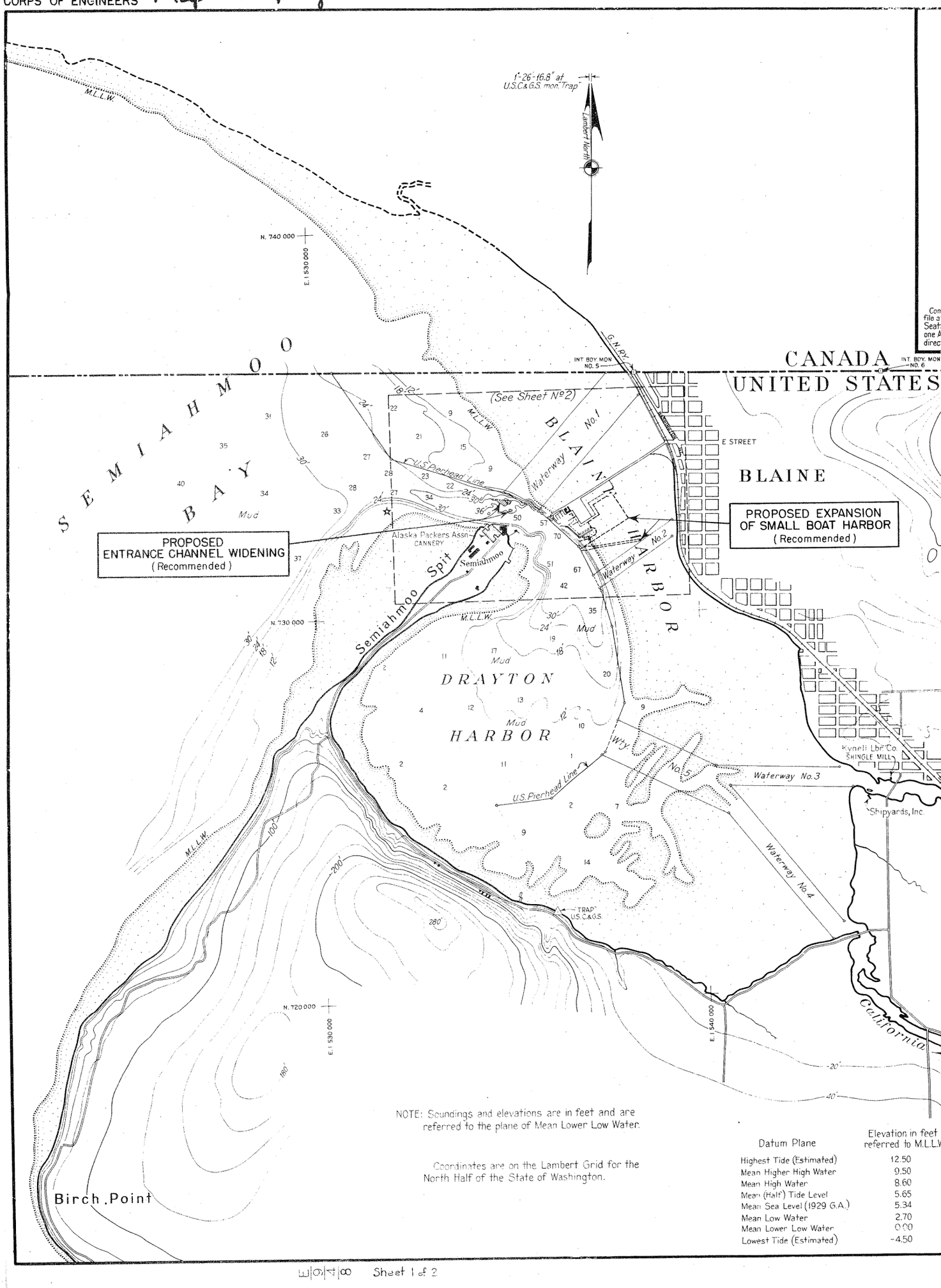
CORPS OF ENGINEERS Map 1 of 2, Page 1 of 2



NOTE: Soundings and elevations are in feet and are referred to the plane of Mean Lower Low Water.

