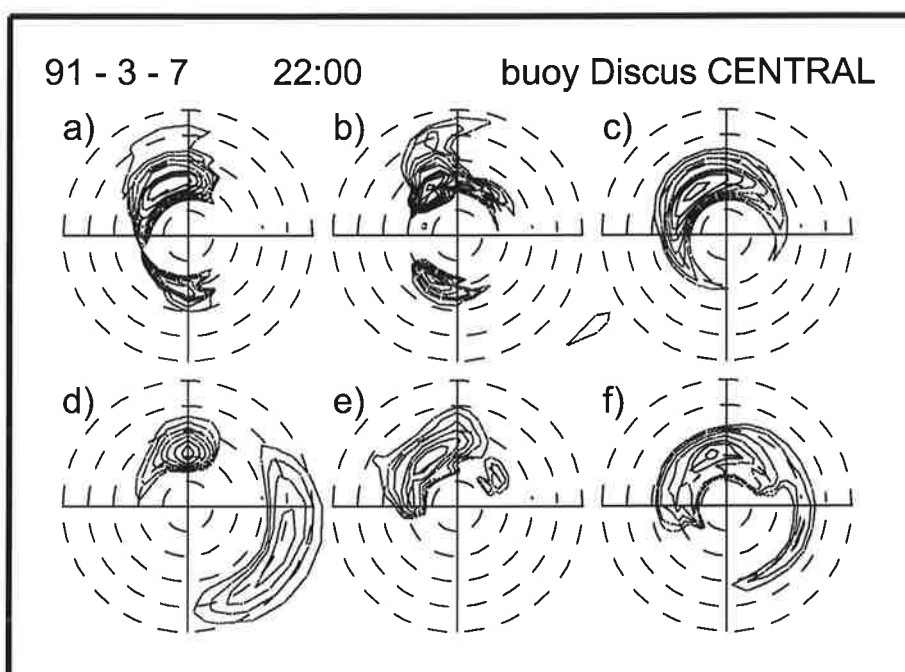




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INTERCOMPARISON OF TWO-DIMENSIONAL WAVE SPECTRA OBTAINED FROM MICROWAVE INSTRUMENTS, BUOYS AND WAMODEL SIMULATIONS DURING THE SURFACE WAVE DYNAMICS EXPERIMENT

by

S. Hasselmann • C. Bennefeld • H. Graber • D. Hauser
F. Jackson • P. Vachon • E. J. Walsh • K. Hasselmann • R. B. Long

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AUTHORS:

Susanne Hasselmann
Christian Bennefeld
Klaus Hasselmann

Max-Planck-Institut
für Meteorologie

Hans Graber

University of Miami
Rosenstiel School of
Marine and Atmospheric Science
Division of Applied Marine Physics
4600 Rickenbacker Causeway
MSC 124
Miami
Florida 33149-1098
USA

Frederick C. Jackson

315 Wilkes Street
Alexandria
VA 22314
USA

Daniel Hauser

Centre d'étude des environnements
Terestre et Planétaires
Université Versailles-St-Quentin
10/12 Avenue de l'Europe
78140 Velizy Cedex
France

Paris W. Vachon

Canada Centre for Remote Sensing
588 Booth St.
Ottawa
Ontario K1A 0Y7
Canada

Edward J. Walsh

NASA, Goddard
Space Flight Center
Wallops, Flight Facility
Wallops Island
Va, 23337
USA

Robert B. Long

601 NE 2nd Place
Dania
Florida 33004
USA

MAX-PLANCK-INSTITUT
FÜR METEOROLOGIE
BUNDESSTRASSE 55
D - 20146 HAMBURG
GERMANY

Tel.: +49-(0)40-4 11 73-0
Telefax: +49-(0)40-4 11 73-298
E-Mail: <name> @ dkrz.de

Intercomparison of two-dimensional wave spectra
obtained from microwave instruments, buoys and
WAModel simulations during the Surface Wave
Dynamics Experiment

S. Hasselmann*,
C. Bennefeld*,
H. Graber†
D. Hauser‡
F. Jackson‡
P. Vachon¶
E.J. Walsh||
K. Hasselmann*
R.B. Long

*Max Planck Institut für Meteorologie, Hamburg, Germany,

†Rosenstiel School of Marine and Atmospheric Science,
University of Miami, Fl, USA,

‡US Army Corps of Engineers, Washington, DC, USA,

§CETP, 10-12 Ave. de l'Europe, 78140 Velizy, France,

¶Canadian Centre for Remote Sensing, Ottawa, Canada,

||NASA/FSFC/Laboratory for Hydrospheric Processes,
Wallops Island, Virginia, USA.

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Abstract

An intercomparison is made of two dimensional wave spectra obtained from buoys and various remote sensing microwave systems and predicted by the WAModel during the Surface Wave Dynamics Experiment (SWADE). The overall agreement between the measurements and the model is satisfactory, but some differences in detail require further investigation. The buoy data yield reliable mean spectral parameters, but the maximum likelihood retrieval algorithm tends to produce directional distributions that are broader than those of other instruments. Various microwave instruments (ROWS, RESSAC, SRA) show good promise for the determination of 2d-wave spectra, but exhibit individual shortcomings (calibration uncertainties, directional ambiguity, impact of aircraft motion) that need to be further studied. The SAR system yields reliable retrievals with respect to the general spectral distribution, but suffers in this experiment from an undetermined calibration factor. Deviations between the WAModel and instrumental data could be largely attributed to wind field errors, but the model also exhibits deficiencies in the development of short-fetch wave systems and in the wave spectral response to rapidly turning wind fields.

1 Introduction

The Surface Wave Dynamics Experiment (SWADE) was carried out off the East Coast of the United States near Cape Hatteras during a six months period starting 1 October 1990 (Weller *et al*). The basic goal was to gain a better understanding of the dynamics of the evolution of the two-dimensional wave spectrum and the effect of waves on the fluxes of momentum, heat, and moisture at the air-sea interface. An improved understanding of these processes would be valuable for the development of wave, ocean and atmosphere models as well as more sophisticated coupled models incorporating a detailed representation of the interface dynamics.

The experiment deployed a large number of wave buoys as well as a spatially dense array of buoy wind measurements. This enabled high quality wind fields to be produced for the entire experiment (Cardone *et al*, 1995). It can therefore be expected that in future attempts to derive improved source terms for the WAModel (WAMDI, 1988) from the measured wind and wave data (for example, by using an adjoint of the WAModel, Hersbach, 1996), the traditional uncertainties in the wind field will no longer dominate the error budget.

During three intensive measuring periods (IOP-1, 20-31 October, 1990; IOP-2, 13-25 January 1991; and IOP-3, 25 February - 9 March 1991) the in situ measurements of winds and waves by buoys were augmented by measurements from ships and (during IOP-3) aircraft. The SWADE measurements have been described extensively in Caruso *et al* (1993), Caruso *et al* (1994), Jackson (1996) and other reports; details need not be repeated here.

The most extensive set of observations, including measurements of two dimensional wave spectra with four different airborne microwave systems, were obtained during IOP-3. The data were taken under a variety of meteorological conditions. The present study was carried out as preparation for a more comprehensive analysis

of these data for the evaluation of wave models. Before such an analysis can be undertaken, a detailed intercomparison of the wave spectra derived from the different measuring systems needs to be carried out. This is the objective of this paper.

Figure 1 shows the set of flight tracks for IOP-3, together with the locations of the wave buoys. The number of collocations which can be used for the intercomparison study is quite high. The data can also be used to test the SAR retrieval algorithm (Hasselmann and Hasselmann, 1991, Hasselmann, *et al*, 1996) and to evaluate the WAModel (WAMDIG, 1988, Komen *et al*, 1994), which was run in a triple-nested version for all SWADE-IOP periods.

Section 2 reviews briefly the measurement systems. A more detailed description of the instruments and their analysis procedures can be found in Parson and Walsh (1989), Hauser *et al* (1992), Vachon *et al* (1994), Jackson (1996) and Jackson and Jensen (1995). All data except the SAR and SRA spectra were preprocessed to remove the directional ambiguity, using additional directional information from the WAModel. The procedure is described in Section 3. A short review of the WAModel is given in Section 4. Statistical intercomparisons of integral wave parameters, both of the complete wave spectrum and of the separate windsea and swell constituents, are presented in Section 5. In the concluding Section 6 we summarize our results and assess the potential of the different measurement systems for data assimilation and inverse modeling applications. The complete set of 2d-wave spectra measured by all microwave systems, together with the buoy and collocated WAM spectra, are shown in the appendices.

2 Wave measurement systems

2.1 Buoys

Four Wavescan buoys (Discus North, East, Central and CERC, see fig. 1.) provided directional wave spectra continuously for the entire SWADE period. The 3m diameter heave-pitch-roll discus buoys measure the vertical acceleration, two gimbal angles and the orientation of the buoy relative to north. From these measurements one can recover the vertical displacement and the two components of the surface slope, whose spectra and cross spectra yield the one dimensional frequency spectrum of wave height and four components (the first two pairs of harmonics) of the Fourier expansion of the directional spreading function.

Various methods have been proposed for reconstructing the full 2d-wave spectrum from this information. Straightforward truncation of the Fourier expansion of the spreading function after the first two harmonics normally yields negative lobes and is therefore not suitable. The side condition of a positive spectrum can be satisfied either by fitting a directional model with free parameters to the data or, more generally, by some inverse modelling (variational or maximum likelihood/ entropy) method.

In the latter approaches, a particular solution is selected from the infinite ensemble of possible spectra that satisfy the data and positivity constraints by requiring that the solution should minimize some positive-definite cost function that expresses an additional desirable property, such as proximity to a preferred spec-

trum, or smoothness. The methods normally also permit a relaxation of the data constraints through a suitable adjustment of the cost function weights.

For the analysis of the SWADE buoy data, the maximum likelihood method of Drennan *et al* (1995) was applied. In general, the buoy data yielded broader directional distributions than the other instruments (see instrument intercomparisons discussed in Section 5.4). However, this could well be due to the maximum likelihood analysis we applied, since the directional distribution is underdetermined by the four Fourier components provided by a heave-pitch-roll buoy, enabling a variety of distributions to be fitted to the data. Accordingly, we carried out a detailed sensitivity test for three typical spectra to assess the permissible degree of freedom in fitting the directional distribution to the buoy data. For this analysis, the general variational method of Long and Hasselmann (Long and Hasselmann, 1979, Long, 1980, Lawson and Long, 1983) was found to be convenient, as it readily provides an upper and lower bound on the directional spread. The Long-Hasselmann method selects the directional distribution that is consistent with the data and at the same time closest to a preferred directional distribution. We considered two limiting cases: an isotropic preferred distribution, and a highly peaked preferred distribution. The propagation direction of the peak in the latter case was defined as $\theta_p(f) = \tan^{-1}(\langle \sin(\theta) \rangle, \langle \cos(\theta) \rangle)$, where $\langle \dots \rangle$ denotes the energy-weighted average over the directional distribution at a given frequency f . Thus, the two limiting cases yield the broadest and narrowest possible directional distributions, respectively, that are consistent with the data.

Fig.2 clearly shows the limitation of buoy measurements for the retrieval of two dimensional wave spectra. The solutions are far from unique for both simple and complex wave spectra. The spectra computed with an isotropic preferred directional distribution typically show only one or two wave systems with a relatively broad spread, while the preferred narrow distribution yields several peaks with a narrow net directional spread. The maximum-likelihood retrieval is smoother and more coherent than either of the limiting Long-Hasselmann distributions (as to be expected, as it is not forced towards either of the rather unnatural limits). However, it tends to agree more strongly with the Long-Hasselmann solution for a preferred isotropic distribution – indicating that the maximum-likelihood retrieval may indeed be biased towards broader distributions. But the principal conclusion is that the true directional distribution simply cannot be reliably determined from buoy data alone.

2.2 SRA

The Scanning Radar Altimeter (SRA) (Walsh *et al*, 1985) measures the 2d-wave spectrum by scanning a narrow radar beam across the aircraft ground track. It measures the slant range at 64 evenly spaced points across the swath at a spatial resolution of 8m (at 640m altitude). The slant ranges are converted to surface elevation after correcting for aircraft motions, which are measured simultaneously with accelerometers. The data of the 520m swath over an along-track distance of 506km are then transformed into 2d elevation wavenumber spectra by a two dimensional Fast Fourier Transform (FFT), and subsequently into a frequency-directional

wave spectrum, allowing for the Doppler shift induced by the aircraft velocity and assuming a linear dispersion relation. Current refraction is neglected, as the aircraft speed ($\sim 100\text{m/s}$) is large compared with typical current velocities ($\sim 2\text{m/s}$). The total wave energy is also measured independently by operating the SRA as a nadir-looking altimeter.

2.3 ROWS

The NASA/Goddard Space Flight Center's Radar Ocean Wave Spectrometer (ROWS) (Jackson et al., 1985a,b) is a 14 GHz, noncoherent pulse compression radar. The instrument is operated in two modes: an altimeter mode, which uses a low-gain, fixed nadir-pointing horn antenna, and a spectrometer mode, which uses a small rotating printed-circuit antenna that is pointed 16° off nadir. In SWADE, the radar was manually switched between these two operating modes. The data takes were generally 3-5 minutes duration in the altimeter mode and about 1 minute in the spectrometer mode. Most of the data were collected at an altitude of 7600 m.

In the spectrometer mode, the ROWS measures the reflectivity modulation spectrum $P_m(k, \theta)$. This is converted to the directional wave spectrum $E(f, \theta)$ using a linear wave tilt model, which relates the observed reflectivity modulations to the tilting of the specularly reflecting short wave facets by the long waves. The model yields $E(f, \theta) = (2\pi\alpha f)^{-1} P_m(k, \theta)$, where the sensitivity coefficient α is a function of the surface mean square slope (mss).

Because of the small incidence angle (16°) and relatively narrow antenna beamwidth (10°), the power return envelope is quite sensitive to aircraft altitude and antenna pointing errors. Thus, the mss cannot be reliably inferred from the spectrometer mode power return. To scale the spectrometer mode data, independent measurements of mss should be made using the ROWS altimeter mode (these data can also be used to determine the wind speeds, cf. Jackson, 1996). Unfortunately, because of a problem with the synchronization of the digitizer, accurate estimates of the significant wave height from the analysis of the altimeter return pulse form in the leading edge region could not be obtained in SWADE. Thus wave height estimates from the ROWS are available in SWADE only from the directional wave spectrum $E(f, \theta)$, which was calibrated using the estimated mss data.

2.4 RESSAC

The "Radar pour l'Etude du Spectre de Surface par Analyse Circulaire" (RESSAC) (Hauser, et al, 1992) is a 5.35 GHz (C-Band) rotating scanning spectrometer similar in concept to ROWS. It measures the radar cross section of the surface at small incidence angle (14°) and high horizontal resolution (1.5m in the range direction). A set of circular spans is collected about every 5 min, corresponding to an along-flight-track distance of 30km (at a nominal aircraft speed of 100 m/sec). Each spectrum is specified by 30 wave numbers and 72 directions. The wave number bin size depends on the flight altitude. Wave heights are measured using the altimeter mode, as in ROWS. The RESSAC can also be used as a scatterometer to measure wind speeds. The energy density spectrum is normalized in terms of wave height

by estimating the α -parameter (defined in Section 2.3 above) from the profile of the normalized radar cross-section versus incidence angle (Hauser, *et al*, 1992, Hauser, *et al*, 1993, Caruso, *et al*, 1994).

2.5 SAR

The C-band (5.3 GHz) SAR of the Canadian Centre for Remote Sensing (CCRS) used in SWADE (Vachon, *et al*, 1994) was flown at relatively low altitudes (1500m to 2500m) to achieve a small range-to-velocity ratio, thereby reducing the velocity-bunching nonlinearities of the SAR imaging mechanism. The incidence angles were in the range $\sim 47^\circ$ to 57° . The data were acquired with HH (horizontal transit and receive) polarization, which provides a larger tilt modulation than VV polarization for range traveling waves. The SAR image is produced by amplitude-averaging seven looks from overlapping portions of the Doppler spectrum. The image resolution is 6m in range and azimuth. The images were processed in real time, and SAR image spectra were derived by spectral analysis of 512×512 $4\text{m} \times 4\text{m}$ pixels, yielding a spectral resolution of $\Delta k = \frac{2\pi}{512} \cdot 4 \approx 3 \cdot 10^{-3} \text{m}^{-1}$. For this study, the spectrum was truncated at high wavenumbers to a (two sided) array of 201×201 non-smoothed spectral values, corresponding to a cut-off wave length of about 20m. Unfortunately, the CCRS SAR was not calibrated, and the SAR spectrum did not extend far enough to high wavenumbers to determine the clutter background noise level that can otherwise be used to calibrate SAR image spectra (Alpers and Hasselmann, 1982).

3 Preparation of the data

3.1 General aspects

The spectral data were provided either on a (k_x, k_y) wave number or a (k, θ) wave number-directional grid and were then interpolated (with the exception of the SAR image spectra) to the (f, θ) frequency-directional grid of the WAModel (15° angular resolution and a logarithmically spaced frequency grid extending from 0.0417 to 0.41Hz, with $\Delta f/f = 0.1$).

The ROWS, RESSAC and SAR two-dimensional spectra contained a 180° directional ambiguity. This was removed by using information from the nearest collocated WAModel spectrum. For the ROWS and RESSAC data, the ambiguity was removed by simply assigning the same energy ratio to any two ambiguous directions as in the WAM spectrum: $F_k = 2F_k^w F_k^{ob} / (F_k^w + F_{-k}^w)$, where k denotes the wave number, F_k^w the WAM spectrum, and F_k^{ob} , F_k denote the observed spectra before and after removal of the directional ambiguity, respectively. In the case of the SAR spectrum, the ambiguity removal is incorporated in the retrieval algorithm, which requires a first guess spectrum as input for the iterative inversion of the nonlinear SAR \rightarrow wave spectrum mapping relation. Fig 3 shows some examples for two dimensional ROWS spectra.

The observed spectra normally extended only to some cut-off wavenumber or frequency that was below the model cut-off. To obtain a uniform data set, an

f^{-4} tail was therefore added to the observed spectra beyond the cut off. However, since the extrapolation can be unreliable if short wavelength windseas are present, the mean spectral parameters presented in the following have been computed by integrating over the spectra only up to a common cut-off frequency of 0.25 Hz.

3.2 The mapping of a wave spectrum into a SAR image spectrum and its inversion

The mapping of a wave spectrum into a SAR image spectrum is in general a complex, nonlinear process. However, the transformation can be expressed in closed spectral form, enabling an inversion through numerical iterative methods (Hasselmann and Hasselmann, 1991, Krogstad, 1992, Komen *et al*, 1994, Hasselmann *et al*, 1996). For a low flying SAR, such as deployed during SWADE, the mapping is only weakly nonlinear for wavenumbers below the azimuthal cut-off and can be represented to good approximation by a quasilinear expression in which the nonlinearity enters only in the form of an azimuthal cut-off factor (Hasselmann and Hasselmann, 1991). The inversion procedure of Hasselmann and Hasselmann (1991), which makes use of the quasi-linear approximation in a general nonlinear iterative procedure, therefore normally arrives at a minimal solution of the cost function already after one minimization iteration.

Since the SWADE SAR spectra were uncalibrated, a free calibration factor $A_p = \int \hat{P}P(\mathbf{k}) / \int (\hat{P})^2(\mathbf{k})$ was introduced into the cost function of Hasselmann and Hasselmann (1991):

$$J = \int [P(\mathbf{k}) - A_p \hat{P}(\mathbf{k})]^2 A_p \hat{P}(\mathbf{k}) \mathbf{k} + \mu \int \frac{[F(\mathbf{k}) - \hat{F}(\mathbf{k})]^2}{\{B + \min[F(\mathbf{k}), \hat{F}(\mathbf{k})]\}^2}, \quad (1)$$

where $\hat{P}(\mathbf{k})$, $P(\mathbf{k})$ denote the observed and simulated SAR spectrum, and $\hat{F}(\mathbf{k})$, $F(\mathbf{k})$ the first-guess and retrieved wave spectrum, respectively. A small constant B is introduced as a safeguard to prevent the occurrence of a zero denominator when \hat{F} or F is zero.

However, wave spectra retrieved from SAR image spectra by the original inversion scheme of Hasselmann and Hasselmann (1991) tend to be rather spiky and display unrealistic discontinuities in the transition zone across the azimuthal cut-off, where the information from the SAR is no longer available and the retrieved spectrum reverts to the first guess. To overcome these shortcomings, Hasselmann *et al* (1996) introduced a smoothing algorithm based on a partitioning of the wave spectrum into separate wave systems, whose parameters are adjusted to the wave system parameters of the inverted SAR spectrum. At the same time, they added an additional iteration cycle by successively updating the input wave spectrum with the previous retrieval, thereby weakening the dependence on the first guess spectrum.

4 The WAModel

The WAModel is a spectral wave model which incorporates our present understanding of the physics of wave evolution and propagation in deep or shallow water, with

and without current refraction, in the basic transport equation for the wave spectrum (WAMDIG, 1988; Günther *et al.*, 1991, Komen *et al.*, 1994). It runs on any latitude-longitude grid on the globe or an arbitrary ocean region, with the option of multi-nested grids. It is currently used worldwide by a large number of research institutions and operational forecasting services.

The spectral wave transport equation expressing the conservation of action, including finite depth and current refraction terms, may be written in spherical latitude-longitude coordinates in the flux form (cf. Komen *et al.* 1994):

$$\frac{\partial A}{\partial t} + (\cos \phi)^{-1} \frac{\partial(\dot{\phi} A \cos \phi)}{\partial \phi} + \frac{\partial(\dot{\lambda} A)}{\partial \lambda} + \frac{\partial(\dot{\theta} A)}{\partial \theta} + \frac{\partial(\dot{f} A)}{\partial f} = S/f', \quad (2)$$

where $A = F(f, \theta; \phi \lambda)/f'$ denotes the action spectral density, $f' = f + \mathbf{k} \cdot \mathbf{U}/2\pi$ is the intrinsic frequency of a wave component in a coordinate system moving with the current \mathbf{U} , and $F = F(\lambda, \phi, f, \theta, t)$ is the two-dimensional wave spectral density, represented as a function of frequency f , direction θ (measured clockwise relative to true north) at the location λ (longitude), ϕ (latitude) and time t . The time derivatives $(\dot{\phi}, \dot{\lambda}, \dot{\theta})$ and \dot{f} denote the rate of change of the respective wave group variables along the propagation path of the wave group, including the deviations from a great circle path due to currents and bottom topography, and allowing for the change in frequency in the case of time dependent currents.

The term on the right hand side of (2) represents the net source function sum

$$S = S_{in} + S_{ds} + S_{nl} + S_{bot} \quad (3)$$

of the various source functions determining the rate of change of the spectrum.

The wind input source term S_{in} is based on Janssen's [1991] extension of Miles', [1957] theory of the generation of ocean waves by wind, which allows for the back-interaction of the growing waves on the wind profile.

The dissipation of waves S_{ds} due to white-capping corresponds to the quasi-linear expression derived by Hasselmann, [1974], essentially in the form proposed by Komen *et al.* [1984], but with some modifications to balance the changes in the Janssen (1991) input source function relative to the input source function originally assumed by Komen *et al.* [1984].

The nonlinear energy transfer S_{nl} is represented by the discrete interaction parametrization of Hasselmann *et al.*, [1985]. This approximates the full five-dimensional Boltzmann-integral expression of Hasselmann and Hasselmann [1985] by a two-dimensional continuum of interactions obtained by applying a scale transformation and rotation to two basic resonant quadruplets.

Current and depth refraction terms, together with an additional bottom dissipation term S_{bot} , taken from the JONSWAP study (Hasselmann *et al.*, [1973]), are included as options in the model. They were implemented in the SWADE computations. However, the currents were treated as time independent, so that the last term on the left hand side of eq.(2) was missing.

The WAModel was run for all SWADE IOPs on a triple nested grid: $1^\circ \times 1^\circ$ for the Atlantic, $0.5^\circ \times 0.5^\circ$ for the North Atlantic and $0.1^\circ \times 0.1^\circ$ for the SWADE grid. For the present study, the model was forced with ECMWF analysed U_{10} winds

provided on a 50 km grid and interpolated linearly to the WAM grid. The complete 2d-wave spectrum was saved at each observational point. For details see Caruso *et al.*, 1993.

5 Results

5.1 Collocated data sets

All observed spectra were collocated in space and time with WAM spectra at a maximum spatial separation of 5 km (half a WAM grid increment) and time separation of 10 mins. For the collocation of observational data, all data within a circle of 50 km radius and a time separation of maximally 30 mins relative to a selected reference location and time were regarded as a collocated data set. The selected reference space-time point ran through all observed data, yielding a series of collocated data sets consisting of various combinations of two, three or more observations. The complete ensemble of all collocated spectral data sets obtained in this manner is shown in the appendices. Identical collocation combinations resulting from different reference points are shown only once, but collocation sets for which only a subset of the collocated spectra are identical are presented separately.

5.2 WAM - buoy wave spectral intercomparison

In general, the wave spectra computed with the WAModel agree quite well with the measured wave buoy spectra. However, a shortcoming of the operational WAModel is often apparent in the initial generation phases of a new windsea. The buoy spectra normally show a new windsea peak developing immediately after the onset of the wind at high frequencies, which then gradually migrates towards lower frequencies in accordance with the standard picture of the development of duration or fetch limited windseas. In contrast, the windsea peak in the WAModel usually appears with a time lag, and at lower frequencies (compare, for example, spectra 220 to 235 computed by the WAModel and measured by Discus Central of Appendix 3). This is due to the limited range of the prognostic part of the WAM spectrum, which extends only to $2.5 \times$ the mean frequency, maximally to the model cut-off frequency at 0.417 Hz. Beyond the prognostic cut-off frequency, a diagnostic f^{-4} tail is added. Thus the initial development of the new windsea at high frequencies beyond the prognostic cut-off frequency cannot be simulated, the modelled windsea developing only slowly near the cut-off frequency through the direct wind input, rather than through the nonlinear transfer from higher frequencies. Once the modelled windsea has reached a certain level, the nonlinear transfer becomes effective, and the windsea peak sharpens and begins to migrate towards lower frequencies, in accordance with the standard fetch limited wave growth relations. However, the transition from an artificial linearly forced windsea near the model cut-off to a realistic windsea peak that is fed by the nonlinear transfer incurs a delay in the initial windsea development.

A similar problem has been found in frontal situations associated with a sudden change in the wind direction (Hasselmann *et al.*, 1985, Young *et al.*, 1987). While the model EXACT-NL (Komen *et al.*, 1984, Hasselmann *et al.*, 1985), which computes

the full nonlinear transfer integral, tends to generate a new windsea peak after a sudden wind direction change, the WAModel tends to simply readjust the direction of the original windsea peak. Although this is partly due in this case to the limited cross-spectral coupling of the direct interaction parametrization of the nonlinear transfer, the finite frequency range of the WAModel was again a contributing factor.

Numerical experiments have shown that these problems can be largely resolved or at least alleviated by extending the WAModel to higher frequencies. For wave predictions on a global scale, the delay in the initial response of the standard version of the WAModel due to the lack of a dynamical wave growth regime at high frequencies have not been found to be serious. Indeed, we have found no evidence of systematic errors associated with this phenomena for higher developed windseas or swell observed in SWADE. However, for the study of young windseas, or generally of small scale phenomena at higher frequencies, it would be advisable to run the WAModel on a larger frequency grid extending to higher frequencies.

The WAM significant wave heights (fig. 4) were found to be generally lower than the buoy wave heights, in particular in high-wind regions. Consistent with this finding, the mean frequency of the WAM spectra are also generally higher than the mean frequencies of the buoy spectra, while the wave directions agree quite well. This is consistent with operational intercomparisons between the ECMWF WAModel predictions and buoy measurements.

In the present case, the lower WAM wave heights can probably be largely attributed to underestimated input winds (cf. Cardone *et al*, 1995). Fig 5 shows that, with a few exceptions, the ECMWF U_{10} wind speeds used to drive the WAModel are too low compared with the buoy data in the high wind regions. On the other hand, the wind data reanalyzed by Cardone for IOP-3, also shown, are more consistent with the buoy winds, although somewhat too high for strong winds. The wind directions agree quite well.

5.3 Pairwise intercomparison of WAM spectra with RESSAC, SRA and ROWS data sets

The intercomparison of the modelled WAM spectra with the spectra measured with the active microwave systems RESSAC, ROWS and SRA (Appendices 5,6 and 7) show good overall agreement, but again with discrepancies in detail. The tendency of the WAM spectra to delay the development of young windseas can again be seen. Furthermore, the microwave measurements tend to yield rather sharper directional distributions than the WAModel. This can be attributed to the discrete interaction approximation of the nonlinear transfer in the WAModel, which tends to produce broader directional distributions than the exact nonlinear transfer expression (cf. Hasselmann *et al*, 1985). Otherwise, most of the differences in detail can be attributed, as in the case of the comparison with the buoy data, to differences in the wind field.

A few peaks in the RESSAC data (Appendix 5) that have no counterparts in the WAM spectra could be due to insufficient data sampling, and could be reduced by stronger smoothing.

Differences between the WAM and ROWS spectra are seen mainly at low energies

(Appendix 6), where the ROWS calibration was less reliable, while for wave heights higher than 2m the agreement is generally quite good.

The broader directional distributions of the WAM spectra are particularly apparent in the comparison with the SRA derived spectra (Appendix 7), where the problem of the delayed build-up of young windseas in the WAModel is also clearly seen (for example, in spectra 127 to 150). However, the overall agreement is again satisfactory.

Fig. 6 shows time series comparing WAM wave directions, wave heights and mean frequencies with the corresponding RESSAC, ROWS and SRA data. Numbers on the x-axis refer to the enumeration of the spectra in the appendix. Separate flights are indicated by vertical lines. The SRA wave heights and mean directions are in good agreement with WAM wave heights, but the mean frequencies, in particular for the first and last flights, are too high. The same features can be seen in the RESSAC data. This has not yet been explained. More consistent time series are seen for the ROWS frequencies, although in this case the wave heights are higher than the modelled wave heights, yielding a similar inconsistency in the wave height/frequency ratio. This can be possibly attributed in this case to the difficulties in the ROWS wave height calibration due to the failure, mentioned above, of the time synchronisation in the altimeter mode of the instrument. To some extent, the lower values of the WAM wave heights can be explained by the similar result found in the intercomparison of the WAM and buoy data, although the ROWS wave heights seem to be over estimated even when compared against the buoy data, particularly in regions of high winds.

5.4 Intercomparison of WAM spectra with collocated RESSAC, SRA, ROWS and buoy data sets

Joint intercomparisons of sets of collocated spectra measured by several instruments (Appendix 8) exhibit good general agreement of qualitative spectral properties, such as the number of wave systems, the general spectral shape, and the peak directions and frequencies. However, instruments with a limited high frequency cut off (in particular the SRA) sometimes miss high frequency windseas.

Individual differences of the instrumental data relative to the WAM data can be seen, however, in the mean wave heights, mean frequencies and mean directions (fig 7). We attribute these largely to errors in the wind field, as discussed above. The instrumental data, on the other hand, are largely mutually consistent, with the exception of the features already mentioned (too low frequencies for some of the RESSAC and SRA data, too high wave heights for the ROWS data).

A noticeable feature of nearly all buoy spectra is the broader directional spread compared with the other instruments. This feature is also found in the comparison with SAR retrieved spectra (cf. next section and Appendix 9) and could be due, as pointed out above, to the underdetermination of the directional distributions by the buoy data combined with a possible tendency of the maximum-likelihood retrieval method to favor broader directional distributions.

5.5 Intercomparison of WAM spectra and SAR wave spectral retrievals

An intercomparison of observed SAR spectra and the SAR spectra computed from the WAM and buoy wave spectra, together with the corresponding SAR spectra computed from the retrieved wave spectra using the algorithm of Hasselmann *et al* (1996), is shown in Appendix 9.

The comparison shows WAM (first row first guess, second row last retrieval cycle) and buoy (third row first guess, fourth row last retrieval cycle) spectra (first column), the associated computed SAR image spectra (second column) and observed SAR spectra (last column). Also shown is the wave spectrum after one inversion cycle (third column) and the associated simulated SAR image spectrum (fourth column). The coordinate system is right handed with the x-axis pointing in the flight direction.

In most cases, there is already good agreement between the SAR spectrum computed from the first guess WAM spectrum and observed SAR image spectrum. But even where larger differences are found (e.g. flight on Feb. 28), only one inversion cycle is normally needed to increase the correlation between the simulated and the observed SAR spectrum to values of the order of 0.9. This is because for a low flying SAR no strong nonlinearities occur, and the quasilinear mapping relation used in the iterative inversion scheme of Hasselmann and Hasselmann (1991) returns basically correct results already on the first iteration.

The broad directional distribution of the buoy spectra is seen to be significantly sharpened by the SAR retrieval scheme. Compared with the retrievals using the WAM spectra as input, the broad directional distributions of the buoy spectra are also seen to weaken the resolving power of the input spectrum with respect to the SAR directional ambiguity.

Fig 8 shows a comparison of mean wave spectral parameters of the SAR retrieved and first guess wave spectra, for both WAM and buoy first guess spectra. The SAR wave height data shown are not reliable because of the difficulties mentioned in calibrating the SAR. The measured and retrieved mean directions generally agree quite well for both buoy and WAM retrievals. The same applies for the first guess and retrieved mean frequencies for the WAM spectra.

Finally, fig. 9 shows the impact of the additional iteration loop updating the input wave spectrum in the improved SAR wave spectral retrieval algorithm of Hasselmann *et al* [1996]. Shown are the pattern correlation coefficients between the observed and computed SAR spectra for the input, inverted and retrieved wave spectra, for both WAM and buoy data. The inverted spectrum represents the wave spectrum derived from the first- guess input spectrum after one inversion step, while the retrieved spectrum represents the best wave spectrum (defined in terms of the error between the computed and observed SAR spectrum) derived from a set of five updated input spectra.

Note that the iteration of the input spectrum involves the application of an intermediate interpolation step to the inverted spectrum. The interpolation, based on the wave partitioning scheme, yields a more realistic wave spectrum, but degrades the correlation between the computed and observed SAR spectrum. Thus, although

the iteration of the input spectrum is believed to yield improved retrievals, the correlation between the observed and computed SAR spectra is generally slightly degraded.

6 Conclusions

The intercomparison of two dimensional spectra obtained from buoys, various microwave systems and predicted by the WAModel shows satisfactory overall agreement, but differences in detail that require further investigation. This could be fruitfully combined with the application of the data in data assimilation and model tuning exercises. The following points, in particular, deserve closer attention:

- Buoy data yield reliable mean spectral parameters, but the maximum-likelihood retrieval algorithm tends to produce directional distributions that are broader than those of the other instruments or predicted by the WAModel. Whether this is a consequence of the retrieval algorithm or an indication that the other measurements and the model are in error cannot be determined at this point. However, to place the directional distributions inferred from wave buoys within limiting bounds, a sensitivity analysis was carried out for three typical buoy spectra using the general Long-Hasselmann retrieval technique to determine the broadest and narrowest possible directional distribution consistent with the data. This indicated that the maximum-likelihood may indeed tend to favor broader distributions. For data assimilation applications, the best buoy retrieval strategy might be to use the Long-Hasselmann variational technique with a preferred directional distribution given by the first guess WAM distribution. It would therefore be useful to compare this version of the Long-Hasselmann retrieval algorithm with the maximum-likelihood retrieval method. In general, the application of buoy data to retrieve 2d-wave spectra should be combined with sensitivity tests to investigate the impact of the unavoidable closure assumptions.
- The ROWS, RESSAC and SRA data all show good promise for the determination of 2d-wave spectra, but exhibit individual shortcomings (calibration uncertainties, directional ambiguity, impact of aircraft motion) that need to be further studied. Because of the complementary nature of some of the limitations of these instruments compared with the SAR, buoy and model data obtained during the SWADE Special Observing Period 3, it would be desirable to pursue these investigations in the context of a general data assimilation exercise, for example, using the adjoint of the WAModel developed by Hersbach (1996).
- The SAR system yielded reliable retrievals with respect to the general spectral distribution, but suffered from an unknown calibration factor. It would be useful also in this case to test the impact of the SAR data in a general data assimilation exercise using all wave information obtained during IOP-3.
- In several cases, the WAModel exhibited deviations from the instrumental data that were attributed to erroneous wind fields. A repeat of the WAModel

simulation using the improved wind fields of Cardone yielded wave spectra significantly closer to the measured spectra (private communication). However, two deficiencies of the WAModel were also identified: the directional distributions were generally broader than inferred from the SAR data and the other microwave systems; this was attributed to the direct interaction approximation of the nonlinear transfer, which is known to underestimate the development of the windsea peak by the nonlinear transfer (Hasselmann and Hasselmann, 1991); and, due to the finite cut-off of the WAModel at high frequencies, the WAModel reacts too slowly to the development of a new high frequency windsea at the onset of a wind following a calm period.

Despite some shortcomings of individual measuring systems, we conclude that the SWADE IOP-3 yielded an interesting set of largely mutually consistent 2d wave spectra under a variety of meteorological conditions that should provide a valuable basis for more detailed data assimilation and model optimization exercises.

Acknowledgments

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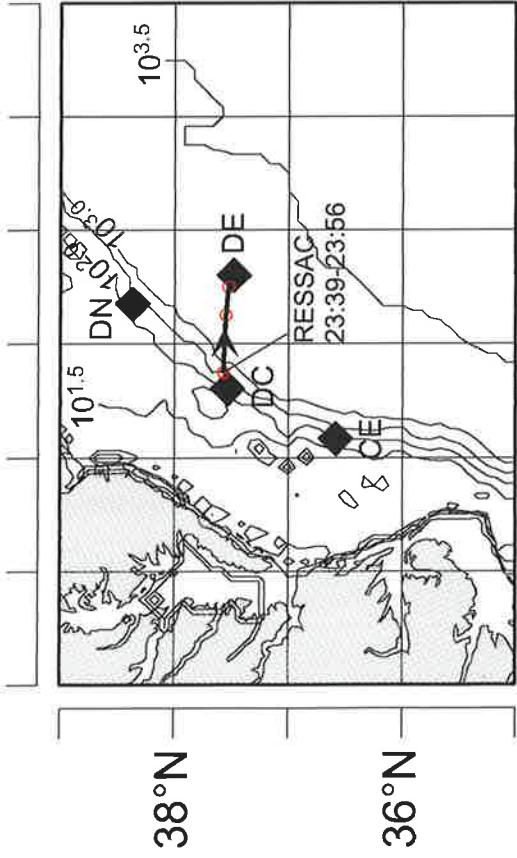
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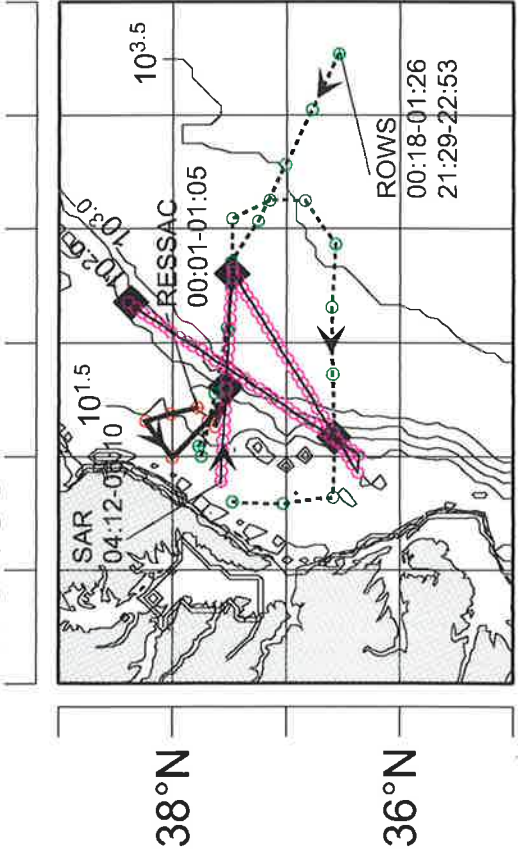
Figure captions

1. Flight tracks of airborne microwave instruments
2. Intercomparison of wave-buoy, remote sensing and model wave spectra for three different locations (Feb 28 and March 2 and 7). Top rows: Two dimensional wave spectra computed from heave-pitch-roll buoys with the variational method of Long and Hasselmann using an isotropic directional distribution (panels a) and an approximately δ -function directional distribution (represented by a $\cos^{130}(\theta - \theta_p)$ - function (panels b) as preferred directional spread, and using the maximum-likelihood method of Drennan *et al* (1994) (panels c). Bottom rows: Spectra computed with the WAModel (panels d), measured by the SRA (March 2 and 7, panel e) or ROWS (Feb 28, panel e) and by RESSAC (Feb. 28 and March 7, panel f) or ROWS (March 2, panel f).
3. Two dimensional wave spectra, WAM first guess, ROWS with directional ambiguity, ROWS with directional ambiguity removed on polar frequency-directional plots. Circles denote frequencies at 0.05 Hz intervals starting at 0.05. Isolines are logarithmically spaced relative to the maximum value of the spectral energy density.
4. Time series of significant wave height, mean wave frequency and direction for WAM and buoy spectra. The x-axis denotes time from 28 Febr, 1991, 0:00Z to 10 March, 1991, 0:00 in steps of 24 hours.
5. Time series of wind speed and direction WAM (ECMWF), hand analysed (Cadone *et al*, 1995) and buoy U_{10} winds. The x-axis denotes time from 28 Febr, 1991, 0:00Z to 10 March, 1991, 0:00 in steps of 24 hours.
6. Mean parameters of spectra observed with RESSAC (panel a), SRA (panel b) and ROWS (panel c) and of the collocated WAM-spectra. Vertical lines denote the end of a flight track.
7. Scatterdiagram of WAM first guess characteristic parameters against observed ones from different instruments.
8. Scatterplot of first guess WAM and buoy mean parameters against mean parameters. Panel a: total spectrum, Panel b: swell, panel c: wind-sea.
9. Scatterplot of the correlation index between simulated spectra and observed SAR spectra.

