26966	69	8/19	8/22	40 25.6	73 58.8	2.0	223	0.8	-79	711	122	2.63
26968	69	8/19	8/22	40 28.1	73 58.9	1.5	280	0.6	-22	711	122	2.63
26970	69	8/19	8/22	40 28.0	73 58.9	1.4	278	0.5	-24	711	122	2.63
26981	70	8/19	8/21	40 13.8	73 59.7	9.9	201	6.2	-141	285	162	1.58
26983	70	8/19	8/21	40 14.2	73 59.7	9.5	202	6.0	-140	285	162	1.58
26984	70	8/19	8/21	40 13.5	73 59.9	10.2	202	6.5	-140	285	162	1.58
269	70	8/19	8/21	40 14.1	73 59.7	9.6	202	6.1	-140	285	162	1.58
269	70	8/19	8/21	40 13.4	73 59.9	10.3	201	6.5	-141	285	162	1.58
26997	70	8/19	8/21	40 13.3	74 0.0	10.5	202	6.6	-140	285	162	1.58
26998	70	8/19	8/21	40 14.0	73 59.8	9.7	202	6.1	-140	285	162	1.58
26992	70	8/19	8/25	40 13.8	73 59.6	3.4	201	1.7	-118	1059	139	2.01
26993	70	8/19	8/28	40 35.2	73 37.0	4.4	47	1.4	54	2411	173	3.07
24551	71	8/19	8/21	40 20.5	73 58.4	6.9	238	4.3	-104	285	162	1.58
24556	71	8/19	8/21	40 21.5	73 58.4	6.4	246	4.0	-96	285	162	1.58
24552	71	8/19	8/22	40 19.9	73 58.4	4.9	234	1.8	-68	714	122	2.68
24593	71	8/19	8/22	40 18.2	73 58.8	5.8	225	2.2	-77	714	122	2.68
24554	71	8/19	8/22	40 18.1	73 58.8	5.8	225	2.2	-77	714	122	2.68
24555	71	8/19	8/22	40 21.6	73 58.4	4.3	246	1.6	-56	714	122	2.68
24569	71	8/19	8/22	40 19.9	73 58.4	4.9	233	1.8	-69	714	122	2.68
24560	71	8/19	8/23	40 19.8	73 58.5	3.7	233	1.3	-67	1010	120	2.86
24580	72	8/19	8/22	40 21.7	73 58.4	5.1	259	1.9	-43	714	122	2.68
24579	72	8/19	8/23	40 20.5	73 58.4	4.0	250	1.4	-50	1010	120	2.86
24589	72	8/19	8/24	40 21.6	73 58.4	3.1	258	1.3	-61	1057	139	2.40
24585	72	8/19	8/28	40 36.3	73 26.6	5.1	52	1.7	59	2411	173	3.07
27000	73	8/19	8/22	40 35.3	73 47.6	7.3	349	2.7	47	714	122	2.68
27001	73	8/19	8/22	40 35.3	73 47.5	7.3	349	2.7	47	714	122	2.68
27002	73	8/19	8/22	40 35.3	73 47.4	7.3	349	2.7	47	714	122	2.68
27004	73	8/19	8/22	40 35.4	73 47.0	7.3	351	2.7	49	714	122	2.68
27005	73	8/19	8/22	40 35.4	73 47.4	7.4	350	2.7	48	714	122	2.68
27006	73	8/19	8/22	40 35.4	73 46.4	7.3	354	2.7	52	714	122	2.68
27007	73	8/19	8/22	40 35.3	73 47.7	7.3	348	2.7	46	714	122	2.68
27008	73	8/19	8/22	40 35.4	73 46.1	7.3	355	2.7	53	714	122	2.68
27010	73	8/19	8/22	40 35.3	73 47.8	7.3	343	2.7	46	714	122	2.68
27011	73	8/19	8/22	40 35.2	73 47.6	7.2	348	2.7	46	714	122	2.68
27012	73	8/19	8/22	40 35.4	73 46.8	7.3	352	2.7	50	714	122	2.68

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DRIFTER NUMBER	LAUNCH STATION	LAUNCH DATE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DRIFTER VELOCITY (CM/SEC)	DRIFTER DIRECTION (DEGREES)	WIND FACTOR	DEVIATION FROM WIND	RES.WIND DISPLACEMENT (KM)	RES.WIND ANGLE (DEGREES)	RES.WIND VELOCITY (M/SEC)
27015	73	8/19	8/22	40 35.4	73 47.6	7.4	349	2.8	47	714	122	2.68
27016	73	8/19	8/22	40 35.4	73 47.2	7.3	350	2.7	48	714	122	2.68
27018	73	8/19	8/22	40 35.4	73 47.5	7.4	349	2.7	47	714	122	2.68
27019	73	8/19	8/22	40 35.3	73 47.7	7.3	348	2.7	46	714	122	2.68
27003	73	8/19	8/24	40 35.2	73 47.4	4.4	349	1.8	30	1057	139	2.40
27009	73	8/19	8/24	40 35.1	73 48.3	4.4	345	1.8	26	1057	139	2.40
27017	73	8/19	8/24	40 35.0	73 48.2	4.4	346	1.8	27	1057	139	2.40
27060	74	8/19	8/21	40 17.1	73 58.9	3.0	258	1.9	-84	285	162	1.58
27063	74	8/19	8/21	40 15.0	74 0.0	4.7	233	3.0	-109	285	162	1.58
27072	74	8/19	8/21	40 17.1	73 59.0	3.1	258	1.9	-84	285	162	1.58
27073	74	8/19	8/21	40 17.4	73 58.8	2.9	263	1.8	-79	285	162	1.58
27079	74	8/19	8/21	40 17.0	73 59.0	3.1	256	2.0	-86	285	162	1.58
27064	74	8/19	8/22	40 17.6	73 58.8	1.9	267	0.7	-35	714	122	2.68
27068	74	8/19	8/22	40 17.1	73 58.9	2.0	258	0.8	-44	714	122	2.68
27075	74	8/19	8/22	40 18.4	73 58.6	1.9	285	0.7	-17	714	122	2.68
27071	74	8/19	8/23	40 18.2	73 58.7	1.4	280	0.5	-20	1010	120	2.86
27062	74	8/19	8/24	40 17.0	73 59.0	1.3	256	0.5	-63	1057	139	2.40
27077	74	8/19	8/25	40 16.4	73 59.0	1.1	245	0.6	-74	1059	139	2.01
27049	75	8/19	8/22	40 19.5	73 58.5	6.0	266	2.2	-36	714	122	2.68
27057	75	8/19	8/22	40 19.6	73 58.5	6.0	267	2.2	-35	714	122	2.68
27031	76	8/19	8/23	40 12.8	74 0.2	9.0	245	3.1	-55	1010	120	2.86
27032	76	8/19	8/23	40 11.6	74 0.6	9.4	241	3.3	-59	1010	120	2.86
27038	76	8/19	8/23	40 11.3	74 0.5	9.4	240	3.3	-60	1010	120	2.86
27039	76	8/19	8/23	40 12.7	74 0.2	9.0	244	3.1	-56	1010	120	2.86
27023	76	8/19	8/24	40 13.4	73 59.9	7.0	245	2.9	-73	1057	139	2.40
27081	77	8/19	8/21	40 5.0	74 1.4	8.8	205	5.5	-137	285	162	1.58
27082	77	8/19	8/22	40 10.5	74 0.9	2.7	235	1.0	-67	714	122	2.68
27086	77	8/19	8/22	40 1.3	74 1.8	8.4	198	3.1	-104	714	122	2.68
27087	77	8/19	8/22	40 9.1	74 1.4	3.6	225	1.3	-77	714	122	2.68
27092	77	8/19	8/22	40 7.2	74 1.9	4.7	215	1.8	-87	714	122	2.68
27093	77	8/19	8/23	40 5.1	74 1.3	4.4	204	1.5	-96	1010	120	2.86
27099	77	8/19	8/23	40 8.2	74 1.6	3.1	219	1.1	-81	1010	120	2.86
27089	77	8/19	8/24	40 9.0	74 1.4	2.2	224	0.9	-95	1057	139	2.40
27097	77	8/19	8/24	40 8.6	74 1.5	2.3	221	1.0	-98	1057	139	2.40
27098	77	8/19	8/25	40 9.3	74 1.2	1.7	225	0.9	-94	1059	139	2.01
27100	78	8/19	8/22	40 17.9	73 58.7	6.8	296	2.5	-6	714	122	2.68
27105	78	8/19	8/22	40 18.2	73 58.6	6.9	297	2.6	-5	714	122	2.68
27117	78	8/19	8/25	40 11.7	74 0.5	3.7	259	1.8	-60	1059	139	2.01
26938	80	8/19	8/20	40 34.2	73 51.6	14.7	50	6.7	5	213	225	2.19
26922	80	8/19	8/21	40 33.8	73 52.8	6.8	48	4.5	66	281	162	1.53
26923	80	8/19	8/21	40 33.8	73 52.7	6.9	48	4.5	66	281	162	1.53
26925	80	8/19	8/21	40 33.4	73 53.8	6.0	46	3.9	64	281	162	1.53
26930	80	8/19	8/21	40 34.6	73 50.2	8.9	52	5.8	70	281	162	1.53
26932	80	8/19	8/21	40 33.8	73 52.9	6.8	47	4.4	65	281	162	1.53
26933	80	8/19	8/21	40 35.5	73 46.4	11.8	57	7.7	75	281	162	1.53
26939	80	8/19	8/21	40 34.5	73 50.5	8.7	52	5.7	70	281	162	1.53
26928	80	8/19	8/22	40 35.0	73 49.0	6.7	54	2.6	112	711	122	2.63
26934	80	8/19	8/24	40 35.2	73 48.2	4.4	55	1.8	94	[illegible]	[illegible]	[illegible]

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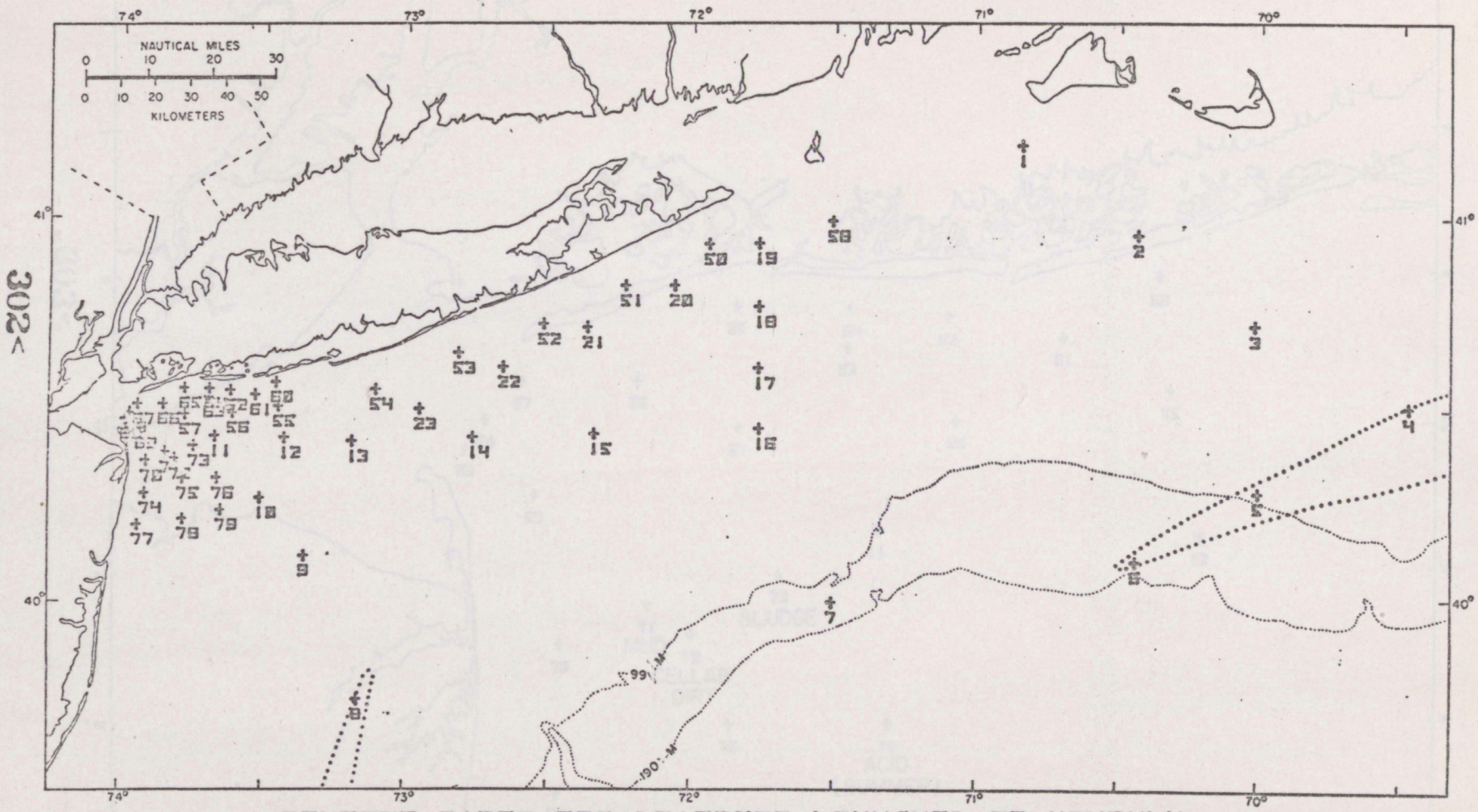


Figure 1. RELEASE SITES FOR DRIFTERS LAUNCHED AT MONTHLY INTERVALS FROM 22 JANUARY TO 6 SEPTEMBER, 1974

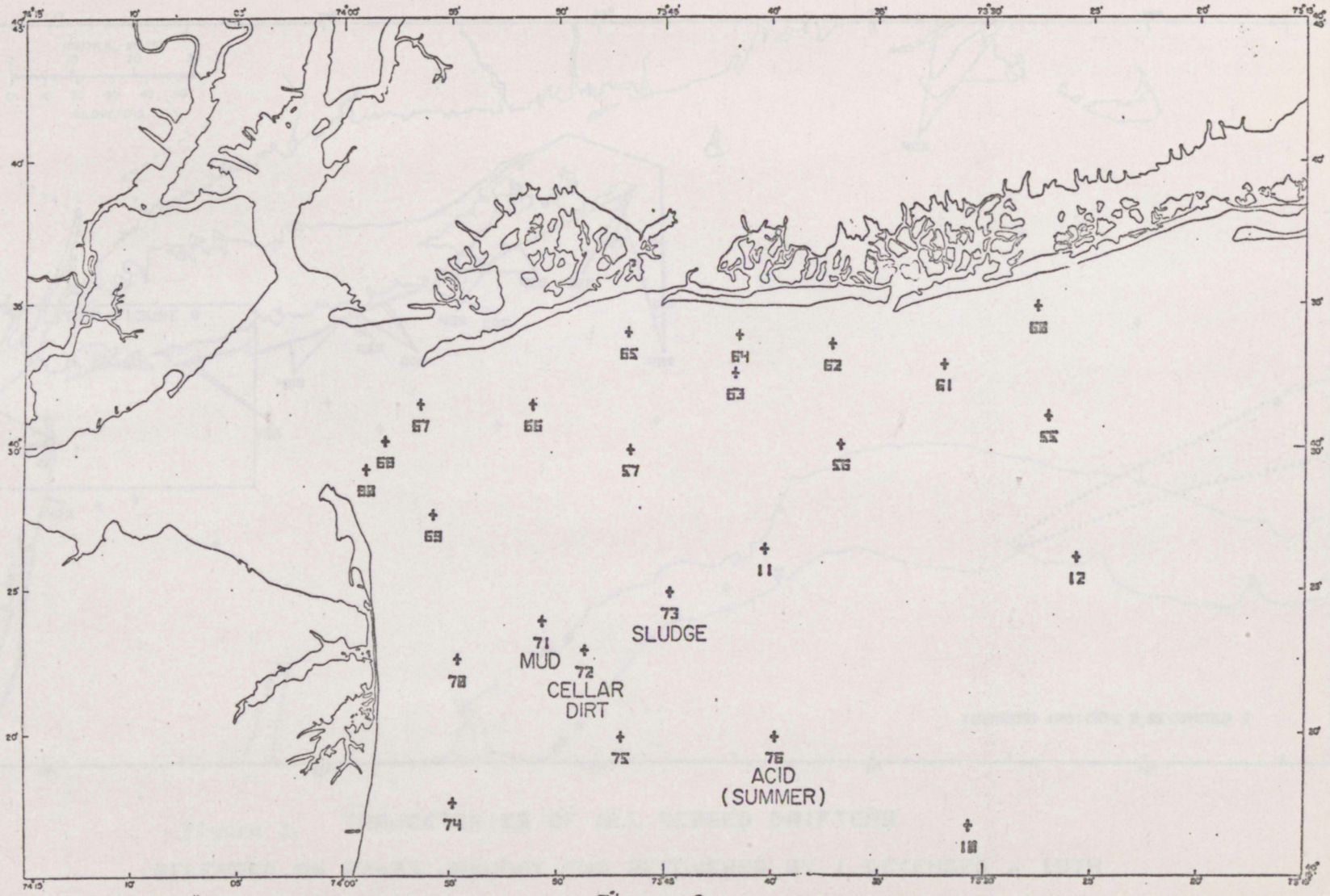


Figure 2.

RELEASE SITES FOR DRIFTERS LAUNCHED AT MONTHLY INTERVALS FROM 22 JANUARY TO 6 SEPTEMBER , 1974

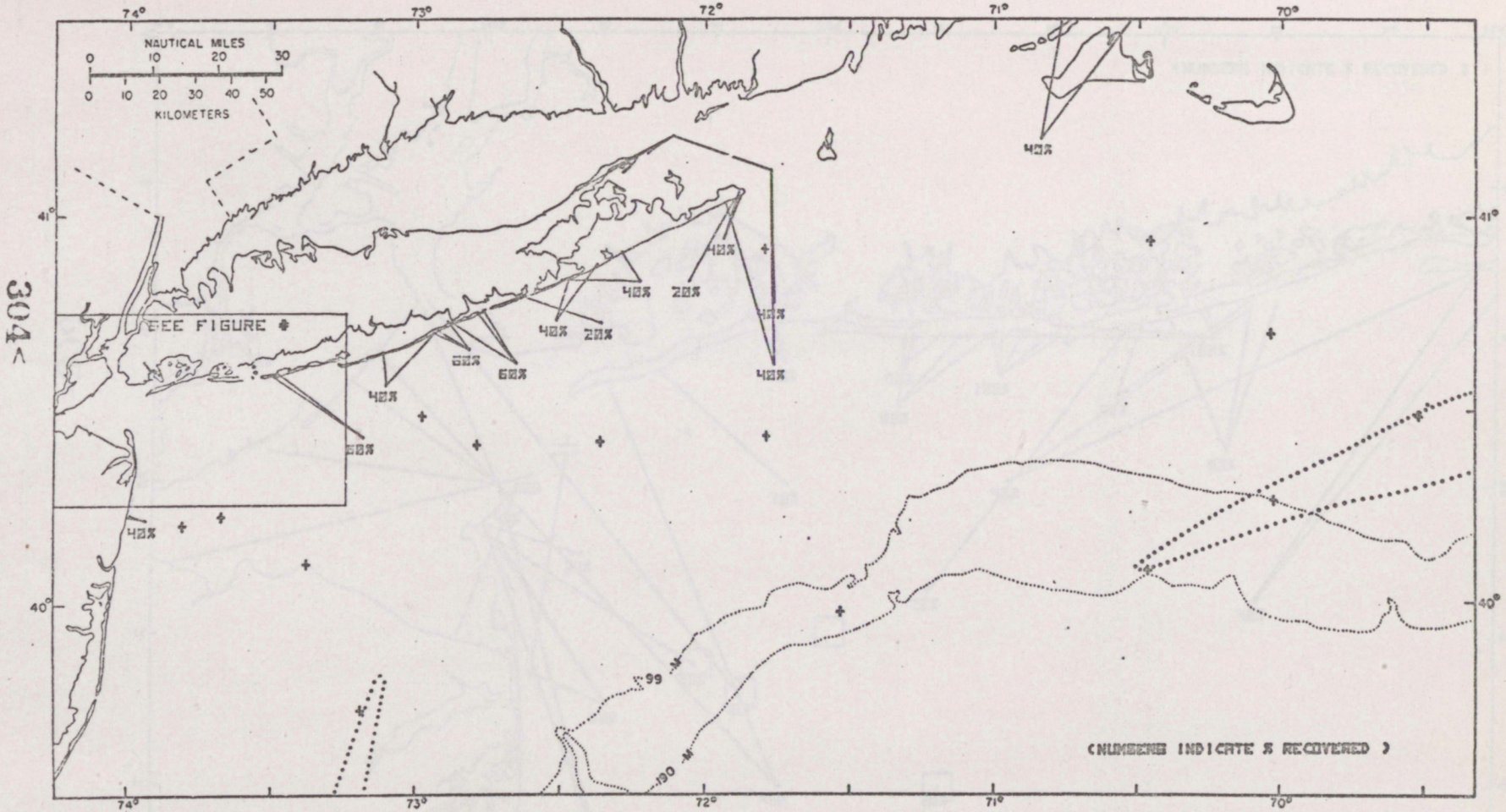


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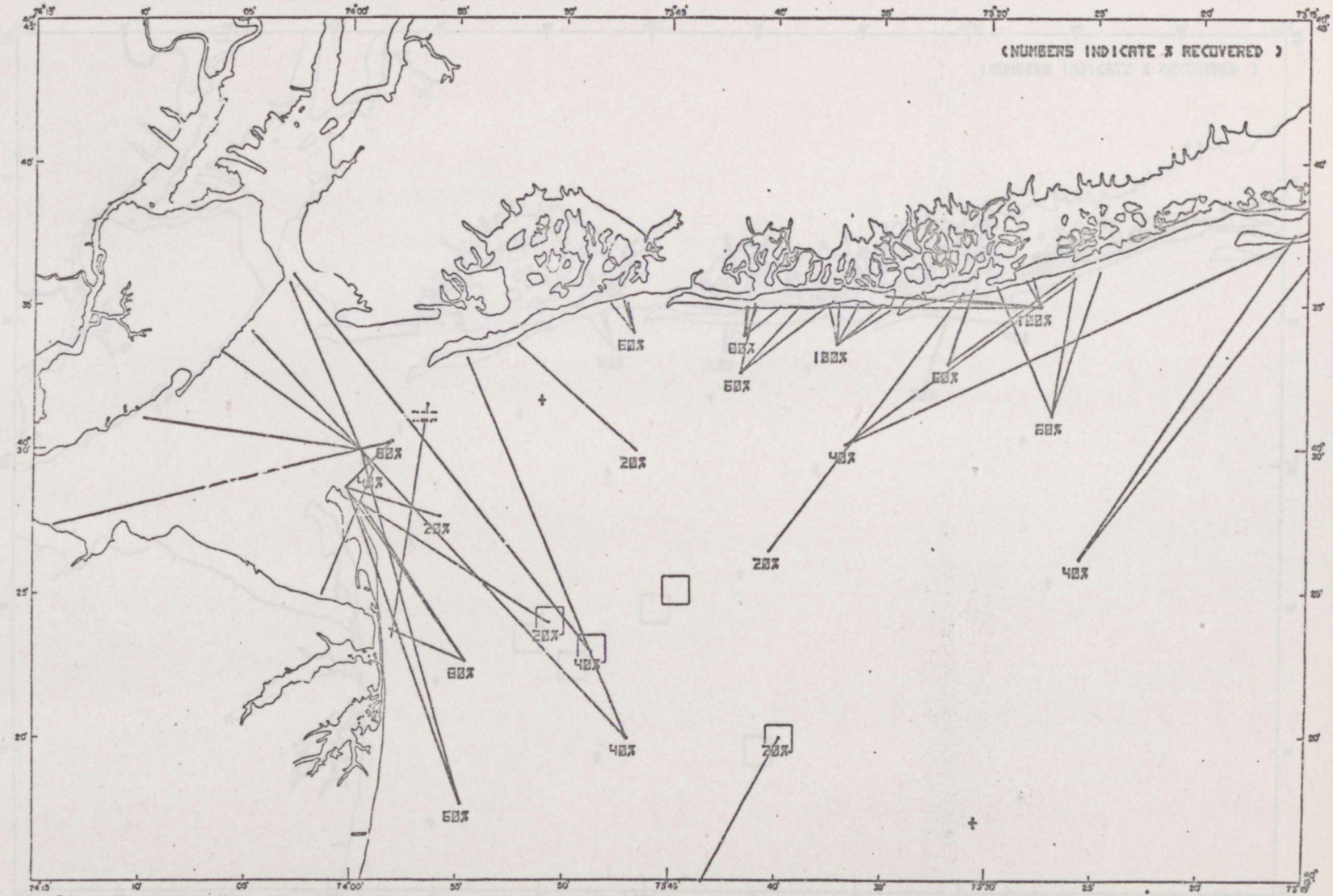


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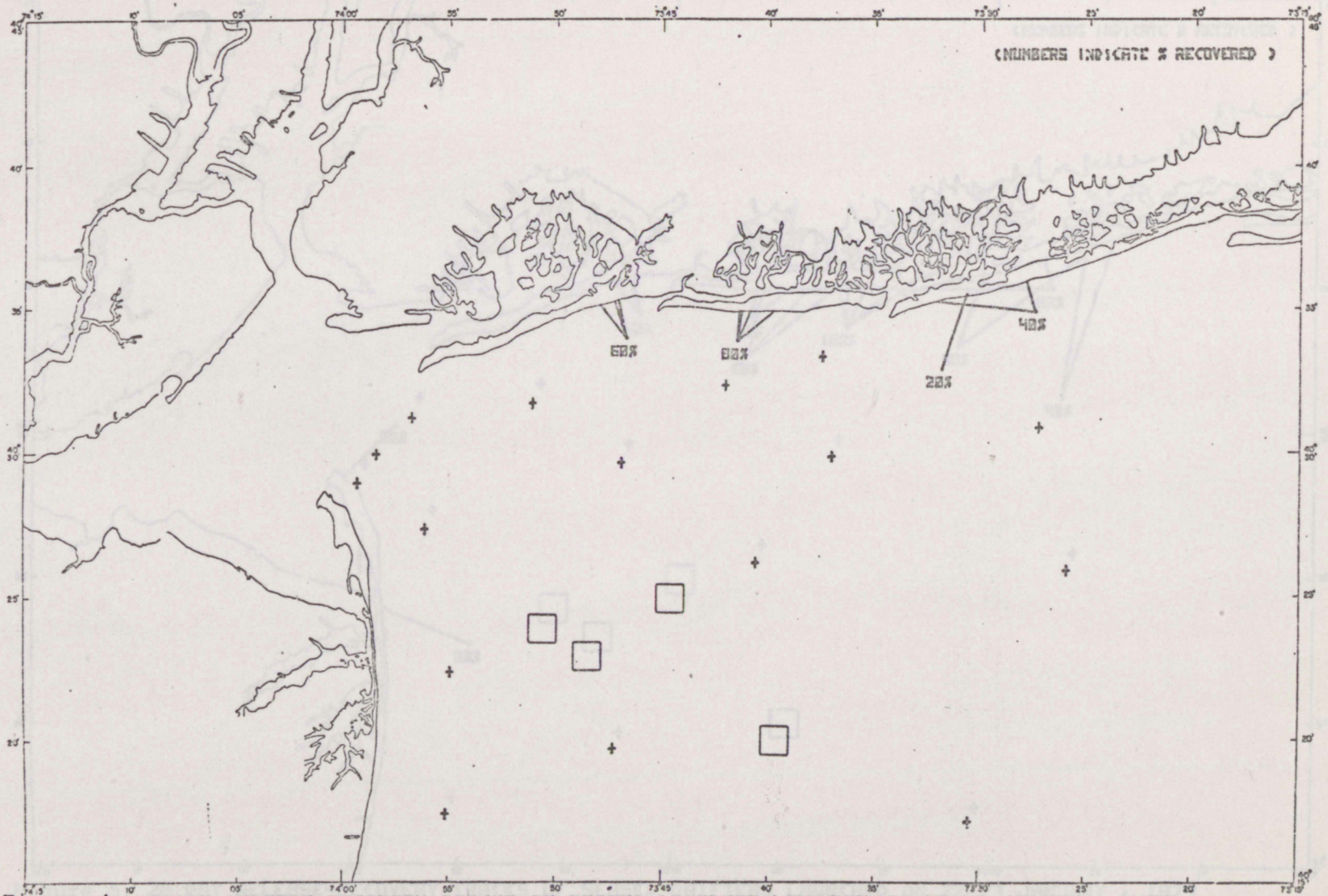


Figure 4. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 22-23 JANUARY, 1974

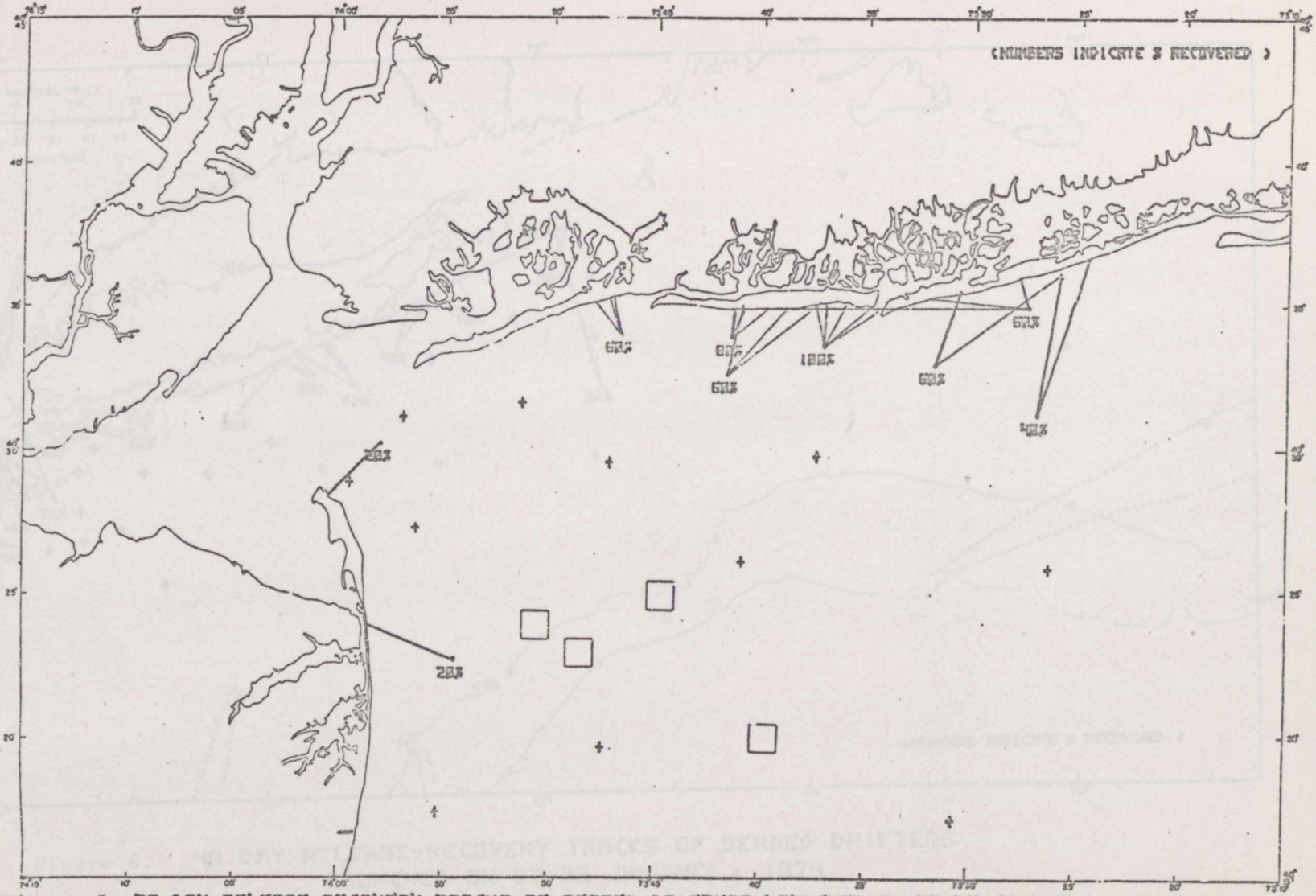


Figure 5. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 22-23 JANUARY , 1974

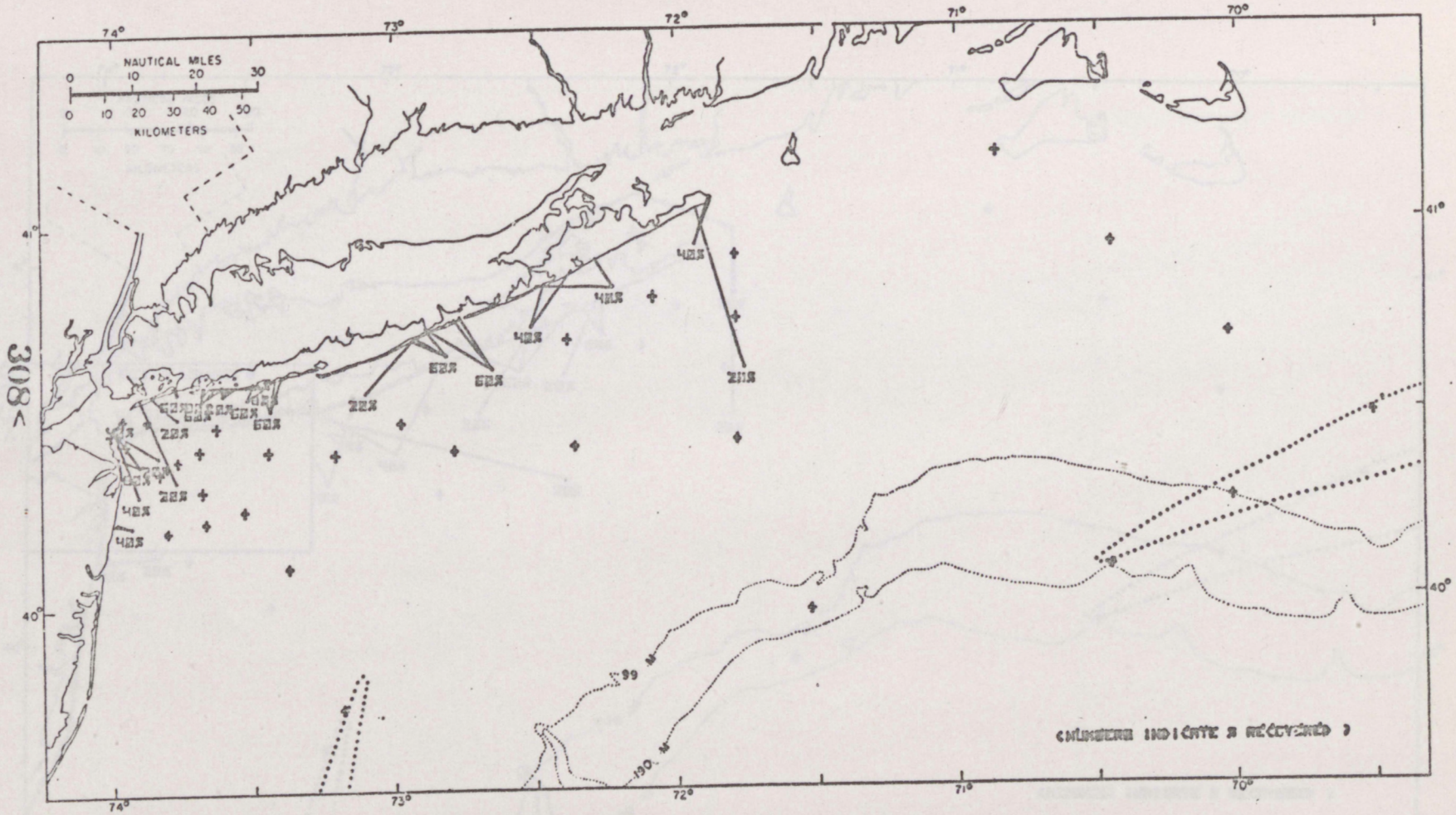


Figure 6. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 22-23 JANUARY, 1974

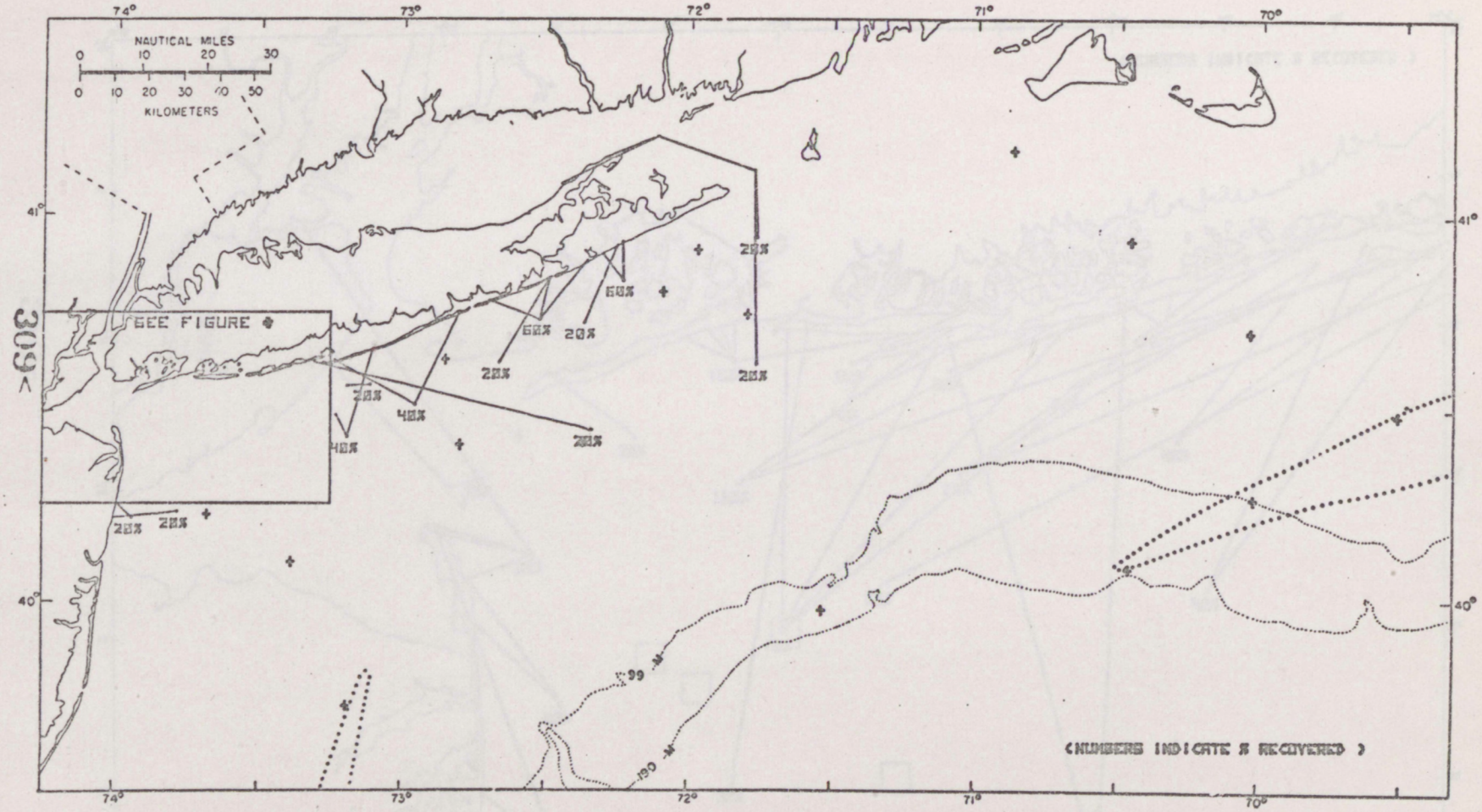


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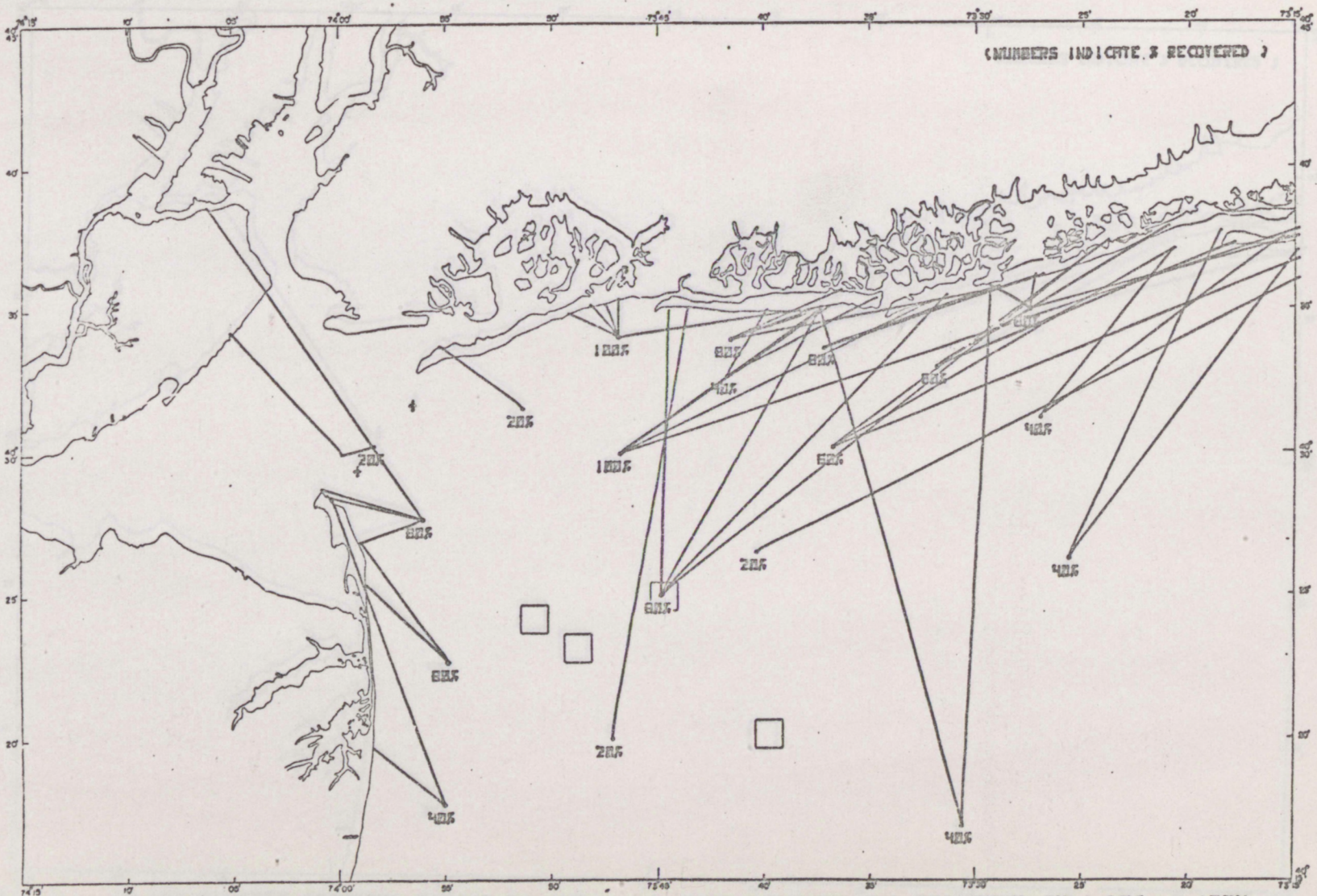


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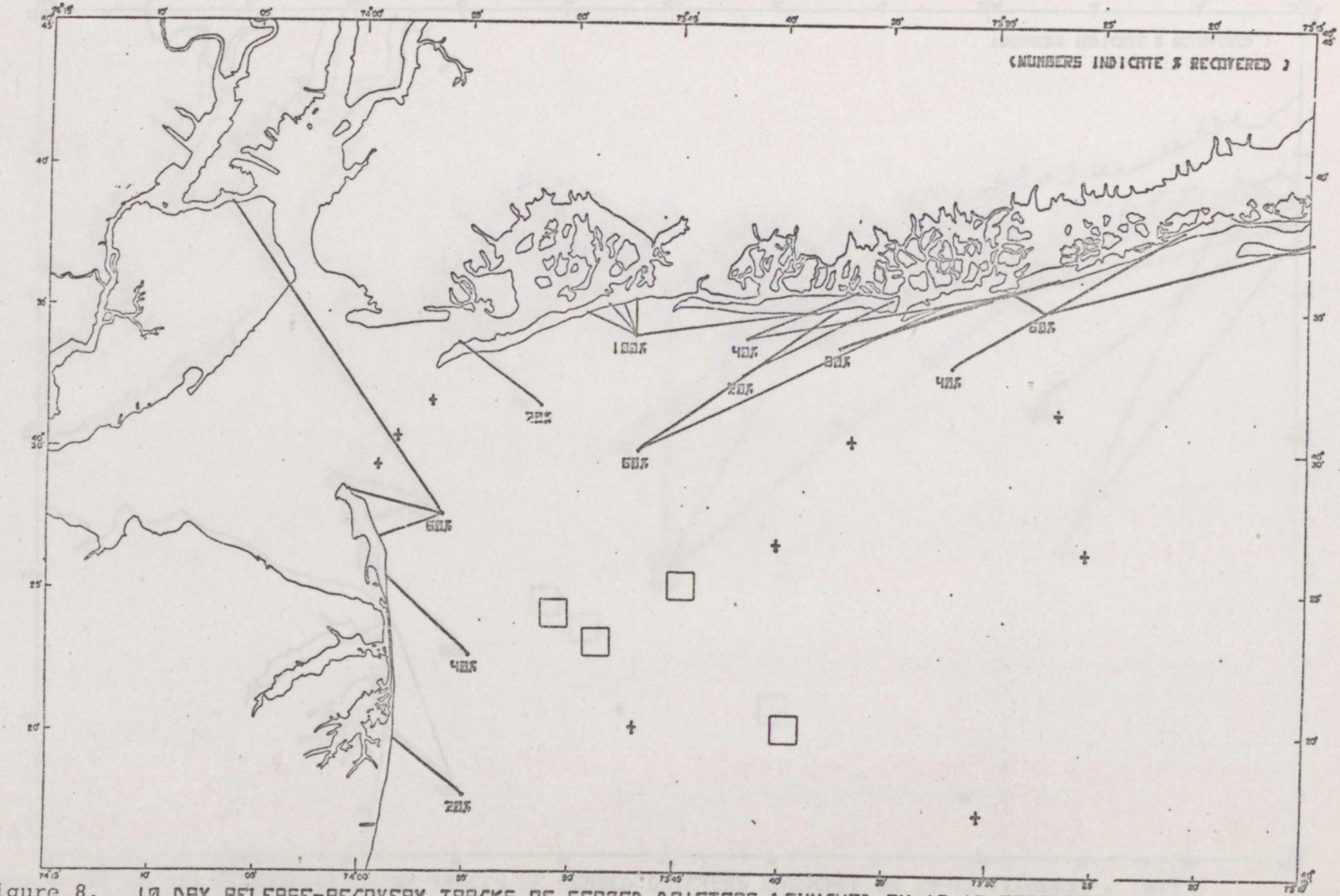


Figure 8. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 18-19 FEBRUARY, 1974

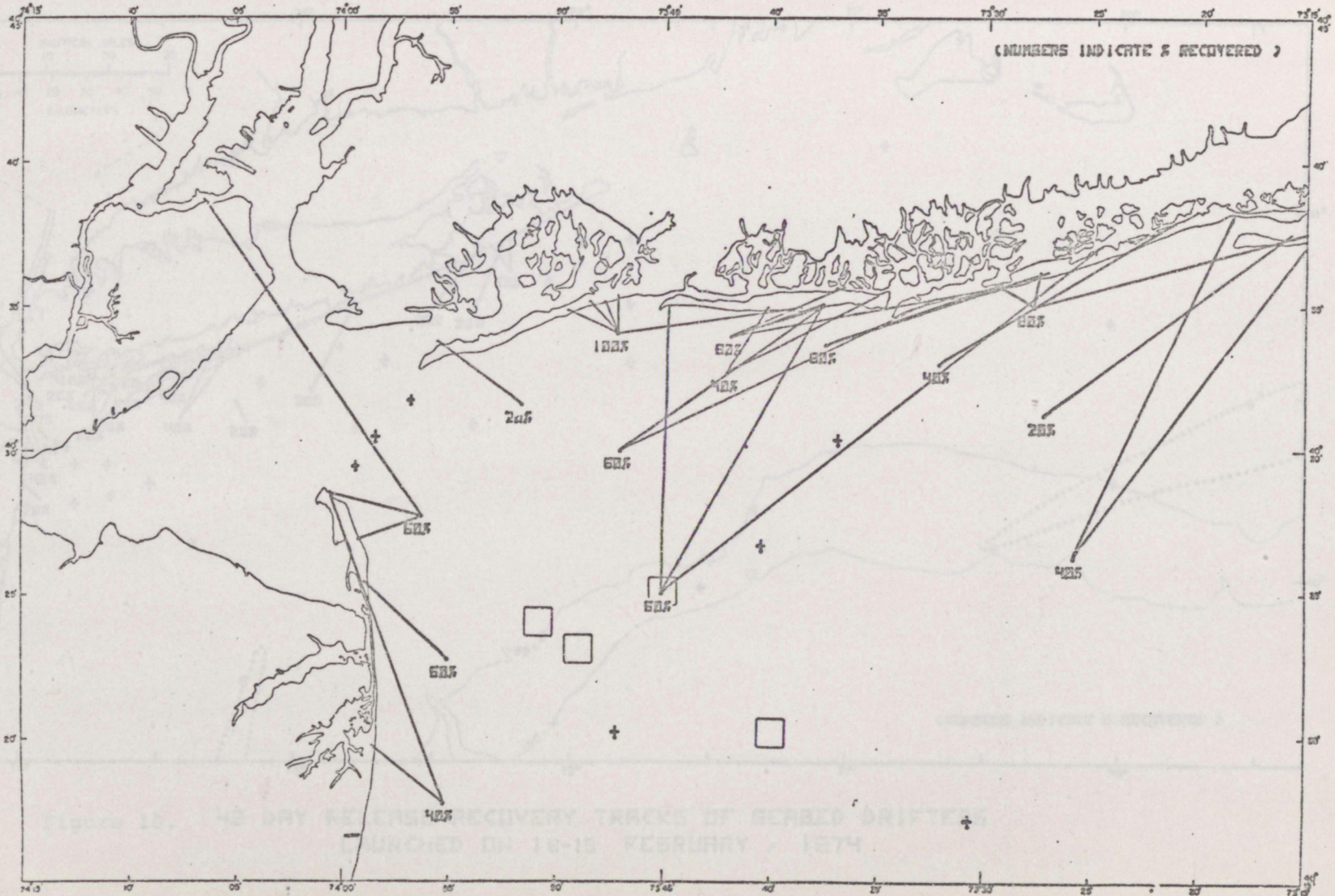


Figure 9. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 18-19 FEBRUARY, 1974

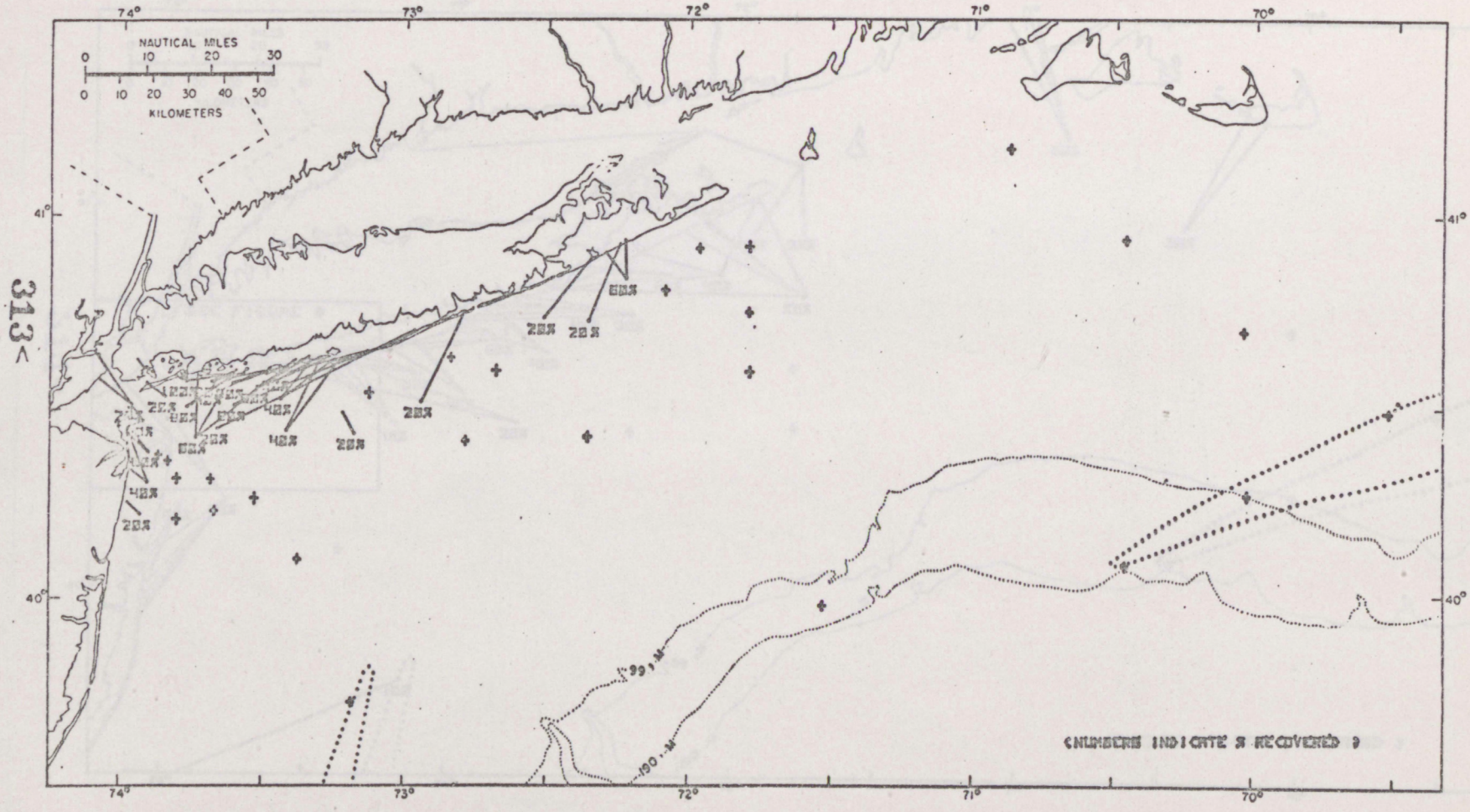


Figure 10. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 18-19 FEBRUARY, 1974

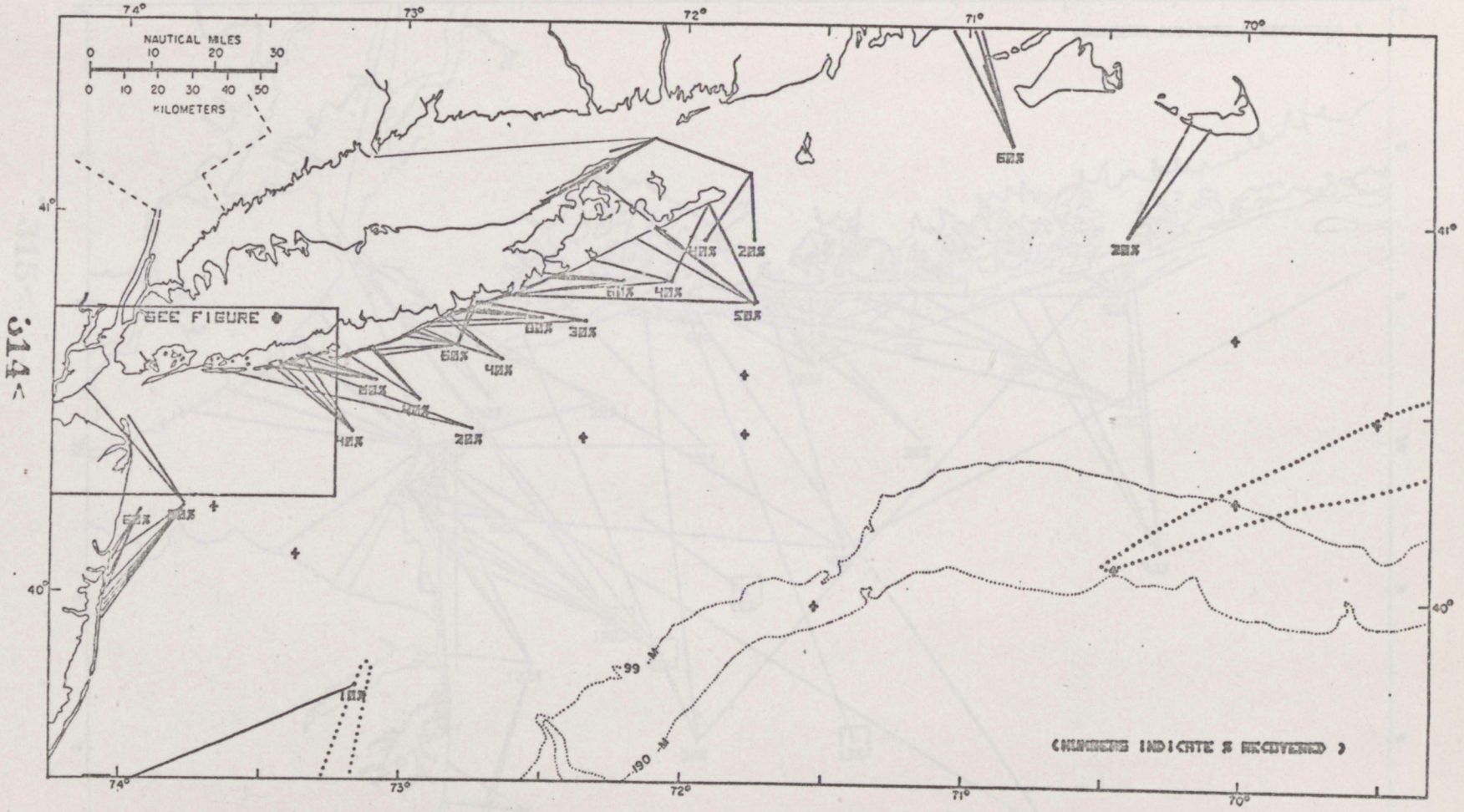


Figure 11. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 19-20 MARCH AND RECOVERED BY 1 DECEMBER, 1974

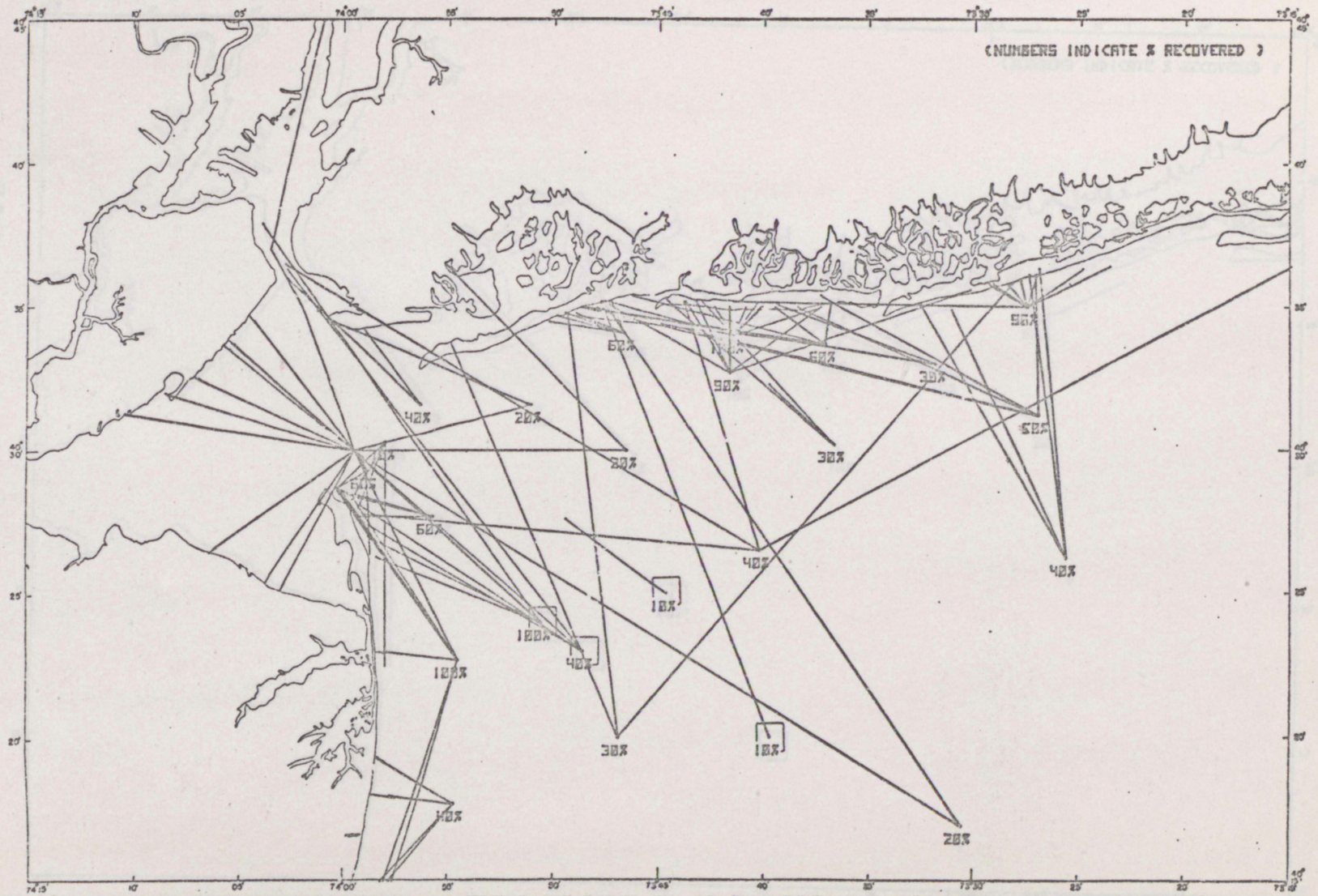


Figure 11A. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 19-20 MARCH AND RECOVERED BY 1 DEC., 1974

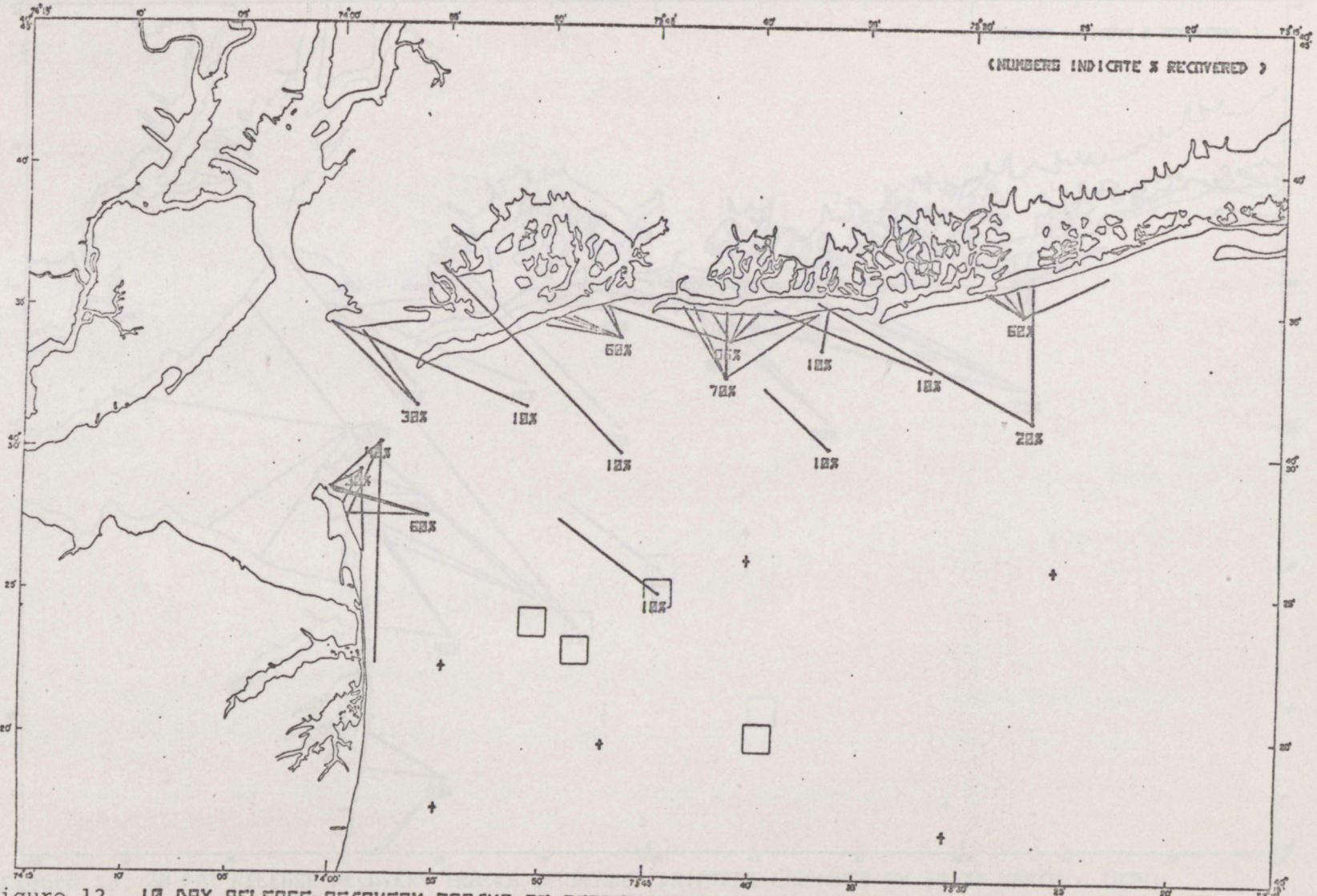


Figure 12. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 19-20 MARCH, 1974