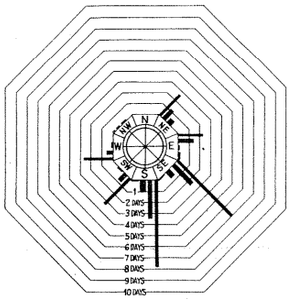
Coordinates are on the Lambert Grid for the North Half of the State of Washington.

Datum Plane	Elevation in feet referred to M.L.L.W.
Highest Tide (Estimated)	12.50
Mean Higher High Water	9.50
Mean High Water	8.60
Mean (Half) Tide Level	5.65
Mean Sea Level (1929 G.A.)	5.34
Mean Low Water	2.70
Mean Lower Low Water	0.00
Lowest Tide (Estimated)	-4.50

W|O|4|00 Sheet 1 of 2

Map 1 of 2, Page 2 of 2

U. S. ARMY

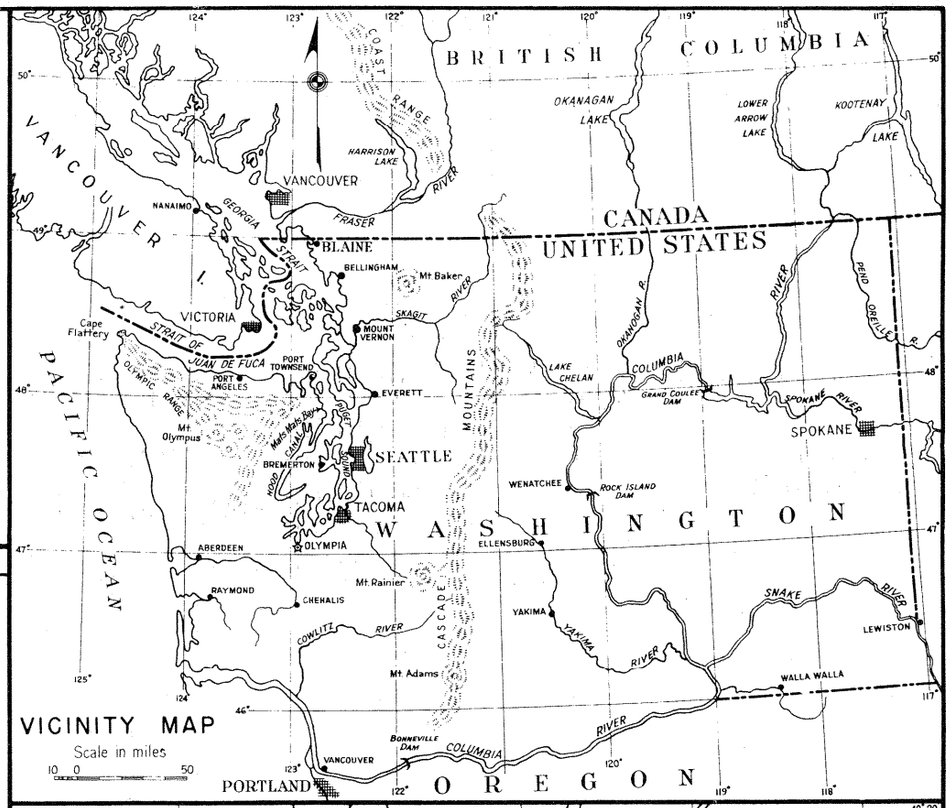


LEGEND

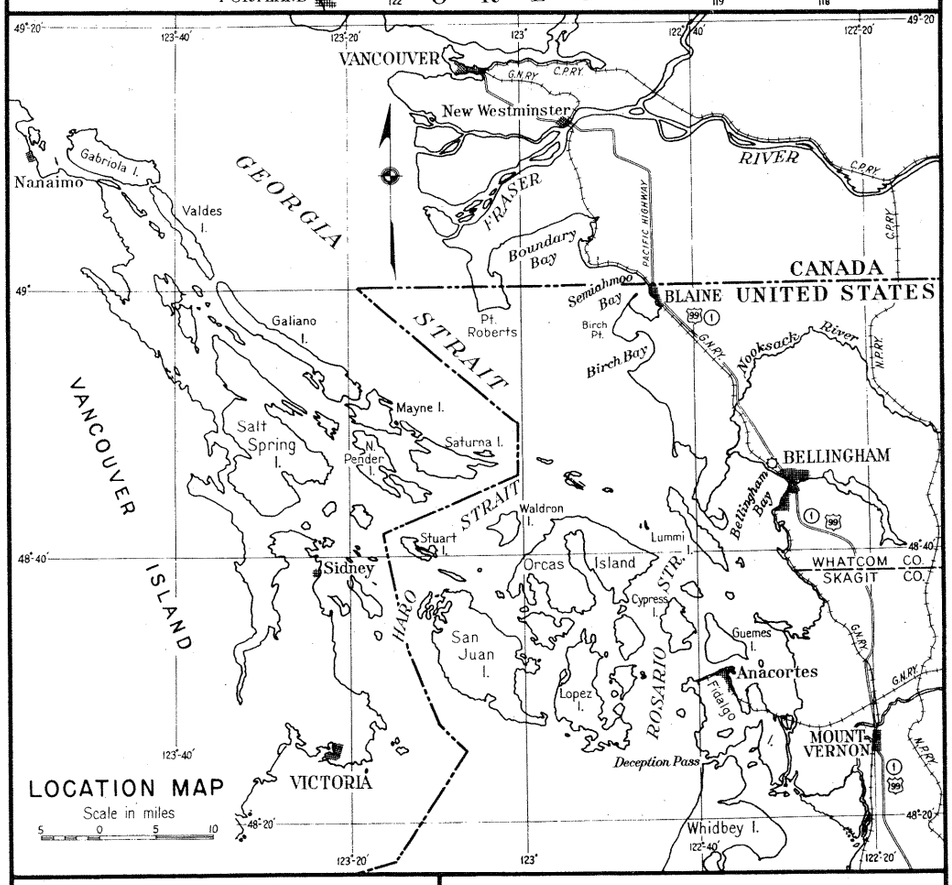
VELOCITY RANGE M.P.H.
11 TO 15
OVER 15 TO 20
OVER 20 TO 25
OVER 25

SOURCE
Compiled from W.B. forms 1130 on file at W.B. climate section center at Seattle. This diagram is based on one A.M. reading of velocity and direction of wind a day.

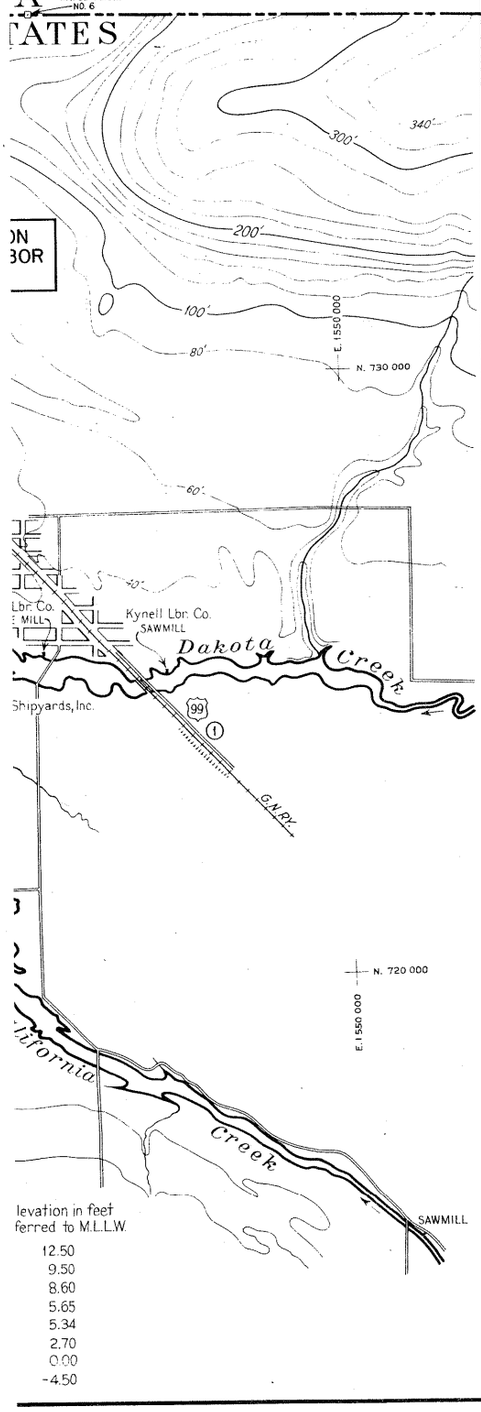
WIND DIAGRAM BLAINE, WASH.



