

*Hopkins
File*

NPSEN-PP-R
MEMO FOR RECORD
SUBJECT:

19 March 1964

1. Wes Edens and James Harris, Trainee, left Seattle at 9 a.m., 9 March, and drove to Mt. Vernon via Stanwood. Copies of the Stillaguamish River Flood Plain Information Study Technical and Summary Reports were left with Cliff Danielson, Editor of the Stanwood News. Photos and negatives loaned to this office were returned to Mr. Danielson. He had already received a copy of the Summary Report from the State.

2. We continued north to the Skagit River and checked the accuracy of our photographic maps. Particular attention was given to correct road names and to the accuracy of flood limits delineated on the drawings. The majority of our time was spent in visually checking these items; however, we also took photographs of buildings encroaching on the flood plain and made contact with local residents to obtain information about water supply facilities in Lyman and the Samish River communities.

3. Lyman's water supply is municipally owned and comes from a small diversion dam on Jones Creek. There is also a municipal well used to augment the water supply in the late summer and early fall. No chlorination facilities are provided, but the system is above the flood plain. Blanchard and Edison have a common water supply which comes from a diversion on Whitehall Creek. An auxiliary well with chlorinator is located near the sea dikes west of Blanchard. The system is equipped with a storage reservoir above 100-foot elevation and also has a connection with the County PUD for emergency supply. This system appears to have the necessary flexibility to withstand a major flood without interruption in service to users.

4. We traced the alignment of a future State highway between Interstate Highway 5 and Anacortes from drawings of the Skagit County Engineer. We also attempted to get a copy of a County flood fighting plan from the Civil Defense Director. Mr. Dahlstad was not in his office, but his assistant said they have no evacuation plan. Their only plan with regard to flooding is a siren alarm system intended to cover the entire flood plain. The County Engineer has complete control over flood fighting operations for the County.

5. Automobile difficulty with the headlights was encountered on the afternoon and evening of 12 March. Emergency repairs were made at Marblemount and required about 2-1/2 hours. The vehicle was deadlined for electrical repairs on 16 March. Further trouble was experienced with the vehicle on 13 March when the engine acquired water under the distributor cap. This was probably due to water from a mud puddle which leaked under

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the distributor cap. After attempting to restart the engine, we acquired help from Burlington. Three hours time was lost on this occasion.

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