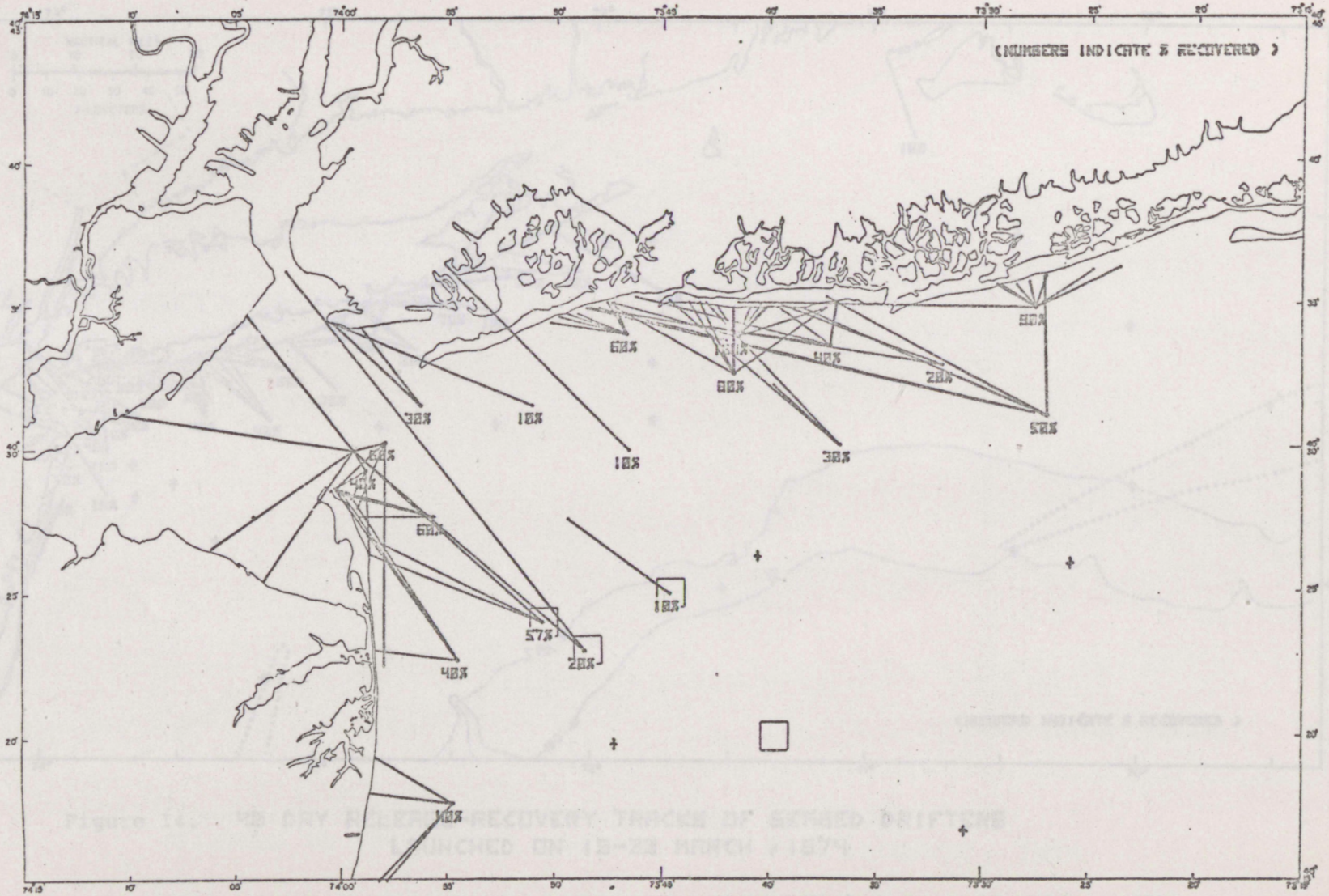


Figure 13. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 19-20 MARCH, 1974

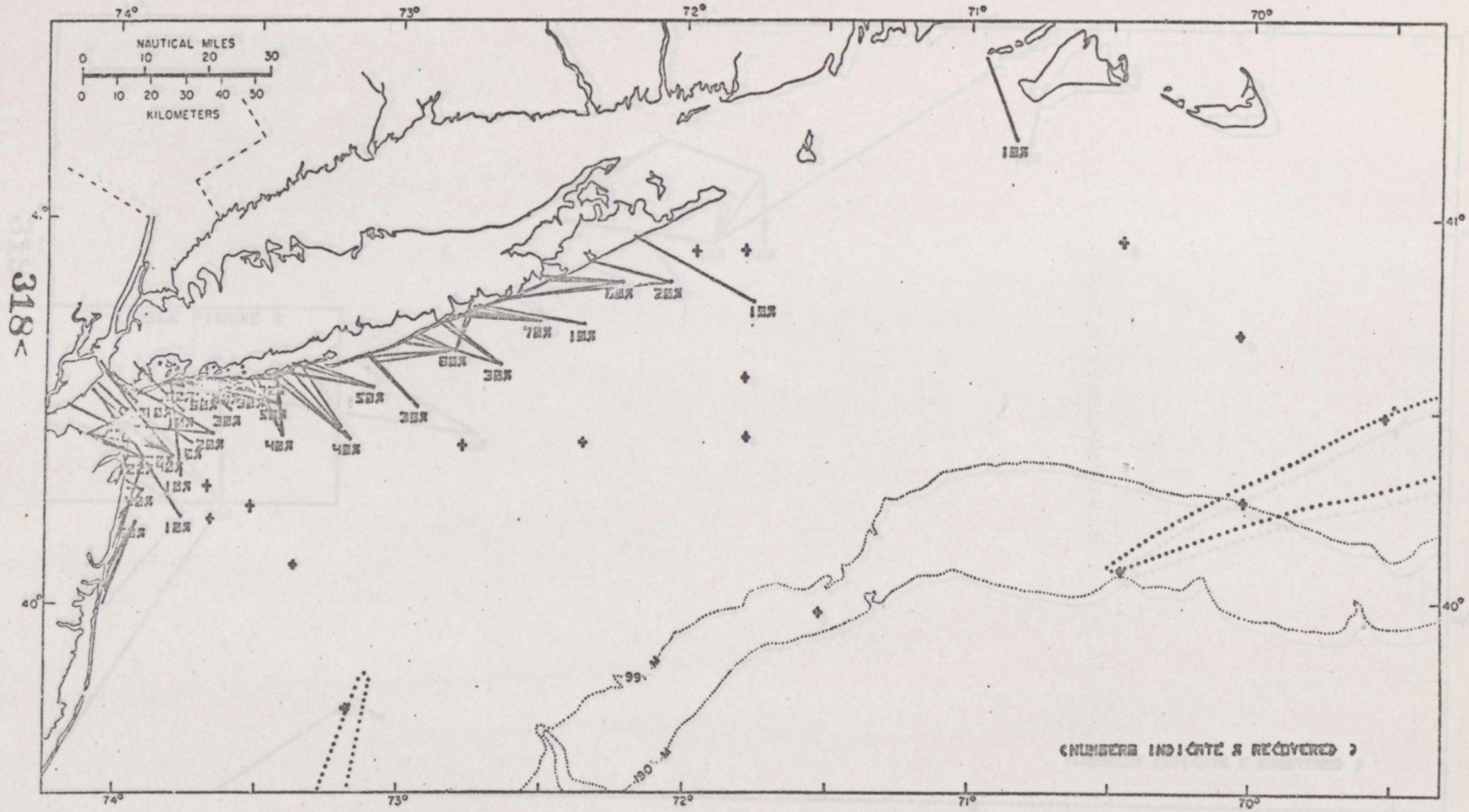


Figure 14. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 19-20 MARCH, 1974

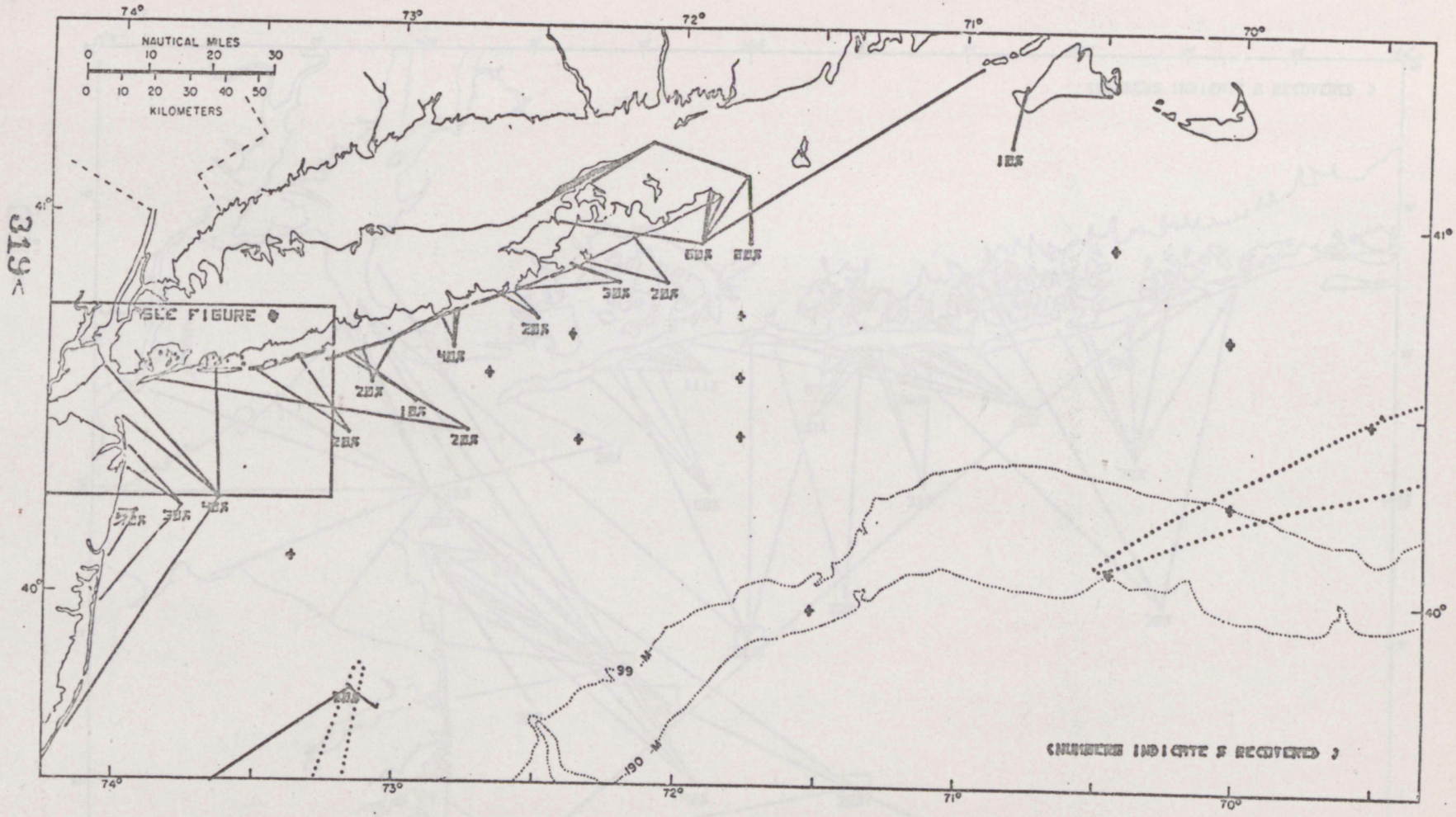


Figure 15. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 15-16 APRIL AND RECOVERED BY 1 DECEMBER, 1974

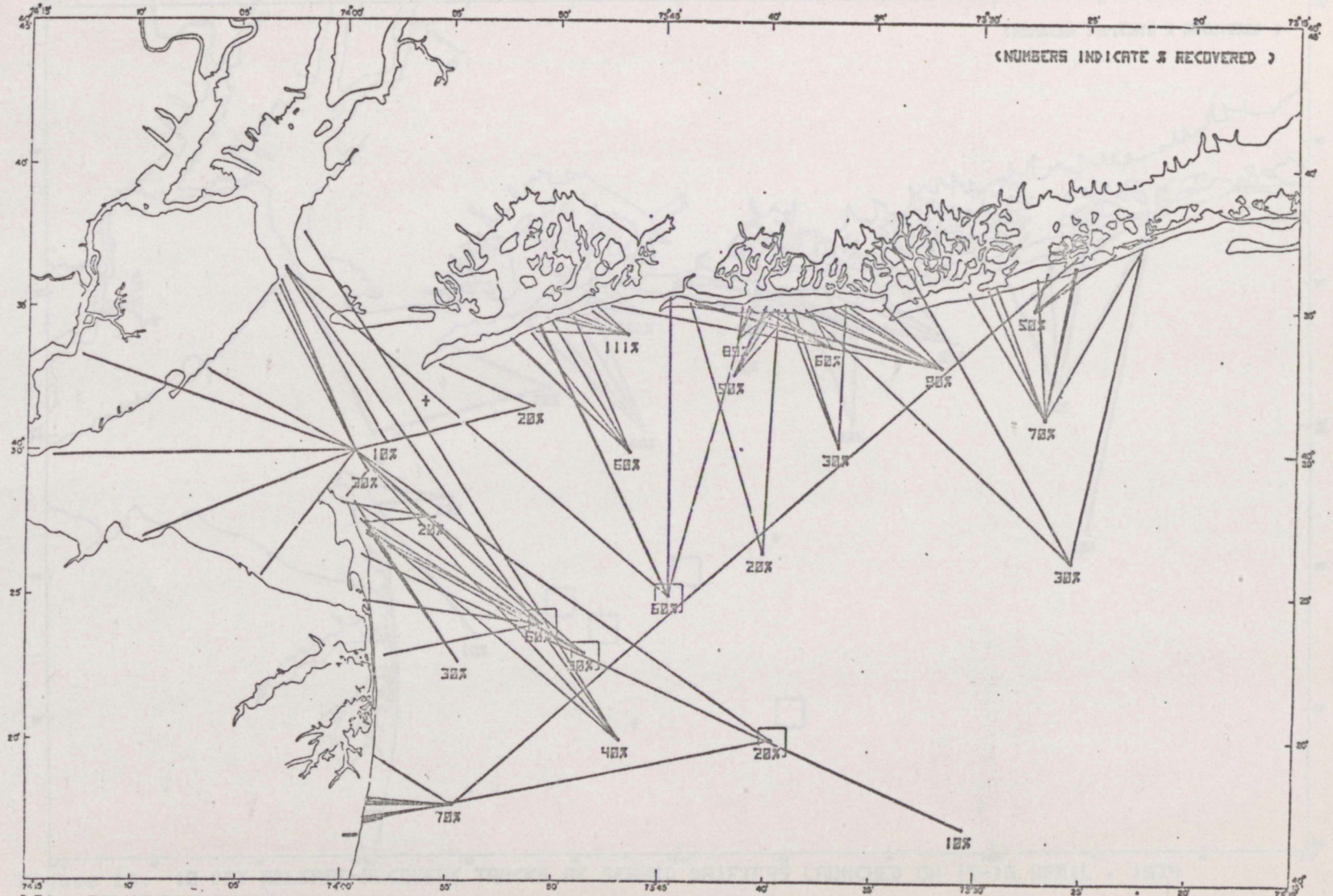


Figure 15A. TRAJECTORIES OF ALL SENSED DRIFTERS RELEASED ON 15-16 APRIL AND RECOVERED BY 1 DEC., 1974

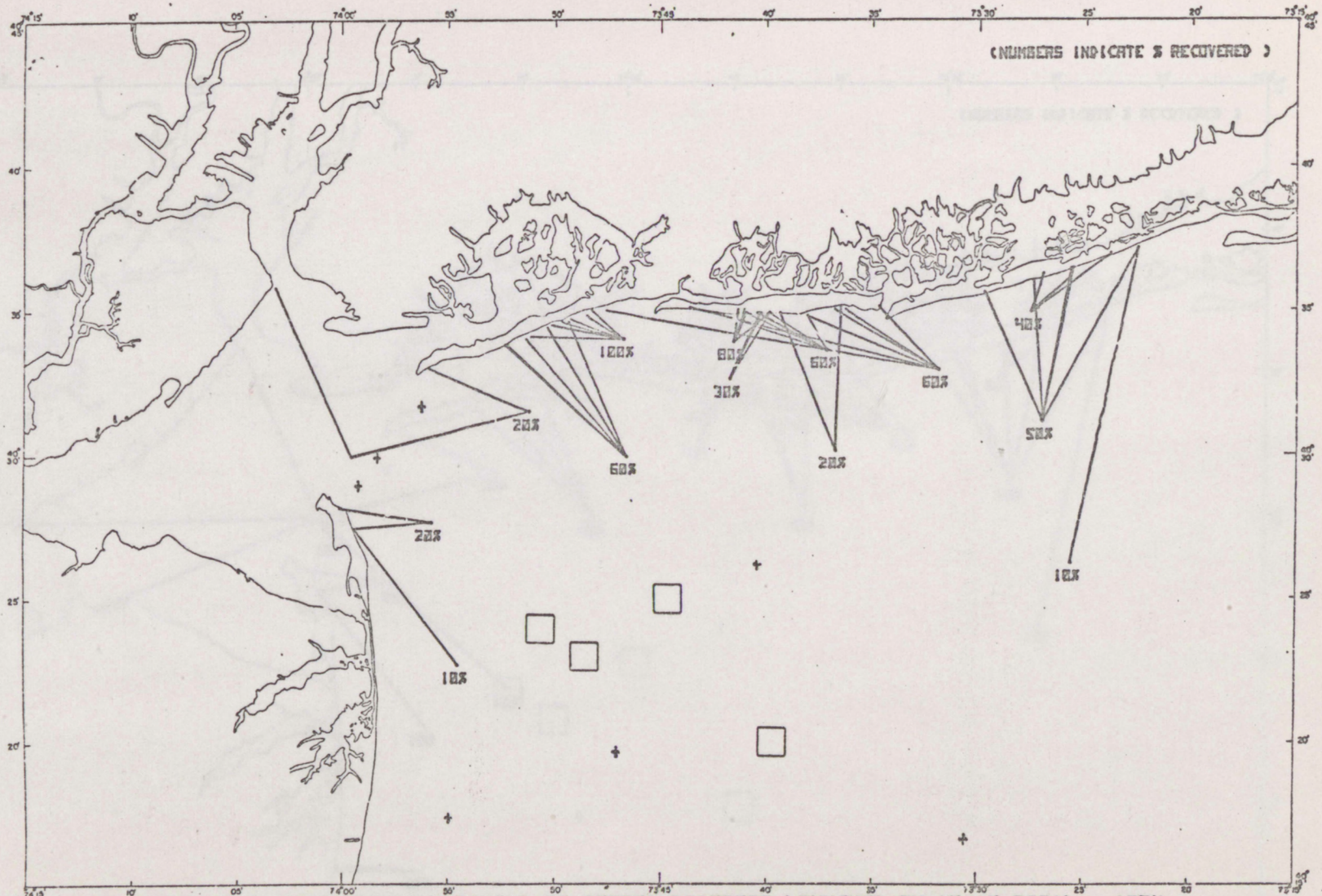


Figure 16. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 15-16 APRIL, 1974

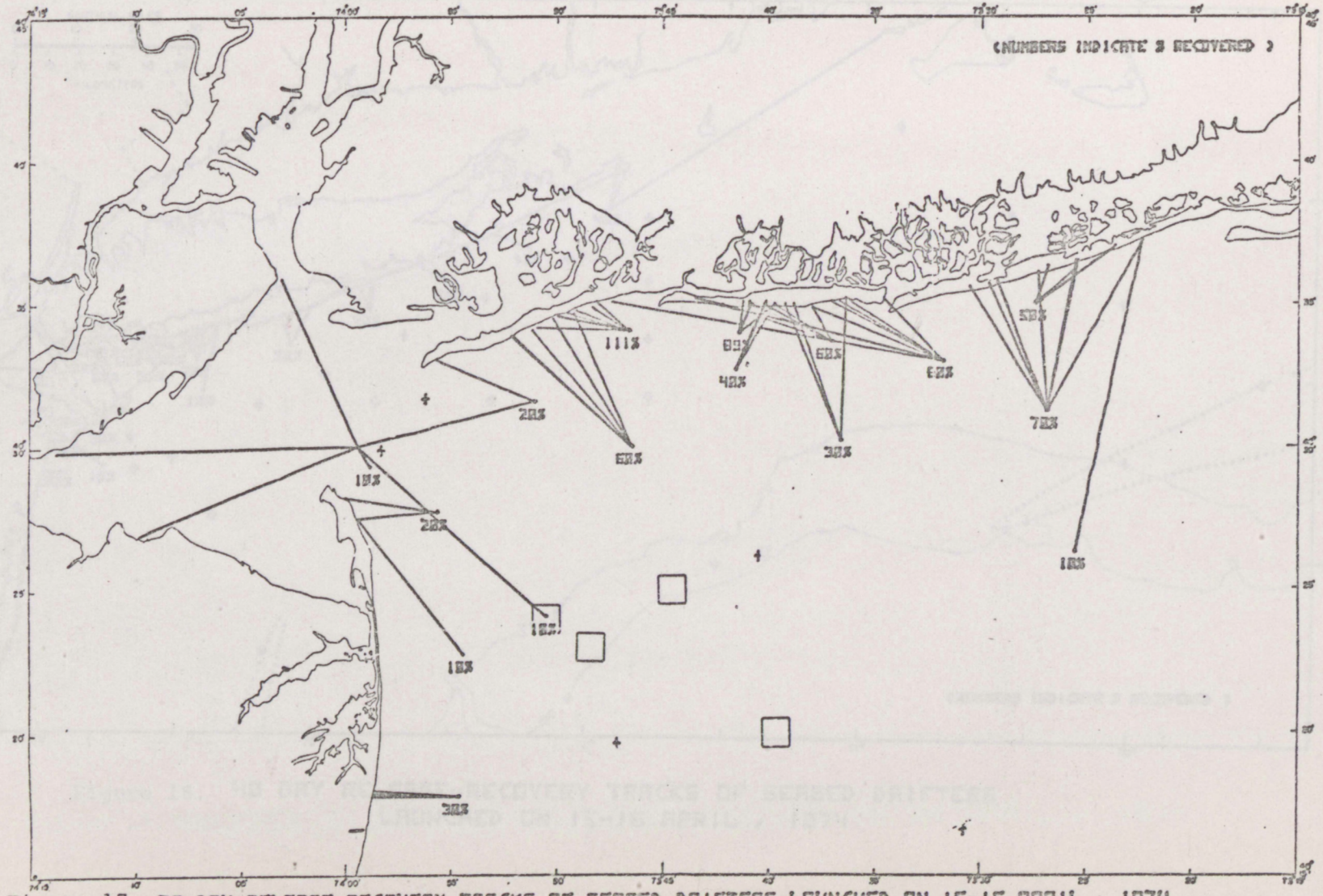


Figure 17. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 15-16 APRIL, 1974

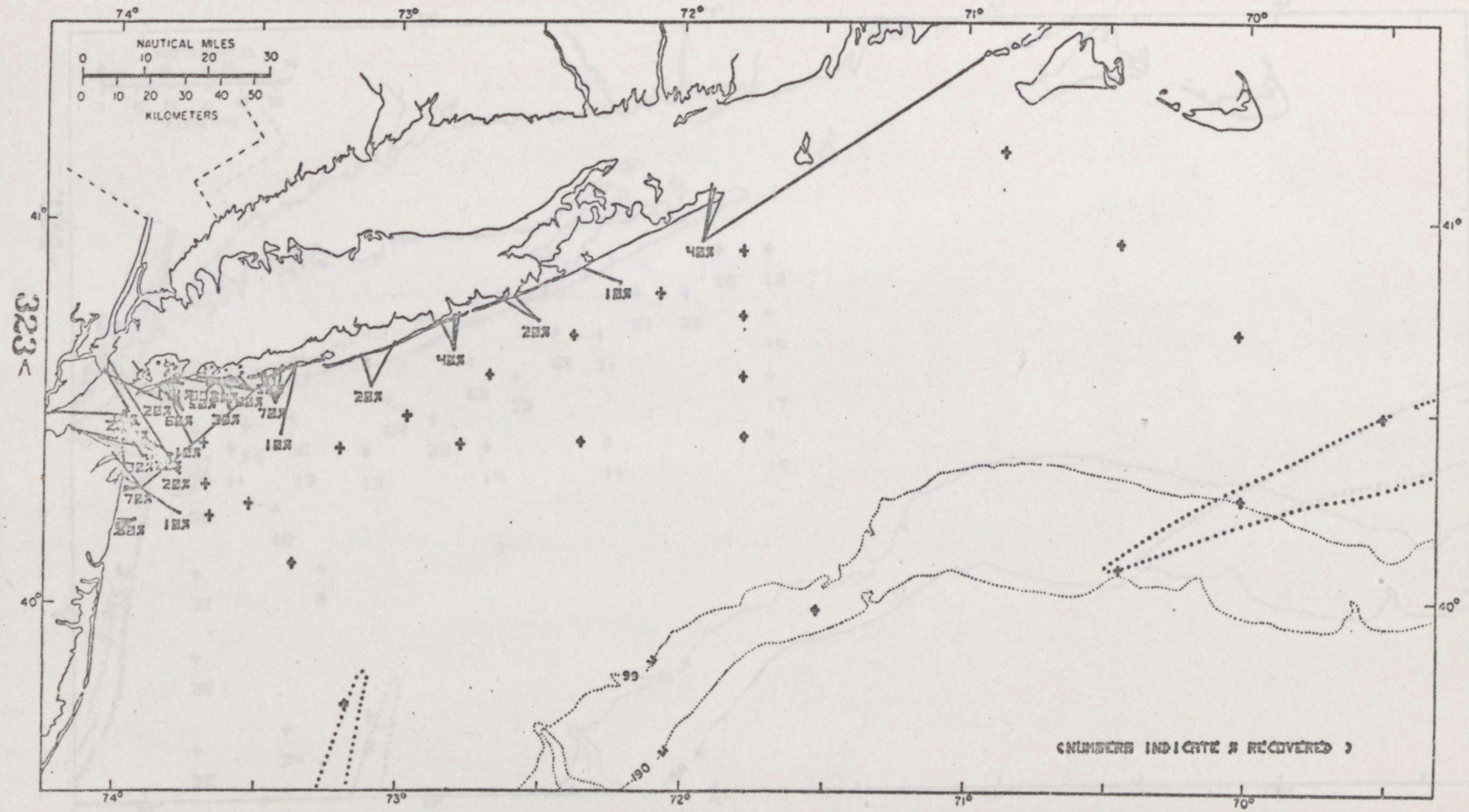


Figure 18. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 15-16 APRIL, 1974

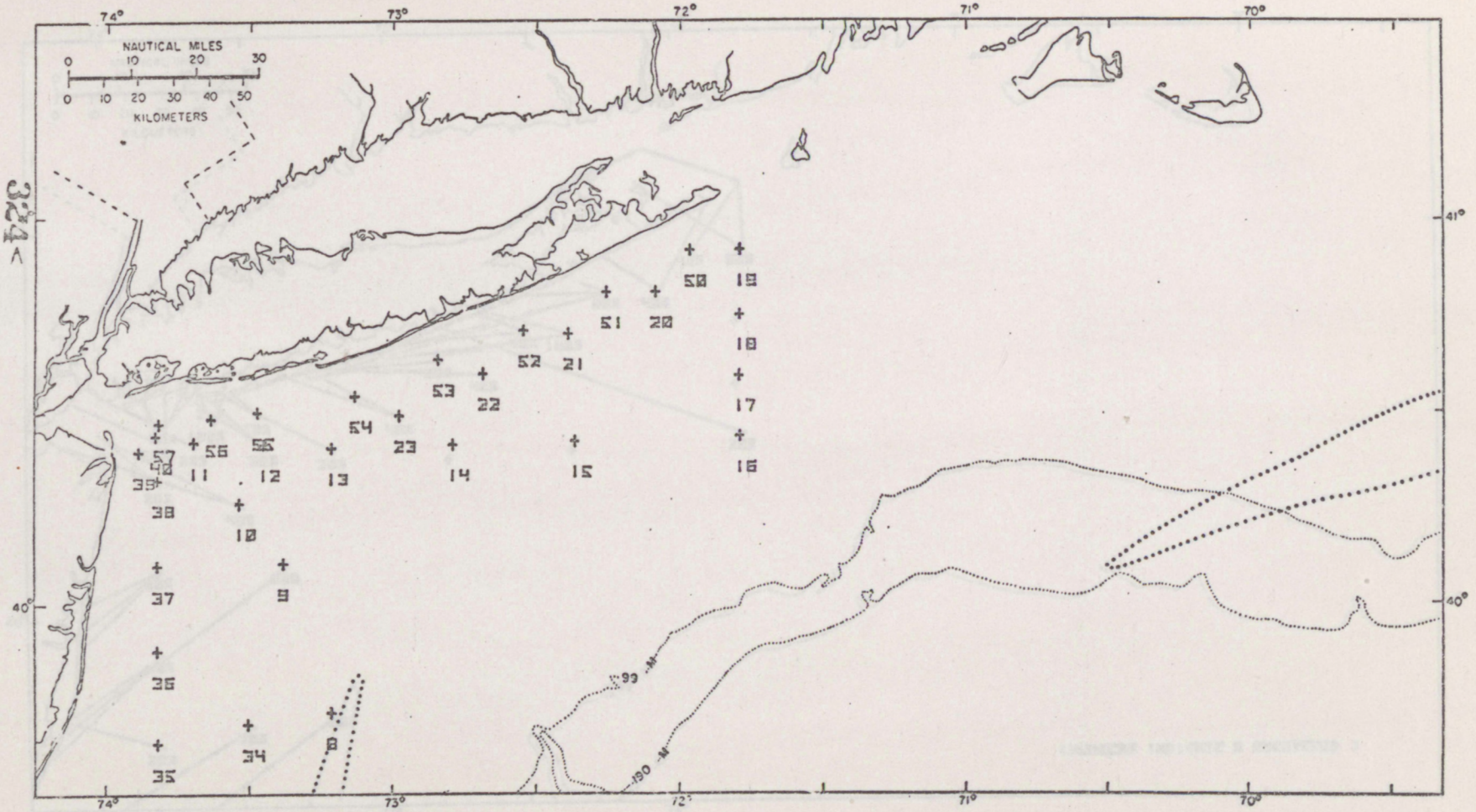


Figure 19. RELEASE SITES FOR DRIFTERS LAUNCHED ON 20 APRIL , 1974

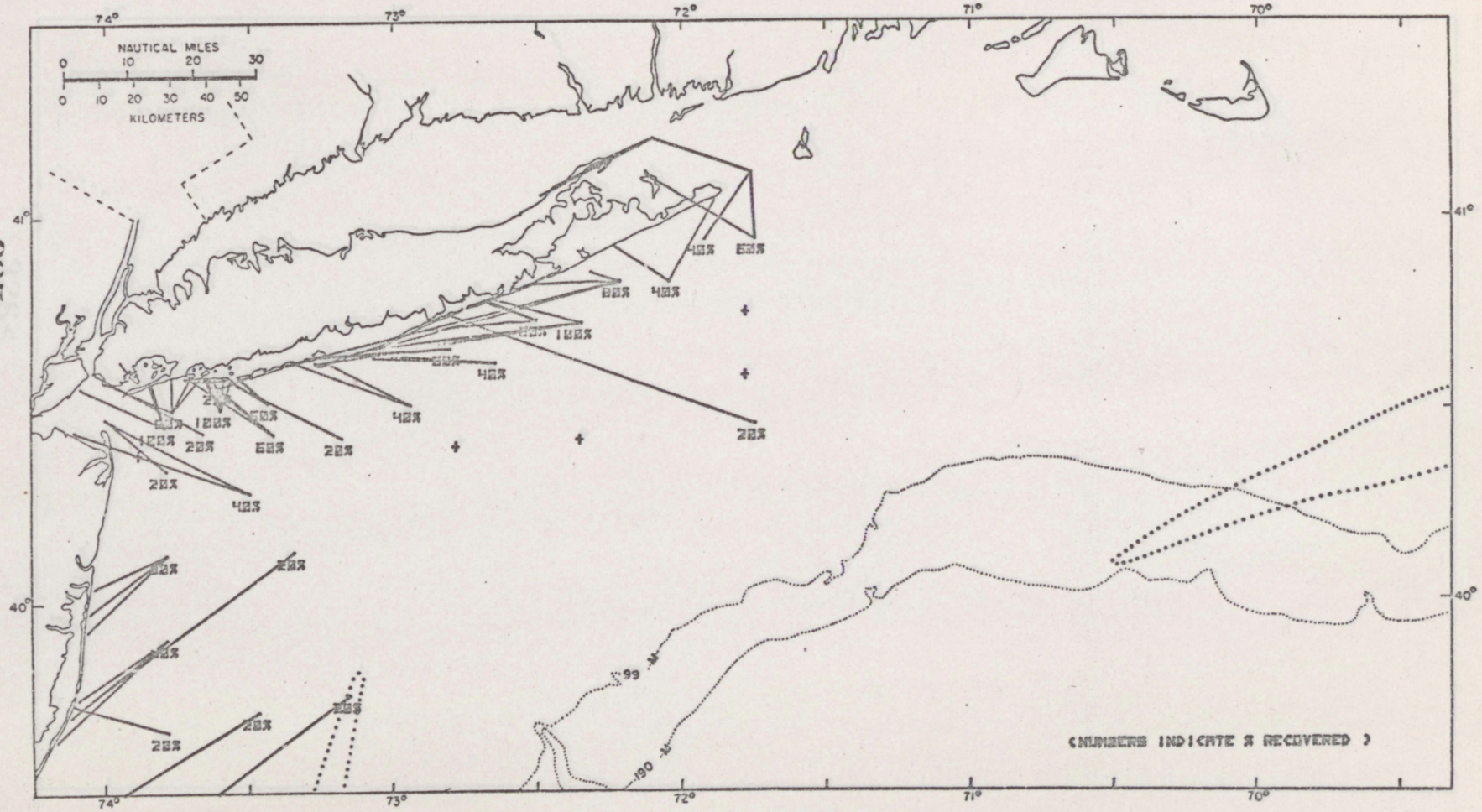


Figure 20. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 20 APRIL AND RECOVERED BY 1 DECEMBER, 1974

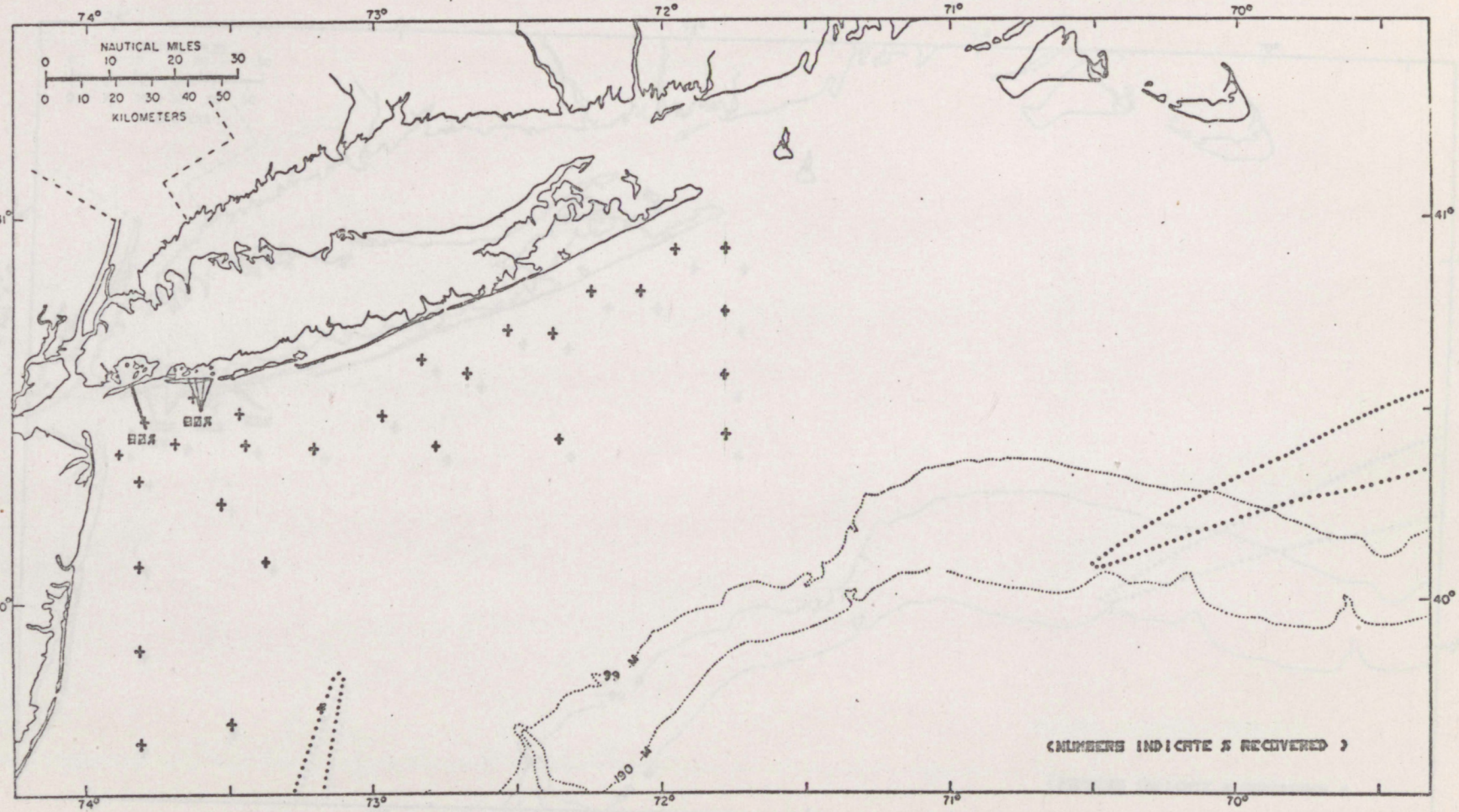


Figure 21. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 20 APRIL, 1974

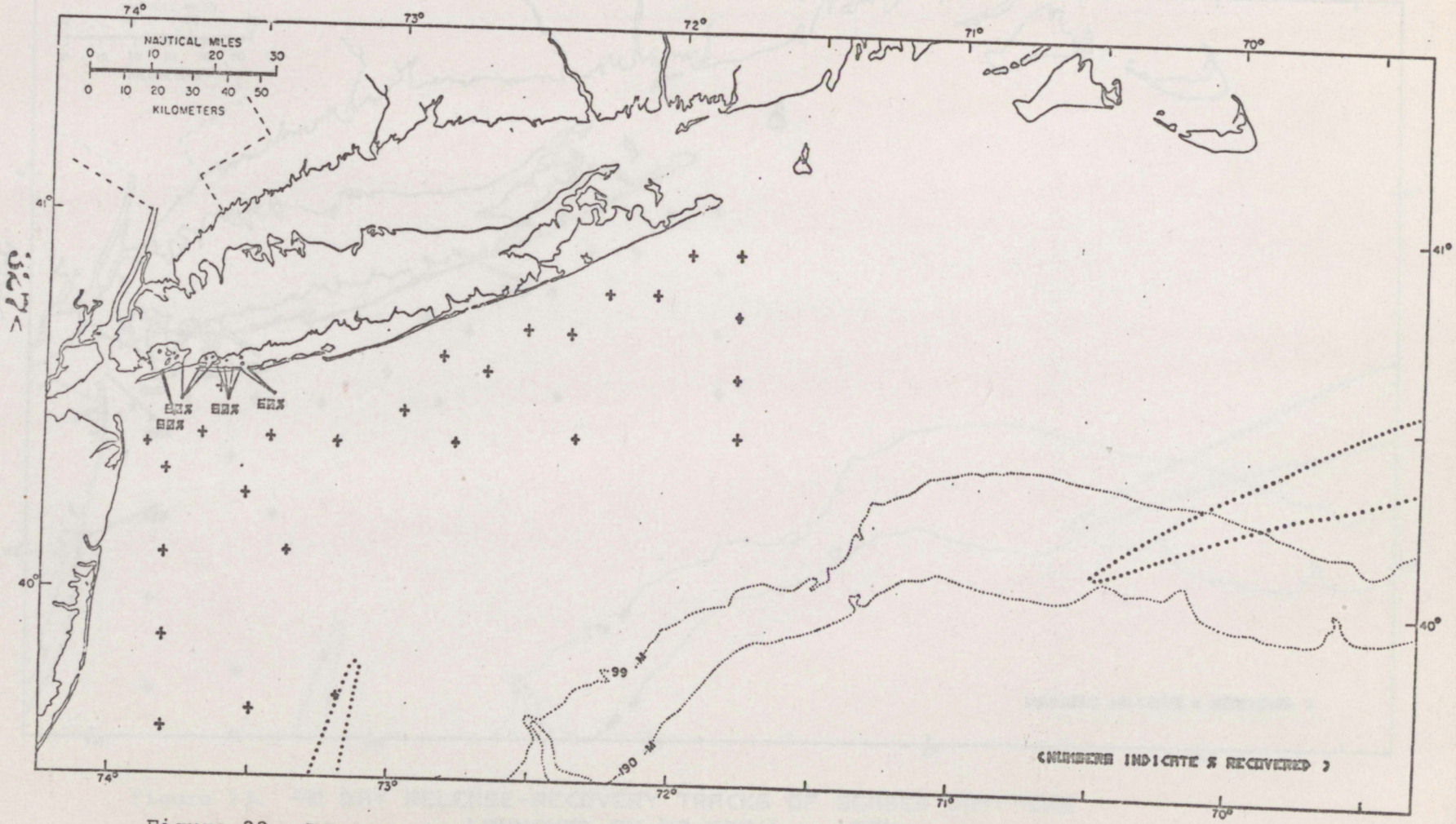
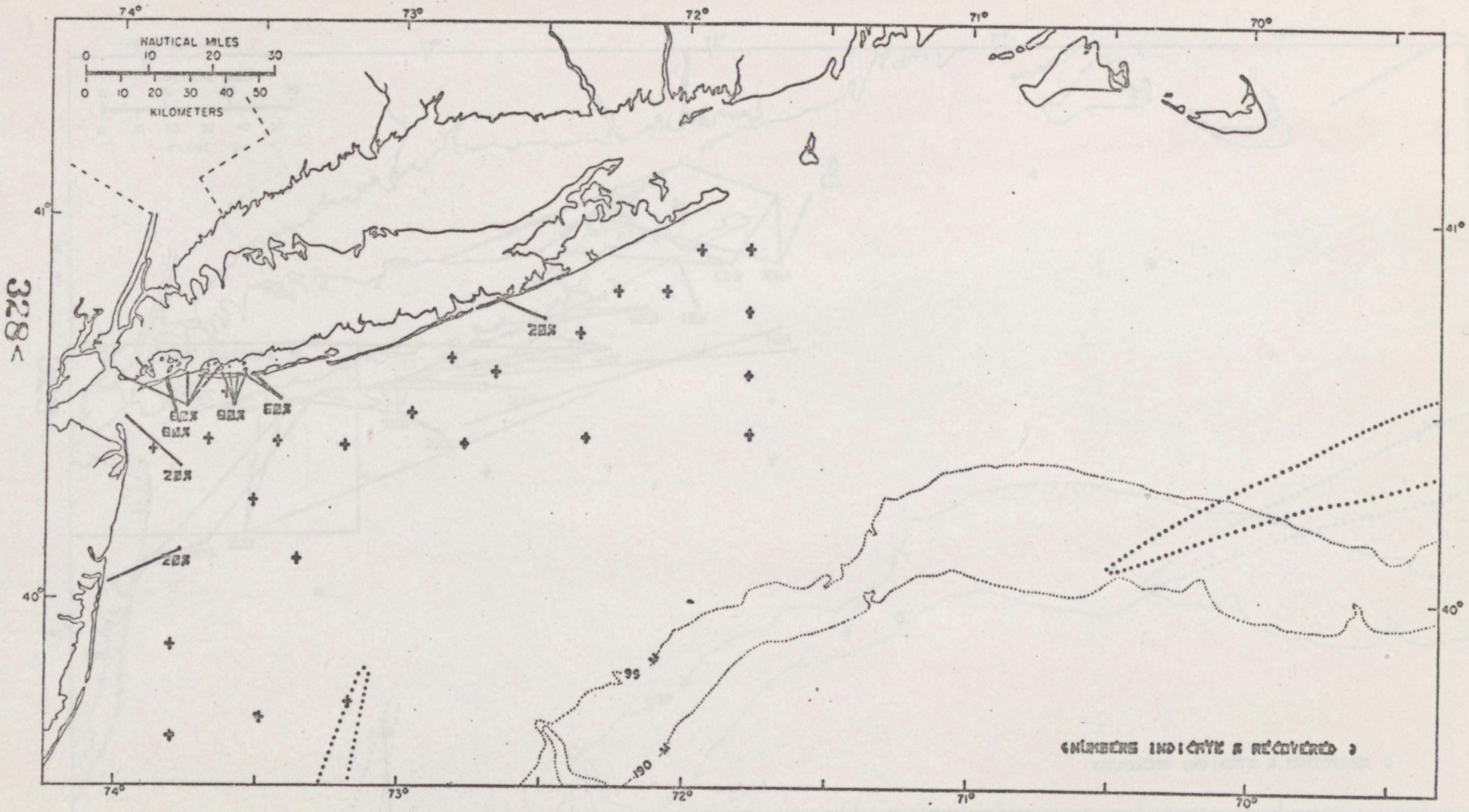


Figure 22. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 20 APRIL, 1974


74°
73°
72°
71°
70°
41°
40°
NAUTICAL MILES
0 10 20 30
0 10 20 30 40 50
KILOMETERS
28
28
28

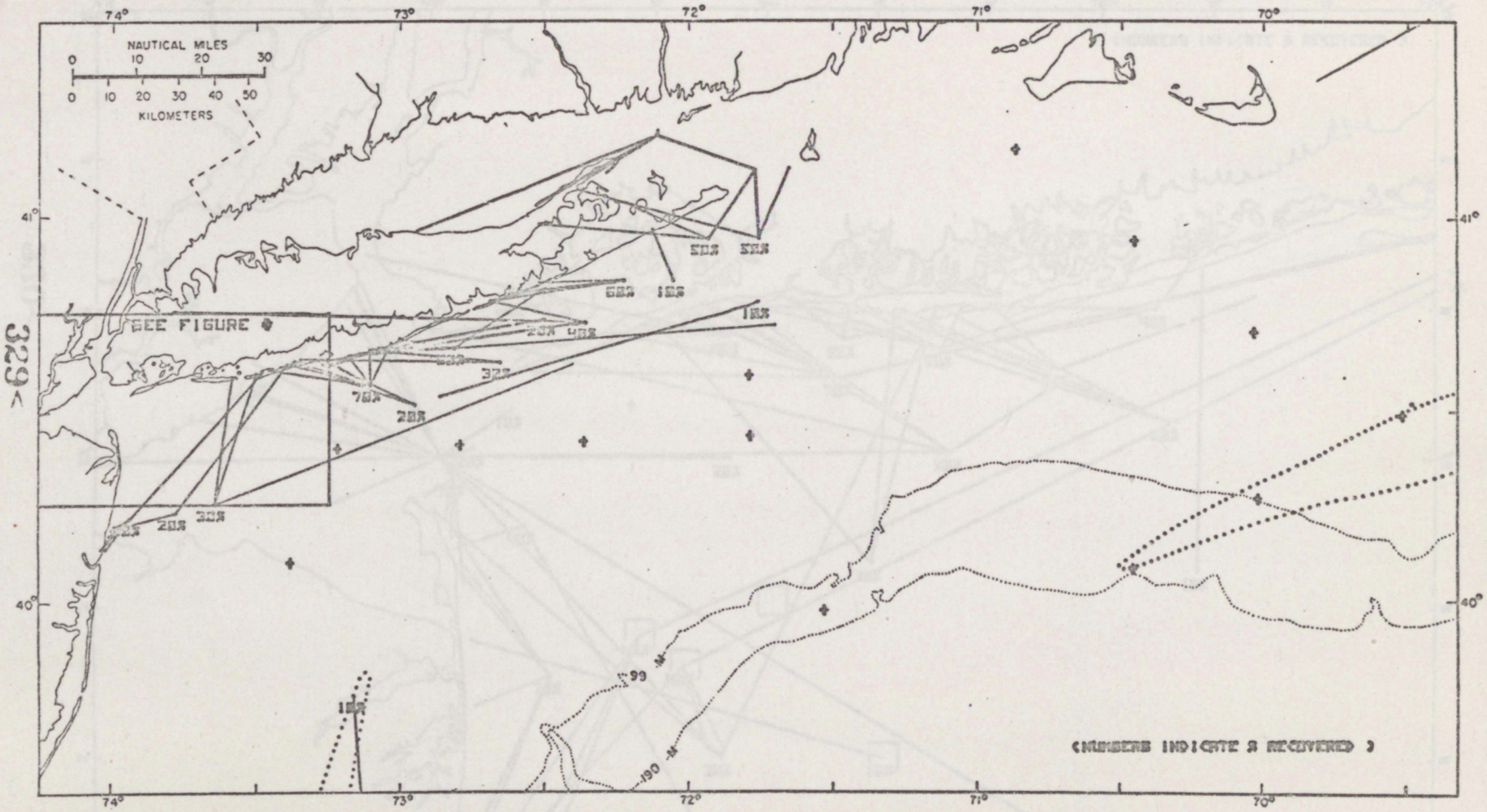


Figure 24. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 20-21 MAY AND RECOVERED BY 1 DECEMBER, 1974

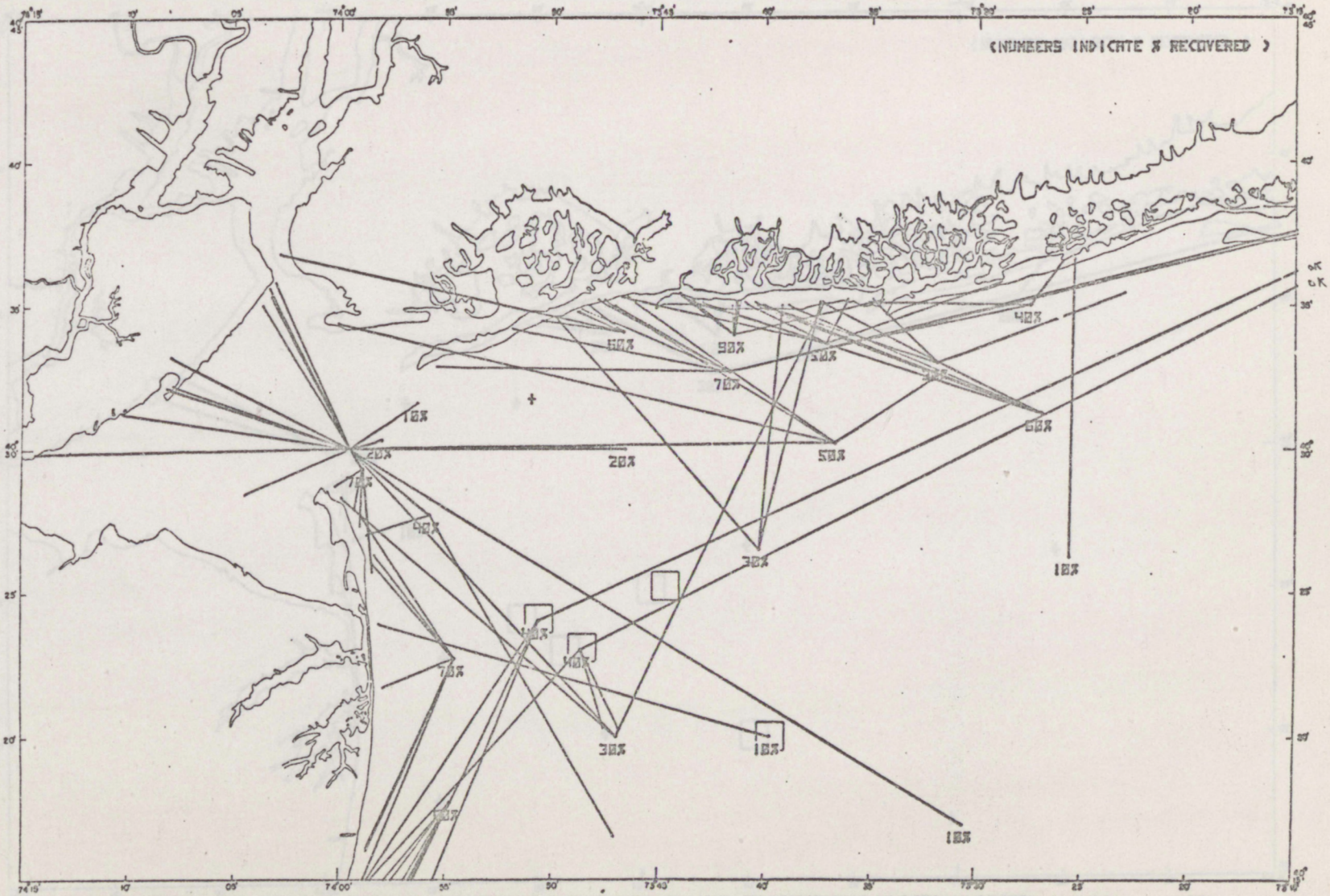


Figure 24A. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 20-21 MAY AND RECOVERED BY 1 DEC., 1974

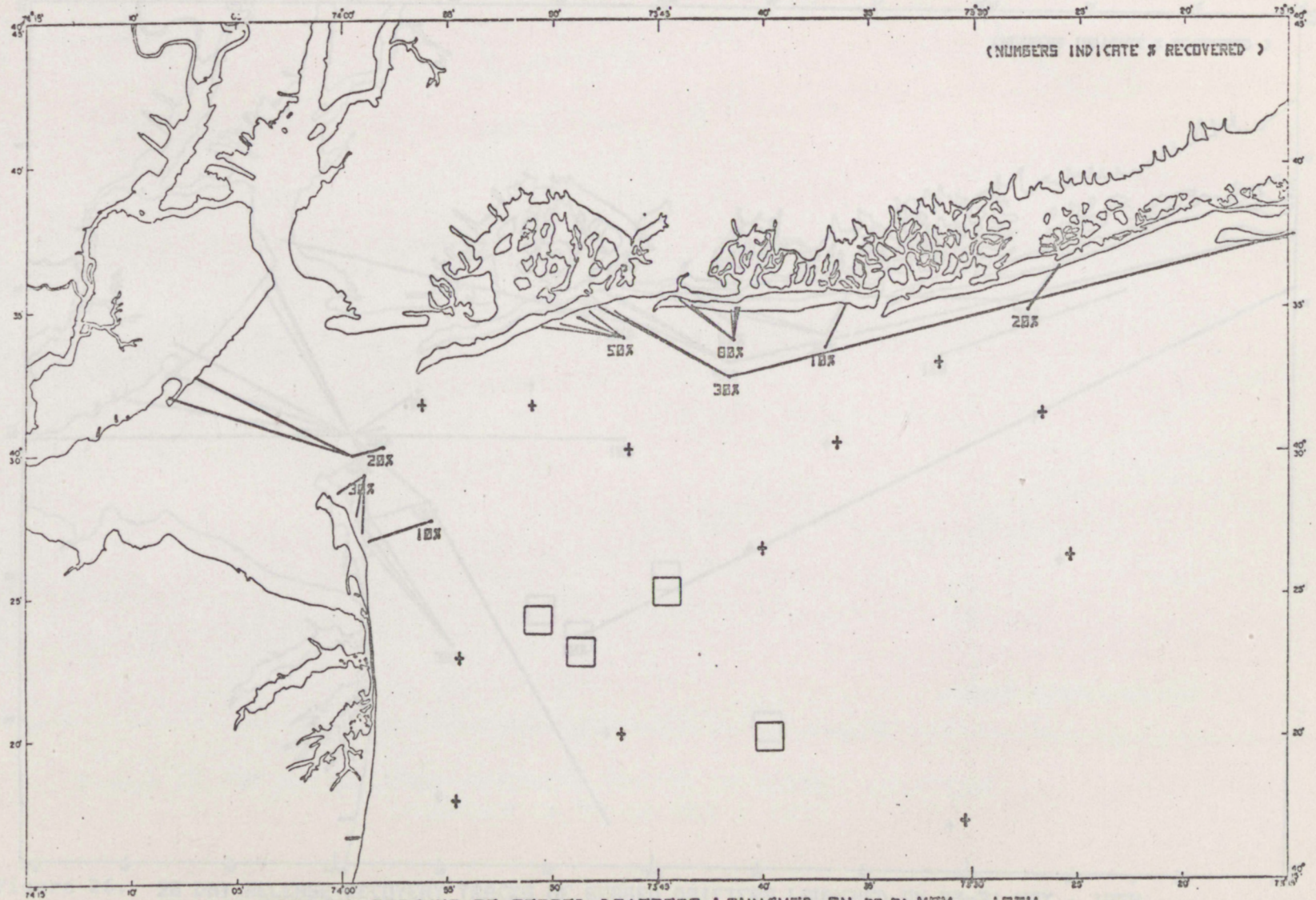


Figure 25. 10 DAY RELEASE RECOVERY TRACKES OF SEABED DRIFTERS LAUNCHED ON 20-21 MAY , 1974

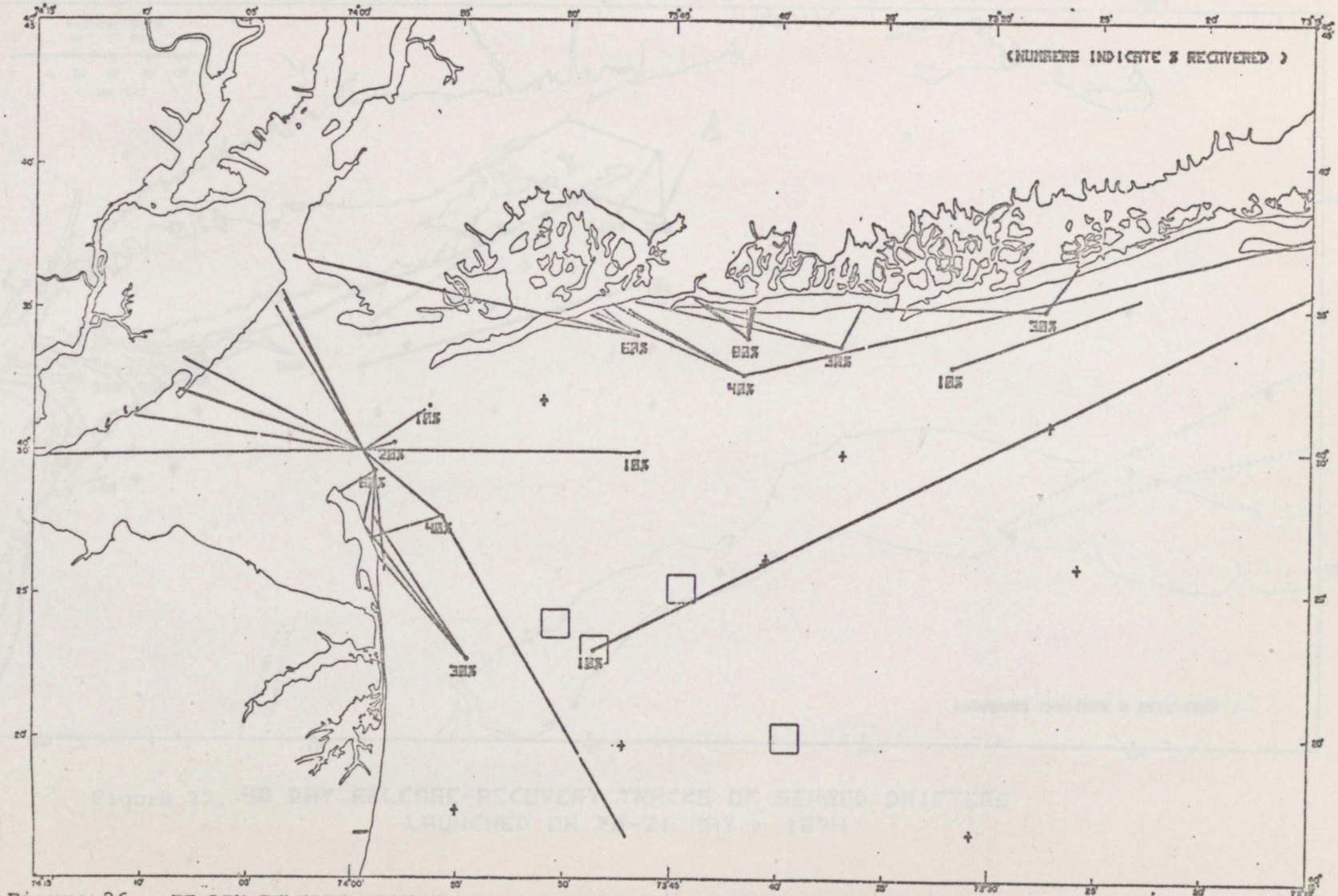


Figure 26. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 20-21 MAY, 1974

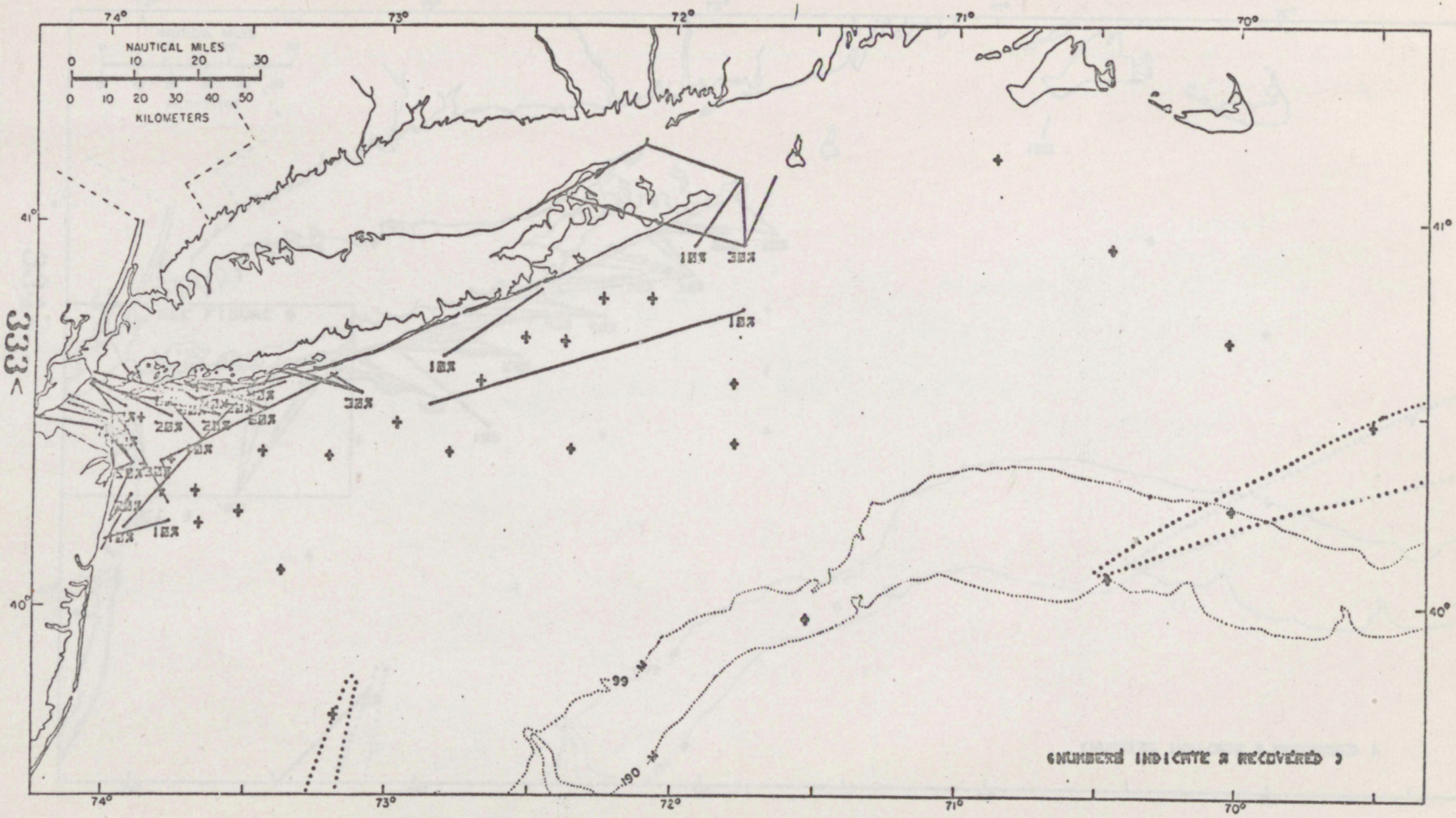


Figure 27. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 20-21 MAY, 1974

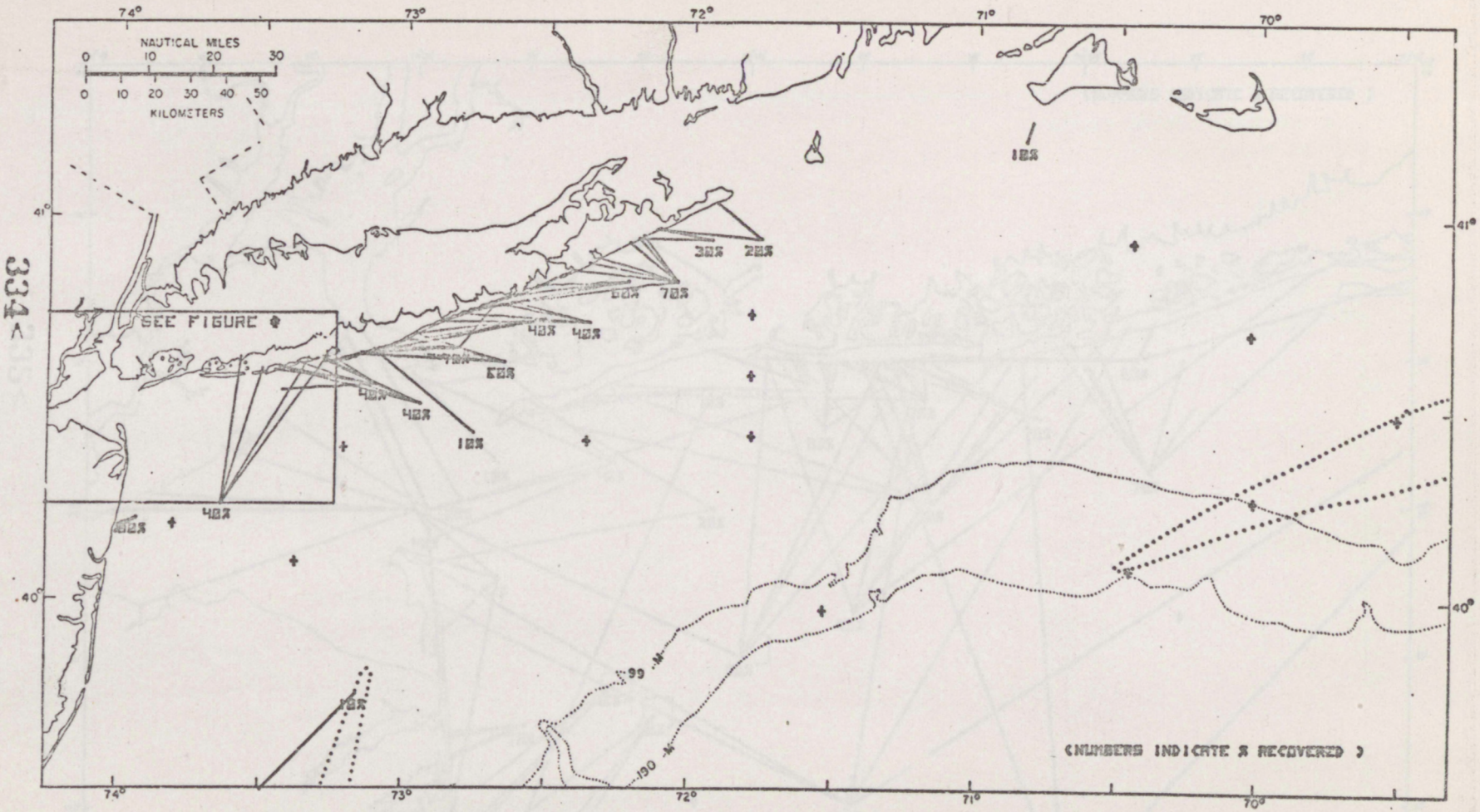


Figure 28. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 24-25 JUNE AND RECOVERED BY 1 DECEMBER, 1974