VICINITY MAP
Scale in miles
10 0 50



LOCATION MAP
Scale in miles
5 0 5 10



LEGEND

- 99 U.S. Highway
- 1 State Highway (Primary)
- Municipal Airport

BLAINE HARBOR
WASHINGTON

In 2 Sheets — Sheet Nº 1 — Scale: As shown

1000 0 1000 2000 3000 4000 5000 FT.

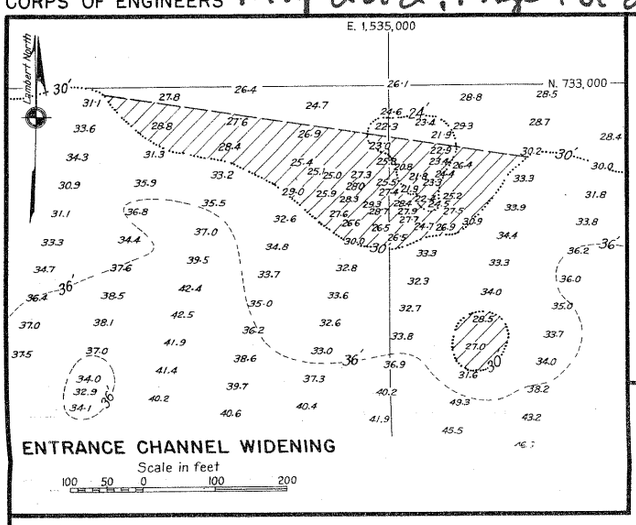
Seattle District, Seattle, Wash., Aug. 15, 1950.

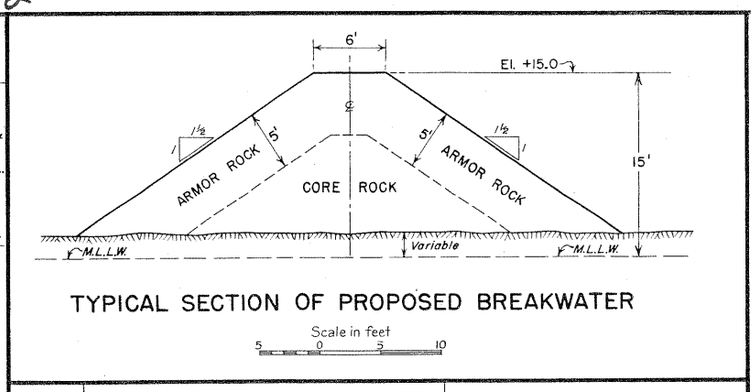
Submitted: J. M. Braunell, Chief, Planning Branch
Recommended: F. S. Brown, Chief, Engineering Division
Approved: E. C. Fischer, Colonel, Corps of Engineers

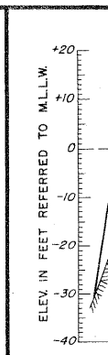
Drawn by: A.E.Mc
Traced by: A.E.Mc
Checked by: B.S.M.