27/02/91



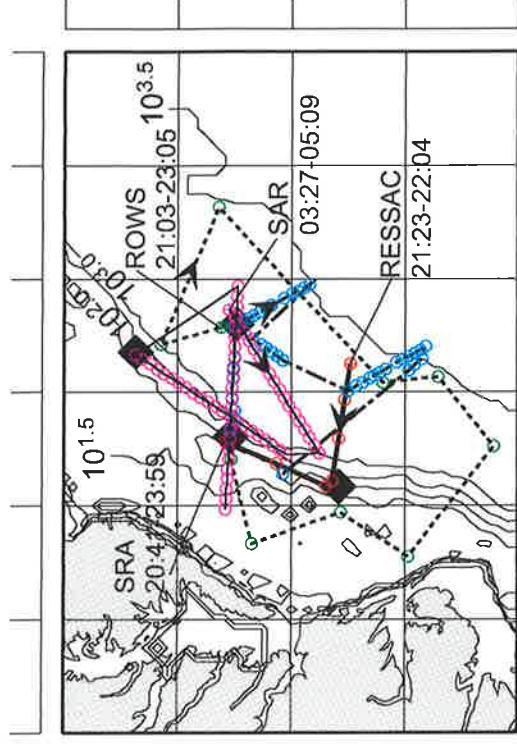
28/02/91



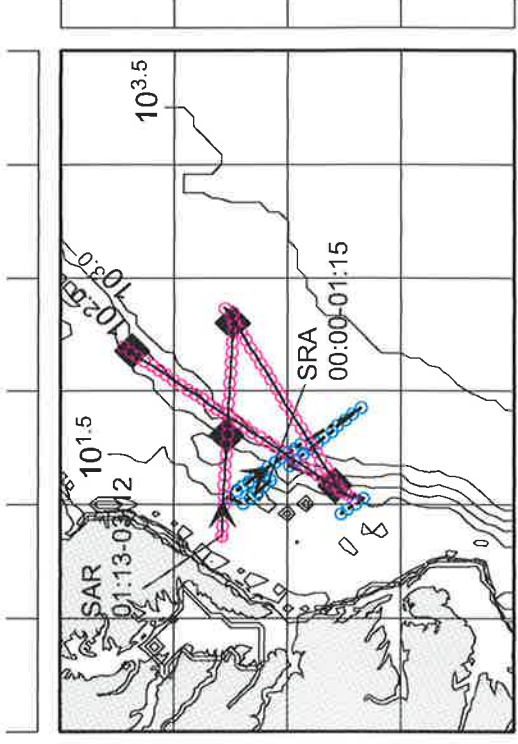
76°W 74°W 72°W

— RESSAC ROWS

02/03/91



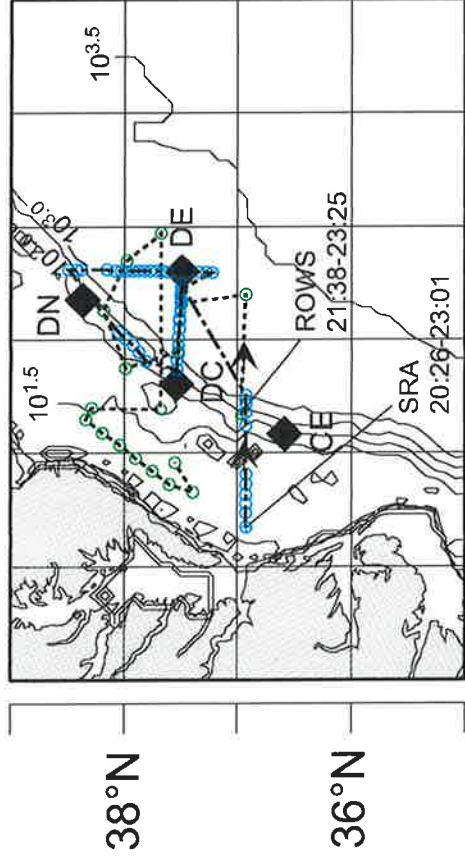
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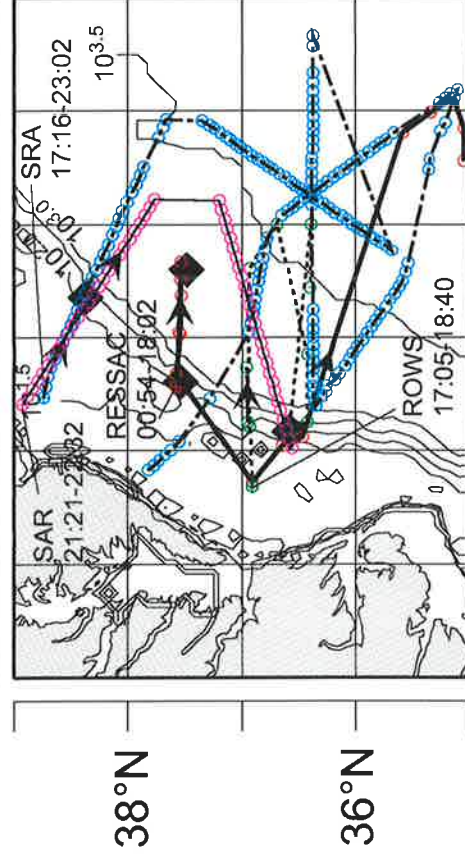
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----- SRA — SAR fig. 1a

04/03/91

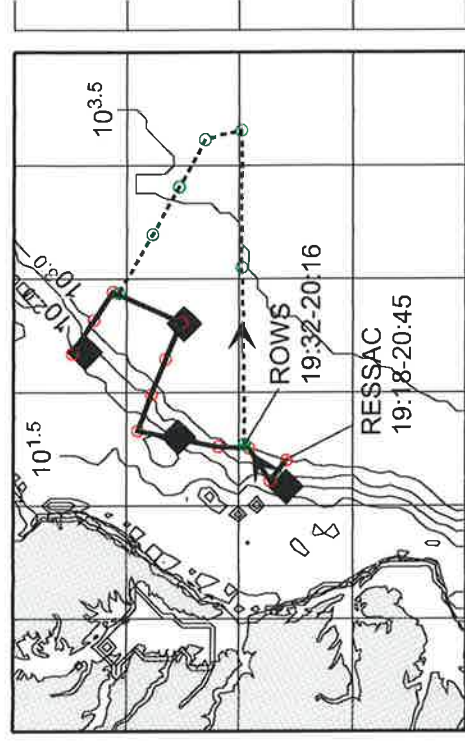


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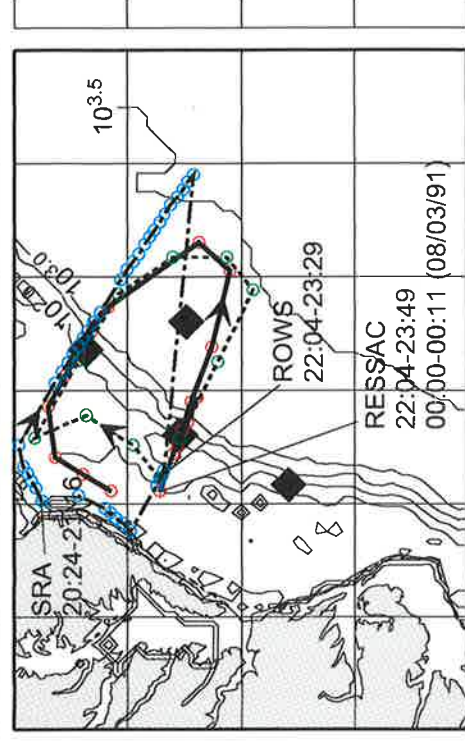


76°W 74°W 72°W

06/03/91



07/03/91



76°W 74°W 72°W

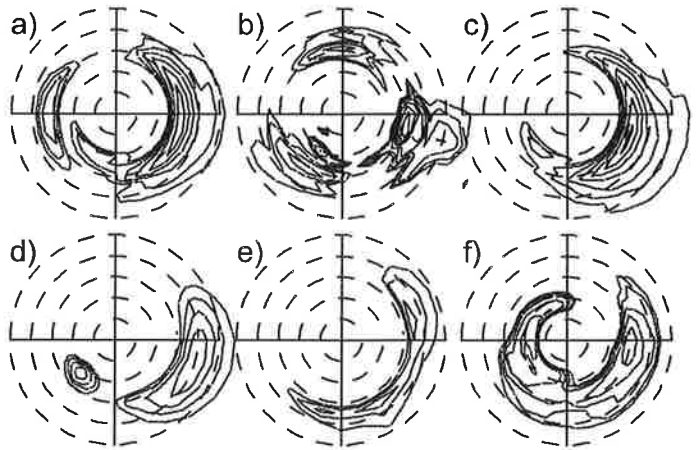
— RESSAC ROWS

----- sra

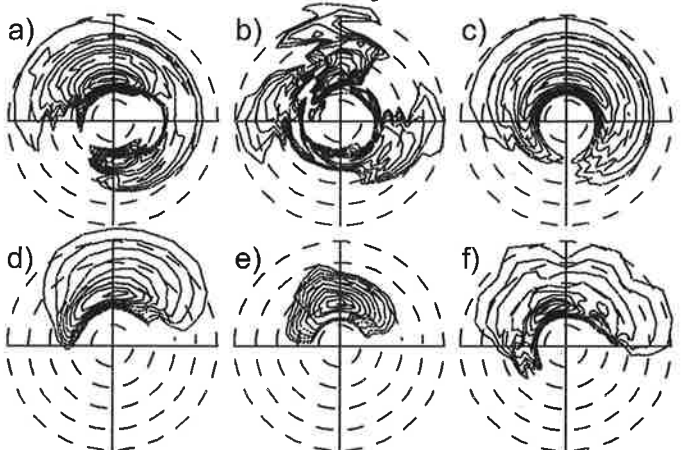
— SAR

fig. 1b

91 - 2 - 28 01:00 buoy Discus EAST



91 - 3 - 2 21:00 buoy Discus EAST



91 - 3 - 7 22:00 buoy Discus CENTRAL

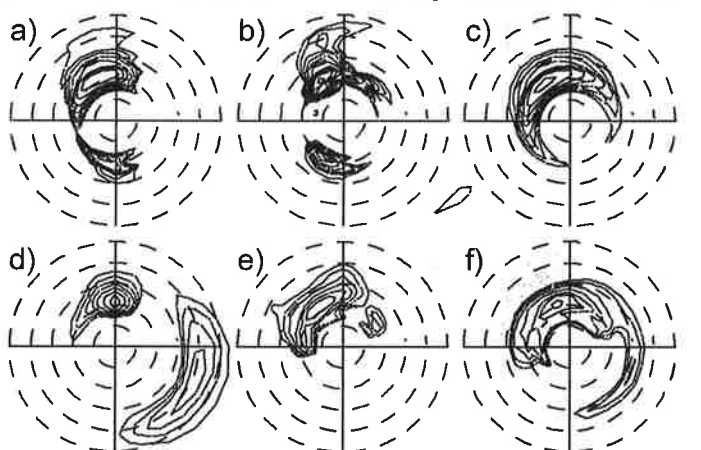
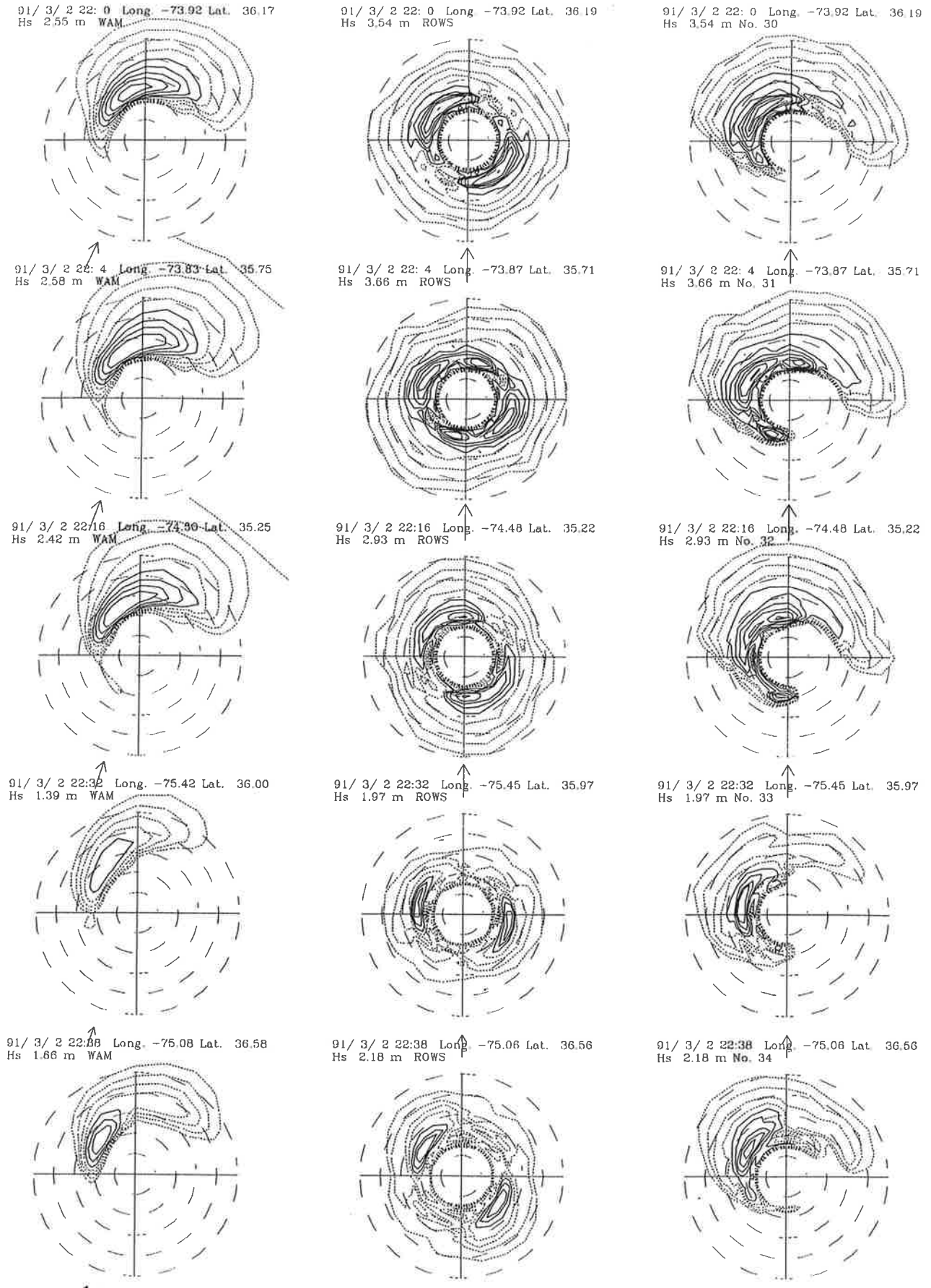


fig. 2

WAM

ROWS

ROWS w/o ambig.



DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

fig. 3



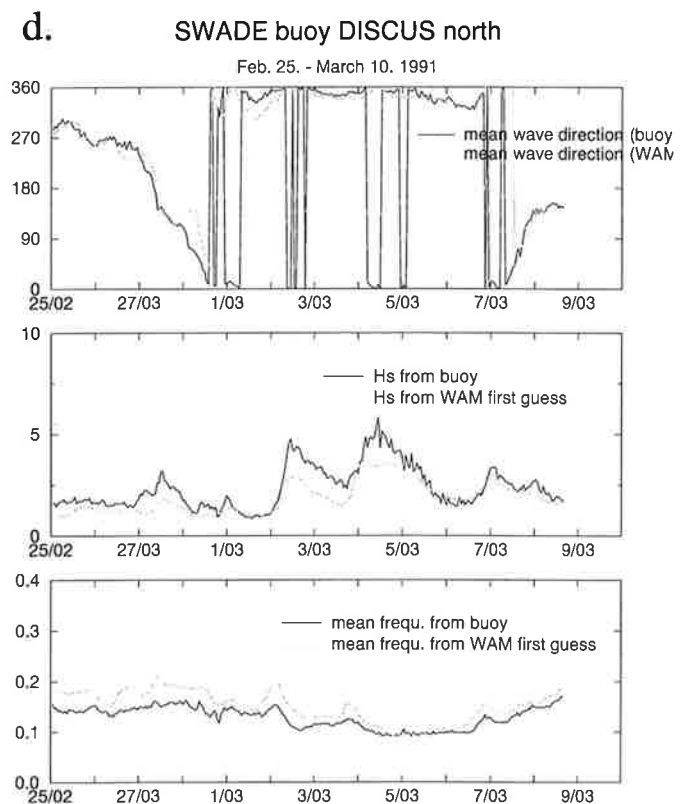
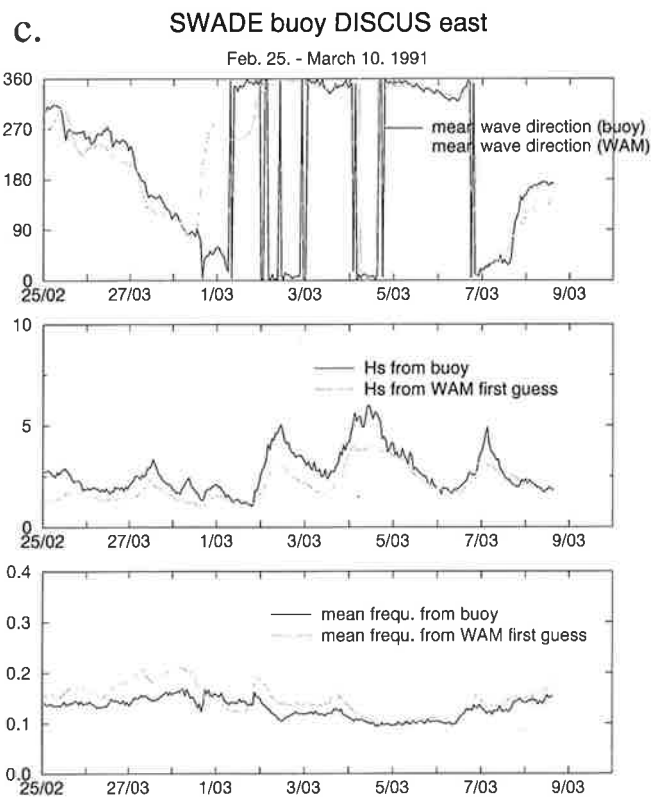
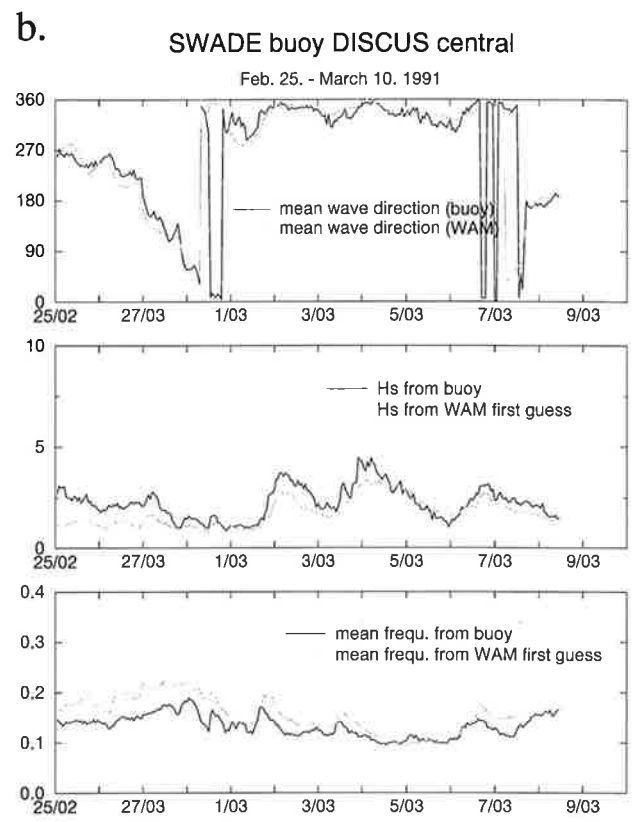
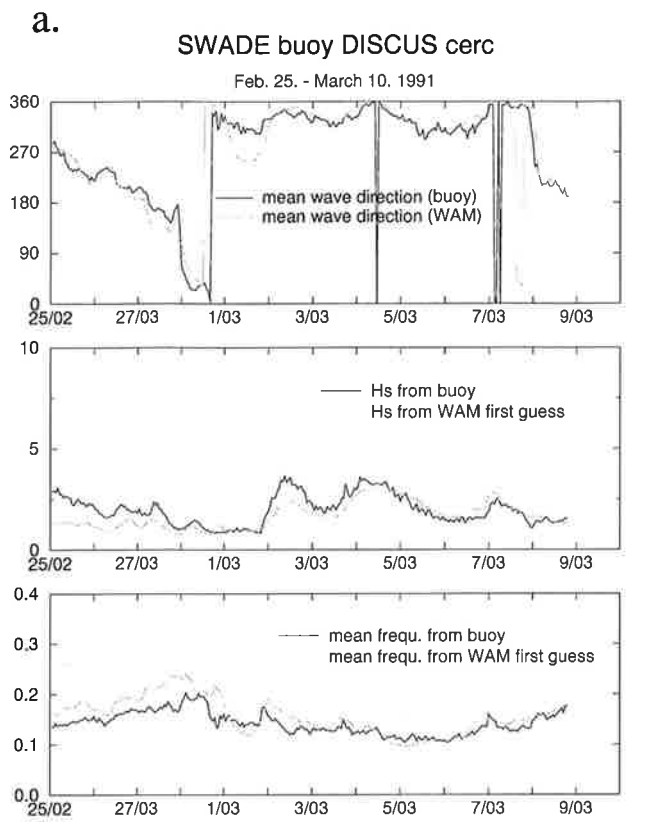


fig. 4

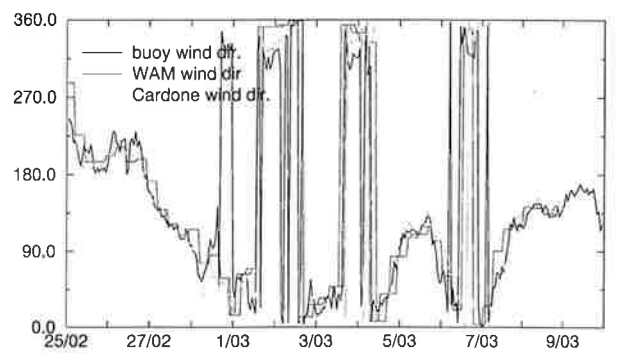
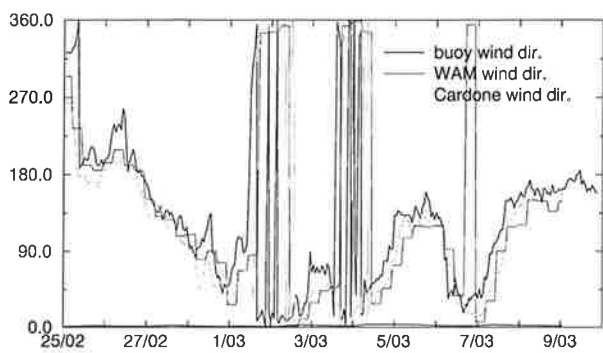
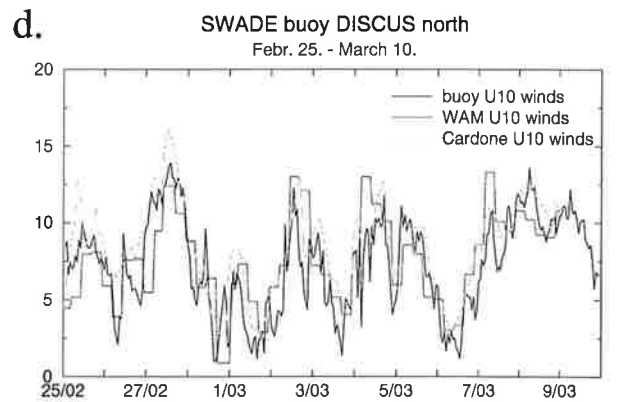
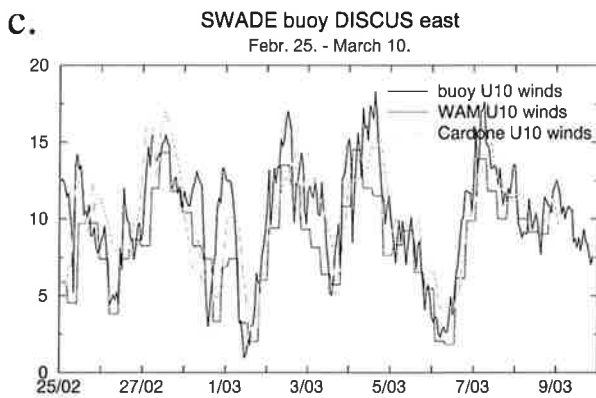
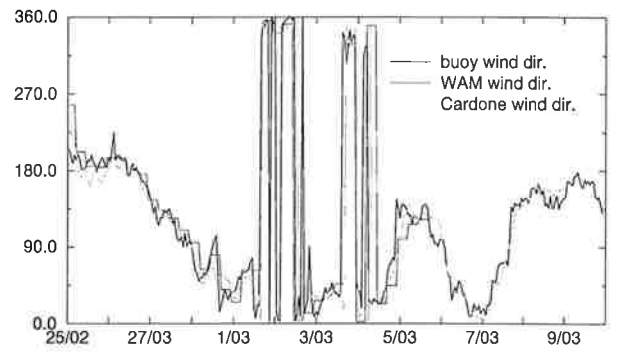
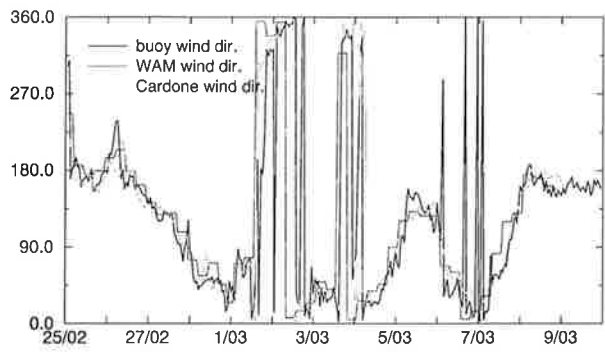
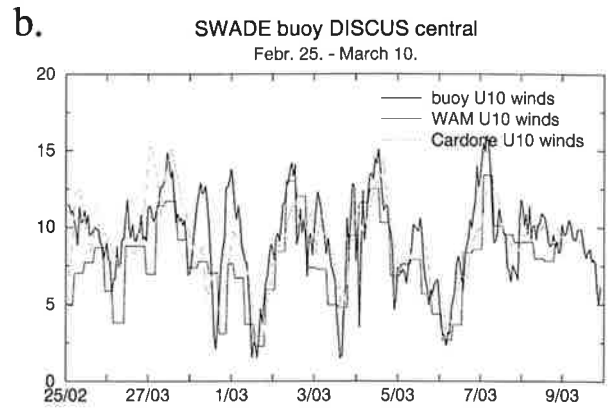
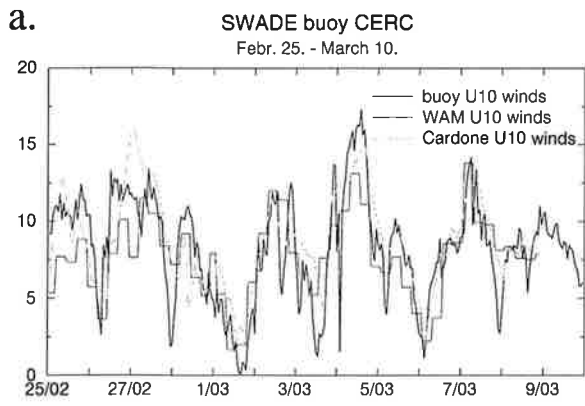


fig. 5

MEAN PARAMETERS: RESSAC

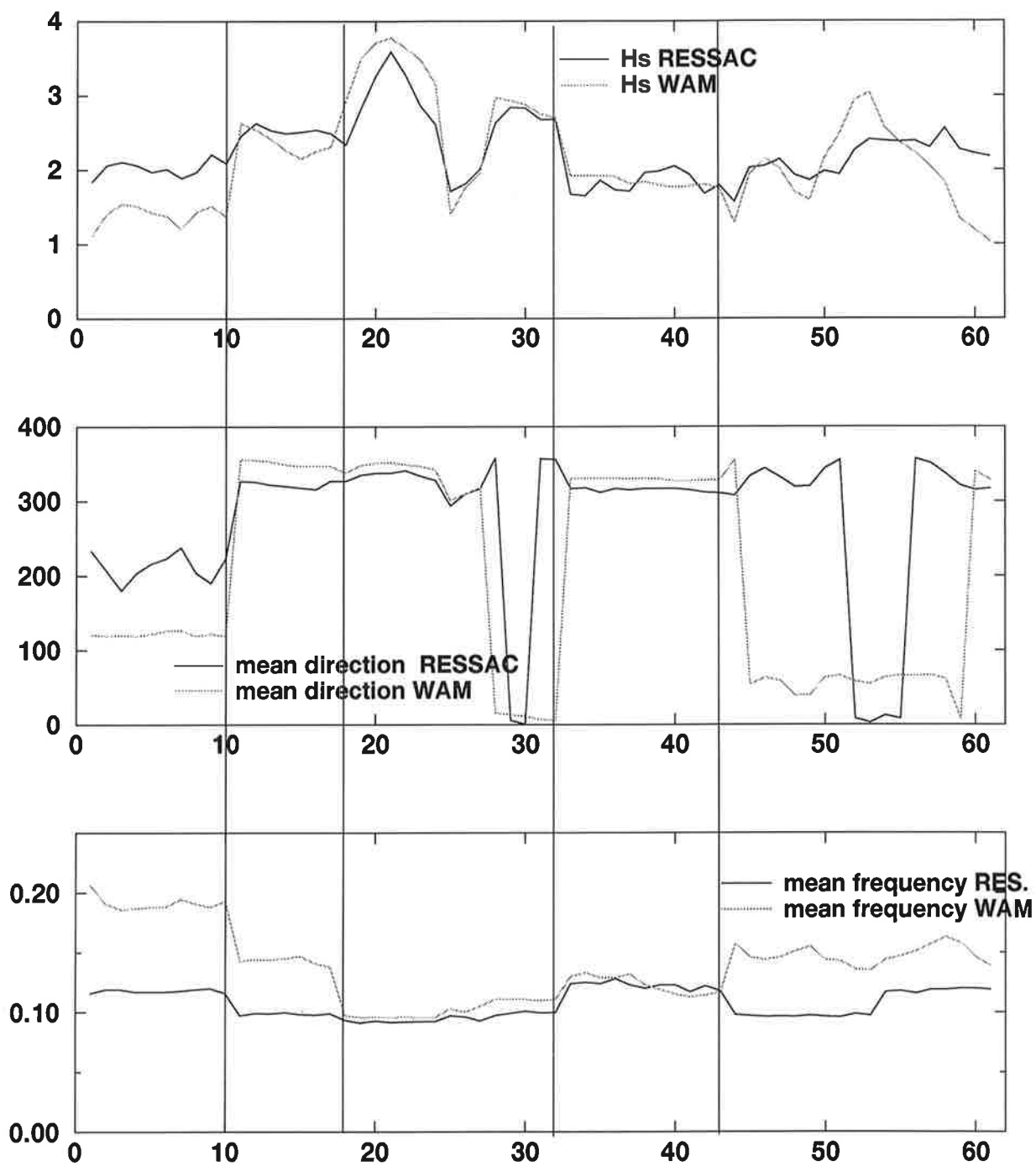


fig. 6 a

MEAN PARAMETERS: SRA

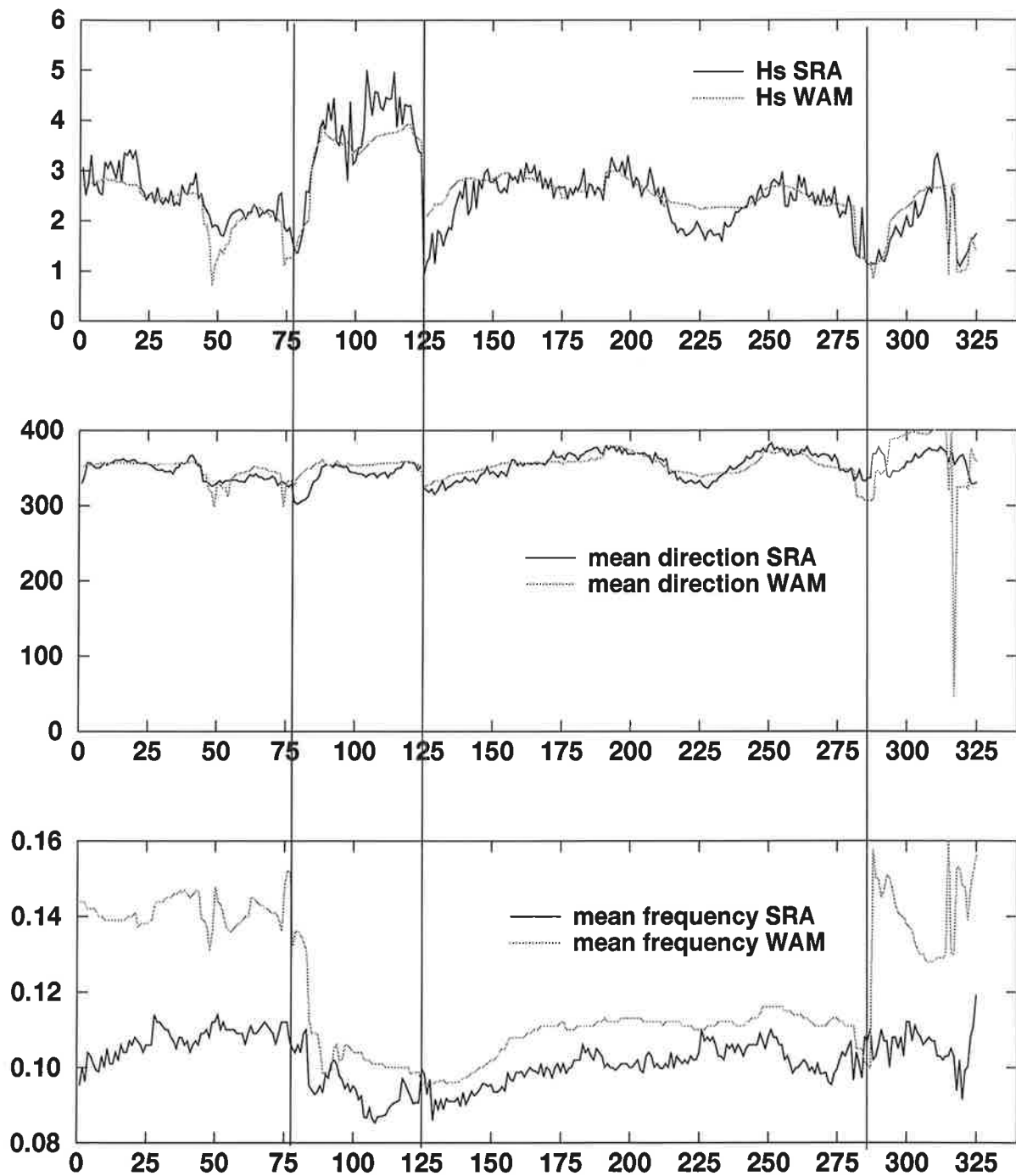


fig. 6 b

MEAN PARAMETERS: ROWS

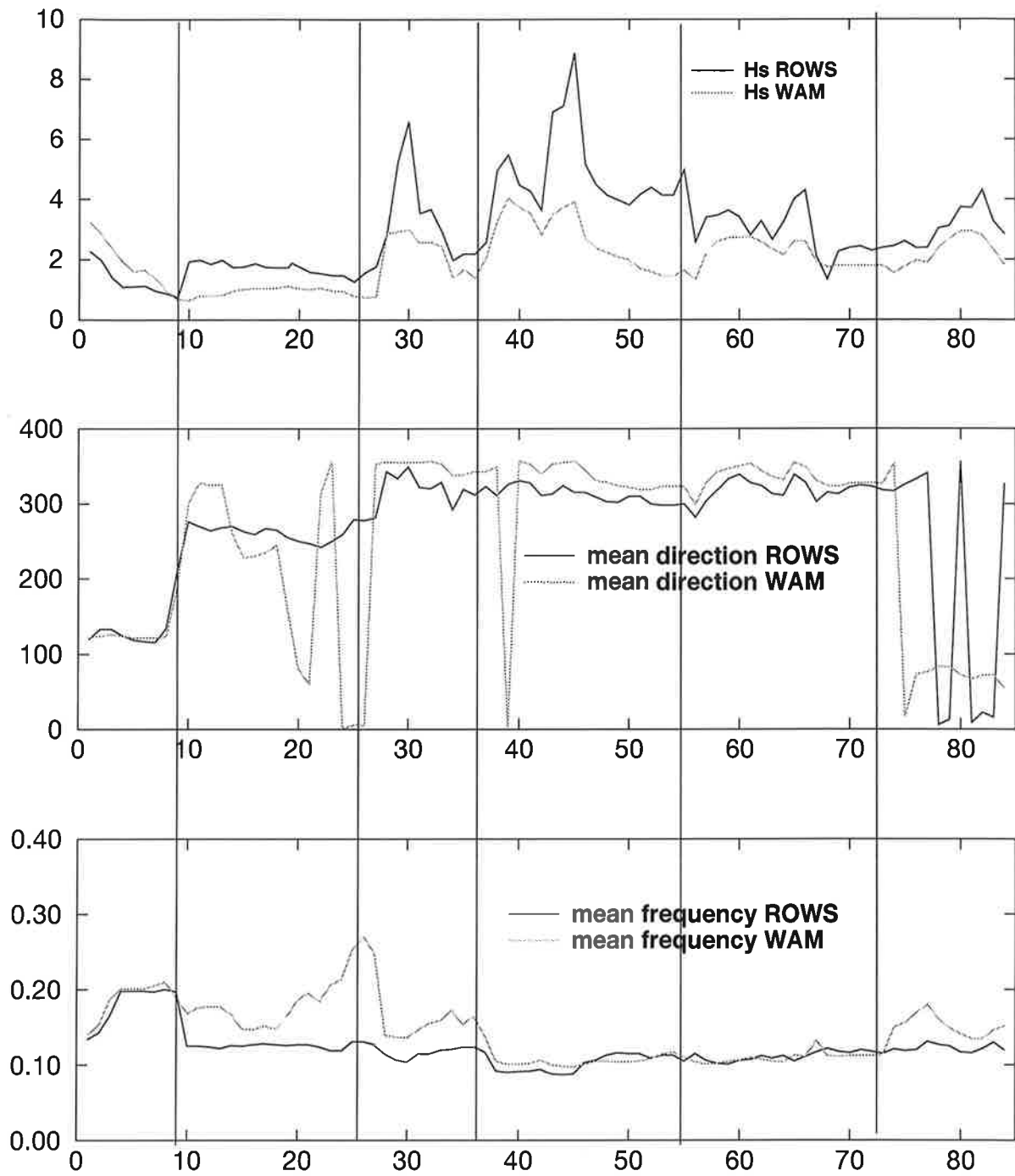
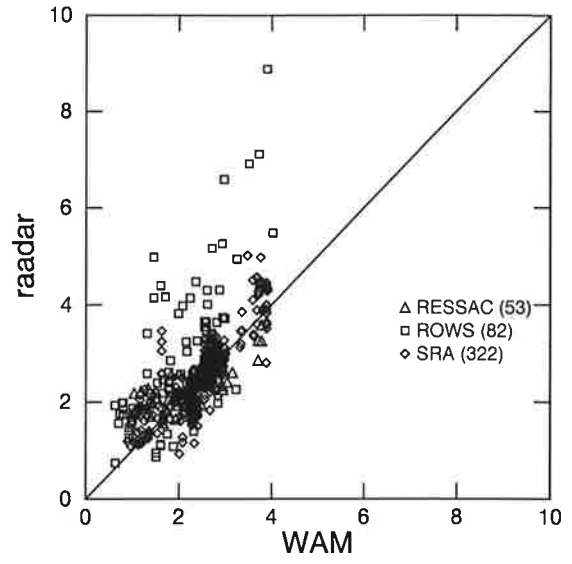
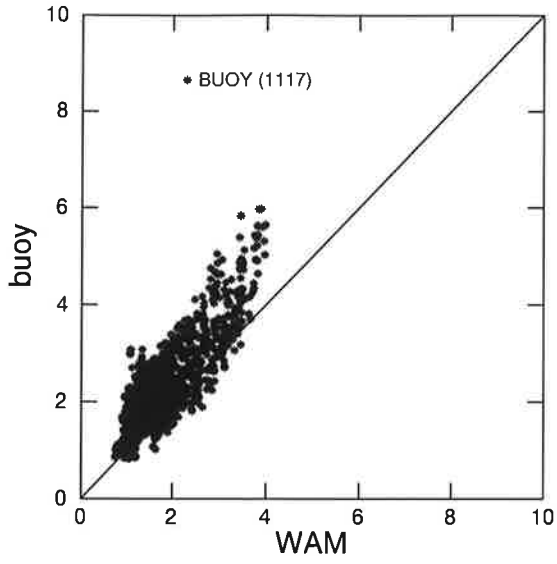
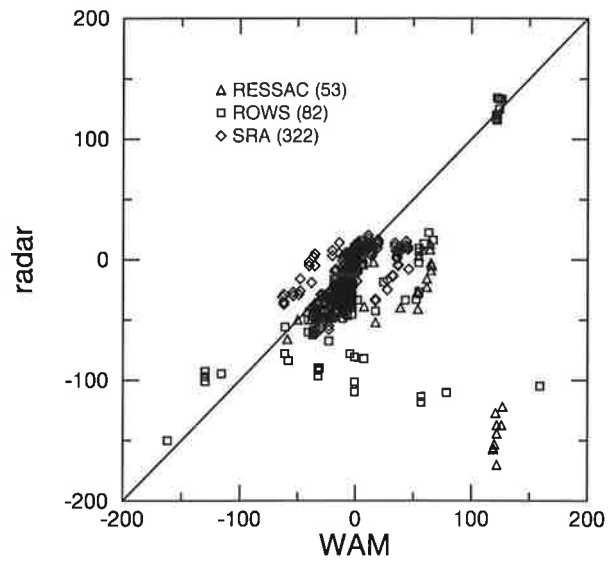
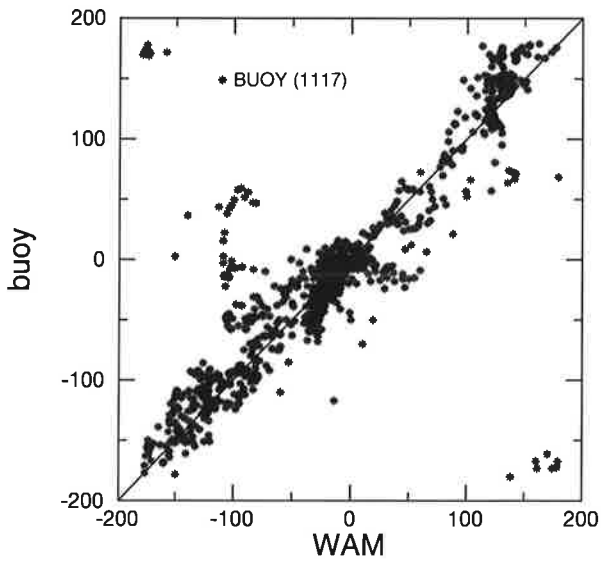