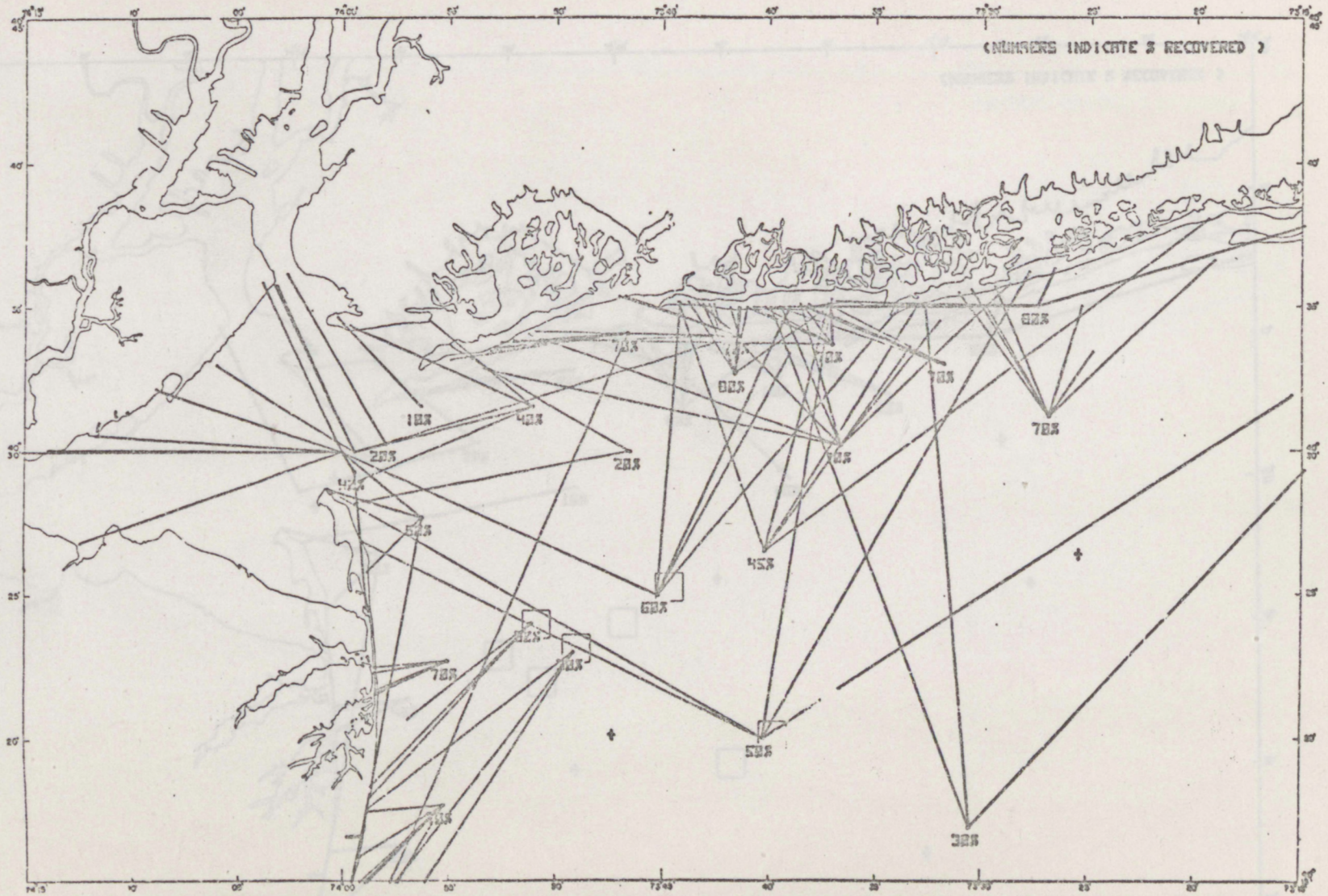


Figure 28A. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 24-25 JUNE AND RECOVERED BY 1 DEC. , 1974

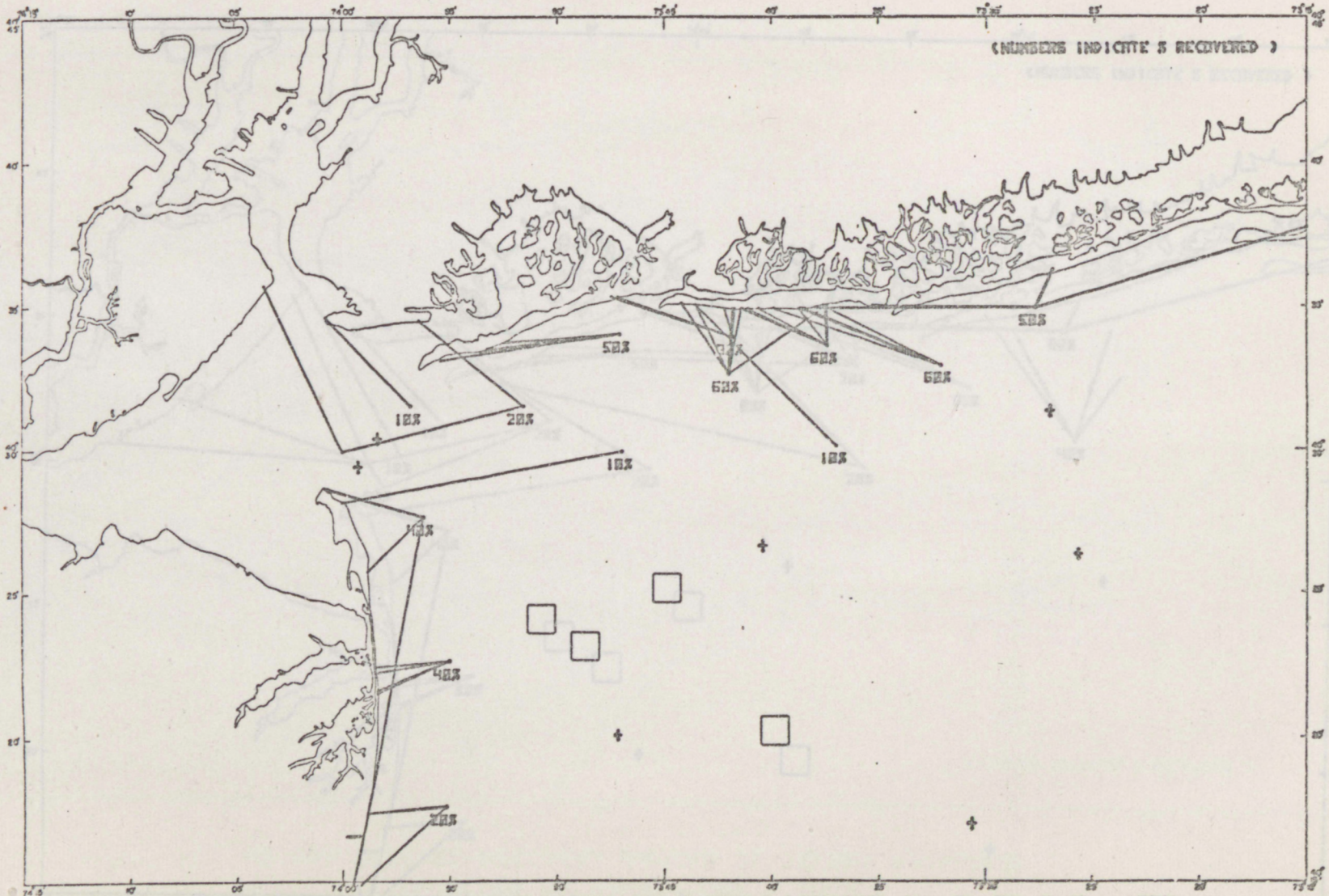


Figure 29. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 24-25 JUNE, 1974

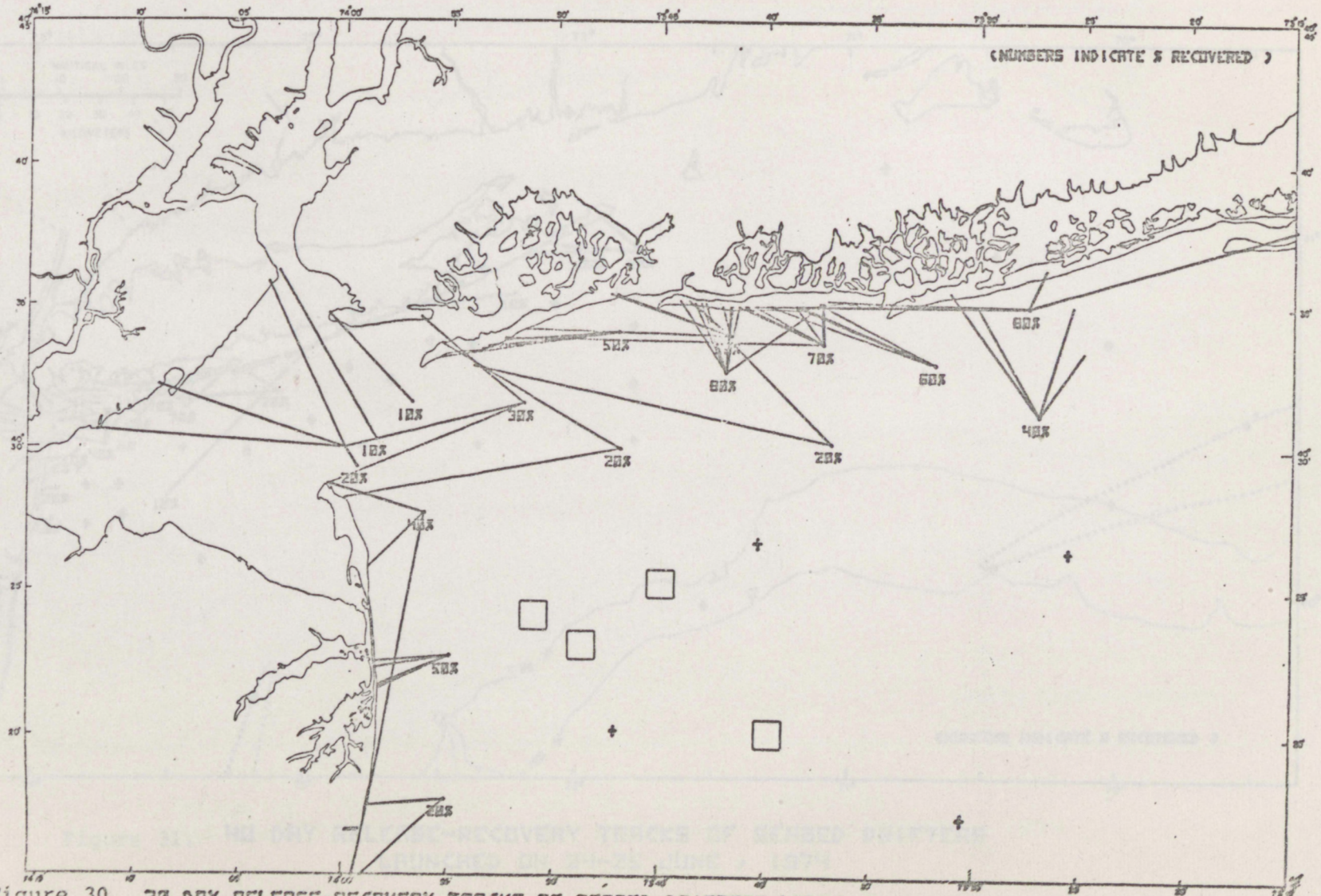


Figure 30. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 24-25 JUNE, 1974

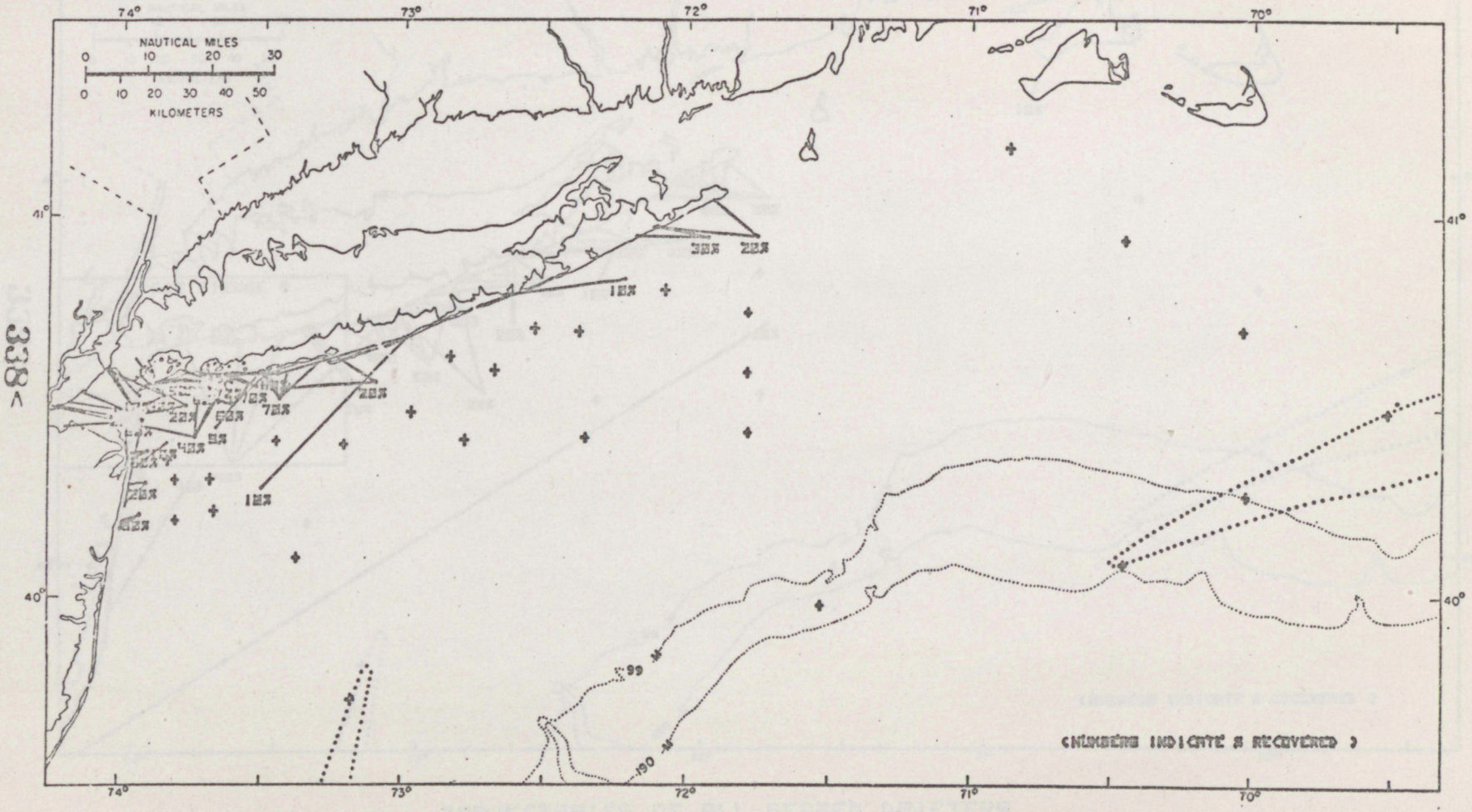


Figure 31. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 24-25 JUNE, 1974

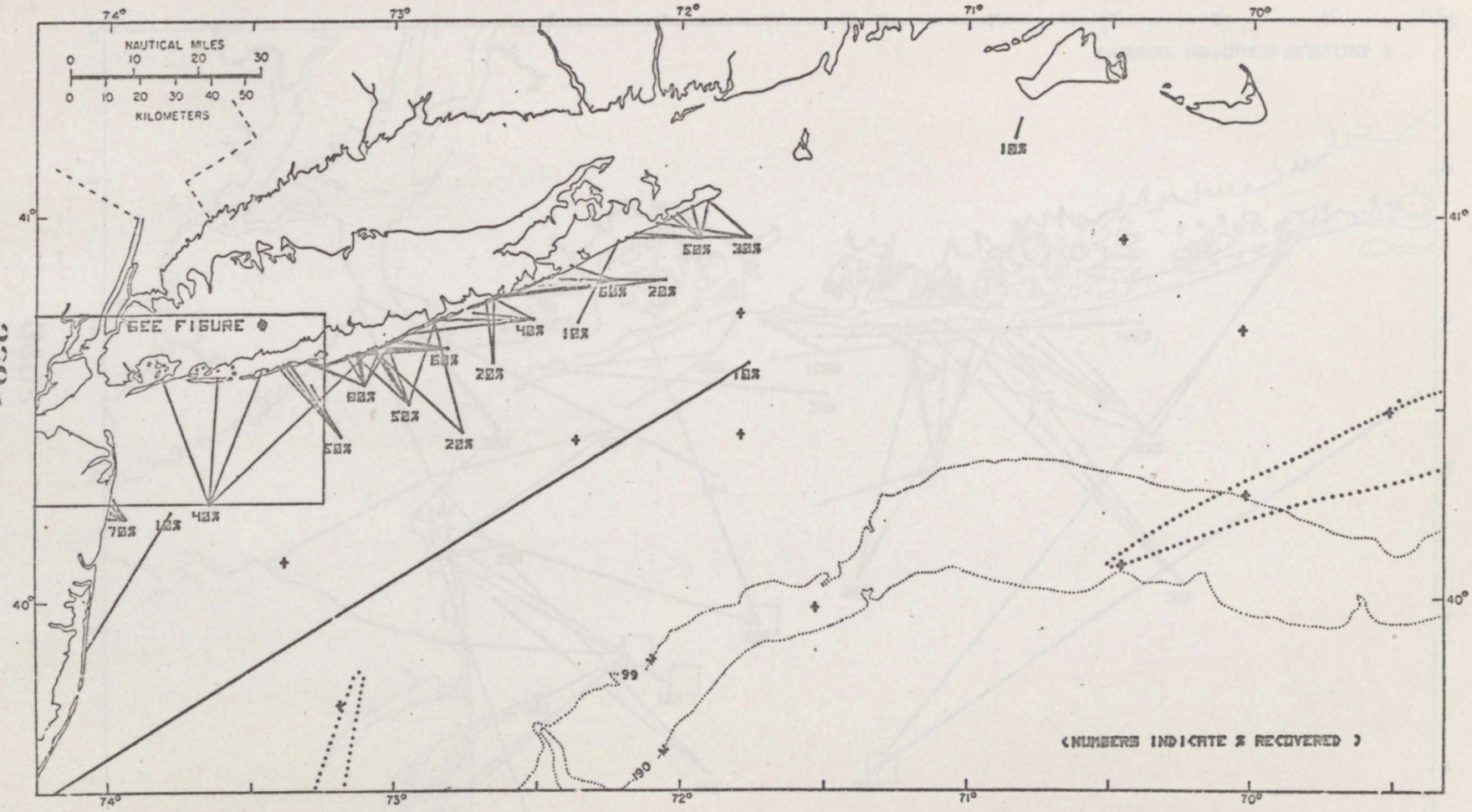


Figure 32. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 22-23 JULY AND RECOVERED BY 1 DECEMBER, 1974

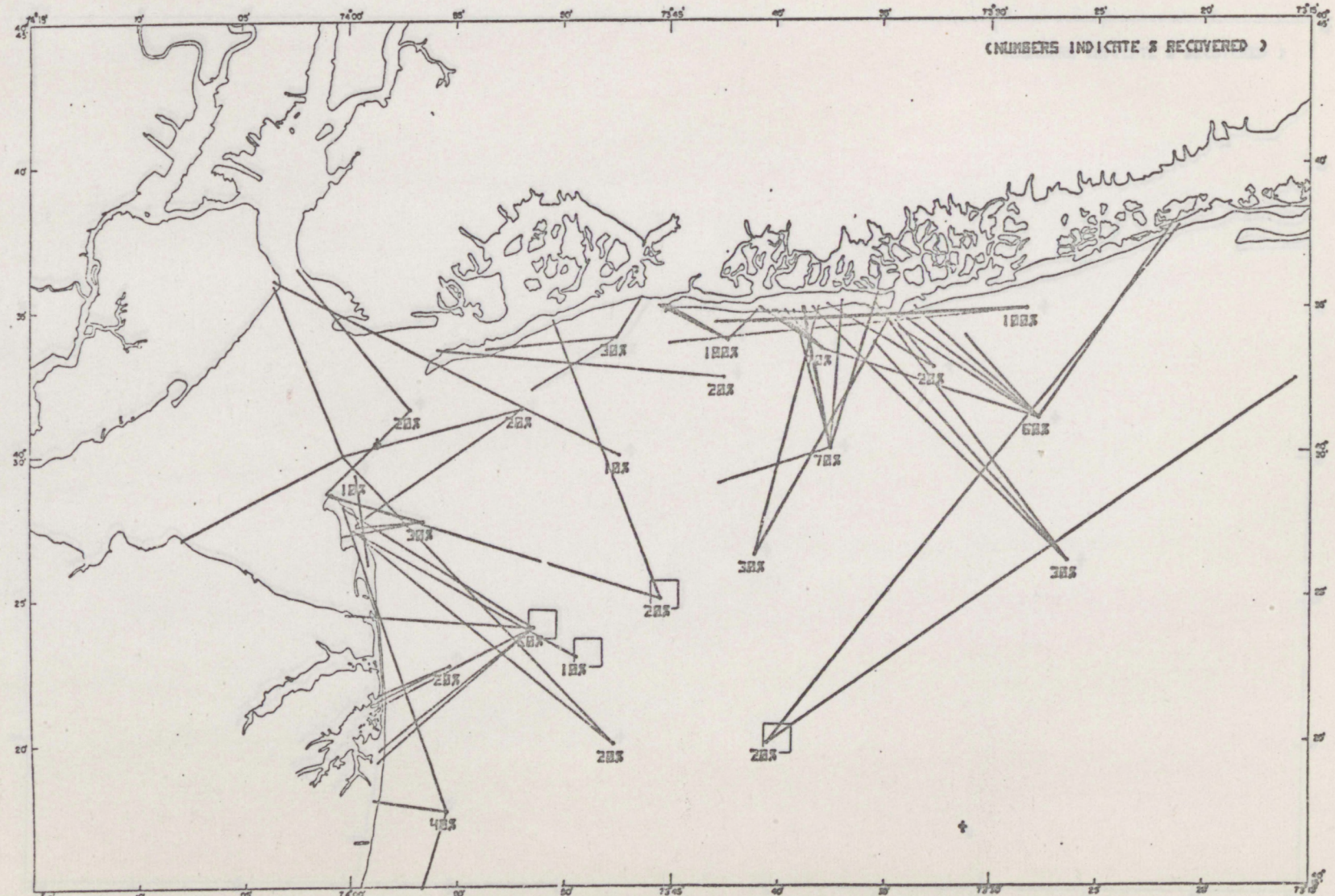


Figure 32A. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 22-23 JULY AND RECOVERED BY 1 DEC., 1974

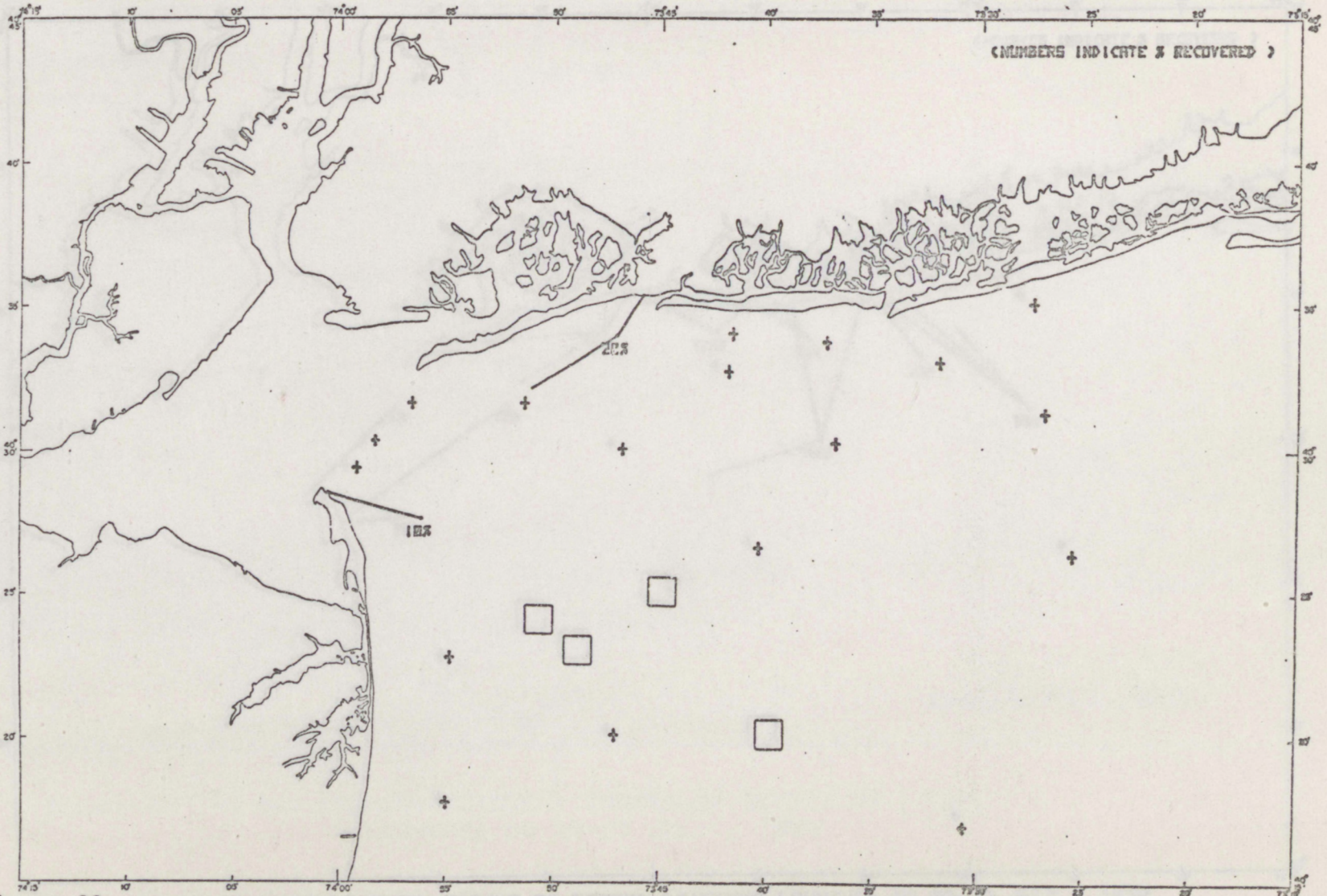


Figure 33. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 22-23 JULY · 1974

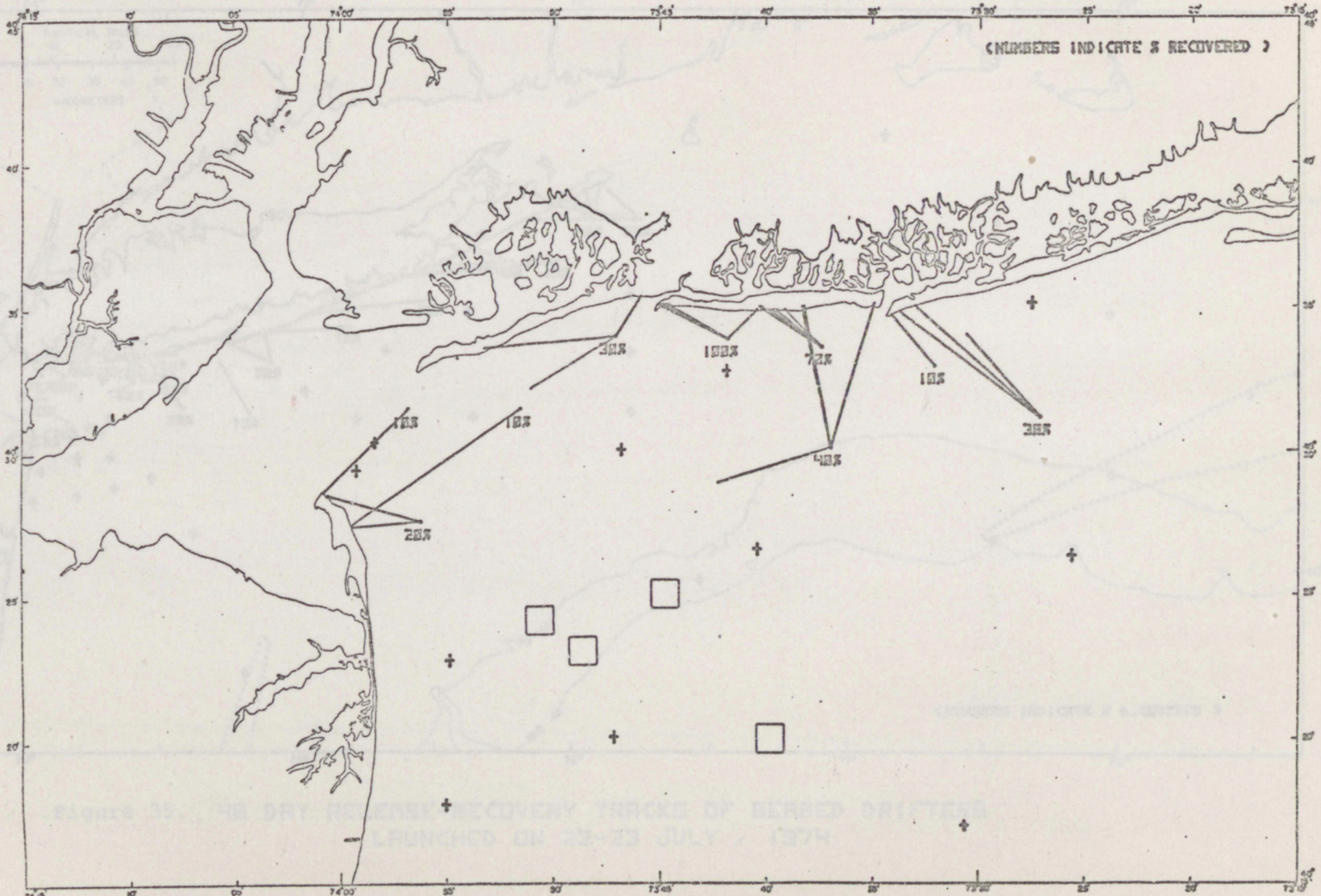


Figure 34. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 22-23 JULY, 1974

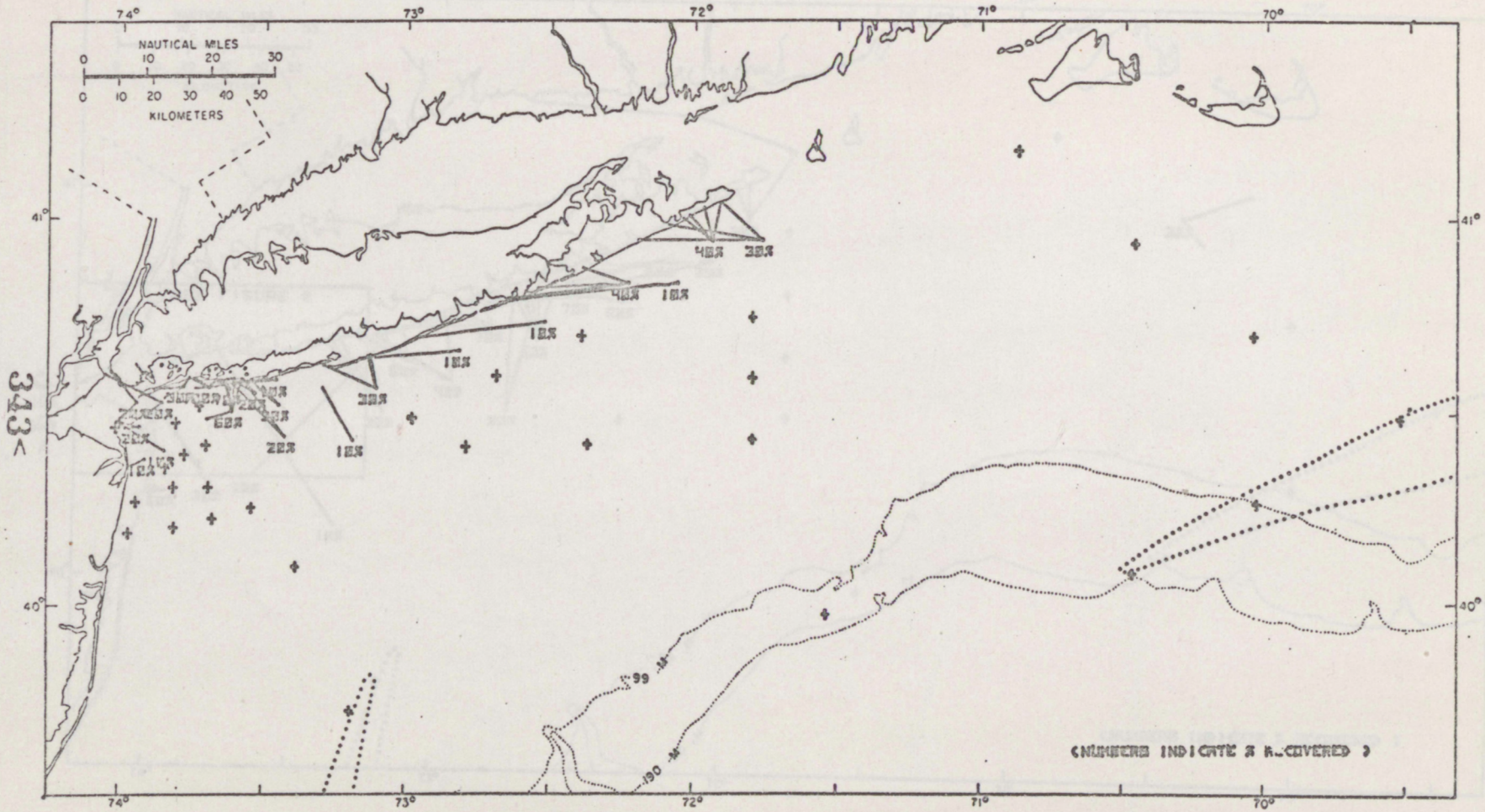


Figure 35. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 22-23 JULY, 1974

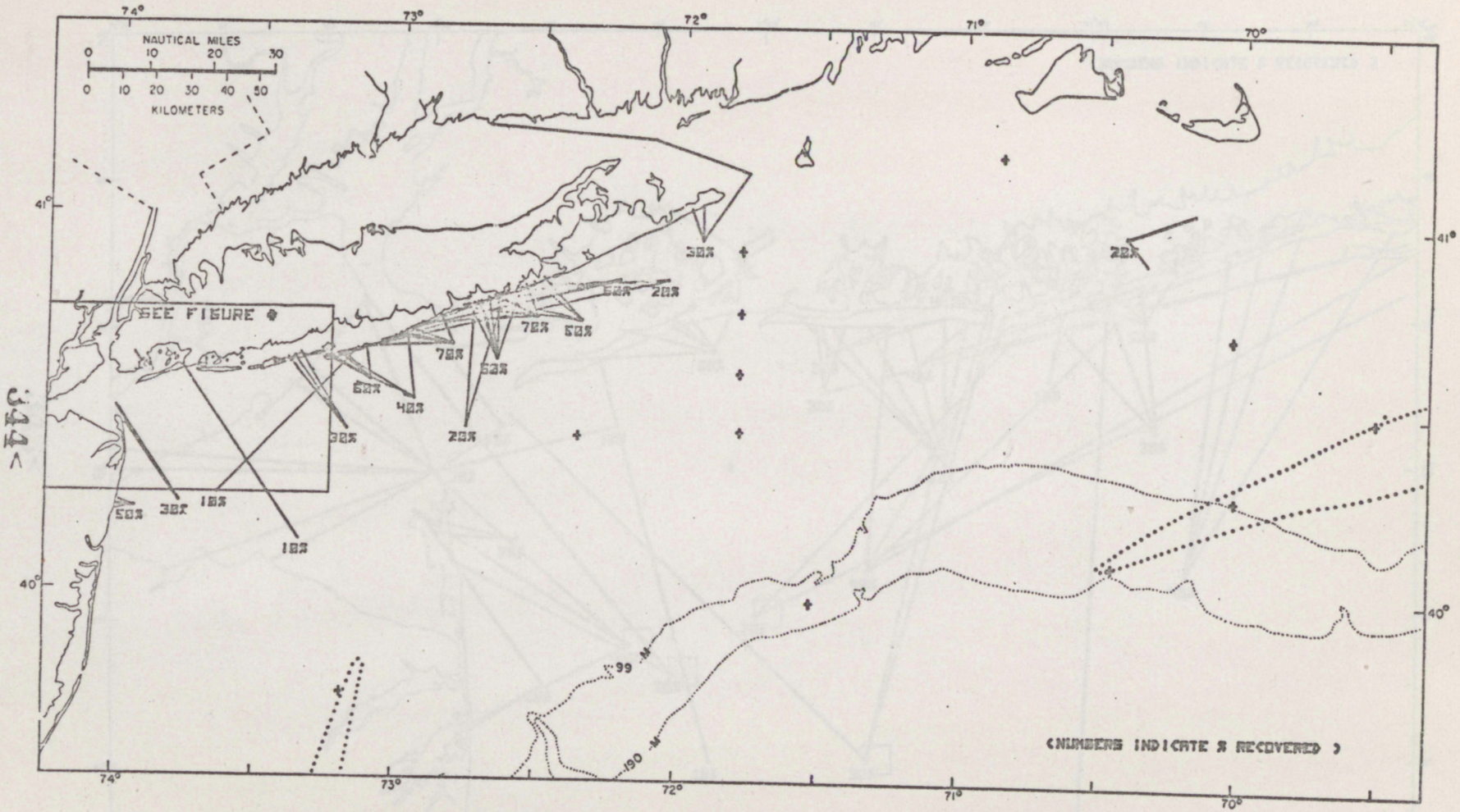


Figure 36. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 19-20 AUGUST AND RECOVERED BY 1 DECEMBER, 1974

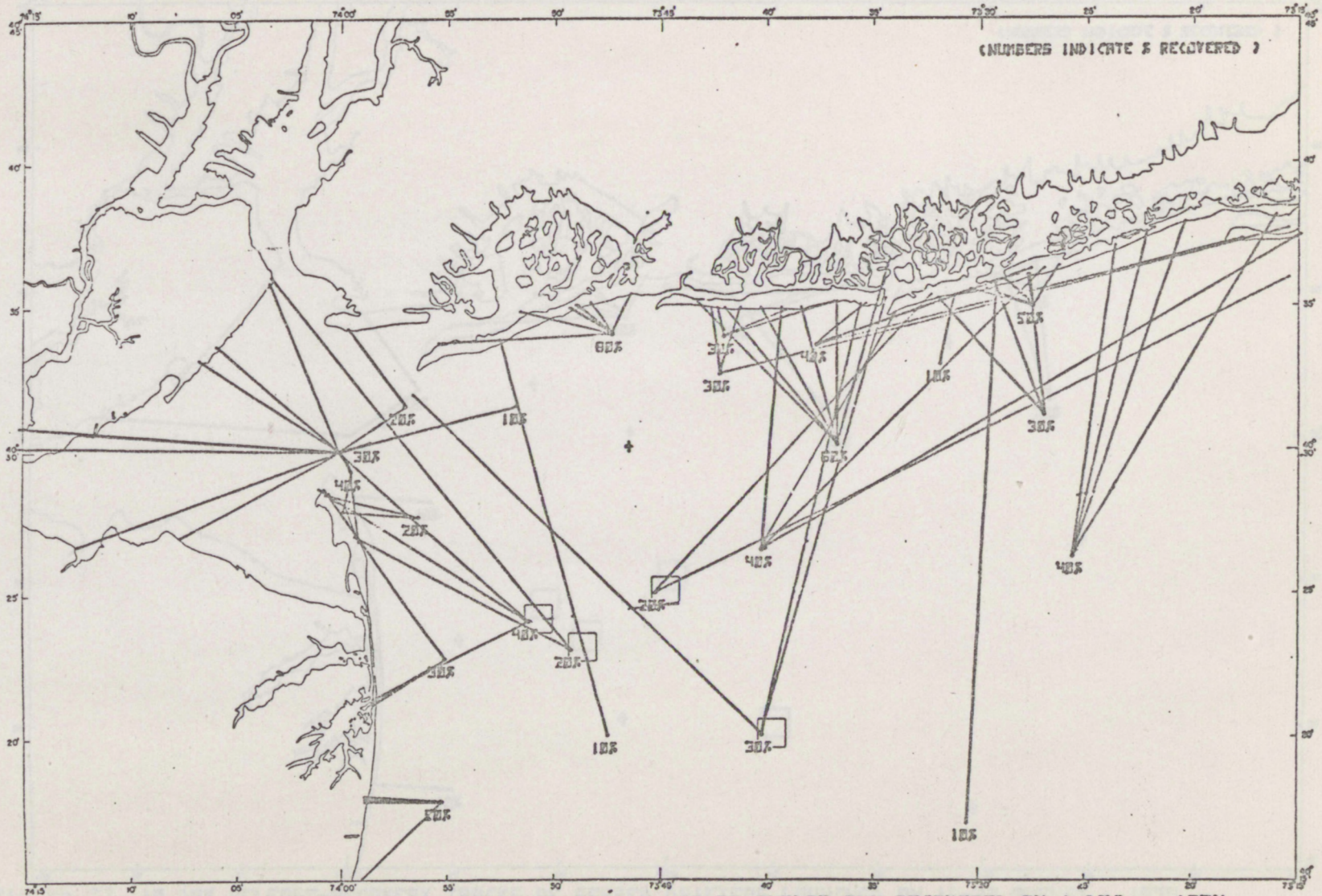


Figure 36A. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 19-20 AUGUST AND RECOVERED BY 1 DEC., 1974

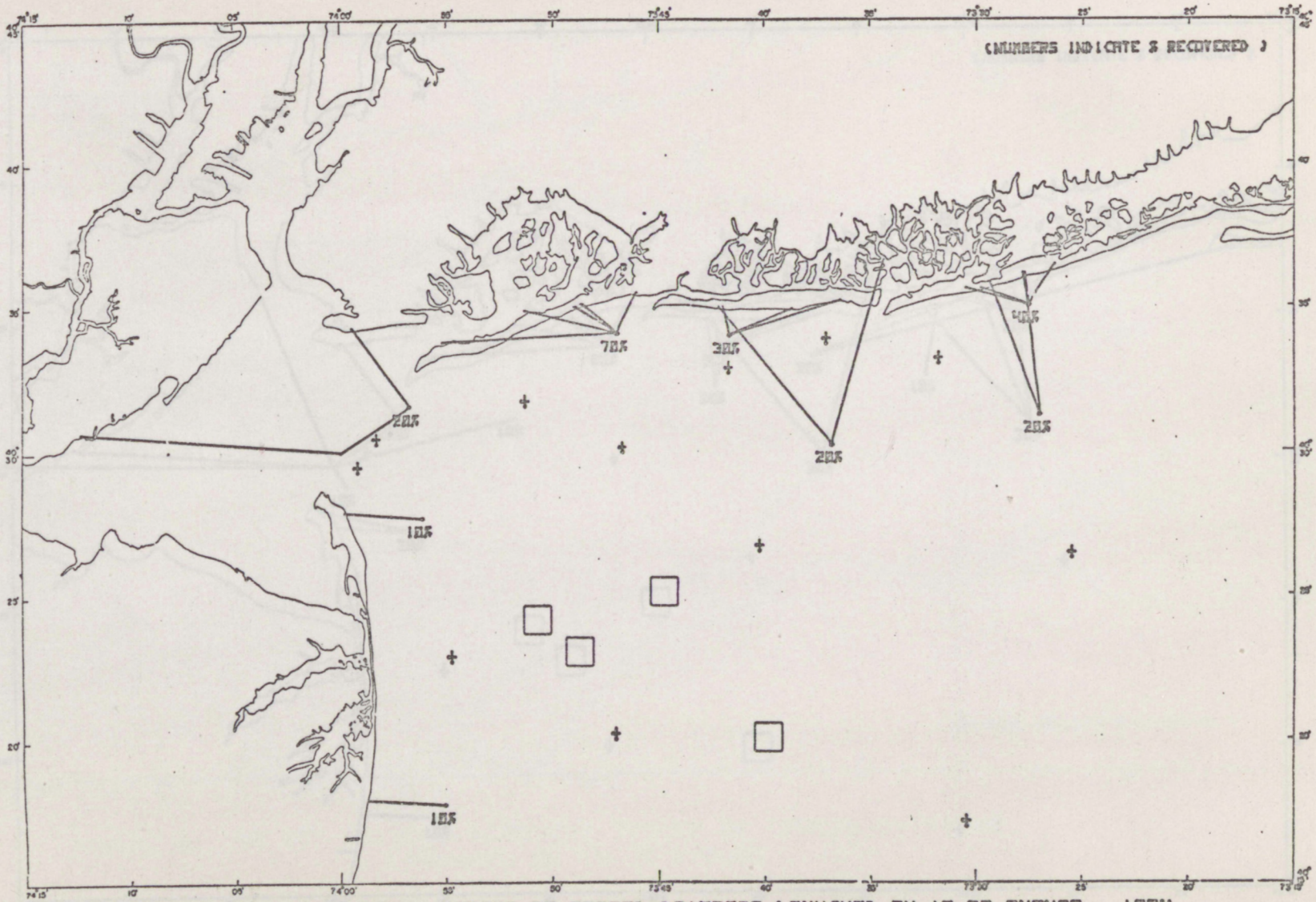


Figure 37. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 19-20 AUGUST, 1974

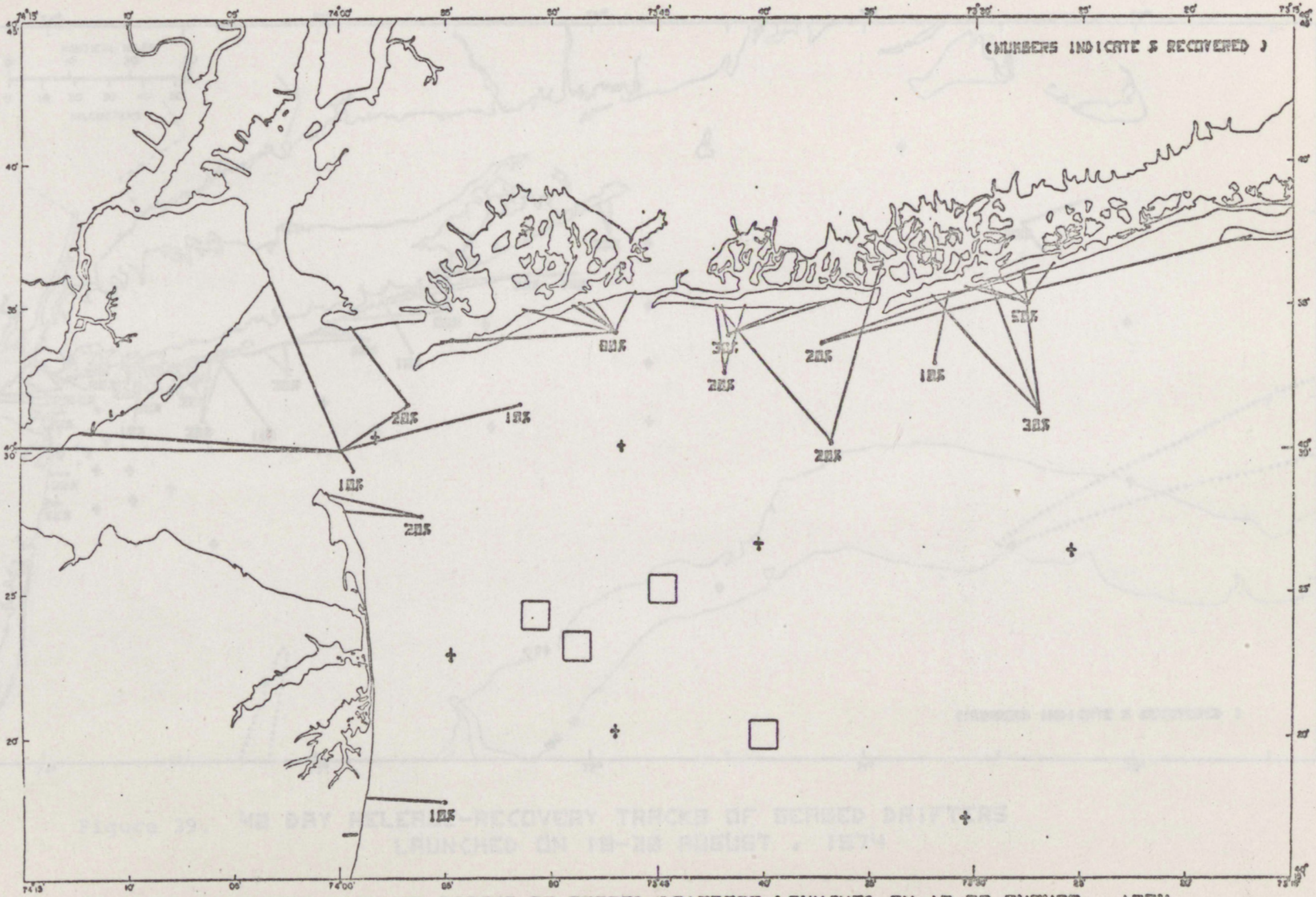


Figure 38. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 19-20 AUGUST , 1974

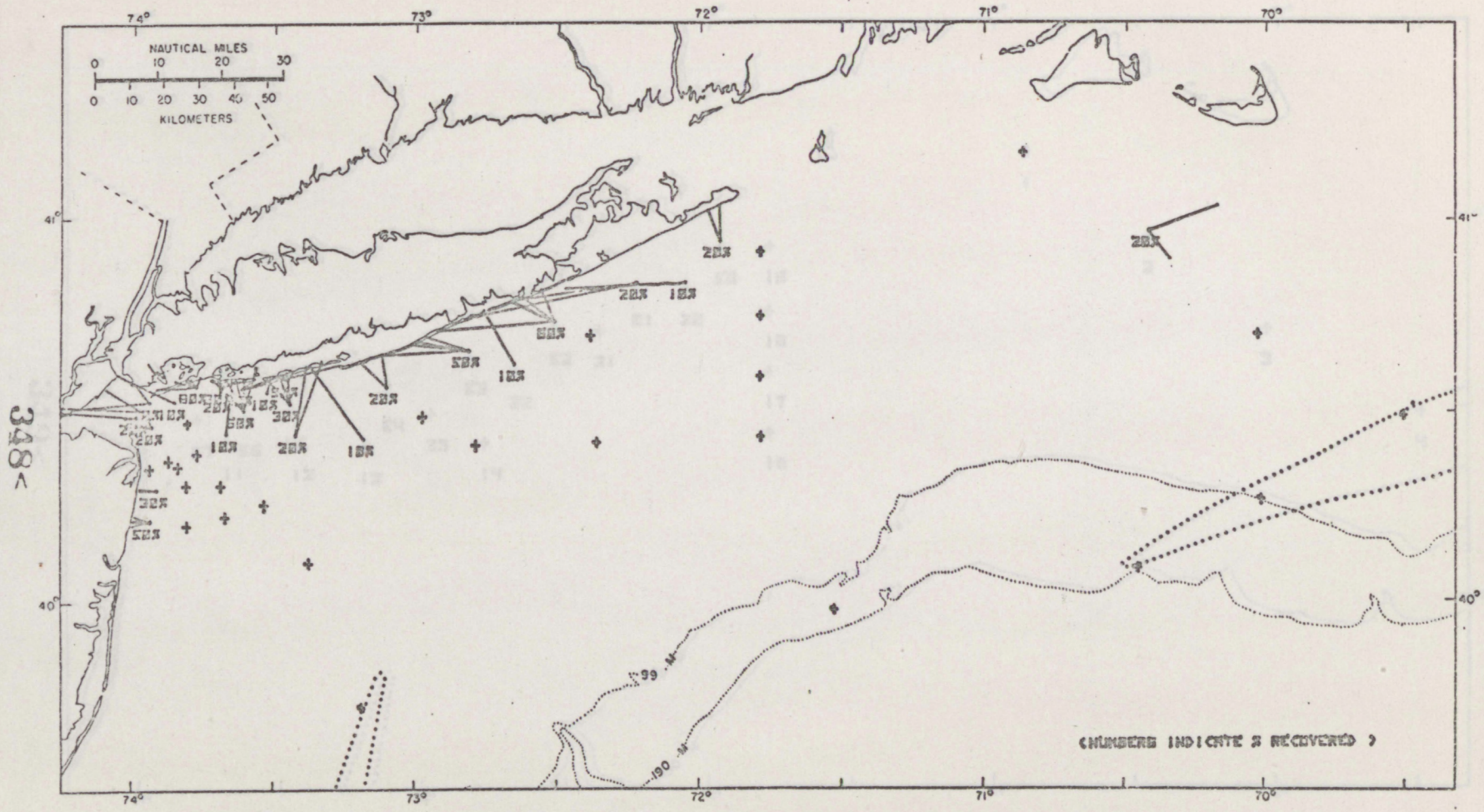


Figure 39. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 19-20 AUGUST , 1974

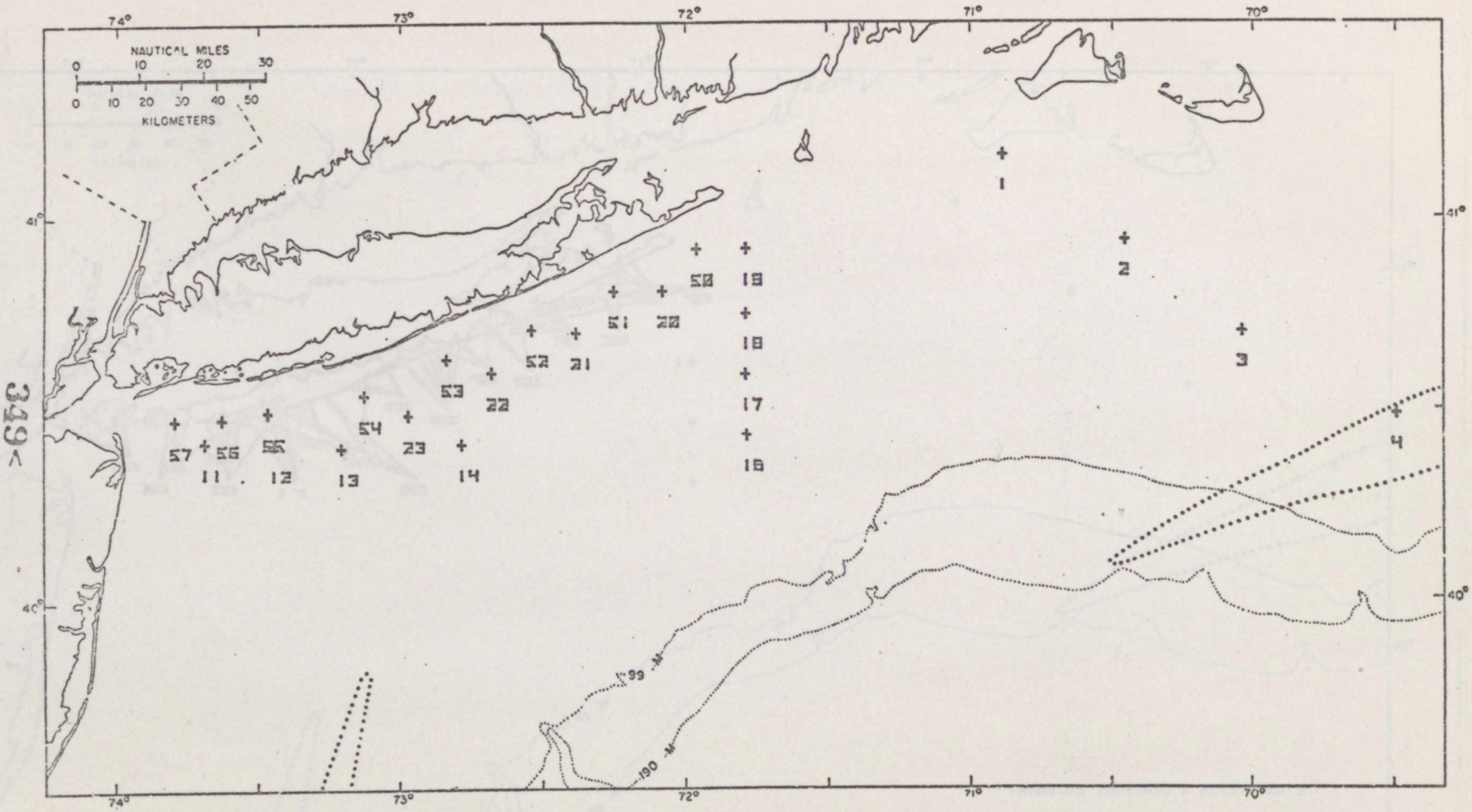


Figure 40. RELEASE SITES FOR DRIFTERS LAUNCHED ON 6 SEPTEMBER, 1974.