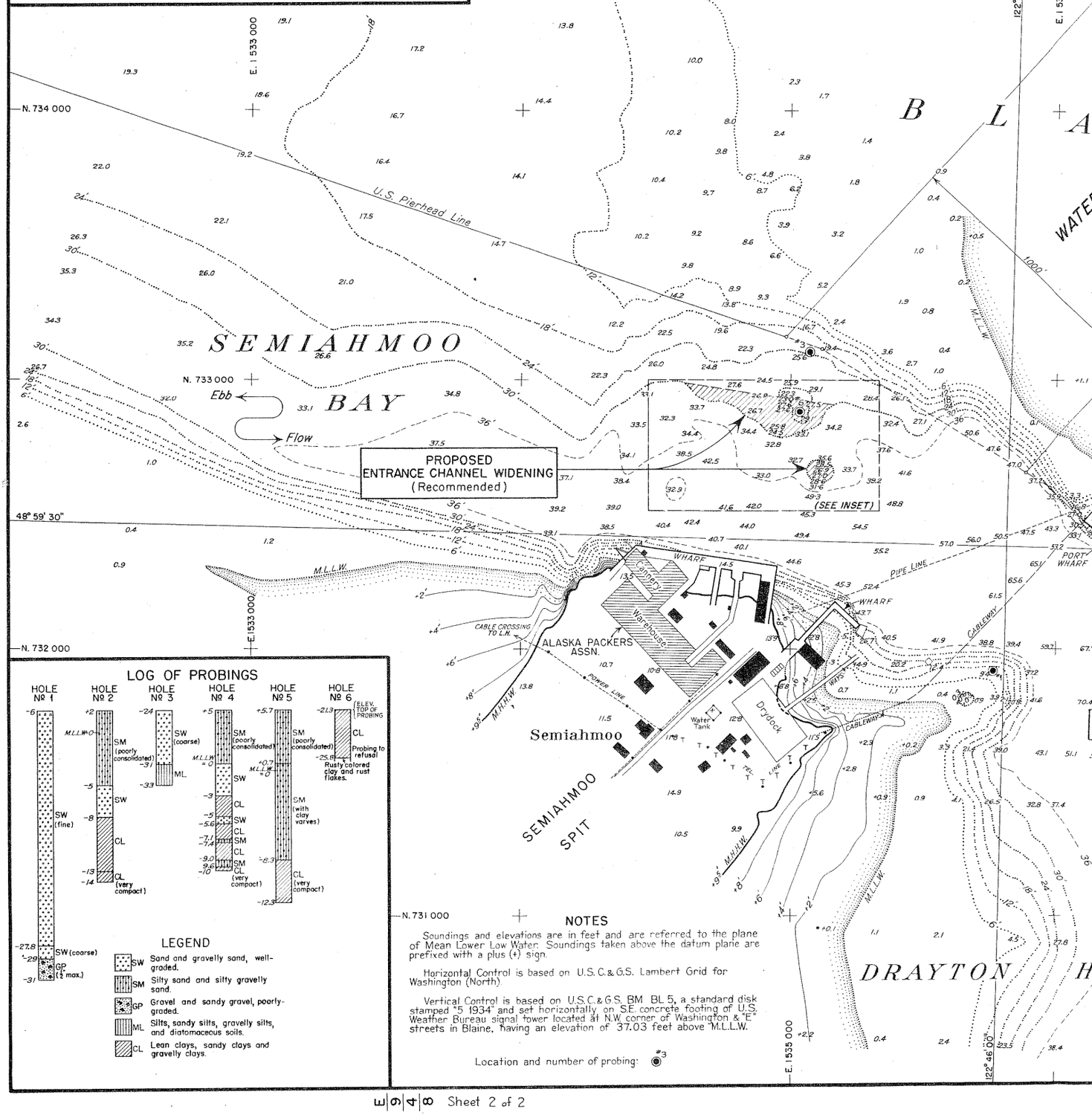
Transmitted with review of reports dated August 15, 1950

File No. E-9-4-8









NOTES

Soundings and elevations are in feet and are referred to the plane of Mean Lower Low Water. Soundings taken above the datum plane are prefixed with a plus (+) sign.