fig. 6 c

SIGNIFICANT WAVE HEIGHT



MEAN DIRECTION



MEAN FREQUENCY

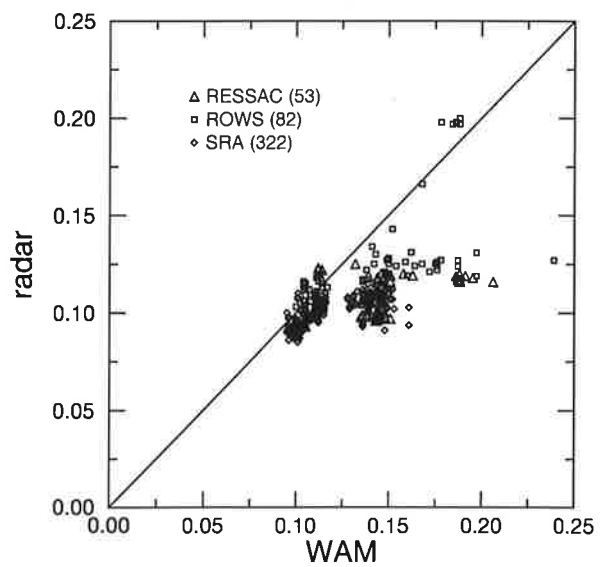
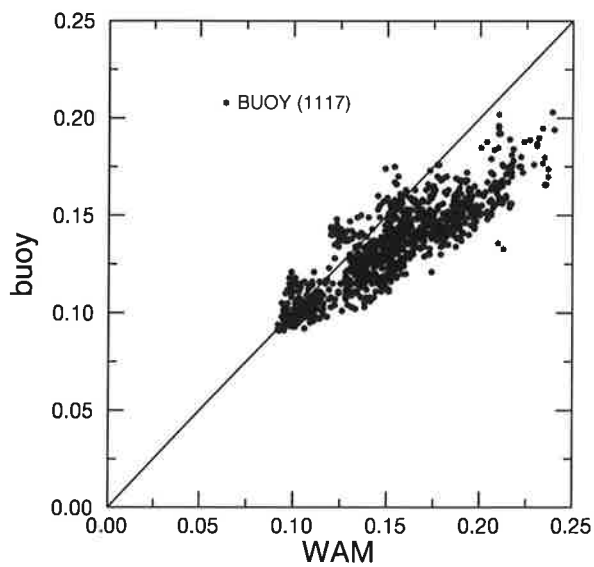


fig. 7

MEAN PARAMETERS OF FIRST GUESS - RETRIEVED SPECTRA

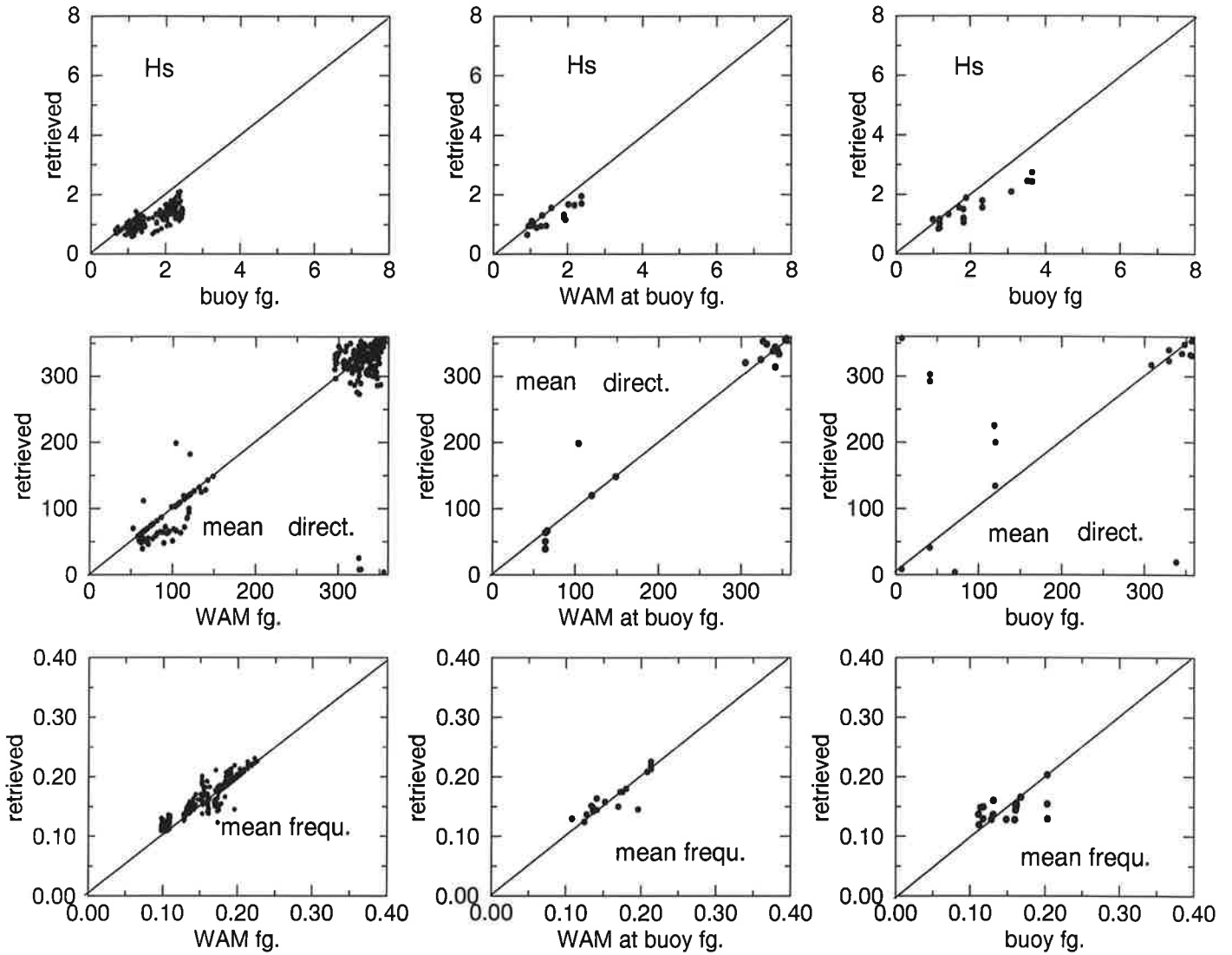


fig. 8 a

MEAN PARAMETERS OF SWELL: FIRST GUESS - RETRIEVED

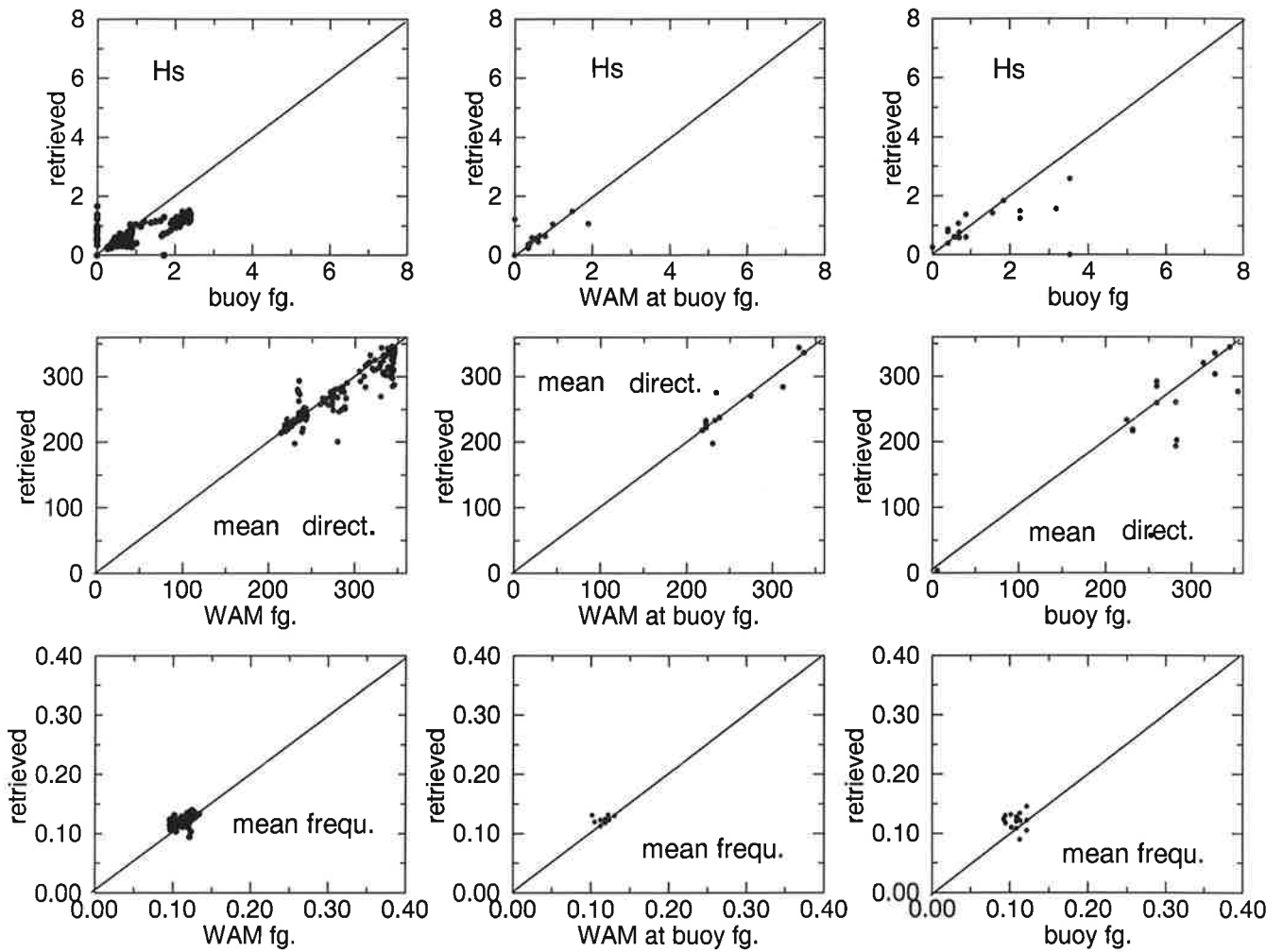


fig. 8 b

MEAN PARAMETERS OF WIND-SEA: FIRST GUESS - RETRIEVED

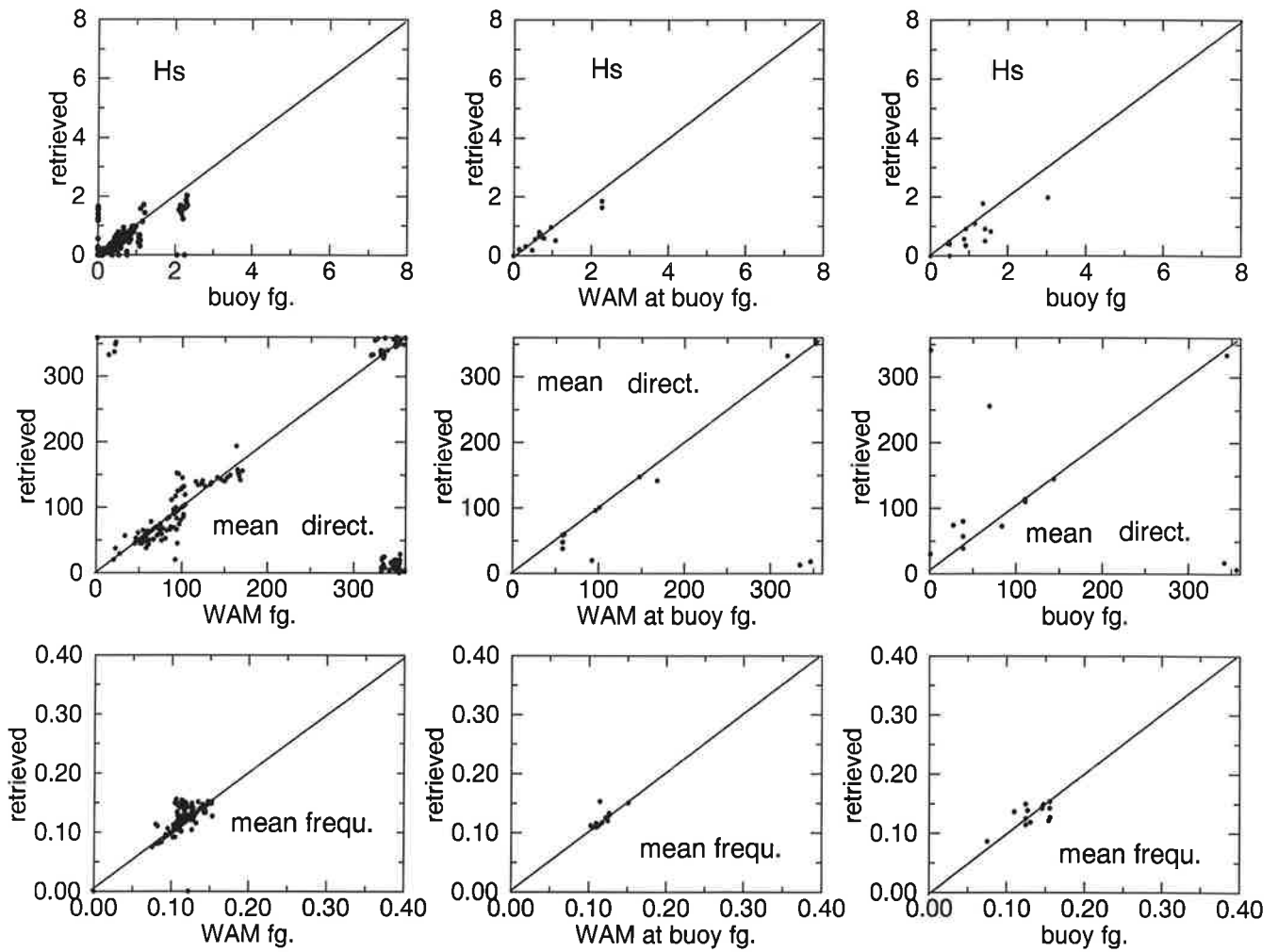


fig. 8 c

Correlation of computed and observed SAR

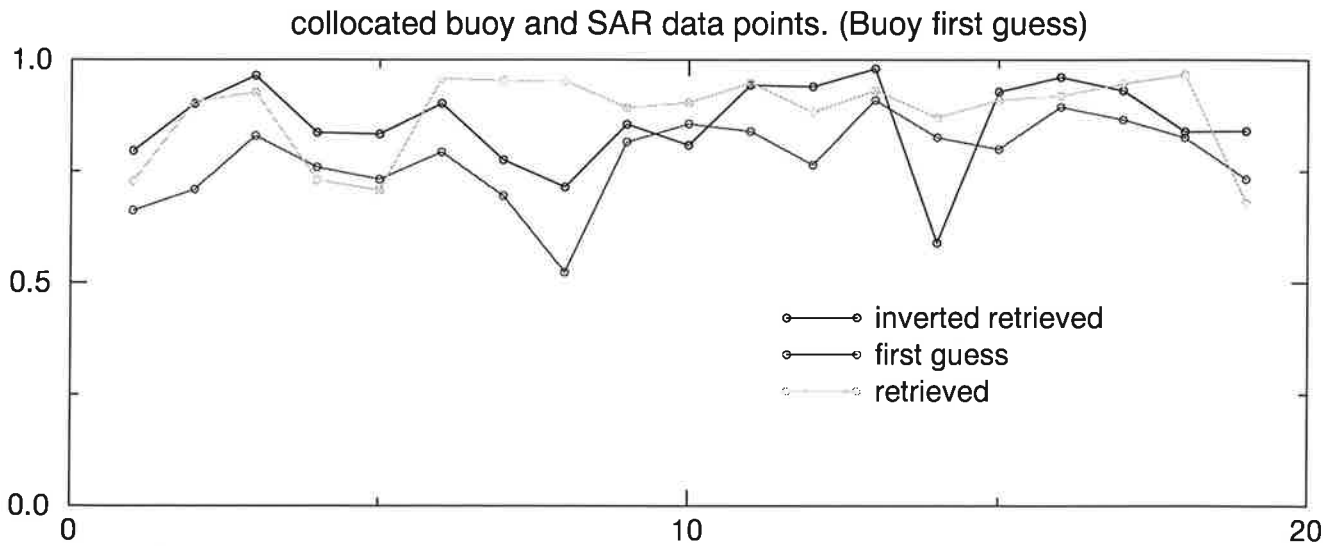
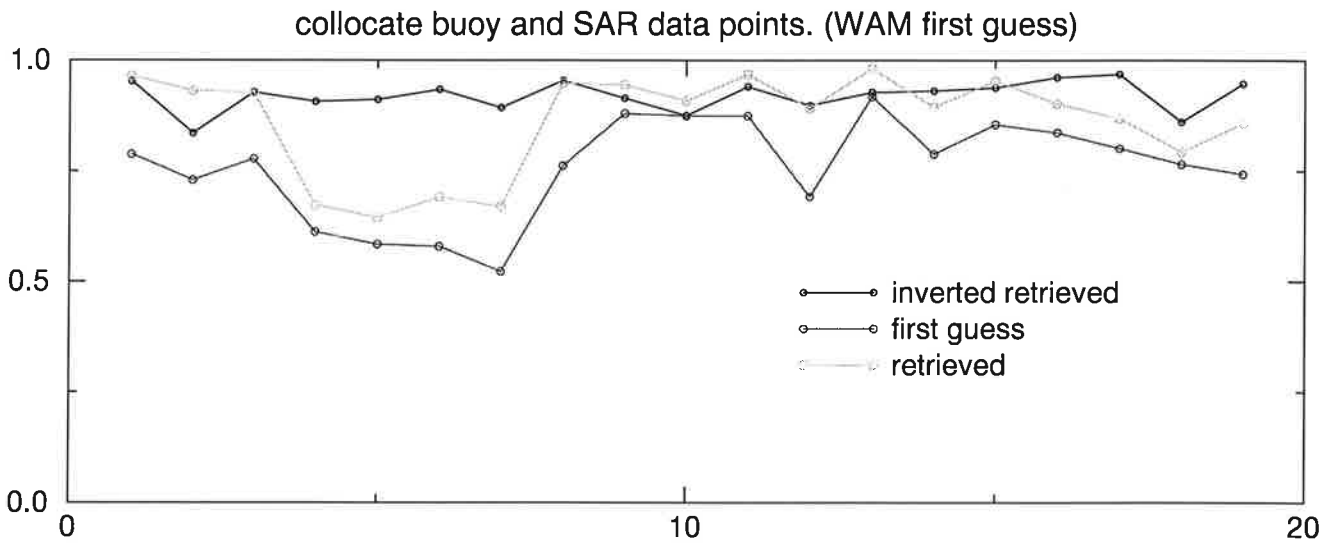
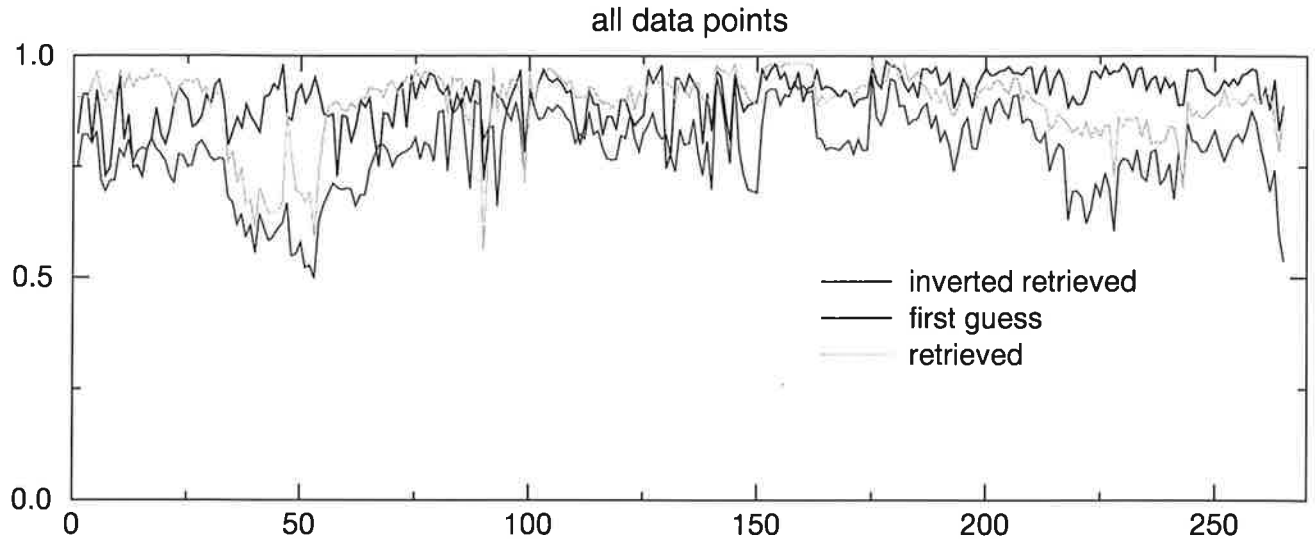


fig. 9

Appendix

Collocated spectra

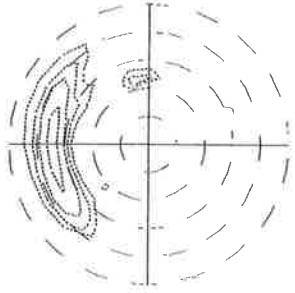
Collocated WAM and observed spectra are numbered and plotted with the WAM spectra on the left page and the collocated observed spectra on the facing right page. The associated time, location and significant wave height of a spectrum are indicated above the spectrum. Plots are presented in a frequency-directional polar grid, with isoline values indicated below the figures. Circles denote frequencies separated in increments of 0.05 Hz, starting from 0.05 Hz for the innermost circle. Arrows denote the wind speed and direction (for ROWS, only the wind speed is available, all arrows pointing to the north). A reference arrow for $U_{10} = 10m/s$ is shown at the bottom of the figures.

Appendix: Directional wave spectra.

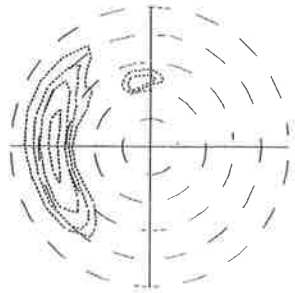
1. Two dimensional wave spectra WAM-DISCUS NORTH

WAM fg to Discus North

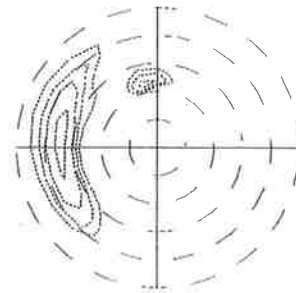
91/ 2/25 0: 0 Long. -73.67 Lat. 38.33
Hs 0.99 M No. 1



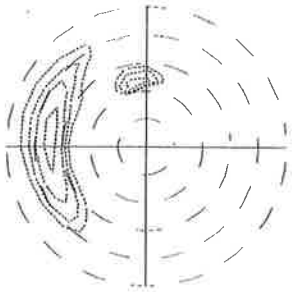
91/ 2/25 1: 0 Long. -73.67 Lat. 38.33
Hs 0.99 M No. 2



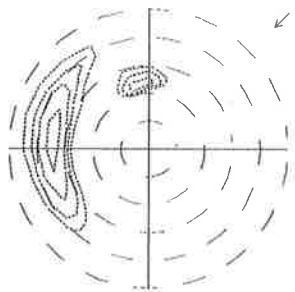
91/ 2/25 2: 0 Long. -73.67 Lat. 38.33
Hs 0.98 M No. 3



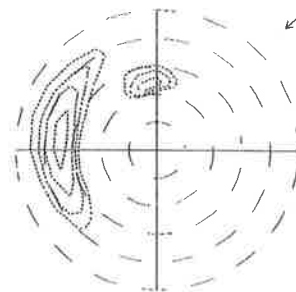
91/ 2/25 3: 0 Long. -73.67 Lat. 38.33
Hs 0.98 M No. 4



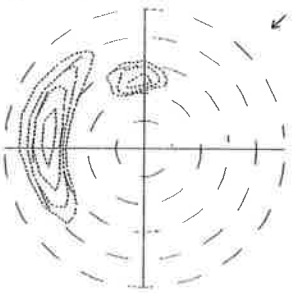
91/ 2/25 4: 0 Long. -73.67 Lat. 38.33
Hs 0.97 M No. 5



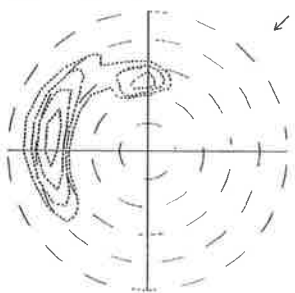
91/ 2/25 5: 0 Long. -73.67 Lat. 38.33
Hs 0.97 M No. 6



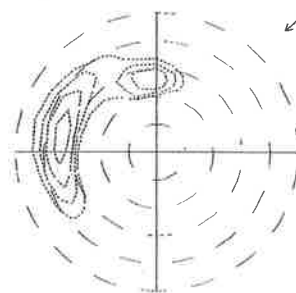
91/ 2/25 6: 0 Long. -73.67 Lat. 38.33
Hs 0.98 M No. 7



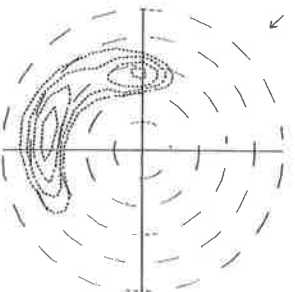
91/ 2/25 7: 0 Long. -73.67 Lat. 38.33
Hs 0.99 M No. 8



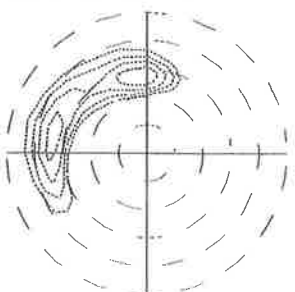
91/ 2/25 8: 0 Long. -73.67 Lat. 38.33
Hs 1.01 M No. 9



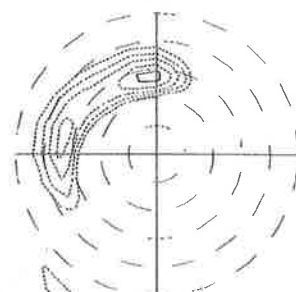
91/ 2/25 9: 0 Long. -73.67 Lat. 38.33
Hs 1.03 M No. 10



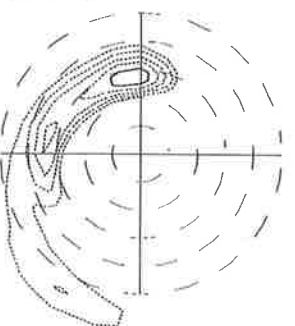
91/ 2/25 10: 0 Long. -73.67 Lat. 38.33
Hs 1.10 M No. 11



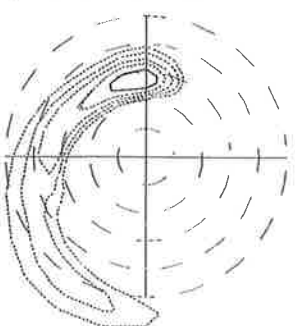
91/ 2/25 11: 0 Long. -73.67 Lat. 38.33
Hs 1.18 M No. 12



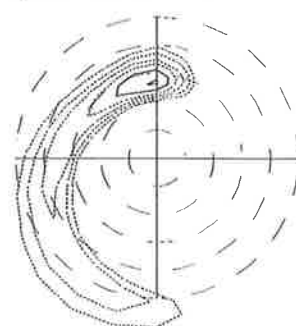
91/ 2/25 12: 0 Long. -73.67 Lat. 38.33
Hs 1.25 M No. 13



91/ 2/25 13: 0 Long. -73.67 Lat. 38.33
Hs 1.32 M No. 14



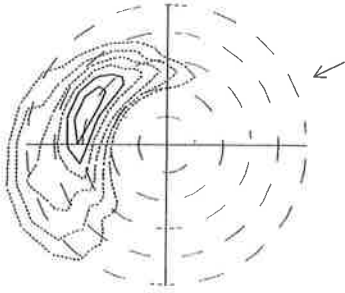
91/ 2/25 14: 0 Long. -73.67 Lat. 38.33
Hs 1.37 M No. 15



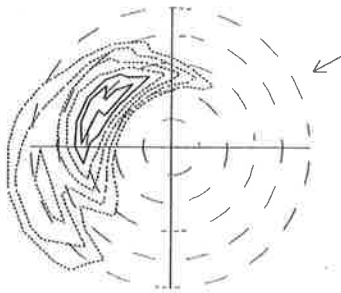
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus North

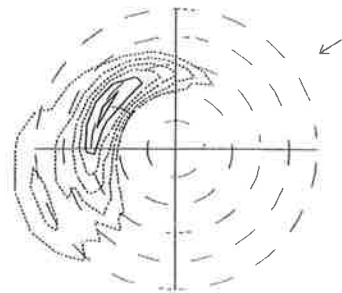
91/ 2/25 0: 0 Long. -73.65 Lat. 38.37
Hs 1.60 M No. 1



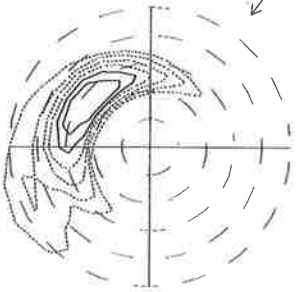
91/ 2/25 1: 0 Long. -73.65 Lat. 38.37
Hs 1.63 M No. 2



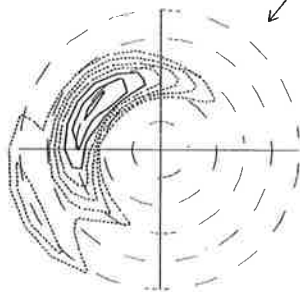
91/ 2/25 2: 0 Long. -73.65 Lat. 38.37
Hs 1.45 M No. 3



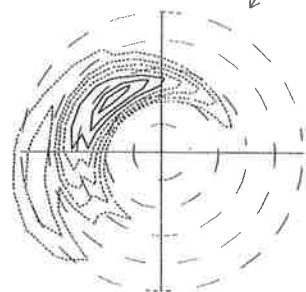
91/ 2/25 3: 0 Long. -73.65 Lat. 38.37
Hs 1.65 M No. 4



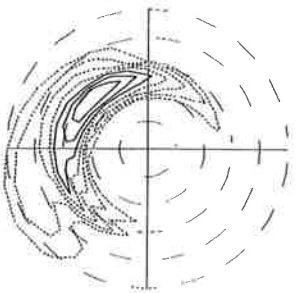
91/ 2/25 4: 0 Long. -73.65 Lat. 38.37
Hs 1.67 M No. 5



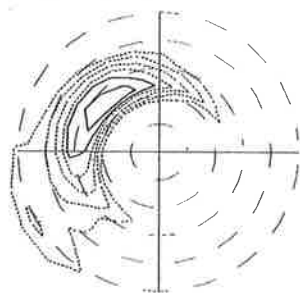
91/ 2/25 5: 0 Long. -73.65 Lat. 38.37
Hs 1.68 M No. 6



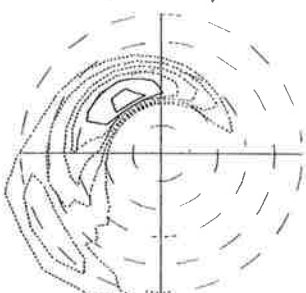
91/ 2/25 6: 0 Long. -73.65 Lat. 38.37
Hs 1.61 M No. 7



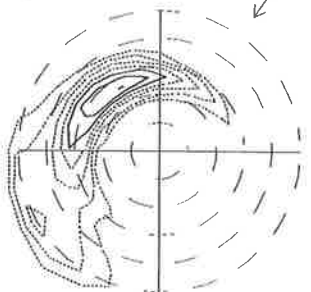
91/ 2/25 7: 0 Long. -73.65 Lat. 38.37
Hs 1.64 M No. 8



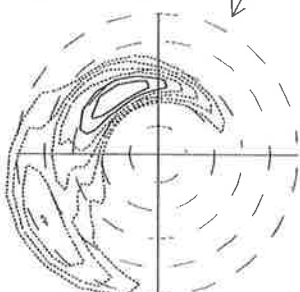
91/ 2/25 8: 0 Long. -73.65 Lat. 38.37
Hs 1.64 M No. 9



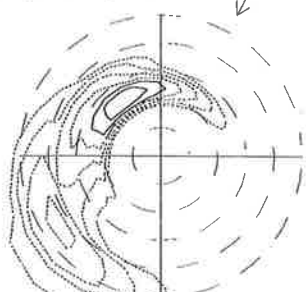
91/ 2/25 9: 0 Long. -73.65 Lat. 38.37
Hs 1.67 M No. 10



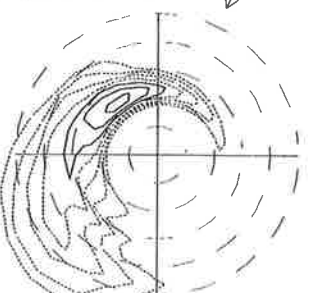
91/ 2/25 10: 0 Long. -73.65 Lat. 38.37
Hs 1.69 M No. 11



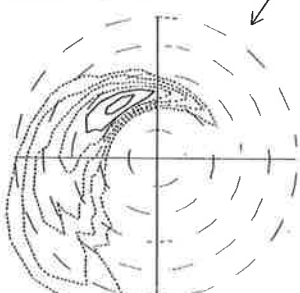
91/ 2/25 11: 0 Long. -73.65 Lat. 38.37
Hs 1.73 M No. 12



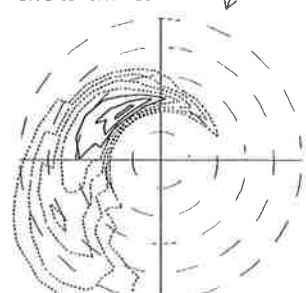
91/ 2/25 12: 0 Long. -73.65 Lat. 38.37
Hs 1.91 M No. 13



91/ 2/25 13: 0 Long. -73.65 Lat. 38.37
Hs 1.60 M No. 14



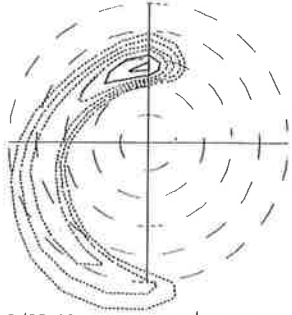
91/ 2/25 14: 0 Long. -73.65 Lat. 38.37
Hs 1.71 M No. 15



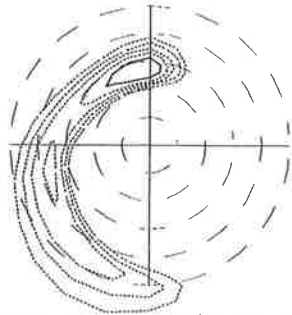
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus North

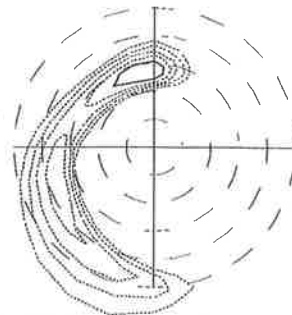
91/ 2/25 15: 0 Long. -73.67 Lat. 38.33
Hs 1.40 M No. 16



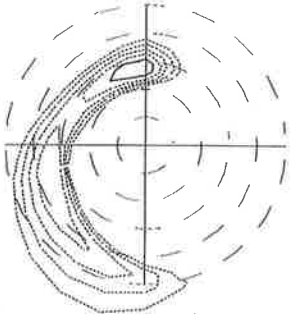
91/ 2/25 16: 0 Long. -73.67 Lat. 38.33
Hs 1.42 M No. 17



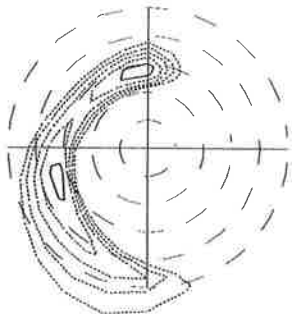
91/ 2/25 17: 0 Long. -73.67 Lat. 38.33
Hs 1.43 M No. 18



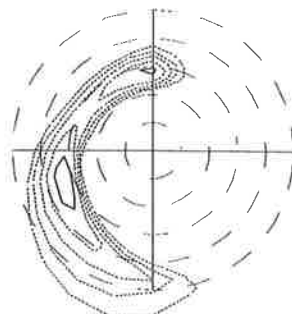
91/ 2/25 18: 0 Long. -73.67 Lat. 38.33
Hs 1.43 M No. 19



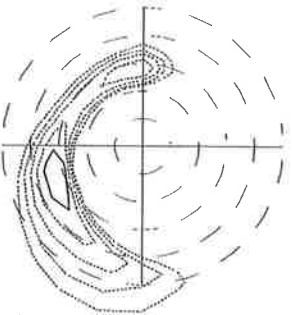
91/ 2/25 19: 0 Long. -73.67 Lat. 38.33
Hs 1.41 M No. 20



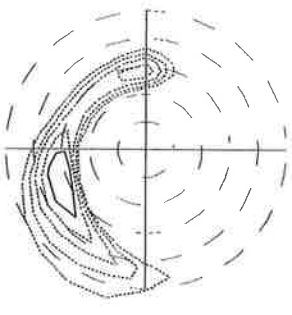
91/ 2/25 20: 0 Long. -73.67 Lat. 38.33
Hs 1.40 M No. 21



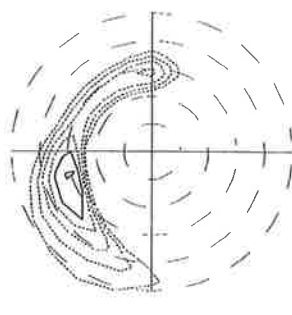
91/ 2/25 21: 0 Long. -73.67 Lat. 38.33
Hs 1.40 M No. 22



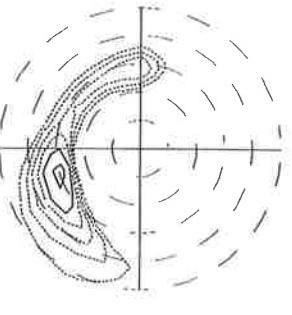
91/ 2/25 22: 0 Long. -73.67 Lat. 38.33
Hs 1.33 M No. 23



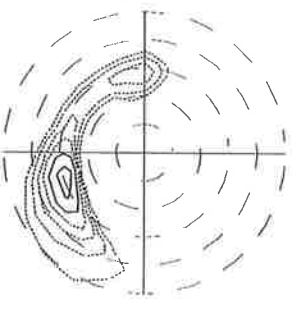
91/ 2/25 23: 0 Long. -73.67 Lat. 38.33
Hs 1.29 M No. 24



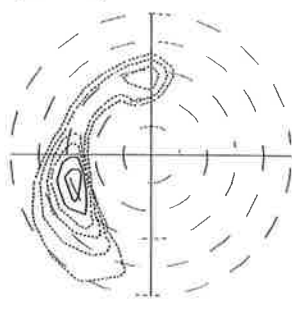
91/ 2/26 0: 0 Long. -73.67 Lat. 38.33
Hs 1.27 M No. 25