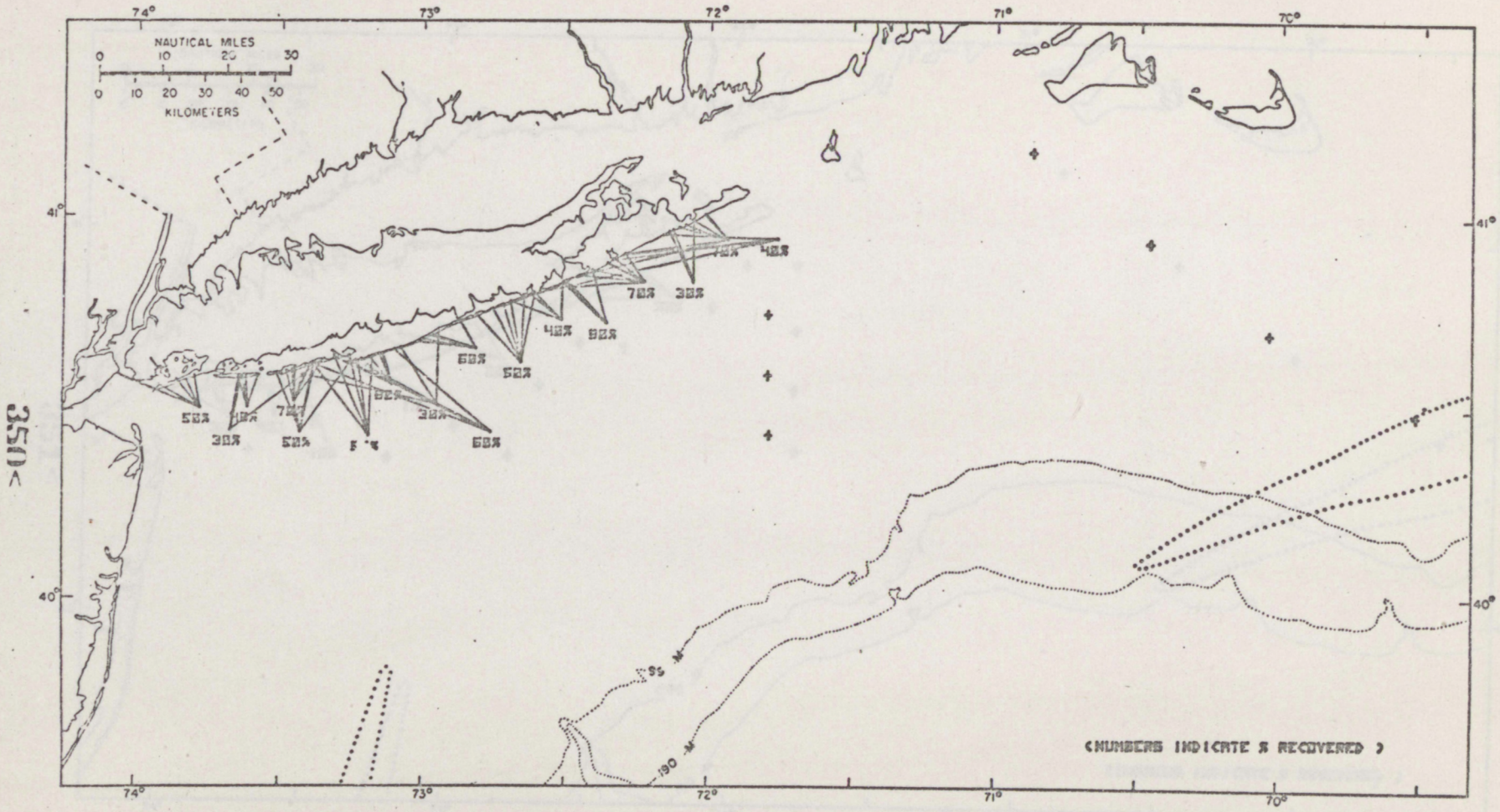


Figure 41. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 6 SEPTEMBER AND RECOVERED BY 1 DECEMBER, 1974

3510

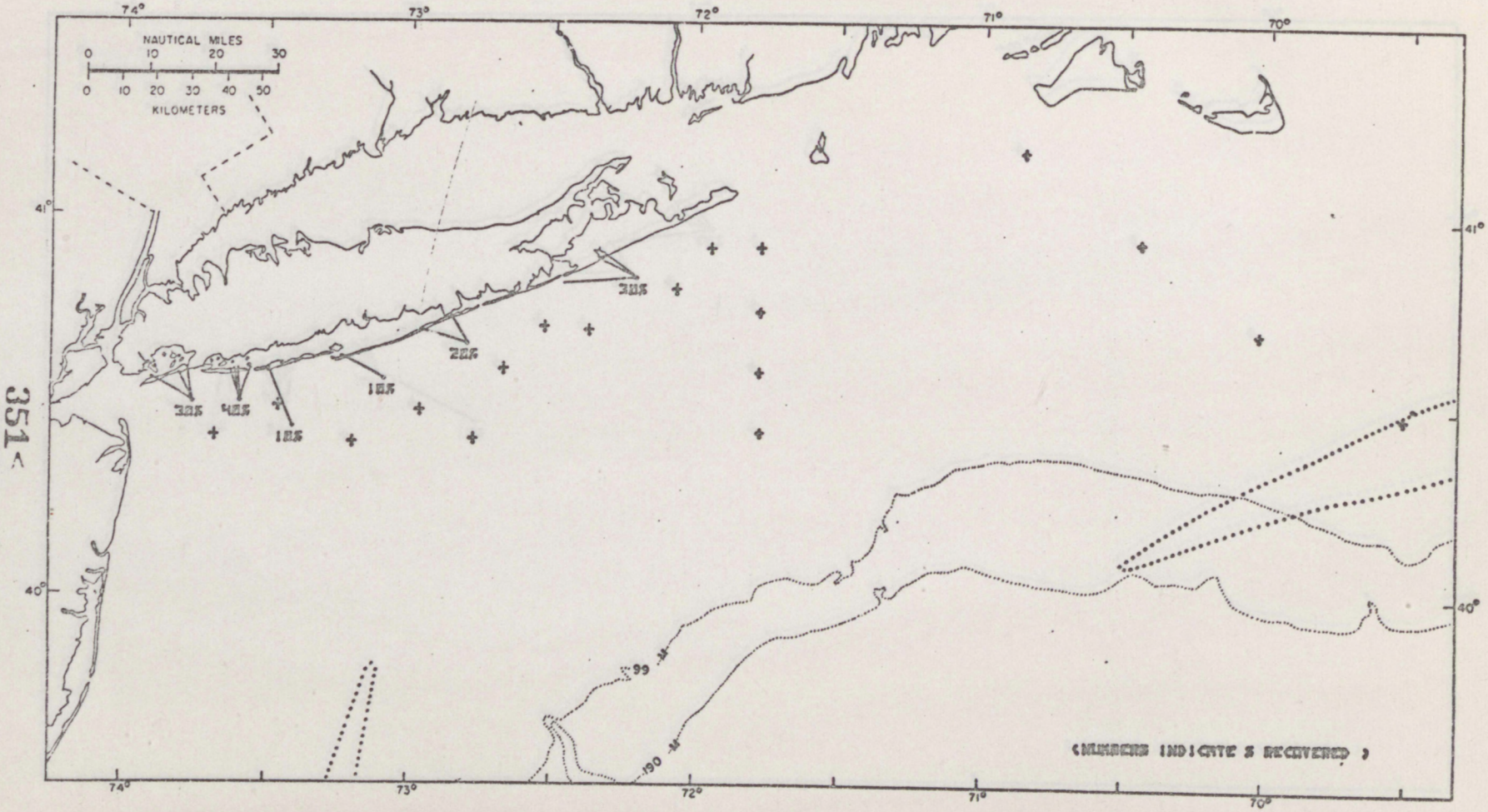


Figure 42. 10 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 6 SEPTEMBER, 1974

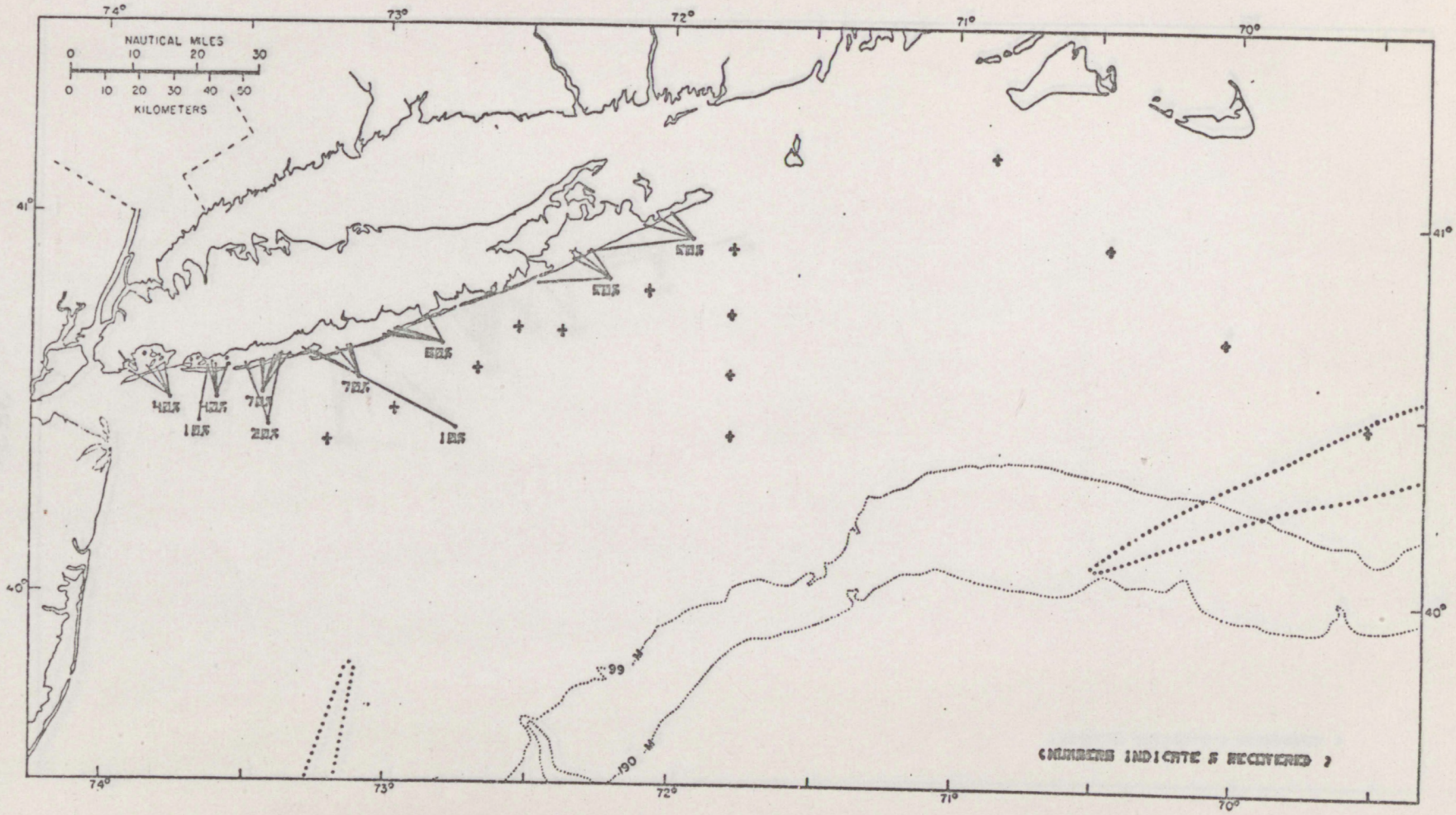


Figure 43. 20 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 6 SEPTEMBER, 1974

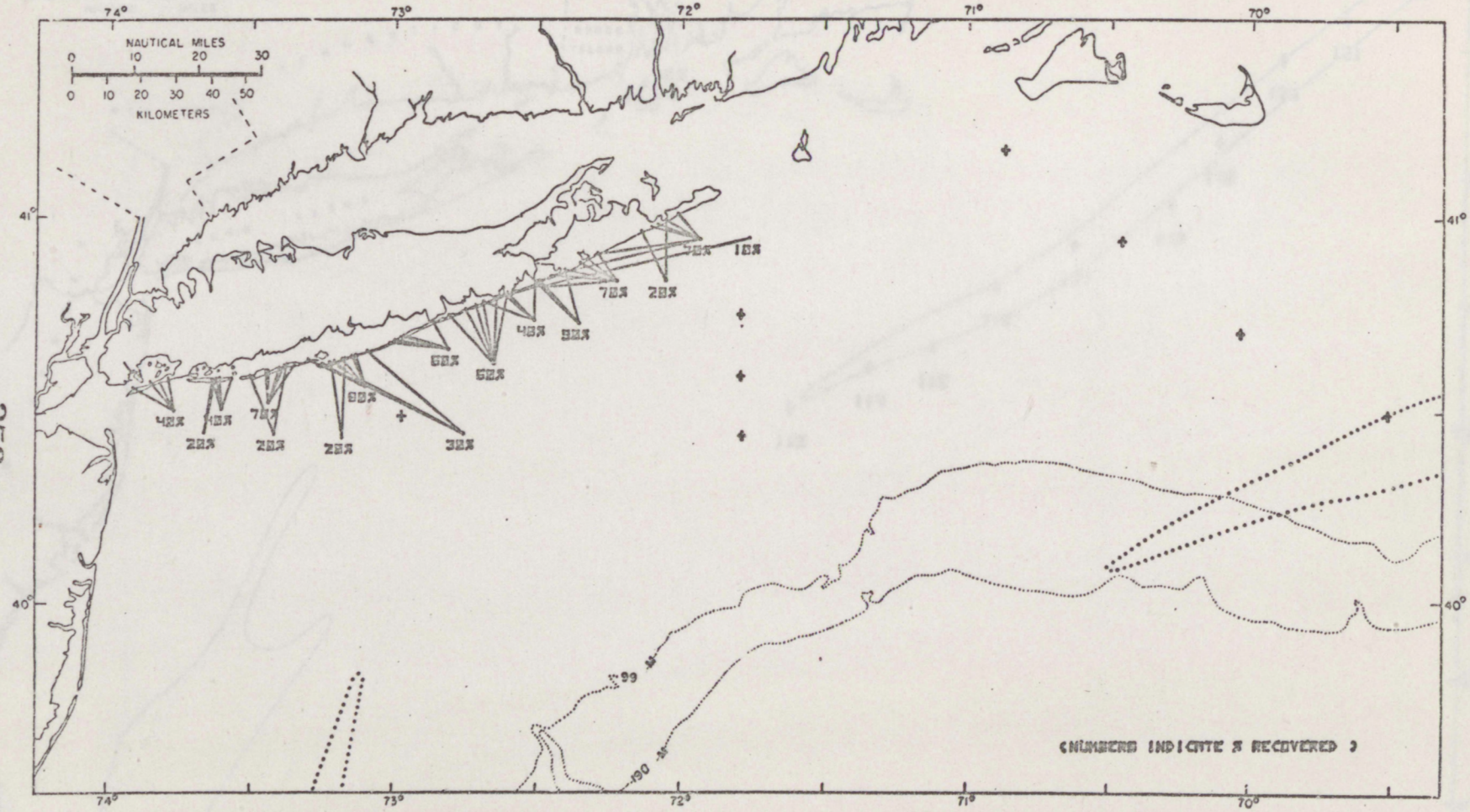
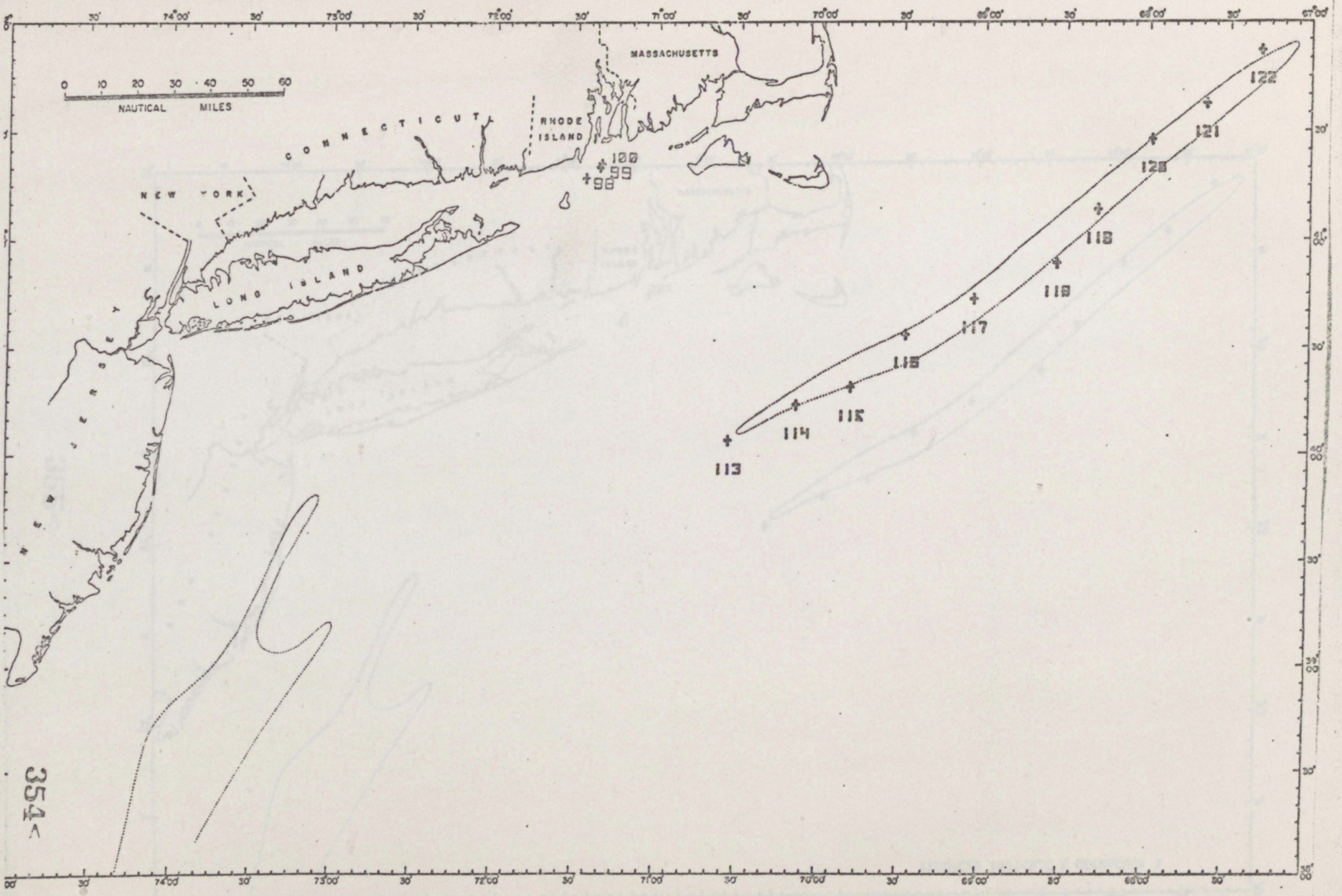


Figure 44. 40 DAY RELEASE-RECOVERY TRACKS OF SEABED DRIFTERS LAUNCHED ON 6 SEPTEMBER, 1974



igure 45. RELEASE SITES FOR DRIFTERS LAUNCHED ON 9 SEPTEMBER , 1974

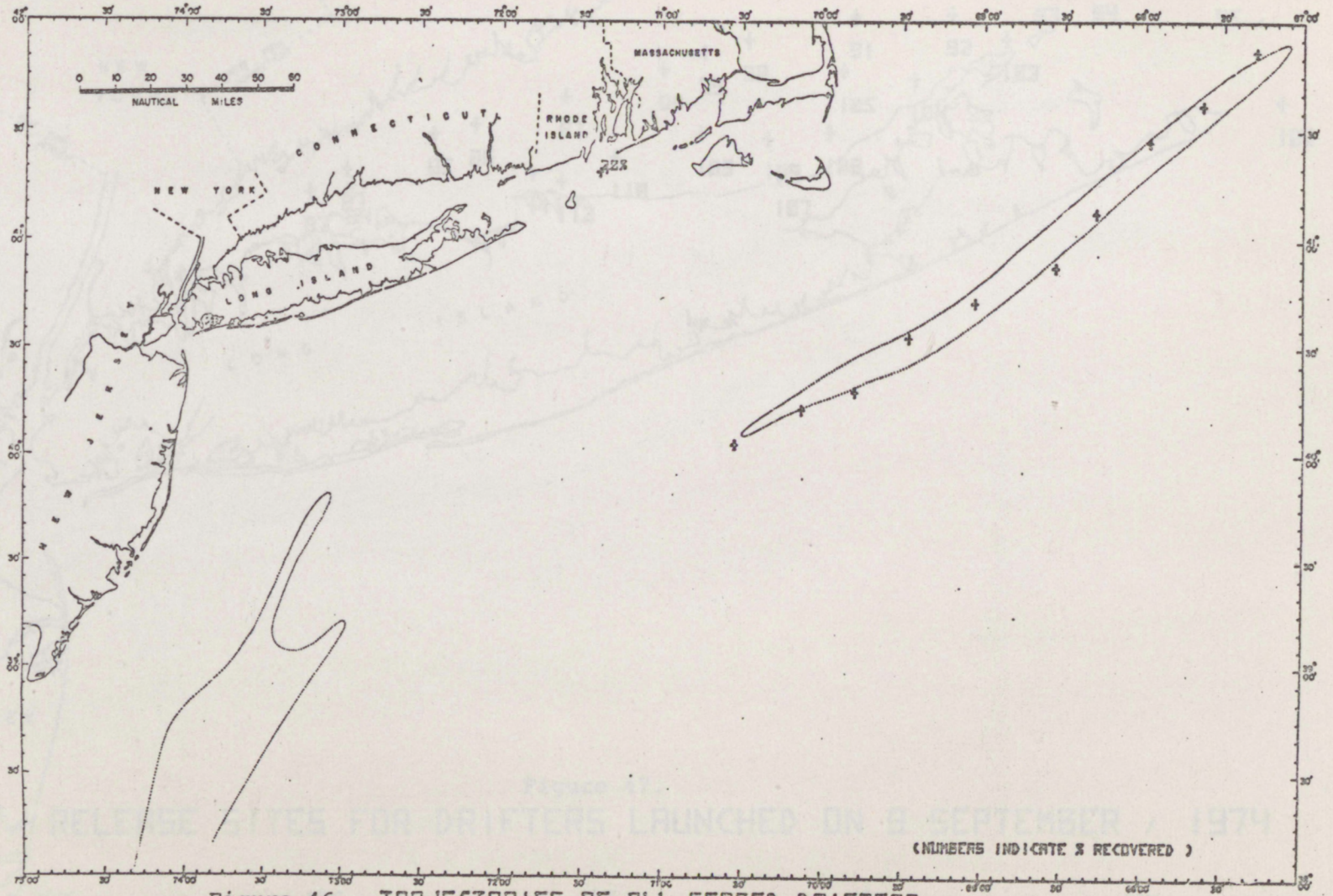


Figure 46. TRAJECTORIES OF ALL SEABED DRIFTERS
RELEASED ON 8 SEPTEMBER AND RECOVERED BY 1 DECEMBER 1974

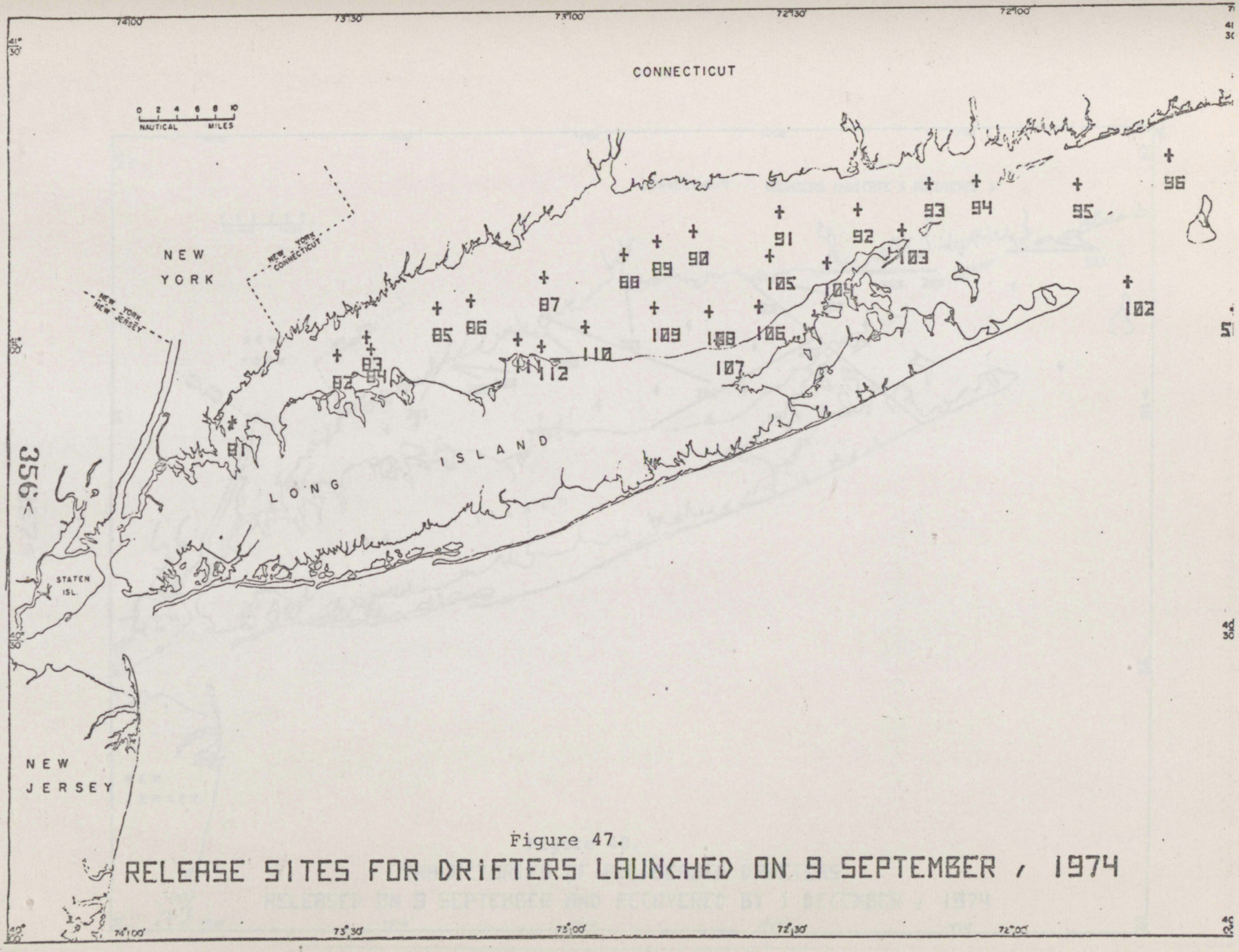


Figure 47.

RELEASE SITES FOR DRIFTERS LAUNCHED ON 9 SEPTEMBER , 1974

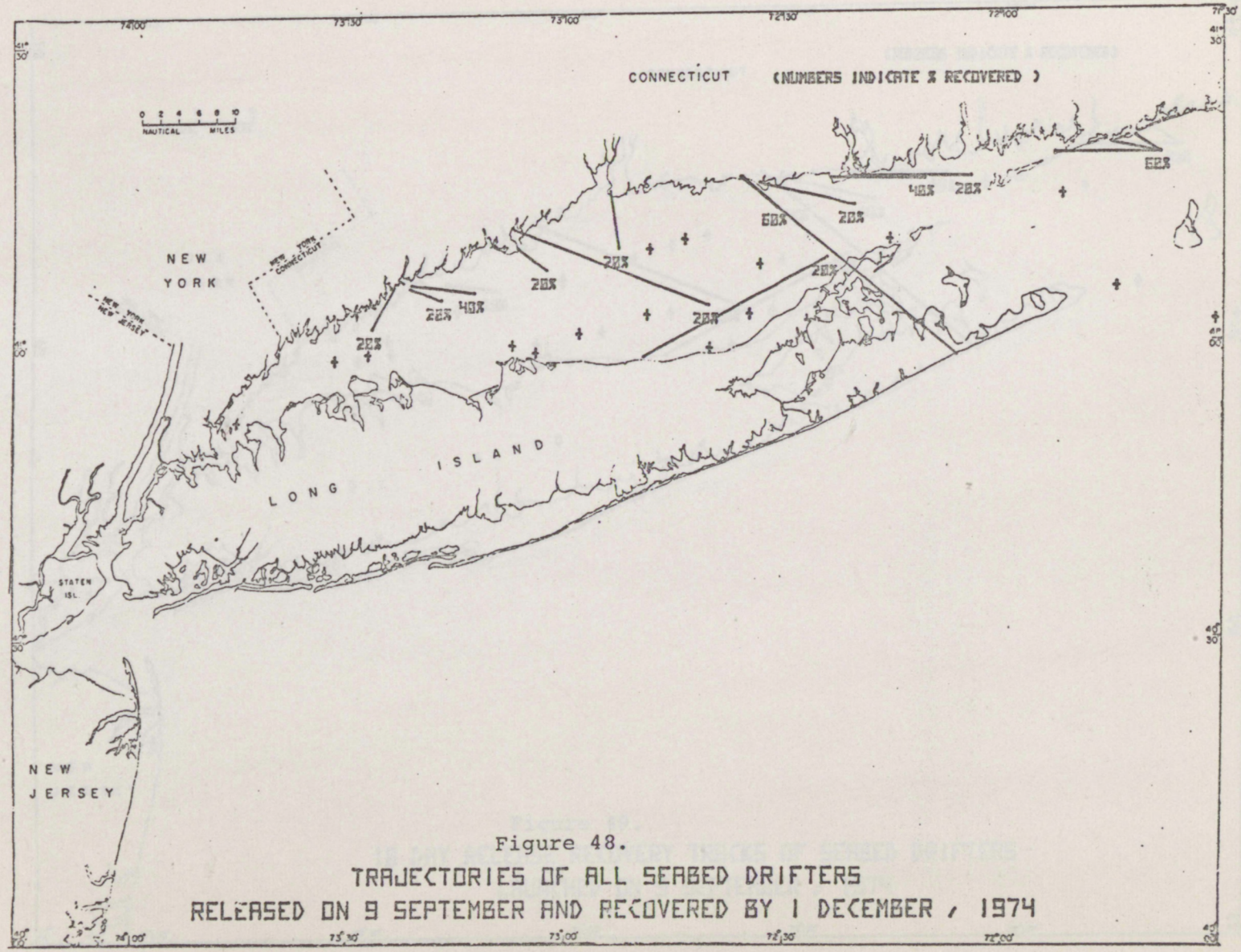


Figure 48.

TRAJECTORIES OF ALL SEABED DRIFTERS
RELEASED ON 9 SEPTEMBER AND RECOVERED BY 1 DECEMBER, 1974

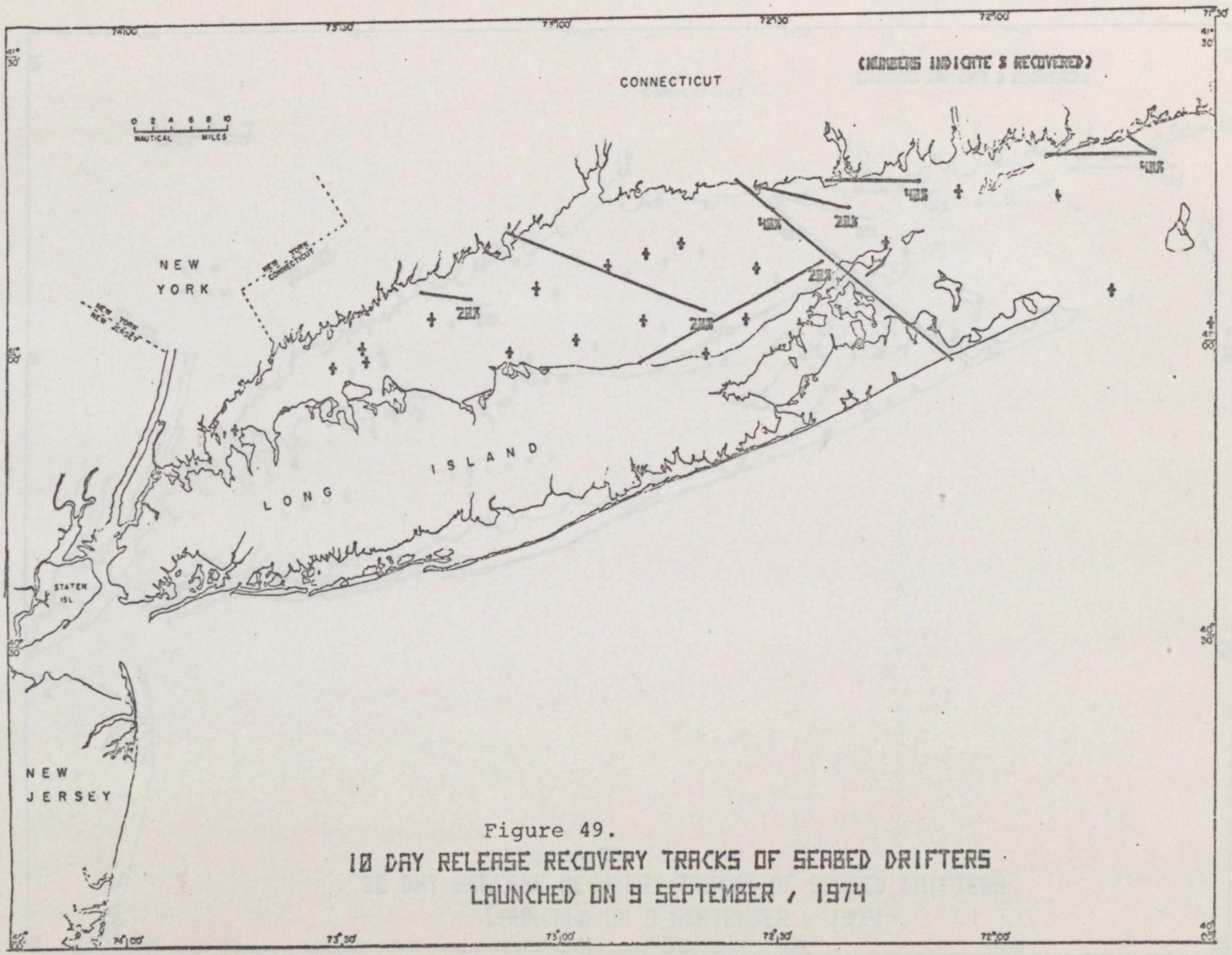


Figure 49.
10 DAY RELEASE RECOVERY TRACKS OF SEABED DRIFTERS
LAUNCHED ON 9 SEPTEMBER , 1974

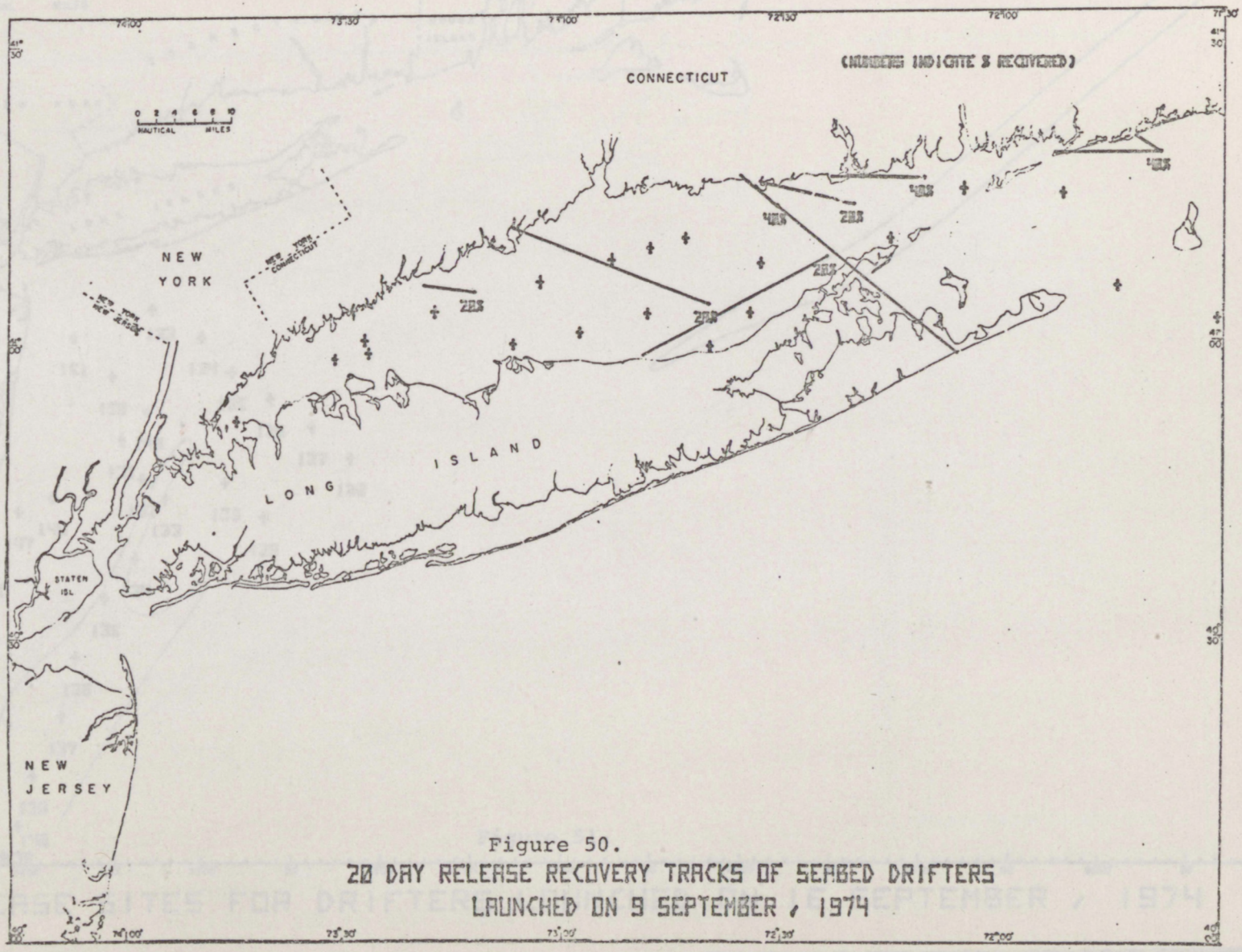


Figure 50.
20 DAY RELEASE RECOVERY TRACKS OF SEABED DRIFTERS
LAUNCHED ON 9 SEPTEMBER, 1974

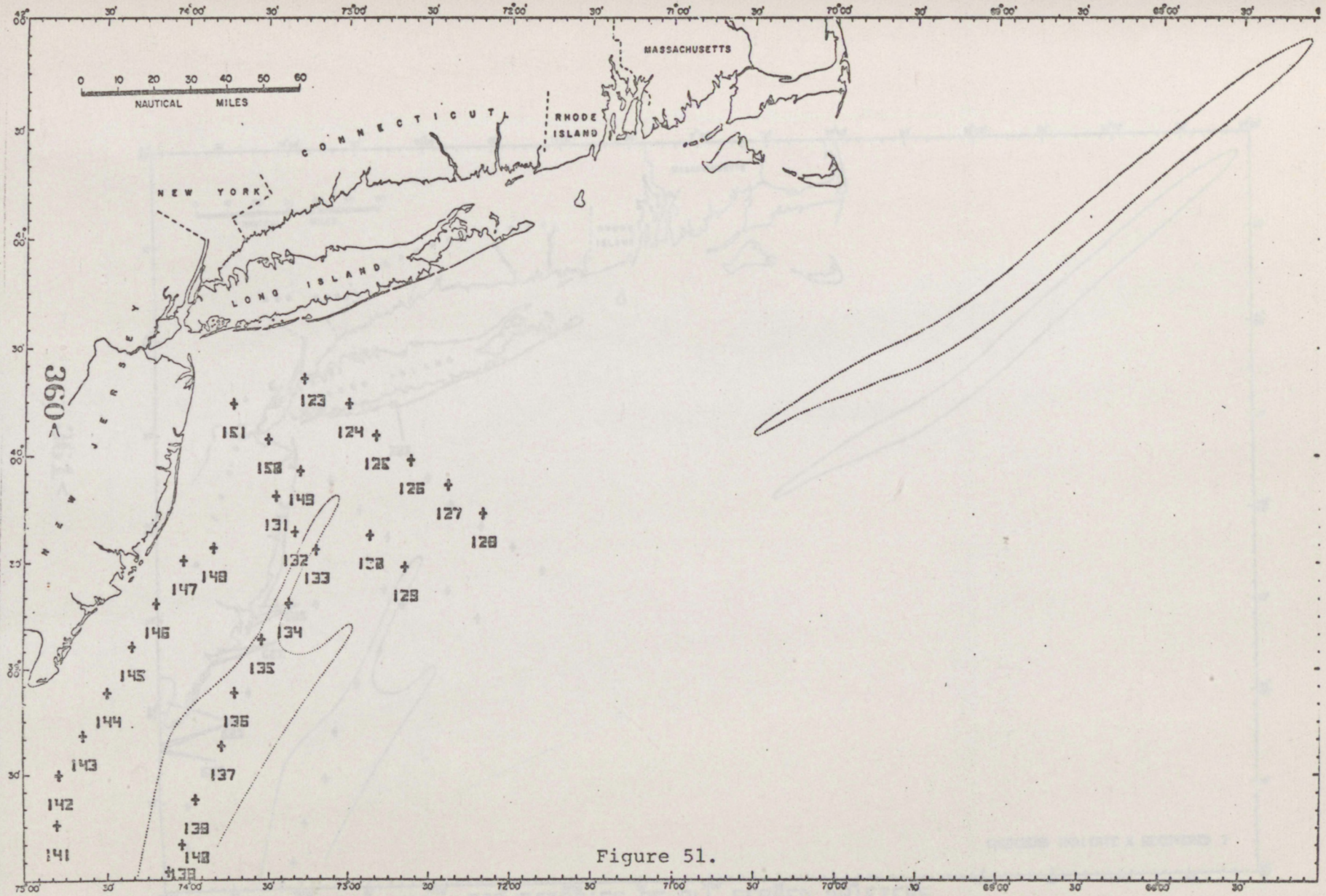


Figure 51.

RELEASE SITES FOR DRIFTERS LAUNCHED ON 16 SEPTEMBER, 1974

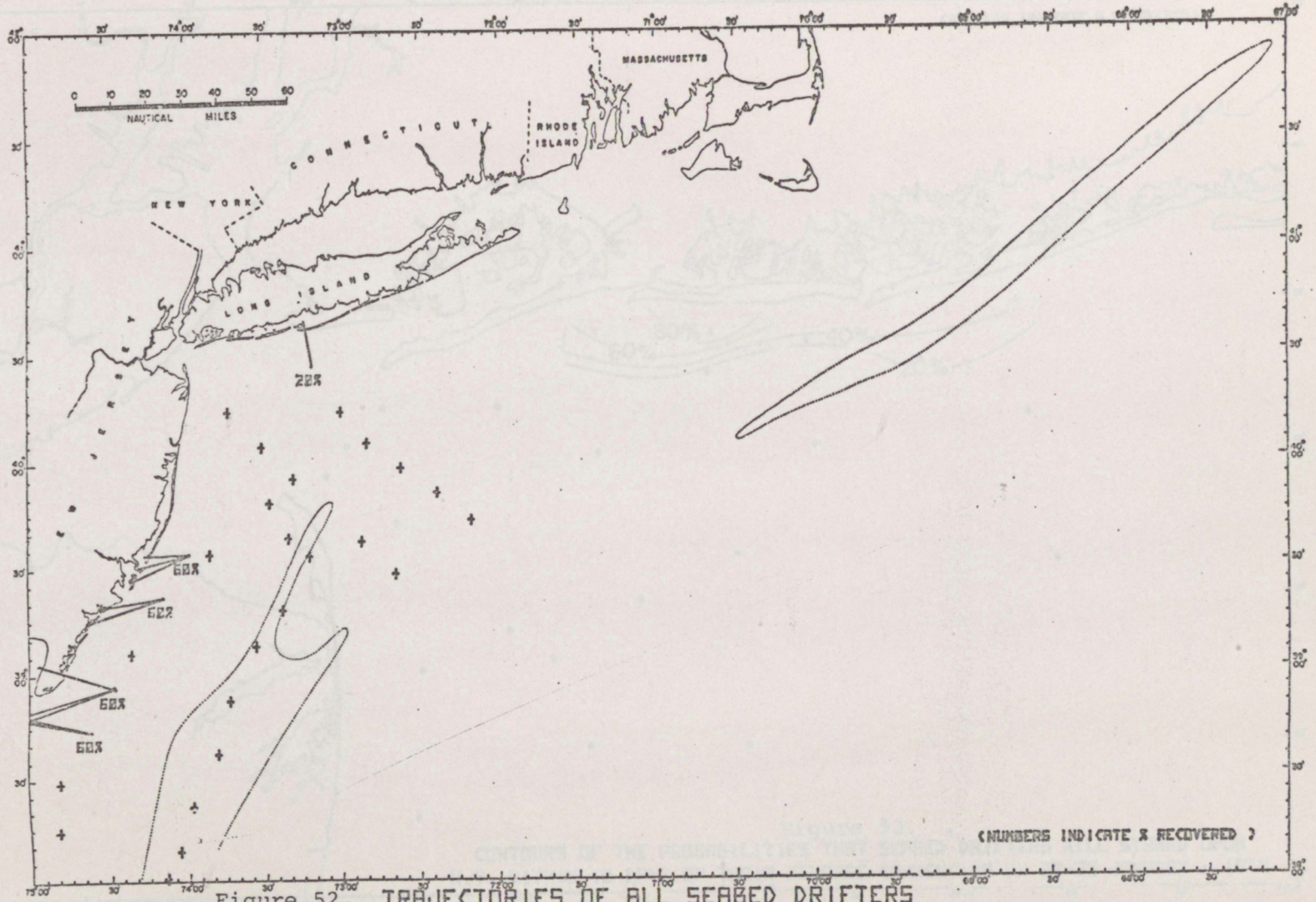


Figure 52. TRAJECTORIES OF ALL SEABED DRIFTERS RELEASED ON 16 SEPTEMBER AND RECOVERED ON 1 DECEMBER, 1974

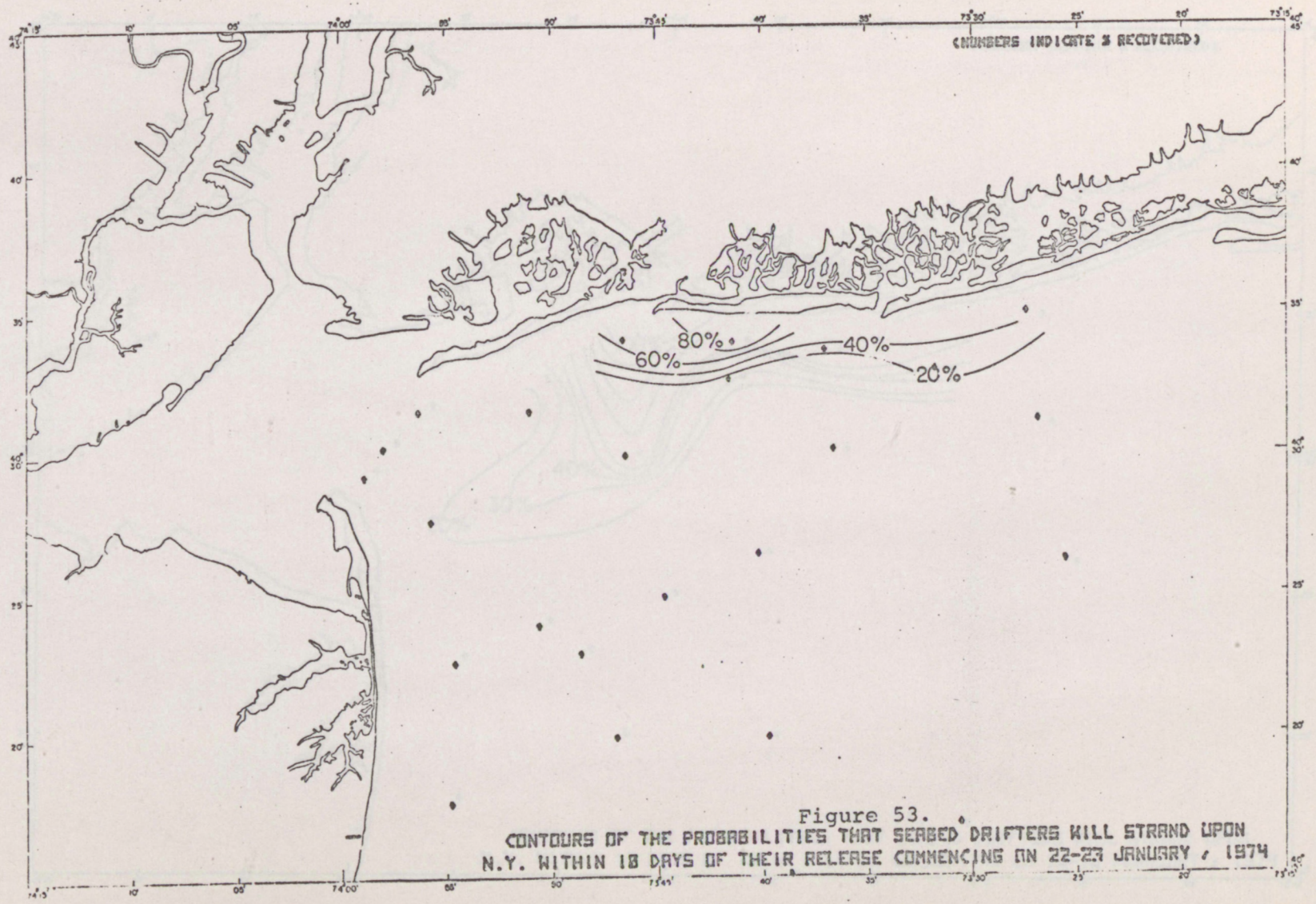


Figure 53.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.Y. WITHIN 18 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JANUARY, 1974

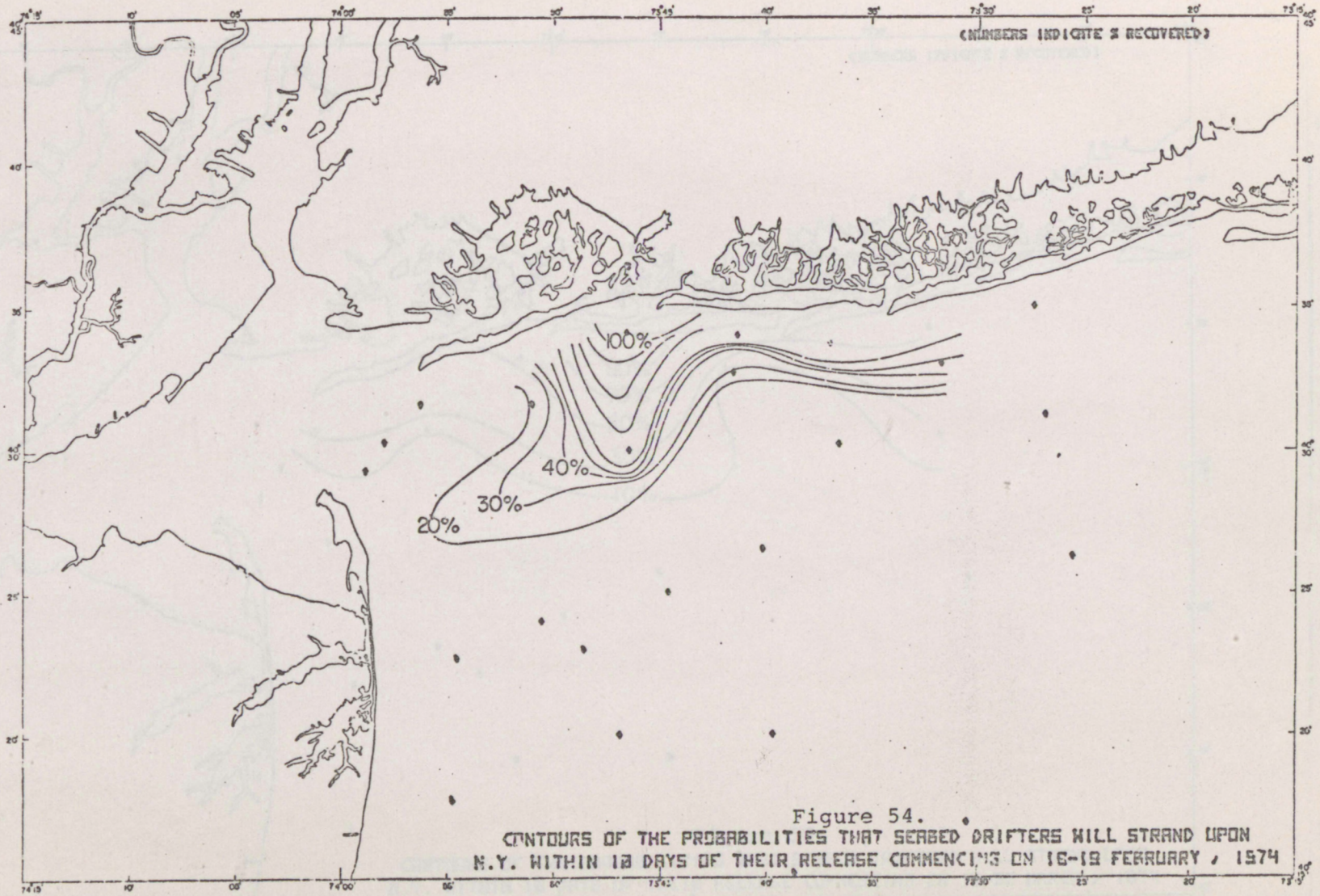


Figure 54.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.Y. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 16-19 FEBRUARY, 1974

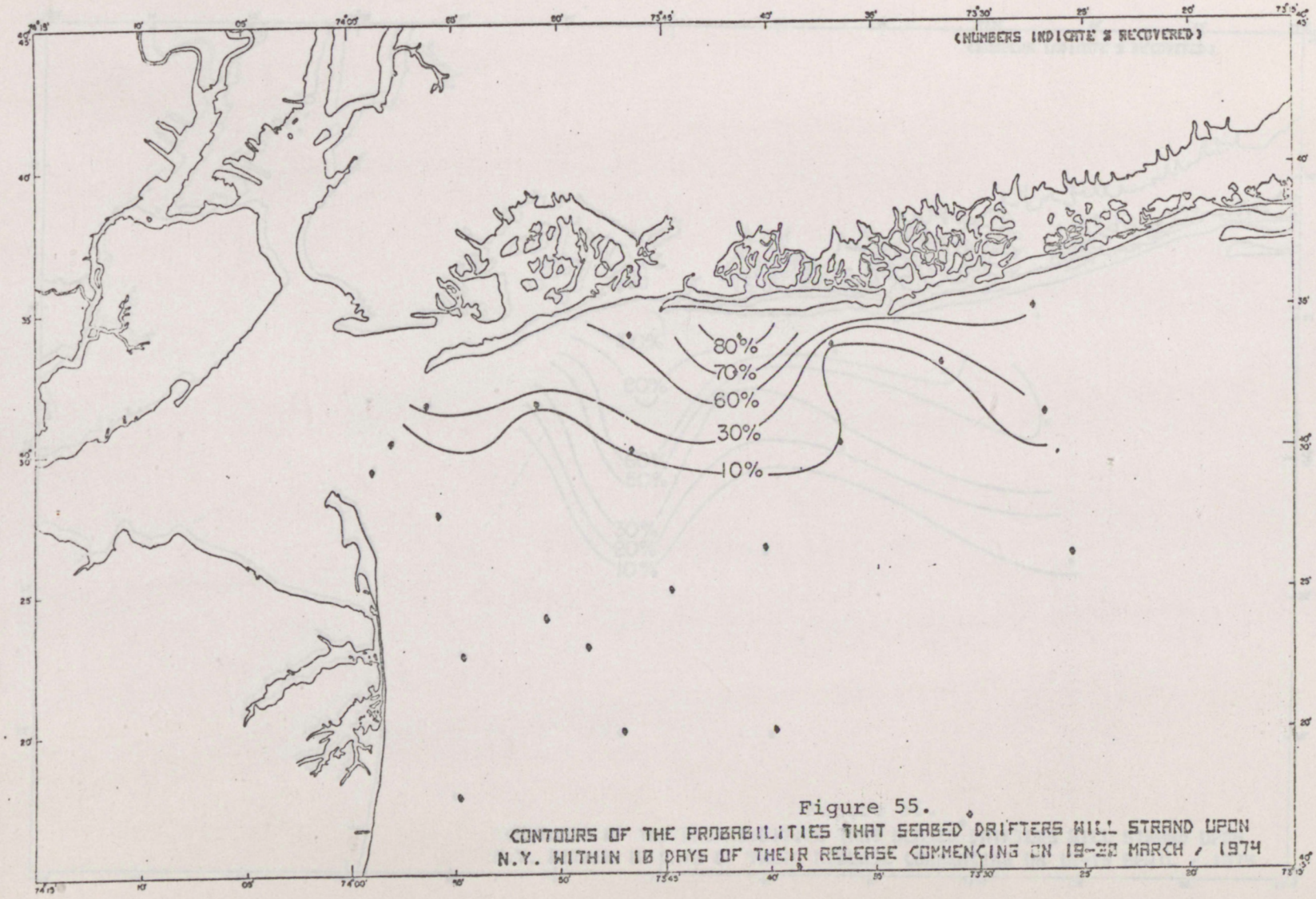


Figure 55.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.Y. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 19-20 MARCH, 1974

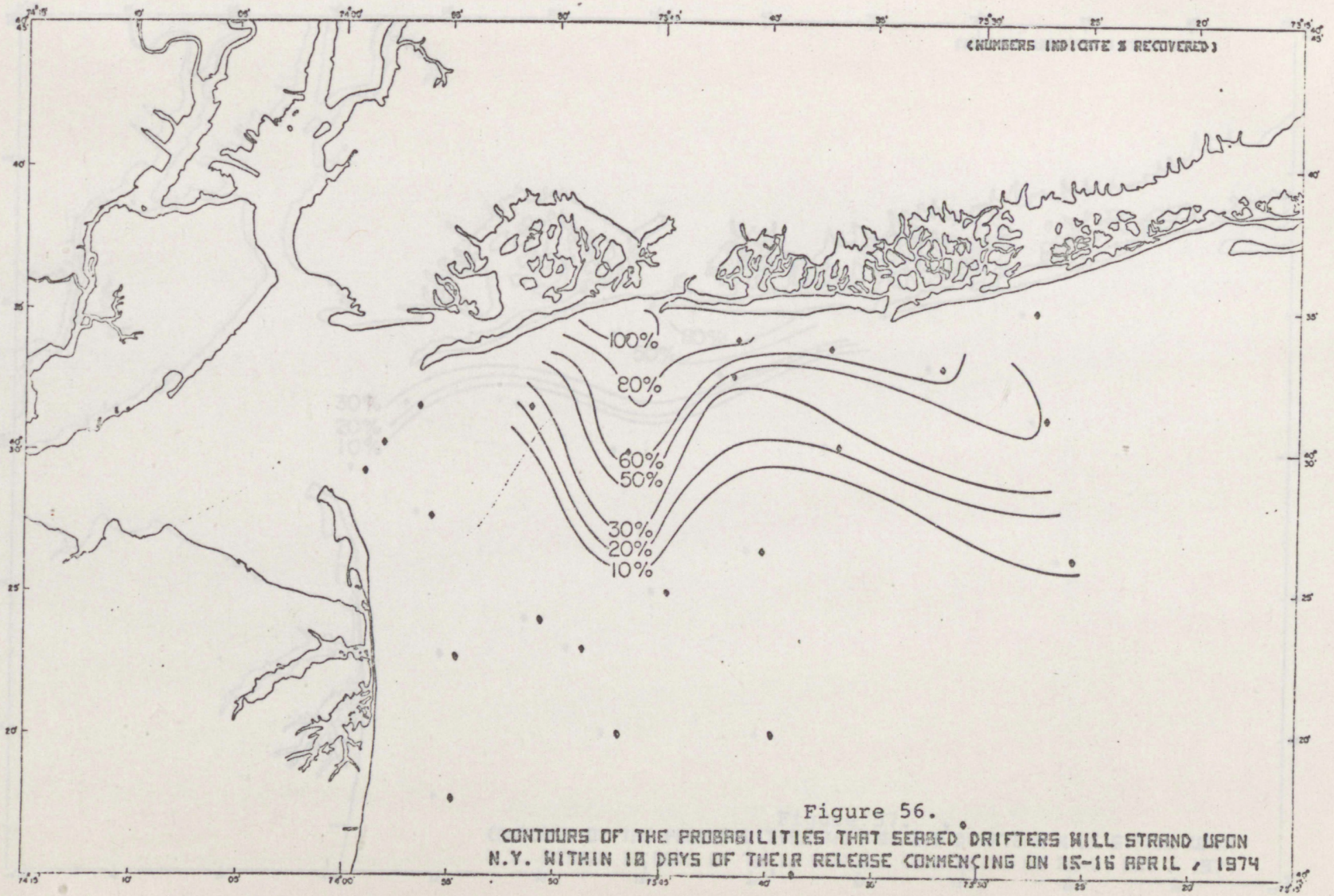


Figure 56.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.Y. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 15-16 APRIL, 1974

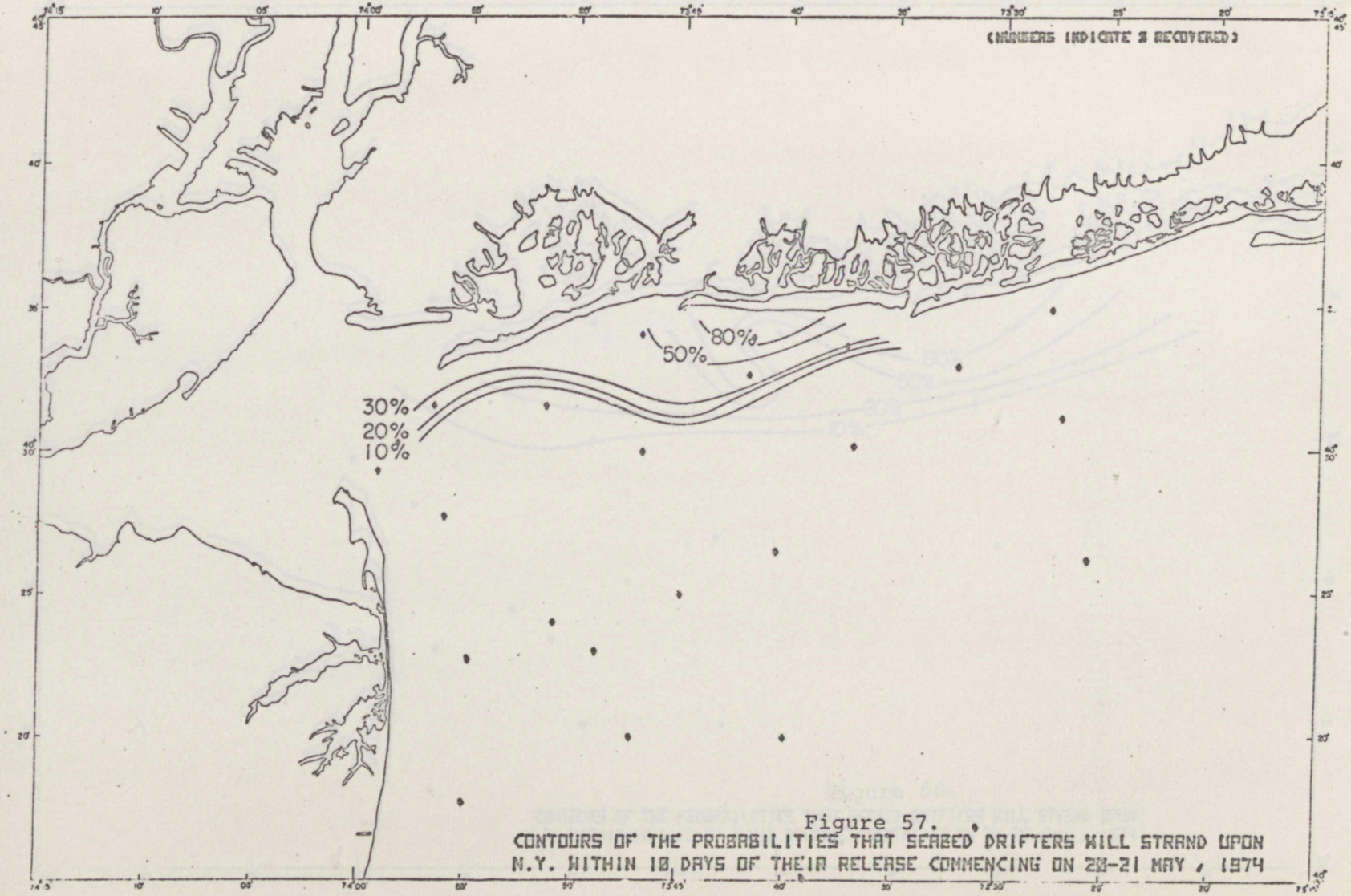


Figure 57.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.Y. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 20-21 MAY, 1974

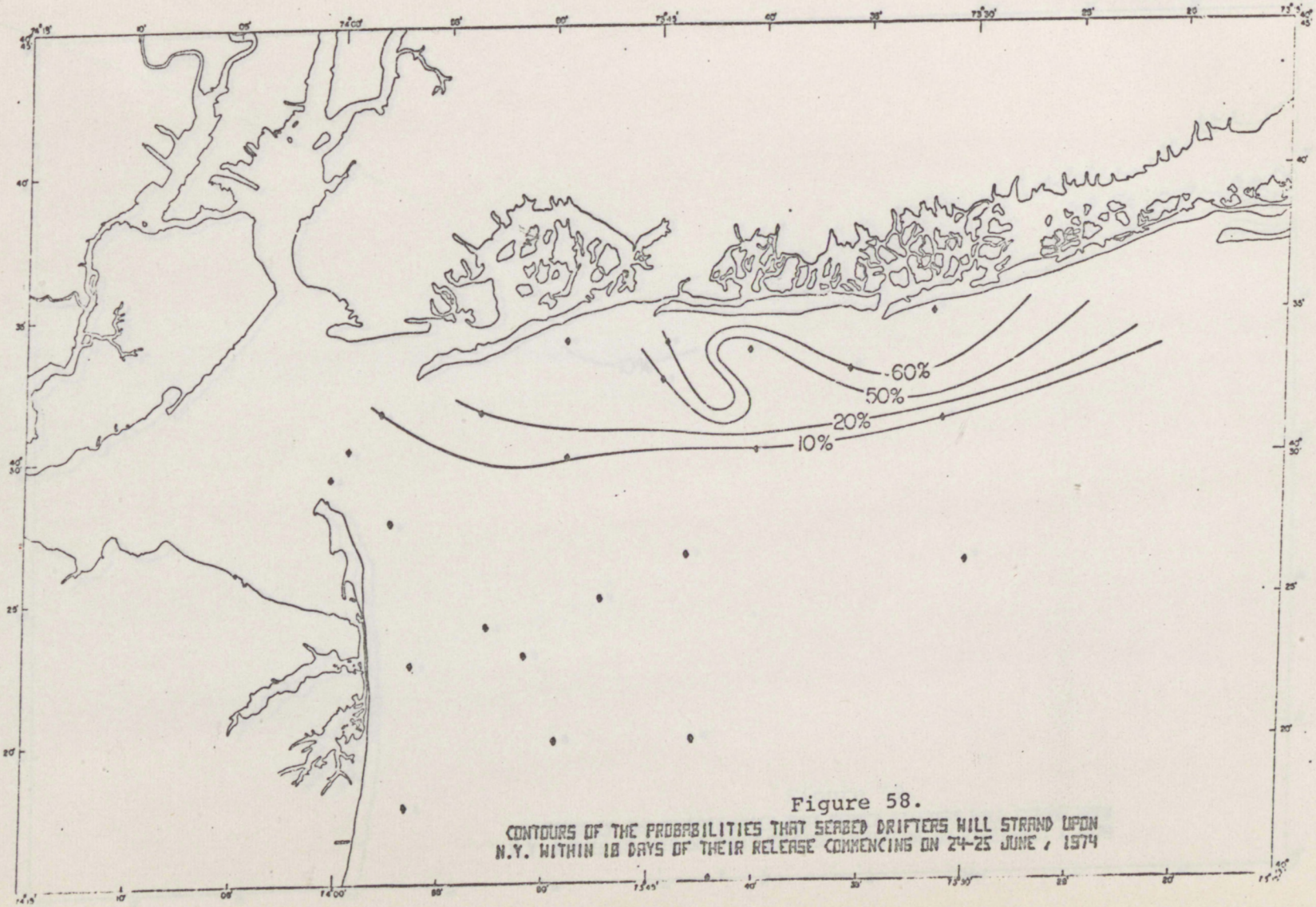


Figure 58.

CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.Y. WITHIN 18 DAYS OF THEIR RELEASE COMMENCING ON 24-25 JUNE, 1974

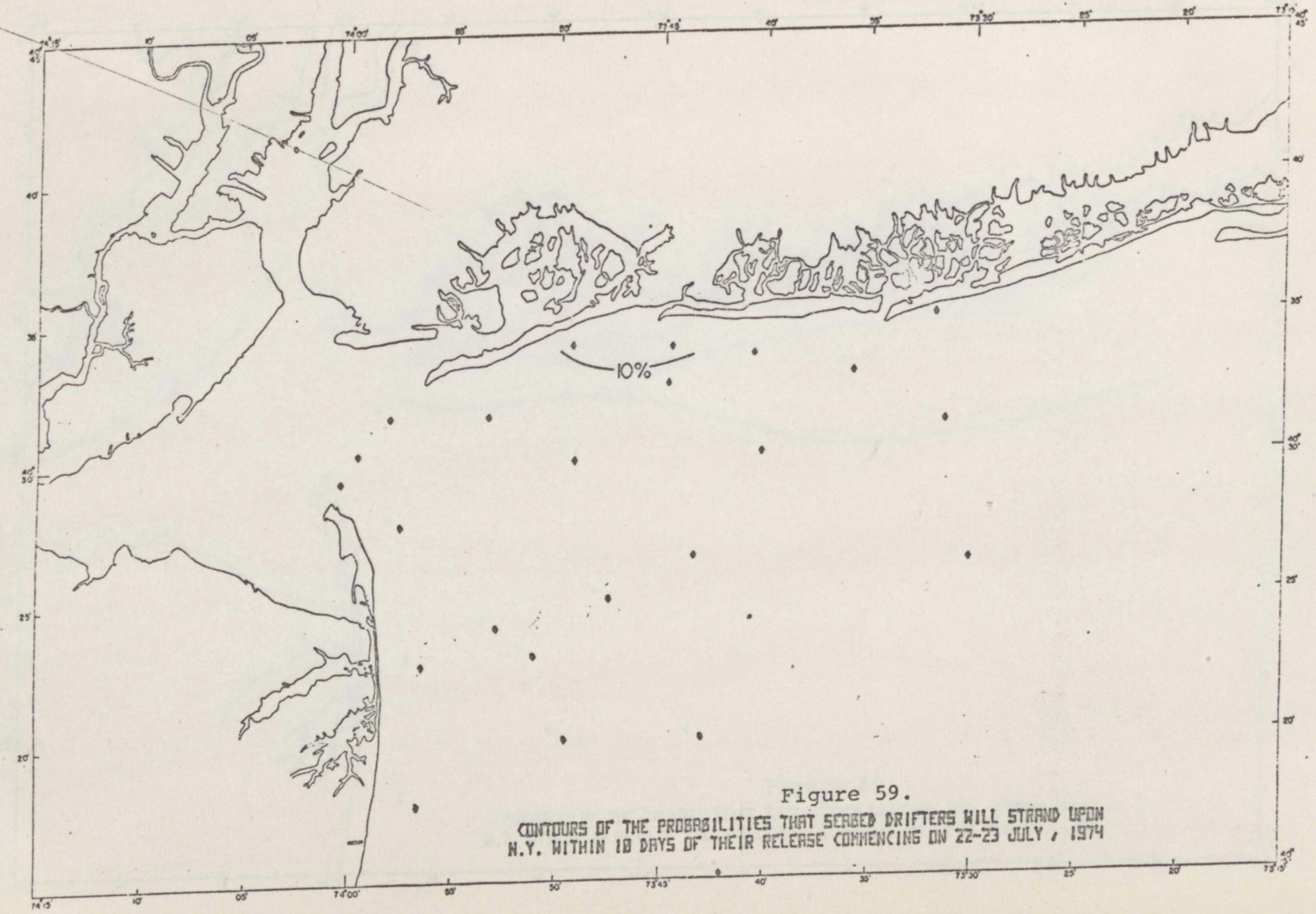


Figure 59.

CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.Y. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JULY, 1974

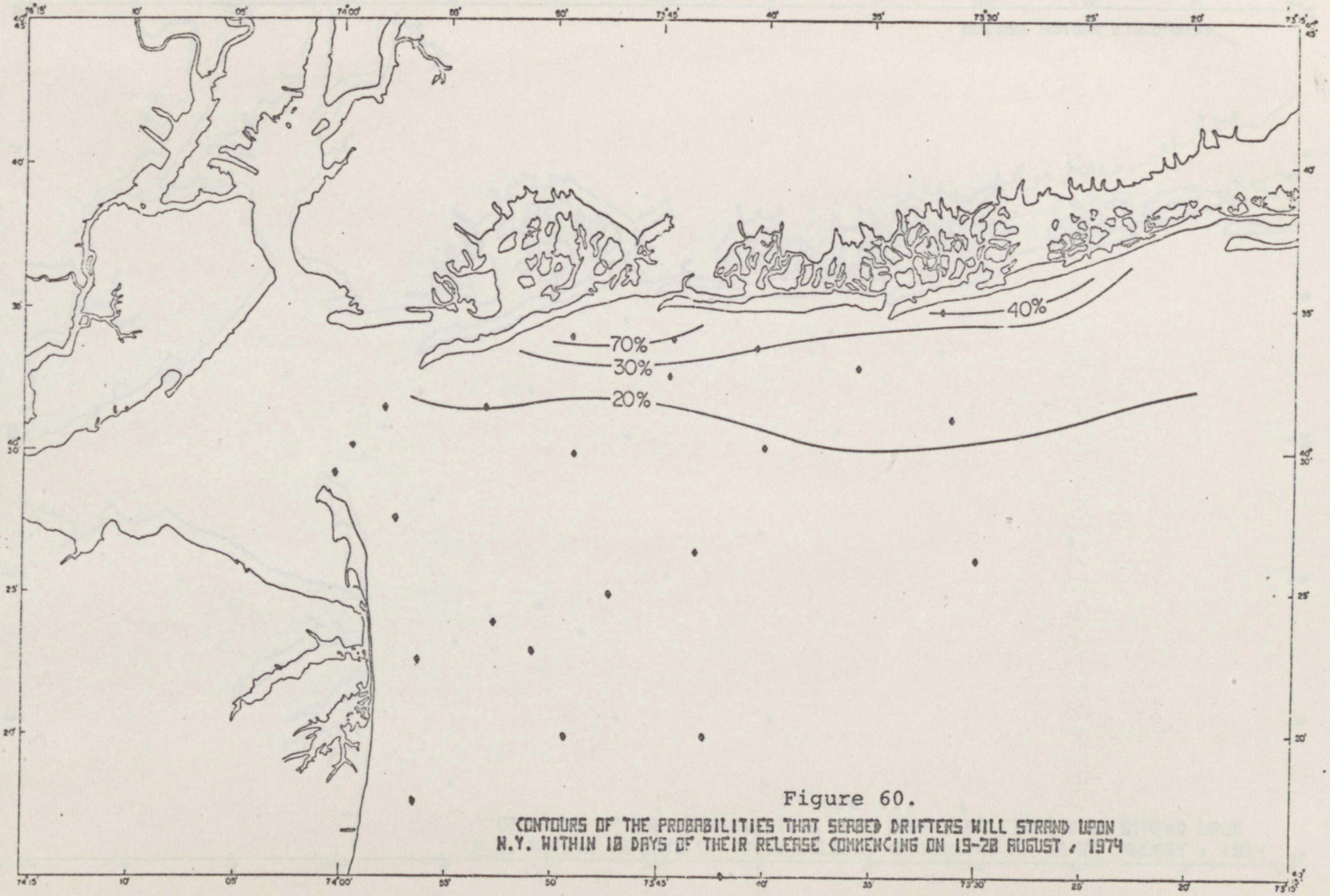


Figure 60.

CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.Y. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 19-28 AUGUST, 1974

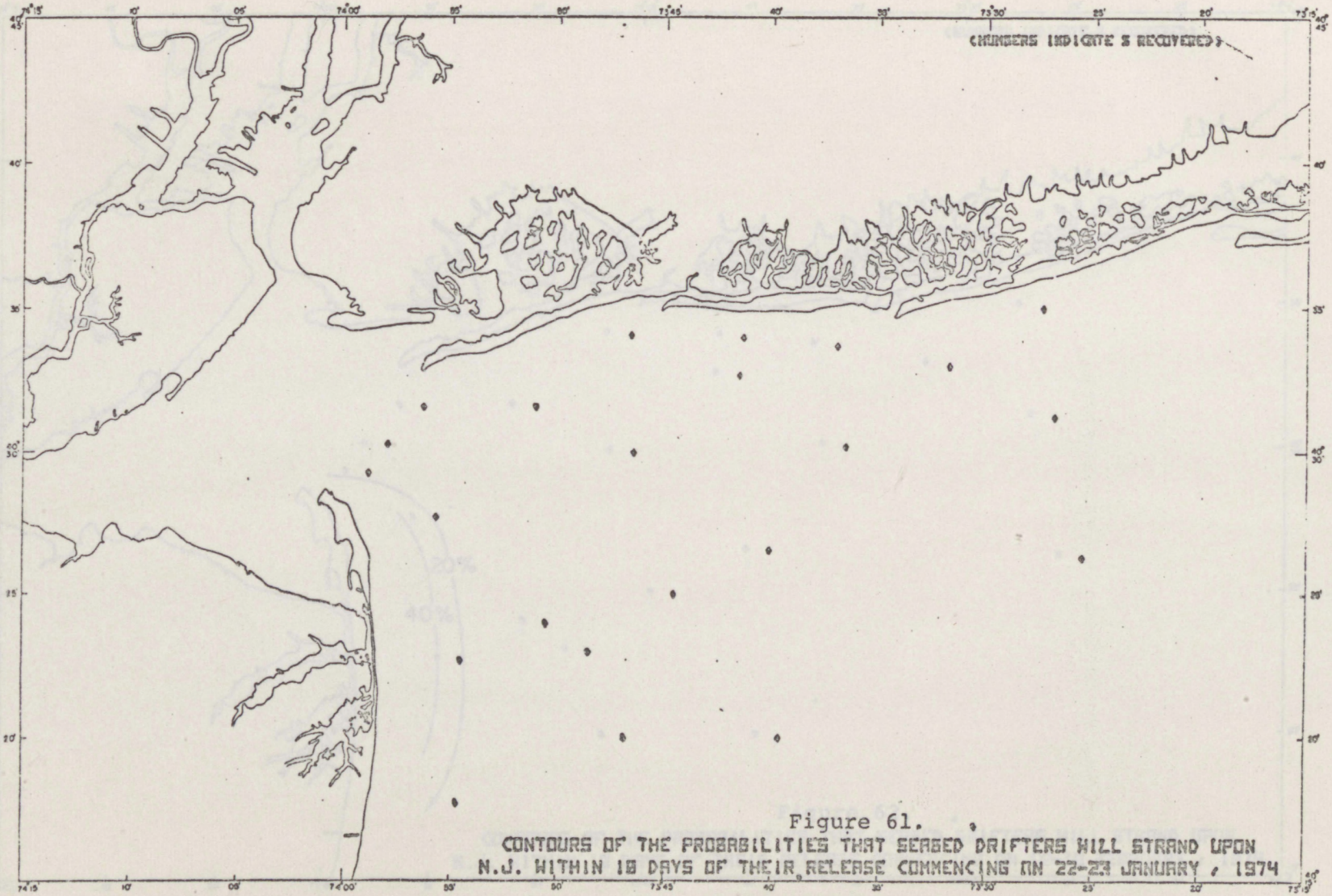


Figure 61.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.J. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JANUARY, 1974



Figure 62.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.J. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 10-19 FEBRUARY, 1974



Figure 63.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.J. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 19-28 MARCH, 1974

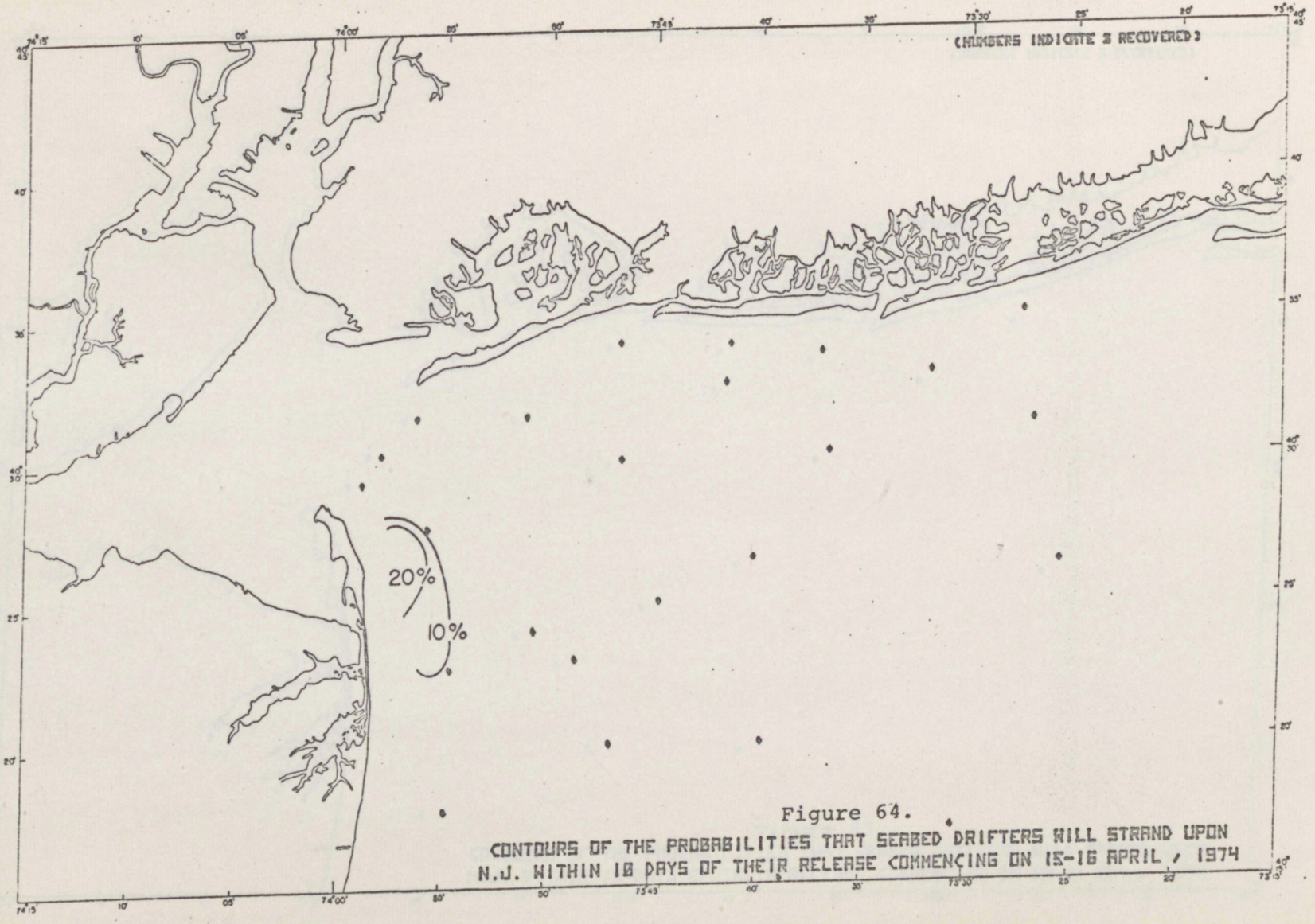


Figure 64.

CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.J. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 15-16 APRIL, 1974

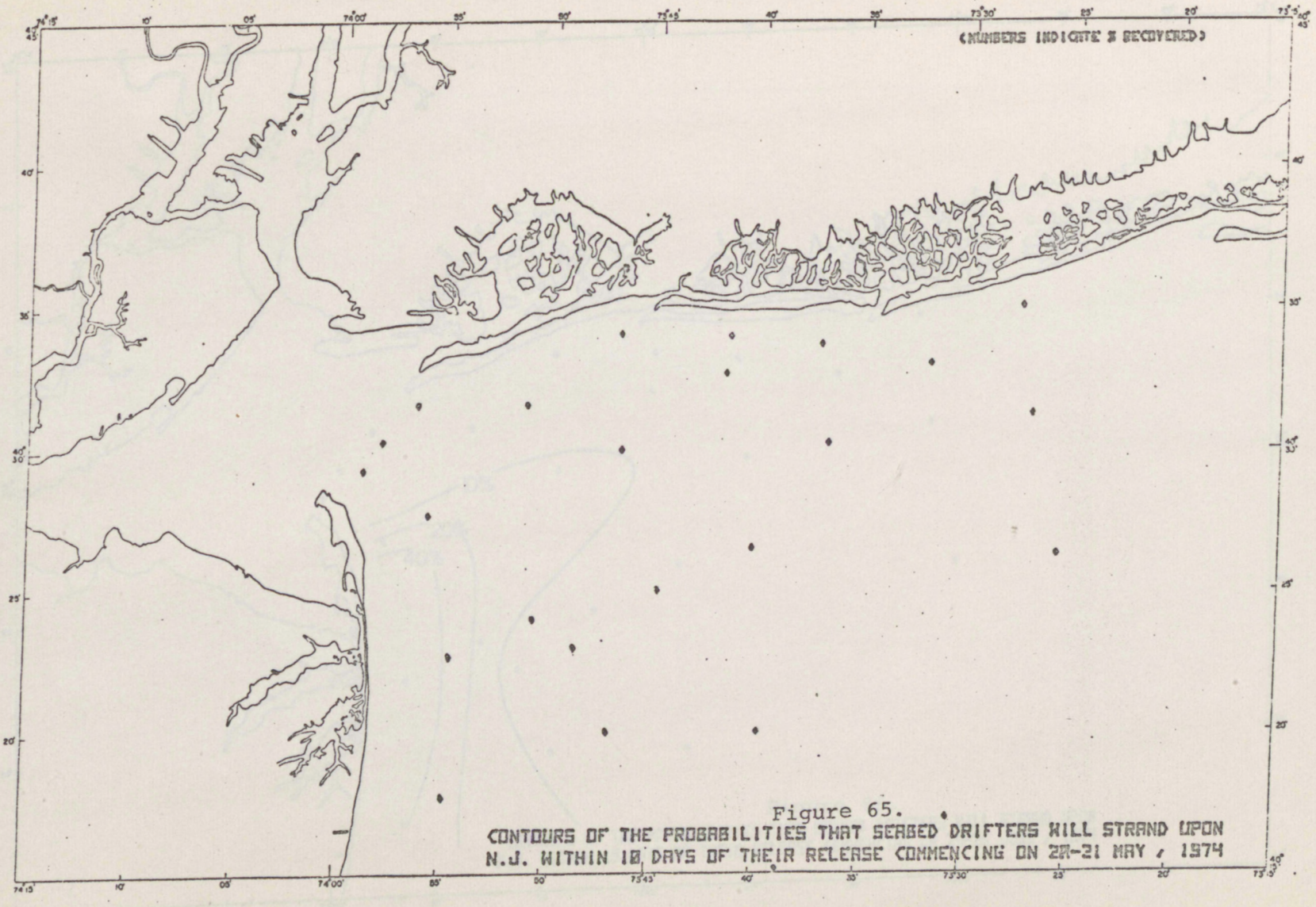


Figure 65.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.J. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 20-21 MAY, 1974

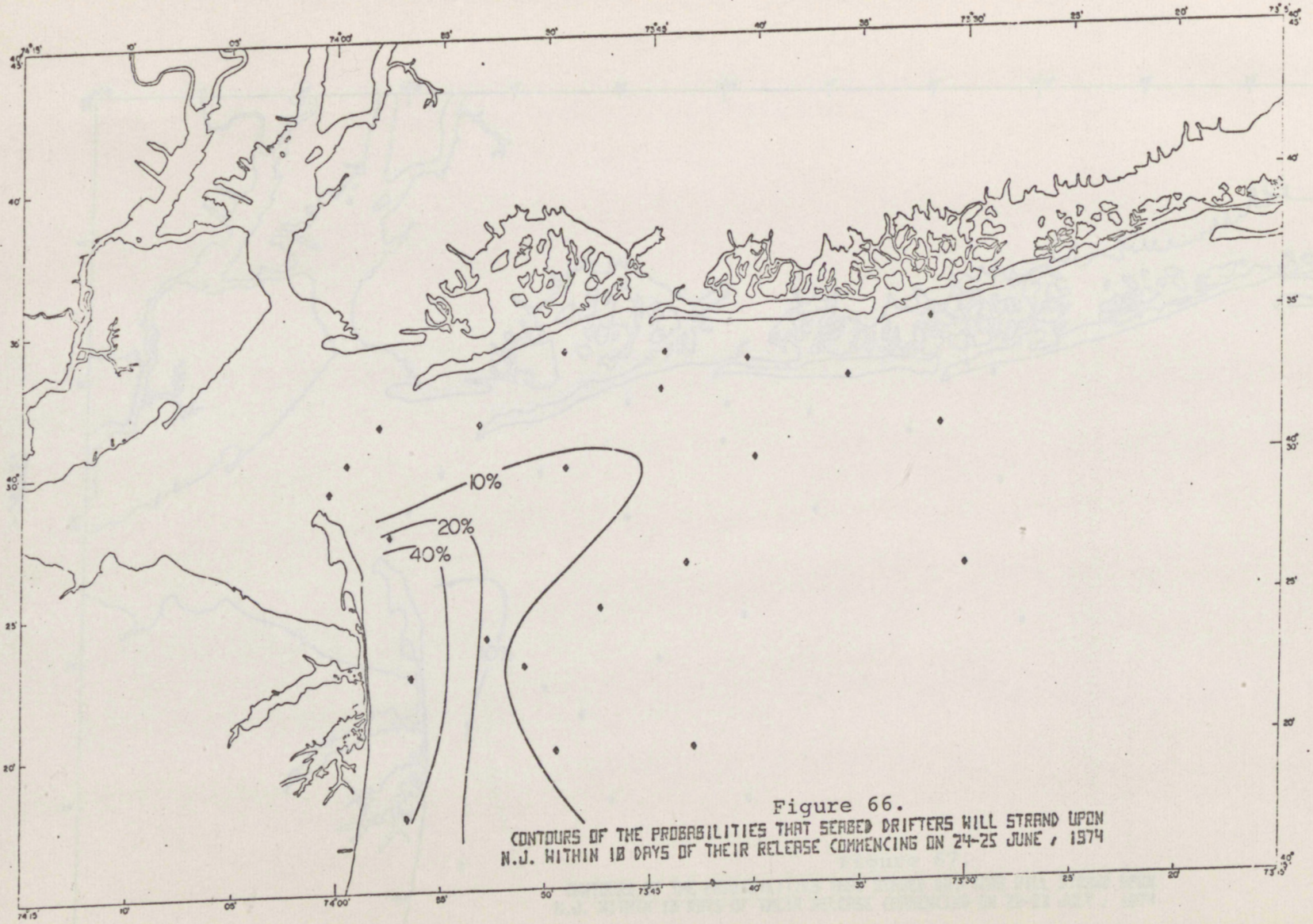


Figure 66.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.J. WITHIN 18 DAYS OF THEIR RELEASE COMMENCING ON 24-25 JUNE, 1974

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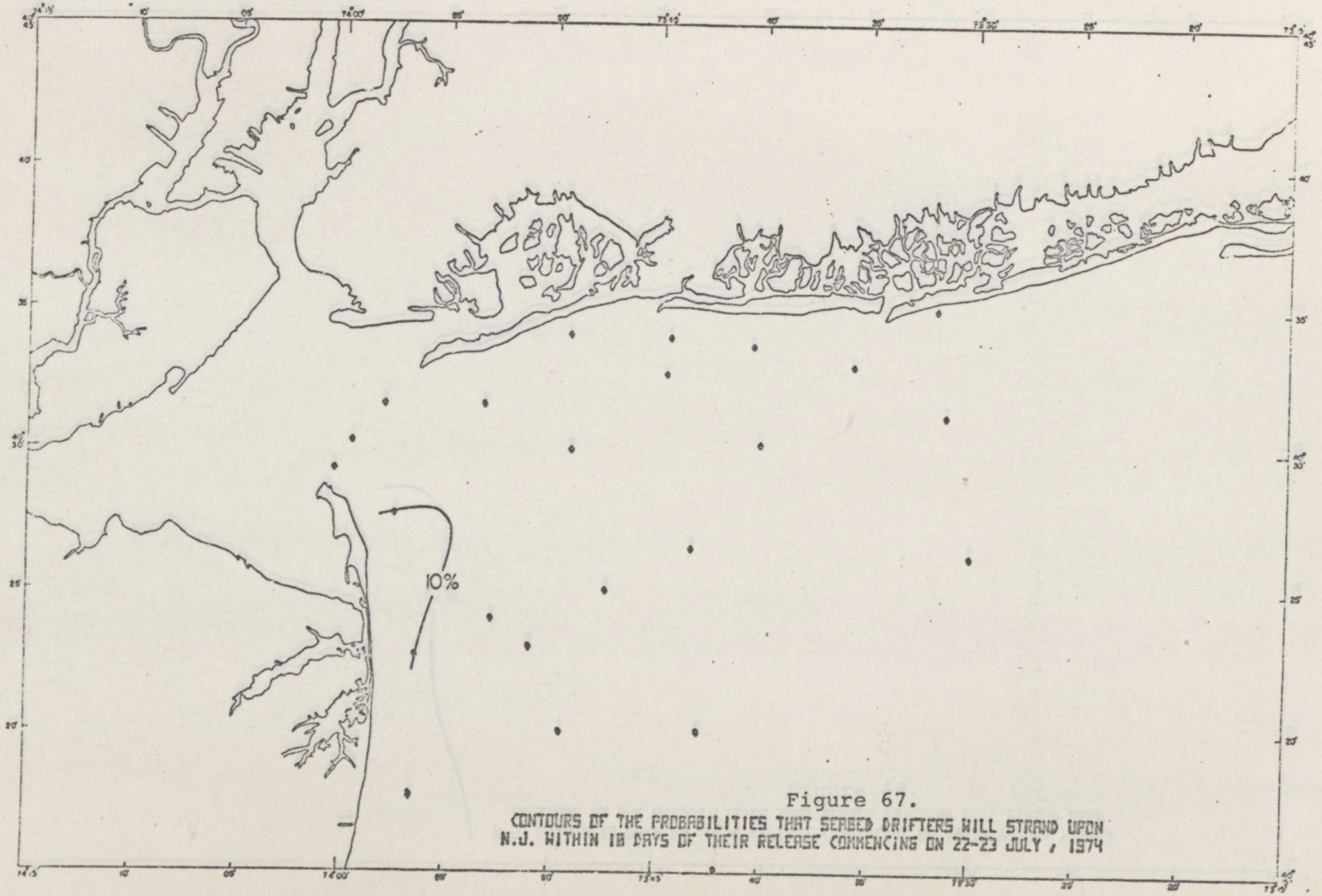


Figure 67.
CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.J. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 22-23 JULY, 1974

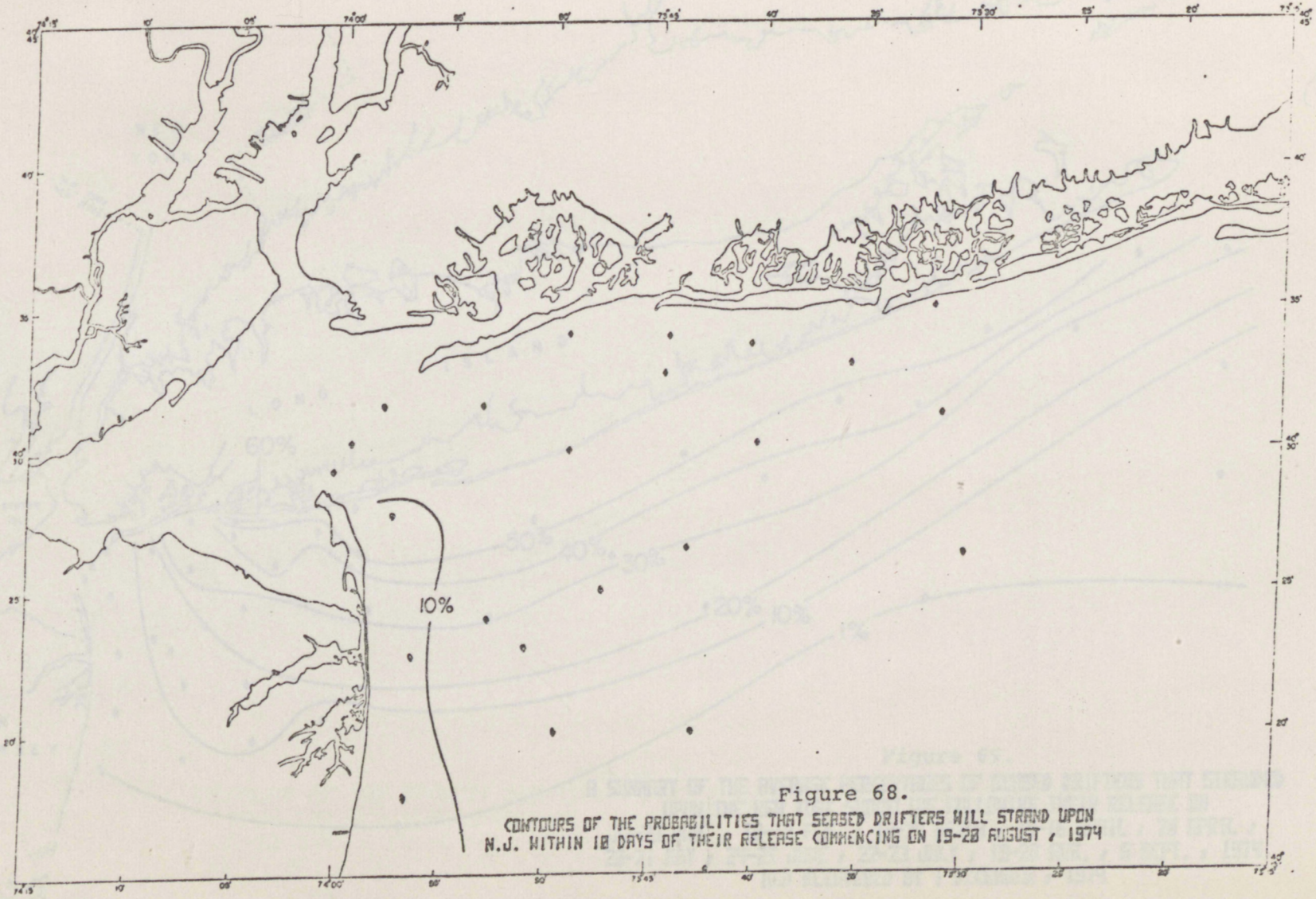


Figure 68.

CONTOURS OF THE PROBABILITIES THAT SEABED DRIFTERS WILL STRAND UPON N.J. WITHIN 10 DAYS OF THEIR RELEASE COMMENCING ON 19-28 AUGUST, 1974

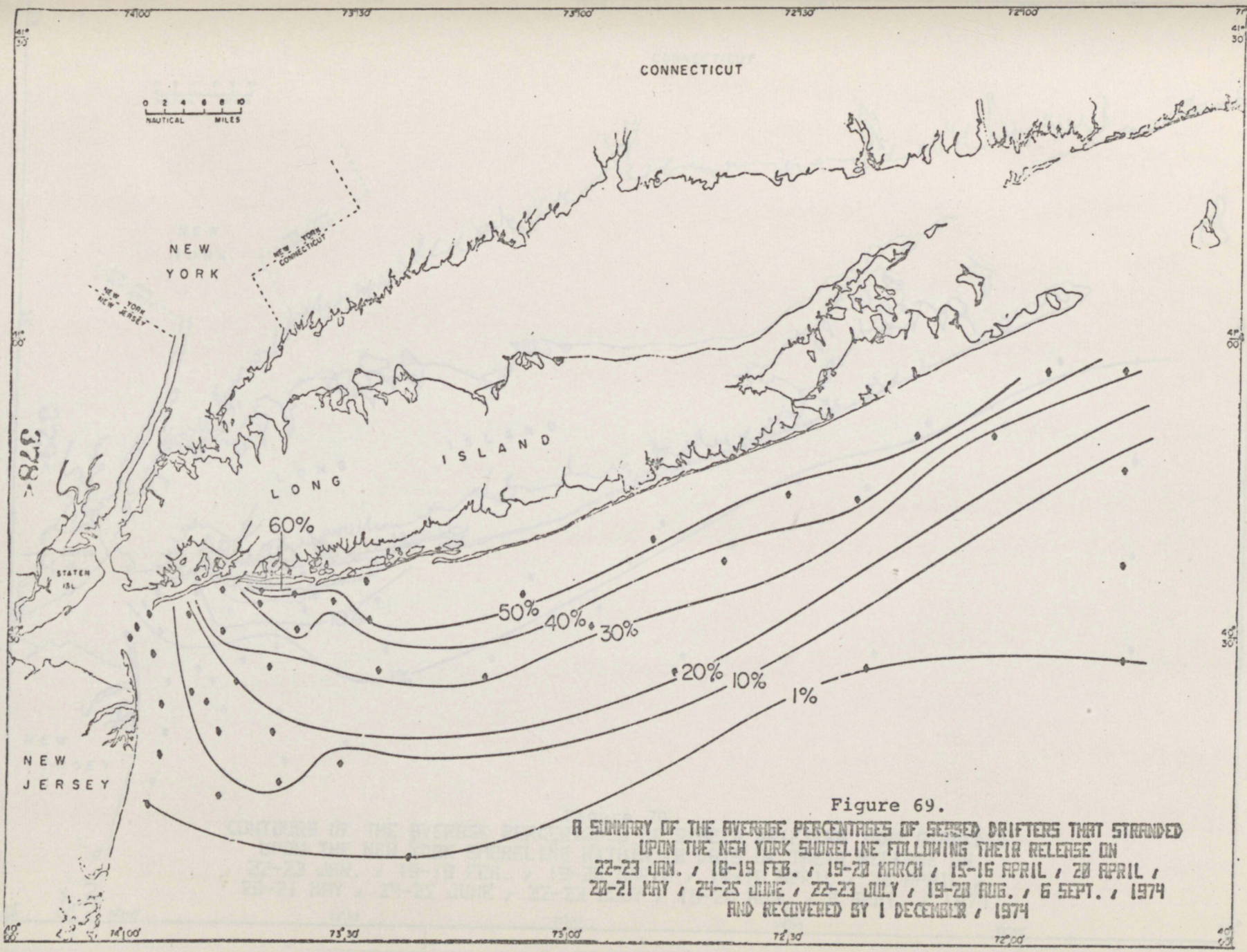


Figure 69.

A SUMMARY OF THE AVERAGE PERCENTAGES OF SEASED DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE FOLLOWING THEIR RELEASE ON 22-23 JAN., 18-19 FEB., 19-20 MARCH, 15-16 APRIL, 20 APRIL, 20-21 MAY, 24-25 JUNE, 22-23 JULY, 19-20 AUG., 6 SEPT., 1974 AND RECOVERED BY 1 DECEMBER, 1974

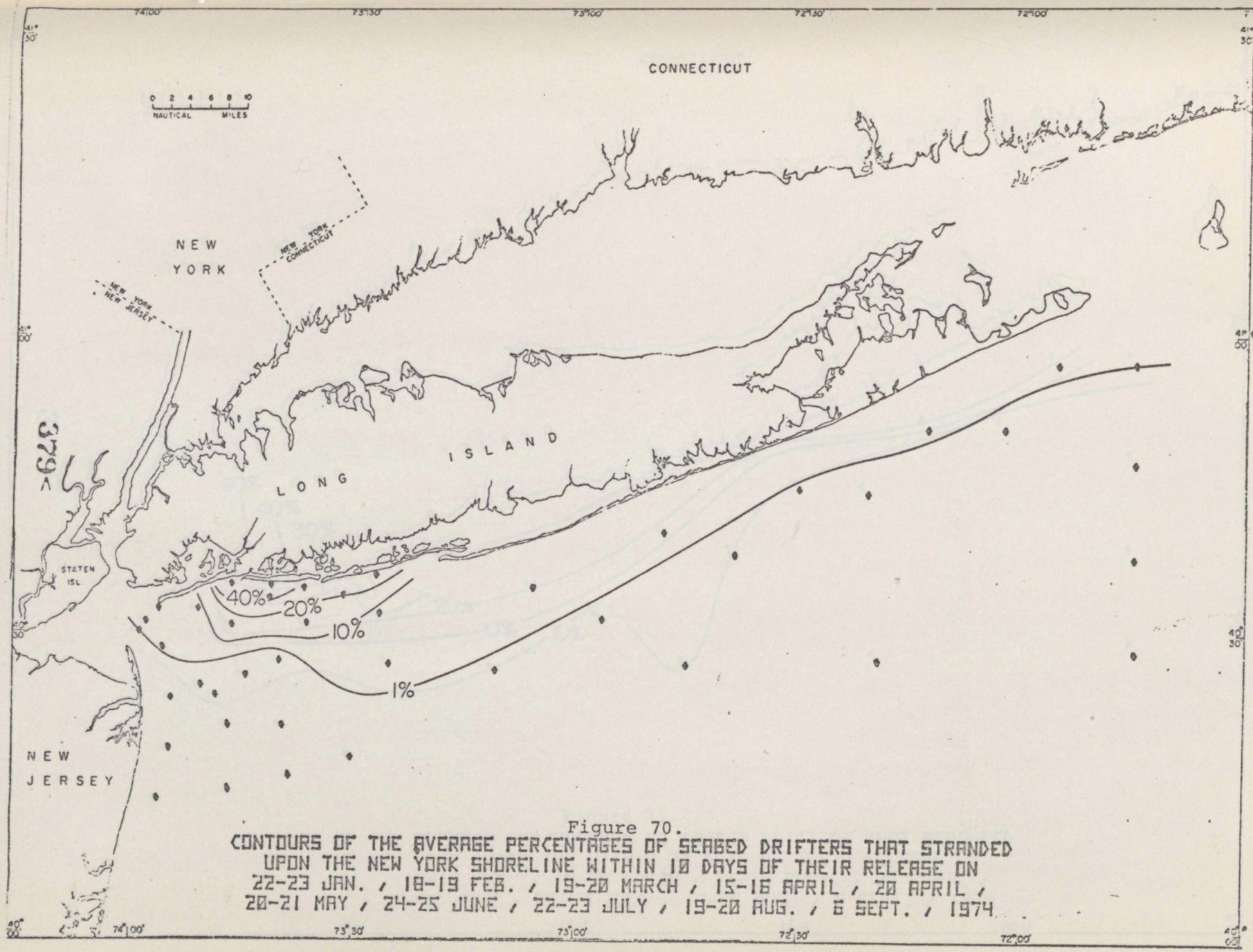


Figure 70.
CONTOURS OF THE AVERAGE PERCENTAGES OF SEABED DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE WITHIN 10 DAYS OF THEIR RELEASE ON 22-23 JAN. , 18-19 FEB. , 19-20 MARCH , 15-16 APRIL , 20 APRIL , 20-21 MAY , 24-25 JUNE , 22-23 JULY , 19-20 AUG. , 6 SEPT. , 1974

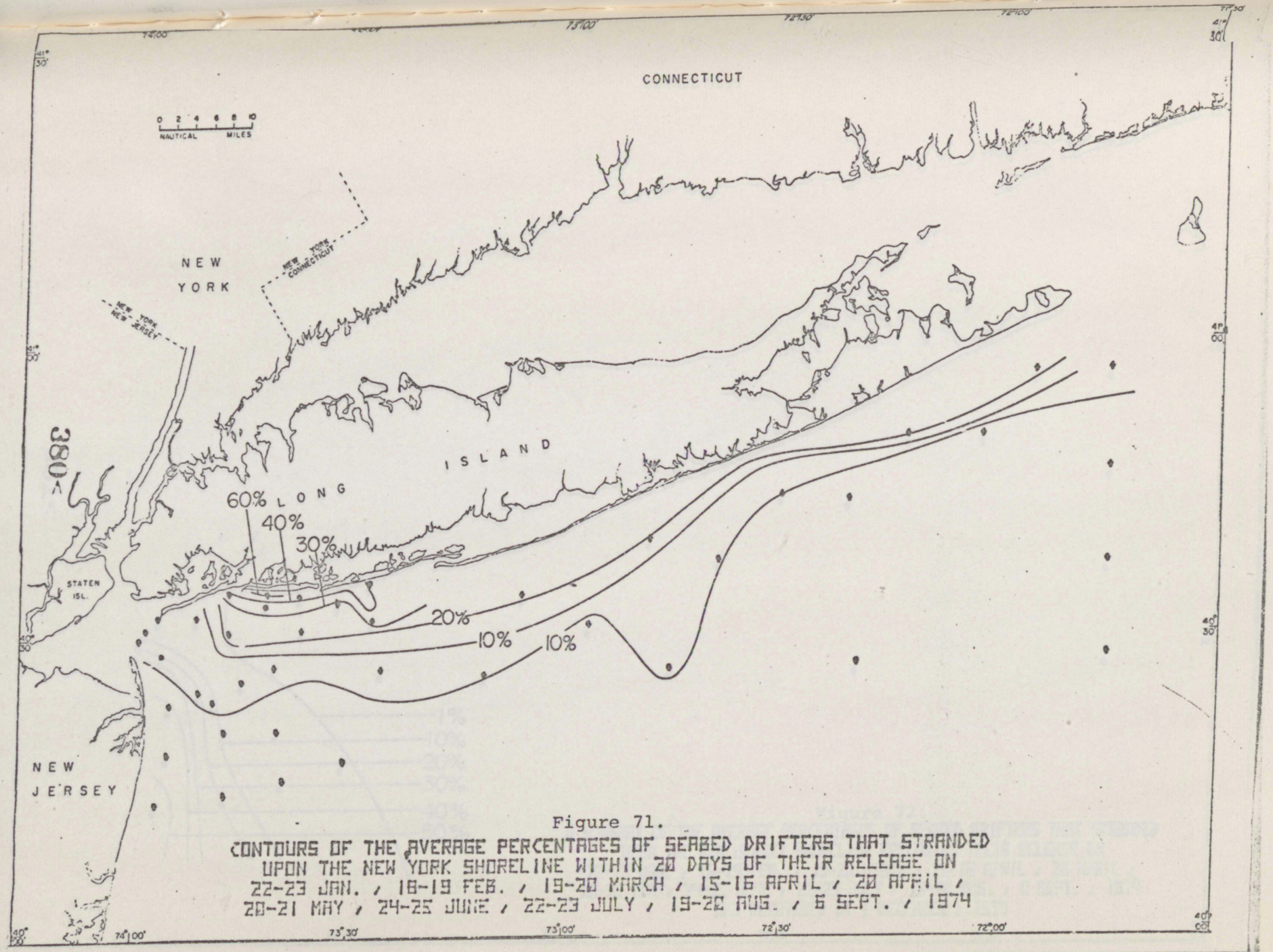


Figure 71.

CONTOURS OF THE AVERAGE PERCENTAGES OF SEABED DRIFTERS THAT STRANDED UPON THE NEW YORK SHORELINE WITHIN 20 DAYS OF THEIR RELEASE ON 22-23 JAN. , 18-19 FEB. , 19-20 MARCH , 15-16 APRIL , 20 APRIL , 20-21 MAY , 24-25 JUNE , 22-23 JULY , 19-20 AUG. , 6 SEPT. , 1974

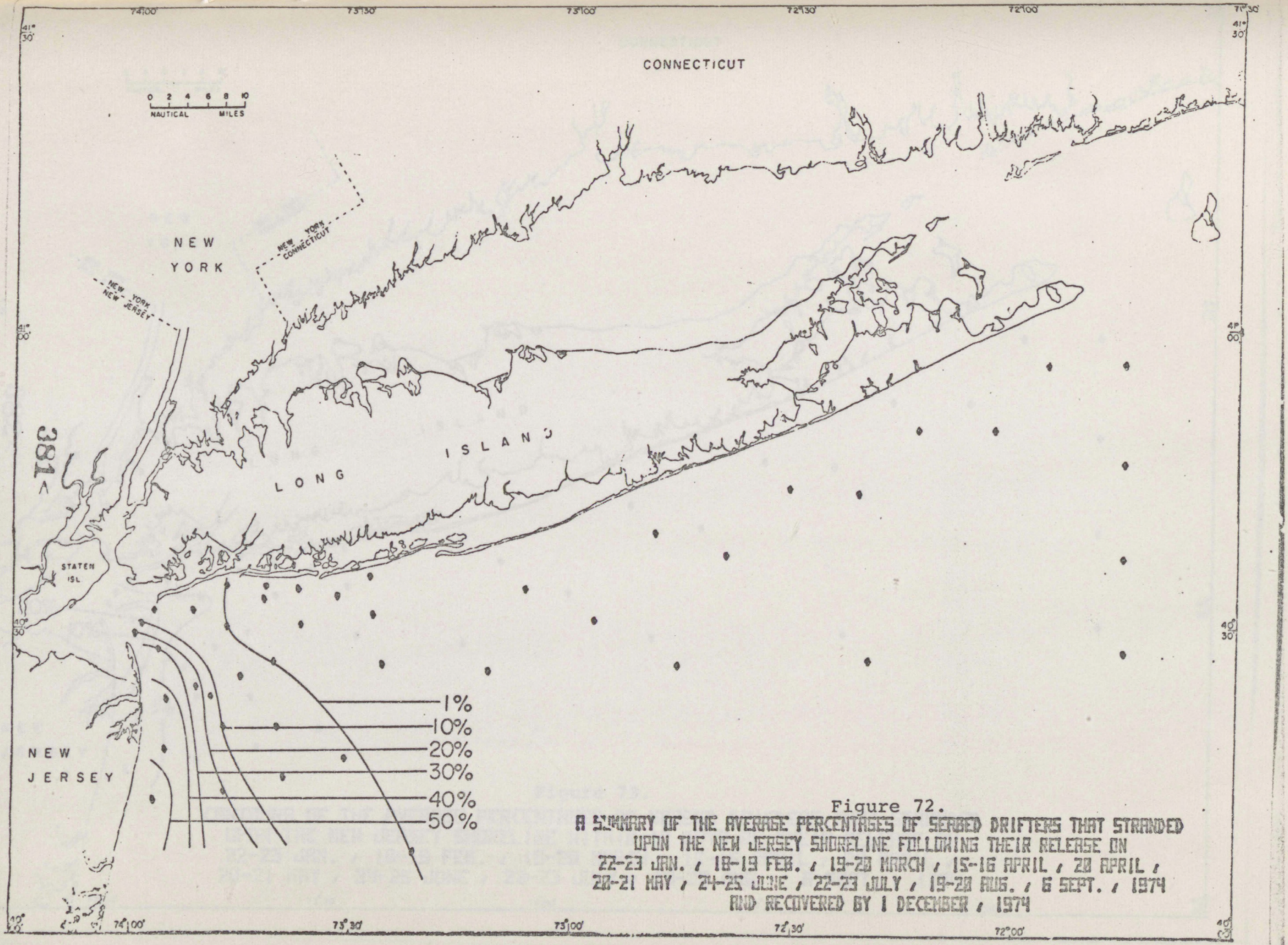


Figure 72.
A SUMMARY OF THE AVERAGE PERCENTAGES OF SEABED DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE FOLLOWING THEIR RELEASE ON 22-23 JAN. / 18-19 FEB. / 19-20 MARCH / 15-16 APRIL / 28 APRIL / 20-21 MAY / 24-25 JUNE / 22-23 JULY / 19-20 AUG. / 6 SEPT. / 1974 AND RECOVERED BY 1 DECEMBER / 1974

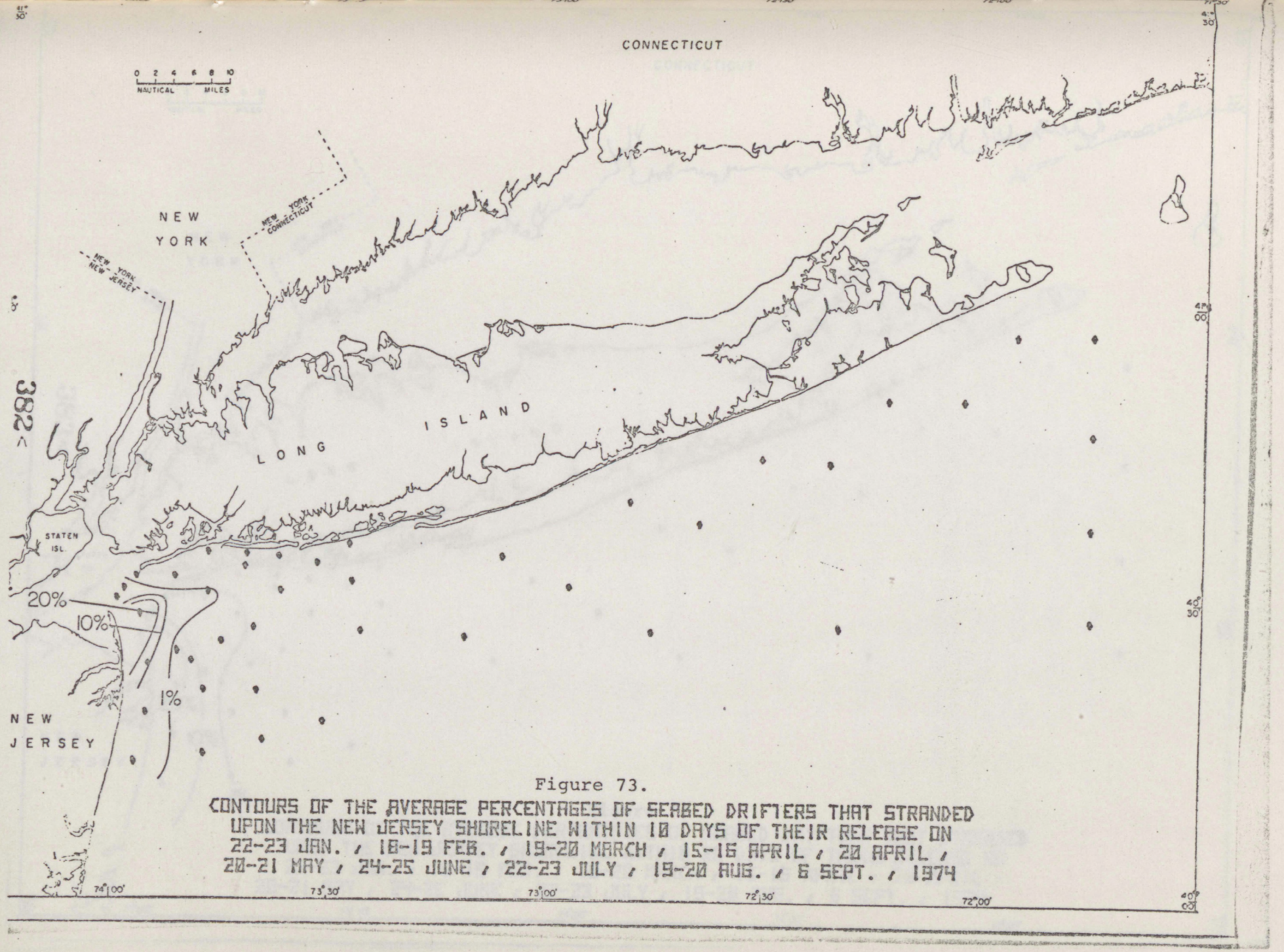


Figure 73.

CONTOURS OF THE AVERAGE PERCENTAGES OF SEABED DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE WITHIN 10 DAYS OF THEIR RELEASE ON 22-23 JAN. / 18-19 FEB. / 19-20 MARCH / 15-16 APRIL / 20 APRIL / 20-21 MAY / 24-25 JUNE / 22-23 JULY / 19-20 AUG. / 6 SEPT. / 1974

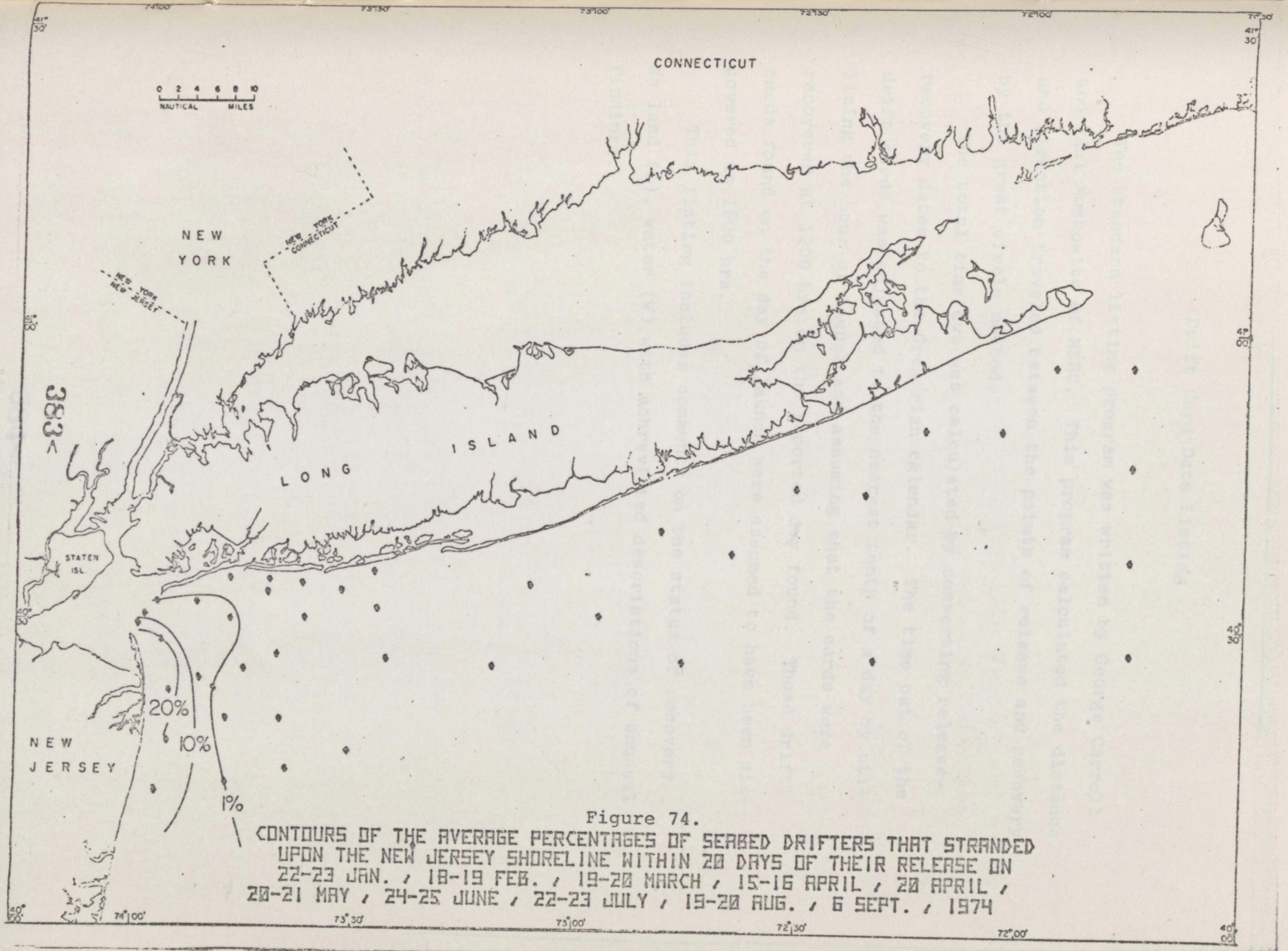


Figure 74.
CONTOURS OF THE AVERAGE PERCENTAGES OF SEABED DRIFTERS THAT STRANDED UPON THE NEW JERSEY SHORELINE WITHIN 20 DAYS OF THEIR RELEASE ON 22-23 JAN. / 18-19 FEB. / 19-20 MARCH / 15-16 APRIL / 20 APRIL / 20-21 MAY / 24-25 JUNE / 22-23 JULY / 19-20 AUG. / 6 SEPT. / 1974

Drift Card Data Listing

The standard listing program was written by George Carroll and Paul Moskowitz of MSRC. This program calculated the distance and direction traveled between the points of release and recovery by the great circle method.

The total time out was calculated by converting release-recovery dates to the Gregorian calendar. The time out of the drift cards was adjusted to the nearest tenth of a day by utilizing the hour of launch and assuming that the cards were recovered at 1200 hrs on the reported day found. Those drift cards found on the day of launch were assumed to have been discovered at 1800 hrs.

This listing includes comments on the status of recovery as land (L), water (W) with abbreviated descriptions of unusual findings.

MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIP ANGLE	RC	COMMENTS
402	843	1/23/74	1	41-12.0	70-50.0	3/ 8/74	41-34.2	70-27.3	44.1	52.0	1.4	37	L	NO AREA CODE
404	843	1/23/74	1	41-12.0	70-50.0	4/12/74	41-42.1	70-42.9	79.1	56.7	0.8	10	L	
423	1115	1/23/74	11	40-26.5	73-40.5	4/18/74	40-35.5	73-31.3	85.0	21.2	0.3	37	L	
415	1250	1/23/74	12	40-26.2	73-25.8	3/ 6/74	40-37.5	73-15.6	42.0	25.5	0.7	24	L	
416	1250	1/23/74	12	40-26.2	73-25.8	3/20/74	40-37.6	73-13.7	56.0	27.2	0.6	39	L	
426	1306	1/23/74	13	40-25.6	73-11.4	4/17/74	40-35.7	73-29.4	84.0	31.6	0.4	306	L	
424	1306	1/23/74	13	40-25.6	73-11.4	5/26/74	40-35.7	73-29.4	123.0	31.6	0.3	306	L	
423	1306	1/23/74	13	40-25.6	73-11.4	7/ 3/74	40-35.5	73-31.0	161.0	33.3	0.2	303	L	
381	1337	1/23/74	17	40-37.0	71-45.6	2/19/74	41- 2.1	71-55.7	26.9	48.7	2.1	342	L	
379	1337	1/23/74	17	40-37.0	71-45.6	3/ 9/74	41- 9.9	72-11.9	44.9	71.4	1.8	328	L	
385	1341	1/23/74	18	40-46.6	71-45.5	4/17/74	41- 7.4	72-20.0	83.9	62.0	0.9	308	L	
386	1341	1/23/74	18	40-46.6	71-45.5	5/19/74	41- 3.7	72-27.7	115.9	67.3	0.7	298	L	
365	1353	1/23/74	20	40-50.0	72- 3.2	3/31/74	41- 2.7	71-53.8	66.9	27.0	0.5	29	L	
354	1403	1/23/74	21	40-43.5	72-21.5	4/27/74	40-47.7	72-38.3	93.9	24.9	0.3	288	L	
343	1413	1/23/74	22	40-37.3	72-39.4	2/10/74	40-45.6	72-46.3	17.9	18.2	1.2	327	L	
344	1413	1/23/74	22	40-37.3	72-39.4	2/17/74	40-45.2	72-47.5	24.9	18.6	0.9	322	L	# MAY BE WRONG
342	1413	1/23/74	22	40-37.3	72-39.4	2/18/74	40-43.6	72-52.9	25.9	22.4	1.0	301	L	
369	1348	1/23/74	50	40-56.5	71-56.0	2/ 5/74	41- 3.8	71-52.9	12.9	14.2	1.3	17	L	
371	1348	1/23/74	50	40-56.5	71-56.0	2/11/74	41- 3.2	71-52.5	18.9	13.4	0.8	21	L	
357	1359	1/23/74	51	40-50.0	72-13.5	2/19/74	40-50.2	72-29.8	26.9	23.0	1.0	270	L	
361	1359	1/23/74	51	40-50.0	72-13.5	2/24/74	40-54.4	72-17.2	31.9	9.7	0.4	327	L	
348	1407	1/23/74	52	40-44.0	72-30.9	2/23/74	40-50.5	72-28.2	30.9	12.7	0.5	17	L	
349	1407	1/23/74	52	40-44.0	72-30.9	2/24/74	40-52.6	72-22.3	31.9	20.1	0.7	37	L	
333	1416	1/23/74	53	40-39.5	73-49.0	2/ 9/74	40-42.0	72-56.5	16.9	74.2	5.1	86	L	
339	1416	1/23/74	53	40-39.5	72-49.0	2/10/74	40-43.8	72-53.7	17.9	10.4	0.7	320	L	
341	1416	1/23/74	53	40-39.5	72-49.0	2/18/74	40-42.5	72-56.0	25.9	11.4	0.5	299	L	
330	1428	1/23/74	54	40-33.8	73- 6.5	3/ 1/74	40-42.0	72-56.5	36.9	20.8	0.7	42	L	
329	1428	1/23/74	54	40-33.8	73- 6.5	3/11/74	40-39.0	73- 7.2	46.9	9.7	0.2	354	L	
322	1248	1/23/74	55	40-31.2	73-27.1	2/12/74	40-36.0	73-26.0	20.0	9.1	0.5	9	L	
326	1248	1/23/74	55	40-31.2	73-27.1	2/12/74	40-36.2	73-24.8	20.0	9.9	0.6	19	L	
324	1248	1/23/74	55	40-31.2	73-27.1	2/16/74	40-35.7	73-29.7	24.0	9.2	0.4	336	L	
321	1245	1/23/74	56	40-30.2	73-36.9	3/ 6/74	40-37.2	73-16.0	42.0	32.3	0.9	66	L	
318	1245	1/23/74	56	40-30.2	73-36.9	3/13/74	40-36.0	73-26.0	49.0	18.8	0.4	55	L	
312	1121	1/23/74	57	40-30.0	73-46.9	3/ 3/74	40-33.7	73-52.5	39.0	10.5	0.3	310	L	NO. MAY BE WRONG
307	908	1/22/74	60	40-35.0	73-27.6	1/28/74	40-35.3	73-31.5	6.1	5.6	1.1	275	L	
303	908	1/22/74	60	40-35.0	73-27.6	1/29/74	40-36.0	73-28.0	7.1	2.0	0.3	343	L	
311	908	1/22/74	60	40-35.0	73-27.6	2/10/74	40-35.0	73-39.6	19.1	17.0	1.0	270	L	
309	908	1/22/74	60	40-35.0	73-27.6	2/12/74	40-35.9	73-28.3	21.1	2.0	0.1	329	L	
310	908	1/22/74	60	40-35.0	73-27.6	4/28/74	40-35.4	73-35.0	96.1	10.5	0.1	274	L	
305	912	1/22/74	61	40-33.0	73-32.0	1/30/74	40-35.6	73-30.8	8.1	5.2	0.7	19	L	
303	912	1/22/74	61	40-33.0	73-32.0	2/ 2/74	40-35.6	73-30.8	11.1	5.2	0.5	19	L	
306	912	1/22/74	61	40-33.0	73-32.0	2/ 3/74	40-36.2	73-26.1	12.1	10.3	1.0	54	L	
298	916	1/22/74	62	40-33.7	73-37.3	2/ 2/74	40-34.9	73-34.8	11.1	4.2	0.4	57	L	
297	916	1/22/74	62	40-33.7	73-37.3	2/ 4/74	40-35.1	73-36.3	13.1	3.0	0.3	28	L	
299	916	1/22/74	62	40-33.7	73-37.3	2/ 4/74	40-35.1	73-37.2	13.1	2.6	0.2	3	L	
300	916	1/22/74	62	40-33.7	73-37.3	2/ 4/74	40-35.1	73-37.7	13.1	2.7	0.2	347	L	
301	916	1/22/74	62	40-33.7	73-37.3	2/ 4/74	40-35.0	73-35.2	13.1	3.9	0.3	50	L	
292	919	1/22/74	63	40-32.7	73-41.9	2/ 3/74	40-35.0	73-39.1	12.1	5.9	0.6	42	L	
295	919	1/22/74	63	40-32.7	73-41.9	2/ 4/74	40-35.2	73-37.5	13.1	7.8	0.7	53	L	
296	919	1/22/74	63	40-32.7	73-41.9	2/ 4/74	40-35.1	73-41.2	13.1	4.6	0.4	12	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
253	921	1/22/74	64	40-34.0	73-41.7	1/28/74	40-35.0	73-41.5	6.1	1.9	0.4	8	L	
254	921	1/22/74	64	40-34.0	73-41.7	1/28/74	40-35.0	73-40.0	6.1	3.1	0.6	52	L	
256	921	1/22/74	64	40-34.0	73-41.7	1/28/74	40-35.0	73-41.1	6.1	2.1	0.4	24	L	
255	921	1/22/74	64	40-34.0	73-41.7	2/ 1/74	40-35.0	73-41.6	10.1	1.9	0.2	4	L	
290	931	1/22/74	65	40-34.1	73-47.0	1/29/74	40-35.2	73-47.5	7.1	2.2	0.4	340	L	
289	931	1/22/74	65	40-34.1	73-47.0	1/30/74	40-35.1	73-48.1	8.1	2.5	0.4	320	L	
291	931	1/22/74	65	40-34.1	73-47.0	2/ 1/74	40-35.1	73-47.3	10.1	1.9	0.2	347	L	
281	940	1/22/74	67	40-31.6	73-56.8	4/ 2/74	40-23.5	73-58.5	70.1	15.2	0.3	189	L	
273	948	1/22/74	68	40-30.3	73-58.5	2/ 6/74	40-28.7	74- 0.7	15.1	4.3	0.3	226	L	
275	948	1/22/74	68	40-30.3	73-58.5	2/21/74	40-28.7	74- 0.7	30.1	4.3	0.2	226	L	
276	948	1/22/74	68	40-30.3	73-58.5	5/ 4/74	40-35.8	74- 3.4	102.1	12.4	0.1	325	L	
274	948	1/22/74	68	40-30.3	73-58.5	8/21/74	40-31.1	74-10.4	211.1	16.9	0.1	275	L	
267	957	1/22/74	69	40-27.7	73-56.2	3/ 6/74	40-28.7	74- 0.7	43.1	6.7	0.2	286	L	
263	1000	1/22/74	70	40-22.7	73-55.0	2/ 6/74	40-23.8	73-58.6	15.1	5.5	0.4	291	L	
262	1000	1/22/74	70	40-22.7	73-55.0	2/12/74	40-28.2	74- 0.0	21.1	12.5	0.7	325	L	
264	1000	1/22/74	70	40-22.7	73-55.0	2/12/74	40-28.7	74- 0.7	21.1	13.9	0.8	324	L	
265	1000	1/22/74	70	40-22.7	73-55.0	2/24/74	40-28.2	74- 0.0	33.1	12.5	0.4	325	L	
261	1005	1/22/74	71	40-24.0	73-51.0	2/12/74	40-28.3	74- 0.3	21.1	15.4	0.8	301	L	
248	1007	1/22/74	72	40-23.0	73-49.0	3/10/74	40-36.1	74- 3.2	47.1	31.5	0.8	320	L	
251	1007	1/22/74	72	40-23.0	73-49.0	3/10/74	40-36.1	74- 3.2	47.1	31.5	0.8	320	L	NO.MAY BE WRONG
232	1025	1/22/74	74	40-17.7	73-55.2	2/18/74	40-28.4	74- 0.5	27.1	21.2	0.9	339	L	
233	1025	1/22/74	74	40-17.7	73-55.2	2/24/74	40-28.4	74- 0.5	33.1	21.2	0.7	339	L	
236	1025	1/22/74	74	40-17.7	73-55.2	3/12/74	40-33.6	74- 7.0	49.1	33.9	0.8	330	L	
237	1020	1/22/74	75	40-20.0	73-47.3	3/ 3/74	40-33.2	73-54.9	40.1	26.8	0.8	336	L	
238	1020	1/22/74	75	40-17.7	73-55.2	3/13/74	40-34.1	74- 5.2	56.1	33.6	0.7	334	L	
231	1016	1/22/74	76	40-20.0	73-40.0	7/ 5/74	39-35.1	74-13.2	164.1	95.6	0.7	209	L	
226	1027	1/22/74	77	40-12.7	73-56.7	2/ 7/74	40-13.5	73-59.9	16.1	4.8	0.3	288	L	
225	1027	1/22/74	77	40-12.7	73-56.7	2/24/74	40-13.2	74- 0.4	33.1	5.4	0.2	280	L	
446	946	1/22/74	80	40-29.3	73-59.4	3/16/74	40-27.4	74-14.6	53.1	21.8	0.5	260	L	
442	946	1/22/74	80	40-29.3	73-59.4	3/21/74	40-25.0	74- 1.8	58.1	8.7	0.2	203	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
53764	1142	2/18/74	10	40-16.9	73-30.8	5/ 4/74	40-35.0	73-37.5	75.0	34.9	0.5	344	L	
53763	1142	2/18/74	10	40-16.9	73-30.8	5/15/74	40-36.6	73-29.4	86.0	34.7	0.5	3	L	
55036	1149	2/18/74	11	40-26.5	73-40.5	3/18/74	40-42.1	72-58.6	28.0	66.0	2.7	64	L	
55074	1205	2/18/74	12	40-26.2	73-25.8	3/ 6/74	40-37.5	73-14.5	16.0	26.4	1.9	37	L	
55072	1205	2/18/74	12	40-26.2	73-25.8	3/10/74	40-37.7	73-18.6	20.0	23.7	1.4	25	L	
55067	1337	2/18/74	13	40-25.6	73-11.4	3/11/74	40-29.0	73-13.8	20.9	7.2	0.4	331	W	90 FT. DEPTH
55065	1337	2/18/74	13	40-25.6	73-11.4	4/13/74	40-39.3	73- 6.0	53.9	26.5	0.6	16	L	
53715	1348	2/18/74	15	40-26.7	72-20.0	9/14/74	40-37.3	73-18.4	207.9	84.9	0.5	283	L	
53721	1404	2/18/74	17	40-37.0	71-45.6	4/19/74	41- 9.2	72-17.7	59.9	74.9	1.4	322	L	
53718	1414	2/18/74	19	40-56.6	71-45.5	3/31/74	41- 5.2	72-26.7	40.9	60.0	1.7	285	L	
55063	1434	2/18/74	21	40-43.5	72-21.5	3/19/74	40-55.4	72-14.7	28.9	24.1	1.0	23	L	
53554	1440	2/18/74	22	40-37.3	72-39.4	4/ 7/74	40-50.4	72-28.9	47.9	28.5	0.7	31	L	
53695	1449	2/18/74	23	40-30.7	72-57.2	3/24/74	40-45.1	72-47.8	33.9	29.8	1.0	26	L	
53693	1449	2/18/74	23	40-30.7	72-57.2	4/14/74	40-37.6	73-14.1	54.9	27.1	0.6	298	L	
53697	1430	2/18/74	51	40-50.0	72-13.5	3/ 1/74	40-56.0	72-13.7	10.9	11.2	1.2	358	L	
53699	1430	2/18/74	51	40-50.0	72-13.5	3/ 4/74	40-56.0	72-13.7	13.9	11.2	0.9	358	L	
53700	1430	2/18/74	51	40-43.5	72-21.5	3/ 6/74	40-54.1	72-17.7	15.9	20.4	1.5	15	L	
53740	1437	2/18/74	52	40-44.0	72-30.9	3/17/74	40-53.1	72-21.0	26.9	21.9	0.9	39	L	
53738	1437	2/18/74	52	40-44.0	72-30.9	4/ 4/74	40-46.9	72-41.5	44.9	15.9	0.4	289	L	
53739	1437	2/18/74	52	40-44.0	72-30.9	4/ 5/74	40-50.4	72-28.9	45.9	12.2	0.3	13	L	
53747	1450	2/18/74	54	40-33.8	73- 6.5	4/ 1/74	40-33.6	73-11.5	41.9	7.1	0.2	267	W	FOUND 75 FT DEPH
53703	1200	2/18/74	55	40-31.2	73-27.1	3/ 8/74	40-37.5	73-15.7	18.0	19.9	1.3	54	L	
53647	1200	2/18/74	55	40-31.2	73-27.1	3/14/74	40-37.1	73-20.8	24.0	14.1	0.7	39	L	
53643	1158	2/18/74	56	40-30.2	73-36.9	3/15/74	40-37.4	73-23.9	25.0	22.7	1.1	54	L	
53644	1158	2/18/74	56	40-30.2	73-36.9	3/18/74	40-37.1	73-20.8	28.0	26.1	1.1	60	L	
53642	1158	2/18/74	56	40-30.2	73-36.9	3/22/74	40-39.5	73- 5.5	32.0	47.6	1.7	68	L	
55040	1155	2/18/74	57	40-30.0	73-46.9	2/24/74	40-35.0	73-37.5	6.0	16.2	3.1	55	L	
55044	1155	2/18/74	57	40-30.0	73-46.9	2/24/74	40-35.3	73-32.2	6.0	23.0	4.4	64	L	
55042	1155	2/18/74	57	40-30.0	73-46.9	2/23/74	40-35.0	73-37.5	10.0	16.2	1.9	55	L	
55041	1155	2/18/74	57	40-30.0	73-46.9	3/16/74	40-35.1	73-37.1	26.0	16.8	0.7	55	L	
55038	1155	2/18/74	57	40-30.0	73-46.9	4/26/74	40-38.2	73-13.2	67.0	50.0	0.9	72	L	
474	1003	2/19/74	60	40-35.0	73-27.6	2/21/74	40-35.8	73-29.4	2.1	3.0	1.7	300	L	
475	1003	2/19/74	60	40-35.0	73-27.6	2/23/74	40-35.8	73-29.4	4.1	3.0	0.8	300	L	
473	1003	2/19/74	60	40-35.0	73-27.6	2/24/74	40-38.8	73- 8.6	5.1	27.8	6.3	75	L	
471	1003	2/19/74	60	40-35.0	73-27.6	3/ 5/74	40-36.2	73-27.3	14.1	2.3	0.2	10	L	
492	1007	2/19/74	61	40-33.0	73-32.0	2/27/74	40-37.9	73-21.1	8.1	17.9	2.6	59	L	
493	1007	2/19/74	61	40-33.0	73-32.0	2/27/74	40-37.9	73-21.1	8.1	17.9	2.6	59	L	
491	1007	2/19/74	61	40-33.0	73-32.0	3/18/74	40-37.3	73-18.0	27.1	21.4	0.9	68	L	
495	1007	2/19/74	61	40-33.0	73-32.0	3/18/74	40-37.3	73-18.0	27.1	21.4	0.9	68	L	
467	1011	2/19/74	62	40-33.7	73-37.3	2/23/74	40-35.8	73-29.1	4.1	12.3	3.5	71	L	
466	1011	2/19/74	62	40-33.7	73-37.3	2/24/74	40-36.2	73-27.0	5.1	15.3	3.5	72	L	
470	1011	2/19/74	62	40-33.7	73-37.3	2/24/74	40-35.8	73-29.1	5.1	12.3	2.8	71	L	
469	1011	2/19/74	62	40-33.7	73-37.3	2/26/74	40-36.1	73-27.5	7.1	14.6	2.4	72	L	
463	1014	2/19/74	63	40-32.7	73-41.9	2/27/74	40-35.4	73-34.9	8.1	11.1	1.6	63	L	
462	1014	2/19/74	63	40-32.7	73-41.9	3/ 5/74	40-35.0	73-40.0	14.1	5.1	0.4	32	L	
486	1016	2/19/74	64	40-34.0	73-41.7	2/21/74	40-35.7	73-36.5	2.1	8.0	4.5	66	L	
490	1016	2/19/74	64	40-34.0	73-41.7	2/24/74	40-35.7	73-29.2	5.1	18.0	4.1	79	L	
488	1016	2/19/74	64	40-34.0	73-41.7	3/ 7/74	40-35.0	73-37.5	16.1	6.3	0.5	72	L	
489	1016	2/19/74	64	40-34.0	73-41.7	3/10/74	40-35.1	73-37.5	19.1	6.3	0.4	71	L	
456	1020	2/19/74	65	40-34.1	73-47.0	2/21/74	40-35.2	73-47.6	2.1	2.3	1.3	337	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
457	1020	2/19/74	65	40-34.1	73-47.0	2/21/74	40-35.2	73-48.3	2.1	2.3	1.5	317	L	
459	1020	2/19/74	65	40-34.1	73-47.0	2/21/74	40-34.9	73-49.3	2.1	3.6	2.0	294	L	
453	1020	2/19/74	65	40-34.1	73-47.0	2/24/74	40-35.4	73-47.0	5.1	2.5	0.6	0	L	
460	1020	2/19/74	65	40-34.1	73-47.0	2/27/74	40-35.0	73-38.5	8.1	12.2	1.7	82	L	
202	1024	2/19/74	66	40-31.6	73-51.5	2/28/74	40-33.8	73-55.4	9.1	6.9	0.9	306	L	B
200	1036	2/19/74	68	40-33.3	73-58.5	3/20/74	40-34.3	74- 5.3	29.0	9.8	0.4	280	L	
481	1039	2/19/74	69	40-27.7	73-56.2	2/24/74	40-26.9	73-59.1	5.0	4.4	1.0	250	L	
484	1039	2/19/74	69	40-27.7	73-56.2	2/24/74	40-38.7	74- 6.4	5.0	25.0	5.7	324	L	
482	1039	2/19/74	69	40-27.7	73-56.2	2/23/74	40-29.5	74- 0.5	9.0	6.3	0.8	283	L	
485	1039	2/19/74	69	40-27.7	73-56.2	3/25/74	40-28.8	74- 0.9	34.0	7.0	0.2	287	L	
205	1046	2/19/74	70	40-22.7	73-55.0	2/27/74	40-25.4	73-58.8	8.0	7.4	1.1	312	L	
209	1046	2/19/74	70	40-22.7	73-55.0	2/28/74	40-25.4	73-58.8	9.0	7.4	0.9	312	L	
206	1046	2/19/74	70	40-22.7	73-55.0	3/ 6/74	40-25.4	73-58.8	15.0	7.4	0.6	312	L	
207	1046	2/19/74	70	40-22.7	73-55.0	3/12/74	40-26.9	73-59.1	21.0	9.8	0.5	323	L	
55046	1103	2/19/74	73	40-25.0	73-45.0	3/ 2/74	40-35.1	73-37.4	11.0	21.6	2.3	29	L	
55045	1103	2/19/74	73	40-25.0	73-45.0	3/ 6/74	40-37.1	73-24.5	15.0	36.7	2.8	52	L	
55047	1103	2/19/74	73	40-25.0	73-45.0	3/ 6/74	40-35.0	73-44.6	15.0	18.6	1.4	1	L	
55049	1103	2/19/74	73	40-25.0	73-45.0	4/ 8/74	40-35.5	73-31.5	48.0	27.3	0.7	44	L	
53710	1119	2/19/74	74	40-17.7	73-55.2	2/23/74	40-19.7	73-58.5	4.0	6.0	1.7	308	L	
53709	1118	2/19/74	74	40-17.7	73-55.2	3/ 7/74	40-28.5	74- 0.5	16.0	21.4	1.5	339	L	
55034	1113	2/19/74	75	40-20.0	73-47.3	4/26/74	40-35.1	73-43.7	66.0	28.5	0.5	10	L	
53555	1125	2/19/74	77	40-12.7	73-56.7	2/21/74	40-14.7	73-59.5	2.0	5.5	3.1	313	L	
53753	1131	2/19/74	78	40-13.6	73-47.2	4/26/74	40-12.8	74- 0.2	66.0	18.5	0.3	265	L	
479	1032	2/19/74	80	40-29.3	73-59.4	2/28/74	40-28.5	74- 0.5	9.0	2.2	0.3	226	L	
476	1032	2/19/74	80	40-29.3	73-59.4	3/ 9/74	40-26.8	74- 7.1	18.0	11.9	0.8	246	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
7	1039	3/20/74	1	41-12.0	70-50.0	4/27/74	41-24.6	70-56.6	38.0	25.1	0.8	338	L	
10	1039	3/20/74	1	41-12.0	70-50.0	4/30/74	41-28.8	71- 2.2	41.0	35.5	1.0	331	L	
1	1039	3/20/74	1	41-12.0	70-50.0	5/15/74	41-29.0	71- 2.3	56.0	35.9	0.7	331	L	
2	1039	3/20/74	1	41-12.0	70-50.0	5/23/74	41-30.3	71- 3.3	64.0	38.7	0.7	331	L	
5	1039	3/20/74	1	41-12.0	70-50.0	6/17/74	41-31.8	70-57.9	89.0	38.3	0.5	343	L	
3	1039	3/20/74	1	41-12.0	70-50.0	6/27/74	41-30.7	70-58.9	99.0	36.8	0.4	340	L	
12	1050	3/20/74	2	40-57.6	70-25.4	6/27/74	41-14.8	70- 8.0	99.0	40.2	0.5	37	L	
18	1050	3/20/74	2	40-57.6	70-25.4	6/29/74	41-16.1	70-12.1	101.0	39.1	0.4	28	L	
80	1238	3/20/74	8	39-45.0	73-10.0	11/ 2/74	39-21.4	74-25.4	227.0	116.3	0.6	247	L	ATLANTIC CITY
99	1300	3/20/74	10	40-16.9	73-30.8	5/30/74	40-35.2	73-48.0	71.0	41.8	0.7	324	L	
97	1300	3/20/74	10	40-16.9	73-30.8	6/30/74	40-32.0	74- 9.1	102.0	61.1	0.7	297	L	
105	1304	3/20/74	11	40-26.5	73-40.5	4/21/74	40-27.8	73-59.6	32.0	27.2	1.0	275	L	
103	1304	3/20/74	11	40-26.5	73-40.5	4/23/74	40-36.5	74- 3.3	34.0	37.2	1.3	299	L	
107	1304	3/20/74	11	40-26.5	73-40.5	5/22/74	40-38.6	73- 9.2	63.0	49.7	0.9	63	L	
102	1304	3/20/74	11	40-26.5	73-40.5	6/ 7/74	40-35.2	73-44.1	79.0	16.9	0.2	342	L	
150	1425	3/20/74	12	40-26.2	73-25.8	4/15/74	40-35.1	73-32.7	25.9	19.2	0.9	329	L	
141	1425	3/20/74	12	40-26.2	73-25.8	4/16/74	40-34.9	73-31.2	26.9	17.9	0.8	334	W	FOUND NET FISHNG
145	1425	3/20/74	12	40-26.2	73-25.8	4/16/74	40-36.1	73-27.5	26.9	18.5	0.8	352	L	
142	1425	3/20/74	12	40-26.2	73-25.8	4/22/74	40-36.3	73-27.0	32.9	18.8	0.7	354	L	
157	1429	3/20/74	13	40-25.6	73-11.4	4/20/74	40-37.4	73-22.2	30.9	26.7	1.0	325	L	
155	1429	3/20/74	13	40-25.6	73-11.4	4/21/74	40-35.9	73-29.1	31.9	31.5	1.1	307	L	
160	1429	3/20/74	13	40-25.6	73-11.4	4/25/74	40-36.0	73-27.0	35.9	29.3	0.9	311	L	
159	1429	3/20/74	13	40-25.6	73-11.4	4/29/74	40-37.0	73-24.8	39.9	28.4	0.8	318	L	
168	1437	3/20/74	14	40-26.2	72-45.8	5/ 3/74	40-36.6	73-25.2	42.9	59.0	1.6	289	L	
170	1437	3/20/74	14	40-26.2	72-45.8	7/19/74	40-35.1	73-40.3	120.9	78.9	0.8	282	L	
202	1508	3/20/74	18	40-46.6	71-45.5	4/21/74	40-56.7	72-10.9	31.9	40.4	1.5	297	L	
208	1508	3/20/74	18	40-46.6	71-45.5	6/22/74	40-58.3	72- 6.8	93.9	37.0	0.5	305	L	
210	1508	3/20/74	18	40-46.6	71-45.5	8/ 4/74	41- 4.8	72-17.1	136.9	55.8	0.5	307	L	
201	1508	3/20/74	18	40-46.6	71-45.5	11/26/74	41- 2.1	71-55.7	250.9	32.1	0.1	333	L	
204	1508	3/20/74	18	40-46.6	71-45.5	11/26/74	40-47.4	72-39.4	250.9	75.9	0.4	271	L	
214	1512	3/20/74	19	40-56.6	71-45.5	5/21/74	41- 4.7	72-27.2	61.9	60.5	1.1	284	L	
219	1512	3/20/74	19	40-56.6	71-45.5	6/12/74	41- 2.3	72-31.3	83.9	65.2	0.9	279	L	
237	1523	3/20/74	20	40-50.0	72- 3.2	4/17/74	40-47.6	72-38.7	27.9	50.1	2.1	264	L	
235	1523	3/20/74	20	40-50.0	72- 3.2	4/21/74	40-53.3	72-20.4	31.9	25.0	0.9	284	L	
234	1523	3/20/74	20	40-50.0	72- 3.2	5/16/74	40-53.3	72-20.4	56.9	25.0	0.5	284	L	
232	1523	3/20/74	20	40-50.0	72- 3.2	5/24/74	41- 1.7	71-55.8	64.9	24.1	0.4	25	L	
251	1530	3/20/74	21	40-43.5	72-21.5	4/26/74	40-46.5	72-44.0	36.8	32.2	1.0	279	L	
255	1530	3/20/74	21	40-43.5	72-21.5	5/ 4/74	40-46.3	72-44.8	44.8	33.3	0.9	278	L	
260	1530	3/20/74	21	40-43.5	72-21.5	5/20/74	40-42.3	72-55.6	60.8	48.1	0.9	267	L	
277	1538	3/20/74	22	40-37.3	72-39.4	4/16/74	40-41.6	72-58.4	26.8	28.0	1.2	286	L	
279	1538	3/20/74	22	40-37.3	72-39.4	4/17/74	40-43.9	72-52.4	27.8	22.1	0.9	303	L	
276	1538	3/20/74	22	40-37.3	72-39.4	4/23/74	40-44.2	72-51.1	33.8	20.9	0.7	307	L	
275	1538	3/20/74	22	40-37.3	72-39.4	5/ 7/74	40-41.5	72-58.7	57.8	28.4	0.6	285	L	
295	1545	3/20/74	23	40-30.7	72-57.2	4/23/74	40-38.9	73- 7.9	33.8	21.5	0.7	315	L	
299	1545	3/20/74	23	40-30.7	72-57.2	4/23/74	40-38.9	73- 7.9	33.8	21.5	0.7	315	L	
293	1545	3/20/74	23	40-30.7	72-57.2	4/24/74	40-39.1	73- 7.3	34.8	21.2	0.7	317	L	
300	1545	3/20/74	23	40-30.7	72-57.2	5/22/74	40-37.8	73-12.9	62.8	25.8	0.5	300	L	
230	1517	3/20/74	50	40-56.5	71-56.0	5/ 5/74	41-10.5	72-16.5	45.9	38.8	1.0	312	L	
226	1517	3/20/74	50	40-56.5	71-56.0	5/25/74	41- 3.4	72-30.9	65.9	50.7	0.9	284	L	
222	1517	3/20/74	50	40-56.5	71-56.0	6/26/74	41- 1.1	72-33.3	97.9	53.1	0.6	279	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
223	1517	3/20/74	50	40-56.5	71-56.0	9/ 3/74	41- 8.8	73- 7.8	166.9	103.4	0.7	282	L	
250	1527	3/20/74	51	40-50.0	72-13.5	4/ 2/74	40-50.4	72-29.0	12.9	21.9	2.0	271	L	
244	1527	3/20/74	51	40-50.0	72-13.5	4/ 3/74	40-47.2	72-40.3	13.9	38.1	3.2	262	L	
248	1527	3/20/74	51	40-50.0	72-13.5	4/ 6/74	40-50.5	72-28.1	16.9	20.6	1.4	272	L	
245	1527	3/20/74	51	40-50.0	72-13.5	4/16/74	40-50.2	72-29.7	26.9	22.8	1.0	270	L	
241	1527	3/20/74	51	40-50.0	72-13.5	4/20/74	40-50.6	72-28.2	30.9	20.7	0.8	273	L	
246	1527	3/20/74	51	40-50.0	72-13.5	4/20/74	40-51.0	72-30.6	30.9	24.2	0.9	274	L	
265	1533	3/20/74	52	40-44.0	72-30.9	4/ 7/74	40-45.4	72-46.1	17.8	21.6	1.4	276	L	
261	1533	3/20/74	52	40-44.0	72-30.9	4/17/74	40-45.0	72-48.1	27.8	24.3	1.0	274	L	
252	1533	3/20/74	52	40-44.0	72-30.9	4/21/74	40-44.9	72-50.3	31.8	27.4	1.0	273	L	
264	1533	3/20/74	52	40-44.0	72-30.9	4/22/74	40-45.3	72-46.8	32.8	22.6	0.8	276	L	
270	1533	3/20/74	52	40-44.0	72-30.9	4/22/74	40-45.4	72-46.6	32.8	22.3	0.8	276	L	
269	1533	3/20/74	52	40-44.0	72-30.9	4/23/74	40-45.7	72-46.0	33.8	21.5	0.7	278	L	
268	1533	3/20/74	52	40-44.0	72-30.9	4/25/74	40-46.2	72-45.0	35.8	20.3	0.7	281	L	
253	1533	3/20/74	52	40-44.0	72-30.9	8/10/74	40-43.0	72-55.5	142.8	34.7	0.3	266	L	GREAT SOUTH BAY
283	1541	3/20/74	53	40-39.5	72-49.0	4/ 6/74	40-42.0	72-56.7	16.8	11.8	0.8	293	L	
287	1541	3/20/74	53	40-39.5	72-49.0	4/ 8/74	40-37.7	73- 5.3	18.8	23.3	1.6	261	W	
286	1541	3/20/74	53	40-39.5	72-49.0	4/ 9/74	40-46.4	72-44.7	18.8	14.2	0.9	25	L	
284	1541	3/20/74	53	40-39.5	72-49.0	4/16/74	40-40.8	73- 0.9	26.8	17.0	0.7	278	L	
282	1541	3/20/74	53	40-39.5	72-49.0	4/18/74	40-47.1	72-45.7	28.8	14.9	0.6	18	L	
283	1541	3/20/74	53	40-39.5	72-49.0	4/25/74	40-38.4	73-10.2	35.8	30.0	1.0	266	L	
306	1550	3/20/74	54	40-33.8	73- 6.5	4/ 7/74	40-37.8	73-21.2	17.8	22.1	1.4	289	L	
309	1550	3/20/74	54	40-33.8	73- 6.5	4/ 9/74	40-36.2	73-25.9	19.8	27.8	1.6	279	L	
304	1550	3/20/74	54	40-33.8	73- 6.5	4/11/74	40-36.1	73-24.5	21.8	28.6	1.5	278	L	
308	1550	3/20/74	54	40-33.8	73- 6.5	4/14/74	40-37.4	73-23.7	24.8	25.2	1.2	285	L	
310	1550	3/20/74	54	40-33.8	73- 6.5	4/14/74	40-37.4	73-23.7	24.8	25.2	1.2	285	L	
302	1550	3/20/74	54	40-33.8	73- 6.5	5/ 4/74	40-35.7	73-30.6	44.8	34.2	0.9	275	L	
138	1312	3/20/74	55	40-31.2	73-27.1	3/25/74	40-35.4	73-37.5	5.0	16.7	3.9	297	L	
135	1312	3/20/74	55	40-31.2	73-27.1	3/28/74	40-36.1	73-27.2	8.0	9.1	1.3	359	L	
131	1312	3/20/74	55	40-31.2	73-27.1	4/ 6/74	40-35.0	73-48.3	17.0	30.8	2.1	283	L	
137	1312	3/20/74	55	40-31.2	73-27.1	4/ 7/74	40-35.0	73-48.9	18.0	31.6	2.0	282	L	
134	1312	3/20/74	55	40-31.2	73-27.1	4/ 9/74	40-35.0	73-38.6	20.0	17.7	1.0	293	L	
126	1309	3/20/74	56	40-30.2	73-36.9	3/27/74	40-32.3	73-40.0	7.0	5.9	1.0	311	L	
129	1309	3/20/74	56	40-30.2	73-36.9	4/ 7/74	40-35.3	73-45.0	18.0	14.9	1.0	309	L	
130	1309	3/20/74	56	40-30.2	73-36.9	4/ 7/74	40-35.2	73-43.2	19.0	12.9	0.8	316	L	
111	1307	3/20/74	57	40-30.0	73-46.9	3/29/74	40-36.7	73-55.8	9.0	17.7	2.3	314	L	
119	1307	3/20/74	57	40-30.0	73-46.9	6/26/74	40-33.7	74- 5.8	98.0	27.6	0.3	284	L	
316	925	3/19/74	60	40-35.0	73-27.6	3/22/74	40-35.8	73-29.2	3.1	2.8	1.0	303	L	
320	925	3/19/74	60	40-35.0	73-27.6	3/22/74	40-35.8	73-29.4	3.1	3.0	1.1	300	L	
311	925	3/19/74	60	40-35.0	73-27.6	3/24/74	40-35.8	73-28.5	5.1	2.0	0.5	319	L	
317	925	3/19/74	60	40-35.0	73-27.6	3/24/74	40-36.4	73-23.6	5.1	6.3	1.4	65	L	
312	925	3/19/74	60	40-35.0	73-27.6	3/25/74	40-35.9	73-27.9	6.1	1.8	0.3	345	L	
315	925	3/19/74	60	40-35.0	73-27.6	3/25/74	40-35.9	73-27.9	6.1	1.8	0.3	345	L	
313	925	3/19/74	60	40-35.0	73-27.6	3/30/74	40-36.3	73-24.9	11.1	4.6	0.5	57	L	
319	925	3/19/74	60	40-35.0	73-27.6	3/30/74	40-36.1	73-27.1	11.1	2.2	0.2	19	L	
318	925	3/19/74	60	40-35.0	73-27.6	4/ 5/74	40-35.2	73-41.7	17.1	19.9	1.3	271	L	
321	931	3/19/74	61	40-33.0	73-32.0	3/24/74	40-35.1	73-39.6	5.1	11.5	2.6	289	L	
329	931	3/19/74	61	40-33.0	73-32.0	4/ 6/74	40-35.0	73-48.7	18.1	23.9	1.5	278	L	
328	931	3/19/74	61	40-33.0	73-32.0	4/11/74	40-35.0	73-49.0	23.1	24.3	1.2	278	L	
327	936	3/19/74	62	40-33.7	73-37.3	3/27/74	40-35.1	73-37.0	8.1	2.7	0.4	9	L	

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
329	936	3/19/74	62	40-33.7	73-37.3	3/30/74	40-35.0	73-39.7	11.1	4.2	0.4	305	L	
331	936	3/19/74	62	40-33.7	73-37.3	4/ 7/74	40-35.0	73-48.9	19.1	16.6	1.0	278	L	
334	936	3/19/74	62	40-33.7	73-37.3	4/ 7/74	40-35.4	73-46.6	19.1	13.5	0.8	283	L	
339	936	3/19/74	62	40-33.7	73-37.3	4/12/74	40-34.7	73-49.3	24.1	17.1	0.8	276	L	
332	936	3/19/74	62	40-33.7	73-37.3	4/15/74	40-35.0	73-48.8	27.1	16.5	0.7	278	L	
342	940	3/19/74	63	40-32.7	73-41.9	3/24/74	40-35.0	73-37.5	5.1	7.6	1.7	55	L	
346	940	3/19/74	63	40-32.7	73-41.9	3/24/74	40-35.0	73-41.9	5.1	4.3	1.0	0	L	
347	940	3/19/74	63	40-32.7	73-41.9	3/25/74	40-35.2	73-43.5	6.1	5.2	1.0	333	L	
349	940	3/19/74	63	40-32.7	73-41.9	3/25/74	40-35.2	73-44.0	6.1	5.5	1.1	327	L	
341	940	3/19/74	63	40-32.7	73-41.9	3/26/74	40-35.0	73-41.9	7.1	4.3	0.7	0	L	
343	940	3/19/74	63	40-32.7	73-41.9	3/26/74	40-35.0	73-41.9	7.1	4.3	0.7	0	L	
348	940	3/19/74	63	40-32.7	73-41.9	3/26/74	40-35.0	73-41.9	7.1	4.3	0.7	0	L	
350	940	3/19/74	63	40-32.7	73-41.9	4/ 7/74	40-35.1	73-47.7	19.1	9.4	0.6	298	L	
345	940	3/19/74	63	40-32.7	73-41.9	4/21/74	40-35.6	73-30.3	33.1	17.3	0.6	71	L	
352	945	3/19/74	64	40-34.0	73-41.7	3/20/74	40-35.0	73-40.3	1.1	2.8	2.9	46	L	
356	945	3/19/74	64	40-34.0	73-41.7	3/21/74	40-35.0	73-42.6	2.1	2.3	1.3	325	L	
354	945	3/19/74	64	40-34.0	73-41.7	3/22/74	40-35.0	73-41.1	3.1	2.1	0.8	24	L	
351	945	3/19/74	64	40-34.0	73-41.7	3/24/74	40-35.0	73-37.5	5.1	6.3	1.4	72	L	NO. MAY BE WRONG
340	945	3/19/74	64	40-34.0	73-41.7	3/24/74	40-35.0	73-40.4	5.1	2.7	0.6	44	L	
357	945	3/19/74	64	40-34.0	73-41.7	3/25/74	40-35.2	73-47.7	6.1	8.8	1.7	284	L	
359	945	3/19/74	64	40-34.0	73-41.7	4/ 8/74	40-37.1	73-40.6	20.1	2.6	0.2	37	L	
361	949	3/19/74	65	40-34.1	73-47.0	3/22/74	40-34.7	73-50.2	3.1	4.7	1.8	283	L	
369	949	3/19/74	65	40-34.1	73-47.0	3/23/74	40-35.2	73-47.6	4.1	2.3	0.6	337	L	
365	949	3/19/74	65	40-34.1	73-47.0	3/24/74	40-35.2	73-47.9	5.1	2.4	0.6	328	L	
370	949	3/19/74	65	40-34.1	73-47.0	3/24/74	40-34.5	73-50.6	5.1	5.2	1.2	278	L	NO.MAY BE WRONG
364	949	3/19/74	65	40-34.1	73-47.0	3/26/74	40-34.8	73-49.3	7.1	3.5	0.6	291	L	
367	949	3/19/74	65	40-34.1	73-47.0	3/26/74	40-34.8	73-49.8	7.1	4.2	0.7	288	L	
378	1002	3/19/74	66	40-31.6	73-51.5	3/23/74	40-34.5	74- 1.0	4.1	14.5	4.1	291	L	
376	1002	3/19/74	66	40-31.6	73-51.5	5/25/74	40-51.4	73-57.1	67.1	37.6	0.6	347	L	
389	1006	3/19/74	67	40-31.6	73-56.8	3/21/74	40-34.2	73-59.5	2.1	6.2	3.4	321	L	
381	1006	3/19/74	67	40-31.6	73-56.8	3/23/74	40-34.5	74- 1.0	4.1	8.1	2.3	312	L	
383	1006	3/19/74	67	40-31.6	73-56.8	3/23/74	40-34.5	74- 1.0	4.1	8.1	2.3	312	L	
382	1006	3/19/74	67	40-31.6	73-56.8	4/12/74	40-34.0	74- 3.2	24.1	12.2	0.6	312	L	
409	1025	3/19/74	68	40-30.3	73-58.5	3/25/74	40-28.7	74- 0.8	6.1	4.4	0.8	227	L	
410	1025	3/19/74	68	40-30.3	73-58.5	3/27/74	40-28.7	74- 0.8	8.1	4.4	0.6	227	L	
407	1025	3/19/74	68	40-30.3	73-58.5	3/28/74	40-28.0	73-59.8	9.1	4.7	0.6	203	L	
408	1025	3/19/74	68	40-30.3	73-58.5	3/28/74	40-22.5	73-58.5	9.1	14.5	1.8	180	L	
401	1025	3/19/74	68	40-30.3	73-58.5	4/ 7/74	40-25.7	74- 4.0	19.1	11.6	0.7	222	L	
406	1025	3/19/74	68	40-30.3	73-58.5	4/ 7/74	40-34.5	74- 4.8	19.1	11.9	0.7	311	L	
404	1025	3/19/74	68	40-30.3	73-58.5	4/12/74	40-28.3	74- 0.1	24.1	4.4	0.2	211	L	
414	1035	3/19/74	69	40-27.7	73-56.2	3/23/74	40-27.7	73-59.7	4.0	5.0	1.4	270	L	
418	1034	3/19/74	69	40-27.7	73-56.2	3/23/74	40-28.6	74- 0.8	4.0	6.8	1.9	284	L	
419	1035	3/19/74	69	40-27.7	73-56.2	3/23/74	40-28.6	74- 0.8	4.0	6.8	1.9	284	L	
411	1035	3/19/74	69	40-27.7	73-56.2	3/25/74	40-28.7	74- 0.9	6.0	6.9	1.3	285	L	
420	1035	3/19/74	69	40-27.7	73-56.2	3/25/74	40-28.6	74- 0.8	6.0	6.8	1.3	284	L	
416	1035	3/19/74	69	40-27.7	73-56.2	3/26/74	40-28.5	74- 0.7	7.0	6.6	1.1	283	L	
423	1038	3/19/74	70	40-22.7	73-55.0	3/31/74	40-28.6	74- 0.8	12.0	13.7	1.3	323	L	
421	1038	3/19/74	70	40-22.7	73-55.0	4/ 1/74	40-28.6	74- 0.8	13.0	13.7	1.2	323	L	
422	1038	3/19/74	70	40-22.7	73-55.0	4/ 3/74	40-28.3	74- 0.0	15.0	12.6	1.0	329	L	
428	1038	3/19/74	70	40-22.7	73-55.0	4/ 6/74	40-23.0	73-58.4	18.0	4.9	0.3	276	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
426	1038	3/19/74	70	40-22.7	73-55.0	4/11/74	40-25.3	74- 3.4	23.0	12.9	0.6	292	L	
429	1038	3/19/74	70	40-22.7	73-55.0	4/11/74	40-26.6	74- 6.7	23.0	18.1	0.9	293	L	
430	1038	3/19/74	70	40-22.7	73-55.0	4/13/74	40-29.7	74- 0.8	24.0	13.9	0.7	323	L	
434	1038	3/19/74	70	40-22.7	73-55.0	4/24/74	40- 8.7	74- 1.4	36.0	27.5	0.9	199	L	
435	1038	3/19/74	70	40-22.7	73-55.0	4/27/74	40-33.6	74- 5.7	39.0	25.3	0.7	323	L	
427	1038	3/19/74	70	40-22.7	73-55.0	4/28/74	40- 2.6	74- 3.1	40.0	39.0	1.1	197	L	
434	1048	3/19/74	71	40-24.0	73-51.0	4/ 1/74	40-26.3	73-59.9	13.0	12.0	1.1	290	L	
431	1048	3/19/74	71	40-24.0	73-51.0	4/ 3/74	40-31.3	74-11.0	15.0	31.4	2.4	295	L	
438	1048	3/19/74	71	40-24.0	73-51.0	4/ 7/74	40-26.6	74- 6.7	19.0	22.8	1.4	282	L	
440	1048	3/19/74	71	40-24.0	73-51.0	4/ 7/74	40-27.0	73-59.3	19.0	13.0	0.8	295	L	
435	1048	3/19/74	71	40-24.0	73-51.0	4/13/74	40-37.0	74- 4.4	25.0	32.0	1.5	323	L	
439	1048	3/19/74	71	40-24.0	73-51.0	4/17/74	40-33.5	74- 6.0	29.0	27.6	1.1	309	L	
437	1048	3/19/74	71	40-24.0	73-51.0	4/21/74	40-31.3	74-11.0	33.0	31.4	1.1	295	L	
447	1051	3/19/74	72	40-23.0	73-49.0	4/ 3/74	40-36.3	74- 3.2	15.0	31.8	2.4	320	L	
443	1051	3/19/74	72	40-23.0	73-49.0	4/ 7/74	40-34.5	74- 4.8	19.0	30.9	1.9	313	L	
446	1051	3/19/74	72	40-23.0	73-49.0	4/11/74	40-28.1	73-59.7	23.0	17.9	0.9	301	L	
445	1051	3/19/74	72	40-23.0	73-49.0	4/13/74	40-27.5	73-59.5	24.0	17.1	0.8	299	L	NO MAY BE WRONG
457	1053	3/19/74	73	40-25.0	73-45.0	3/24/74	40-27.6	73-49.8	5.0	8.4	1.9	305	W	
453	1053	3/19/74	73	40-25.0	73-45.0	9/23/74	40-37.0	73-24.1	188.0	37.0	0.2	53	L	
481	1109	3/19/74	74	40-17.7	73-55.2	3/31/74	40-13.4	74- 0.1	12.0	10.6	1.0	221	L	
485	1109	3/19/74	74	40-17.7	73-55.2	3/31/74	40-18.0	73-58.3	12.0	4.5	0.4	277	L	
489	1109	3/19/74	74	40-17.7	73-55.2	3/31/74	40-19.2	73-58.6	12.0	5.6	0.5	299	L	
489	1109	3/19/74	74	40-17.7	73-55.2	3/31/74	40-14.1	73-59.8	12.0	9.4	0.9	224	L	
478	1105	3/19/74	75	40-20.0	73-47.3	4/23/74	40-34.7	73-49.7	35.0	27.5	0.9	352	L	
474	1105	3/19/74	75	40-20.0	73-47.3	5/29/74	40-35.8	73-28.3	70.0	39.8	0.7	42	L	
479	1105	3/19/74	75	40-20.0	73-47.3	6/14/74	40-33.7	73-55.3	89.0	27.8	0.4	335	L	
458	1058	3/19/74	76	40-20.0	73-40.0	5/30/74	40-35.2	73-48.1	72.0	30.4	0.5	337	L	
492	1115	3/19/74	77	40-12.7	73-56.7	3/30/74	40- 6.1	74- 2.3	11.0	14.6	1.5	213	L	
494	1115	3/19/74	77	40-12.7	73-56.7	3/31/74	40- 4.8	74- 2.5	12.0	16.8	1.6	209	L	
499	1115	3/19/74	77	40-12.7	73-56.7	4/ 2/74	40- 0.0	74- 3.5	14.0	25.5	2.1	202	L	
493	1115	3/19/74	77	40-12.7	73-56.7	4/ 3/74	40- 4.8	74- 2.5	15.0	16.8	1.3	209	L	
495	1115	3/19/74	77	40-12.7	73-56.7	4/ 9/74	40- 4.8	74- 2.5	21.0	16.8	0.9	209	L	
498	1115	3/19/74	77	40-12.7	73-56.7	4/23/74	40- 2.0	74- 3.0	35.0	21.8	0.7	204	L	
503	1120	3/19/74	78	40-13.6	73-47.2	4/ 8/74	40-27.5	73-59.5	20.0	31.1	1.8	325	L	NO. MAYBE WRONG
505	1120	3/19/74	78	40-13.6	73-47.2	4/29/74	40-38.0	73-11.7	41.0	67.7	1.9	48	L	
506	1120	3/19/74	78	40-13.6	73-47.2	5/ 3/74	40-32.0	74- 8.9	45.0	46.0	1.2	317	L	
507	1120	3/19/74	78	40-13.6	73-47.2	5/ 7/74	39-57.5	74- 4.0	49.0	38.2	0.9	218	L	
501	1120	3/19/74	78	40-13.6	73-47.2	5/16/74	40- 5.3	74- 2.3	58.0	26.4	0.5	234	L	
503	1120	3/19/74	78	40-13.6	73-47.2	5/31/74	39-54.4	74- 4.3	73.0	40.1	0.6	217	L	
504	1120	3/19/74	78	40-13.6	73-47.2	6/16/74	39-55.3	74- 4.5	89.0	41.9	0.5	215	L	
510	1120	3/19/74	78	40-13.6	73-47.2	6/17/74	39-58.3	74- 4.0	90.0	37.1	0.5	220	L	
502	1120	3/19/74	78	40-13.6	73-47.2	6/20/74	40- 0.3	74- 3.5	93.0	33.8	0.4	223	L	
395	1018	3/19/74	80	40-29.3	73-59.4	3/22/74	40-26.4	73-59.2	3.1	5.4	2.0	176	L	
399	1018	3/19/74	80	40-29.3	73-59.4	3/25/74	40-28.3	74- 0.1	6.1	2.1	0.4	208	L	
400	1018	3/19/74	80	40-29.3	73-59.4	3/25/74	40-28.7	74- 0.8	6.1	2.3	0.4	240	L	
396	1018	3/19/74	80	40-29.3	73-59.4	4/ 8/74	40-26.6	74- 6.7	20.1	11.5	0.7	244	L	
391	1018	3/19/74	80	40-29.3	73-59.4	4/11/74	40-29.8	73-59.7	23.1	1.1	0.1	335	L	
397	1018	3/19/74	80	40-29.3	73-59.4	7/18/74	40-32.5	74- 7.5	121.1	12.9	0.1	297	L	NODRIFTERJUSTCRD

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
550	1109	4/15/74	1	41-12.0	70-50.0	6/ 5/74	41-21.8	70-47.0	51.0	18.7	0.4	13	W	
595	1313	4/15/74	8	39-45.0	73-10.0	7/28/74	39-41.8	73- 4.4	104.0	10.0	0.1	126	W	SCALLOP DREDGE
596	1313	4/15/74	8	39-45.0	73-10.0	11/22/74	38-47.2	75- 5.2	221.0	196.3	1.0	236	L	
618	1331	4/15/74	10	40-16.9	73-30.8	10/24/74	40-26.4	73-59.6	191.9	44.5	0.3	293	L	
622	1337	4/15/74	11	40-26.5	73-40.5	6/ 7/74	40-35.2	73-44.0	52.9	16.9	0.4	342	L	
626	1337	4/15/74	11	40-26.5	73-40.5	6/12/74	40-35.0	73-39.8	57.9	15.8	0.3	3	L	
662	1511	4/15/74	12	40-26.2	73-25.8	4/24/74	40-37.2	73-22.5	8.9	20.9	2.7	12	L	NO CARD ATTACHED
663	1511	4/15/74	12	40-26.2	73-25.8	6/14/74	40-37.5	73-34.5	59.9	24.3	0.5	329	L	
667	1511	4/15/74	12	40-26.2	73-25.8	6/20/74	40-35.0	73-38.5	65.9	24.3	0.4	312	L	
673	1514	4/15/74	13	40-25.6	73-11.4	7/17/74	40-37.4	73-22.5	92.9	27.0	0.3	324	L	
674	1514	4/15/74	13	40-25.6	73-11.4	8/ 9/74	40-35.4	73-31.9	115.9	34.3	0.3	302	L	
689	1520	4/15/74	14	40-26.2	72-45.8	7/28/74	40-33.6	73-53.1	103.9	96.2	1.1	278	L	
687	1520	4/15/74	14	40-26.2	72-45.8	9/22/74	40-37.8	73-12.7	159.9	43.7	0.3	299	L	
732	1558	4/15/74	19	40-56.6	71-45.5	6/ 9/74	41- 2.7	72-30.0	53.8	63.5	1.4	280	L	
733	1558	4/15/74	19	40-56.6	71-45.5	6/16/74	41- 4.5	72-27.1	61.8	60.2	1.1	284	L	
734	1558	4/15/74	19	40-56.6	71-45.5	6/17/74	41- 2.3	72-31.2	62.8	65.0	1.2	279	L	
739	1558	4/15/74	19	40-56.6	71-45.5	6/22/74	41- 5.2	72-26.5	67.8	59.8	1.0	285	L	
740	1558	4/15/74	19	40-56.6	71-45.5	6/25/74	41- 6.3	72-19.7	70.8	51.3	0.8	290	L	
737	1558	4/15/74	19	40-56.6	71-45.5	7/ 1/74	41- 6.2	72-19.7	76.8	51.2	0.8	290	L	
755	1606	4/15/74	20	40-50.0	72- 3.2	6/11/74	40-57.3	72-10.6	56.8	17.1	0.3	322	L	
752	1606	4/15/74	20	40-50.0	72- 3.2	6/30/74	40-53.2	72-20.5	75.8	25.1	0.4	283	L	
816	1634	4/15/74	23	40-39.7	72-57.2	7/14/74	40-38.2	73-11.1	89.8	24.1	0.3	305	L	
749	1602	4/15/74	50	40-56.5	71-56.0	4/25/74	41- 4.6	71-53.5	9.8	15.5	1.8	13	L	
750	1602	4/15/74	50	40-56.5	71-56.0	4/27/74	41- 5.2	71-54.2	11.8	16.4	1.6	8	L	
745	1602	4/15/74	50	40-56.5	71-56.0	5/ 4/74	41- 3.8	71-51.9	18.8	14.7	0.9	23	L	
743	1602	4/15/74	50	40-56.5	71-56.0	5/14/74	41-24.8	70-57.0	28.8	98.0	3.9	57	L	
744	1602	4/15/74	50	40-56.5	71-56.0	6/26/74	41- 6.1	72-19.6	71.8	37.6	0.6	298	L	
748	1602	4/15/74	50	40-56.5	71-56.0	7/10/74	40-59.6	72-26.3	85.8	43.0	0.6	277	L	
758	1610	4/15/74	51	40-50.0	72-13.5	5/23/74	40-52.9	72-23.8	37.8	15.5	0.5	290	L	
755	1610	4/15/74	51	40-50.0	72-13.5	5/29/74	40-49.5	72-35.4	43.8	31.0	0.8	264	L	
752	1610	4/15/74	51	40-50.0	72-13.5	6/ 5/74	40-52.4	72-23.3	50.8	14.5	0.3	287	L	
785	1619	4/15/74	52	40-44.0	72-30.9	5/22/74	40-47.9	72-36.1	36.8	10.3	0.3	314	L	
787	1619	4/15/74	52	40-44.0	72-30.9	5/22/74	40-47.5	72-38.9	36.8	13.0	0.4	299	L	
805	1628	4/15/74	53	40-39.5	72-49.0	5/ 6/74	40-44.8	72-49.1	20.8	9.9	0.5	359	L	
807	1628	4/15/74	53	40-39.5	72-49.0	5/ 6/74	40-43.9	72-51.9	20.8	9.2	0.5	333	L	
803	1628	4/15/74	53	40-39.5	72-49.0	5/16/74	40-44.9	72-48.8	30.8	10.1	0.4	1	L	
808	1628	4/15/74	53	40-39.5	72-49.0	5/16/74	40-45.2	72-47.8	30.8	10.7	0.4	9	L	
825	1637	4/15/74	54	40-33.8	73- 6.5	5/ 4/74	40-40.6	73- 1.6	18.8	14.4	0.9	28	L	
830	1637	4/15/74	54	40-33.8	73- 6.5	5/ 4/74	40-38.6	73- 8.7	18.8	9.5	0.6	340	L	
653	1346	4/15/74	55	40-31.2	73-27.1	4/24/74	40-37.2	73-22.5	8.9	12.9	1.7	30	L	NO CARD ATTACHED
656	1346	4/15/74	55	40-31.2	73-27.1	4/24/74	40-36.5	73-25.6	8.9	10.1	1.3	12	L	
658	1346	4/15/74	55	40-31.2	73-27.1	4/24/74	40-36.1	73-27.5	8.9	9.1	1.2	356	L	
660	1346	4/15/74	55	40-31.2	73-27.1	4/24/74	40-36.5	73-25.7	8.9	10.1	1.3	11	L	NO CARD ATTACHED
657	1346	4/15/74	55	40-31.2	73-27.1	4/25/74	40-35.7	73-29.8	9.9	9.2	1.1	335	L	
652	1346	4/15/74	55	40-31.2	73-27.1	4/26/74	40-35.8	73-29.4	10.9	9.2	1.0	339	L	
654	1346	4/15/74	55	40-31.2	73-27.1	4/27/74	40-35.6	73-30.7	11.9	9.7	0.9	328	L	
645	1343	4/15/74	56	40-30.2	73-36.9	4/23/74	40-35.0	73-39.5	7.9	9.7	1.4	337	L	
650	1343	4/15/74	56	40-30.2	73-36.9	4/24/74	40-35.2	73-36.6	8.9	9.3	1.2	2	L	
648	1343	4/15/74	56	40-30.2	73-36.9	5/ 1/74	40-35.0	73-39.1	15.9	9.5	0.7	340	L	
633	1340	4/15/74	57	40-30.0	73-46.9	4/23/74	40-34.5	73-50.6	7.9	9.9	1.4	327	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIP ANGLE	RC	COMMENTS
634	1340	4/15/74	57	40-30.0	73-49.0	4/23/74	40-33.9	73-52.6	7.9	8.9	1.3	324	L	
637	1340	4/15/74	57	40-30.0	73-49.0	4/23/74	40-34.1	73-51.6	7.9	8.5	1.2	334	L	
638	1340	4/15/74	57	40-30.0	73-46.9	4/23/74	40-34.5	73-50.6	7.9	9.9	1.4	327	L	
639	1340	4/15/74	57	40-30.0	73-49.0	4/24/74	40-34.7	73-49.6	8.9	8.8	1.1	354	L	
640	1340	4/15/74	57	40-30.0	73-49.0	4/24/74	40-33.9	73-52.5	8.9	8.8	1.1	325	L	
835	855	4/16/74	60	40-35.0	73-27.6	4/17/74	40-36.1	73-25.9	1.1	3.2	3.3	49	L	
839	855	4/16/74	60	40-35.0	73-27.6	4/20/74	40-36.3	73-27.0	4.1	2.6	0.7	19	L	
837	855	4/16/74	60	40-35.0	73-27.6	4/21/74	40-35.1	73-27.3	5.1	0.5	0.1	66	L	
831	855	4/16/74	60	40-35.0	73-27.6	4/24/74	40-37.0	73-23.8	8.1	6.6	0.9	55	L	
833	855	4/16/74	60	40-35.0	73-27.6	5/ 4/74	40-37.0	73-23.8	18.1	6.6	0.4	55	L	
844	858	4/16/74	61	40-33.0	73-32.0	4/23/74	40-35.2	73-34.8	7.1	5.7	0.9	315	L	
848	858	4/16/74	61	40-33.0	73-32.0	4/23/74	40-35.1	73-36.9	7.1	8.0	1.3	299	L	
845	858	4/16/74	61	40-33.0	73-32.0	4/24/74	40-35.1	73-36.4	8.1	7.4	1.1	302	L	
847	858	4/16/74	61	40-33.0	73-32.0	4/24/74	40-35.2	73-43.8	8.1	17.2	2.4	283	L	
849	858	4/16/74	61	40-33.0	73-32.0	4/24/74	40-35.1	73-47.8	8.1	22.7	3.2	279	L	
850	858	4/16/74	61	40-33.0	73-32.0	4/24/74	40-34.9	73-38.2	8.1	9.5	1.4	291	L	
843	858	4/16/74	61	40-33.0	73-32.0	4/27/74	40-35.2	73-43.6	11.1	16.9	1.8	283	L	
841	858	4/16/74	61	40-33.0	73-32.0	5/ 4/74	40-35.1	73-37.3	18.1	8.5	0.5	297	L	
846	858	4/16/74	61	40-33.0	73-32.0	7/20/74	40-35.0	73-39.1	95.1	10.7	0.1	290	L	
857	901	4/16/74	62	40-33.7	73-37.3	4/23/74	40-35.0	73-40.5	7.1	5.2	0.8	298	L	
859	901	4/16/74	62	40-33.7	73-37.3	4/23/74	40-34.9	73-38.2	7.1	2.6	0.4	330	L	
851	901	4/16/74	62	40-33.7	73-37.3	4/24/74	40-35.0	73-41.1	8.1	5.9	0.8	294	L	
853	901	4/16/74	62	40-33.7	73-37.3	4/24/74	40-35.0	73-42.5	8.1	7.8	1.1	288	L	NO CARD ATTACHED
855	901	4/16/74	62	40-33.7	73-37.3	4/24/74	40-35.0	73-40.0	8.1	4.6	0.6	302	L	
860	901	4/16/74	62	40-33.7	73-37.3	4/24/74	40-35.0	73-40.5	8.1	5.2	0.7	298	L	
863	903	4/16/74	63	40-32.7	73-41.9	4/23/74	40-35.0	73-40.4	7.1	4.8	0.8	26	L	
862	903	4/16/74	63	40-32.7	73-41.9	4/24/74	40-35.0	73-40.5	8.1	4.7	0.7	24	L	
869	903	4/16/74	63	40-32.7	73-41.9	4/24/74	40-35.0	73-40.0	8.1	5.1	0.7	32	L	
867	903	4/16/74	63	40-32.7	73-41.9	4/28/74	40-35.1	73-40.4	12.1	5.0	0.5	25	L	
866	903	4/16/74	63	40-32.7	73-41.9	5/ 7/74	40-34.9	73-39.3	21.1	5.5	0.3	42	L	
872	906	4/16/74	64	40-34.0	73-41.7	4/22/74	40-35.0	73-41.1	6.1	2.1	0.4	24	L	
875	906	4/16/74	64	40-34.0	73-41.7	4/22/74	40-35.0	73-41.1	6.1	2.1	0.4	24	L	
873	906	4/16/74	64	40-34.0	73-41.7	4/23/74	40-35.0	73-41.1	7.1	2.1	0.3	24	L	
874	906	4/16/74	64	40-34.0	73-41.7	4/23/74	40-35.0	73-40.0	7.1	3.1	0.5	52	L	
876	906	4/16/74	64	40-34.0	73-41.7	4/23/74	40-35.1	73-41.5	7.1	2.1	0.3	7	L	
877	906	4/16/74	64	40-34.0	73-41.7	4/23/74	40-35.0	73-41.5	7.1	1.9	0.3	8	L	
880	906	4/16/74	64	40-34.0	73-41.7	4/23/74	40-35.0	73-40.0	7.1	3.1	0.5	52	L	
878	906	4/16/74	64	40-34.0	73-41.7	4/24/74	40-35.1	73-41.2	8.1	2.2	0.3	19	L	
884	910	4/16/74	65	40-34.1	73-47.0	4/21/74	40-34.6	73-50.3	5.1	4.8	1.1	281	L	
883	910	4/16/74	65	40-34.1	73-47.0	4/22/74	40-34.9	73-48.7	6.1	2.9	0.5	301	L	
885	910	4/16/74	65	40-34.1	73-47.0	4/22/74	40-35.1	73-48.5	6.1	2.9	0.5	311	L	
886	910	4/16/74	65	40-34.1	73-47.0	4/22/74	40-34.2	73-51.4	6.1	6.3	1.2	271	L	
887	910	4/16/74	65	40-34.1	73-47.0	4/22/74	40-34.7	73-49.9	6.1	4.3	0.8	285	L	
888	910	4/16/74	65	40-34.1	73-47.0	4/22/74	40-34.9	73-48.7	6.1	2.9	0.5	301	L	
889	910	4/16/74	65	40-34.1	73-47.0	4/22/74	40-34.8	73-49.5	6.1	3.8	0.7	290	L	
890	910	4/16/74	65	40-34.1	73-47.0	4/22/74	40-34.6	73-50.3	6.1	4.8	0.9	281	L	
881	910	4/16/74	65	40-34.1	73-47.0	4/23/74	40-34.6	73-50.4	7.1	4.9	0.8	280	L	
882	910	4/16/74	65	40-34.1	73-47.0	4/23/74	40-35.1	73-48.5	7.1	2.9	0.5	311	L	
901	920	4/16/74	66	40-31.6	73-51.5	4/19/74	40-33.0	73-56.0	3.1	6.9	2.6	292	L	
895	920	4/16/74	66	40-31.6	73-51.5	4/23/74	40-35.9	74- 3.6	7.1	18.9	3.1	294	L	

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
925	930	4/16/74	68	40-30.3	73-58.5	5/ 7/74	40-36.3	74- 3.4	21.1	13.1	0.7	328	L	
934	933	4/16/74	69	40-27.7	73-56.2	4/20/74	40-28.2	74- 0.6	4.1	6.3	1.8	278	L	
933	933	4/16/74	69	40-27.7	73-56.2	4/26/74	40-27.5	73-59.5	10.1	4.7	0.5	265	L	
948	936	4/16/74	70	40-22.7	73-55.0	4/26/74	40-27.5	73-59.5	10.1	11.0	1.3	324	L	
941	936	4/16/74	70	40-22.7	73-55.0	5/10/74	40-28.2	74- 0.0	24.1	12.5	0.6	325	L	
945	936	4/16/74	70	40-22.7	73-55.0	5/11/74	40-27.2	73-59.3	25.1	10.4	0.5	323	L	
953	946	4/16/74	71	40-24.0	73-51.0	5/ 5/74	40-27.0	74-10.1	19.1	27.6	1.7	281	L	
957	946	4/16/74	71	40-24.0	73-51.0	5/11/74	40-27.2	73-59.4	25.1	13.3	0.6	296	L	
951	946	4/16/74	71	40-24.0	73-51.0	5/13/74	40-28.1	73-59.8	33.1	14.6	0.5	301	L	
954	946	4/16/74	71	40-24.0	73-51.0	5/19/74	40-24.8	73-59.5	33.1	12.2	0.4	277	L	
958	946	4/16/74	71	40-24.0	73-51.0	6/16/74	40-33.3	74-13.1	61.1	35.7	0.7	298	L	
956	946	4/16/74	71	40-24.0	73-51.0	8/12/74	40-22.9	73-58.5	118.1	10.9	0.1	259	L	
969	948	4/16/74	72	40-23.0	73-49.0	5/10/74	40-25.7	74- 4.4	24.1	22.4	1.1	282	L	
961	948	4/16/74	72	40-23.0	73-49.0	5/24/74	40-27.1	73-59.4	38.1	16.6	0.5	297	L	
967	948	4/16/74	72	40-23.0	73-49.0	5/30/74	40-27.5	73-59.5	44.1	17.1	0.4	299	L	
977	952	4/16/74	73	40-25.0	73-45.0	5/14/74	40-34.4	73-51.2	28.1	19.5	0.8	333	L	
971	952	4/16/74	73	40-25.0	73-45.0	6/ 6/74	40-34.3	73-51.2	51.1	19.4	0.4	333	L	
978	952	4/16/74	73	40-25.0	73-45.0	6/29/74	40-36.2	74- 3.2	74.1	33.1	0.5	308	L	
980	952	4/16/74	73	40-25.0	73-45.0	7/ 1/74	40-35.0	73-41.3	76.1	19.3	0.3	15	L	
979	952	4/16/74	73	40-25.0	73-45.0	7/19/74	40-35.4	73-45.0	94.1	19.3	0.2	0	L	
1013	1009	4/16/74	74	40-17.7	73-55.2	4/20/74	40-17.8	73-58.7	13.1	5.0	0.4	272	L	
1014	1009	4/16/74	74	40-17.7	73-55.2	4/29/74	40-17.9	73-58.7	13.1	5.0	0.4	274	L	
1011	1009	4/16/74	74	40-17.7	73-55.2	5/ 6/74	40-17.7	73-58.8	20.1	5.2	0.3	270	L	
1020	1009	4/16/74	74	40-17.7	73-55.2	5/11/74	40-17.3	73-58.9	25.1	5.3	0.2	261	L	
1012	1009	4/16/74	74	40-17.7	73-55.2	5/13/74	40-19.2	73-58.5	27.1	5.5	0.2	300	L	
1015	1009	4/16/74	74	40-17.7	73-55.2	5/13/74	40-18.1	73-58.6	27.1	13.5	0.6	319	L	
1019	1009	4/16/74	74	40-17.7	73-55.2	5/19/74	40-36.9	73-25.6	33.1	55.0	1.9	49	L	
1001	1004	4/16/74	75	40-20.0	73-47.3	5/23/74	40-27.6	73-59.7	37.1	22.6	0.7	308	L	
1007	1004	4/16/74	75	40-20.0	73-47.3	5/24/74	40-37.6	74- 2.5	38.1	39.1	1.2	326	L	
1004	1004	4/16/74	75	40-20.0	73-47.3	6/ 4/74	40-35.4	74- 3.9	49.1	37.0	0.9	320	L	
1002	1004	4/16/74	75	40-20.0	73-47.3	8/ 1/74	40-36.4	74- 3.4	107.1	38.0	0.4	323	L	
997	1000	4/16/74	76	40-20.0	73-40.0	7/10/74	40-32.8	74- 7.1	85.1	45.2	0.6	301	L	
993	1000	4/16/74	76	40-20.0	73-40.0	11/ 9/74	40-17.2	73-58.9	207.1	27.3	0.2	259	L	
1021	1012	4/16/74	77	40-12.7	73-56.7	4/29/74	40-12.7	74- 0.2	12.1	5.0	0.5	270	L	
1029	1012	4/16/74	77	40-12.7	73-56.7	4/29/74	40-10.3	74- 0.9	13.1	7.5	0.7	233	L	
1024	1012	4/16/74	77	40-12.7	73-56.7	4/30/74	40-12.1	74- 0.5	14.1	5.6	0.5	258	L	
1023	1012	4/16/74	77	40-12.7	73-56.7	5/13/74	40-11.7	74- 0.5	27.1	5.8	0.2	251	L	
1027	1012	4/16/74	77	40-12.7	73-56.7	5/13/74	40-11.4	74- 0.6	27.1	6.1	0.3	246	L	
1030	1012	4/16/74	77	40-12.7	73-56.7	5/17/74	40-11.3	74- 0.6	31.1	6.2	0.2	244	L	
1025	1012	4/16/74	77	40-12.7	73-56.7	7/ 4/74	40- 5.3	74- 2.3	79.1	15.9	0.2	210	L	
1039	1017	4/16/74	78	40-13.6	73-47.2	5/16/74	40-19.2	73-58.5	30.1	19.1	0.7	302	L	
1031	1017	4/16/74	78	40-13.6	73-47.2	7/ 3/74	39-58.3	74- 3.9	78.1	37.0	0.5	219	L	
1036	1017	4/16/74	78	40-13.6	73-47.2	11/28/74	40-22.7	73-58.5	226.1	23.3	0.1	316	L	
1041	1023	4/16/74	79	40-15.0	73-39.1	6/ 9/74	40-27.4	73-59.8	54.1	37.3	0.8	308	L	
1049	1023	4/16/74	79	40-15.0	73-39.1	7/19/74	40-35.0	73-40.5	94.1	37.1	0.5	356	L	
1045	1023	4/16/74	79	40-15.0	73-39.1	8/15/74	40-35.4	74- 3.8	121.1	51.6	0.5	317	L	
1042	1023	4/16/74	79	40-15.0	73-39.1	8/20/74	40-25.6	73-58.8	126.1	34.2	0.3	305	L	
1044	1023	4/16/74	79	40-15.0	73-39.1	11/26/74	39-38.2	74-11.0	224.1	81.8	0.4	213	L	
914	927	4/16/74	80	40-29.3	73-59.4	4/28/74	40-29.8	74-14.4	12.1	21.3	2.0	272	L	
912	927	4/16/74	80	40-29.3	73-59.4	5/25/74	40-28.4	74- 0.4	39.1	2.2	0.1	220	L	