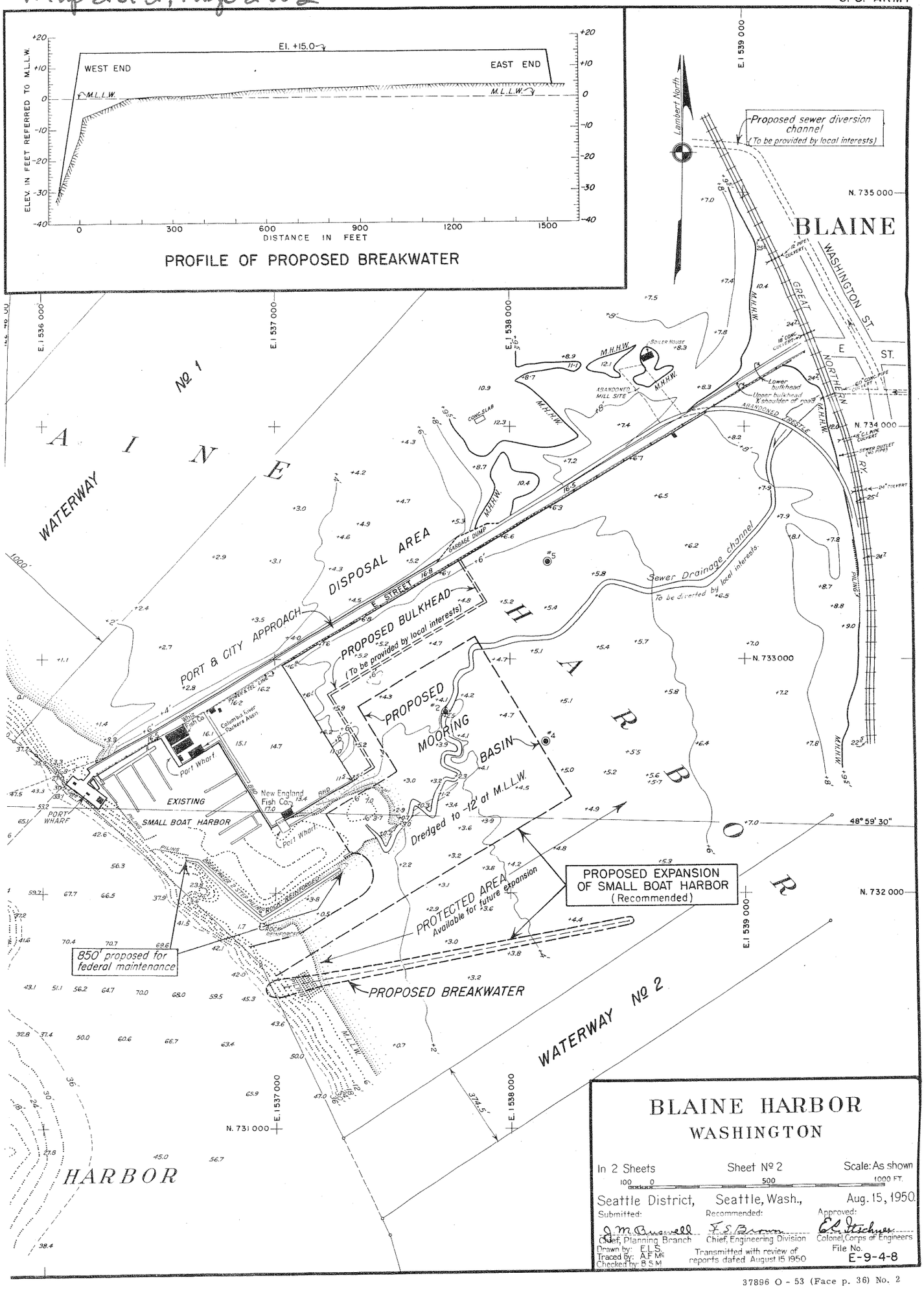
Horizontal Control is based on U.S.C.&G.S. Lambert Grid for Washington (North).

Vertical Control is based on U.S.C.&G.S. BM BL 5, a standard disk stamped "5 1934" and set horizontally on S.E. concrete footing of U.S. Weather Bureau signal tower located at N.W. corner of Washington & "E" streets in Blaine, having an elevation of 37.03 feet above M.L.L.W.

Location and number of probing: #3

Map 2 of 2, Page 2 of 2

U. S. ARMY



37896 O - 53 (Face p. 36) No. 2