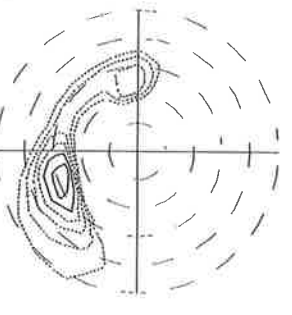
91/ 2/26 1: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 26



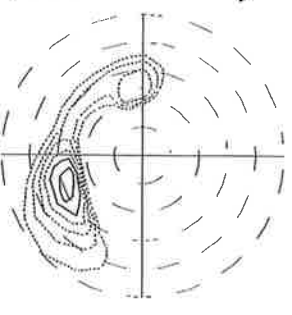
91/ 2/26 2: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 27



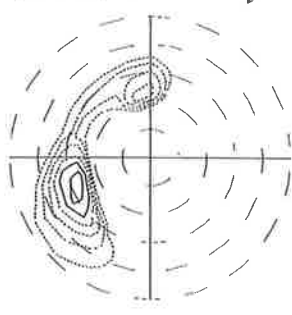
91/ 2/26 3: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 28



91/ 2/26 4: 0 Long. -73.67 Lat. 38.33
Hs 1.23 M No. 29



91/ 2/26 5: 0 Long. -73.67 Lat. 38.33
Hs 1.21 M No. 30

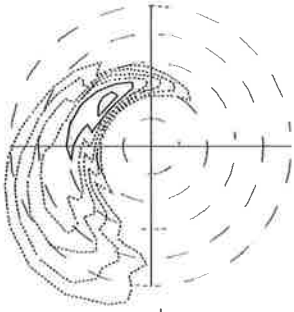


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

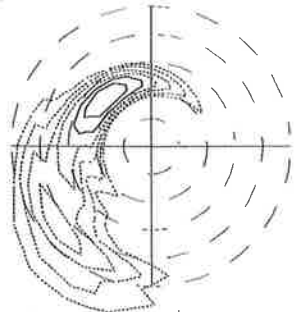


Discus North

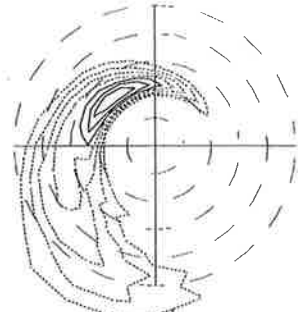
91/ 2/25 15: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.67 M No. 16



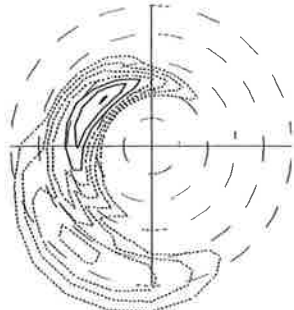
91/ 2/25 16: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.70 M No. 17



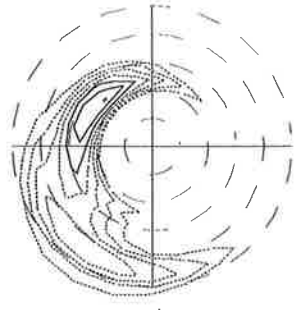
91/ 2/25 17: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.78 M No. 18



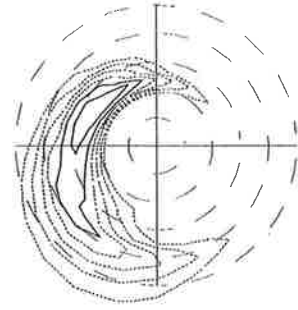
91/ 2/25 18: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.81 M No. 19



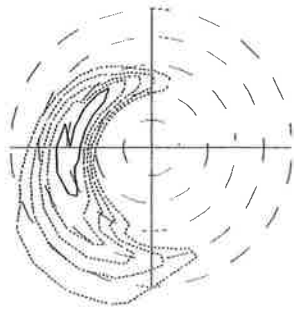
91/ 2/25 19: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.74 M No. 20



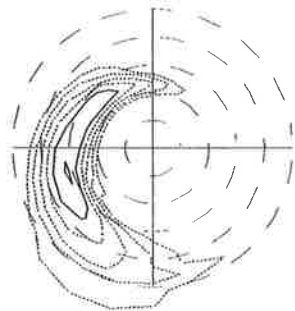
91/ 2/25 20: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.86 M No. 21



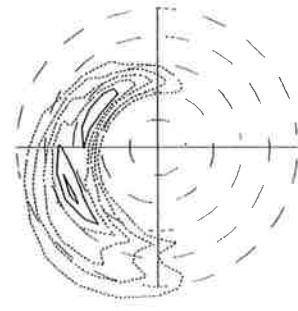
91/ 2/25 21: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.60 M No. 22



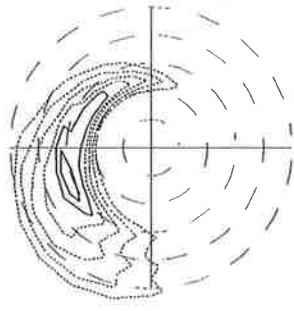
91/ 2/25 22: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.65 M No. 23



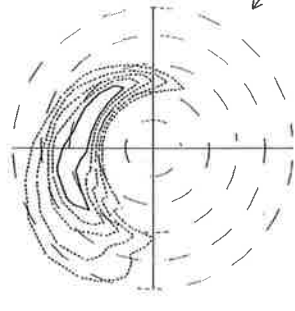
91/ 2/25 23: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.60 M No. 24



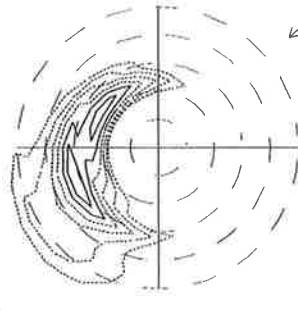
91/ 2/26 0: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.65 M No. 25



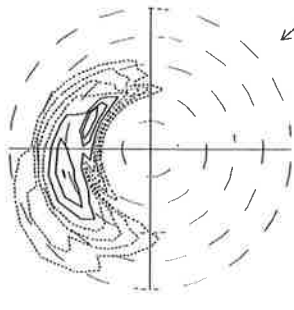
91/ 2/26 1: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.57 M No. 26



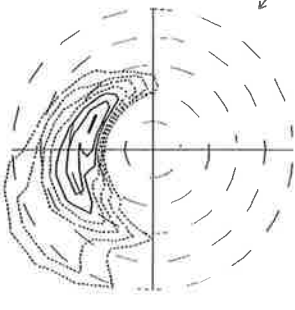
91/ 2/26 2: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.87 M No. 27



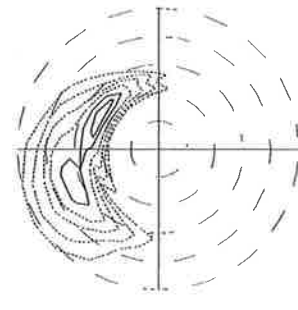
91/ 2/26 3: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.77 M No. 28



91/ 2/26 4: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.73 M No. 29



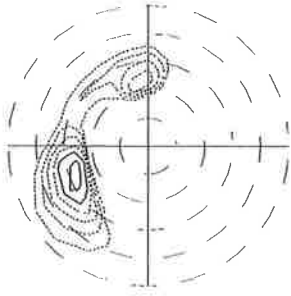
91/ 2/26 5: 0 Long. ↓ -73.65 Lat. 38.37
Hs 1.51 M No. 30



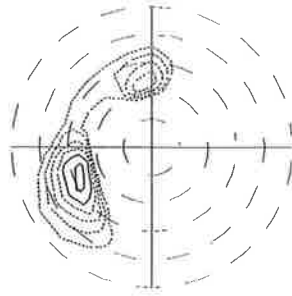
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus North

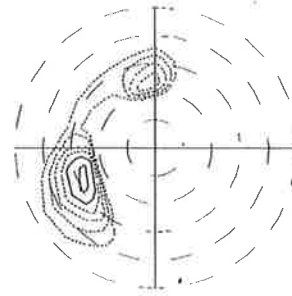
91/ 2/26 6: 0 Long. -73.67 Lat. 38.33
Hs 1.19 M No. 31



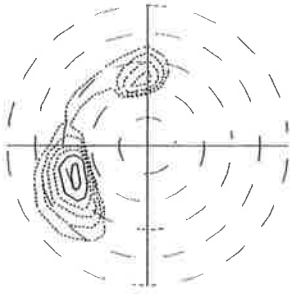
91/ 2/26 7: 0 Long. -73.67 Lat. 38.33
Hs 1.17 M No. 32



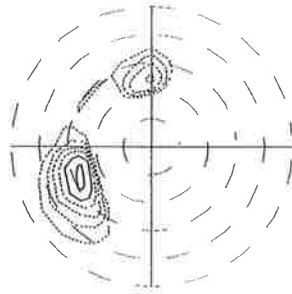
91/ 2/26 8: 0 Long. -73.67 Lat. 38.33
Hs 1.14 M No. 33



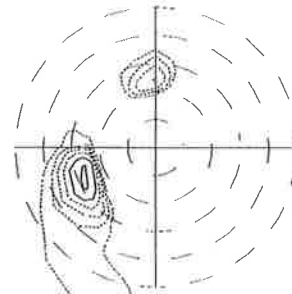
91/ 2/26 9: 0 Long. -73.67 Lat. 38.33
Hs 1.12 M No. 34



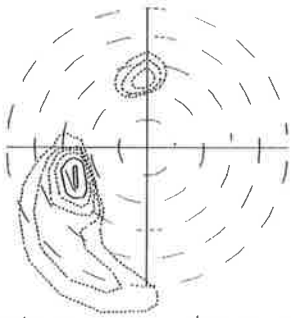
91/ 2/26 10: 0 Long. -73.67 Lat. 38.33
Hs 1.14 M No. 35



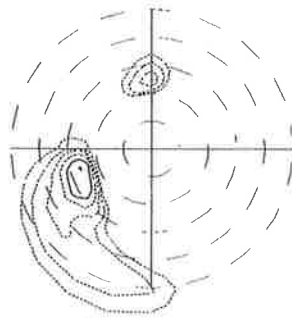
91/ 2/26 11: 0 Long. -73.67 Lat. 38.33
Hs 1.16 M No. 36



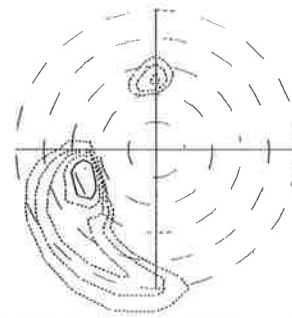
91/ 2/26 12: 0 Long. -73.67 Lat. 38.33
Hs 1.21 M No. 37



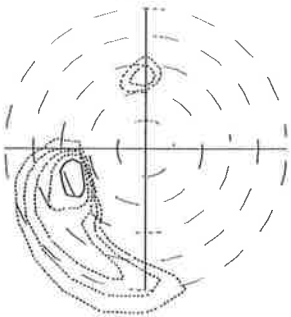
91/ 2/26 13: 0 Long. -73.67 Lat. 38.33
Hs 1.23 M No. 38



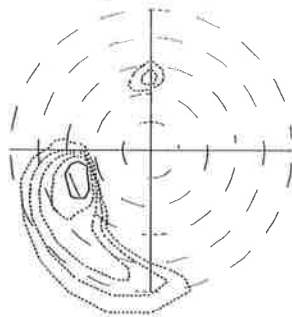
91/ 2/26 14: 0 Long. -73.67 Lat. 38.33
Hs 1.25 M No. 39



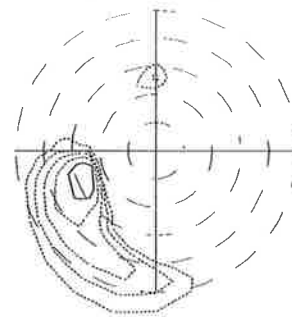
91/ 2/26 15: 0 Long. -73.67 Lat. 38.33
Hs 1.25 M No. 40



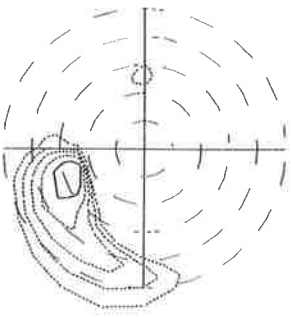
91/ 2/26 16: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 41



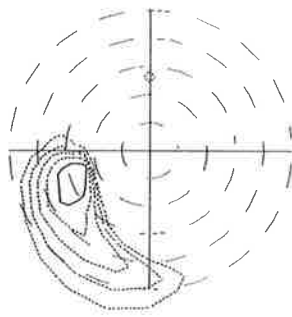
91/ 2/26 17: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 42



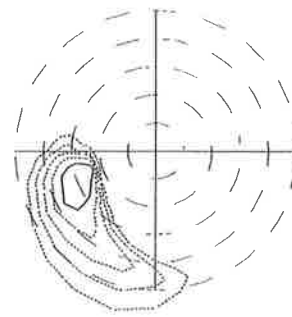
91/ 2/26 18: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 43



91/ 2/26 19: 0 Long. -73.67 Lat. 38.33
Hs 1.25 M No. 44



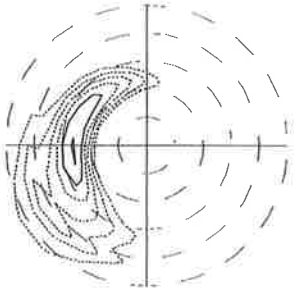
91/ 2/26 20: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 45



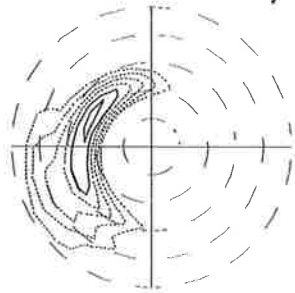
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

Discus North

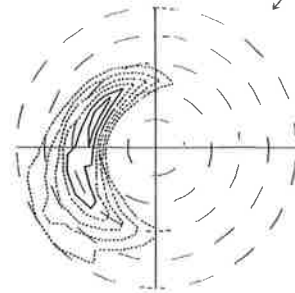
91/ 2/26 6: 0 Long. -73.65 Lat. 38.37
Hs 1.46 M No. 31



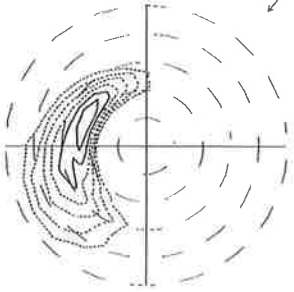
91/ 2/26 7: 0 Long. -73.65 Lat. 38.37
Hs 1.47 M No. 32



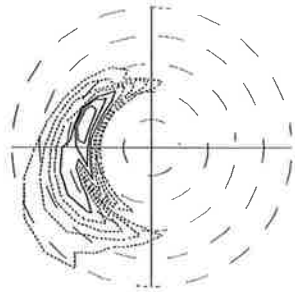
91/ 2/26 8: 0 Long. -73.65 Lat. 38.37
Hs 1.51 M No. 33



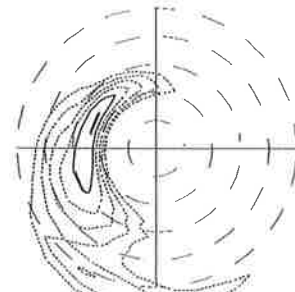
91/ 2/26 9: 0 Long. -73.65 Lat. 38.37
Hs 1.48 M No. 34



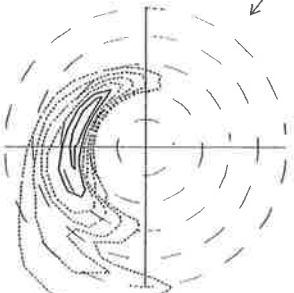
91/ 2/26 10: 0 Long. -73.65 Lat. 38.37
Hs 1.60 M No. 35



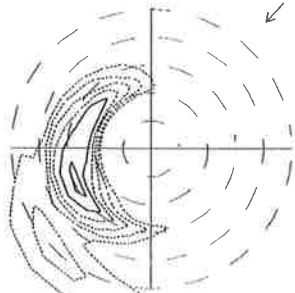
91/ 2/26 11: 0 Long. -73.65 Lat. 38.37
Hs 1.57 M No. 36



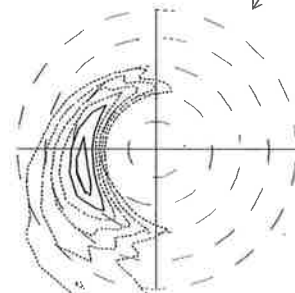
91/ 2/26 12: 0 Long. -73.65 Lat. 38.37
Hs 1.59 M No. 37



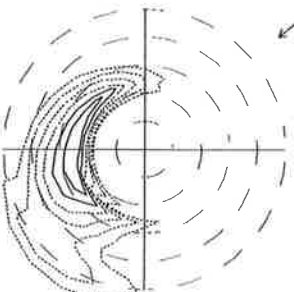
91/ 2/26 13: 0 Long. -73.65 Lat. 38.37
Hs 1.58 M No. 38



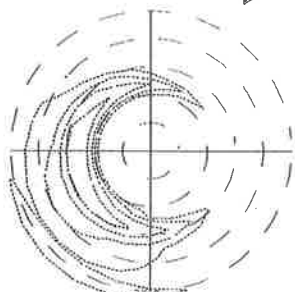
91/ 2/26 14: 0 Long. -73.65 Lat. 38.37
Hs 1.58 M No. 39



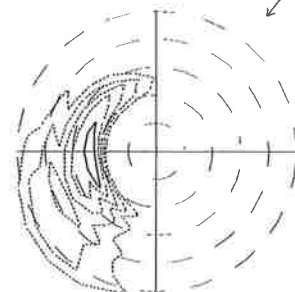
91/ 2/26 15: 0 Long. -73.65 Lat. 38.37
Hs 1.68 M No. 40



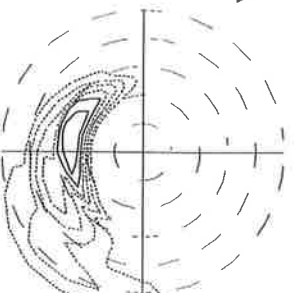
91/ 2/26 16: 0 Long. -73.65 Lat. 38.37
Hs 1.47 M No. 41



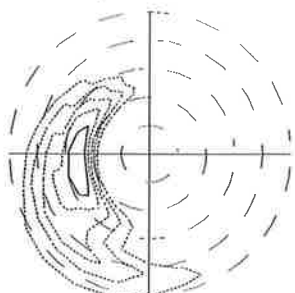
91/ 2/26 17: 0 Long. -73.65 Lat. 38.37
Hs 1.41 M No. 42



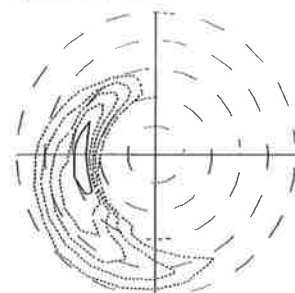
91/ 2/26 18: 0 Long. -73.65 Lat. 38.37
Hs 1.52 M No. 43



91/ 2/26 19: 0 Long. -73.65 Lat. 38.37
Hs 1.46 M No. 44



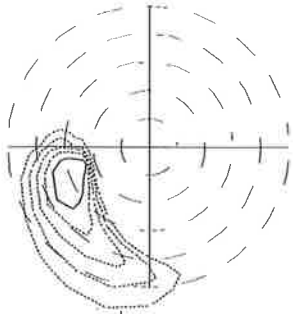
91/ 2/26 20: 0 Long. -73.65 Lat. 38.37
Hs 1.41 M No. 45



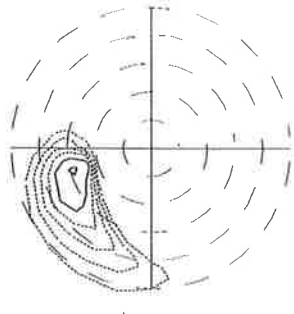
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

WAM fg to Discus North

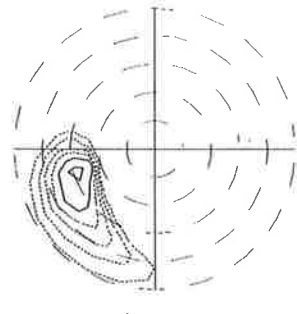
91/ 2/26 21: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 46



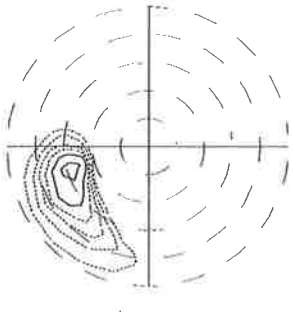
91/ 2/26 22: 0 Long. -73.67 Lat. 38.33
Hs 1.20 M No. 47



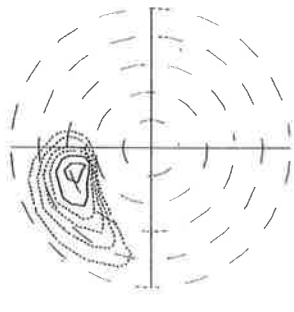
91/ 2/26 23: 0 Long. -73.67 Lat. 38.33
Hs 1.17 M No. 48



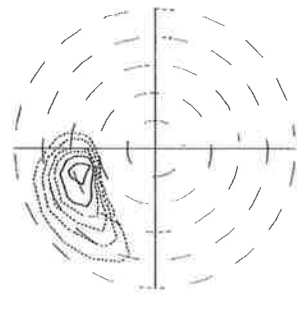
91/ 2/27 0: 0 Long. -73.67 Lat. 38.33
Hs 1.15 M No. 49



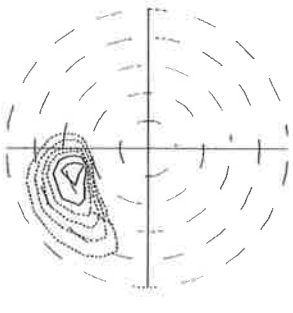
91/ 2/27 1: 0 Long. -73.67 Lat. 38.33
Hs 1.13 M No. 50



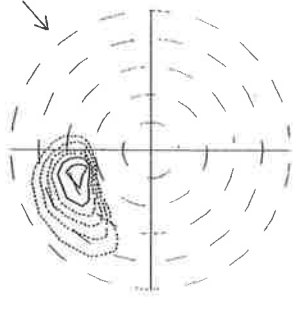
91/ 2/27 2: 0 Long. -73.67 Lat. 38.33
Hs 1.11 M No. 51



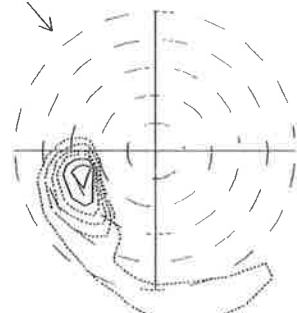
91/ 2/27 3: 0 Long. -73.67 Lat. 38.33
Hs 1.10 M No. 52



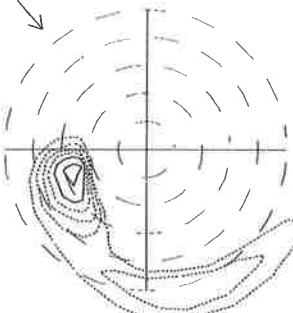
91/ 2/27 4: 0 Long. -73.67 Lat. 38.33
Hs 1.13 M No. 53



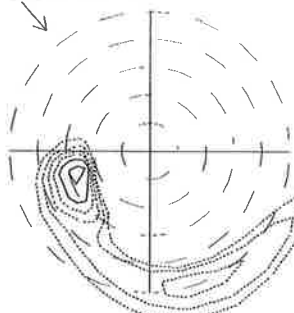
91/ 2/27 5: 0 Long. -73.67 Lat. 38.33
Hs 1.17 M No. 54



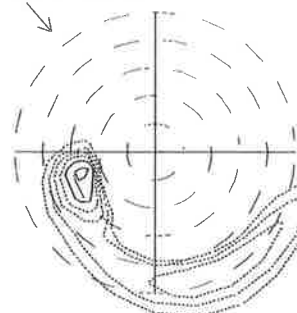
91/ 2/27 6: 0 Long. -73.67 Lat. 38.33
Hs 1.21 M No. 55



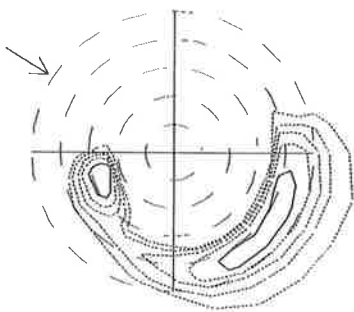
91/ 2/27 7: 0 Long. -73.67 Lat. 38.33
Hs 1.26 M No. 56



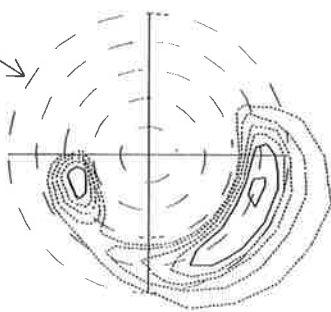
91/ 2/27 8: 0 Long. -73.67 Lat. 38.33
Hs 1.30 M No. 57



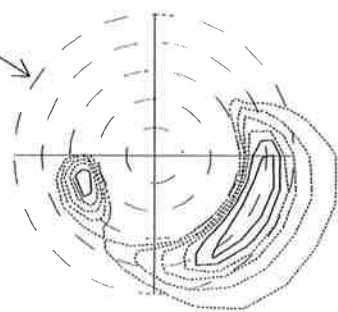
91/ 2/27 11: 0 Long. -73.67 Lat. 38.33
Hs 1.58 M No. 58



91/ 2/27 12: 0 Long. -73.67 Lat. 38.33
Hs 1.67 M No. 59



91/ 2/27 13: 0 Long. -73.67 Lat. 38.33
Hs 1.74 M No. 60

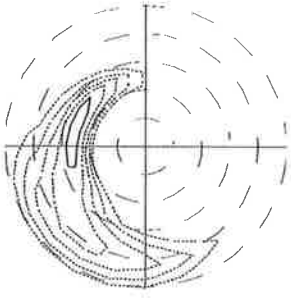


DASHED LINES: -1.00 -.800 -.600 -.400

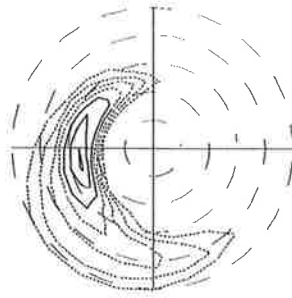
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus North

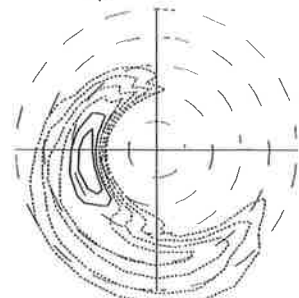
91/ 2/26 21: 0 Long. -73.65 Lat. 38.37
Hs 1.52 M No. 46



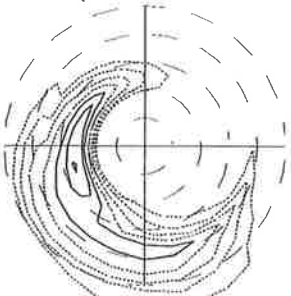
91/ 2/26 22: 0 Long. -73.65 Lat. 38.37
Hs 1.69 M No. 47



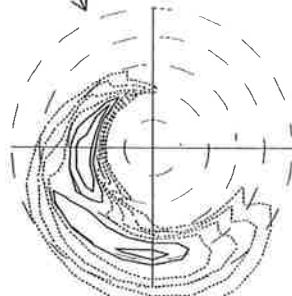
91/ 2/26 23: 0 Long. -73.65 Lat. 38.37
Hs 1.84 M No. 48



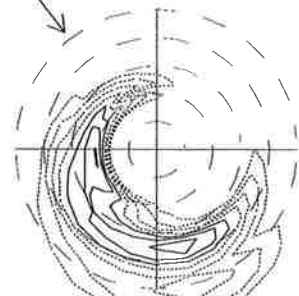
91/ 2/27 0: 0 Long. -73.65 Lat. 38.37
Hs 2.07 M No. 49



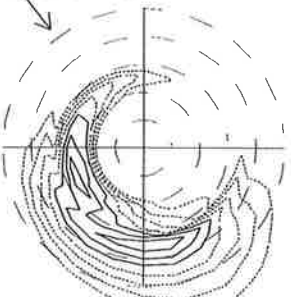
91/ 2/27 1: 0 Long. -73.65 Lat. 38.37
Hs 1.99 M No. 50



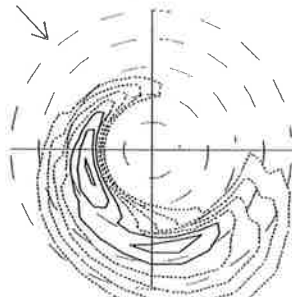
91/ 2/27 2: 0 Long. -73.65 Lat. 38.37
Hs 2.22 M No. 51



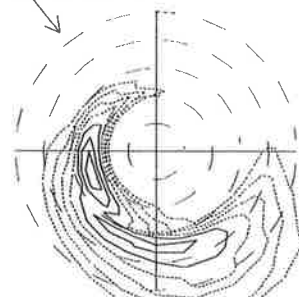
91/ 2/27 3: 0 Long. -73.65 Lat. 38.37
Hs 2.25 M No. 52



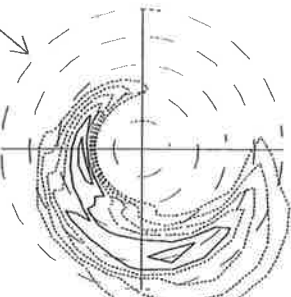
91/ 2/27 4: 0 Long. -73.65 Lat. 38.37
Hs 2.15 M No. 53



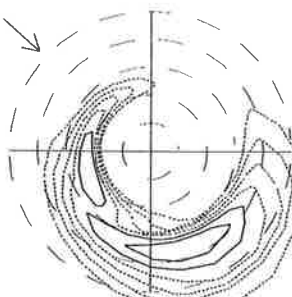
91/ 2/27 5: 0 Long. -73.65 Lat. 38.37
Hs 2.10 M No. 54



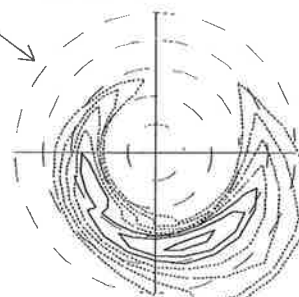
91/ 2/27 6: 0 Long. -73.65 Lat. 38.37
Hs 1.99 M No. 55



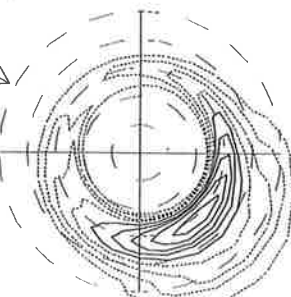
91/ 2/27 7: 0 Long. -73.65 Lat. 38.37
Hs 2.04 M No. 56



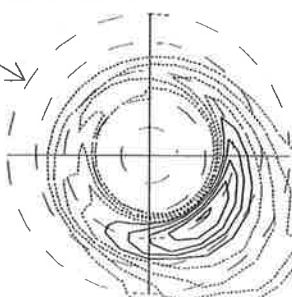
91/ 2/27 8: 0 Long. -73.65 Lat. 38.37
Hs 2.03 M No. 57



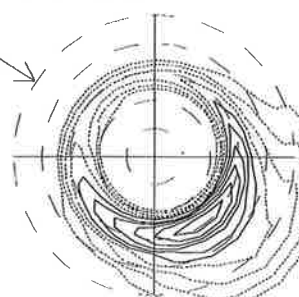
91/ 2/27 11: 0 Long. -73.65 Lat. 38.37
Hs 2.61 M No. 58



91/ 2/27 12: 0 Long. -73.65 Lat. 38.37
Hs 2.58 M No. 59



91/ 2/27 13: 0 Long. -73.65 Lat. 38.37
Hs 3.15 M No. 60

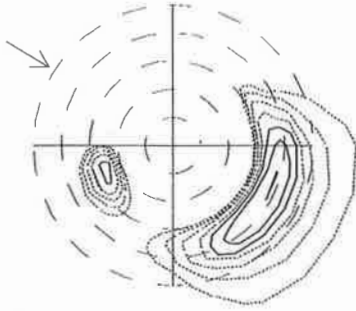


DASHED LINES: -1.00 -0.800 -0.600 -0.400

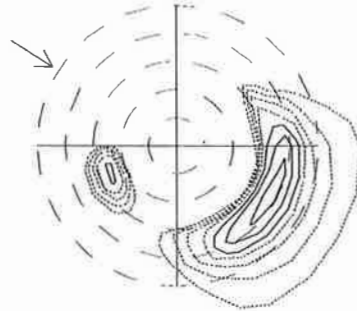
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus North

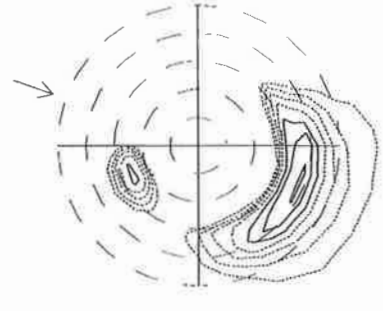
91/ 2/27 14: 0 Long. -73.67 Lat. 38.33
Hs 1.79 M No. 61



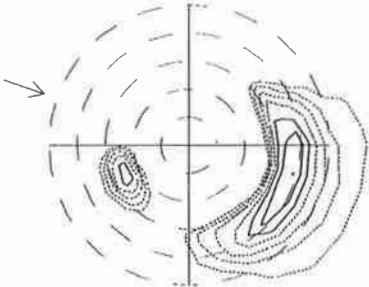
91/ 2/27 15: 0 Long. -73.67 Lat. 38.33
Hs 1.82 M No. 62



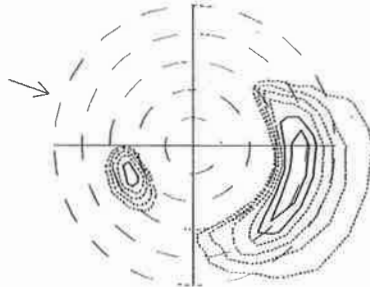
91/ 2/27 16: 0 Long. -73.67 Lat. 38.33
Hs 1.70 M No. 63



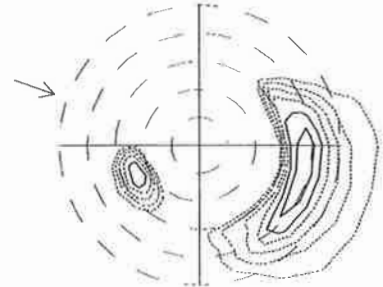
91/ 2/27 17: 0 Long. -73.67 Lat. 38.33
Hs 1.65 M No. 64



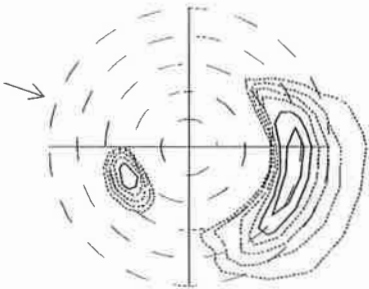
91/ 2/27 18: 0 Long. -73.67 Lat. 38.33
Hs 1.63 M No. 65



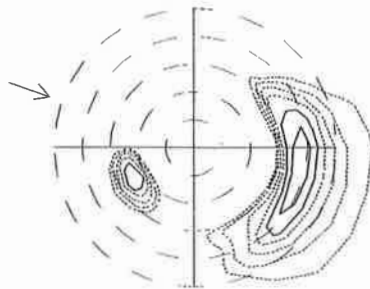
91/ 2/27 19: 0 Long. -73.67 Lat. 38.33
Hs 1.62 M No. 66



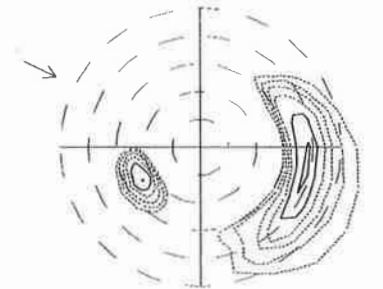
91/ 2/27 20: 0 Long. -73.67 Lat. 38.33
Hs 1.63 M No. 67



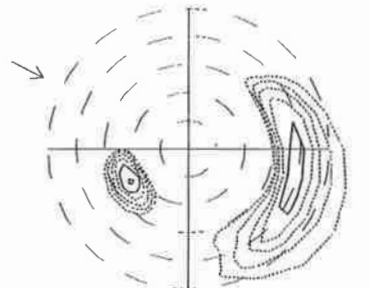
91/ 2/27 21: 0 Long. -73.67 Lat. 38.33
Hs 1.63 M No. 68



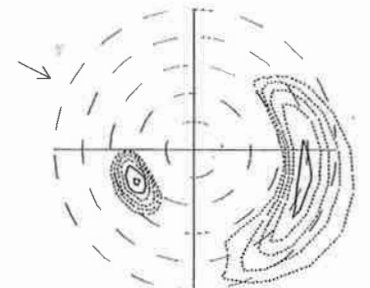
91/ 2/27 22: 0 Long. -73.67 Lat. 38.33
Hs 1.48 M No. 69



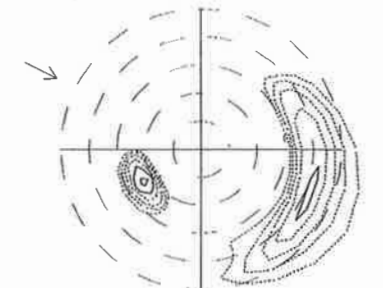
91/ 2/27 23: 0 Long. -73.67 Lat. 38.33
Hs 1.42 M No. 70



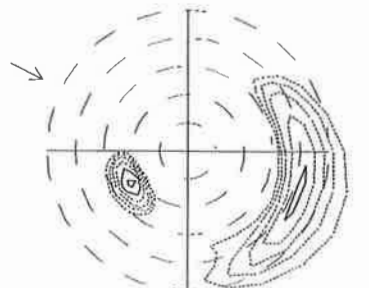
91/ 2/28 0: 0 Long. -73.67 Lat. 38.33
Hs 1.38 M No. 71



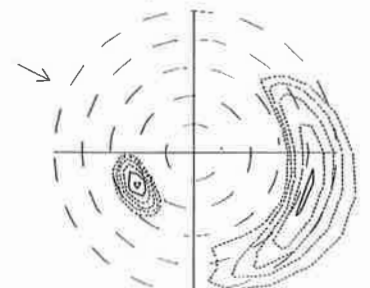
91/ 2/28 1: 0 Long. -73.67 Lat. 38.33
Hs 1.35 M No. 72



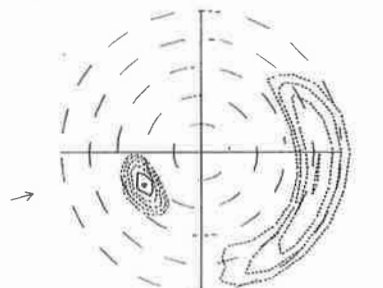
91/ 2/28 2: 0 Long. -73.67 Lat. 38.33
Hs 1.33 M No. 73



91/ 2/28 3: 0 Long. -73.67 Lat. 38.33
Hs 1.31 M No. 74



91/ 2/28 4: 0 Long. -73.67 Lat. 38.33
Hs 1.15 M No. 75

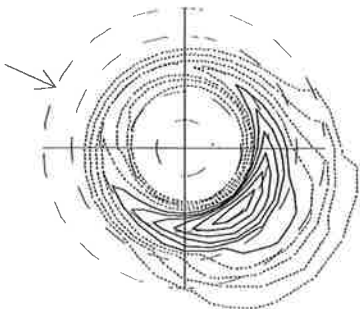


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

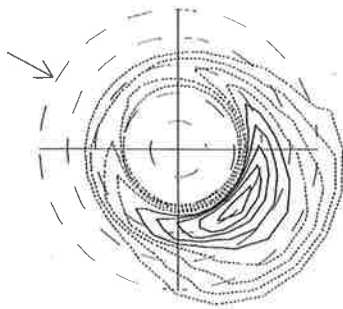


Discus North

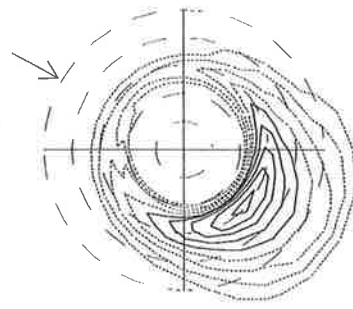
91/ 2/27 14: 0 Long. -73.65 Lat. 38.37
Hs 3.16 M No. 61



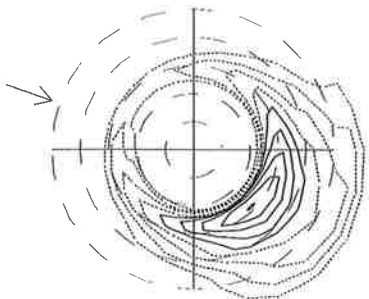
91/ 2/27 15: 0 Long. -73.65 Lat. 38.37
Hs 2.71 M No. 62



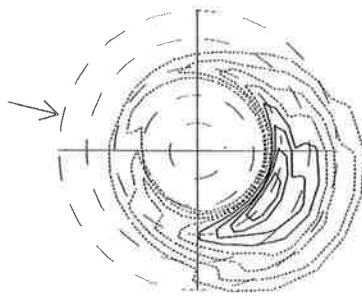
91/ 2/27 16: 0 Long. -73.65 Lat. 38.37
Hs 2.64 M No. 63