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919	927	4/16/74	80	40-29.3	73-59.4	6/ 8/74	40-35.7	74- 3.7	53.1	13.4	0.3	332	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
1354	1025	4/20/74	8	39-45.0	73-10.0	11/23/74	38-43.3	75- 4.6	217.1	199.7	1.1	235	L	
1348	1016	4/20/74	9	40- 7.6	73-21.4	11/21/74	39-46.5	74- 0.5	215.1	68.0	0.4	234	W	48 FT DEPTH
1344	1009	4/20/74	10	40-16.9	73-30.8	7/ 3/74	40-28.9	74- 0.8	74.1	48.0	0.8	297	L	
1342	1009	4/20/74	10	40-16.9	73-30.8	9/ 1/74	40-26.8	74- 7.3	134.1	54.9	0.5	289	L	
1339	1004	4/20/74	11	40-26.5	73-40.5	6/29/74	40-36.1	74- 3.2	70.1	36.7	0.6	298	L	
1333	957	4/20/74	12	40-26.2	73-25.8	6/ 8/74	40-35.1	73-43.3	49.1	29.8	0.7	303	L	
1332	957	4/20/74	12	40-26.2	73-25.8	6/11/74	40-35.0	73-40.2	52.1	26.1	0.6	308	L	
1335	957	4/20/74	12	40-26.2	73-25.8	6/22/74	40-34.9	73-39.0	63.1	24.7	0.5	310	L	
1323	954	4/20/74	13	40-25.6	73-11.4	9/ 9/74	40-35.2	73-36.5	142.1	39.7	0.3	296	L	
1313	925	4/20/74	16	40-27.5	71-45.4	10/21/74	40-44.7	73-49.2	184.1	177.9	1.1	280	L	
1147	914	4/20/74	19	40-56.6	71-45.5	6/ 5/74	41- 3.7	72-29.8	46.1	63.6	1.6	281	L	
1148	914	4/20/74	19	40-56.6	71-45.5	6/ 9/74	41- 6.7	72- 7.7	50.1	36.4	0.8	300	L	
1150	914	4/20/74	19	40-56.6	71-45.5	7/ 9/74	41-11.4	72- 9.7	80.1	43.7	0.6	308	L	
1600	1143	4/20/74	20	40-50.0	72- 3.2	6/22/74	41- 2.8	71-53.8	63.0	27.2	0.5	29	L	
1598	1143	4/20/74	20	40-50.0	72- 3.2	6/30/74	40-55.4	72-14.5	71.0	18.8	0.3	302	L	
1586	1136	4/20/74	21	40-43.5	72-21.5	6/24/74	40-47.3	72-39.8	65.0	26.3	0.5	285	L	
1587	1136	4/20/74	21	40-43.5	72-21.5	8/28/74	40-39.7	73- 4.8	130.0	61.4	0.5	263	L	
1589	1136	4/20/74	21	40-43.5	72-21.5	8/28/74	40-39.6	73- 4.9	130.0	61.6	0.5	263	L	
1590	1136	4/20/74	21	40-43.5	72-21.5	8/29/74	40-37.3	73-16.9	131.0	78.9	0.7	261	L	
1588	1136	4/20/74	21	40-43.5	72-21.5	9/17/74	40-38.6	73- 9.5	150.0	68.2	0.5	262	L	
1578	1128	4/20/74	22	40-37.3	72-39.4	7/ 9/74	40-38.2	73- 4.9	80.0	36.0	0.5	272	W	
1576	1128	4/20/74	22	40-37.3	72-39.4	8/30/74	40-38.9	73- 7.9	132.0	40.3	0.4	274	L	
1557	1121	4/20/74	23	40-30.7	72-57.2	7/11/74	40-37.6	73-21.9	82.0	37.2	0.5	290	L	
1556	1121	4/20/74	23	40-30.7	72-57.2	7/19/74	40-37.5	73-14.5	90.0	27.5	0.4	297	L	
1107	846	4/20/74	26	41- 7.5	72-51.0	5/ 7/74	41-11.9	73- 3.0	17.1	18.7	1.3	295	W	
1108	846	4/20/74	26	41- 7.5	72-51.0	5/10/74	41- 9.1	73- 5.5	20.1	20.6	1.2	278	L	
1114	851	4/20/74	27	41- 8.3	72-40.2	5/23/74	41- 8.9	73- 7.5	33.1	38.3	1.3	271	L	
1111	851	4/20/74	27	41- 8.3	72-40.2	6/10/74	41-16.0	72-45.2	51.1	15.9	0.4	333	L	
1115	851	4/20/74	27	41- 8.3	72-40.2	7/ 3/74	41-17.6	72-55.1	74.1	27.1	0.4	309	L	
1118	852	4/20/74	28	41- 9.3	72-30.5	5/ 6/74	41-14.7	72-42.3	16.1	19.3	1.4	301	L	
1116	852	4/20/74	28	41- 9.3	72-30.5	5/27/74	41-15.6	72-49.3	37.1	28.8	0.9	293	L	
1120	852	4/20/74	28	41- 9.3	72-30.5	6/ 7/74	41-15.2	72-48.5	48.1	27.5	0.7	293	L	
1121	855	4/20/74	29	41-13.5	72-22.0	5/ 2/74	41-14.9	72-42.0	12.1	28.1	2.7	275	L	
1124	855	4/20/74	29	41-13.5	72-22.0	5/ 4/74	41- 3.7	72-27.8	14.1	19.9	1.6	204	L	
1125	855	4/20/74	29	41-13.5	72-22.0	5/15/74	41- 3.4	72-31.1	25.1	22.7	1.0	214	L	
1122	855	4/20/74	29	41-13.5	72-22.0	6/ 2/74	41- 2.9	72-29.4	43.1	22.2	0.6	207	L	
1123	855	4/20/74	29	41-13.5	72-22.0	7/ 5/74	41- 2.4	72-30.8	76.1	24.0	0.4	210	L	
1129	858	4/20/74	30	41-14.0	72-13.8	4/27/74	41-10.3	72-11.6	7.1	7.6	1.2	155	L	
1130	858	4/20/74	30	41-14.0	72-13.8	4/28/74	41- 2.6	72-30.3	8.1	31.3	4.5	227	L	
1127	858	4/20/74	30	41-14.0	72-13.8	5/ 5/74	41- 3.4	72-31.1	15.1	31.2	2.4	230	L	
1128	858	4/20/74	30	41-14.0	72-13.8	6/ 1/74	41- 2.3	72-31.4	42.1	32.8	0.9	228	L	
1126	858	4/20/74	30	41-14.0	72-13.8	6/26/74	41- 5.2	72-26.5	67.1	24.1	0.4	227	L	
1131	900	4/20/74	31	41-16.2	72- 4.6	5/ 1/74	41- 3.9	72-27.6	11.1	39.4	4.1	234	L	
1135	900	4/20/74	31	41-16.2	72- 4.6	5/19/74	41- 9.3	72-14.7	29.1	19.1	0.8	227	L	
1133	900	4/20/74	31	41-16.2	72- 4.6	5/25/74	41- 3.9	72-28.7	35.1	40.7	1.3	235	L	
1134	900	4/20/74	31	41-16.2	72- 4.6	5/27/74	40-59.6	72-35.8	37.1	53.4	1.7	234	L	
1141	912	4/20/74	33	41- 5.4	71-45.6	6/ 8/74	41- 0.0	72-34.8	49.1	69.7	1.6	261	L	
1142	912	4/20/74	33	41- 5.4	71-45.6	7/13/74	41- 8.9	72-18.8	84.1	47.0	0.6	277	L	
1145	912	4/20/74	33	41- 5.4	71-45.6	7/17/74	41- 8.8	71-32.9	88.1	18.9	0.2	70	W	
1365	1031	4/20/74	34	39-42.5	73-29.0	10/28/74	38-42.5	75-45.6	191.0	224.7	1.4	240	W	16MI SE CAPE MAY

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1370	1037	4/20/74	35	39-39.5	73-48.0	10/13/74	39-43.7	74- 7.3	176.0	28.7	0.2	285	L	
1371	1043	4/20/74	36	39-54.0	73-48.0	6/ 3/74	39-44.7	74- 6.5	44.0	31.5	0.8	236	L	
1374	1043	4/20/74	36	39-54.0	73-48.0	6/21/74	39-42.0	74- 8.1	62.0	36.3	0.7	232	L	
1372	1043	4/20/74	36	39-54.0	73-48.0	6/29/74	39-38.2	74-11.0	70.0	44.0	0.7	228	L	
1330	1050	4/20/74	37	40- 7.2	73-48.0	5/29/74	40- 2.2	74- 3.0	38.0	23.3	0.7	246	L	
1376	1050	4/20/74	37	40- 7.2	73-48.0	7/18/74	39-58.3	74- 4.0	89.0	28.1	0.4	234	L	
1378	1050	4/20/74	37	40- 7.2	73-48.0	7/25/74	39-55.4	74- 4.5	96.0	32.1	0.4	227	L	
1393	1055	4/20/74	38	40-20.6	73-48.0	5/20/74	40-28.2	73-59.7	30.0	21.8	0.8	310	L	
521	1104	4/20/74	40	40-27.5	73-48.5	4/23/74	40-34.3	73-51.2	3.0	13.2	5.0	343	L	
523	1104	4/20/74	40	40-27.5	73-48.5	4/23/74	40-34.2	73-51.4	3.0	13.1	5.0	341	L	
525	1104	4/20/74	40	40-27.5	73-48.5	4/23/74	40-34.3	73-51.3	3.0	13.2	5.0	342	L	
522	1104	4/20/74	40	40-27.5	73-48.5	4/25/74	40-34.1	73-51.7	5.0	13.1	3.0	339	L	
524	1104	4/20/74	40	40-27.5	73-48.5	6/ 8/74	40-33.6	74- 5.9	49.0	27.1	0.6	244	L	
1357	1146	4/20/74	50	40-56.5	71-56.0	7/17/74	41- 5.1	72-26.8	88.0	46.1	0.6	290	L	
1359	1146	4/20/74	50	40-56.5	71-56.0	7/20/74	41- 8.3	72-19.5	91.0	39.6	0.5	303	L	
1593	1139	4/20/74	51	40-50.0	72-13.5	5/31/74	40-51.4	72-19.5	41.0	8.9	0.3	287	W	
1595	1139	4/20/74	51	40-50.0	72-13.5	6/20/74	40-49.6	72-31.3	61.0	25.1	0.5	268	L	
1594	1139	4/20/74	51	40-50.0	72-13.5	8/27/74	40-39.7	73- 4.3	129.0	74.0	0.7	255	L	
1592	1139	4/20/74	51	40-50.0	72-13.5	11/ 9/74	40-37.2	72-23.2	203.0	27.4	0.2	209	L	
1585	1133	4/20/74	52	40-44.0	72-30.9	5/30/74	40-47.1	72-41.0	40.0	15.4	0.4	291	L	
1584	1133	4/20/74	52	40-44.0	72-30.9	6/ 3/74	40-46.9	72-41.4	44.0	15.8	0.4	289	L	
1582	1133	4/20/74	52	40-44.0	72-30.9	6/30/74	40-42.3	72-56.7	71.0	36.5	0.6	265	L	
1573	1125	4/20/74	53	40-39.5	72-49.0	7/ 5/74	40-38.8	73- 8.4	76.0	27.4	0.4	267	L	
1571	1125	4/20/74	53	40-39.5	72-49.0	7/20/74	40-38.4	73-17.3	91.0	40.0	0.5	267	L	
1575	1125	4/20/74	53	40-39.5	72-49.0	7/27/74	40-38.2	73-19.1	98.0	42.5	0.5	266	L	
1564	1119	4/20/74	54	40-33.8	73-36.9	7/ 7/74	40-35.6	73-30.4	78.0	9.8	0.1	70	L	
1555	1111	4/20/74	55	40-31.2	73-27.1	5/ 1/74	40-35.0	73-33.0	11.0	11.0	1.1	310	L	
1557	1111	4/20/74	55	40-31.2	73-27.1	5/ 1/74	40-35.2	73-32.9	11.0	11.1	1.2	312	L	
1559	1111	4/20/74	55	40-31.2	73-27.1	5/ 1/74	40-34.7	73-34.3	11.0	12.1	1.3	302	L	
1563	1109	4/20/74	56	40-30.2	73-36.9	4/23/74	40-35.1	73-34.6	3.0	9.7	3.7	19	L	
1554	1109	4/20/74	56	40-30.2	73-36.9	4/24/74	40-35.0	73-36.2	4.0	9.0	2.6	6	L	
1555	1109	4/20/74	56	40-30.2	73-36.9	4/24/74	40-35.1	73-39.6	4.0	9.9	2.8	337	L	
1551	1109	4/20/74	56	40-30.2	73-36.9	4/30/74	40-35.0	73-38.2	10.0	9.1	1.1	348	L	
1552	1109	4/20/74	56	40-30.2	73-36.9	7/10/74	40-35.0	73-40.2	81.0	10.1	0.1	332	L	
1399	1107	4/20/74	57	40-30.0	73-46.9	5/ 2/74	40-35.2	73-47.1	12.0	9.7	0.9	358	L	
1397	1107	4/20/74	57	40-30.0	73-46.9	5/ 3/74	40-35.2	73-43.2	13.0	11.0	1.0	28	L	
1398	1107	4/20/74	57	40-30.0	73-46.9	5/ 4/74	40-35.8	73-40.6	14.0	14.0	1.2	39	L	
1396	1107	4/20/74	57	40-30.0	73-46.9	5/17/74	40-34.6	74- 0.8	27.0	21.5	0.9	293	L	
1391	1104	4/20/74	158	40-29.2	73-59.4	4/21/74	40-28.7	74- 0.9	1.0	2.4	2.6	246	L	
1392	1104	4/20/74	158	40-29.2	73-59.4	4/21/74	40-28.7	74- 0.8	1.0	2.2	2.5	244	L	
1393	1104	4/20/74	158	40-29.2	73-59.4	4/21/74	40-28.3	74- 0.0	1.0	1.9	2.1	206	L	
1394	1104	4/20/74	158	40-29.2	73-59.4	4/24/74	40-35.1	73-39.4	4.0	30.3	8.7	68	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
1155	1254	5/20/74	8	39-45.0	73-10.0	7/ 4/74	39-10.2	73- 7.5	45.0	64.6	1.7	176	W	
1056	1308	5/20/74	10	40-16.9	73-30.8	10/ 5/74	40-28.4	74- 5.0	138.0	53.0	0.4	293	L	
1214	1308	5/20/74	10	40-16.9	73-30.8	11/14/74	40-37.0	73-23.9	178.0	38.5	0.3	14	L	
1139	1314	5/20/74	11	40-26.5	73-40.5	6/20/74	40-34.6	73-50.2	31.0	20.4	0.8	317	L	
1133	1314	5/20/74	11	40-26.5	73-40.5	7/18/74	40-35.0	73-39.4	59.0	15.9	0.3	5	L	
1135	1314	5/20/74	11	40-26.5	73-40.5	7/20/74	40-35.1	73-37.6	61.0	16.5	0.3	14	L	
1273	1437	5/20/74	12	40-26.2	73-25.8	10/13/74	40-36.6	73-25.5	145.9	19.3	0.2	1	L	
1440	1521	5/20/74	18	40-46.6	71-45.5	6/23/74	40-32.0	72-52.0	33.9	97.4	3.3	253	W	
1441	1527	5/20/74	19	40-56.6	71-45.5	5/29/74	41- 7.5	71-39.0	8.9	22.2	2.9	24	W	
1448	1527	5/20/74	19	40-56.6	71-45.5	6/26/74	41- 1.8	72-31.9	36.9	65.9	2.1	278	L	
1446	1527	5/20/74	19	40-56.6	71-45.5	6/29/74	41- 4.2	72-23.1	39.9	54.7	1.6	284	L	
1447	1527	5/20/74	19	40-56.6	71-45.5	7/ 5/74	41- 2.1	72-31.5	45.9	65.4	1.6	278	L	
1444	1527	5/20/74	19	40-56.6	71-45.5	7/13/74	41- 5.6	72-21.8	53.9	53.6	1.2	288	L	
1446	1536	5/20/74	20	40-50.0	72- 3.2	7/17/74	40-58.0	72- 7.6	57.8	16.1	0.3	337	L	
1488	1543	5/20/74	21	40-43.5	72-21.5	9/27/74	40-36.6	73-25.4	98.8	90.9	1.1	261	L	
1436	1543	5/20/74	21	40-43.5	72-21.5	8/28/74	40-38.7	73- 8.9	99.8	67.4	0.8	262	L	
1483	1543	5/20/74	21	40-43.5	72-21.5	9/12/74	40-45.3	73-47.6	114.8	121.3	1.2	271	L	
1482	1543	5/20/74	21	40-43.5	72-21.5	9/30/74	40-46.9	72-41.3	132.8	28.6	0.2	282	L	
1504	1548	5/20/74	22	40-37.3	72-39.4	8/29/74	40-39.3	73- 6.0	99.8	37.7	0.4	275	L	
1508	1548	5/20/74	22	40-37.3	72-39.4	8/30/74	40-39.2	73- 6.6	101.8	38.6	0.4	275	L	
1501	1548	5/20/74	22	40-37.3	72-39.4	10/ 4/74	40-37.8	73-21.3	136.8	59.1	0.5	270	L	
1529	1556	5/20/74	23	40-30.7	72-57.2	8/ 5/74	40-37.3	73-22.7	76.8	39.1	0.6	288	L	
1529	1556	5/20/74	23	40-30.7	72-57.2	8/30/74	40-37.3	73-15.5	101.8	28.6	0.3	295	L	
1459	1530	5/20/74	50	40-56.5	71-56.0	6/22/74	41-13.4	72- 6.4	32.8	34.6	1.2	334	L	
1451	1530	5/20/74	50	40-56.5	71-56.0	7/12/74	40-58.9	72-31.2	52.8	49.6	1.1	275	L	
1452	1530	5/20/74	50	40-56.5	71-56.0	7/17/74	41- 8.4	72-21.1	57.8	41.6	0.8	302	L	
1460	1530	5/20/74	50	40-56.5	71-56.0	7/20/74	40-57.9	72-56.6	60.8	85.1	1.6	271	L	
1455	1530	5/20/74	50	40-56.5	71-56.0	8/ 6/74	41- 1.4	72-11.1	77.8	23.1	0.3	293	W	
1476	1539	5/20/74	51	40-50.0	72-13.5	7/ 1/74	40-49.7	72-31.1	41.8	24.8	0.7	268	L	
1472	1539	5/20/74	51	40-50.0	72-13.5	8/ 5/74	40-48.0	72-37.1	76.8	33.4	0.5	263	L	
1474	1539	5/20/74	51	40-50.0	72-13.5	8/ 5/74	40-46.9	72-41.3	76.8	39.5	0.6	261	L	
1471	1539	5/20/74	51	40-50.0	72-13.5	8/ 6/74	40-48.0	72-37.2	77.8	33.6	0.5	263	L	
1473	1539	5/20/74	51	40-50.0	72-13.5	8/10/74	40-46.9	72-41.4	81.8	39.7	0.6	261	L	
1479	1539	5/20/74	51	40-50.0	72-13.5	8/18/74	40-48.0	72-37.3	89.8	33.7	0.4	263	L	
1494	1545	5/20/74	52	40-44.0	72-30.9	8/28/74	40-39.2	73- 6.5	99.8	50.9	0.6	259	L	
1493	1545	5/20/74	52	40-44.0	72-30.9	8/29/74	40-38.4	73-10.3	100.8	56.5	0.6	259	L	
1517	1551	5/20/74	53	40-39.5	72-49.0	6/22/74	40-49.7	72-28.4	32.8	34.7	1.2	56	W	
1520	1551	5/20/74	53	40-39.5	72-49.0	7/ 3/74	40-39.0	73- 6.7	43.8	25.0	0.7	267	L	
1513	1551	5/20/74	53	40-39.5	72-49.0	7/23/74	40-41.0	73- 0.3	63.8	16.2	0.3	279	L	
1516	1551	5/20/74	53	40-39.5	72-49.0	8/ 4/74	40-38.4	73-10.7	75.8	30.7	0.5	266	L	
1519	1551	5/20/74	53	40-39.5	72-49.0	8/ 4/74	40-39.6	73- 4.7	75.8	22.2	0.3	270	L	
1511	1551	5/20/74	53	40-39.5	72-49.0	11/18/74	40-43.0	71-42.0	181.8	94.7	0.6	86	L	
1539	1600	5/20/74	54	40-33.8	73- 6.5	6/14/74	40-36.6	73-13.1	24.8	10.7	0.5	299	W	
1534	1600	5/20/74	54	40-33.8	73- 6.5	6/20/74	40-37.5	73-22.3	30.8	23.4	0.9	287	L	
1540	1600	5/20/74	54	40-33.8	73- 6.5	6/25/74	40-37.0	73-23.9	35.8	25.3	0.8	283	L	
1533	1600	5/20/74	54	40-33.8	73- 6.5	7/10/74	40-39.2	73- 6.6	50.8	10.0	0.2	359	L	
1532	1600	5/20/74	54	40-33.8	73- 6.5	7/12/74	40-38.3	73-11.0	52.8	10.5	0.2	322	L	
1537	1600	5/20/74	54	40-33.8	73- 6.5	7/20/74	40-40.4	73- 2.1	60.8	13.8	0.3	26	L	NODRIFTERJUSTCRD
1536	1600	5/20/74	54	40-33.8	73- 6.5	7/26/74	40-36.1	73-27.9	66.8	30.6	0.5	278	L	
1261	1324	5/20/74	55	40-31.2	73-27.1	6/11/74	40-35.0	73-40.3	22.0	20.0	1.1	290	L	

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
1265	1324	5/20/74	55	40-31.2	73-27.1	6/12/74	40-35.0	73-40.2	23.0	19.8	1.0	290	L	
1269	1324	5/20/74	55	40-31.2	73-27.1	6/12/74	40-35.0	73-40.6	23.0	20.4	1.0	290	L	
1270	1324	5/20/74	55	40-31.2	73-27.1	6/19/74	40-35.1	73-43.2	30.0	23.9	0.9	287	L	
1262	1324	5/20/74	55	40-31.2	73-27.1	6/20/74	40-35.1	73-37.5	31.0	16.4	0.6	296	L	
1264	1324	5/20/74	55	40-31.2	73-27.1	6/22/74	40-35.0	73-39.1	33.0	18.4	0.6	292	L	
1254	1320	5/20/74	56	40-30.2	73-36.9	6/28/74	40-34.4	74- 0.6	39.0	34.4	1.0	283	L	
1253	1320	5/20/74	56	40-30.2	73-36.9	6/29/74	40-35.3	73-46.8	40.0	16.9	0.5	304	L	
1252	1320	5/20/74	56	40-30.2	73-36.9	7/ 2/74	40-35.2	73-47.9	43.0	18.1	0.5	300	L	
1258	1320	5/20/74	56	40-30.2	73-36.9	7/ 5/74	40-32.7	73-31.7	44.0	8.7	0.2	57	W	
1257	1320	5/20/74	56	40-30.2	73-36.9	8/ 3/74	40-32.7	74- 7.3	75.0	43.2	0.7	276	L	
1191	1316	5/20/74	57	40-30.0	73-46.9	6/ 4/74	40-35.6	74- 3.9	15.0	26.2	2.0	293	L	
1198	1316	5/20/74	57	40-30.0	73-46.9	6/22/74	40-35.8	74- 3.6	33.0	26.0	0.9	294	L	
1603	1332	5/21/74	60	40-35.0	73-27.6	5/23/74	40-36.5	73-26.1	1.9	3.5	2.1	37	L	
1609	1332	5/21/74	60	40-35.0	73-27.6	5/25/74	40-36.5	73-26.1	3.9	3.5	1.0	37	L	
1607	1332	5/21/74	60	40-35.0	73-27.6	6/ 1/74	40-35.1	73-35.3	10.9	10.9	1.2	270	L	
1606	1332	5/21/74	60	40-35.0	73-27.6	6/20/74	40-33.4	73-38.0	29.9	15.0	0.6	258	W	
1620	1340	5/21/74	61	40-33.0	73-32.0	6/ 3/74	40-35.4	73-23.1	12.9	13.4	1.2	70	W	
1614	1340	5/21/74	61	40-33.0	73-32.0	6/15/74	40-35.1	73-40.7	24.9	12.9	0.6	287	L	
1612	1340	5/21/74	61	40-33.0	73-32.0	6/17/74	40-35.2	73-35.1	26.9	6.0	0.3	312	L	
1628	1345	5/21/74	62	40-33.7	73-37.3	5/23/74	40-35.2	73-36.3	1.9	3.2	1.9	26	L	
1625	1345	5/21/74	62	40-33.7	73-37.3	6/ 7/74	40-35.2	73-43.9	16.9	9.8	0.7	286	L	
1622	1345	5/21/74	62	40-33.7	73-37.3	6/10/74	40-35.3	73-47.1	19.9	14.2	0.8	282	L	
1623	1345	5/21/74	62	40-33.7	73-37.3	6/13/74	40-35.1	73-41.2	22.9	6.1	0.3	295	L	
1624	1345	5/21/74	62	40-33.7	73-37.3	7/12/74	40-35.8	73-29.0	51.9	12.4	0.3	71	L	
1635	1349	5/21/74	63	40-32.7	73-41.9	5/29/74	40-35.0	73-47.4	7.9	8.9	1.3	298	L	
1638	1349	5/21/74	63	40-32.7	73-41.9	5/29/74	40-38.1	73-11.8	7.9	43.7	6.4	76	L	
1640	1349	5/21/74	63	40-32.7	73-41.9	5/30/74	40-35.2	73-48.2	8.9	10.1	1.3	297	L	
1634	1349	5/21/74	63	40-32.7	73-41.9	6/10/74	40-34.9	73-49.0	19.9	10.9	0.6	292	L	
1636	1349	5/21/74	63	40-32.7	73-41.9	6/11/74	40-32.9	73-55.9	20.9	19.8	1.1	271	L	
1639	1349	5/21/74	63	40-32.7	73-41.9	6/18/74	40-34.2	73-52.3	27.9	15.0	0.6	280	L	
1637	1349	5/21/74	63	40-32.7	73-41.9	8/22/74	40-37.5	73-14.4	92.9	39.9	0.5	77	L	
1644	1352	5/21/74	64	40-34.0	73-41.7	5/24/74	40-35.0	73-41.8	2.9	1.9	0.8	355	L	
1647	1352	5/21/74	64	40-34.0	73-41.7	5/24/74	40-35.1	73-41.6	2.9	2.1	0.8	3	L	
1648	1352	5/21/74	64	40-34.0	73-41.7	5/24/74	40-35.1	73-41.5	2.9	2.1	0.8	7	L	
1649	1352	5/21/74	64	40-34.0	73-41.7	5/24/74	40-35.1	73-41.4	2.9	2.1	0.8	11	L	
1641	1352	5/21/74	64	40-34.0	73-41.7	5/25/74	40-35.4	73-44.3	3.9	4.5	1.3	305	L	
1645	1352	5/21/74	64	40-34.0	73-41.7	5/25/74	40-35.4	73-44.3	3.9	4.5	1.3	305	L	
1646	1352	5/21/74	64	40-34.0	73-41.7	5/25/74	40-35.0	73-41.6	3.9	1.9	0.6	4	L	
1650	1352	5/21/74	64	40-34.0	73-41.7	5/25/74	40-35.2	73-43.7	3.9	3.6	1.1	308	L	
1642	1352	5/21/74	64	40-34.0	73-41.7	8/ 6/74	40-35.2	73-34.6	76.9	10.3	0.2	77	L	
1653	1355	5/21/74	65	40-34.1	73-47.0	5/23/74	40-35.0	73-48.6	1.9	2.9	1.7	306	L	
1658	1355	5/21/74	65	40-34.1	73-47.0	5/23/74	40-34.8	73-49.2	1.9	3.4	2.1	292	L	
1659	1355	5/21/74	65	40-34.1	73-47.0	5/23/74	40-34.8	73-49.1	1.9	3.3	2.0	293	L	
1657	1355	5/21/74	65	40-34.1	73-47.0	5/24/74	40-34.5	73-50.9	2.9	5.6	2.2	277	L	
1660	1355	5/21/74	65	40-34.1	73-47.0	5/24/74	40-34.6	73-50.0	2.9	4.4	1.7	282	L	
1656	1355	5/21/74	65	40-34.1	73-47.0	6/ 9/74	40-36.8	74- 3.4	18.9	23.7	1.5	282	L	
1679	1401	5/21/74	67	40-31.6	73-56.8	6/ 3/74	40-35.0	74- 4.2	12.9	12.3	1.1	301	L	
1699	1410	5/21/74	68	40-30.3	73-58.5	5/29/74	40-32.1	74- 8.8	6.9	15.0	2.5	282	L	
1694	1410	5/21/74	68	40-30.3	73-58.5	5/30/74	40-33.2	74- 8.6	8.9	15.3	2.0	290	L	
1705	1418	5/21/74	69	40-27.7	73-56.2	5/28/74	40-27.0	73-59.2	6.9	4.5	0.8	253	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
1706	1418	5/21/74	69	40-27.7	73-56.2	6/ 2/74	40-29.8	74-15.0	11.9	26.9	2.6	278	L	
1704	1418	5/21/74	69	40-27.7	73-56.2	6/ 4/74	40-16.5	73-47.4	13.9	24.2	2.0	149	W	180 FT WATER
1703	1418	5/21/74	69	40-27.7	73-56.2	6/10/74	40-35.3	74- 3.8	19.9	17.8	1.0	322	L	
1711	1425	5/21/74	70	40-22.7	73-55.0	6/ 1/74	40-26.3	73-58.8	10.9	8.6	0.9	321	L	
1715	1425	5/21/74	70	40-22.7	73-55.0	6/ 9/74	40-27.6	73-59.4	18.9	11.1	0.7	325	L	
1713	1425	5/21/74	70	40-22.7	73-55.0	6/10/74	40-26.0	73-58.9	19.9	8.3	0.5	317	L	
1719	1425	5/21/74	70	40-22.7	73-55.0	6/22/74	40-21.7	73-58.4	31.9	5.2	0.2	248	L	
1716	1425	5/21/74	70	40-22.7	73-55.0	6/30/74	40-14.5	73-59.6	39.9	16.6	0.5	203	L	
1714	1425	5/21/74	70	40-22.7	73-55.0	8/11/74	40-16.0	73-59.2	81.9	13.8	0.2	205	L	
1712	1425	5/21/74	70	40-22.7	73-55.0	8/12/74	40-16.1	73-59.2	82.9	13.6	0.2	205	L	
1730	1427	5/21/74	71	40-24.0	73-51.0	7/19/74	40-45.1	72-48.3	58.9	97.0	1.9	66	L	
1727	1427	5/21/74	71	40-24.0	73-51.0	8/30/74	40- 2.1	74- 3.1	100.9	44.1	0.5	202	L	
1722	1427	5/21/74	71	40-24.0	73-51.0	9/ 6/74	40-14.5	73-59.6	107.9	21.4	0.2	214	L	
1724	1427	5/21/74	71	40-24.0	73-51.0	10/12/74	40- 7.6	74- 1.8	143.9	34.0	0.3	206	L	
1728	1427	5/21/74	71	40-24.0	73-51.0	11/20/74	40-34.5	74- 0.8	182.9	23.9	0.2	324	L	
1736	1430	5/21/74	72	40-23.0	73-49.0	6/ 3/74	40-36.7	73-12.0	12.9	58.2	5.2	64	W	
1735	1430	5/21/74	72	40-23.0	73-49.0	6/20/74	40-20.3	73-47.2	29.9	5.7	0.2	152	W	
1739	1430	5/21/74	72	40-23.0	73-49.0	6/29/74	40-20.3	73-47.9	38.9	5.3	0.2	162	W	
1740	1430	5/21/74	72	40-23.0	73-49.0	10/31/74	40-14.5	73-59.6	162.9	21.8	0.2	223	L	
1780	1510	5/21/74	74	40-17.7	73-55.2	6/22/74	40-13.7	73-59.8	31.9	9.9	0.4	221	L	
1775	1510	5/21/74	74	40-17.7	73-55.2	6/26/74	40- 9.2	74- 1.3	35.9	18.0	0.6	208	L	
1772	1510	5/21/74	74	40-17.7	73-55.2	7/ 1/74	40- 9.0	74- 1.3	40.9	18.3	0.5	208	L	
1773	1510	5/21/74	74	40-17.7	73-55.2	7/ 1/74	40-12.9	74- 0.1	40.9	11.3	0.3	217	L	
1777	1510	5/21/74	74	40-17.7	73-55.2	7/19/74	40- 7.8	74- 1.7	58.9	20.6	0.4	206	L	
1774	1510	5/21/74	74	40-17.7	73-55.2	8/ 6/74	40-10.6	74- 0.9	76.9	15.5	0.2	211	L	
1763	1443	5/21/74	75	40-20.0	73-47.3	7/19/74	40-35.0	73-37.5	58.9	31.1	0.6	26	L	
1770	1443	5/21/74	75	40-20.0	73-47.3	8/13/74	40-28.3	74- 0.4	83.9	24.1	0.3	309	L	
1762	1443	5/21/74	75	40-20.0	73-47.3	11/ 4/74	40-32.2	74- 8.5	166.9	37.6	0.3	306	L	
1758	1438	5/21/74	76	40-20.0	73-40.0	8/23/74	40-23.9	73-58.6	93.9	27.4	0.3	285	L	
1754	1438	5/21/74	76	40-20.0	73-40.0	11/25/74	40-45.6	72-46.4	187.9	89.5	0.6	58	L	
1792	1505	5/21/74	77	40-12.7	73-56.7	6/19/74	40-35.9	73-29.0	28.9	58.3	2.3	42	L	
1789	1505	5/21/74	77	40-12.7	73-56.7	7/ 5/74	40-10.0	74- 1.0	44.9	7.9	0.2	230	L	
1785	1505	5/21/74	77	40-12.7	73-56.7	7/20/74	40-10.9	74- 0.7	59.9	6.6	0.1	239	L	
1786	1505	5/21/74	77	40-12.7	73-56.7	8/ 4/74	40- 7.9	74- 1.7	74.9	11.4	0.2	218	L	
1784	1505	5/21/74	77	40-12.7	73-56.7	8/ 5/74	40- 9.3	74- 1.3	75.9	9.1	0.1	226	L	
1788	1505	5/21/74	77	40-12.7	73-56.7	8/ 5/74	40- 7.9	74- 2.7	75.9	12.4	0.2	223	L	
1779	1501	5/21/74	78	40-13.6	73-47.2	6/20/74	40-10.9	74- 0.7	29.9	19.8	0.8	255	L	
1800	1501	5/21/74	78	40-13.6	73-47.2	10/30/74	40-37.0	73-24.0	161.9	54.5	0.4	37	L	
1802	1455	5/21/74	79	40-15.0	73-39.1	10/23/74	40-35.6	73-30.4	154.9	40.1	0.3	17	L	
1806	1455	5/21/74	79	40-15.0	73-39.1	10/26/74	40-35.1	73-35.4	157.9	37.6	0.3	8	L	
1809	1455	5/21/74	79	40-15.0	73-39.1	11/ 2/74	40-37.0	72-24.1	164.9	113.9	0.8	69	L	
1698	1411	5/21/74	80	40-29.3	73-59.4	5/25/74	40-27.3	73-59.5	3.9	3.8	1.1	182	L	
1684	1411	5/21/74	80	40-29.3	73-59.4	5/27/74	40-27.9	73-59.8	5.9	2.7	0.5	192	L	
1685	1411	5/21/74	80	40-29.3	73-59.4	5/28/74	40-28.7	74- 0.7	6.9	2.2	0.4	238	L	
1689	1411	5/21/74	80	40-29.3	73-59.4	6/ 8/74	40-25.8	73-58.9	17.9	6.6	0.4	173	W	
1690	1411	5/21/74	80	40-29.3	73-59.4	6/ 8/74	40-31.2	74-10.9	17.9	16.7	1.1	282	L	
1687	1411	5/21/74	80	40-29.3	73-59.4	6/10/74	40-32.1	74- 8.7	19.9	14.2	0.8	291	L	
1686	1411	5/21/74	80	40-29.3	73-59.4	6/16/74	40-25.7	73-58.9	25.9	6.8	0.3	173	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
1542	1126	6/24/74	1	41-12.0	70-50.0	9/19/74	41-15.0	70-48.6	87.0	5.9	0.1	19	L	
1870	1307	6/24/74	8	39-45.0	73-10.0	11/16/74	38-20.0	75- 5.0	145.0	227.5	1.8	226	L	
1888	1331	6/24/74	10	40-16.9	73-30.8	7/19/74	40-41.1	72-59.8	24.9	62.8	2.9	44	L	
1885	1331	6/24/74	10	40-16.9	73-30.8	11/ 1/74	40-35.1	73-32.9	129.9	33.9	0.3	354	L	
1894	1336	6/24/74	11	40-26.5	73-40.5	7/27/74	40-33.6	73-33.6	32.9	16.4	0.6	36	W	
1892	1336	6/24/74	11	40-26.5	73-40.5	8/ 5/74	40-35.0	73-33.3	41.9	18.8	0.5	32	L	
1896	1336	6/24/74	11	40-26.5	73-40.5	8/ 5/74	40-35.2	73-44.6	41.9	17.2	0.5	340	L	
1898	1336	6/24/74	11	40-26.5	73-40.5	8/13/74	40-35.0	73-37.5	49.9	16.4	0.4	15	L	
1895	1336	6/24/74	11	40-26.5	73-40.5	8/17/74	40-38.0	73-19.5	53.9	36.6	0.8	54	L	
1959	1514	6/24/74	14	40-26.2	72-45.8	11/16/74	40-39.2	73- 7.0	144.9	38.5	0.3	308	L	
2033	1550	6/24/74	19	40-56.6	71-45.5	7/16/74	40-58.1	72- 7.6	21.8	31.2	1.7	275	L	
2004	1550	6/24/74	19	40-56.6	71-45.5	7/19/74	41- 2.4	71-54.9	24.8	17.1	0.8	309	L	
2023	1600	6/24/74	20	40-50.0	72- 3.2	8/ 5/74	40-51.6	72-24.8	41.8	30.6	0.8	275	L	
2030	1600	6/24/74	20	40-50.0	72- 3.2	8/ 5/74	40-56.7	72-11.2	41.8	16.8	0.5	317	L	
2025	1600	6/24/74	20	40-50.0	72- 3.2	8/ 6/74	40-57.1	72-10.3	42.8	16.6	0.4	322	L	
2023	1600	6/24/74	20	40-50.0	72- 3.2	8/ 7/74	40-56.0	72-13.2	43.8	18.0	0.5	308	L	
2022	1600	6/24/74	20	40-50.0	72- 3.2	8/14/74	40-52.8	72-21.6	50.8	26.4	0.6	281	L	
2021	1600	6/24/74	20	40-50.0	72- 3.2	8/18/74	40-53.6	72-19.4	54.8	23.8	0.5	286	L	
2027	1600	6/24/74	20	40-50.0	72- 3.2	9/30/74	40-45.6	72-46.6	97.8	61.6	0.7	262	L	
2049	1605	6/24/74	21	40-43.5	72-21.5	8/23/74	40-43.6	72-52.9	59.8	44.3	0.9	270	L	
2042	1605	6/24/74	21	40-43.5	72-21.5	9/ 6/74	40-44.9	73-48.6	73.8	122.7	1.9	271	L	
2047	1605	6/24/74	21	40-43.5	72-21.5	10/ 9/74	40-46.7	72-42.2	106.8	29.8	0.3	281	L	
2046	1605	6/24/74	21	40-43.5	72-21.5	10/22/74	40-47.2	73-40.0	119.8	110.8	1.1	273	L	
2066	1612	6/24/74	22	40-37.3	72-39.4	9/11/74	40-39.2	73- 6.5	78.8	38.4	0.6	275	L	
2061	1612	6/24/74	22	40-37.3	72-39.4	9/20/74	40-38.4	73-10.1	87.8	43.4	0.6	272	L	
2070	1612	6/24/74	22	40-37.3	72-39.4	9/22/74	40-38.6	73- 9.2	89.8	42.1	0.5	273	L	
2068	1612	6/24/74	22	40-37.3	72-39.4	10/ 6/74	40-41.0	73- 0.2	103.8	30.2	0.3	283	L	
2063	1612	6/24/74	22	40-37.3	72-39.4	11/ 3/74	40-41.7	72-58.4	131.8	28.1	0.2	286	L	
2093	1619	6/24/74	23	40-30.7	72-57.2	9/ 2/74	40-37.6	73-16.9	69.8	30.7	0.5	294	L	
2082	1619	6/24/74	23	40-30.7	72-57.2	9/29/74	40-37.2	73-23.1	95.8	38.6	0.5	288	L	
2096	1619	6/24/74	23	40-30.7	72-57.2	10/ 3/74	40-37.3	73-16.9	100.8	37.4	0.3	293	L	
2083	1619	6/24/74	23	40-30.7	72-57.2	10/ 7/74	40-36.4	73-26.4	104.8	42.5	0.5	284	L	
2018	1558	6/24/74	50	40-56.5	71-56.0	7/ 4/74	40-56.7	72-11.2	9.8	21.4	2.5	270	L	
2020	1558	6/24/74	50	40-56.5	71-56.0	7/10/74	40-58.2	72- 7.1	15.8	15.9	1.2	281	L	
2011	1558	6/24/74	50	40-56.5	71-56.0	7/16/74	40-58.3	72- 6.8	21.8	15.6	0.8	282	L	
2035	1603	6/24/74	51	40-50.0	72-13.5	8/ 1/74	40-47.6	72-38.9	37.8	36.0	1.1	262	L	
2037	1603	6/24/74	51	40-50.0	72-13.5	8/ 5/74	40-47.7	72-38.5	41.8	35.4	1.0	263	L	
2033	1603	6/24/74	51	40-50.0	72-13.5	8/18/74	40-45.5	72-46.9	54.8	47.7	1.0	259	L	
2034	1603	6/24/74	51	40-50.0	72-13.5	8/19/74	40-45.0	72-48.5	55.8	50.1	1.0	259	L	
2039	1603	6/24/74	51	40-50.0	72-13.5	8/31/74	40-49.3	72-32.6	67.8	26.9	0.5	267	L	
2040	1603	6/24/74	51	40-50.0	72-13.5	9/18/74	40-47.1	72-40.6	85.8	38.5	0.5	261	L	
2054	1609	6/24/74	52	40-44.0	72-30.9	8/18/74	40-38.3	73-10.7	54.8	57.1	1.2	259	L	
2056	1609	6/24/74	52	40-44.0	72-30.9	8/28/74	40-37.3	73-17.5	64.8	66.8	1.2	259	L	
2057	1609	6/24/74	52	40-44.0	72-30.9	9/13/74	40-40.2	73- 2.7	80.8	45.4	0.6	261	L	
2058	1609	6/24/74	52	40-44.0	72-30.9	9/23/74	40-41.7	72-58.4	90.8	39.0	0.5	263	L	
2071	1615	6/24/74	53	40-39.5	72-49.0	8/28/74	40-39.4	73- 5.9	64.8	23.9	0.4	269	L	
2074	1615	6/24/74	53	40-39.5	72-49.0	8/28/74	40-39.7	73- 4.6	64.8	22.0	0.4	270	L	
2076	1615	6/24/74	53	40-39.5	72-49.0	8/28/74	40-39.0	73- 7.5	64.8	26.1	0.5	267	L	
2075	1615	6/24/74	53	40-39.5	72-49.0	8/29/74	40-38.4	73-10.4	65.8	30.3	0.5	266	L	
2073	1615	6/24/74	53	40-39.5	72-49.0	9/13/74	40-38.7	73- 9.7	80.8	29.3	0.4	267	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
2073	1615	6/24/74	53	40-39.5	72-49.0	10/ 7/74	40-38.6	73- 9.2	104.8	28.6	0.3	266	L	
2077	1615	6/24/74	53	40-39.5	72-49.0	10/11/74	40-47.0	72-40.8	104.8	18.1	0.2	39	L	
2097	1621	6/24/74	54	40-33.8	73- 6.5	7/21/74	40-37.5	73-14.6	26.8	13.4	0.6	300	L	
2094	1621	6/24/74	54	40-33.8	73- 6.5	7/29/74	40-32.8	73-26.4	34.8	28.2	0.9	266	W	
2091	1621	6/24/74	54	40-33.8	73- 6.5	8/ 5/74	40-36.0	73-28.0	41.8	30.7	0.8	277	L	
2099	1621	6/24/74	54	40-33.8	73- 6.5	8/ 5/74	40-35.4	73-26.5	41.8	28.7	0.8	279	L	
1927	1346	6/24/74	55	40-31.2	73-27.1	7/ 6/74	40-35.5	73-31.3	11.9	10.0	1.0	323	L	
1923	1346	6/24/74	55	40-31.2	73-27.1	7/11/74	40-35.0	73-25.5	16.9	7.4	0.5	17	W	
1925	1346	6/24/74	55	40-31.2	73-27.1	7/11/74	40-33.4	73-25.0	16.9	5.1	0.3	36	W	
1922	1346	6/24/74	55	40-31.2	73-27.1	7/12/74	40-35.0	73-30.0	17.9	8.2	0.5	329	W	
1926	1346	6/24/74	55	40-31.2	73-27.1	7/15/74	40-35.6	73-30.7	20.9	9.7	0.5	328	L	
1930	1346	6/24/74	55	40-31.2	73-27.1	7/19/74	40-35.7	73-29.6	24.9	9.1	0.4	337	L	
1924	1346	6/24/74	55	40-31.2	73-27.1	7/25/74	40-36.6	73-19.2	30.9	15.0	0.6	48	W	
1912	1343	6/24/74	56	40-30.2	73-36.9	7/ 2/74	40-35.1	73-43.4	7.9	13.0	1.9	314	L	
1913	1343	6/24/74	56	40-30.2	73-36.9	7/13/74	40-32.9	73-53.9	18.9	24.6	1.5	281	W	
1911	1343	6/24/74	56	40-30.2	73-36.9	7/20/74	40-35.0	73-39.7	25.9	9.8	0.4	336	L	
1915	1343	6/24/74	56	40-30.2	73-36.9	7/20/74	40-34.5	73-32.2	25.9	10.4	0.5	39	W	
1916	1343	6/24/74	56	40-30.2	73-36.9	7/20/74	40-35.8	73-28.9	25.9	15.4	0.7	47	L	
1918	1343	6/24/74	56	40-30.2	73-36.9	7/20/74	40-34.1	73-51.7	25.9	22.2	1.0	289	L	
1917	1343	6/24/74	56	40-30.2	73-36.9	8/12/74	40-35.1	73-38.8	48.9	9.5	0.2	343	L	
1908	1338	6/24/74	57	40-30.0	73-46.9	7/ 1/74	40-28.2	74- 0.0	6.9	18.9	3.2	259	L	
1909	1338	6/24/74	57	40-30.0	73-46.9	7/10/74	40-33.7	73-55.4	15.9	13.9	1.0	299	L	
2120	905	6/25/74	60	40-35.0	73-27.6	6/30/74	40-40.8	73- 0.8	5.1	39.4	8.9	74	L	
2115	905	6/25/74	60	40-35.0	73-27.6	7/ 1/74	40-35.0	73-38.5	6.1	15.4	2.9	270	L	
2116	905	6/25/74	60	40-35.0	73-27.6	7/ 2/74	40-35.1	73-35.2	7.1	10.8	1.7	270	L	
2117	905	6/25/74	60	40-35.0	73-27.6	7/ 2/74	40-35.0	73-37.8	7.1	14.4	2.3	270	L	
2113	905	6/25/74	60	40-35.0	73-27.6	7/ 5/74	40-36.3	73-26.8	10.1	2.7	0.3	25	L	
2114	905	6/25/74	60	40-35.0	73-27.6	7/ 7/74	40-35.0	73-38.4	12.1	15.3	1.5	270	L	
2119	905	6/25/74	60	40-35.0	73-27.6	7/ 7/74	40-35.0	73-41.0	12.1	19.0	1.8	270	L	
2112	905	6/25/74	60	40-35.0	73-27.6	7/12/74	40-35.2	73-37.1	17.1	13.5	0.9	271	L	
2129	909	6/25/74	61	40-33.0	73-32.0	7/ 2/74	40-35.0	73-38.3	7.1	9.7	1.6	292	L	
2124	909	6/25/74	61	40-33.0	73-32.0	7/ 3/74	40-35.0	73-38.6	8.1	10.1	1.4	291	L	
2126	909	6/25/74	61	40-33.0	73-32.0	7/ 3/74	40-35.1	73-37.5	8.1	8.7	1.2	296	L	
2127	909	6/25/74	61	40-33.0	73-32.0	7/ 4/74	40-35.0	73-38.5	9.1	9.9	1.3	291	L	
2128	909	6/25/74	61	40-33.0	73-32.0	7/ 4/74	40-35.0	73-38.4	9.1	9.8	1.2	292	L	
2121	909	6/25/74	61	40-33.0	73-32.0	7/ 5/74	40-35.0	73-39.8	10.1	11.7	1.3	288	L	
2123	909	6/25/74	61	40-33.0	73-32.0	7/16/74	40-35.1	73-38.4	23.1	9.9	0.5	293	L	
2140	913	6/25/74	62	40-33.7	73-37.3	6/26/74	40-35.1	73-37.3	1.1	2.6	2.7	0	L	
2133	913	6/25/74	62	40-33.7	73-37.3	6/27/74	40-35.0	73-38.6	2.1	3.1	1.7	322	L	
2139	913	6/25/74	62	40-33.7	73-37.3	6/29/74	40-35.1	73-37.4	4.1	2.6	0.7	356	L	
2131	913	6/25/74	62	40-33.7	73-37.3	7/ 1/74	40-35.0	73-41.3	6.1	6.2	1.2	293	L	
2132	913	6/25/74	62	40-33.7	73-37.3	7/ 1/74	40-35.0	73-41.0	6.1	5.8	1.1	294	L	
2135	913	6/25/74	62	40-33.7	73-37.3	7/ 1/74	40-35.0	73-40.5	6.1	5.2	1.0	298	L	
2137	913	6/25/74	62	40-33.7	73-37.3	7/11/74	40-33.9	73-52.4	16.1	21.4	1.5	270	L	
2149	917	6/25/74	63	40-32.7	73-41.9	7/ 3/74	40-35.2	73-44.1	8.1	5.6	0.8	326	L	
2150	917	6/25/74	63	40-32.7	73-41.9	7/ 3/74	40-35.0	73-37.5	8.1	7.6	1.1	55	L	
2142	917	6/25/74	63	40-32.7	73-41.9	7/ 4/74	40-35.0	73-41.3	9.1	4.4	0.6	11	L	
2143	917	6/25/74	63	40-32.7	73-41.9	7/ 4/74	40-35.0	73-41.7	9.1	4.3	0.5	3	L	
2144	917	6/25/74	63	40-32.7	73-41.9	7/ 4/74	40-35.0	73-41.6	9.1	4.3	0.5	5	L	
2148	917	6/25/74	63	40-32.7	73-41.9	7/ 5/74	40-35.1	73-43.4	10.1	5.0	0.6	334	L	

MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
2145	917	6/25/74	63	40-32.7	73-41.9	7/ 7/74	40-35.1	73-42.9	12.1	4.7	0.4	342	L	
2147	917	6/25/74	63	40-32.7	73-41.9	7/ 9/74	40-35.1	73-43.1	14.1	4.8	0.4	339	L	
2361	919	6/25/74	64	40-34.0	73-41.7	6/29/74	40-23.5	73-54.5	4.1	18.3	5.1	267	L	
2151	919	6/25/74	64	40-34.0	73-41.7	7/ 3/74	40-35.4	73-47.1	8.1	8.1	1.2	288	L	
2153	919	6/25/74	64	40-34.0	73-41.7	7/ 4/74	40-35.4	73-47.4	9.1	8.5	1.1	287	L	
2159	919	6/25/74	64	40-34.0	73-41.7	7/ 4/74	40-35.0	73-42.1	9.1	2.0	0.3	343	L	
2156	919	6/25/74	64	40-34.0	73-41.7	7/11/74	40-35.2	73-43.7	16.1	3.6	0.3	308	L	
2153	919	6/25/74	64	40-34.0	73-41.7	7/15/74	40-34.2	73-51.4	20.1	13.7	0.8	271	L	
2160	919	6/25/74	64	40-34.0	73-41.7	7/22/74	40-33.8	73-53.0	27.1	16.0	0.7	268	L	
2157	919	6/25/74	64	40-34.0	73-41.7	8/18/74	40-33.0	74- 6.6	54.1	55.2	0.8	266	L	
2163	923	6/25/74	65	40-34.1	73-47.0	6/29/74	40-33.6	73-53.2	4.1	8.8	2.5	263	L	
2167	923	6/25/74	65	40-34.1	73-47.0	6/29/74	40-33.2	73-55.4	4.1	12.0	3.4	261	L	
2170	923	6/25/74	65	40-34.1	73-47.0	6/29/74	40-33.8	73-52.4	4.1	7.7	2.2	265	L	
2165	923	6/25/74	65	40-34.1	73-47.0	6/30/74	40-33.5	73-53.5	5.1	9.3	2.1	263	L	
2163	923	6/25/74	65	40-34.1	73-47.0	6/30/74	40-33.8	73-52.3	5.1	7.6	1.7	265	L	
2166	923	6/25/74	65	40-34.1	73-47.0	8/30/74	37-51.8	75-22.8	66.1	329.6	5.8	204	L	
2161	923	6/25/74	65	40-34.1	73-47.0	11/16/74	40-33.6	73-53.3	144.1	9.0	0.1	264	L	
2179	926	6/25/74	66	40-31.6	73-51.5	6/29/74	40-34.6	73-56.4	4.1	8.9	2.5	308	L	
2177	926	6/25/74	66	40-31.6	73-51.5	7/ 5/74	40-35.8	74- 3.7	10.1	19.0	2.2	294	L	
2173	926	6/25/74	66	40-31.6	73-51.5	7/ 7/74	40-28.7	74- 0.7	12.1	14.1	1.3	247	L	
2171	926	6/25/74	66	40-31.6	73-51.5	8/ 6/74	40-34.4	74- 0.2	42.1	13.4	0.4	292	L	
2186	930	6/25/74	67	40-31.6	73-56.8	6/26/74	40-34.7	74- 0.8	1.1	8.1	8.7	315	L	
2201	934	6/25/74	68	40-30.3	73-58.5	7/10/74	40-36.2	74- 3.2	15.1	12.8	1.0	328	L	
2207	934	6/25/74	68	40-30.3	73-58.5	7/19/74	40-35.8	74- 3.8	24.1	12.7	0.6	323	L	
2213	938	6/25/74	69	40-27.7	73-56.2	6/29/74	40-25.8	73-58.8	4.1	5.1	1.5	226	L	
2211	938	6/25/74	69	40-27.7	73-56.2	6/30/74	40-14.0	73-59.8	5.1	25.9	5.9	191	L	
2214	938	6/25/74	69	40-27.7	73-56.2	7/ 1/74	40-28.7	74- 0.8	6.1	6.8	1.3	285	L	
2217	938	6/25/74	69	40-27.7	73-56.2	7/ 2/74	40-29.7	74- 0.7	7.1	6.7	1.1	286	L	
2219	938	6/25/74	69	40-27.7	73-56.2	7/16/74	40-30.1	74-14.0	21.1	25.6	1.4	280	L	
2218	938	6/25/74	69	40-27.7	73-56.2	7/19/74	40-26.8	74-12.5	24.1	23.2	1.1	265	L	
2195	942	6/25/74	70	40-22.7	73-55.0	6/26/74	40-11.9	74- 0.4	1.1	21.5	22.9	200	L	
2230	942	6/25/74	70	40-22.7	73-55.0	7/ 1/74	40-22.3	73-58.5	6.1	5.1	1.0	261	L	
2223	942	6/25/74	70	40-22.7	73-55.0	7/ 2/74	40-21.6	73-58.4	7.1	5.3	0.9	247	L	
2229	942	6/25/74	70	40-22.7	73-55.0	7/ 2/74	40-22.5	73-58.5	7.1	5.0	0.8	265	L	
2221	942	6/25/74	70	40-22.7	73-55.0	7/ 4/74	40-21.7	73-58.4	9.1	5.2	0.7	248	L	
2222	942	6/25/74	70	40-22.7	73-55.0	7/12/74	40-21.6	73-58.3	17.1	5.1	0.3	246	L	
2383	942	6/25/74	70	40-22.7	73-55.0	7/30/74	40- 8.4	73-55.8	35.1	26.6	0.9	182	W	
2225	942	6/25/74	70	40-22.7	73-55.0	8/ 4/74	40-21.6	73-58.4	40.1	5.3	0.2	247	L	
2226	942	6/25/74	70	40-22.7	73-55.0	8/ 5/74	40-21.7	73-58.4	41.1	5.2	0.1	248	L	
2386	946	6/25/74	71	40-24.0	73-51.0	6/26/74	40-11.8	74- 0.4	1.1	26.3	28.1	210	L	
2387	946	6/25/74	71	40-24.0	73-51.0	6/26/74	40- 7.0	74- 1.9	1.1	35.1	37.5	206	L	
2388	946	6/25/74	71	40-24.0	73-51.0	6/27/74	40- 9.2	74- 1.3	2.1	31.1	17.3	208	L	
2389	946	6/25/74	71	40-24.0	73-51.0	6/27/74	40- 6.5	74- 2.0	2.1	36.0	20.0	205	L	
2390	946	6/25/74	71	40-24.0	73-51.0	6/28/74	40- 6.2	74- 2.0	3.1	36.5	13.7	205	L	
2237	946	6/25/74	71	40-24.0	73-51.0	7/25/74	40-20.7	73-56.9	30.1	10.4	0.4	233	W	
2231	946	6/25/74	71	40-24.0	73-51.0	8/ 6/74	40-17.5	73-59.9	42.1	17.5	0.5	226	L	
2235	946	6/25/74	71	40-24.0	73-51.0	8/15/74	40-18.0	73-58.7	51.1	15.6	0.4	224	L	
2244	949	6/25/74	72	40-23.0	73-49.0	8/12/74	40-17.6	73-58.8	48.1	17.1	0.4	234	L	
2249	949	6/25/74	72	40-23.0	73-49.0	9/13/74	40-12.1	74- 0.5	80.1	26.0	0.4	219	W	
2245	949	6/25/74	72	40-23.0	73-49.0	11/13/74	40- 9.0	74- 1.3	141.1	31.3	0.3	213	L	

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DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
2295	955	6/25/74	73	40-25.0	73-45.0	6/28/74	40- 1.7	74- 3.1	3.1	50.2	18.8	210	L	
2254	955	6/25/74	73	40-25.0	73-45.0	7/17/74	40-33.4	73-38.7	22.1	18.0	0.9	29	W	
2258	955	6/25/74	73	40-25.0	73-45.0	7/22/74	40-35.2	73-43.9	27.1	19.0	0.8	4	L	
2257	955	6/25/74	73	40-25.0	73-45.0	7/23/74	40-35.0	73-38.7	28.1	20.6	0.8	25	L	
2255	955	6/25/74	73	40-25.0	73-45.0	7/26/74	40-30.0	74-15.2	31.1	43.8	1.6	282	L	
2250	955	6/25/74	73	40-25.0	73-45.0	8/ 8/74	40-34.9	73-33.6	44.1	24.5	0.6	41	L	
2256	955	6/25/74	73	40-25.0	73-45.0	8/19/74	40-35.0	73-38.7	55.1	20.6	0.4	25	L	
2289	1010	6/25/74	74	40-17.7	73-55.2	7/ 4/74	40-14.7	73-59.6	9.1	8.4	1.1	228	L	
2285	1010	6/25/74	74	40-17.7	73-55.2	7/ 5/74	40-17.5	73-59.8	10.1	5.2	0.6	265	L	
2287	1010	6/25/74	74	40-17.7	73-55.2	8/ 5/74	40-14.5	73-59.6	41.1	8.7	0.2	226	L	
2290	1010	6/25/74	74	40-17.7	73-55.2	8/ 5/74	40-14.4	73-59.7	41.1	8.9	0.3	226	L	
2232	1010	6/25/74	74	40-17.7	73-55.2	8/ 6/74	40-15.9	73-59.2	42.1	6.6	0.2	239	L	
2283	1010	6/25/74	74	40-17.7	73-55.2	8/ 7/74	40-14.3	73-59.7	43.1	9.0	0.2	225	L	
2281	1010	6/25/74	74	40-17.7	73-55.2	8/23/74	40-14.5	73-59.6	59.1	8.7	0.2	226	L	
2262	1002	6/25/74	76	40-20.0	73-40.0	9/ 8/74	40-10.3	74- 1.0	75.1	16.0	0.2	210	L	
2270	1002	6/25/74	76	40-20.0	73-40.0	10/ 7/74	40-26.9	73-59.1	104.1	30.0	0.3	295	L	
2261	1002	6/25/74	76	40-20.0	73-40.0	10/ 7/74	40-28.7	74- 0.7	104.1	33.5	0.4	298	L	
2263	1002	6/25/74	76	40-20.0	73-40.0	10/26/74	40-35.3	73-36.7	123.1	28.8	0.3	9	L	
2267	1002	6/25/74	76	40-20.0	73-40.0	11/ 9/74	40-36.2	73-27.4	137.1	35.0	0.3	30	L	
2293	1014	6/25/74	77	40-12.7	73-56.7	11/27/74	40-45.9	72-45.5	155.1	90.9	0.7	58	L	
2294	1014	6/25/74	77	40-12.7	73-56.7	7/ 2/74	40-10.4	74- 0.9	7.1	7.4	1.2	234	L	
2292	1014	6/25/74	77	40-12.7	73-56.7	7/ 2/74	40-10.6	74- 0.9	7.1	7.2	1.2	236	L	
2299	1014	6/25/74	77	40-12.7	73-56.7	7/ 6/74	40-11.7	74- 0.5	11.1	5.8	0.6	251	L	
2291	1014	6/25/74	77	40-12.7	73-56.7	7/ 6/74	40-11.2	74- 0.5	11.1	6.1	0.6	242	W	
2298	1014	6/25/74	77	40-12.7	73-56.7	7/ 7/74	40-11.0	74- 0.6	12.1	6.4	0.6	240	L	
2296	1014	6/25/74	77	40-12.7	73-56.7	7/ 7/74	40-11.4	74- 0.6	12.1	6.1	0.6	246	L	
2297	1014	6/25/74	77	40-12.7	73-56.7	7/19/74	40-10.6	74- 0.8	24.1	7.0	0.3	236	L	
2300	1014	6/25/74	77	40-12.7	73-56.7	7/19/74	40-11.4	74- 0.6	24.1	6.1	0.3	246	L	
2403	1022	6/25/74	78	40-13.6	73-47.2	8/ 8/74	40-10.5	74- 1.0	44.1	7.4	0.2	236	L	
2407	1022	6/25/74	78	40-13.6	73-47.2	10/19/74	39-55.3	74- 4.5	116.1	41.9	0.4	215	L	
2410	1022	6/25/74	78	40-13.6	73-47.2	10/28/74	39-48.7	74- 5.4	125.1	52.9	0.5	209	L	
2413	1029	6/25/74	79	40-15.0	73-39.1	11/11/74	39-46.3	74-11.2	139.1	61.0	0.5	213	L	INSIDE BAY
2414	1029	6/25/74	79	40-15.0	73-39.1	9/31/74	40-37.9	73-20.8	98.1	49.8	0.6	31	L	
2412	1029	6/25/74	79	40-15.0	73-39.1	11/ 2/74	40-36.2	73-30.6	130.1	41.1	0.4	17	L	
2418	1029	6/25/74	79	40-15.0	73-39.1	11/ 9/74	40-38.3	73-16.9	137.1	53.5	0.5	36	L	
2378	932	6/25/74	80	40-29.3	73-59.4	11/16/74	40-38.0	73-35.2	144.1	43.0	0.3	7	L	INSIDE BAY
2380	932	6/25/74	80	40-29.3	73-59.4	6/26/74	40-21.6	73-58.4	1.1	14.4	15.4	174	L	
2191	932	6/25/74	80	40-29.3	73-59.4	6/28/74	40- 1.8	74- 3.1	3.1	51.2	19.2	185	L	
2198	932	6/25/74	80	40-29.3	73-59.4	7/ 6/74	40-32.2	74- 8.9	11.1	14.5	1.5	291	L	
2200	932	6/25/74	80	40-29.3	73-59.4	7/ 7/74	40-30.6	74-11.8	12.1	17.7	1.7	277	L	
2199	932	6/25/74	80	40-29.3	73-59.4	8/10/74	40-24.6	73-58.8	46.1	8.8	0.2	174	L	
						8/14/74	40-35.9	74- 3.8	50.1	13.8	0.3	333	L	

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S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
1095	943	7/23/74	1	41-12.0	70-50.0	9/19/74	41-15.0	70-48.7	58.1	5.9	0.1	18	L	
2536	1145	7/23/74	11	40-26.5	73-40.5	9/13/74	40-33.9	73-34.7	52.0	16.0	0.4	30	W	DRAGGING 30 FT
2537	1146	7/23/74	11	40-26.5	73-40.5	9/15/74	40-35.1	73-37.4	54.0	16.6	0.4	15	L	
2540	1146	7/23/74	11	40-26.5	73-40.5	9/23/74	40-34.7	73-34.1	62.0	17.7	0.3	30	L	
2570	1316	7/23/74	12	40-26.2	73-25.8	8/25/74	40-35.2	73-34.7	33.0	20.9	0.7	322	L	
2555	1316	7/23/74	12	40-26.2	73-25.8	8/30/74	40-35.1	73-37.7	38.0	23.6	0.7	314	L	
2567	1316	7/23/74	12	40-26.2	73-25.8	9/13/74	40-33.9	73-34.8	52.0	19.2	0.4	318	W	DRAGGING 30 FT
2589	1324	7/23/74	13	40-25.6	73-11.4	8/12/74	40-33.8	73-17.8	20.0	17.7	1.0	329	W	
2583	1324	7/23/74	13	40-25.6	73-11.4	9/22/74	40-37.3	73-22.7	61.0	27.0	0.5	323	L	
2587	1324	7/23/74	13	40-25.6	73-11.4	9/22/74	40-37.4	73-22.5	61.0	27.0	0.5	324	L	
2584	1324	7/23/74	13	40-25.6	73-11.4	9/28/74	40-37.1	73-23.7	67.0	27.5	0.5	320	L	
2586	1324	7/23/74	13	40-25.6	73-11.4	10/ 3/74	40-36.8	73-24.8	72.0	28.1	0.5	317	L	
2595	1332	7/23/74	14	40-26.2	72-45.8	10/29/74	40-39.6	73- 4.9	97.9	36.7	0.4	312	L	
2592	1332	7/23/74	14	40-26.2	72-45.8	11/29/74	40-43.9	72-52.0	128.9	34.0	0.3	345	L	
2623	1359	7/23/74	17	40-37.0	71-45.6	10/17/74	39-26.3	74-20.0	85.9	254.1	3.4	238	L	
2645	1408	7/23/74	19	40-56.6	71-45.5	7/30/74	40-58.9	72- 5.1	6.9	27.9	4.7	278	L	
2641	1408	7/23/74	19	40-56.6	71-45.5	8/12/74	40-56.6	72-11.4	19.9	36.4	2.1	270	L	
2646	1408	7/23/74	19	40-56.6	71-45.5	8/22/74	41- 2.4	71-54.2	29.9	16.3	0.6	311	L	
2665	1416	7/23/74	20	40-50.0	72- 3.2	8/15/74	40-47.6	72-38.7	22.9	50.1	2.5	264	L	
2651	1416	7/23/74	20	40-50.0	72- 3.2	9/16/74	40-50.1	72-29.9	54.9	37.6	0.8	270	L	
2685	1423	7/23/74	21	40-43.5	72-21.5	11/23/74	40-56.2	72-13.0	122.9	26.4	0.2	26	L	
2708	1428	7/23/74	22	40-37.3	72-39.4	9/15/74	40-47.5	72-39.2	53.9	18.9	0.4	0	L	
2710	1428	7/23/74	22	40-37.3	72-39.4	11/ 9/74	40-47.0	72-40.9	108.9	18.1	0.2	353	L	
2723	1436	7/23/74	23	40-30.7	72-57.2	9/17/74	40-39.6	73- 4.9	55.9	19.8	0.4	326	L	
2729	1436	7/23/74	23	40-30.7	72-57.2	10/ 7/74	40-38.7	73- 8.8	75.9	22.1	0.3	312	L	
2722	1436	7/23/74	23	40-30.7	72-57.2	11/ 6/74	40-39.8	73- 4.1	105.9	19.5	0.2	329	L	
2724	1436	7/23/74	23	40-30.7	72-57.2	11/ 6/74	40-40.5	73- 2.0	105.9	19.4	0.2	339	L	
2727	1436	7/23/74	23	40-30.7	72-57.2	11/ 6/74	40-44.0	72-51.6	105.9	25.9	0.3	17	L	
2651	1413	7/23/74	50	40-56.5	71-56.0	8/ 6/74	41- 1.6	71-57.8	13.9	9.8	0.8	345	L	
2654	1413	7/23/74	50	40-56.5	71-56.0	8/12/74	40-59.9	72- 2.1	19.9	10.7	0.6	306	L	
2659	1413	7/23/74	50	40-56.5	71-56.0	8/12/74	41- 2.4	71-54.3	19.9	11.2	0.7	12	L	
2653	1413	7/23/74	50	40-56.5	71-56.0	8/14/74	40-58.0	72- 7.1	21.9	15.9	0.8	280	L	
2656	1413	7/23/74	50	40-56.5	71-56.0	8/29/74	41- 0.4	72- 0.8	36.9	9.9	0.3	316	L	
2660	1413	7/23/74	50	40-56.5	71-56.0	9/ 8/74	40-57.3	72- 9.5	46.9	19.1	0.5	274	L	
2674	1420	7/23/74	51	40-50.0	72-13.5	7/29/74	40-47.1	72-40.6	5.9	38.5	7.5	261	L	
2678	1420	7/23/74	51	40-50.0	72-13.5	8/14/74	40-49.3	72-32.6	21.9	26.9	1.4	267	L	
2681	1420	7/23/74	51	40-50.0	72-13.5	8/15/74	40-47.8	72-37.9	22.9	34.6	1.7	263	L	
2679	1420	7/23/74	51	40-50.0	72-13.5	8/29/74	40-50.3	72-23.0	36.9	14.1	0.4	287	L	
2673	1420	7/23/74	51	40-50.0	72-13.5	9/ 9/74	40-50.4	72-28.9	47.9	21.7	0.5	271	L	
2676	1420	7/23/74	51	40-50.0	72-13.5	9/13/74	40-49.8	72-30.7	51.9	24.2	0.5	269	L	
2691	1426	7/23/74	52	40-44.0	72-30.9	8/18/74	40-41.7	72-58.3	25.9	38.9	1.7	263	L	
2700	1426	7/23/74	52	40-44.0	72-30.9	9/16/74	40-47.4	72-39.5	54.9	13.7	0.3	297	L	
2695	1426	7/23/74	52	40-44.0	72-30.9	9/21/74	40-45.1	72-43.5	59.9	17.9	0.3	276	W	60 FT OF WATER
2699	1426	7/23/74	52	40-44.0	72-30.9	9/24/74	40-44.0	72-50.2	62.9	27.2	0.5	270	W	
2714	1431	7/23/74	53	40-39.5	72-49.0	8/18/74	40-38.4	73-10.0	25.9	29.7	1.3	266	L	
2716	1431	7/23/74	53	40-39.5	72-49.0	9/10/74	40-38.8	73- 8.3	48.9	27.3	0.6	267	L	
2718	1431	7/23/74	53	40-39.5	72-49.0	9/12/74	40-39.4	73- 5.8	50.9	23.7	0.5	269	L	
2720	1431	7/23/74	53	40-39.5	72-49.0	9/18/74	40-39.7	73- 4.4	56.9	21.8	0.4	270	L	
2713	1431	7/23/74	53	40-39.5	72-49.0	9/22/74	40-40.6	73- 1.3	60.9	17.5	0.3	276	L	
2719	1431	7/23/74	53	40-39.5	72-49.0	9/22/74	40-41.0	73- 0.2	60.9	16.1	0.3	279	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
2732	1437	7/23/74	54	40-33.8	73- 6.5	8/29/74	40-38.8	73- 8.3	36.9	9.6	0.3	344	L	
2737	1437	7/23/74	54	40-33.8	73- 6.5	8/29/74	40-37.3	73-17.7	36.9	17.1	0.5	292	L	
2731	1437	7/23/74	54	40-33.8	73- 6.5	8/30/74	40-38.9	73- 7.7	37.9	9.6	0.3	349	L	
2733	1437	7/23/74	54	40-33.8	73- 6.5	9/14/74	40-37.3	73-18.4	52.9	18.1	0.4	291	L	
2736	1437	7/23/74	54	40-33.8	73- 6.5	9/17/74	40-38.8	73- 8.4	55.9	9.7	0.2	343	L	
2739	1437	7/23/74	54	40-33.8	73- 6.5	9/18/74	40-38.7	73- 3.8	56.9	9.9	0.2	22	L	
2740	1437	7/23/74	54	40-33.8	73- 6.5	9/22/74	40-38.4	73-10.3	60.9	10.1	0.2	327	L	
2734	1437	7/23/74	54	40-33.8	73- 6.5	10/13/74	40-40.8	73- 0.7	81.9	15.4	0.2	32	L	
2573	1157	7/23/74	55	40-31.2	73-27.1	8/ 5/74	40-35.1	73-32.9	13.0	11.0	1.0	311	L	
2574	1157	7/23/74	55	40-31.2	73-27.1	8/ 7/74	40-34.9	73-33.6	15.0	11.5	0.9	306	L	
2572	1157	7/23/74	55	40-31.2	73-27.1	8/11/74	40-34.1	73-30.5	19.0	7.3	0.4	318	W	
2575	1157	7/22/74	55	40-31.2	73-27.1	9/ 8/74	40-35.1	73-35.1	48.0	13.5	0.3	302	L	
2578	1157	7/23/74	55	40-31.2	73-27.1	10/31/74	40-33.7	73-37.3	100.0	15.2	0.2	287	W	DEPTH 35 FT
2576	1157	7/23/74	55	40-31.2	73-27.1	11/28/74	40-37.9	73-20.7	128.0	15.4	0.1	36	L	
2553	1154	7/23/74	56	40-30.2	73-36.9	8/ 3/74	40-29.0	73-42.2	11.0	7.9	0.8	253	W	
2555	1154	7/23/74	56	40-30.2	73-36.9	8/ 5/74	40-35.2	73-34.8	13.0	9.8	0.9	17	L	
2559	1154	7/23/74	56	40-30.2	73-36.9	8/ 6/74	40-35.1	73-38.2	14.0	9.3	0.8	348	L	
2551	1154	7/23/74	56	40-30.2	73-36.9	8/12/74	40-35.1	73-38.1	20.0	9.3	0.5	349	L	
2557	1154	7/23/74	56	40-30.2	73-36.9	8/29/74	40-35.0	73-38.6	37.0	9.3	0.3	344	L	
2560	1154	7/23/74	56	40-30.2	73-36.9	8/29/74	40-35.3	73-36.3	37.0	9.5	0.3	5	L	
2556	1154	7/23/74	56	40-30.2	73-36.9	9/22/74	40-35.6	73-34.6	61.0	10.6	0.2	18	L	
2542	1150	7/23/74	57	40-30.0	73-46.9	9/ 6/74	40-36.1	74- 3.3	45.0	25.8	0.7	295	L	
2741	850	7/22/74	60	40-35.0	73-27.6	8/25/74	40-33.9	73-44.5	34.1	24.0	0.8	265	W	
2742	850	7/22/74	60	40-35.0	73-27.6	9/16/74	40-34.6	73-42.3	56.1	20.8	0.4	267	W	25 FT OF WATER
2743	850	7/22/74	60	40-35.0	73-27.6	9/16/74	40-34.6	73-42.0	56.1	20.4	0.4	267	W	25 FT OF WATER
2744	850	7/22/74	60	40-35.0	73-27.6	9/16/74	40-34.6	73-41.7	56.1	20.0	0.4	267	W	25 FT OF WATER
2745	850	7/22/74	60	40-35.0	73-27.6	9/17/74	40-34.6	73-41.4	57.1	19.5	0.4	267	W	25 FT OF WATER
2746	850	7/22/74	60	40-35.0	73-27.6	9/17/74	40-34.6	73-41.1	57.1	19.1	0.4	267	W	25 FT OF WATER
2747	850	7/22/74	60	40-35.0	73-27.6	9/17/74	40-34.6	73-40.8	57.1	18.7	0.4	267	W	25 FT OF WATER
2748	850	7/22/74	60	40-35.0	73-27.6	9/18/74	40-34.6	73-40.5	58.1	18.3	0.4	267	W	25 FT OF WATER
2749	850	7/22/74	60	40-35.0	73-27.6	9/18/74	40-34.6	73-40.2	58.1	17.8	0.4	267	W	25 FT OF WATER
2750	850	7/22/74	60	40-35.0	73-27.6	9/18/74	40-34.6	73-39.9	58.1	17.4	0.3	267	W	25 FT OF WATER
2753	855	7/22/74	61	40-33.0	73-32.0	8/ 4/74	40-34.8	73-34.0	13.1	4.4	0.4	319	L	
2754	855	7/22/74	61	40-33.0	73-32.0	8/29/74	40-35.2	73-37.0	38.1	8.2	0.2	299	L	
2762	859	7/22/74	62	40-33.7	73-37.3	8/ 5/74	40-33.1	73-40.2	14.1	4.9	0.4	302	L	
2766	859	7/22/74	62	40-33.7	73-37.3	8/ 5/74	40-35.0	73-39.6	14.1	4.1	0.3	306	L	
2770	859	7/22/74	62	40-33.7	73-37.3	8/ 5/74	40-35.0	73-39.0	14.1	3.4	0.3	315	L	
2761	859	7/22/74	62	40-33.7	73-37.3	8/ 6/74	40-35.0	73-39.5	15.1	4.0	0.3	307	L	
2763	859	7/22/74	62	40-33.7	73-37.3	8/ 6/74	40-35.1	73-40.1	15.1	4.8	0.4	303	L	
2764	859	7/22/74	62	40-33.7	73-37.3	8/ 6/74	40-35.0	73-39.8	15.1	4.3	0.3	304	L	
2769	859	7/22/74	62	40-33.7	73-37.3	8/ 6/74	40-35.0	73-39.4	15.1	3.9	0.3	309	L	
2730	901	7/22/74	63	40-32.7	73-41.9	9/11/74	40-33.7	73-55.5	51.1	19.3	0.4	275	L	
2779	901	7/22/74	63	40-32.7	73-41.9	9/12/74	40-33.7	73-55.5	52.1	19.3	0.4	275	L	
2731	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-44.8	14.1	5.0	0.4	296		
2782	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-44.5	14.1	4.6	0.4	299		
2783	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-44.6	14.1	4.7	0.4	298		
2784	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-44.7	14.1	4.8	0.4	297		
2785	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.0	73-40.3	14.1	2.8	0.2	46	L	
2786	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-44.8	14.1	5.0	0.4	296		
2787	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-44.9	14.1	5.1	0.4	296		

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
2788	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-45.0	14.1	5.2	0.4	295		
2789	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-44.5	14.1	4.6	0.4	299		
2790	903	7/22/74	64	40-34.0	73-41.7	8/ 5/74	40-35.2	73-44.7	14.1	4.8	0.4	297		
2798	907	7/22/74	65	40-34.1	73-47.0	7/23/74	40-35.5	73-45.8	1.1	3.1	3.2	33	L	
2799	907	7/22/74	65	40-34.1	73-47.0	7/29/74	40-32.3	73-51.0	7.1	6.6	1.1	239	W	
2795	907	7/22/74	65	40-34.1	73-47.0	8/ 3/74	40-33.7	73-53.2	12.1	8.8	0.8	265	L	
2809	910	7/22/74	66	40-31.6	73-51.5	8/ 3/74	40-27.6	73-59.4	12.1	13.4	1.3	236	L	
2807	910	7/22/74	66	40-31.6	73-51.5	8/18/74	40-35.9	74- 3.3	27.1	18.5	0.8	295	L	
2818	914	7/22/74	67	40-31.6	73-56.8	8/ 3/74	40-28.7	74- 0.8	12.1	7.8	0.7	226	L	
2816	914	7/22/74	67	40-31.6	73-56.8	8/12/74	40-36.5	74- 2.2	21.1	11.9	0.7	319	L	
2849	920	7/22/74	69	40-27.7	73-56.2	8/ 1/74	40-28.6	74- 0.6	10.1	6.5	0.7	284	L	
2842	920	7/22/74	69	40-27.7	73-56.2	8/ 3/74	40-27.5	73-59.4	12.1	4.6	0.4	265	L	
2845	920	7/22/74	69	40-27.7	73-56.2	10/23/74	40-27.2	74- 0.0	98.1	5.5	0.1	260	L	
2853	927	7/22/74	70	40-22.7	73-55.0	8/20/74	40-21.7	73-58.4	29.1	5.2	0.2	248	L	
2859	927	7/22/74	70	40-22.7	73-55.0	10/ 1/74	40-21.5	73-58.4	71.1	5.4	0.1	245	L	
2869	930	7/22/74	71	40-24.0	73-51.0	8/12/74	40-28.2	74- 0.0	21.1	15.0	0.8	301	L	
2855	930	7/22/74	71	40-24.0	73-51.0	9/22/74	40-21.3	73-58.4	62.1	11.7	0.2	244	L	
2864	930	7/22/74	71	40-24.0	73-51.0	9/25/74	40-24.5	73-59.9	65.1	12.7	0.2	274	L	
2868	930	7/22/74	71	40-24.0	73-51.0	9/26/74	40-19.8	73-58.4	66.1	13.1	0.2	233	L	
2867	930	7/22/74	71	40-24.0	73-51.0	10/30/74	40-19.4	73-58.5	100.1	13.7	0.2	231	L	
2878	932	7/22/74	72	40-23.0	73-49.0	10/18/74	40-27.4	73-59.5	88.1	17.0	0.2	298	L	
2882	935	7/22/74	73	40-25.0	73-45.0	10/26/74	40-34.7	73-50.0	96.1	19.4	0.2	338	L	
2885	935	7/22/74	73	40-25.0	73-45.0	10/27/74	40-28.7	74- 0.8	97.1	23.4	0.3	287	L	
2916	948	7/22/74	74	40-17.7	73-55.2	9/ 9/74	40-15.3	73-59.4	49.1	7.5	0.2	233	L	
2920	948	7/22/74	74	40-17.7	73-55.2	9/16/74	40-18.1	73-58.7	56.1	5.1	0.1	278	L	
2917	948	7/22/74	74	40-17.7	73-55.2	11/ 6/74	40-28.2	74- 0.0	107.1	20.6	0.2	340	L	
2912	948	7/22/74	74	40-17.7	73-55.2	11/14/74	39-55.3	74- 4.5	115.1	43.6	0.4	197	L	
2908	944	7/22/74	75	40-20.0	73-47.3	10/13/74	40-27.4	73-59.5	83.1	22.1	0.3	308	L	
2907	944	7/22/74	75	40-20.0	73-47.3	10/25/74	40-27.1	74- 7.7	95.1	31.8	0.4	294	W	
2894	939	7/22/74	76	40-20.0	73-40.0	11/22/74	40-43.9	72-52.1	123.1	81.0	0.8	56	L	
2895	939	7/22/74	76	40-20.0	73-40.0	11/23/74	40-37.8	73-20.4	124.1	43.1	0.4	40	L	
2930	952	7/22/74	77	40-12.7	73-56.7	9/29/74	40-12.8	74- 0.2	69.1	5.0	0.1	272	L	
2926	952	7/22/74	77	40-12.7	73-56.7	9/30/74	40-12.7	74- 0.2	70.1	5.0	0.1	270	L	
2924	952	7/22/74	77	40-12.7	73-56.7	10/ 2/74	40-13.9	73-59.8	72.1	5.0	0.1	296	L	
2925	952	7/22/74	77	40-12.7	73-56.7	10/ 2/74	40-13.9	73-59.7	72.1	4.9	0.1	297	L	
2928	952	7/22/74	77	40-12.7	73-56.7	10/10/74	40-14.8	73-59.5	80.1	5.6	0.1	314	L	
2921	952	7/22/74	77	40-12.7	73-56.7	10/14/74	40-15.9	73-59.2	84.1	7.0	0.1	329	L	
2923	952	7/22/74	77	40-12.7	73-56.7	10/19/74	40-13.5	73-59.9	89.1	4.8	0.1	288	L	
2939	958	7/22/74	78	40-13.6	73-47.2	11/21/74	39-52.1	74- 5.1	122.1	47.3	0.4	212	L	
2946	1002	7/22/74	79	40-15.0	73-39.1	9/29/74	40-12.8	74- 0.2	69.1	30.2	0.5	262	L	NO CARD ATTACHED
2949	1002	7/22/74	79	40-15.0	73-39.1	10/24/74	40-34.9	73-49.1	94.1	39.5	0.5	338	L	
2945	1002	7/23/74	79	40-15.0	73-39.1	11/ 5/74	40-36.0	73-28.3	105.1	41.8	0.5	21	L	
2941	1002	7/22/74	79	40-15.0	73-39.1	11/15/74	40-35.1	73-37.5	116.1	37.3	0.4	3	L	
2942	1002	7/22/74	79	40-15.0	73-39.1	12/ 5/74	40-39.6	73- 4.8	136.1	66.7	0.6	46	L	GALE FORCE WINDS
2824	915	7/22/74	80	40-29.3	73-59.4	10/10/74	40-26.2	73-58.8	80.1	5.9	0.1	171	L	

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DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
2965	1057	8/20/74	2	40-57.6	70-25.4	8/22/74	40-53.3	70-21.0	2.0	10.1	5.7	142	W	
2970	1057	8/20/74	2	40-57.6	70-25.4	8/30/74	41- 1.5	70-11.0	10.0	21.5	2.5	70	W	
3037	1315	8/20/74	9	40- 7.6	73-21.4	12/ 3/74	40-35.4	73-46.8	105.0	62.9	0.7	324	L	
3050	1319	8/20/74	10	40-16.9	73-30.8	11/ 1/74	40-35.8	73-29.3	73.0	35.1	0.6	3	L	
3054	1324	8/20/74	11	40-26.5	73-40.5	9/18/74	40-35.0	73-39.5	29.0	15.9	0.6	5	L	
3060	1324	8/20/74	11	40-26.5	73-40.5	10/ 4/74	40-36.3	73-27.1	45.0	26.3	0.7	46	L	
3051	1324	8/20/74	11	40-26.5	73-40.5	11/ 7/74	40-37.4	73-15.0	79.0	41.4	0.6	60	L	
3059	1324	8/20/74	11	40-26.5	73-40.5	11/ 8/74	40-34.7	73-34.3	80.0	94.9	1.4	80	L	
3098	1451	8/20/74	12	40-26.2	73-25.8	9/24/74	40-37.9	73-20.4	34.9	23.0	0.8	19	L	
3093	1451	8/20/74	12	40-26.2	73-25.8	9/28/74	40-37.1	73-23.7	38.9	20.5	0.6	8	L	
3092	1451	8/20/74	12	40-26.2	73-25.8	10/ 3/74	40-38.1	73-16.1	43.9	26.0	0.7	31	L	
3100	1451	8/20/74	12	40-26.2	73-25.8	11/15/74	40-37.5	73-22.2	86.9	21.6	0.3	13	L	
3101	1455	8/20/74	13	40-25.6	73-11.4	9/22/74	40-37.2	73-22.9	32.9	27.0	1.0	322	L	
3107	1445	8/20/74	13	40-25.6	73-11.4	11/ 3/74	40-37.7	73-21.6	74.9	26.7	0.4	327	L	
3110	1455	8/20/74	13	40-25.6	73-11.4	11/15/74	40-36.9	73-24.3	86.9	27.8	0.4	318	L	
3104	1455	8/20/74	13	40-25.6	73-11.4	11/19/74	40-38.7	73- 8.8	90.9	24.6	0.3	8	L	
3115	1504	8/20/74	14	40-26.2	72-45.8	11/28/74	40-47.7	72-38.2	99.9	41.3	0.5	15	L	
3117	1504	8/20/74	14	40-26.2	72-45.8	12/ 4/74	40-46.1	72-44.5	105.9	36.9	0.4	2	L	
3198	1548	8/20/74	20	40-50.0	73- 3.2	9/10/74	40-49.2	72-28.5	20.8	48.8	2.7	91	W	55 FT
3190	1548	8/20/74	20	40-50.0	72- 3.2	9/11/74	40-48.2	72-36.5	21.8	47.0	2.5	265	L	
3185	1548	8/20/74	20	40-50.0	72- 3.2	10/ 3/74	40-37.3	73-16.0	43.8	105.1	2.8	257	L	
3204	1555	8/20/74	21	40-43.5	72-21.5	10/ 6/74	40-46.9	72-41.5	46.8	28.9	0.7	282	L	
3202	1555	8/20/74	21	40-43.5	72-21.5	10/14/74	40-50.2	72-29.8	54.8	17.1	0.4	316	L	
3201	1555	8/20/74	21	40-43.5	72-21.5	10/17/74	40-45.5	72-46.8	57.8	35.9	0.7	275	L	
3203	1555	8/20/74	21	40-43.5	72-21.5	10/30/74	40-49.5	72-31.9	70.8	18.4	0.3	307	L	
3209	1555	8/20/74	21	40-43.5	72-21.5	11/ 2/74	40-50.2	72-29.7	73.8	17.0	0.3	317	L	
3221	1601	8/20/74	22	40-37.3	72-39.4	9/23/74	40-45.8	72-45.8	33.8	18.2	0.6	330	L	
3226	1601	8/20/74	22	40-37.3	72-39.4	10/ 8/74	40-46.4	72-43.1	48.8	17.7	0.4	342	L	
3230	1601	8/20/74	22	40-37.3	72-39.4	10/ 8/74	40-46.3	72-43.7	48.8	17.8	0.4	340	L	
3229	1601	8/20/74	22	40-37.3	72-39.4	11/ 5/74	40-48.8	72-34.4	76.8	22.5	0.3	18	L	
3222	1601	8/20/74	22	40-37.3	72-39.4	11/ 9/74	40-47.4	72-39.4	80.8	18.8	0.3	0	L	
3228	1601	8/20/74	22	40-37.3	72-39.4	11/21/74	40-46.8	72-41.5	92.8	17.9	0.2	350	L	
3243	1609	8/20/74	23	40-30.7	72-57.2	10/13/74	40-41.5	72-58.9	53.8	20.2	0.4	353	L	
3249	1609	8/20/74	23	40-30.7	72-57.2	10/18/74	40-37.7	73-13.1	58.8	26.0	0.5	299	L	
3246	1609	8/20/74	23	40-30.7	72-57.2	11/ 2/74	40-37.3	73-16.1	73.8	29.4	0.5	294	L	
3250	1609	8/20/74	23	40-30.7	72-57.2	11/ 6/74	40-42.4	73-56.4	77.8	86.4	1.3	284	L	
4380	1253	8/20/74	38	40- 9.0	72-47.5	11/ 7/74	39-33.8	74-14.1	79.0	138.4	2.0	242	L	
3171	1543	8/20/74	50	40-56.5	71-56.0	9/12/74	41- 1.3	71-58.5	22.8	9.6	0.5	338	L	
3179	1543	8/20/74	50	40-56.5	71-56.0	9/12/74	41- 2.0	71-56.2	22.8	10.2	0.5	359	L	
3175	1543	8/20/74	50	40-56.5	71-56.0	11/ 8/74	41-14.7	72-41.7	79.8	72.5	1.1	297	L	
3193	1551	8/20/74	51	40-50.0	72-13.5	9/12/74	40-44.7	72-49.4	22.8	51.5	2.6	258	L	
3195	1551	8/20/74	51	40-50.0	72-13.5	9/16/74	40-47.4	72-39.4	26.8	36.8	1.6	262	L	
3199	1551	8/20/74	51	40-50.0	72-13.5	9/30/74	40-45.6	73-46.5	40.8	131.0	3.7	266	L	
3200	1551	8/20/74	51	40-50.0	72-13.5	10/ 8/74	40-41.9	72-57.9	48.8	64.2	1.5	256	L	
3196	1551	8/20/74	51	40-50.0	72-13.5	11/ 3/74	40-39.8	73- 4.2	73.8	73.8	1.2	255	L	
3199	1551	8/20/74	51	40-50.0	72-13.5	11/ 9/74	40-41.5	72-58.9	80.8	65.8	0.9	256	L	
3215	1558	8/20/74	52	40-44.0	72-30.9	9/13/74	40-47.9	72-37.6	23.8	11.9	0.6	307	L	
3214	1558	8/20/74	52	40-44.0	72-30.9	9/18/74	40-49.0	72-33.6	28.8	10.1	0.4	337	L	
3219	1558	8/20/74	52	40-44.0	72-30.9	9/20/74	40-42.7	72-55.6	30.8	34.9	1.3	266	L	
3213	1558	8/20/74	52	40-44.0	72-30.9	9/22/74	40-47.2	72-40.2	32.8	14.4	0.5	294	L	

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3211	1558	8/20/74	52	40-44.0	72-30.9	9/24/74	40-47.2	72-40.1	34.8	14.3	0.5	294	L	
3212	1558	8/20/74	52	40-44.0	72-30.9	9/27/74	40-47.3	72-39.9	37.8	14.1	0.4	295	L	
3220	1558	8/20/74	52	40-44.0	72-30.9	10/ 4/74	40-45.0	72-44.2	44.8	18.9	0.5	275	W	60 FT DEPTH
3237	1604	8/20/74	53	40-39.5	72-49.0	8/25/74	40-41.0	73- 0.1	4.8	15.9	3.8	260	L	
3240	1604	8/20/74	53	40-39.5	72-49.0	8/25/74	40-41.0	73- 0.2	4.8	16.1	3.8	279	L	
3232	1604	8/20/74	53	40-39.5	72-49.0	9/ 3/74	40-40.6	73- 1.3	13.8	17.5	1.5	276	L	
3233	1604	8/20/74	53	40-39.5	72-49.0	9/10/74	40-38.9	73- 8.0	20.8	26.9	1.5	267	L	
3238	1604	8/20/74	53	40-39.5	72-49.0	9/29/74	40-41.8	72-58.1	39.8	13.6	0.4	288	L	
3235	1604	8/20/74	53	40-39.5	72-49.0	9/30/74	40-44.0	72-51.7	40.8	9.2	0.3	335	L	
3239	1604	8/20/74	53	40-39.5	72-49.0	9/30/74	40-44.0	72-51.6	40.8	9.2	0.3	336	L	
3251	1612	8/20/74	54	40-33.8	73- 6.5	9/13/74	40-39.0	73- 7.5	23.8	9.8	0.5	351	L	
3255	1612	8/20/74	54	40-33.8	73- 6.5	9/18/74	40-37.9	73-12.2	28.8	11.1	0.4	313	L	
3256	1612	8/20/74	54	40-33.8	73- 6.5	9/30/74	40-37.8	73-13.1	40.8	12.0	0.3	308	L	
3253	1612	8/20/74	54	40-33.8	73- 6.5	10/ 1/74	40-37.4	73-15.1	41.8	13.9	0.4	298	L	
3252	1612	8/20/74	54	40-33.8	73- 6.5	10/ 2/74	40-37.7	73-13.2	42.8	11.9	0.3	307	L	
3258	1612	8/20/74	54	40-33.8	73- 6.5	10/11/74	40-37.3	73-16.0	51.8	14.9	0.3	295	L	
3260	1612	8/20/74	54	40-33.8	73- 6.5	11/ 6/74	40-40.8	73- 0.8	77.8	15.3	0.2	31	L	
3082	1334	8/20/74	55	40-31.2	73-27.1	8/22/74	40-36.1	73-27.8	1.9	9.2	5.5	353	L	
3086	1334	8/20/74	55	40-31.2	73-27.1	8/27/74	40-35.7	73-29.4	6.9	9.0	1.5	338	L	
3089	1334	8/20/74	55	40-31.2	73-27.1	9/ 1/74	40-35.3	73-32.1	11.9	10.4	1.0	317	L	
3073	1330	8/20/74	56	40-30.2	73-36.9	8/24/74	40-35.0	73-42.2	3.9	11.7	3.4	319	L	
3077	1330	8/20/74	56	40-30.2	73-36.9	8/26/74	40-36.6	73-34.4	5.9	12.4	2.4	16	L	INSIDE INLET
3079	1330	8/20/74	56	40-30.2	73-36.9	9/10/74	40-35.0	73-40.5	20.9	10.3	0.6	330	L	
3075	1330	8/20/74	56	40-30.2	73-36.9	9/13/74	40-35.0	73-38.6	23.9	9.3	0.4	344	L	
3076	1330	8/20/74	56	40-30.2	73-36.9	9/15/74	40-35.2	73-43.5	25.9	13.2	0.6	314	L	
3071	1330	8/20/74	56	40-30.2	73-36.9	9/22/74	40-35.2	73-36.9	32.9	9.3	0.3	0	L	
3266	858	8/19/74	60	40-35.0	73-27.6	8/19/74	40-34.5	73-30.6	0.4	4.4	13.5	257	W	
3264	858	8/19/74	60	40-35.0	73-27.6	8/24/74	40-35.6	73-30.5	5.1	4.3	1.0	285	L	
3262	858	8/19/74	60	40-35.0	73-27.6	8/25/74	40-35.6	73-29.8	6.1	3.3	0.6	289	L	
3261	858	8/19/74	60	40-35.0	73-27.6	8/28/74	40-36.4	73-26.4	9.1	3.1	0.4	33	L	
3267	858	8/19/74	60	40-35.0	73-27.6	8/30/74	40-35.9	73-28.9	11.1	2.5	0.3	312	L	
3276	904	8/19/74	61	40-33.0	73-32.0	9/ 4/74	40-35.4	73-31.3	16.1	4.6	0.3	12	L	
3271	904	8/19/74	61	40-33.0	73-32.0	9/ 5/74	40-35.3	73-36.3	17.1	7.5	0.5	305	L	
3282	907	8/19/74	62	40-33.7	73-37.3	8/30/74	40-36.3	73-27.2	11.1	15.1	1.6	71	L	
3281	907	8/19/74	62	40-33.7	73-37.3	8/31/74	40-37.3	73-17.2	12.1	29.2	2.8	76	L	
3288	907	8/19/74	62	40-33.7	73-37.3	9/20/74	40-36.1	73-27.8	32.1	14.2	0.5	71	L	
3284	907	8/19/74	62	40-33.7	73-37.3	9/27/74	40-35.1	73-35.0	39.1	4.2	0.1	51	L	
3296	910	8/19/74	63	40-32.7	73-41.9	8/30/74	40-35.0	73-42.3	11.1	4.3	0.5	352	L	
3298	910	8/19/74	63	40-32.7	73-41.9	8/30/74	40-35.0	73-40.9	11.1	4.5	0.5	18	L	
3299	910	8/19/74	63	40-32.7	73-41.9	11/30/74	40-39.0	73- 7.6	103.1	49.9	0.6	76	L	
3309	911	8/19/74	64	40-34.0	73-41.7	8/25/74	40-35.0	73-42.0	6.1	1.9	0.4	347	L	
3308	911	8/19/74	64	40-34.0	73-41.7	8/29/74	40-34.9	73-38.8	10.1	4.5	0.5	67	L	
3310	911	8/19/74	64	40-34.0	73-41.7	8/29/74	40-35.2	73-36.5	10.1	7.7	0.9	73	L	
3320	915	8/19/74	65	40-34.1	73-47.0	8/20/74	40-35.5	73-46.1	1.1	2.9	3.0	26	L	
3316	915	8/19/74	65	40-34.1	73-47.0	8/25/74	40-34.9	73-51.3	6.1	6.3	1.2	283	L	
3313	915	8/19/74	65	40-34.1	73-47.0	8/28/74	40-35.1	73-48.6	9.1	3.0	0.4	309	L	
3312	915	8/19/74	65	40-34.1	73-47.0	8/29/74	40-35.0	73-48.9	10.1	3.2	0.4	301	L	
3313	915	8/19/74	65	40-34.1	73-47.0	8/29/74	40-35.0	73-49.0	10.1	3.3	0.4	300	L	
3314	915	8/19/74	65	40-34.1	73-47.0	8/29/74	40-33.8	73-55.2	10.1	11.6	1.3	267	L	
3317	915	8/19/74	65	40-34.1	73-47.0	8/29/74	40-35.1	73-48.7	10.1	3.1	0.4	307	L	

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3311	915	8/19/74	65	40-34.1	73-47.0	9/ 5/74	40-35.2	73-48.0	17.1	2.5	0.2	325	L	
3327	917	8/19/74	66	40-31.6	73-51.5	8/31/74	40-35.9	74- 3.3	12.1	18.5	1.8	295	L	
3338	920	8/19/74	67	40-31.6	73-56.8	8/21/74	40-34.3	73-59.5	2.1	6.3	3.5	322	L	
3340	920	8/19/74	67	40-31.6	73-56.8	8/21/74	40-30.7	74-12.3	2.1	22.0	12.0	265	L	
3360	925	8/19/74	68	40-30.3	73-58.5	9/24/74	40-30.9	74-15.1	36.1	23.5	0.8	272	L	
3357	925	8/19/74	68	40-30.3	73-58.5	9/26/74	40-33.7	74- 5.8	38.1	12.1	0.4	301	L	
3356	925	8/19/74	68	40-30.3	73-58.5	9/30/74	40-33.2	74- 6.6	42.1	12.7	0.3	295	L	
3363	928	8/19/74	69	40-27.7	73-56.2	8/25/74	40-27.9	73-59.8	6.1	5.2	1.0	274	L	
3366	928	8/19/74	69	40-27.7	73-56.2	8/31/74	40-28.5	74- 0.6	12.1	6.4	0.6	283	L	
3374	936	8/19/74	70	40-22.7	73-55.0	10/ 1/74	40-28.7	74- 0.7	43.1	13.8	0.4	324	L	
3373	936	8/19/74	70	40-22.7	73-55.0	10/14/74	40-21.2	73-58.4	56.1	5.6	0.1	240	L	
3372	936	8/19/74	70	40-22.7	73-55.0	10/19/74	40-21.1	73-58.4	61.1	5.7	0.1	238	L	
3389	940	8/19/74	71	40-24.0	73-51.0	10/12/74	40-28.7	74- 0.9	54.1	16.5	0.4	301	L	
3390	940	8/19/74	71	40-24.0	73-51.0	10/23/74	40-28.6	74- 0.7	65.1	16.2	0.3	301	L	
3391	940	8/19/74	71	40-24.0	73-51.0	10/27/74	40-21.3	73-58.4	69.1	11.7	0.2	244	L	
3388	940	8/19/74	71	40-24.0	73-51.0	11/10/74	40-26.7	74-12.4	83.1	30.7	0.4	279	L	
3392	943	8/19/74	72	40-23.0	73-49.0	10/17/74	40-27.0	73-59.2	59.1	16.3	0.3	297	L	
3393	943	8/19/74	72	40-23.0	73-49.0	11/ 1/74	40-36.1	74- 3.2	74.1	31.5	0.5	320	L	
3404	947	8/19/74	73	40-25.0	73-45.0	11/17/74	40-35.4	73-31.9	90.1	26.8	0.3	43	L	
3401	947	8/19/74	73	40-25.0	73-45.0	12/ 5/74	40-39.7	73- 4.6	108.1	63.3	0.7	64	L	
3437	1000	8/19/74	74	40-17.7	73-55.2	9/24/74	40-17.9	73-58.8	5.1	5.2	1.2	274	L	
3438	1000	8/19/74	74	40-17.7	73-55.2	9/22/74	40-17.7	73-58.8	34.1	5.2	0.2	270	L	
3440	1000	8/19/74	74	40-17.7	73-55.2	9/27/74	40-17.9	73-58.8	39.1	5.2	0.2	274	L	
3436	1000	8/19/74	74	40-17.7	73-55.2	9/29/74	40-17.8	73-58.8	41.1	5.2	0.1	272	L	
3434	1000	8/19/74	74	40-17.7	73-55.2	10/16/74	40-14.5	73-59.6	58.1	8.7	0.2	226	L	
3426	957	8/19/74	75	40-20.0	73-47.3	11/23/74	40-33.9	73-52.3	96.1	26.7	0.3	344	L	
3415	953	8/19/74	76	40-20.0	73-40.0	10/20/74	40-32.0	73-56.4	62.1	32.2	0.6	313	W	
3411	953	8/19/74	76	40-20.0	73-40.0	10/28/74	40-35.3	73-34.0	70.1	29.6	0.5	16	L	
3414	953	8/19/74	76	40-20.0	73-40.0	12/ 5/74	40-35.1	73-35.2	108.1	28.8	0.3	13	L	
3446	1004	8/19/74	77	40-12.7	73-56.7	9/10/74	40-12.9	74- 0.1	22.1	4.9	0.3	274	L	
3450	1004	8/19/74	77	40-12.7	73-56.7	9/13/74	40-12.1	74- 0.4	25.1	5.4	0.2	258	L	
3441	1004	8/19/74	77	40-12.7	73-56.7	9/18/74	40-12.7	74- 0.2	30.1	5.0	0.2	270	L	
3444	1004	8/19/74	77	40-12.7	73-56.7	9/20/74	40-13.5	73-59.9	32.1	4.8	0.2	288	L	
3445	1004	8/19/74	77	40-12.7	73-56.7	9/21/74	40-12.8	74- 0.2	33.1	5.0	0.2	272	L	
3455	1010	8/19/74	78	40-13.6	73-47.2	11/25/74	40-28.3	74- 0.3	98.1	33.0	0.4	325	L	
3459	1010	8/19/74	78	40-13.6	73-47.2	11/25/74	40-28.8	74- 0.9	98.1	34.3	0.4	325	L	
3460	1010	8/19/74	78	40-13.6	73-47.2	12/ 4/74	40-25.8	73-58.8	107.1	28.0	0.3	323	L	
3455	1015	8/19/74	79	40-15.0	73-39.1	11/24/74	40-38.6	73- 9.3	97.1	60.8	0.7	44	L	
3347	922	8/19/74	80	40-29.3	73-59.4	9/ 1/74	40-30.2	74-15.3	13.1	22.6	2.0	274	L	
3349	922	8/19/74	80	40-29.3	73-59.4	9/28/74	40-27.9	73-59.8	40.1	2.7	0.1	192	L	
3344	922	8/19/74	80	40-29.3	73-59.4	9/30/74	40-26.8	73-59.0	42.1	4.7	0.1	173	L	
3345	922	8/19/74	80	40-29.3	73-59.4	10/ 7/74	40-27.0	74- 7.5	49.1	12.3	0.3	249	L	INSIDE BAY

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	DATE	STAT	LATITUDE	LONGITUDE	RECOVERY DATE	LATITUDE	LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
3716	1638	9/ 6/74	11	40-26.5	73-40.5	9/22/74	40-35.0	73-38.8	15.8	16.0	1.2	8	L	
3719	1638	9/ 6/74	11	40-26.5	73-40.5	10/ 5/74	40-35.0	73-38.2	28.8	16.1	0.6	11	L	
3712	1638	9/ 6/74	11	40-26.5	73-40.5	11/ 5/74	40-37.9	73-20.7	59.8	35.1	0.7	52	L	
3754	1625	9/ 6/74	12	40-26.2	73-25.8	9/ 8/74	40-35.5	73-30.9	1.8	18.7	11.8	337	L	
3759	1625	9/ 6/74	12	40-26.2	73-25.8	9/24/74	40-37.3	73-23.2	17.8	20.9	1.4	10	L	
3753	1625	9/ 6/74	12	40-26.2	73-25.8	11/ 2/74	40-37.3	73-15.4	56.8	25.3	0.5	35	L	
3752	1625	9/ 6/74	12	40-26.2	73-25.8	11/ 7/74	40-37.3	73-22.9	61.8	21.0	0.4	11	L	
3751	1625	9/ 6/74	12	40-26.2	73-25.8	11/ 9/74	40-35.9	73-28.8	63.8	18.5	0.3	346	L	
3763	1621	9/ 6/74	13	40-25.6	73-11.4	10/ 6/74	40-38.3	73-10.7	29.8	23.6	0.9	2	L	
3764	1621	9/ 6/74	13	40-25.6	73-11.4	10/ 7/74	40-37.6	73-13.8	30.8	22.5	0.8	351	L	
3769	1621	9/ 6/74	13	40-25.6	73-11.4	10/20/74	40-37.2	73-23.3	43.8	27.3	0.7	321	L	
3766	1621	9/ 6/74	13	40-25.6	73-11.4	10/30/74	40-38.2	73-15.5	53.8	24.1	0.5	346	L	INSIDE INLET
3770	1621	9/ 6/74	13	40-25.6	73-11.4	11/ 3/74	40-38.3	73-18.8	57.8	25.8	0.5	336	L	
3774	1650	9/ 6/74	14	40-26.2	72-45.8	9/23/74	40-37.4	73-15.8	16.8	47.3	3.3	296	L	
3771	1650	9/ 6/74	14	40-26.2	72-45.8	10/ 8/74	40-39.3	73- 6.1	31.8	37.6	1.4	310	L	
3776	1650	9/ 6/74	14	40-26.2	72-45.8	10/ 8/74	40-37.6	73-14.2	31.8	45.4	1.7	297	L	
3778	1650	9/ 6/74	14	40-26.2	72-45.8	11/ 2/74	40-39.0	73-19.2	56.8	52.9	1.1	296	L	GREAT SOUTH BAY
3777	1605	9/ 6/74	14	40-26.2	73-25.8	11/ 3/74	40-37.1	73-23.5	57.8	20.5	0.4	9	L	
3772	1650	9/ 6/74	14	40-26.2	72-45.8	11/ 5/74	40-38.1	73-16.0	59.8	48.1	0.9	297	L	
3826	1400	9/ 6/74	19	40-56.6	71-45.5	10/11/74	40-47.8	72-38.0	34.9	75.5	2.5	257	L	
3830	1400	9/ 6/74	19	40-56.6	71-45.5	10/17/74	40-57.3	72- 9.5	40.9	33.8	1.0	272	L	
3825	1400	9/ 6/74	19	40-56.6	71-45.5	10/19/74	40-54.2	72-16.0	41.9	43.1	1.2	264	W	42FT WATER NECOX
3824	1400	9/ 6/74	19	40-56.6	71-45.5	11/ 9/74	40-53.2	72-20.4	63.9	49.4	0.9	262	L	
3844	1354	9/ 6/74	20	40-50.0	72- 3.2	9/30/74	40-57.8	72- 8.3	23.9	16.2	0.8	333	L	
3841	1354	9/ 6/74	20	40-50.0	72- 3.2	10/ 8/74	40-59.5	72- 3.1	31.9	17.6	0.6	0	L	
3850	1354	9/ 6/74	20	40-50.0	72- 3.2	11/ 5/74	40-58.1	72- 7.5	59.9	16.2	0.3	338	L	
3861	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 6/74	40-50.2	72-29.7	29.9	17.0	0.7	317	L	
3862	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 6/74	40-50.0	72-30.2	29.9	17.2	0.7	314	L	
3863	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 6/74	40-50.0	72-30.3	29.9	17.3	0.7	314	L	
3865	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 6/74	40-49.9	72-30.5	29.9	17.4	0.7	313	L	
3866	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 6/74	40-49.9	72-30.4	29.9	17.3	0.7	313	L	
3868	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 6/74	40-49.9	72-30.6	29.9	17.5	0.7	312	L	
3869	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 6/74	40-50.0	72-30.1	29.9	17.1	0.7	314	L	
3870	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 6/74	40-50.0	72-30.0	29.9	17.0	0.7	315	L	
3867	1346	9/ 6/74	21	40-43.5	72-21.5	10/ 7/74	40-51.8	72-24.4	30.9	16.0	0.6	345	L	
3886	1607	9/ 6/74	22	40-37.3	72-39.4	10/ 3/74	40-45.8	72-45.3	26.8	17.9	0.8	332	W	MORICHES INLET
3884	1607	9/ 6/74	22	40-37.3	72-39.4	10/ 6/74	40-46.8	72-41.6	29.8	17.9	0.7	349	L	
3885	1607	9/ 6/74	22	40-37.3	72-39.4	10/ 6/74	40-48.2	72-36.5	29.8	20.6	0.8	11	L	
3888	1607	9/ 6/74	22	40-37.3	72-39.4	10/ 9/74	40-44.9	72-48.9	32.8	19.5	0.7	316	L	
3889	1607	9/ 6/74	22	40-37.3	72-39.4	10/ 9/74	40-47.6	72-38.7	32.8	19.1	0.7	2	L	
3881	1607	9/ 6/74	22	40-37.3	72-39.4	10/13/74	40-46.4	72-43.2	36.8	17.7	0.6	342	L	
4003	1615	9/ 6/74	23	40-30.7	72-57.2	11/ 7/74	40-42.3	72-56.8	61.8	21.5	0.4	1	L	
4006	1615	9/ 6/74	23	40-30.7	72-57.2	11/ 8/74	40-39.6	73- 4.8	62.8	19.7	0.4	326	L	
4009	1615	9/ 6/74	23	40-30.7	72-57.2	11/ 8/74	40-35.9	73-28.7	62.8	45.6	0.8	282	L	
3837	1356	9/ 6/74	50	40-56.5	71-56.0	9/18/74	40-59.5	72- 3.1	11.9	11.5	1.1	299	L	
3839	1356	9/ 6/74	50	40-56.5	71-56.0	9/21/74	41- 0.5	72- 0.5	14.9	9.8	0.8	319	L	
3833	1356	9/ 6/74	50	40-56.5	71-56.0	9/22/74	40-58.5	72- 6.2	15.9	14.8	1.1	284	L	
3840	1356	9/ 6/74	50	40-56.5	71-56.0	9/22/74	41- 0.5	72- 0.7	15.9	10.0	0.7	318	L	
3835	1356	9/ 6/74	50	40-56.5	71-56.0	9/23/74	40-54.1	72-18.1	16.9	31.4	2.1	261	L	
3834	1356	9/ 6/74	50	40-56.5	71-56.0	9/30/74	40-59.9	72- 4.9	23.9	13.3	0.6	289	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
3838	1356	9/ 6/74	50	40-56.5	71-56.0	10/ 1/74	40-50.8	72-27.5	24.9	45.5	2.1	256	L	
3681	1350	9/ 6/74	51	40-50.0	72-13.5	9/14/74	40-53.5	72-19.7	7.9	10.9	1.6	306	L	
3683	1350	9/ 6/74	51	40-50.0	72-13.5	9/14/74	40-52.9	72-21.2	7.9	12.1	1.8	296	L	
3690	1350	9/ 6/74	51	40-50.0	72-13.5	9/15/74	40-49.1	72-28.5	8.9	21.2	2.8	265	W	DEPTH 60 FT
3689	1350	9/ 6/74	51	40-50.0	72-13.5	9/21/74	40-54.4	72-17.5	14.9	9.9	0.8	325	L	
3687	1350	9/ 6/74	51	40-50.0	72-13.5	9/22/74	40-52.8	72-21.2	15.9	12.1	0.9	295	L	
3686	1350	9/ 6/74	51	40-50.0	72-13.5	10/ 1/74	40-50.9	72-27.3	24.9	19.5	0.9	274	L	
3688	1350	9/ 6/74	51	40-50.0	72-13.5	10/ 2/74	40-51.8	72-24.5	25.9	15.9	0.7	282	L	
3880	1342	9/ 6/74	52	40-44.0	72-30.9	9/30/74	40-46.9	72-41.5	23.9	15.9	0.8	289	L	
3871	1342	9/ 6/74	52	40-44.0	72-30.9	10/ 1/74	40-48.0	72-37.3	24.9	11.7	0.5	309	L	
3878	1342	9/ 6/74	52	40-44.0	72-30.9	10/ 5/74	40-49.9	72-30.6	28.9	11.0	0.4	2	L	
3875	1342	9/ 6/74	52	40-44.0	72-30.9	10/16/74	40-48.3	72-36.6	39.9	11.4	0.3	314	L	
3834	1611	9/ 6/74	53	40-39.5	72-49.0	9/16/74	40-41.6	72-58.5	9.8	14.0	1.6	286	L	
3838	1611	9/ 6/74	53	40-39.5	72-49.0	9/16/74	40-43.8	72-52.3	9.8	9.3	1.1	329	L	
3893	1611	9/ 6/74	53	40-39.5	72-49.0	9/18/74	40-41.5	72-59.0	11.8	14.6	1.4	284	L	
3899	1611	9/ 6/74	53	40-39.5	72-49.0	9/20/74	40-41.7	72-58.4	13.8	13.9	1.2	287	L	
3900	1611	9/ 6/74	53	40-39.5	72-49.0	9/22/74	40-40.6	73- 1.4	15.8	17.6	1.3	276	L	
3892	1611	9/ 6/74	53	40-39.5	72-49.0	9/24/74	40-41.0	73- 0.3	17.8	16.2	1.1	279	L	
4018	1619	9/ 6/74	54	40-33.8	73- 6.5	9/16/74	40-37.3	73-15.4	9.8	14.2	1.7	297	L	
4011	1619	9/ 6/74	54	40-33.8	73- 6.5	9/18/74	40-38.7	73- 8.6	11.8	9.6	0.9	341	L	
4012	1619	9/ 6/74	54	40-33.8	73- 6.5	9/18/74	40-38.7	73- 8.5	11.8	9.6	0.9	342	L	
4015	1619	9/ 6/74	54	40-33.8	73- 6.5	9/18/74	40-38.6	73- 9.3	11.8	9.8	1.0	336	L	
4016	1619	9/ 6/74	54	40-33.8	73- 6.5	9/18/74	40-38.7	73- 8.6	11.8	9.6	0.9	341	L	
4017	1619	9/ 6/74	54	40-33.8	73- 6.5	9/20/74	40-38.1	73-11.4	13.8	10.6	0.9	319	L	
4013	1619	9/ 6/74	54	40-33.8	73- 6.5	9/24/74	40-38.0	73-18.7	17.8	18.9	1.2	294	L	
4020	1619	9/ 6/74	54	40-33.8	73- 6.5	10/ 1/74	40-37.8	73-13.1	24.8	12.0	0.6	308	L	
3746	1629	9/ 6/74	55	40-31.2	73-27.1	9/19/74	40-36.8	73-24.7	12.8	11.0	1.0	18	L	
3744	1629	9/ 6/74	55	40-31.2	73-27.1	9/20/74	40-37.1	73-23.8	13.8	11.9	1.0	23	L	
3745	1629	9/ 6/74	55	40-31.2	73-27.1	9/20/74	40-36.1	73-27.0	13.8	9.1	0.8	0	L	
3748	1629	9/ 6/74	55	40-31.2	73-27.1	9/20/74	40-36.1	73-27.7	13.8	9.2	0.8	354	L	
3747	1629	9/ 6/74	55	40-31.2	73-27.1	9/21/74	40-36.1	73-27.1	14.8	9.1	0.7	0	L	
3749	1629	9/ 6/74	55	40-31.2	73-27.1	9/21/74	40-37.0	73-23.7	14.8	11.8	0.9	24	L	
3743	1629	9/ 6/74	55	40-31.2	73-27.1	9/22/74	40-37.2	73-21.5	15.8	13.7	1.0	35	L	
3735	1631	9/ 6/74	56	40-30.2	73-36.9	9/12/74	40-35.2	73-34.7	5.8	9.8	2.0	18	L	
3736	1631	9/ 6/74	56	40-30.2	73-36.9	9/14/74	40-34.9	73-39.0	7.8	9.2	1.4	341	L	
3731	1631	9/ 6/74	56	40-30.2	73-36.9	9/15/74	40-35.2	73-37.3	8.8	9.3	1.2	356	L	
3734	1631	9/ 6/74	56	40-30.2	73-36.9	9/16/74	40-35.1	73-38.1	9.8	9.3	1.1	349	L	
3726	1635	9/ 6/74	57	40-30.0	73-46.9	9/12/74	40-33.7	73-55.5	5.8	14.0	2.8	299	L	
3723	1635	9/ 6/74	57	40-30.0	73-46.9	9/15/74	40-34.4	73-49.8	8.8	9.2	1.2	333	W	
3722	1635	9/ 6/74	57	40-30.0	73-46.9	9/16/74	40-35.2	73-48.1	9.8	9.8	1.2	350	L	
3729	1635	9/ 6/74	57	40-30.0	73-46.9	9/21/74	40-34.6	73-51.9	14.8	11.1	0.9	320	L	INSIDE BAY
3721	1635	9/ 6/74	57	40-30.0	73-46.9	10/20/74	40-35.3	74- 3.9	43.8	26.0	0.7	292	L	

MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
4414	1112	9/ 9/74	83	41- 1.9	73-26.8	11/17/74	41- 4.9	73-23.7	69.0	8.6	0.1	30	L	
4424	1116	9/ 9/74	85	41- 3.8	73-17.2	10/20/74	41- 4.9	73-21.5	41.0	6.4	0.2	288	L	
4430	1118	9/ 9/74	86	41- 4.5	73-12.7	9/16/74	41- 5.2	73-19.6	7.0	9.8	1.6	277	W	
4423	1118	9/ 9/74	86	41- 4.5	73-12.7	11/ 6/74	41- 5.3	73-21.3	58.0	12.2	0.2	277	L	
4432	1122	9/ 9/74	87	41- 6.8	73- 2.8	10/25/74	41- 9.0	73- 6.7	46.0	6.9	0.2	306	L	
4443	1124	9/ 9/74	88	41- 9.0	72-52.9	9/30/74	41-14.8	72-54.0	21.0	10.9	0.6	351	L	
4457	1130	9/ 9/74	91	41-13.2	72-31.0	9/28/74	41-16.2	73-35.7	19.0	90.6	5.5	273	L	
4458	1130	9/ 9/74	91	41-13.2	72-31.0	9/28/74	40-58.4	72- 6.5	19.0	43.9	2.7	128	L	
4459	1130	9/ 9/74	91	41-13.2	72-31.0	10/13/74	41-16.2	72-35.8	34.0	8.8	0.3	309	L	
4454	1134	9/ 9/74	92	41-13.4	72-20.5	9/26/74	41-15.6	72-33.4	17.0	18.5	1.3	282	L	
4467	1136	9/ 9/74	93	41-16.0	72-10.9	9/14/74	41-16.2	72-21.2	5.0	14.4	3.3	271	L	
4455	1136	9/ 9/74	93	41-16.0	72-10.9	9/15/74	41-16.1	72-23.6	6.0	17.8	3.4	270	L	
4471	1140	9/ 9/74	94	41-16.2	72- 4.6	10/ 6/74	41-16.3	72-20.6	27.0	22.4	1.0	270	L	
4485	1197	9/ 9/74	96	41-18.6	71-38.7	9/14/74	41-20.2	71-42.1	5.0	5.6	1.3	301	L	
4482	1197	9/ 9/74	96	41-18.6	71-38.7	9/16/74	41-18.6	71-53.2	7.0	20.3	3.4	270	L	
4481	1197	9/ 9/74	96	41-18.6	71-38.7	9/30/74	41-19.6	71-45.4	21.0	9.6	0.5	281	L	
4605	1200	9/ 9/74	100	41-23.4	71-18.0	9/21/74	41-28.9	71- 2.3	12.0	24.2	2.3	65	L	
4625	1640	9/ 9/74	104	41- 8.1	72-24.2	9/27/74	40-58.2	72-49.5	17.8	39.9	2.6	242	L	
4642	1649	9/ 9/74	108	41- 3.3	72-40.5	9/27/74	41-11.0	73- 7.5	17.8	40.5	2.6	290	L	

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MARINE SCIENCES RESEARCH CENTER

S.U.N.Y. AT STONY BROOK

DRIFTER NUMBER	RELEASE TIME	RELEASE DATE	RELEASE STAT	RELEASE LATITUDE	RELEASE LONGITUDE	RECOVERY DATE	RECOVERY LATITUDE	RECOVERY LONGITUDE	DAYS OUT	DIST KM	VEL CM/SEC	DIR ANGLE	RC	COMMENTS
4524	950	9/16/74	123	40-25.0	73-12.0	11/ 3/74	40-37.4	73-15.0	48.1	23.4	0.6	349	L	
4763	1203	9/16/74	143	38-43.0	74-36.0	10/12/74	38-49.3	75-12.2	26.0	53.8	2.4	282	L	INSIDE BAY
4762	1203	9/16/74	143	38-43.0	74-36.0	10/29/74	38-48.1	75- 5.5	43.0	43.8	1.2	282	L	
4764	1203	9/16/74	143	38-43.0	74-36.0	11/ 6/74	38-47.0	75- 5.2	51.0	43.0	1.0	279	L	CA. HENLOPEN DEL
4769	1208	9/16/74	144	38-55.0	74-27.0	10/24/74	39- 1.6	74-56.2	38.0	44.0	1.3	296	L	
4766	1208	9/16/74	144	38-55.0	74-27.0	11/ 2/74	38-48.2	75- 5.8	47.0	113.4	2.8	330	L	
4767	1208	9/16/74	144	38-55.0	74-27.0	11/ 4/74	38-47.0	75- 8.3	49.0	113.3	2.7	328	L	
4778	1222	9/16/74	146	39-20.0	74- 9.0	11/ 9/74	39-17.3	74-33.2	54.0	35.2	0.8	261	L	
4776	1222	9/16/74	146	39-20.0	74- 9.0	11/10/74	39-12.9	74-38.6	55.0	44.6	0.9	252	L	
4777	1222	9/16/74	146	39-20.0	74- 9.0	11/14/74	39-13.0	74-38.3	59.0	44.1	0.9	252	L	
4785	1229	9/16/74	147	39-32.0	73-59.0	10/ 8/74	39-31.7	74-16.0	22.0	24.4	1.3	268	L	
4784	1229	9/16/74	147	39-32.0	73-59.0	10/20/74	39-24.7	74-21.4	34.0	34.9	1.2	247	L	
4782	1229	9/16/74	147	39-32.0	73-59.0	11/ 4/74	39-28.4	74-18.6	49.0	28.9	0.7	256	L	

END

DATE

FILMED

8-3-77

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