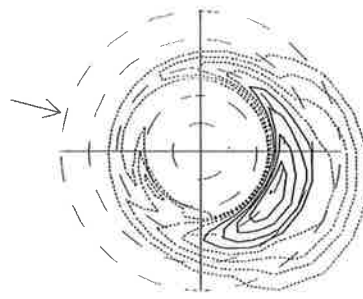
91/ 2/27 17: 0 Long. -73.65 Lat. 38.37
Hs 2.50 M No. 64



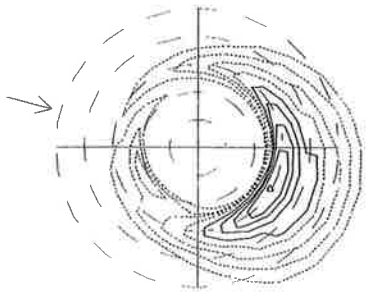
91/ 2/27 18: 0 Long. -73.65 Lat. 38.37
Hs 2.31 M No. 65



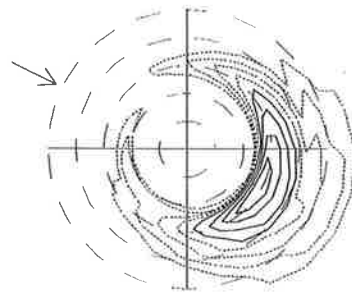
91/ 2/27 19: 0 Long. -73.65 Lat. 38.37
Hs 2.41 M No. 66



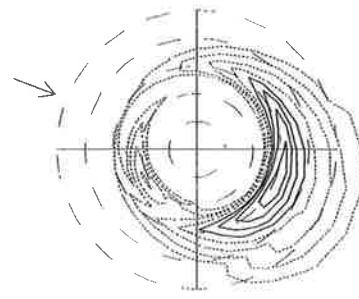
91/ 2/27 20: 0 Long. -73.65 Lat. 38.37
Hs 2.41 M No. 67



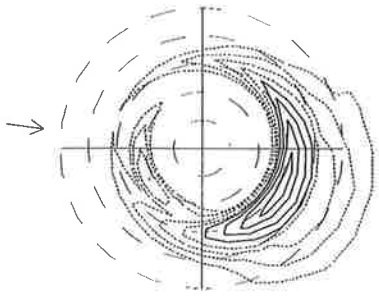
91/ 2/27 21: 0 Long. -73.65 Lat. 38.37
Hs 2.27 M No. 68



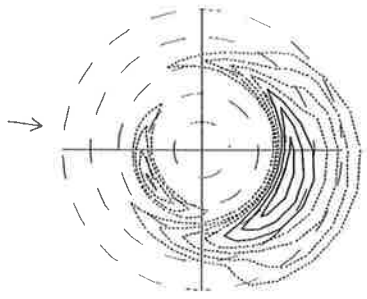
91/ 2/27 22: 0 Long. -73.65 Lat. 38.37
Hs 2.23 M No. 69



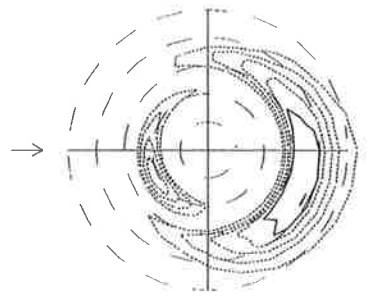
91/ 2/27 23: 0 Long. -73.65 Lat. 38.37
Hs 2.20 M No. 70



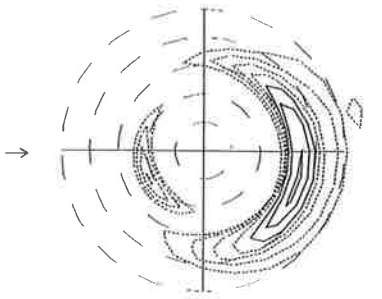
91/ 2/28 0: 0 Long. -73.65 Lat. 38.37
Hs 1.96 M No. 71



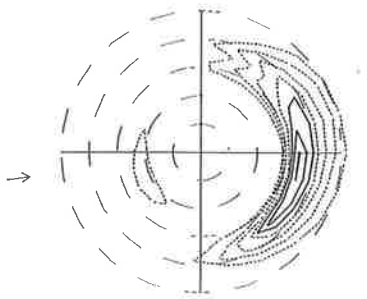
91/ 2/28 1: 0 Long. -73.65 Lat. 38.37
Hs 1.72 M No. 72



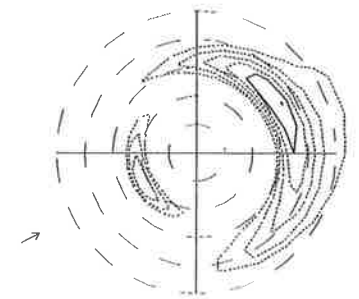
91/ 2/28 2: 0 Long. -73.65 Lat. 38.37
Hs 1.76 M No. 73



91/ 2/28 3: 0 Long. -73.65 Lat. 38.37
Hs 1.53 M No. 74



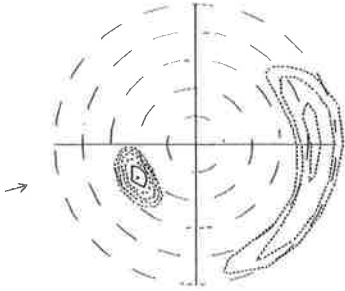
91/ 2/28 4: 0 Long. -73.65 Lat. 38.37
Hs 1.47 M No. 75



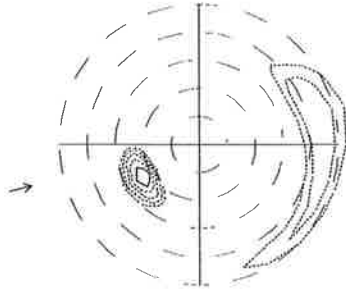
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus North

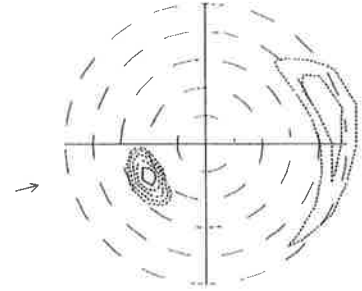
91/ 2/28 5: 0 Long. -73.67 Lat. 38.33
Hs 1.07 M No. 76



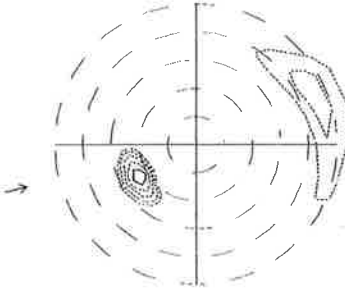
91/ 2/28 6: 0 Long. -73.67 Lat. 38.33
Hs 1.01 M No. 77



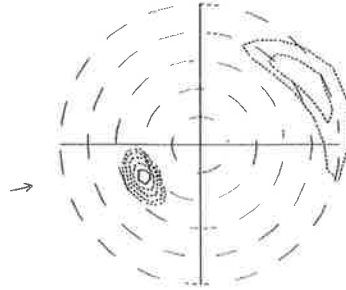
91/ 2/28 7: 0 Long. -73.67 Lat. 38.33
Hs 0.97 M No. 78



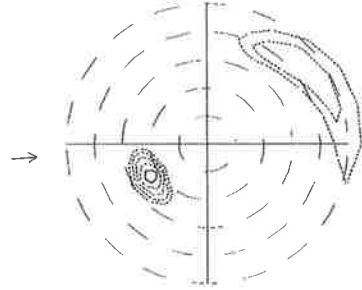
91/ 2/28 8: 0 Long. -73.67 Lat. 38.33
Hs 0.94 M No. 79



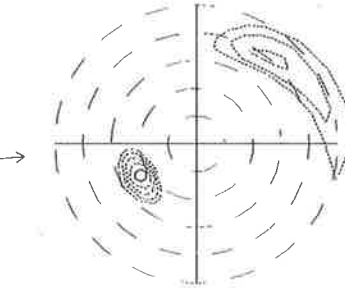
91/ 2/28 9: 0 Long. -73.67 Lat. 38.33
Hs 0.93 M No. 80



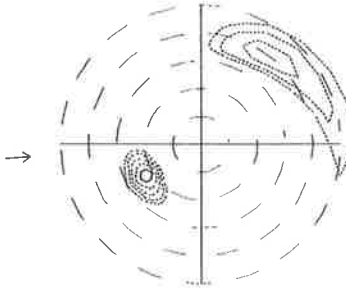
91/ 2/28 10: 0 Long. -73.67 Lat. 38.33
Hs 0.94 M No. 81



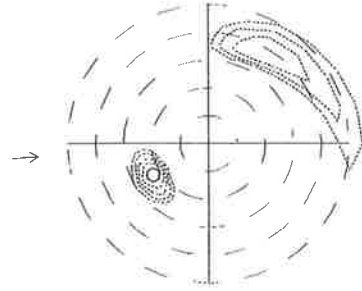
91/ 2/28 11: 0 Long. -73.67 Lat. 38.33
Hs 0.96 M No. 82



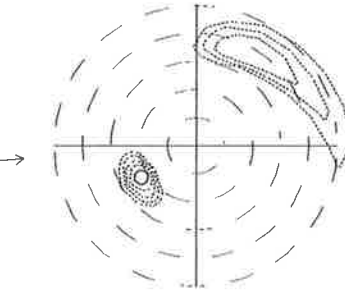
91/ 2/28 12: 0 Long. -73.67 Lat. 38.33
Hs 0.96 M No. 83



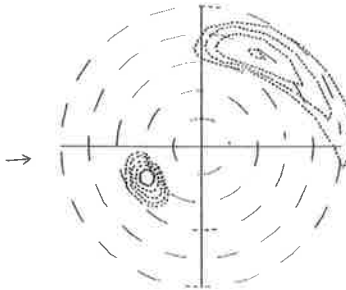
91/ 2/28 13: 0 Long. -73.67 Lat. 38.33
Hs 0.99 M No. 84



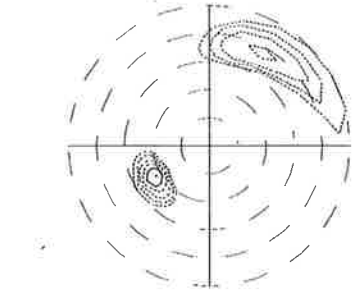
91/ 2/28 14: 0 Long. -73.67 Lat. 38.33
Hs 1.01 M No. 85



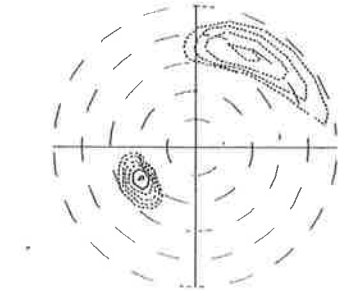
91/ 2/28 15: 0 Long. -73.67 Lat. 38.33
Hs 1.03 M No. 86



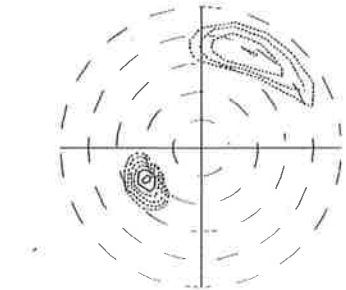
91/ 2/28 16: 0 Long. -73.67 Lat. 38.33
Hs 1.00 M No. 87



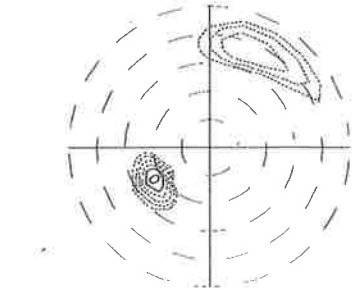
91/ 2/28 17: 0 Long. -73.67 Lat. 38.33
Hs 0.98 M No. 88



91/ 2/28 18: 0 Long. -73.67 Lat. 38.33
Hs 0.95 M No. 89



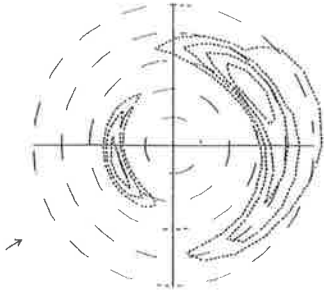
91/ 2/28 20: 0 Long. -73.67 Lat. 38.33
Hs 0.93 M No. 90



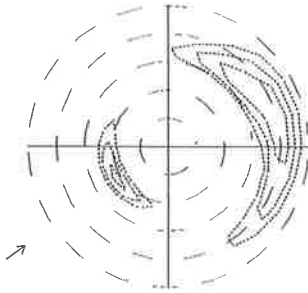
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

Discus North

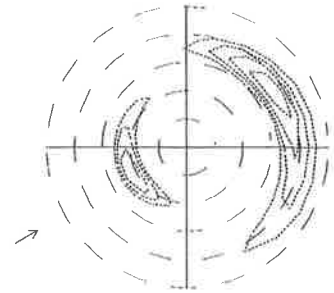
91/ 2/28 5: 0 Long. -73.65 Lat. 38.37
Hs 1.34 M No. 76



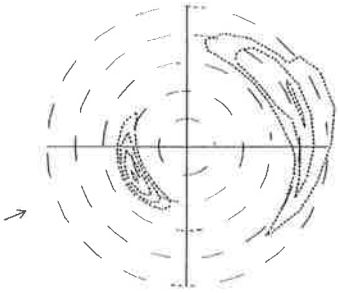
91/ 2/28 6: 0 Long. -73.65 Lat. 38.37
Hs 1.14 M No. 77



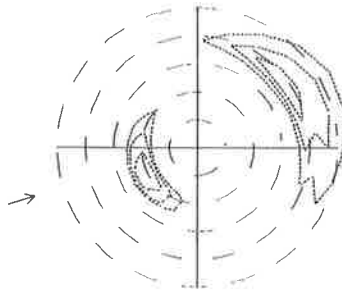
91/ 2/28 7: 0 Long. -73.65 Lat. 38.37
Hs 1.17 M No. 78



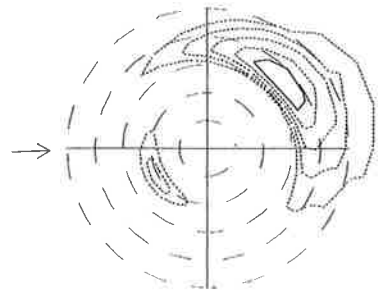
91/ 2/28 8: 0 Long. -73.65 Lat. 38.37
Hs 1.12 M No. 79



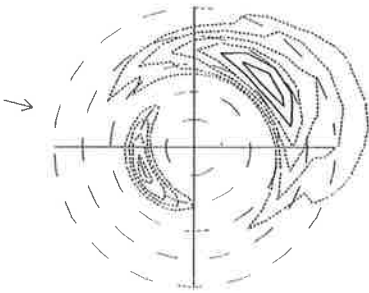
91/ 2/28 9: 0 Long. -73.65 Lat. 38.37
Hs 1.13 M No. 80



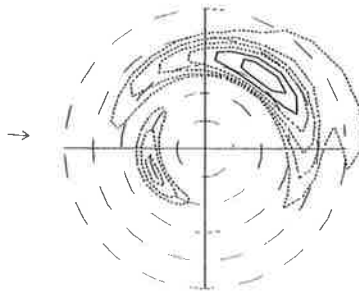
91/ 2/28 10: 0 Long. -73.65 Lat. 38.37
Hs 1.44 M No. 81



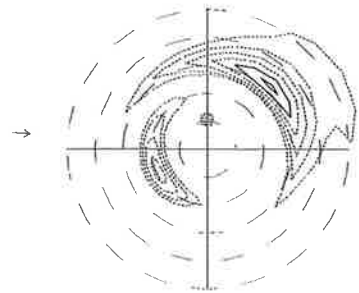
91/ 2/28 11: 0 Long. -73.65 Lat. 38.37
Hs 1.66 M No. 82



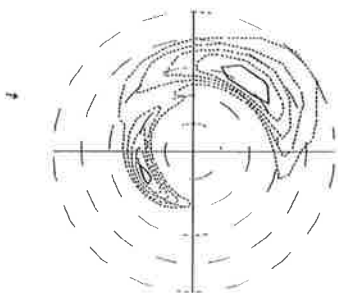
91/ 2/28 12: 0 Long. -73.65 Lat. 38.37
Hs 1.58 M No. 83



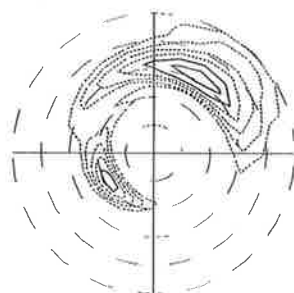
91/ 2/28 13: 0 Long. -73.65 Lat. 38.37
Hs 1.41 M No. 84



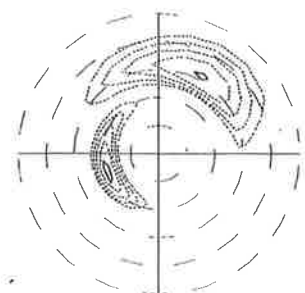
91/ 2/28 14: 0 Long. -73.65 Lat. 38.37
Hs 1.49 M No. 85



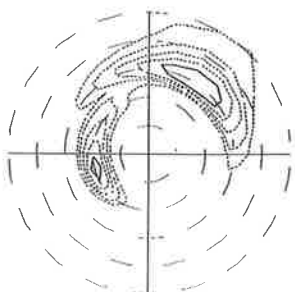
91/ 2/28 15: 0 Long. -73.65 Lat. 38.37
Hs 1.56 M No. 86



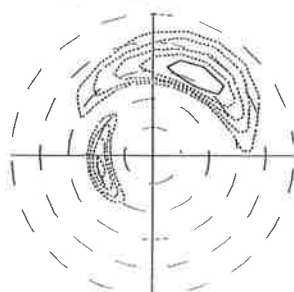
91/ 2/28 16: 0 Long. -73.65 Lat. 38.37
Hs 1.32 M No. 87



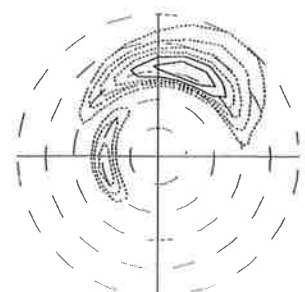
91/ 2/28 17: 0 Long. -73.65 Lat. 38.37
Hs 1.43 M No. 88



91/ 2/28 19: 0 Long. -73.65 Lat. 38.37
Hs 1.28 M No. 89



91/ 2/28 20: 0 Long. -73.65 Lat. 38.37
Hs 1.41 M No. 90

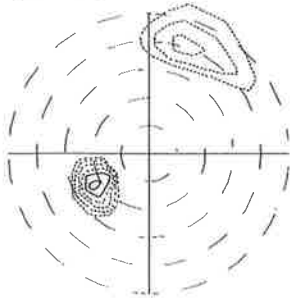


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

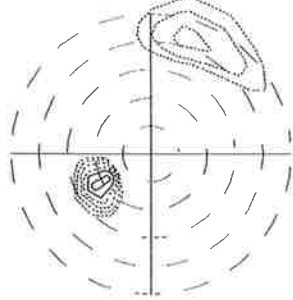


WAM fg to Discus North

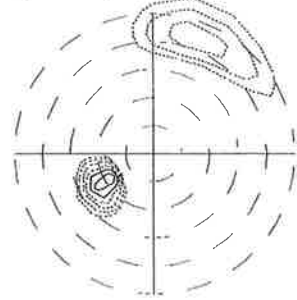
91/ 3/ 1 0: 0 Long. -73.67 Lat. 38.33
Hs 1.02 M No. 91



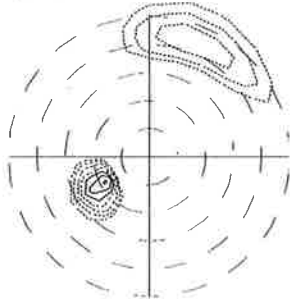
91/ 3/ 1 1: 0 Long. -73.67 Lat. 38.33
Hs 1.08 M No. 92



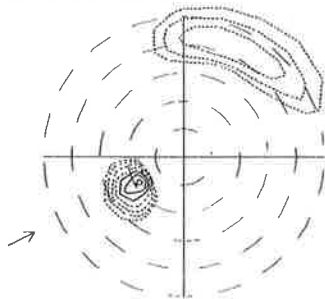
91/ 3/ 1 2: 0 Long. -73.67 Lat. 38.33
Hs 1.13 M No. 93



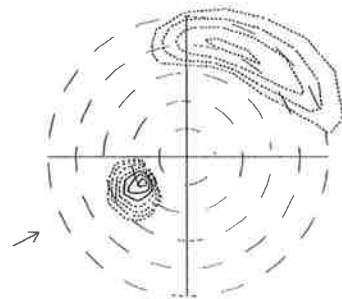
91/ 3/ 1 3: 0 Long. -73.67 Lat. 38.33
Hs 1.17 M No. 94



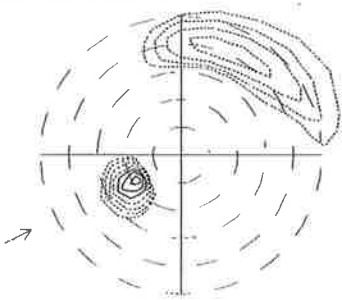
91/ 3/ 1 4: 0 Long. -73.67 Lat. 38.33
Hs 1.24 M No. 95



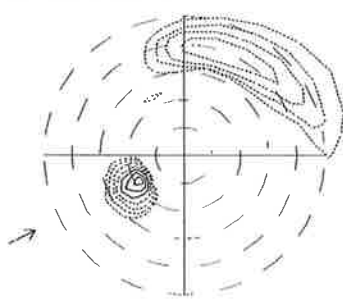
91/ 3/ 1 5: 0 Long. -73.67 Lat. 38.33
Hs 1.31 M No. 96



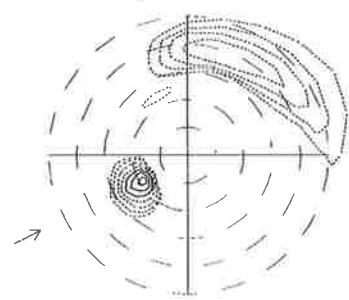
91/ 3/ 1 6: 0 Long. -73.67 Lat. 38.33
Hs 1.35 M No. 97



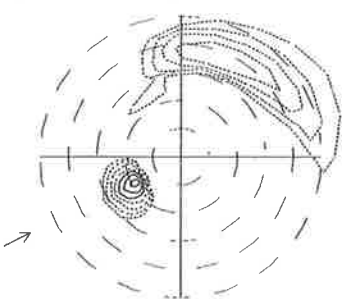
91/ 3/ 1 7: 0 Long. -73.67 Lat. 38.33
Hs 1.36 M No. 98



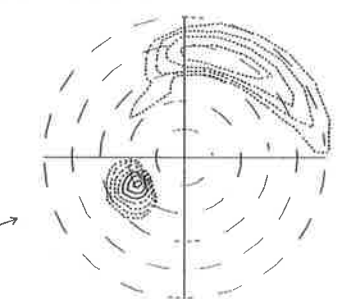
91/ 3/ 1 8: 0 Long. -73.67 Lat. 38.33
Hs 1.37 M No. 99



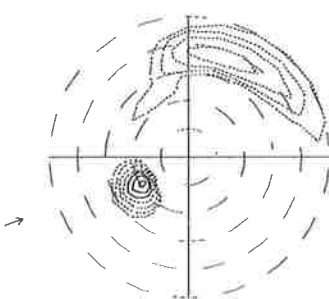
91/ 3/ 1 9: 0 Long. -73.67 Lat. 38.33
Hs 1.37 M No. 100



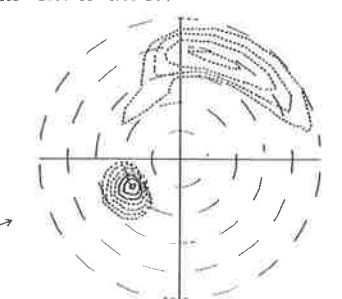
91/ 3/ 1 10: 0 Long. -73.67 Lat. 38.33
Hs 1.30 M No. 101



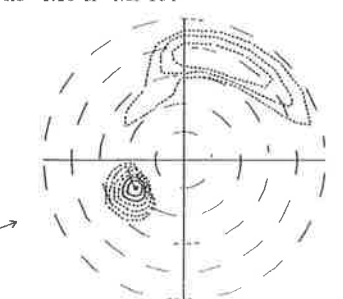
91/ 3/ 1 11: 0 Long. -73.67 Lat. 38.33
Hs 1.25 M No. 102



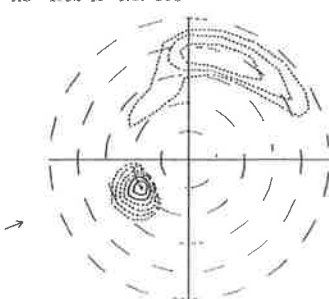
91/ 3/ 1 12: 0 Long. -73.67 Lat. 38.33
Hs 1.20 M No. 103



91/ 3/ 1 13: 0 Long. -73.67 Lat. 38.33
Hs 1.16 M No. 104



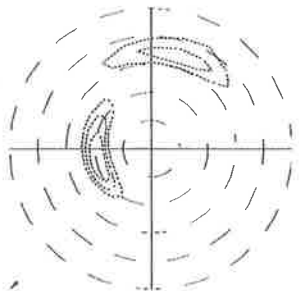
91/ 3/ 1 14: 0 Long. -73.67 Lat. 38.33
Hs 1.12 M No. 105



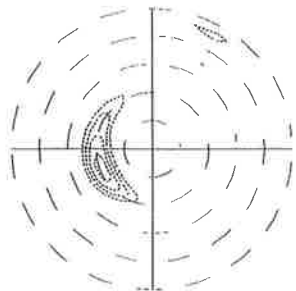
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

Discus North

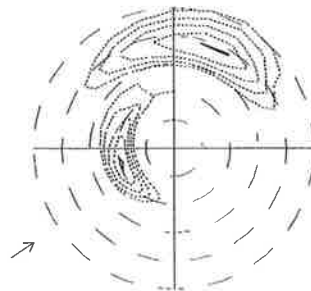
91/ 3/ 1 0: 0 Long. -73.65 Lat. 38.37
Hs 0.94 M No. 91



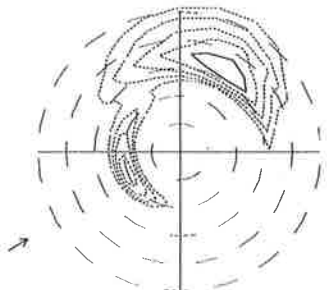
91/ 3/ 1 1: 0 Long. -73.65 Lat. 38.37
Hs 0.98 M No. 92



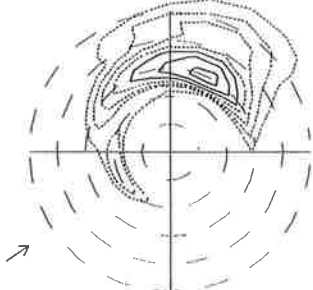
91/ 3/ 1 2: 0 Long. -73.65 Lat. 38.37
Hs 1.31 M No. 93



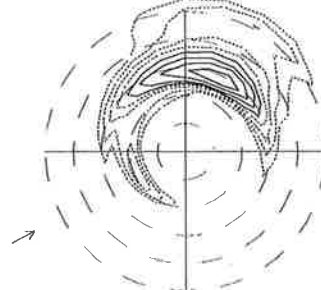
91/ 3/ 1 3: 0 Long. -73.65 Lat. 38.37
Hs 1.42 M No. 94



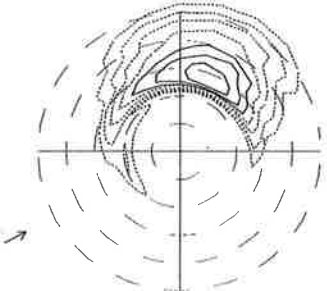
91/ 3/ 1 4: 0 Long. -73.65 Lat. 38.37
Hs 1.67 M No. 95



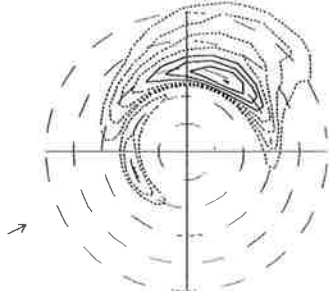
91/ 3/ 1 5: 0 Long. -73.65 Lat. 38.37
Hs 1.96 M No. 96



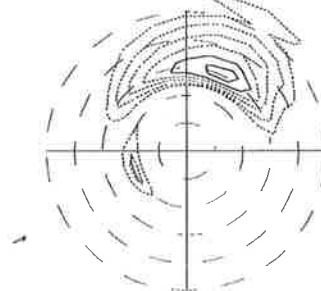
91/ 3/ 1 6: 0 Long. -73.65 Lat. 38.37
Hs 1.85 M No. 97



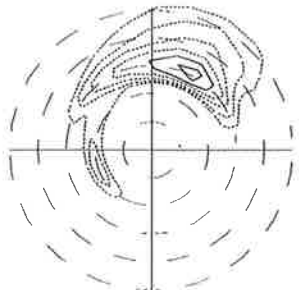
91/ 3/ 1 7: 0 Long. -73.65 Lat. 38.37
Hs 1.70 M No. 98



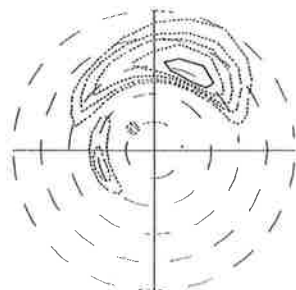
91/ 3/ 1 8: 0 Long. -73.65 Lat. 38.37
Hs 1.42 M No. 99



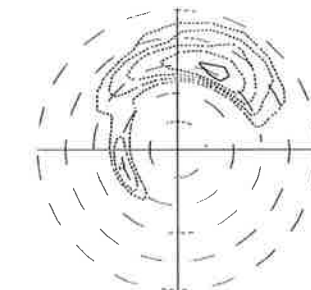
91/ 3/ 1 9: 0 Long. -73.65 Lat. 38.37
Hs 1.36 M No. 100



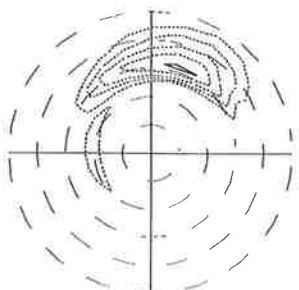
91/ 3/ 1 10: 0 Long. -73.65 Lat. 38.37
Hs 1.26 M No. 101



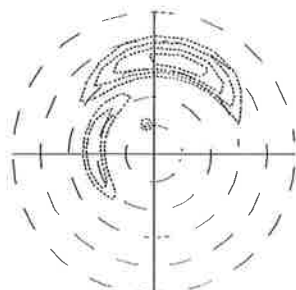
91/ 3/ 1 11: 0 Long. -73.65 Lat. 38.37
Hs 1.26 M No. 102



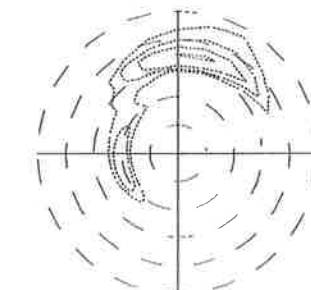
91/ 3/ 1 12: 0 Long. -73.65 Lat. 38.37
Hs 1.12 M No. 103



91/ 3/ 1 13: 0 Long. -73.65 Lat. 38.37
Hs 1.06 M No. 104



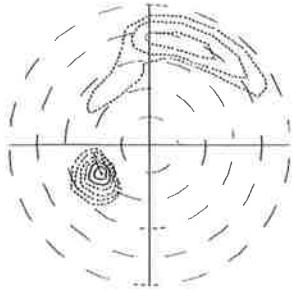
91/ 3/ 1 14: 0 Long. -73.65 Lat. 38.37
Hs 1.03 M No. 105



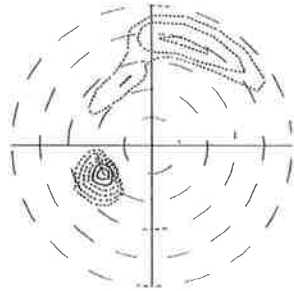
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

WAM fg to Discus North

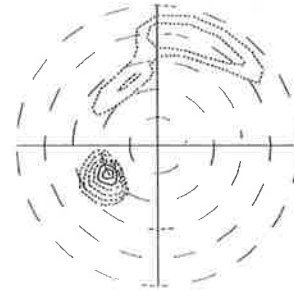
91/ 3/ 1 15: 0 Long. -73.67 Lat. 38.33
Hs 1.09 M No. 106



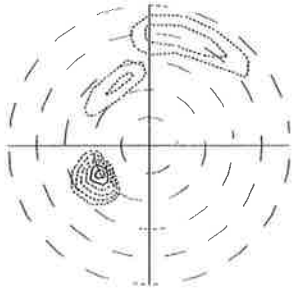
91/ 3/ 1 16: 0 Long. -73.67 Lat. 38.33
Hs 1.05 M No. 107



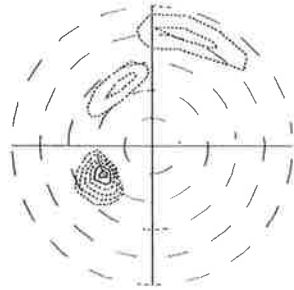
91/ 3/ 1 17: 0 Long. -73.67 Lat. 38.33
Hs 1.01 M No. 108



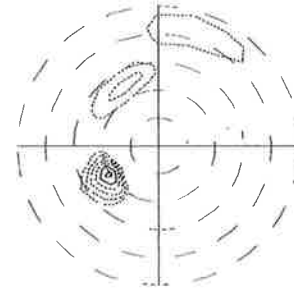
91/ 3/ 1 18: 0 Long. -73.67 Lat. 38.33
Hs 0.97 M No. 109



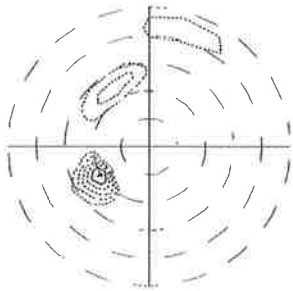
91/ 3/ 1 19: 0 Long. -73.67 Lat. 38.33
Hs 0.95 M No. 110



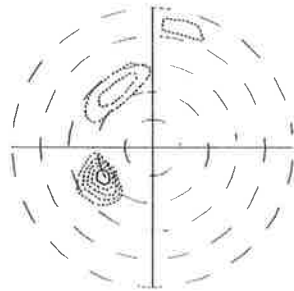
91/ 3/ 1 20: 0 Long. -73.67 Lat. 38.33
Hs 0.92 M No. 111



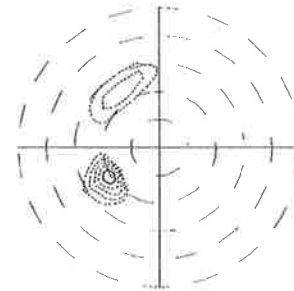
91/ 3/ 1 21: 0 Long. -73.67 Lat. 38.33
Hs 0.89 M No. 112



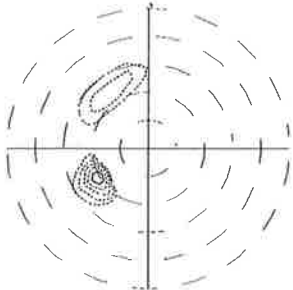
91/ 3/ 1 22: 0 Long. -73.67 Lat. 38.33
Hs 0.89 M No. 113



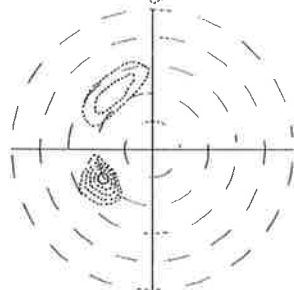
91/ 3/ 1 23: 0 Long. -73.67 Lat. 38.33
Hs 0.91 M No. 114



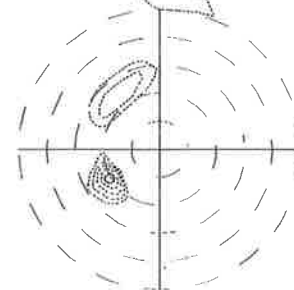
91/ 3/ 2 0: 0 Long. -73.67 Lat. 38.33
Hs 0.92 M No. 115



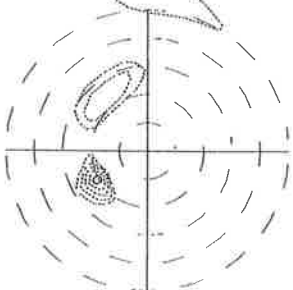
91/ 3/ 2 1: 0 Long. -73.67 Lat. 38.33
Hs 0.94 M No. 116



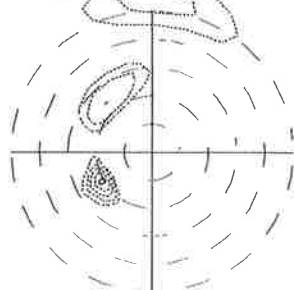
91/ 3/ 2 2: 0 Long. -73.67 Lat. 38.33
Hs 0.95 M No. 117



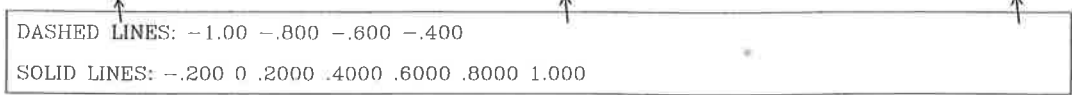
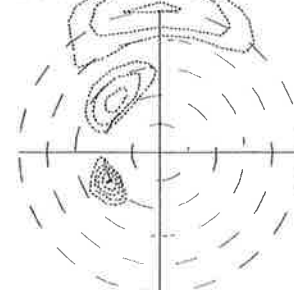
91/ 3/ 2 3: 0 Long. -73.67 Lat. 38.33
Hs 0.96 M No. 118



91/ 3/ 2 4: 0 Long. -73.67 Lat. 38.33
Hs 1.03 M No. 119

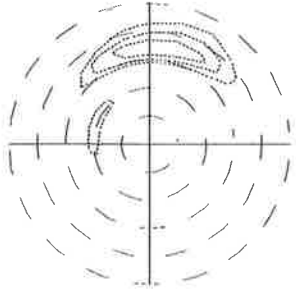


91/ 3/ 2 5: 0 Long. -73.67 Lat. 38.33
Hs 1.13 M No. 120

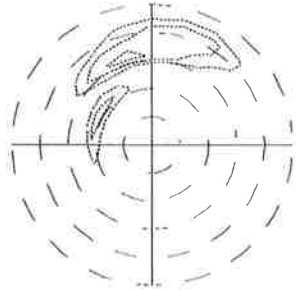


Discus North

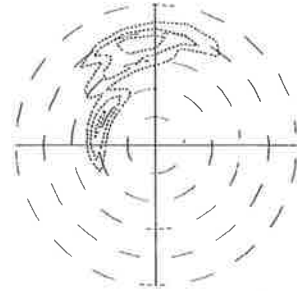
91/ 3/ 1 15: 0 Long. -73.65 Lat. 38.37
Hs 0.92 M No. 106



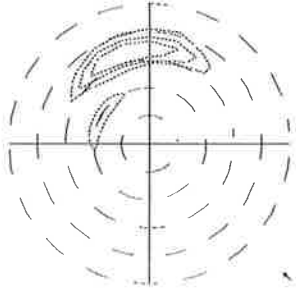
91/ 3/ 1 16: 0 Long. -73.65 Lat. 38.37
Hs 0.91 M No. 107



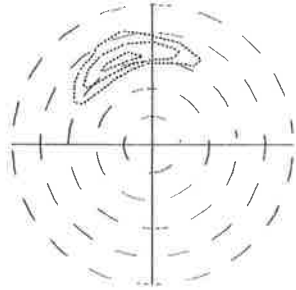
91/ 3/ 1 17: 0 Long. -73.65 Lat. 38.37
Hs 0.90 M No. 108



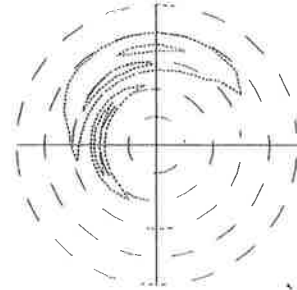
91/ 3/ 1 18: 0 Long. -73.65 Lat. 38.37
Hs 0.90 M No. 109



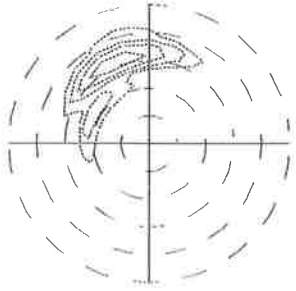
91/ 3/ 1 19: 0 Long. -73.65 Lat. 38.37
Hs 0.85 M No. 110



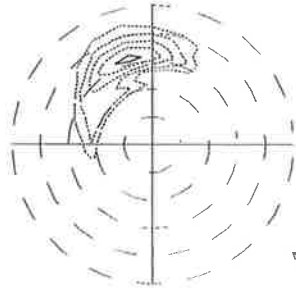
91/ 3/ 1 20: 0 Long. -73.65 Lat. 38.37
Hs 1.00 M No. 111



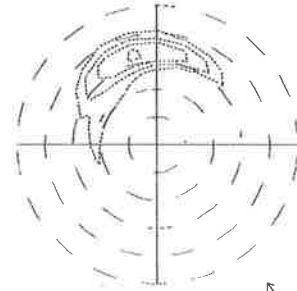
91/ 3/ 1 21: 0 Long. -73.65 Lat. 38.37
Hs 0.98 M No. 112



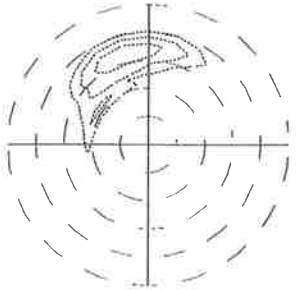
91/ 3/ 1 22: 0 Long. -73.65 Lat. 38.37
Hs 1.02 M No. 113



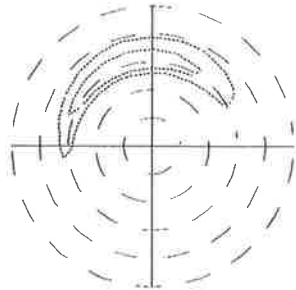
91/ 3/ 1 23: 0 Long. -73.65 Lat. 38.37
Hs 0.96 M No. 114



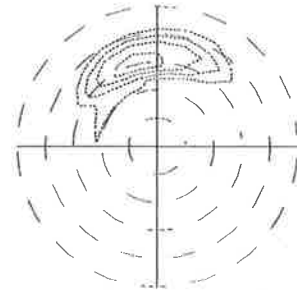
91/ 3/ 2 0: 0 Long. -73.65 Lat. 38.37
Hs 0.91 M No. 115



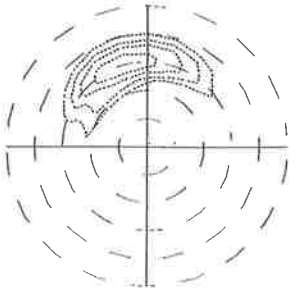
91/ 3/ 2 1: 0 Long. -73.65 Lat. 38.37
Hs 0.94 M No. 116



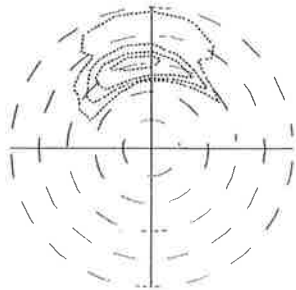
91/ 3/ 2 2: 0 Long. -73.65 Lat. 38.37
Hs 1.02 M No. 117



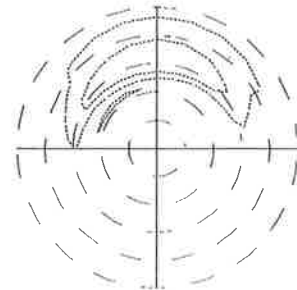
91/ 3/ 2 3: 0 Long. -73.65 Lat. 38.37
Hs 1.05 M No. 118



91/ 3/ 2 4: 0 Long. -73.65 Lat. 38.37
Hs 1.00 M No. 119



91/ 3/ 2 5: 0 Long. -73.65 Lat. 38.37
Hs 1.11 M No. 120

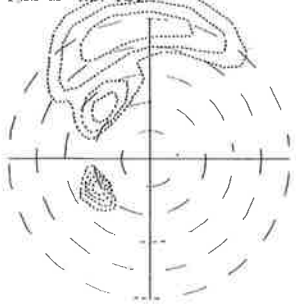


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

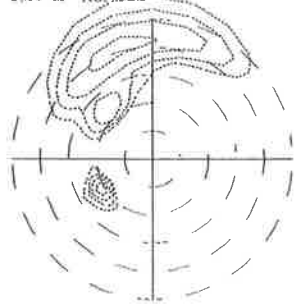


WAM fg to Discus North

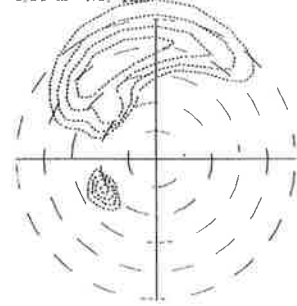
91/3/2 6: 0 Long -73.67 Lat. 38.33
Hs 1.22 M No. 121



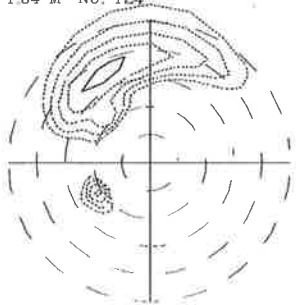
91/3/2 7: 0 Long -73.67 Lat. 38.33
Hs 1.26 M No. 122



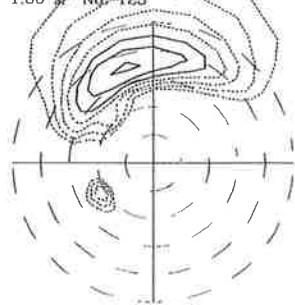
91/3/2 8: 0 Long -73.67 Lat. 38.33
Hs 1.31 M No. 123



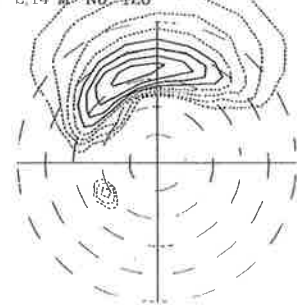
91/3/2 9: 0 Long -73.67 Lat. 38.33
Hs 1.34 M No. 124



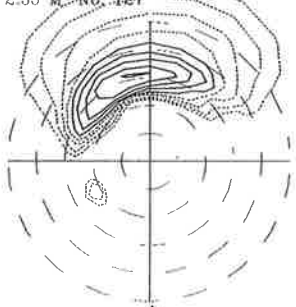
91/3/2 10: 0 Long -73.67 Lat. 38.33
Hs 1.66 M No. 125



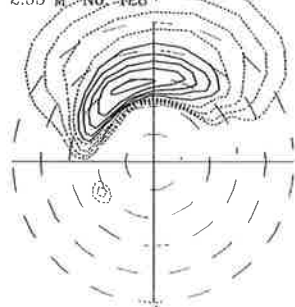
91/3/2 11: 0 Long -73.67 Lat. 38.33
Hs 2.14 M No. 126



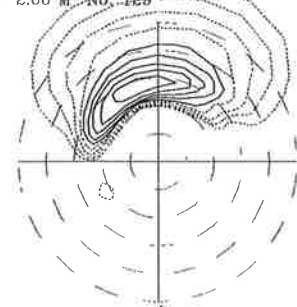
91/3/2 12: 0 Long -73.67 Lat. 38.33
Hs 2.35 M No. 127



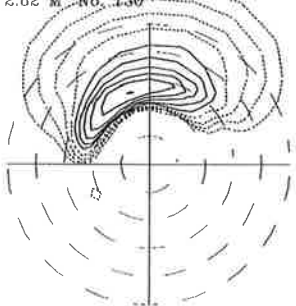
91/3/2 13: 0 Long -73.67 Lat. 38.33
Hs 2.53 M No. 128



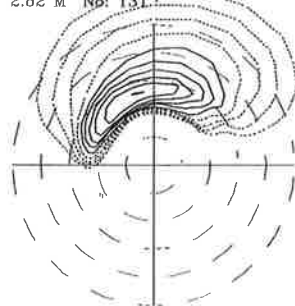
91/3/2 14: 0 Long -73.67 Lat. 38.33
Hs 2.68 M No. 129



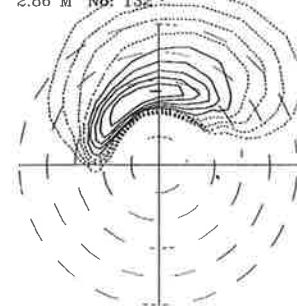
91/3/2 15: 0 Long -73.67 Lat. 38.33
Hs 2.82 M No. 130



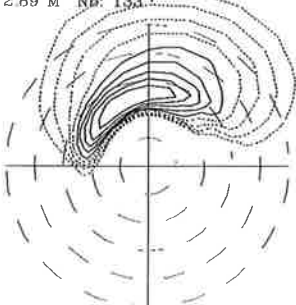
91/3/2 16: 0 Long -73.67 Lat. 38.33
Hs 2.82 M No. 131



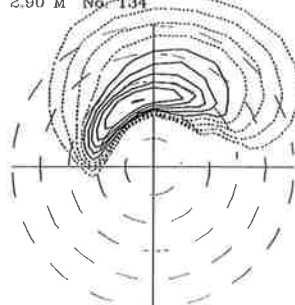
91/3/2 17: 0 Long -73.67 Lat. 38.33
Hs 2.86 M No. 132



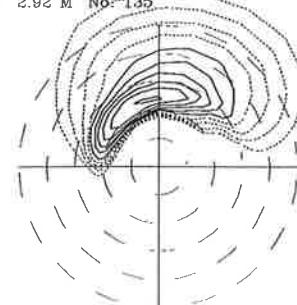
91/3/2 18: 0 Long -73.67 Lat. 38.33
Hs 2.89 M No. 133



91/3/2 19: 0 Long -73.67 Lat. 38.33
Hs 2.90 M No. 134



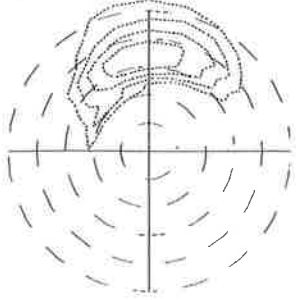
91/3/2 20: 0 Long -73.67 Lat. 38.33
Hs 2.92 M No. 135



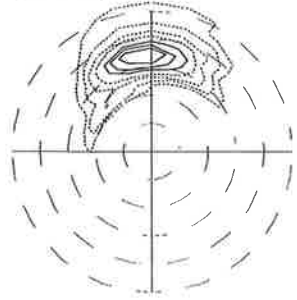
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

Discus North

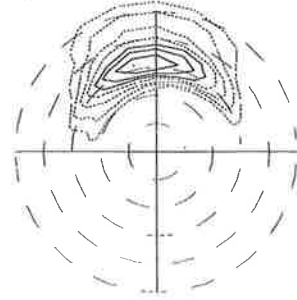
91/ 3/ 2 6: 0 Long. -73.65 Lat. 38.37
Hs 1.22 M No. 121



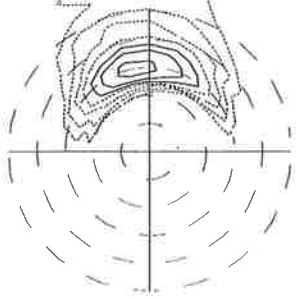
91/ 3/ 2 7: 0 Long. -73.65 Lat. 38.37
Hs 1.41 M No. 122



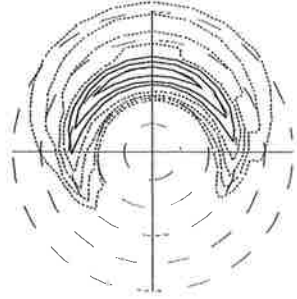
91/ 3/ 2 8: 0 Long. -73.65 Lat. 38.37
Hs 1.59 M No. 123



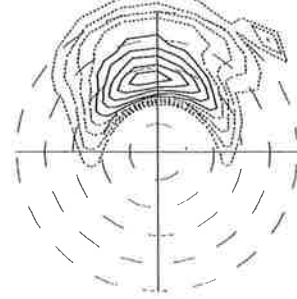
91/ 3/ 2 9: 0 Long. -73.65 Lat. 38.37
Hs 1.69 M No. 124



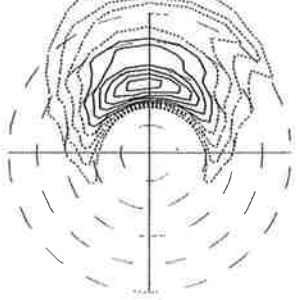
91/ 3/ 2 10: 0 Long. -73.65 Lat. 38.37
Hs 2.10 M No. 125



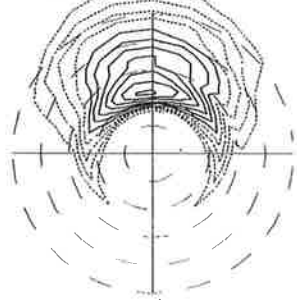
91/ 3/ 2 11: 0 Long. -73.65 Lat. 38.37
Hs 2.42 M No. 126



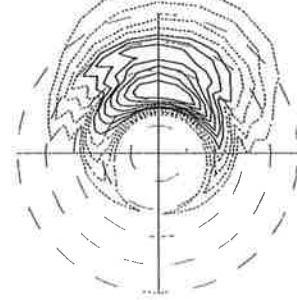
91/ 3/ 2 12: 0 Long. -73.65 Lat. 38.37
Hs 2.83 M No. 127



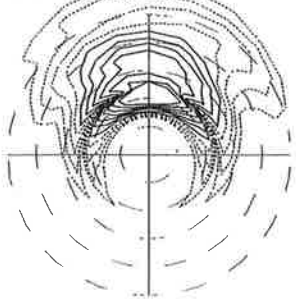
91/ 3/ 2 13: 0 Long. -73.65 Lat. 38.37
Hs 3.33 M No. 128



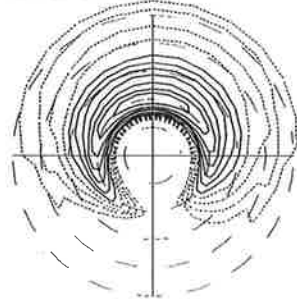
91/ 3/ 2 14: 0 Long. -73.65 Lat. 38.37
Hs 4.04 M No. 129



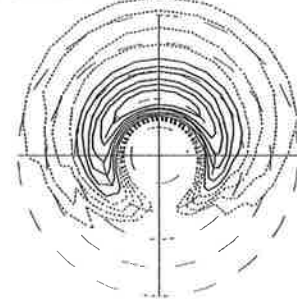
91/ 3/ 2 15: 0 Long. -73.65 Lat. 38.37
Hs 4.53 M No. 130



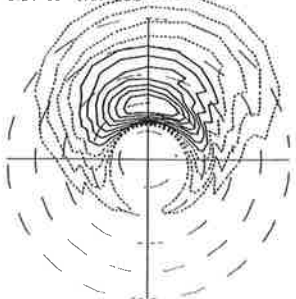
91/ 3/ 2 16: 0 Long. -73.65 Lat. 38.37
Hs 4.75 M No. 131



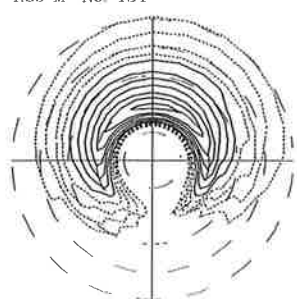
91/ 3/ 2 17: 0 Long. -73.65 Lat. 38.37
Hs 4.26 M No. 132



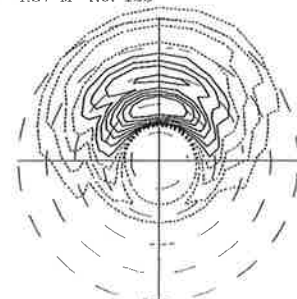
91/ 3/ 2 18: 0 Long. -73.65 Lat. 38.37
Hs 4.16 M No. 133



91/ 3/ 2 19: 0 Long. -73.65 Lat. 38.37
Hs 4.35 M No. 134



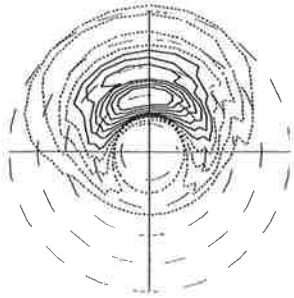
91/ 3/ 2 20: 0 Long. -73.65 Lat. 38.37
Hs 4.37 M No. 135



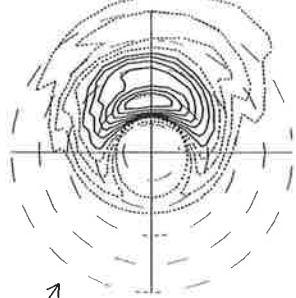
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

Discus North

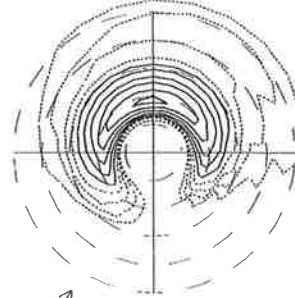
91/ 3/ 2 21: 0 Long. -73.65 Lat. 38.37
Hs 4.24 M No. 136



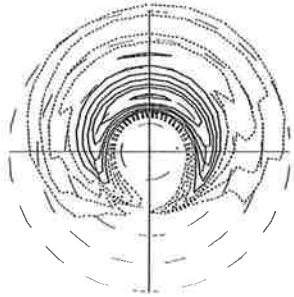
91/ 3/ 2 22: 0 Long. -73.65 Lat. 38.37
Hs 3.96 M No. 137



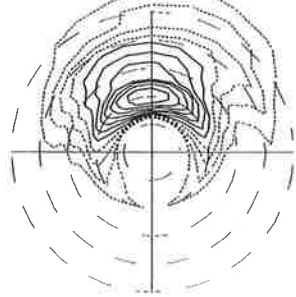
91/ 3/ 2 23: 0 Long. -73.65 Lat. 38.37
Hs 3.71 M No. 138



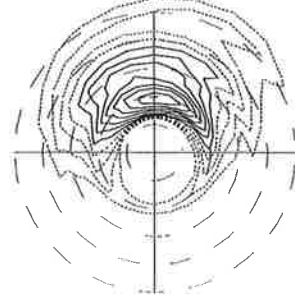
91/ 3/ 3 0: 0 Long. -73.65 Lat. 38.37
Hs 3.56 M No. 139



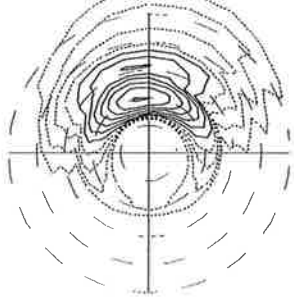
91/ 3/ 3 1: 0 Long. -73.65 Lat. 38.37
Hs 3.69 M No. 140



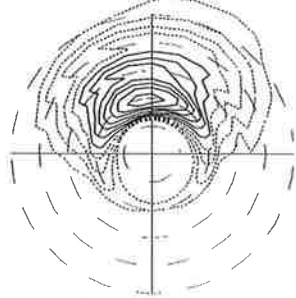
91/ 3/ 3 2: 0 Long. -73.65 Lat. 38.37
Hs 3.68 M No. 141



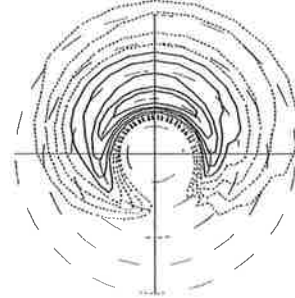
91/ 3/ 3 3: 0 Long. -73.65 Lat. 38.37
Hs 3.51 M No. 142



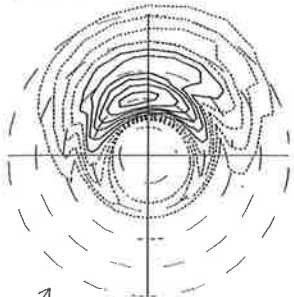
91/ 3/ 3 4: 0 Long. -73.65 Lat. 38.37
Hs 3.59 M No. 143



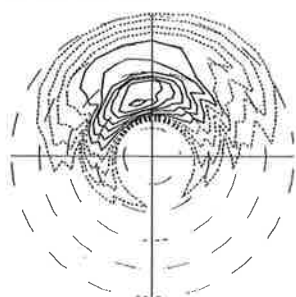
91/ 3/ 3 5: 0 Long. -73.65 Lat. 38.37
Hs 3.51 M No. 144



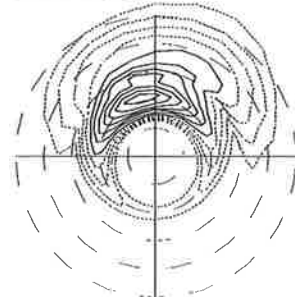
91/ 3/ 3 6: 0 Long. -73.65 Lat. 38.37
Hs 3.25 M No. 145



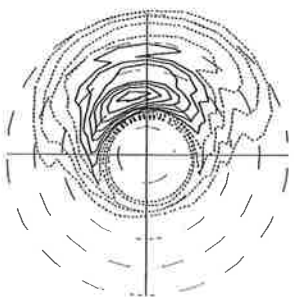
91/ 3/ 3 7: 0 Long. -73.65 Lat. 38.37
Hs 3.36 M No. 146



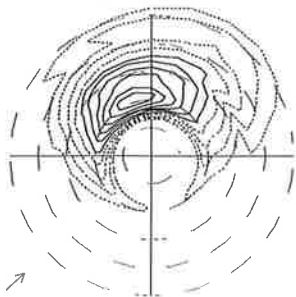
91/ 3/ 3 8: 0 Long. -73.65 Lat. 38.37
Hs 3.34 M No. 147



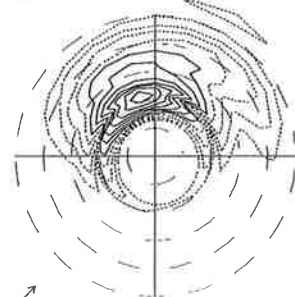
91/ 3/ 3 9: 0 Long. -73.65 Lat. 38.37
Hs 3.39 M No. 148



91/ 3/ 3 10: 0 Long. -73.65 Lat. 38.37
Hs 3.05 M No. 149



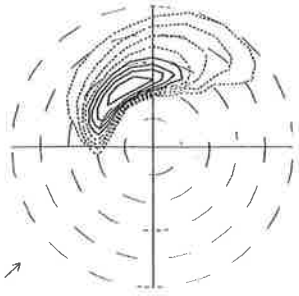
91/ 3/ 3 11: 0 Long. -73.65 Lat. 38.37
Hs 3.08 M No. 150



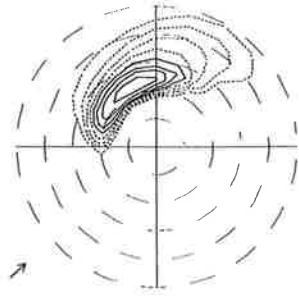
DASHED LINES: -1.00 -0.80 -0.60 -0.40
SOLID LINES: -0.20 0 0.20 0.40 0.60 0.80 1.00

WAM fg to Discus North

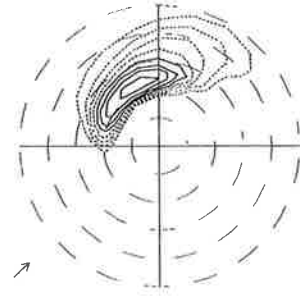
91/ 3/ 3 12: 0 Long. -73.67 Lat. 38.33
Hs 1.83 M No. 151



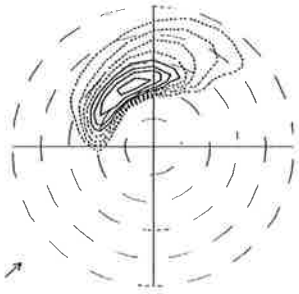
91/ 3/ 3 13: 0 Long. -73.67 Lat. 38.33
Hs 1.77 M No. 152



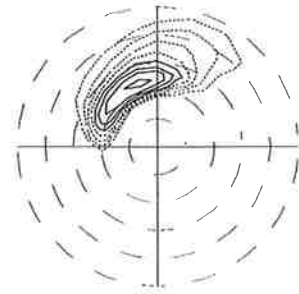
91/ 3/ 3 14: 0 Long. -73.67 Lat. 38.33
Hs 1.73 M No. 153



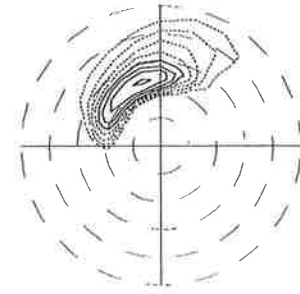
91/ 3/ 3 15: 0 Long. -73.67 Lat. 38.33
Hs 1.68 M No. 154



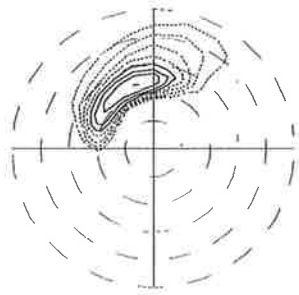
91/ 3/ 3 16: 0 Long. -73.67 Lat. 38.33
Hs 1.63 M No. 155



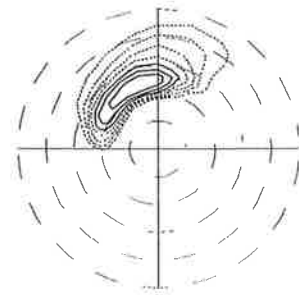
91/ 3/ 3 17: 0 Long. -73.67 Lat. 38.33
Hs 1.58 M No. 156



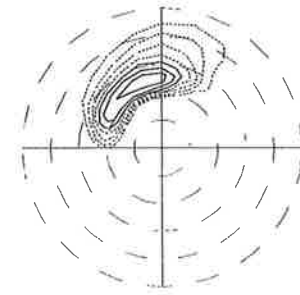
91/ 3/ 3 18: 0 Long. -73.67 Lat. 38.33
Hs 1.54 M No. 157



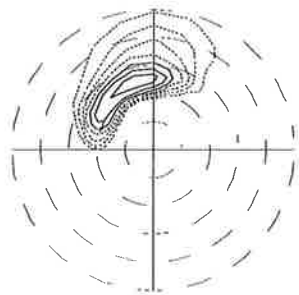
91/ 3/ 3 19: 0 Long. -73.67 Lat. 38.33
Hs 1.51 M No. 158



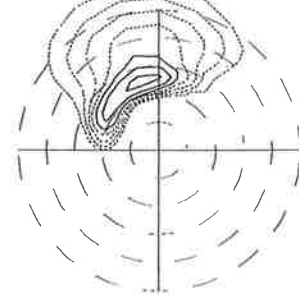
91/ 3/ 3 21: 0 Long. -73.67 Lat. 38.33
Hs 1.46 M No. 159



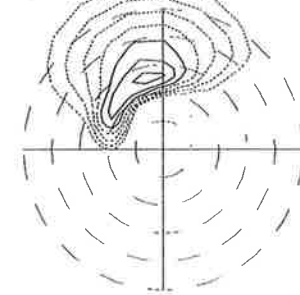
91/ 3/ 3 22: 0 Long. -73.67 Lat. 38.33
Hs 1.50 M No. 160



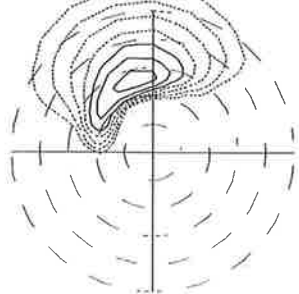
91/ 3/ 4 0: 0 Long. -73.67 Lat. 38.33
Hs 1.68 M No. 161



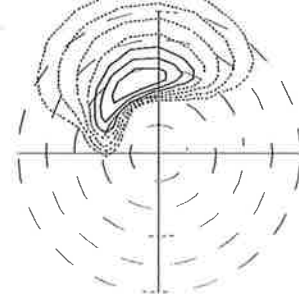
91/ 3/ 4 1: 0 Long. -73.67 Lat. 38.33
Hs 1.77 M No. 162



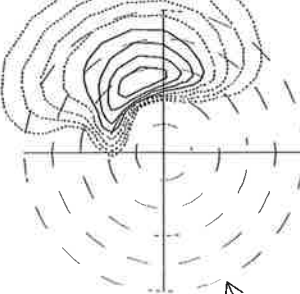
91/ 3/ 4 2: 0 Long. -73.67 Lat. 38.33
Hs 1.83 M No. 163



91/ 3/ 4 3: 0 Long. -73.67 Lat. 38.33
Hs 1.89 M No. 164



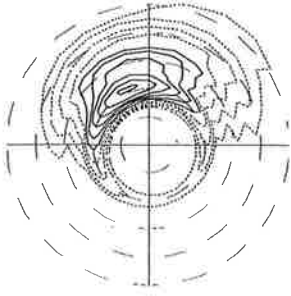
91/ 3/ 4 4: 0 Long. -73.67 Lat. 38.33
Hs 2.37 M No. 165



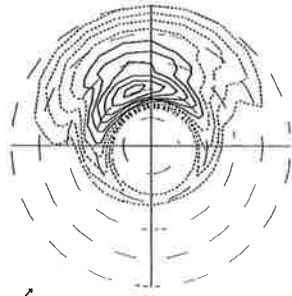
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus North

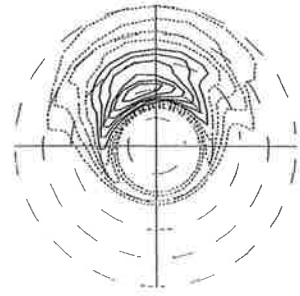
91/ 3/ 3 12: 0 Long. -73.65 Lat. 38.37
Hs 2.81 M No. 151



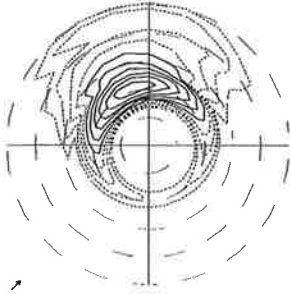
91/ 3/ 3 13: 0 Long. -73.65 Lat. 38.37
Hs 2.84 M No. 152



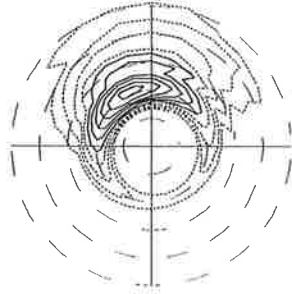
91/ 3/ 3 14: 0 Long. -73.65 Lat. 38.37
Hs 2.91 M No. 153



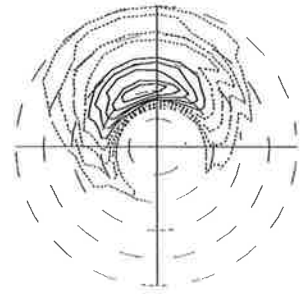
91/ 3/ 3 15: 0 Long. -73.65 Lat. 38.37
Hs 2.87 M No. 154



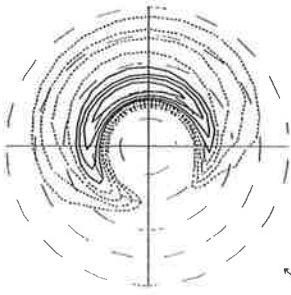
91/ 3/ 3 16: 0 Long. -73.65 Lat. 38.37
Hs 2.70 M No. 155



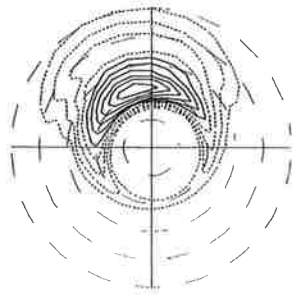
91/ 3/ 3 17: 0 Long. -73.65 Lat. 38.37
Hs 2.53 M No. 156



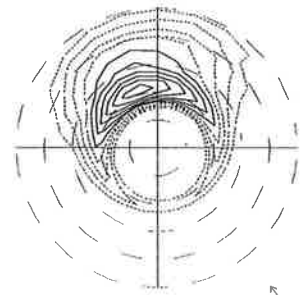
91/ 3/ 3 18: 0 Long. -73.65 Lat. 38.37
Hs 2.60 M No. 157



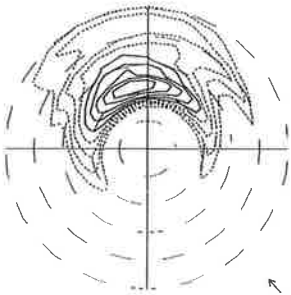
91/ 3/ 3 19: 0 Long. -73.65 Lat. 38.37
Hs 2.73 M No. 158



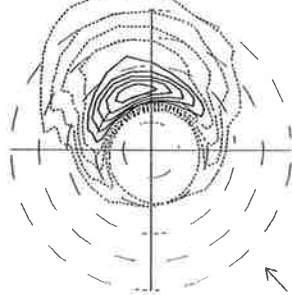
91/ 3/ 3 21: 0 Long. -73.65 Lat. 38.37
Hs 2.72 M No. 159



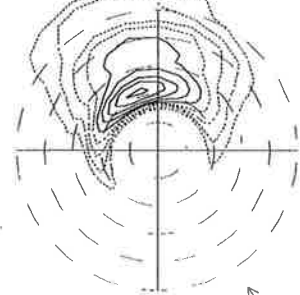
91/ 3/ 3 22: 0 Long. -73.65 Lat. 38.37
Hs 2.35 M No. 160



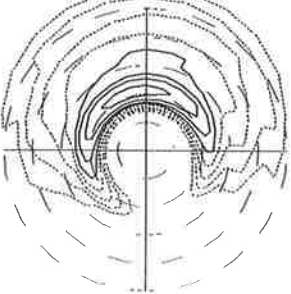
91/ 3/ 4 0: 0 Long. -73.65 Lat. 38.37
Hs 2.49 M No. 161



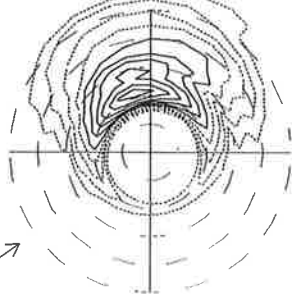
91/ 3/ 4 1: 0 Long. -73.65 Lat. 38.37
Hs 2.31 M No. 162



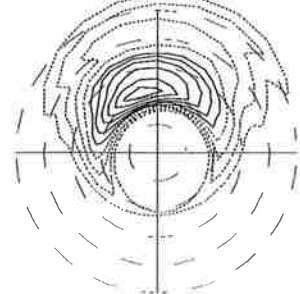
91/ 3/ 4 2: 0 Long. -73.65 Lat. 38.37
Hs 2.77 M No. 163



91/ 3/ 4 3: 0 Long. -73.65 Lat. 38.37
Hs 2.95 M No. 164



91/ 3/ 4 4: 0 Long. -73.65 Lat. 38.37
Hs 2.98 M No. 165

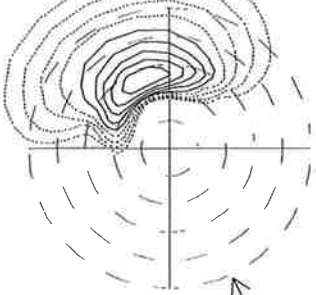


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

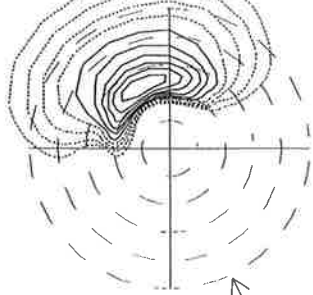


WAM fg to Discus North

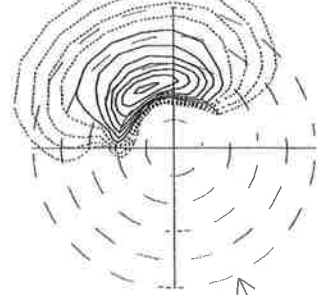
91/ 3/ 4 5: 0 Long. -73.67 Lat. 38.33
Hs 2.68 M No. 166



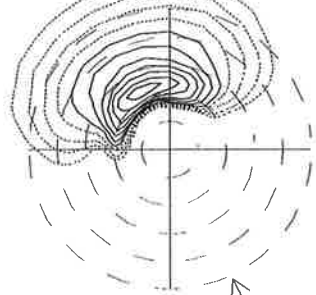
91/ 3/ 4 7: 0 Long. -73.67 Lat. 38.33
Hs 3.15 M No. 167



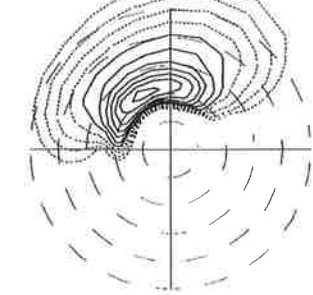
91/ 3/ 4 8: 0 Long. -73.67 Lat. 38.33
Hs 3.33 M No. 168



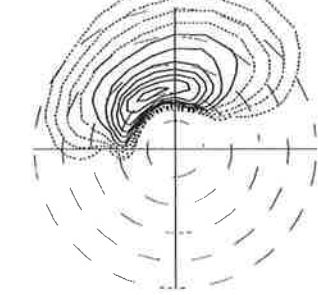
91/ 3/ 4 9: 0 Long. -73.67 Lat. 38.33
Hs 3.49 M No. 169



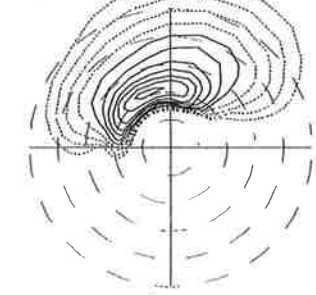
91/ 3/ 4 10: 0 Long. -73.67 Lat. 38.33
Hs 3.45 M No. 170



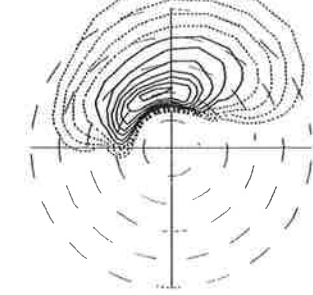
91/ 3/ 4 11: 0 Long. -73.67 Lat. 38.33
Hs 3.46 M No. 171



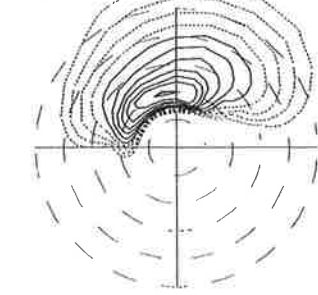
91/ 3/ 4 12: 0 Long. -73.67 Lat. 38.33
Hs 3.47 M No. 172



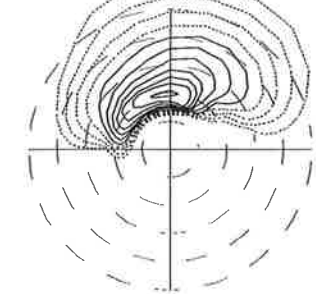
91/ 3/ 4 13: 0 Long. -73.67 Lat. 38.33
Hs 3.49 M No. 173



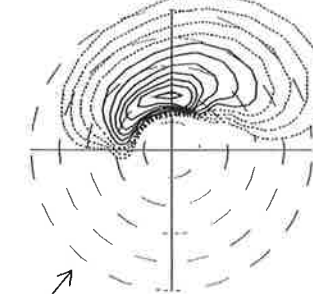
91/ 3/ 4 14: 0 Long. -73.67 Lat. 38.33
Hs 3.51 M No. 174



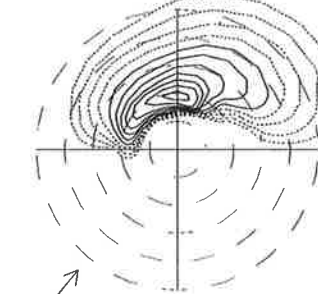
91/ 3/ 4 15: 0 Long. -73.67 Lat. 38.33
Hs 3.51 M No. 175



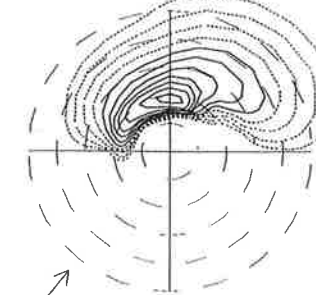
91/ 3/ 4 16: 0 Long. -73.67 Lat. 38.33
Hs 3.45 M No. 176



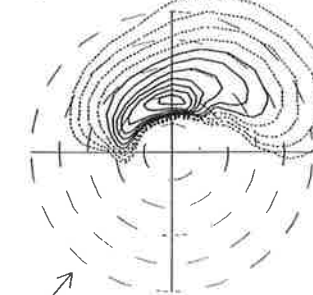
91/ 3/ 4 17: 0 Long. -73.67 Lat. 38.33
Hs 3.43 M No. 177



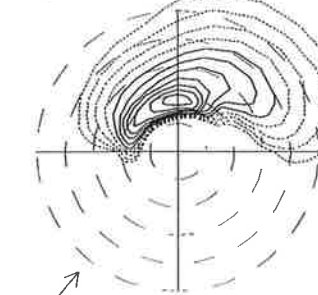
91/ 3/ 4 18: 0 Long. -73.67 Lat. 38.33
Hs 3.43 M No. 178



91/ 3/ 4 19: 0 Long. -73.67 Lat. 38.33
Hs 3.45 M No. 179



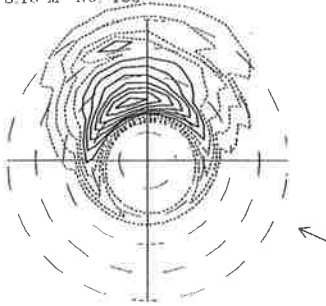
91/ 3/ 4 20: 0 Long. -73.67 Lat. 38.33
Hs 3.49 M No. 180



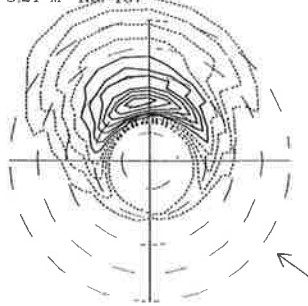
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

Discus North

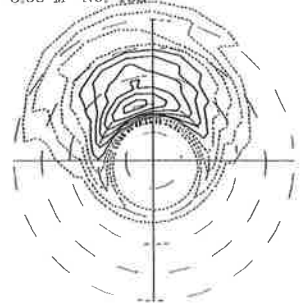
91/ 3/ 4 5: 0 Long. -73.65 Lat. 38.37
Hs 3.15 M No. 166



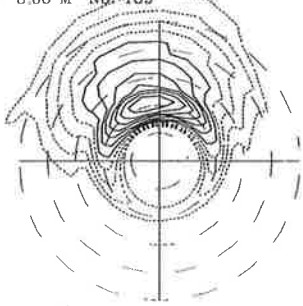
91/ 3/ 4 7: 0 Long. -73.65 Lat. 38.37
Hs 3.21 M No. 167



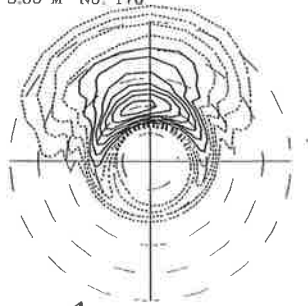
91/ 3/ 4 8: 0 Long. -73.65 Lat. 38.37
Hs 3.06 M No. 168



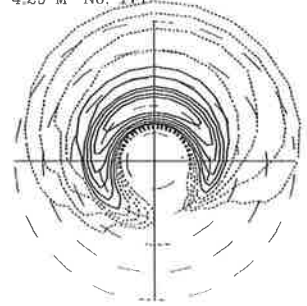
91/ 3/ 4 9: 0 Long. -73.65 Lat. 38.37
Hs 3.66 M No. 169



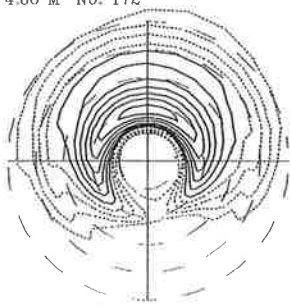
91/ 3/ 4 10: 0 Long. -73.65 Lat. 38.37
Hs 3.65 M No. 170



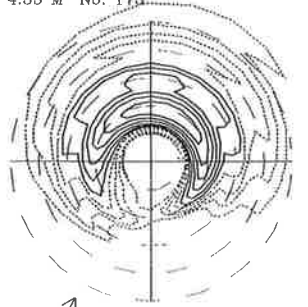
91/ 3/ 4 11: 0 Long. -73.65 Lat. 38.37
Hs 4.29 M No. 171



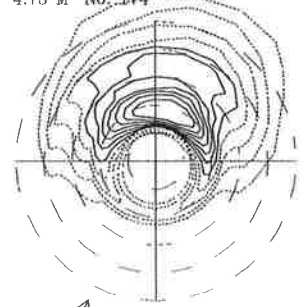
91/ 3/ 4 12: 0 Long. -73.65 Lat. 38.37
Hs 4.86 M No. 172



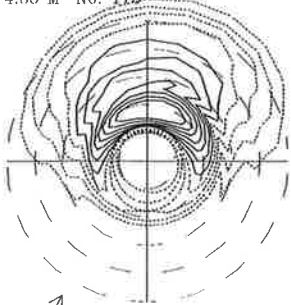
91/ 3/ 4 13: 0 Long. -73.65 Lat. 38.37
Hs 4.33 M No. 173



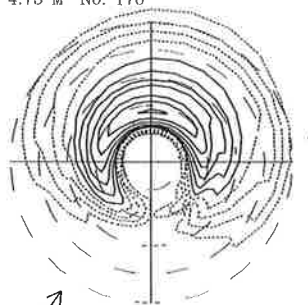
91/ 3/ 4 14: 0 Long. -73.65 Lat. 38.37
Hs 4.73 M No. 174



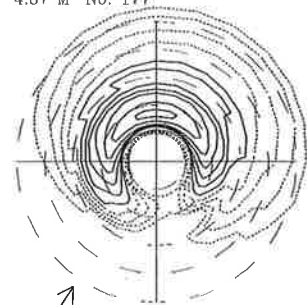
91/ 3/ 4 15: 0 Long. -73.65 Lat. 38.37
Hs 4.86 M No. 175



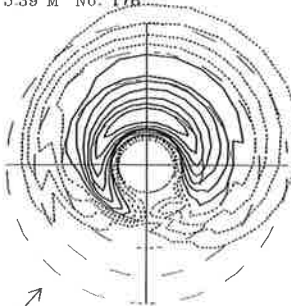
91/ 3/ 4 16: 0 Long. -73.65 Lat. 38.37
Hs 4.73 M No. 176



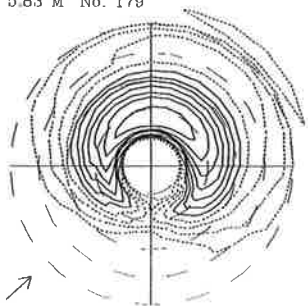
91/ 3/ 4 17: 0 Long. -73.65 Lat. 38.37
Hs 4.87 M No. 177



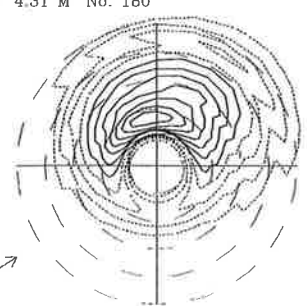
91/ 3/ 4 18: 0 Long. -73.65 Lat. 38.37
Hs 5.39 M No. 178



91/ 3/ 4 19: 0 Long. -73.65 Lat. 38.37
Hs 5.83 M No. 179



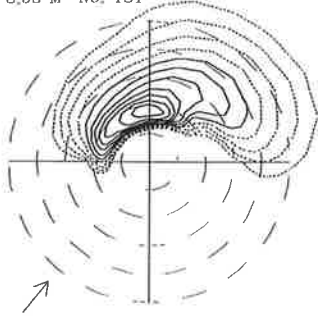
91/ 3/ 4 20: 0 Long. -73.65 Lat. 38.37
Hs 4.31 M No. 180



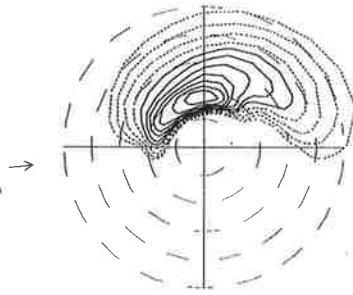
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM fg to Discus North

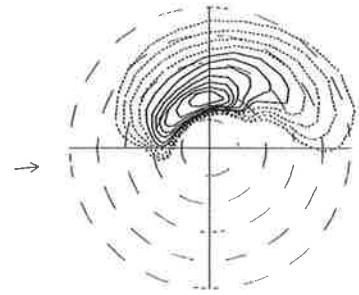
91/ 3/ 4 21: 0 Long. -73.67 Lat. 38.33
Hs 3.53 M No. 181



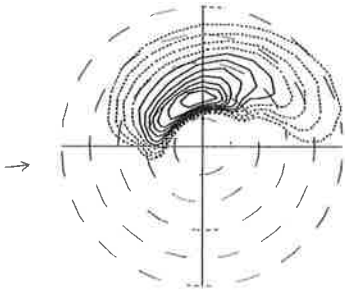
91/ 3/ 4 22: 0 Long. -73.67 Lat. 38.33
Hs 3.47 M No. 182



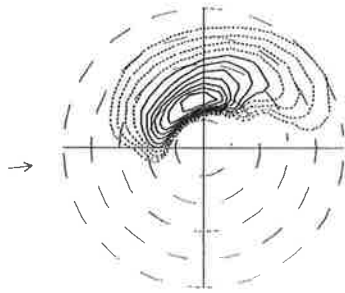
91/ 3/ 4 23: 0 Long. -73.67 Lat. 38.33
Hs 3.46 M No. 183



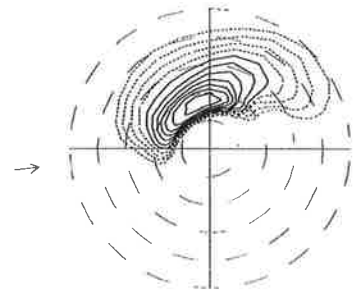
91/ 3/ 5 0: 0 Long. -73.67 Lat. 38.33
Hs 3.45 M No. 184



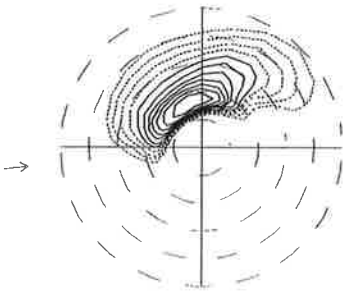
91/ 3/ 5 1: 0 Long. -73.67 Lat. 38.33
Hs 3.44 M No. 185



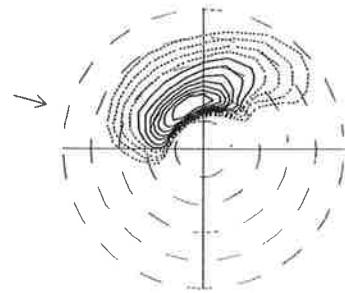
91/ 3/ 5 2: 0 Long. -73.67 Lat. 38.33
Hs 3.43 M No. 186



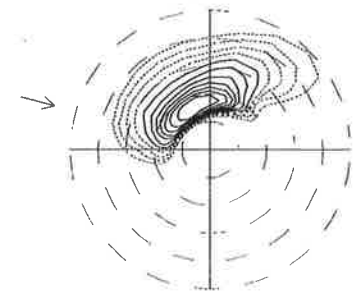
91/ 3/ 5 3: 0 Long. -73.67 Lat. 38.33
Hs 3.43 M No. 187



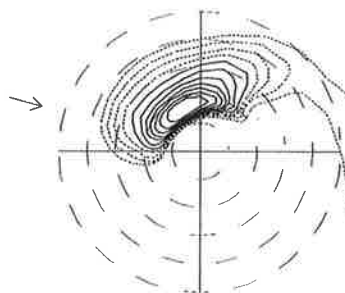
91/ 3/ 5 4: 0 Long. -73.67 Lat. 38.33
Hs 3.45 M No. 188



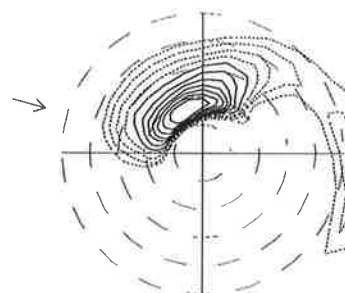
91/ 3/ 5 5: 0 Long. -73.67 Lat. 38.33
Hs 3.47 M No. 189



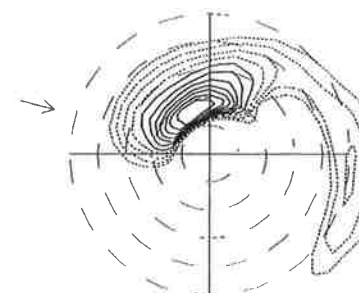
91/ 3/ 5 6: 0 Long. -73.67 Lat. 38.33
Hs 3.48 M No. 190



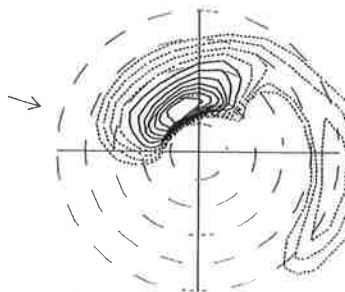
91/ 3/ 5 7: 0 Long. -73.67 Lat. 38.33
Hs 3.48 M No. 191



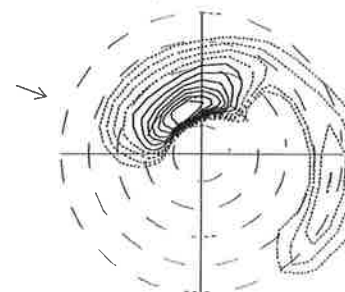
91/ 3/ 5 8: 0 Long. -73.67 Lat. 38.33
Hs 3.48 M No. 192



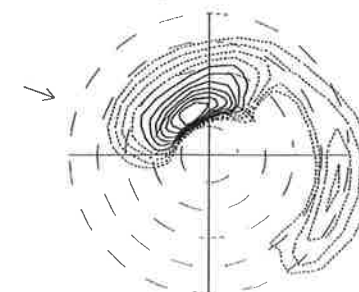
91/ 3/ 5 9: 0 Long. -73.67 Lat. 38.33
Hs 3.46 M No. 193



91/ 3/ 5 10: 0 Long. -73.67 Lat. 38.33
Hs 3.41 M No. 194



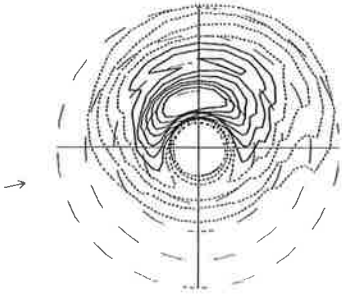
91/ 3/ 5 11: 0 Long. -73.67 Lat. 38.33
Hs 3.35 M No. 195



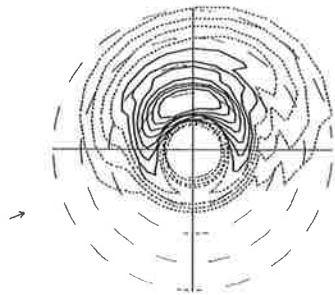
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

Discus North

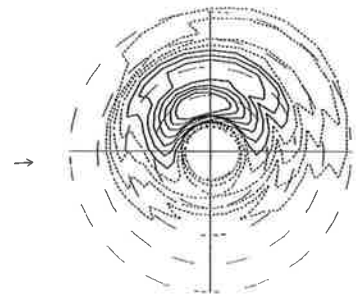
91/ 3/ 4 21: 0 Long. -73.65 Lat. 38.37
Hs 5.13 M No. 181



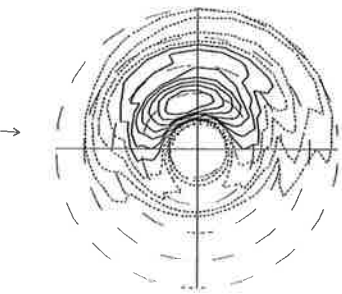
91/ 3/ 4 22: 0 Long. -73.65 Lat. 38.37
Hs 4.95 M No. 182



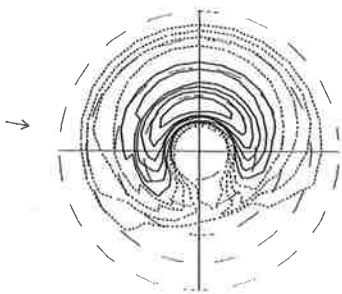
91/ 3/ 4 23: 0 Long. -73.65 Lat. 38.37
Hs 4.85 M No. 183



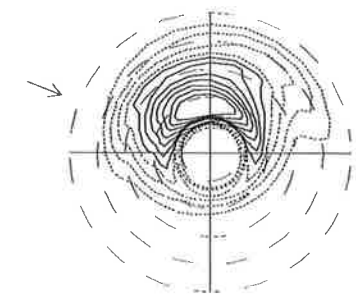
91/ 3/ 5 0: 0 Long. -73.65 Lat. 38.37
Hs 4.55 M No. 184



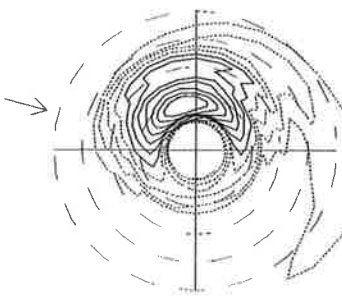
91/ 3/ 5 1: 0 Long. -73.65 Lat. 38.37
Hs 4.32 M No. 185



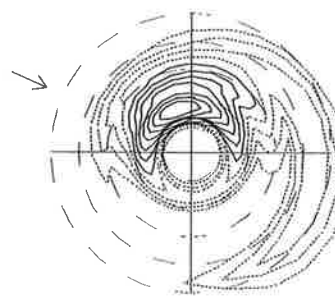
91/ 3/ 5 2: 0 Long. -73.65 Lat. 38.37
Hs 4.75 M No. 186



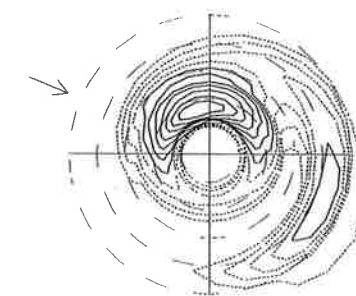
91/ 3/ 5 3: 0 Long. -73.65 Lat. 38.37
Hs 4.13 M No. 187



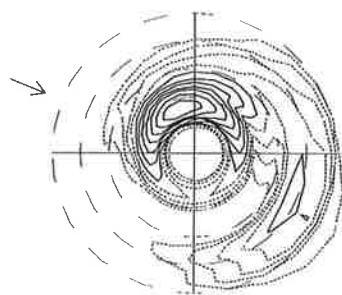
91/ 3/ 5 4: 0 Long. -73.65 Lat. 38.37
Hs 4.04 M No. 188



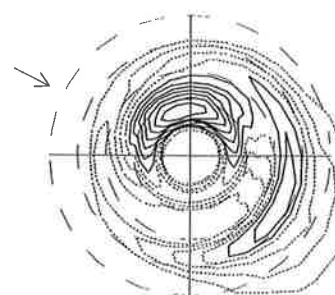
91/ 3/ 5 5: 0 Long. -73.65 Lat. 38.37
Hs 4.17 M No. 189



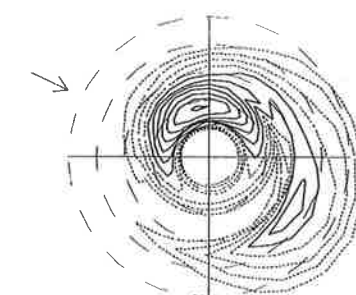
91/ 3/ 5 6: 0 Long. -73.65 Lat. 38.37
Hs 4.15 M No. 190



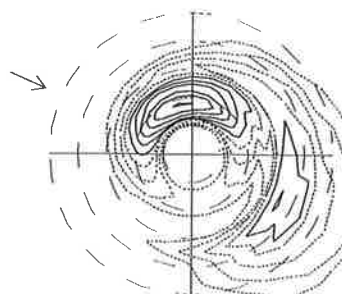
91/ 3/ 5 7: 0 Long. -73.65 Lat. 38.37
Hs 4.18 M No. 191



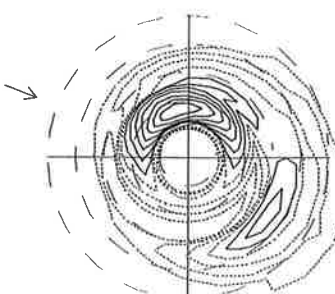
91/ 3/ 5 8: 0 Long. -73.65 Lat. 38.37
Hs 3.64 M No. 192



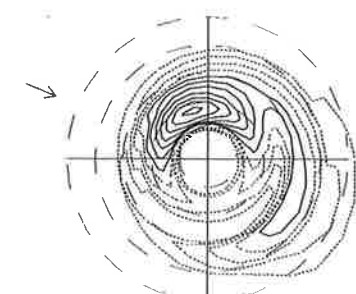
91/ 3/ 5 9: 0 Long. -73.65 Lat. 38.37
Hs 3.18 M No. 193



91/ 3/ 5 10: 0 Long. -73.65 Lat. 38.37
Hs 3.95 M No. 194



91/ 3/ 5 11: 0 Long. -73.65 Lat. 38.37
Hs 3.54 M No. 195

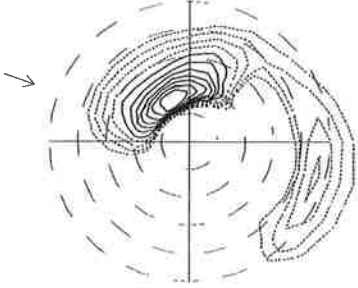


DASHED LINES: -1.00 -.80 -.60 -.40

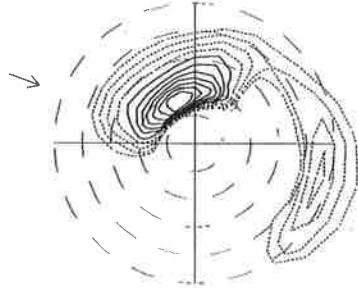
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM fg to Discus North

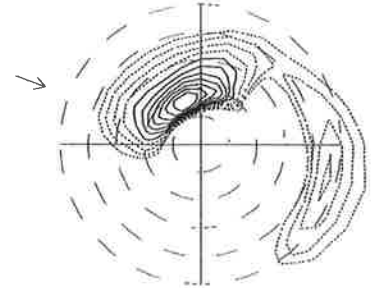
91/ 3/ 5 12: 0 Long. -73.67 Lat. 38.33
Hs 3.29 M No. 196



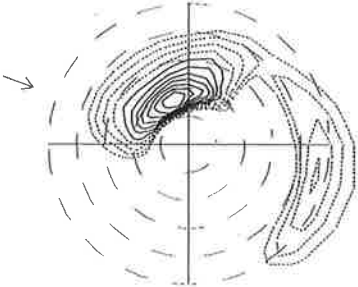
91/ 3/ 5 13: 0 Long. -73.67 Lat. 38.33
Hs 3.22 M No. 197



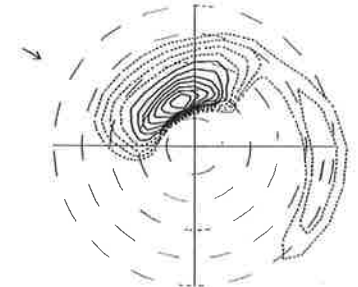
91/ 3/ 5 14: 0 Long. -73.67 Lat. 38.33
Hs 3.14 M No. 198



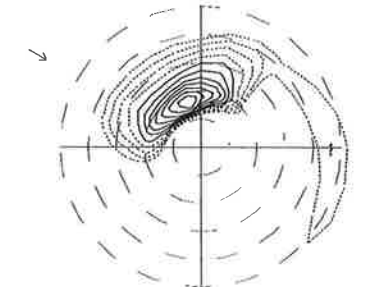
91/ 3/ 5 15: 0 Long. -73.67 Lat. 38.33
Hs 3.06 M No. 199



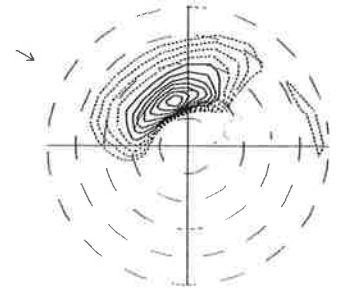
91/ 3/ 5 16: 0 Long. -73.67 Lat. 38.33
Hs 2.92 M No. 200



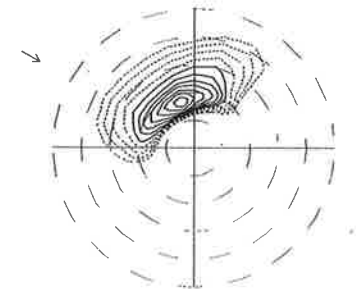
91/ 3/ 5 17: 0 Long. -73.67 Lat. 38.33
Hs 2.80 M No. 201



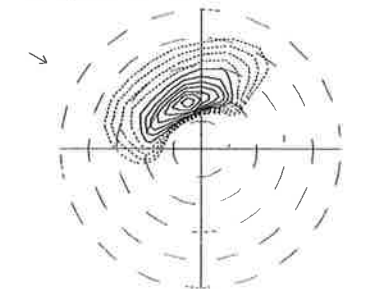
91/ 3/ 5 18: 0 Long. -73.67 Lat. 38.33
Hs 2.69 M No. 202



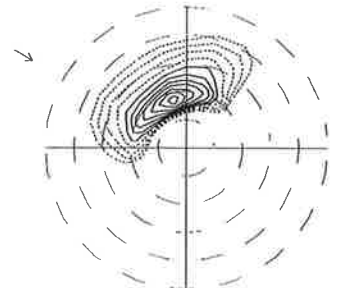
91/ 3/ 5 19: 0 Long. -73.67 Lat. 38.33
Hs 2.59 M No. 203



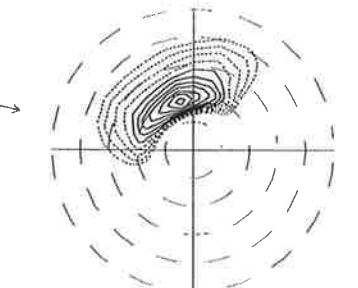
91/ 3/ 5 20: 0 Long. -73.67 Lat. 38.33
Hs 2.50 M No. 204



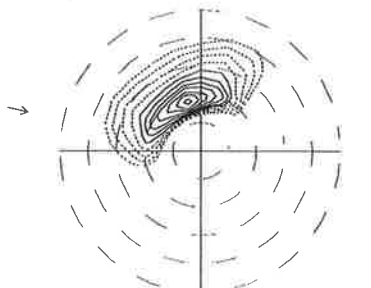
91/ 3/ 5 21: 0 Long. -73.67 Lat. 38.33
Hs 2.42 M No. 205



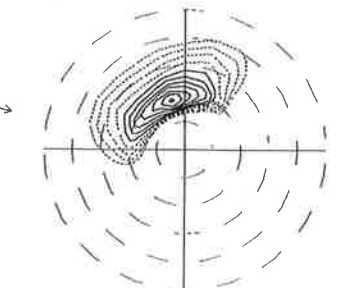
91/ 3/ 5 22: 0 Long. -73.67 Lat. 38.33
Hs 2.35 M No. 206



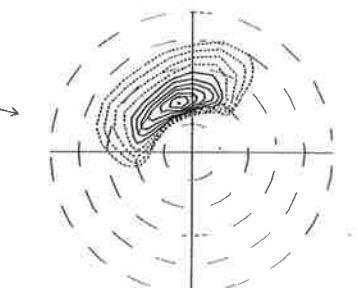
91/ 3/ 5 23: 0 Long. -73.67 Lat. 38.33
Hs 2.29 M No. 207



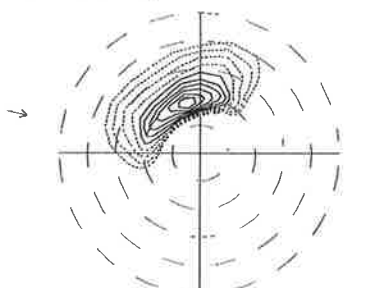
91/ 3/ 6 0: 0 Long. -73.67 Lat. 38.33
Hs 2.23 M No. 208



91/ 3/ 6 1: 0 Long. -73.67 Lat. 38.33
Hs 2.19 M No. 209



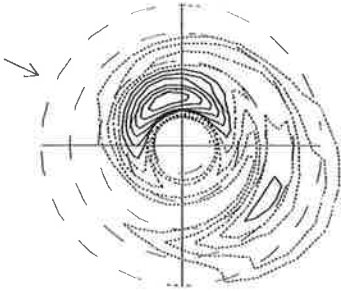
91/ 3/ 6 2: 0 Long. -73.67 Lat. 38.33
Hs 2.15 M No. 210



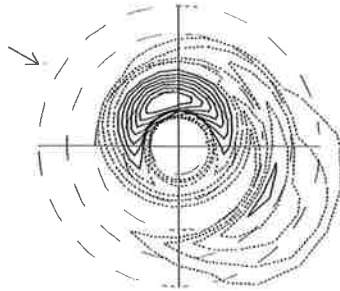
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

Discus North

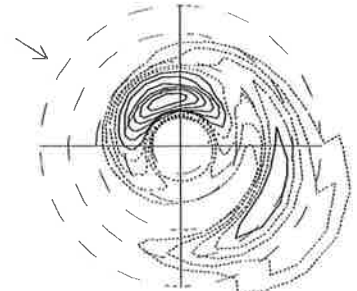
91/ 3/ 5 12: 0 Long. -73.65 Lat. 38.37
Hs 3.28 M No. 196



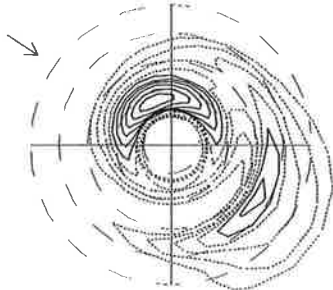
91/ 3/ 5 13: 0 Long. -73.65 Lat. 38.37
Hs 4.04 M No. 197



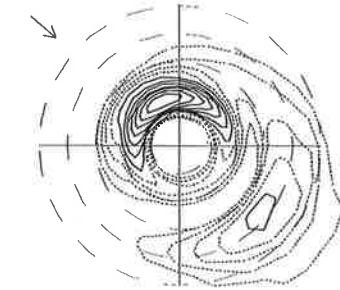
91/ 3/ 5 14: 0 Long. -73.65 Lat. 38.37
Hs 3.13 M No. 198



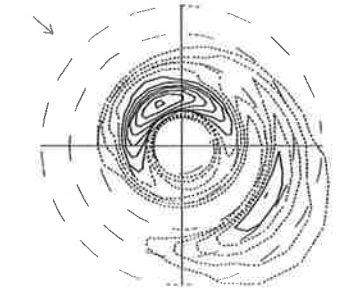
91/ 3/ 5 15: 0 Long. -73.65 Lat. 38.37
Hs 3.24 M No. 199



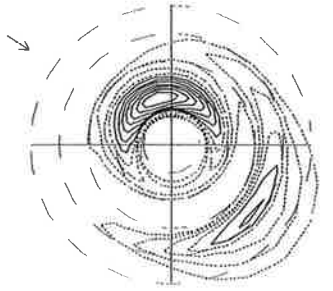
91/ 3/ 5 16: 0 Long. -73.65 Lat. 38.37
Hs 3.59 M No. 200



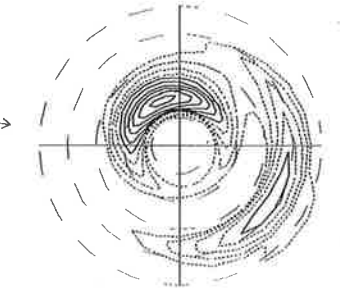
91/ 3/ 5 17: 0 Long. -73.65 Lat. 38.37
Hs 3.26 M No. 201



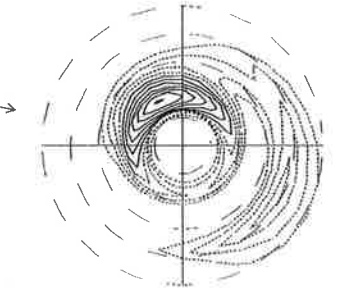
91/ 3/ 5 18: 0 Long. -73.65 Lat. 38.37
Hs 3.40 M No. 202



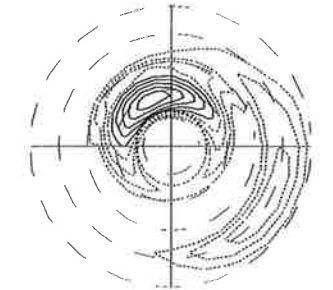
91/ 3/ 5 19: 0 Long. -73.65 Lat. 38.37
Hs 2.76 M No. 203



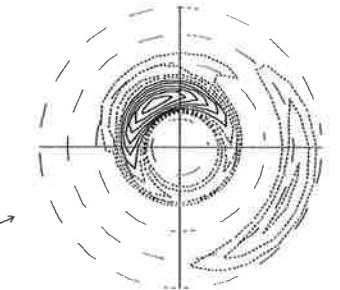
91/ 3/ 5 20: 0 Long. -73.65 Lat. 38.37
Hs 2.98 M No. 204



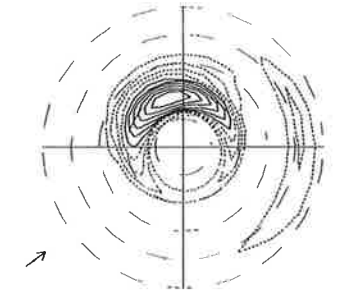
91/ 3/ 5 21: 0 Long. -73.65 Lat. 38.37
Hs 2.49 M No. 205



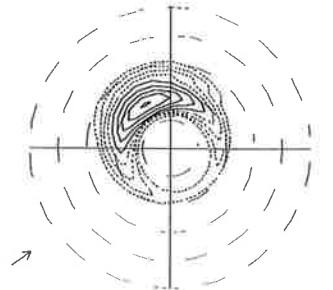
91/ 3/ 5 22: 0 Long. -73.65 Lat. 38.37
Hs 2.59 M No. 206



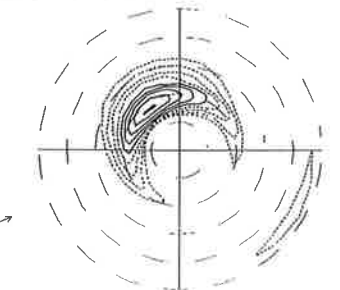
91/ 3/ 5 23: 0 Long. -73.65 Lat. 38.37
Hs 2.70 M No. 207



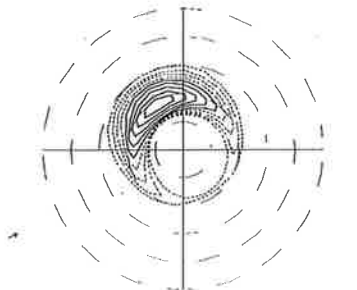
91/ 3/ 6 0: 0 Long. -73.65 Lat. 38.37
Hs 2.06 M No. 208



91/ 3/ 6 1: 0 Long. -73.65 Lat. 38.37
Hs 1.94 M No. 209



91/ 3/ 6 2: 0 Long. -73.65 Lat. 38.37
Hs 2.11 M No. 210



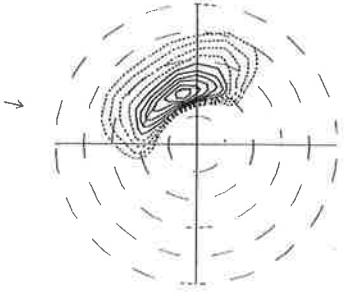
DASHED LINES: -1.00 -0.800 -0.600 -0.400

SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

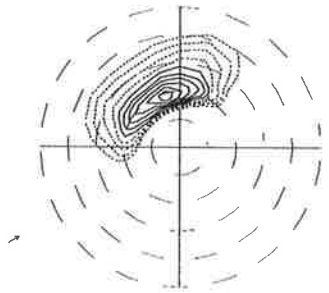


WAM fg to Discus North

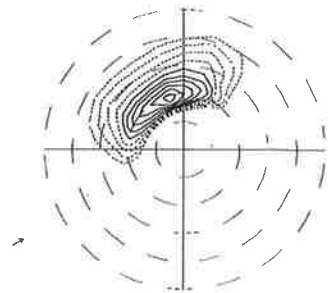
91/ 3/ 6 3: 0 Long. -73.67 Lat. 38.33
Hs 2.11 M No. 211



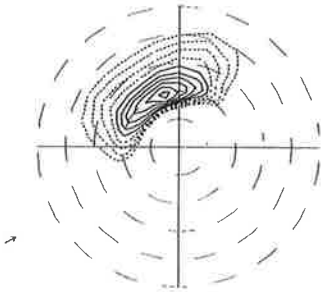
91/ 3/ 6 4: 0 Long. -73.67 Lat. 38.33
Hs 2.07 M No. 212



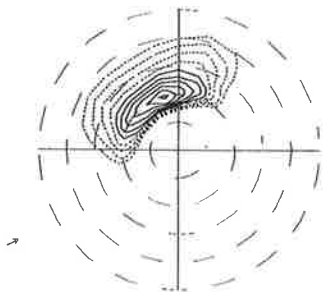
91/ 3/ 6 5: 0 Long. -73.67 Lat. 38.33
Hs 2.03 M No. 213



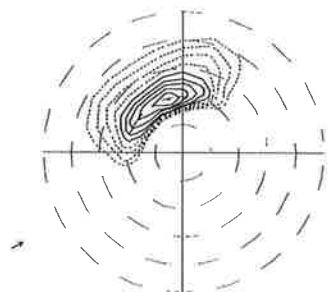
91/ 3/ 6 6: 0 Long. -73.67 Lat. 38.33
Hs 2.00 M No. 214



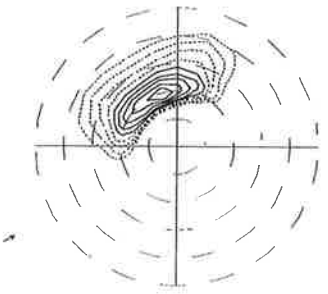
91/ 3/ 6 7: 0 Long. -73.67 Lat. 38.33
Hs 1.96 M No. 215



91/ 3/ 6 8: 0 Long. -73.67 Lat. 38.33
Hs 1.92 M No. 216



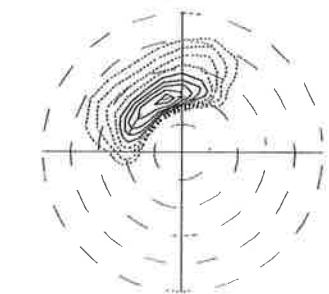
91/ 3/ 6 9: 0 Long. -73.67 Lat. 38.33
Hs 1.89 M No. 217



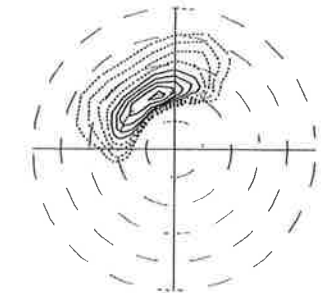
91/ 3/ 6 10: 0 Long. -73.67 Lat. 38.33
Hs 1.86 M No. 218



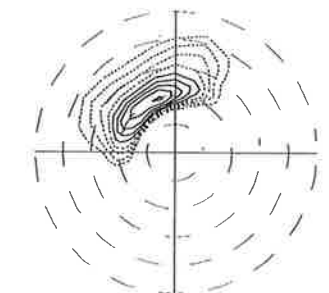
91/ 3/ 6 11: 0 Long. -73.67 Lat. 38.33
Hs 1.83 M No. 219



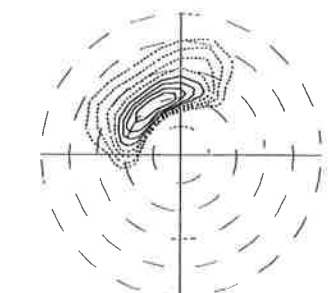
91/ 3/ 6 12: 0 Long. -73.67 Lat. 38.33
Hs 1.80 M No. 220



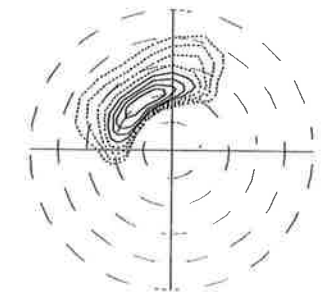
91/ 3/ 6 13: 0 Long. -73.67 Lat. 38.33
Hs 1.78 M No. 221



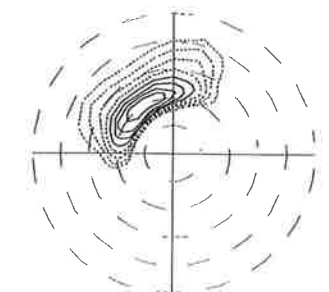
91/ 3/ 6 14: 0 Long. -73.67 Lat. 38.33
Hs 1.76 M No. 222



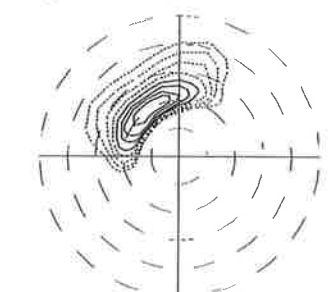
91/ 3/ 6 15: 0 Long. -73.67 Lat. 38.33
Hs 1.74 M No. 223



91/ 3/ 6 16: 0 Long. -73.67 Lat. 38.33
Hs 1.74 M No. 224



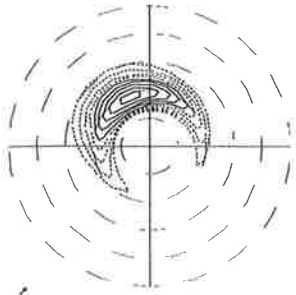
91/ 3/ 6 17: 0 Long. -73.67 Lat. 38.33
Hs 1.74 M No. 225



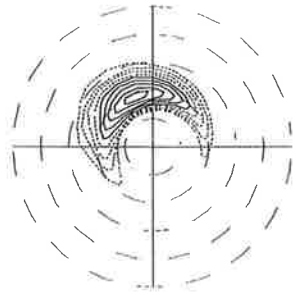
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus North

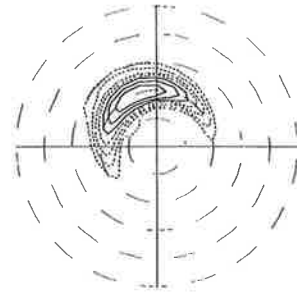
91/ 3/ 6 3: 0 Long. -73.65 Lat. 38.37
Hs 1.92 M No. 211



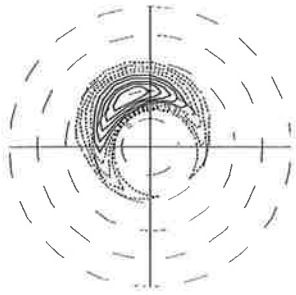
91/ 3/ 6 4: 0 Long. -73.65 Lat. 38.37
Hs 1.92 M No. 212



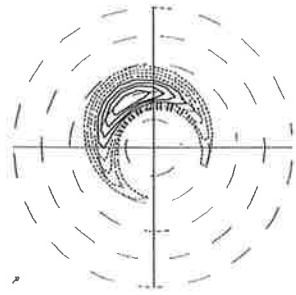
91/ 3/ 6 5: 0 Long. -73.65 Lat. 38.37
Hs 1.56 M No. 213



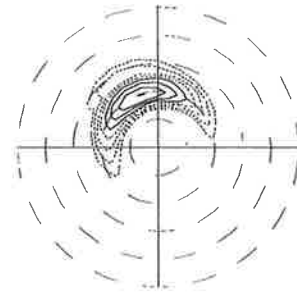
91/ 3/ 6 6: 0 Long. -73.65 Lat. 38.37
Hs 2.09 M No. 214



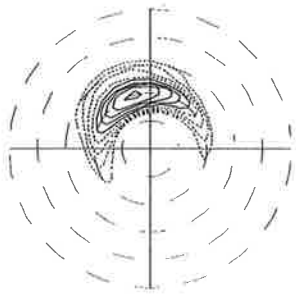
91/ 3/ 6 7: 0 Long. -73.65 Lat. 38.37
Hs 1.73 M No. 215



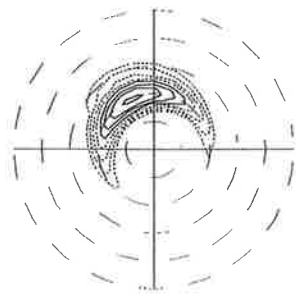
91/ 3/ 6 8: 0 Long. -73.65 Lat. 38.37
Hs 1.51 M No. 216



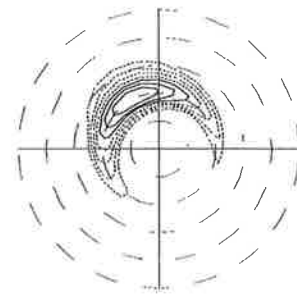
91/ 3/ 6 9: 0 Long. -73.65 Lat. 38.37
Hs 1.84 M No. 217



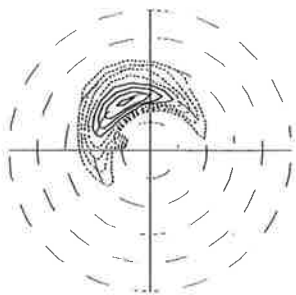
91/ 3/ 6 10: 0 Long. -73.65 Lat. 38.37
Hs 1.50 M No. 218



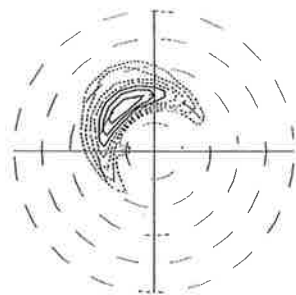
91/ 3/ 6 11: 0 Long. -73.65 Lat. 38.37
Hs 1.56 M No. 219



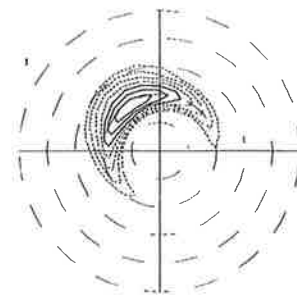
91/ 3/ 6 12: 0 Long. -73.65 Lat. 38.37
Hs 1.54 M No. 220



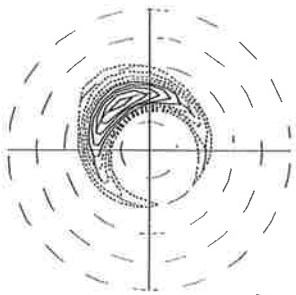
91/ 3/ 6 13: 0 Long. -73.65 Lat. 38.37
Hs 1.43 M No. 221



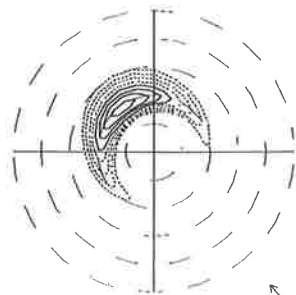
91/ 3/ 6 14: 0 Long. -73.65 Lat. 38.37
Hs 1.47 M No. 222



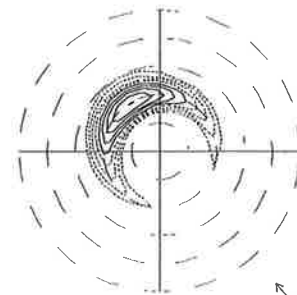
91/ 3/ 6 15: 0 Long. -73.65 Lat. 38.37
Hs 1.86 M No. 223



91/ 3/ 6 16: 0 Long. -73.65 Lat. 38.37
Hs 1.56 M No. 224



91/ 3/ 6 17: 0 Long. -73.65 Lat. 38.37
Hs 1.75 M No. 225

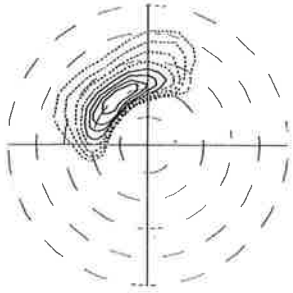


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

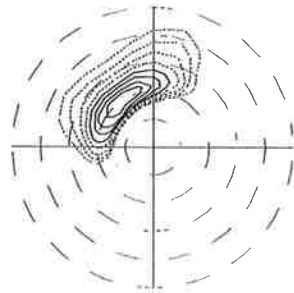


WAM fg to Discus North

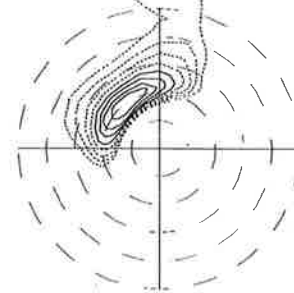
91/ 3/ 6 18: 0 Long. -73.67 Lat. 38.33
Hs 1.75 M No. 226



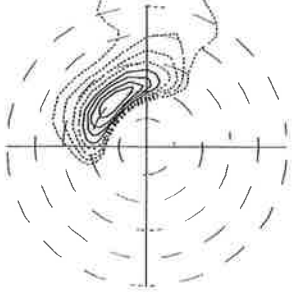
91/ 3/ 6 19: 0 Long. -73.67 Lat. 38.33
Hs 1.79 M No. 227



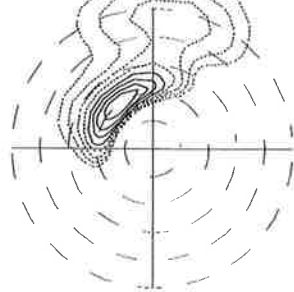
91/ 3/ 6 20: 0 Long. -73.67 Lat. 38.33
Hs 1.81 M No. 228



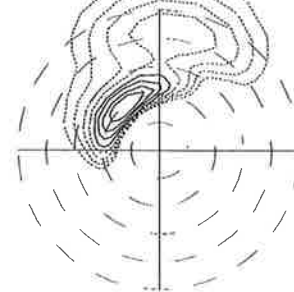
91/ 3/ 6 21: 0 Long. -73.67 Lat. 38.33
Hs 1.82 M No. 229



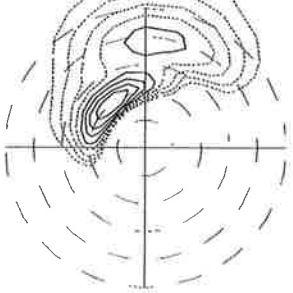
91/ 3/ 6 22: 0 Long. -73.67 Lat. 38.33
Hs 1.92 M No. 230



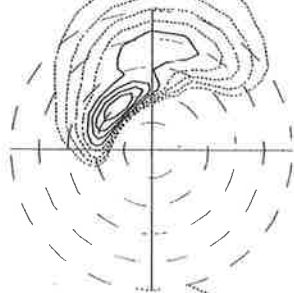
91/ 3/ 6 23: 0 Long. -73.67 Lat. 38.33
Hs 2.03 M No. 231



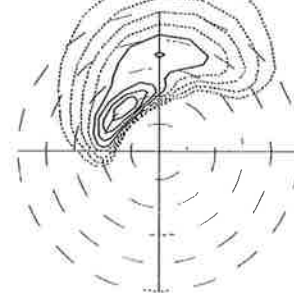
91/ 3/ 7 0: 0 Long. -73.67 Lat. 38.33
Hs 2.10 M No. 232



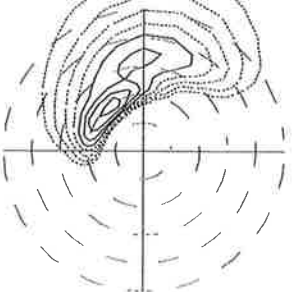
91/ 3/ 7 1: 0 Long. -73.67 Lat. 38.33
Hs 2.12 M No. 233



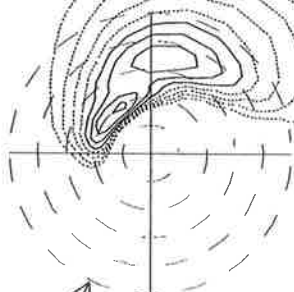
91/ 3/ 7 2: 0 Long. -73.67 Lat. 38.33
Hs 2.12 M No. 234



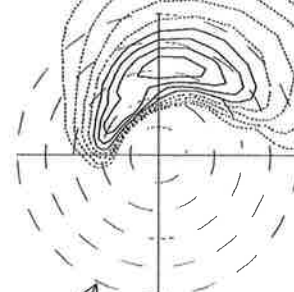
91/ 3/ 7 3: 0 Long. -73.67 Lat. 38.33
Hs 2.12 M No. 235



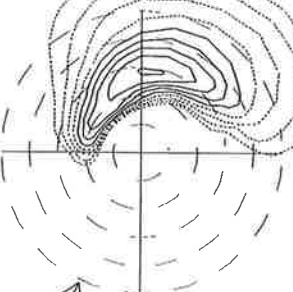
91/ 3/ 7 4: 0 Long. -73.67 Lat. 38.33
Hs 2.55 M No. 236



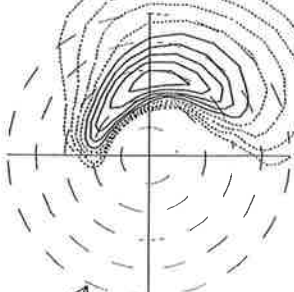
91/ 3/ 7 5: 0 Long. -73.67 Lat. 38.33
Hs 2.77 M No. 237



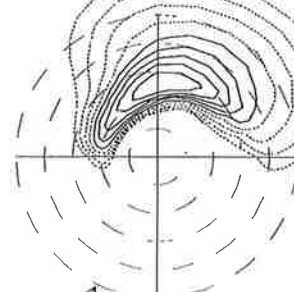
91/ 3/ 7 6: 0 Long. -73.67 Lat. 38.33
Hs 2.88 M No. 238



91/ 3/ 7 7: 0 Long. -73.67 Lat. 38.33
Hs 2.95 M No. 239



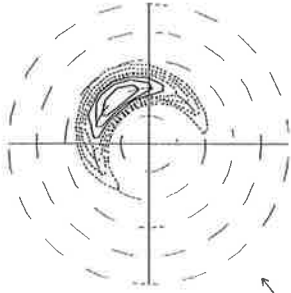
91/ 3/ 7 8: 0 Long. -73.67 Lat. 38.33
Hs 3.01 M No. 240



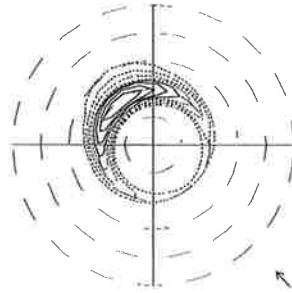
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus North

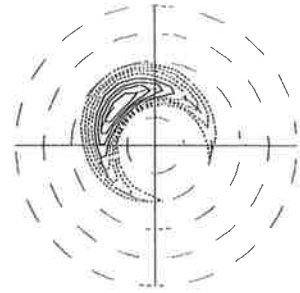
91/ 3/ 6 18: 0 Long. -73.65 Lat. 38.37
Hs 1.49 M No. 226



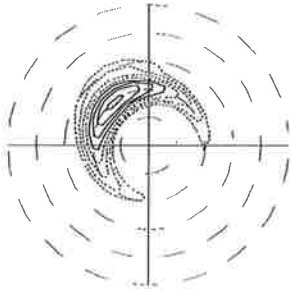
91/ 3/ 6 19: 0 Long. -73.65 Lat. 38.37
Hs 1.68 M No. 227



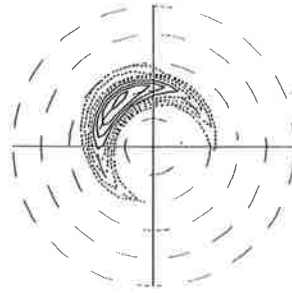
91/ 3/ 6 20: 0 Long. -73.65 Lat. 38.37
Hs 1.71 M No. 228



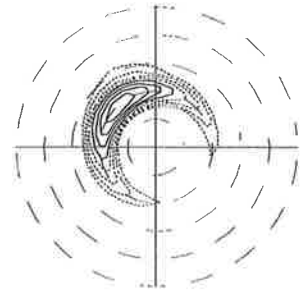
91/ 3/ 6 21: 0 Long. -73.65 Lat. 38.37
Hs 1.60 M No. 229



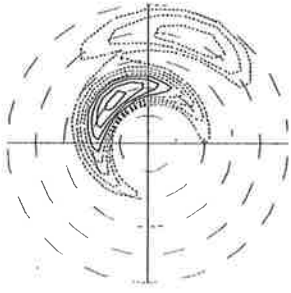
91/ 3/ 6 22: 0 Long. -73.65 Lat. 38.37
Hs 1.56 M No. 230



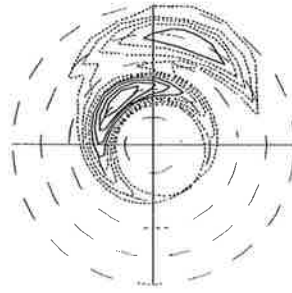
91/ 3/ 6 23: 0 Long. -73.65 Lat. 38.37
Hs 1.76 M No. 231



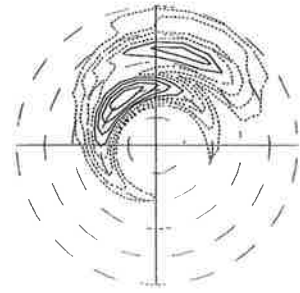
91/ 3/ 7 0: 0 Long. -73.65 Lat. 38.37
Hs 1.84 M No. 232



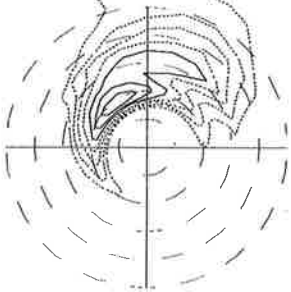
91/ 3/ 7 1: 0 Long. -73.65 Lat. 38.37
Hs 2.02 M No. 233



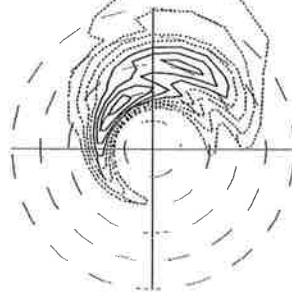
91/ 3/ 7 2: 0 Long. -73.65 Lat. 38.37
Hs 2.06 M No. 234



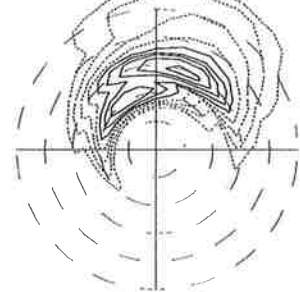
91/ 3/ 7 3: 0 Long. -73.65 Lat. 38.37
Hs 1.96 M No. 235



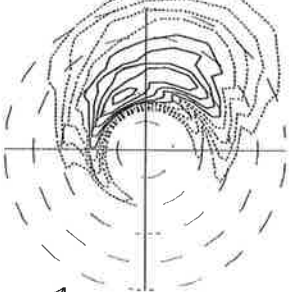
91/ 3/ 7 4: 0 Long. -73.65 Lat. 38.37
Hs 2.24 M No. 236



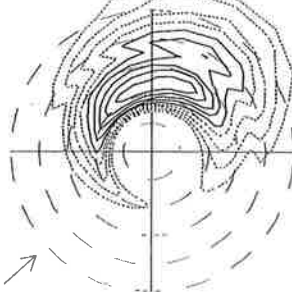
91/ 3/ 7 5: 0 Long. -73.65 Lat. 38.37
Hs 2.45 M No. 237



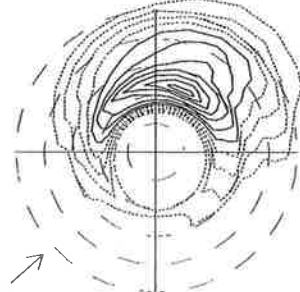
91/ 3/ 7 6: 0 Long. -73.65 Lat. 38.37
Hs 2.75 M No. 238



91/ 3/ 7 7: 0 Long. -73.65 Lat. 38.37
Hs 3.02 M No. 239



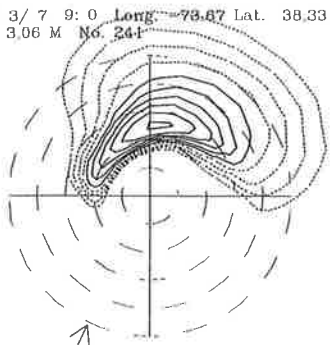
91/ 3/ 7 8: 0 Long. -73.65 Lat. 38.37
Hs 3.33 M No. 240



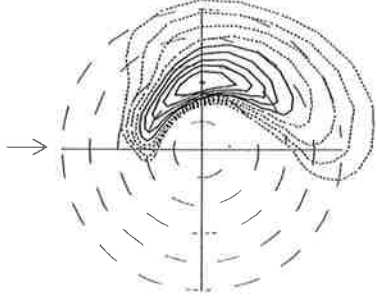
DASHED LINES: -1.00 -0.80 -0.60 -0.40
SOLID LINES: -0.20 0 .20 .40 .60 .80 1.00

WAM fg to Discus North

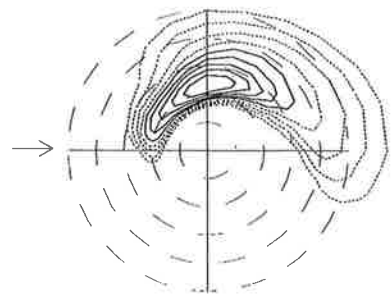
91/3/7 9: 0 Long -73.67 Lat. 38.33
Hs 3.06 M No. 241



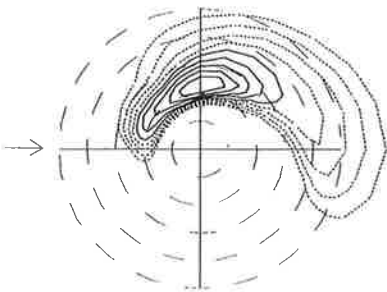
91/3/7 10: 0 Long -73.67 Lat. 38.33
Hs 2.75 M No. 242



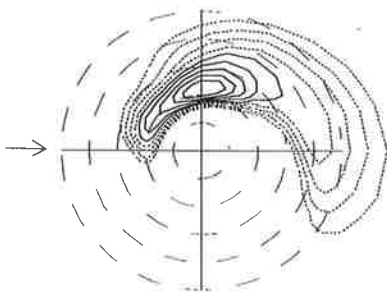
91/3/7 11: 0 Long -73.67 Lat. 38.33
Hs 2.62 M No. 243



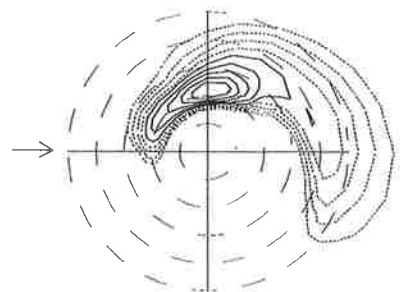
91/3/7 12: 0 Long -73.67 Lat. 38.33
Hs 2.55 M No. 244



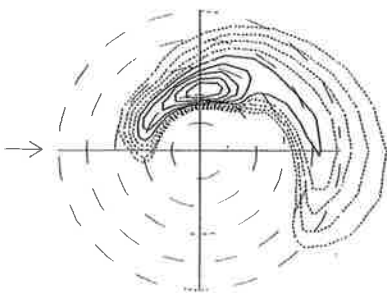
91/3/7 13: 0 Long -73.67 Lat. 38.33
Hs 2.51 M No. 245



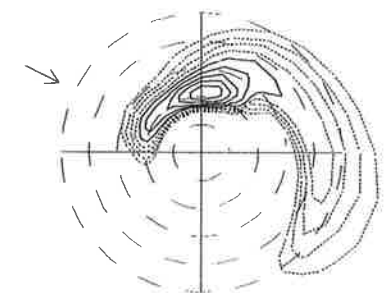
91/3/7 14: 0 Long -73.67 Lat. 38.33
Hs 2.48 M No. 246



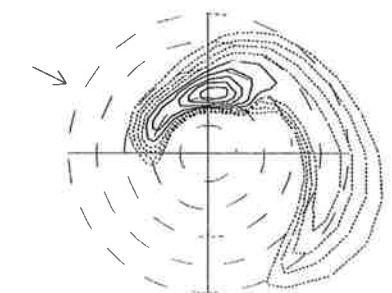
91/3/7 15: 0 Long -73.67 Lat. 38.33
Hs 2.46 M No. 247



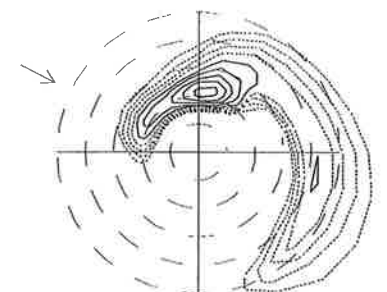
91/3/7 16: 0 Long -73.67 Lat. 38.33
Hs 2.38 M No. 248



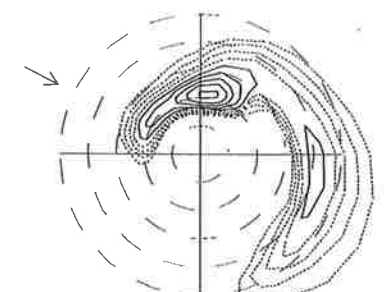
91/3/7 17: 0 Long -73.67 Lat. 38.33
Hs 2.33 M No. 249



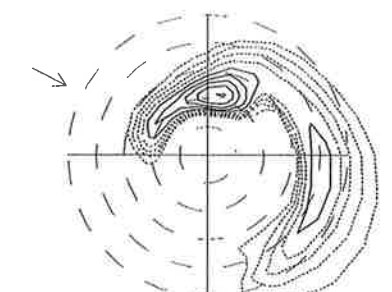
91/3/7 18: 0 Long -73.67 Lat. 38.33
Hs 2.29 M No. 250



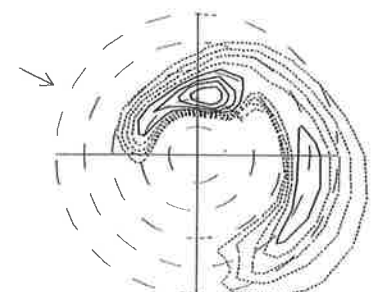
91/3/7 19: 0 Long -73.67 Lat. 38.33
Hs 2.28 M No. 251



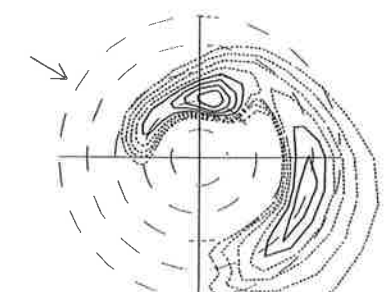
91/3/7 20: 0 Long -73.67 Lat. 38.33
Hs 2.25 M No. 252



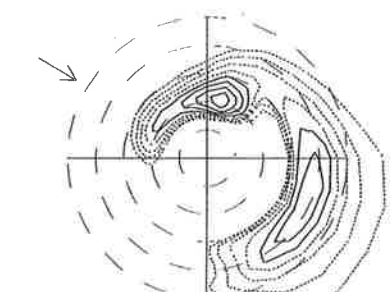
91/3/7 21: 0 Long -73.67 Lat. 38.33
Hs 2.22 M No. 253



91/3/7 22: 0 Long -73.67 Lat. 38.33
Hs 2.28 M No. 254



91/3/7 23: 0 Long -73.67 Lat. 38.33
Hs 2.28 M No. 255

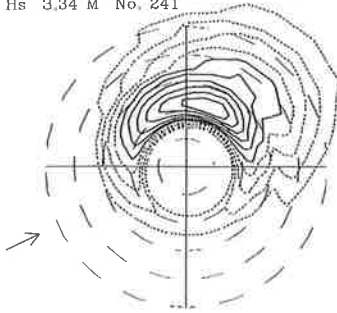


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

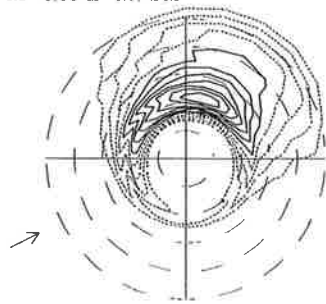


Discus North

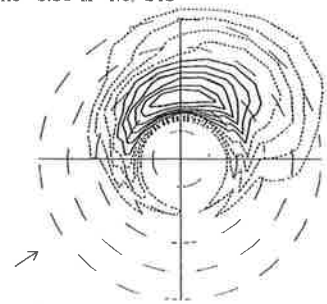
91/ 3/ 7 9: 0 Long. -73.65 Lat. 38.37
Hs 3.34 M No. 241



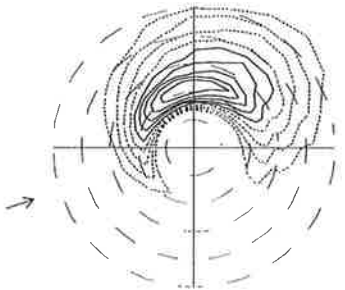
91/ 3/ 7 10: 0 Long. -73.65 Lat. 38.37
Hs 3.38 M No. 242



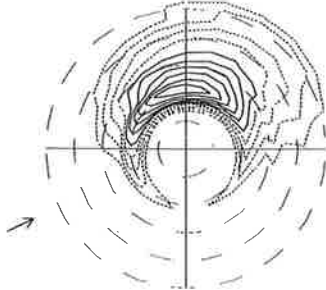
91/ 3/ 7 11: 0 Long. -73.65 Lat. 38.37
Hs 3.30 M No. 243



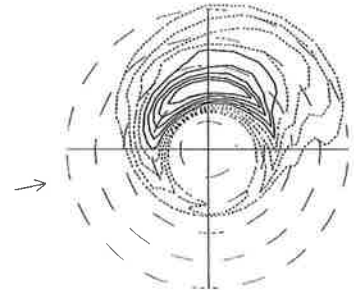
91/ 3/ 7 12: 0 Long. -73.65 Lat. 38.37
Hs 2.76 M No. 244



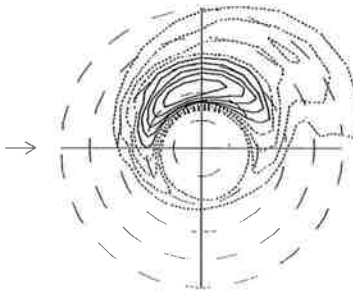
91/ 3/ 7 13: 0 Long. -73.65 Lat. 38.37
Hs 2.98 M No. 245



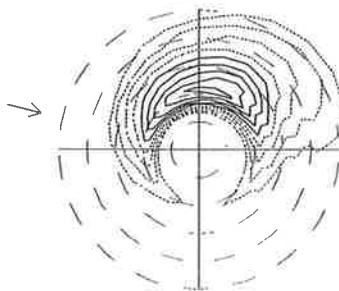
91/ 3/ 7 14: 0 Long. -73.65 Lat. 38.37
Hs 2.87 M No. 246



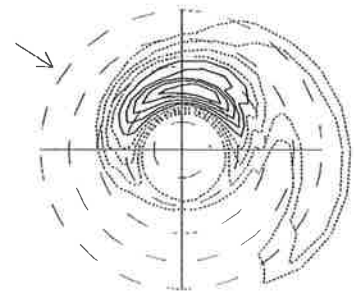
91/ 3/ 7 15: 0 Long. -73.65 Lat. 38.37
Hs 2.83 M No. 247



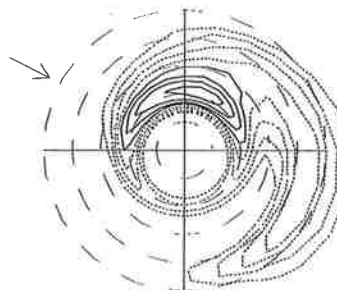
91/ 3/ 7 16: 0 Long. -73.65 Lat. 38.37
Hs 2.66 M No. 248



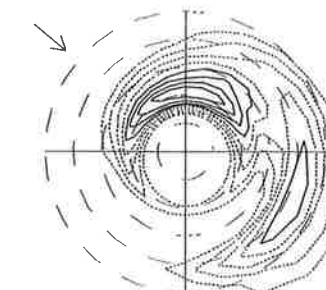
91/ 3/ 7 17: 0 Long. -73.65 Lat. 38.37
Hs 2.65 M No. 249



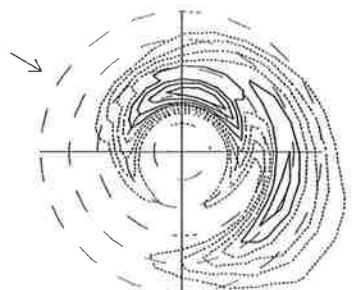
91/ 3/ 7 18: 0 Long. -73.65 Lat. 38.37
Hs 2.54 M No. 250



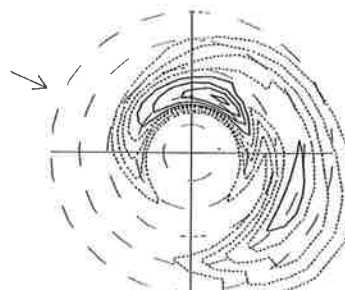
91/ 3/ 7 19: 0 Long. -73.65 Lat. 38.37
Hs 2.56 M No. 251



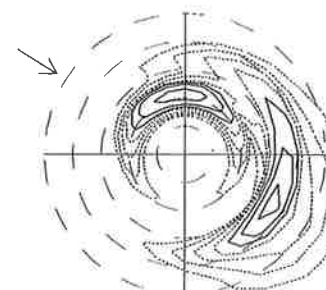
91/ 3/ 7 20: 0 Long. -73.65 Lat. 38.37
Hs 2.53 M No. 252



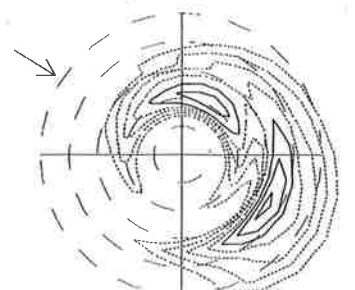
91/ 3/ 7 21: 0 Long. -73.65 Lat. 38.37
Hs 2.27 M No. 253



91/ 3/ 7 22: 0 Long. -73.65 Lat. 38.37
Hs 2.29 M No. 254



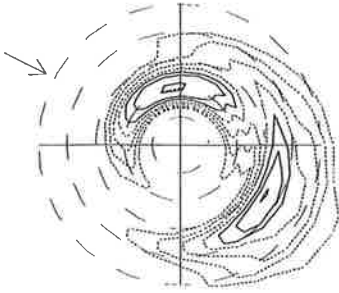
91/ 3/ 7 23: 0 Long. -73.65 Lat. 38.37
Hs 2.16 M No. 255



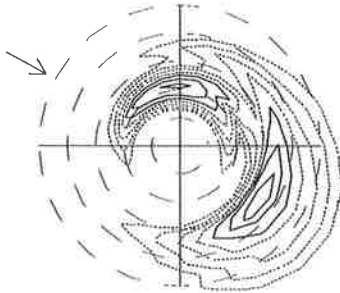
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus North

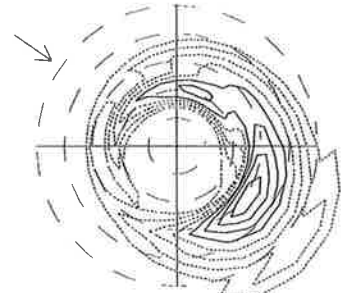
91/3/8 0:0 Long. -73.65 Lat. 38.37
Hs 2.33 M No. 256



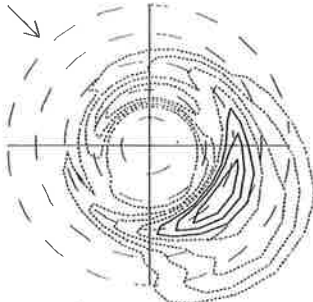
91/3/8 1:0 Long. -73.65 Lat. 38.37
Hs 2.28 M No. 257



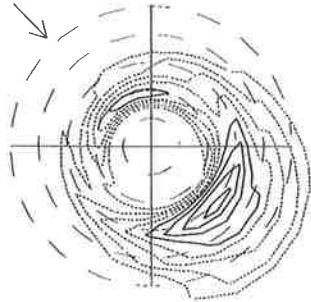
91/3/8 2:0 Long. -73.65 Lat. 38.37
Hs 2.50 M No. 258



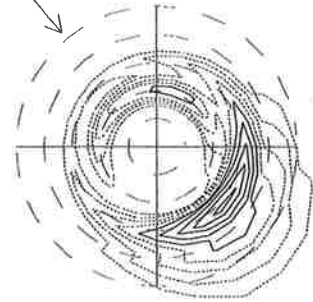
91/3/8 3:0 Long. -73.65 Lat. 38.37
Hs 2.24 M No. 259



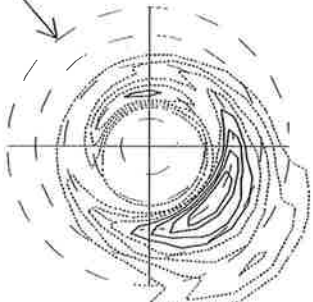
91/3/8 4:0 Long. -73.65 Lat. 38.37
Hs 2.36 M No. 260



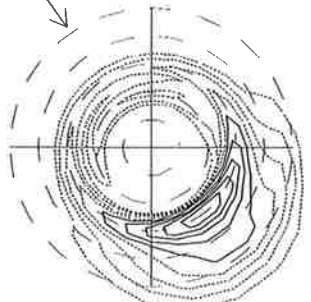
91/3/8 5:0 Long. -73.65 Lat. 38.37
Hs 2.40 M No. 261



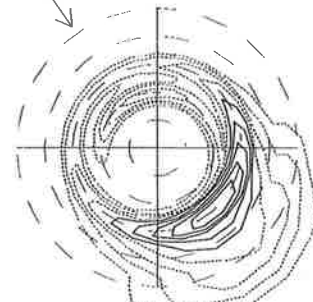
91/3/8 6:0 Long. -73.65 Lat. 38.37
Hs 2.44 M No. 262



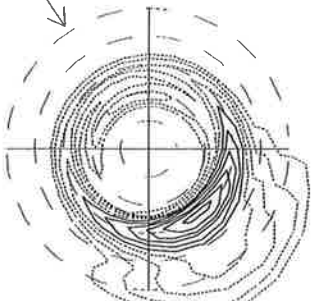
91/3/8 7:0 Long. -73.65 Lat. 38.37
Hs 2.64 M No. 263



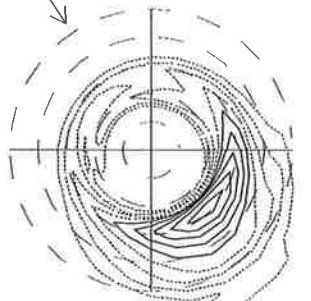
91/3/8 8:0 Long. -73.65 Lat. 38.37
Hs 2.71 M No. 264



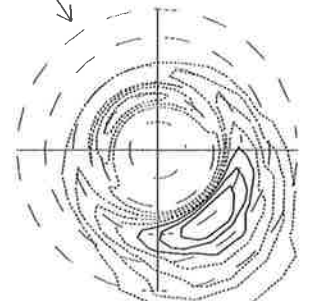
91/3/8 9:0 Long. -73.65 Lat. 38.37
Hs 2.75 M No. 265



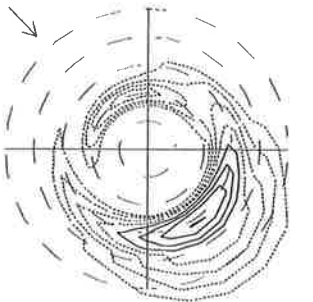
91/3/8 10:0 Long. -73.65 Lat. 38.37
Hs 2.58 M No. 266



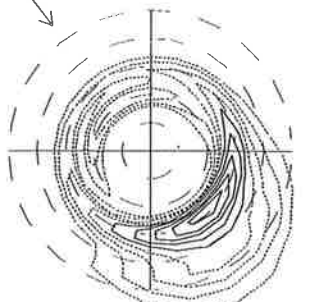
91/3/8 11:0 Long. -73.65 Lat. 38.37
Hs 2.21 M No. 267



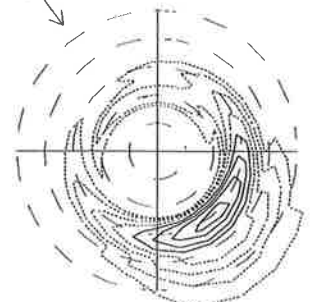
91/3/8 12:0 Long. -73.65 Lat. 38.37
Hs 2.12 M No. 268



91/3/8 13:0 Long. -73.65 Lat. 38.37
Hs 2.45 M No. 269



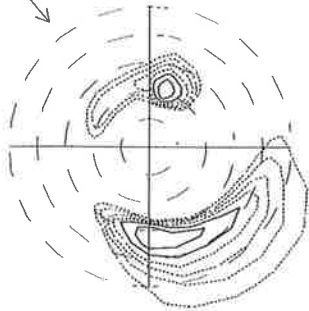
91/3/8 14:0 Long. -73.65 Lat. 38.37
Hs 2.12 M No. 270



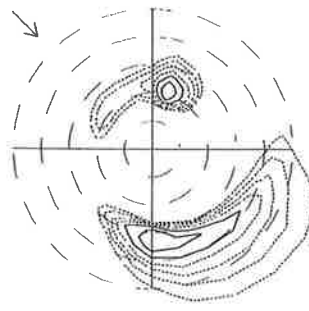
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus North

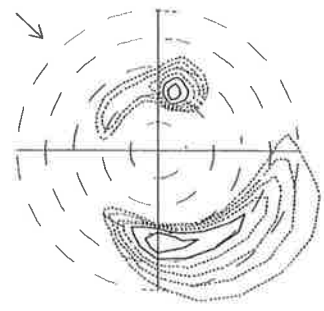
91/3/8 15:0 Long. -73.67 Lat. 38.33
Hs 1.72 M No. 271



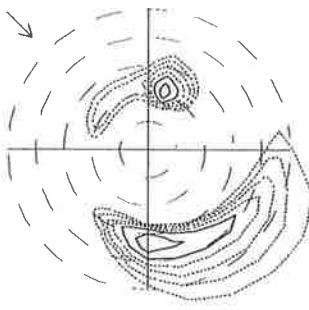
91/3/8 16:0 Long. -73.67 Lat. 38.33
Hs 1.68 M No. 272



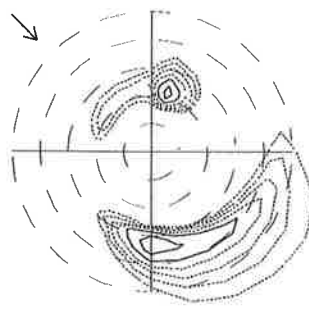
91/3/8 17:0 Long. -73.67 Lat. 38.33
Hs 1.65 M No. 273



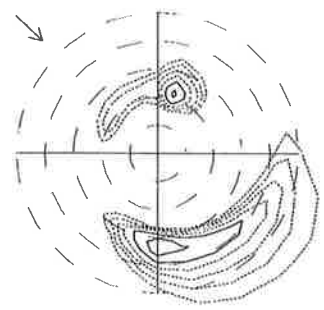
91/3/8 18:0 Long. -73.67 Lat. 38.33
Hs 1.63 M No. 274



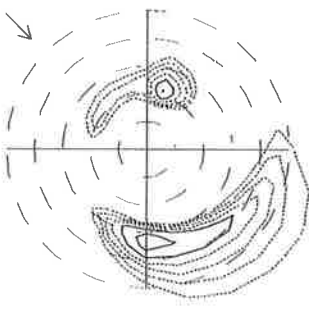
91/3/8 19:0 Long. -73.67 Lat. 38.33
Hs 1.61 M No. 275



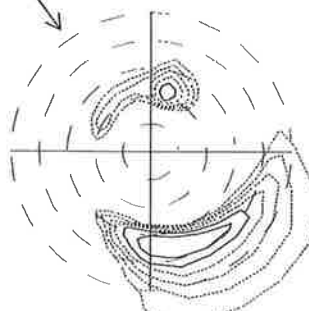
91/3/8 20:0 Long. -73.67 Lat. 38.33
Hs 1.59 M No. 276



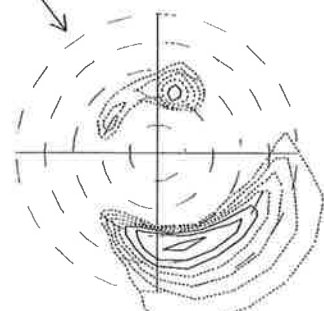
91/3/8 21:0 Long. -73.67 Lat. 38.33
Hs 1.58 M No. 277



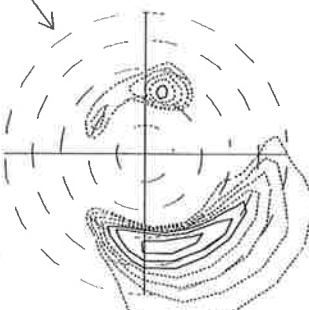
91/3/8 22:0 Long. -73.67 Lat. 38.33
Hs 1.72 M No. 278



91/3/8 23:0 Long. -73.67 Lat. 38.33
Hs 1.79 M No. 279



91/3/9 0:0 Long. -73.67 Lat. 38.33
Hs 1.83 M No. 280

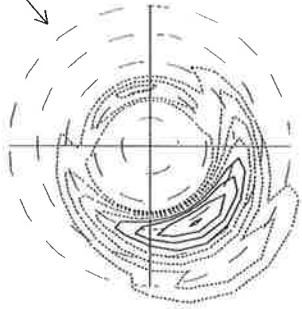


DASHED LINES: -1.00 -.800 -.600 -.400

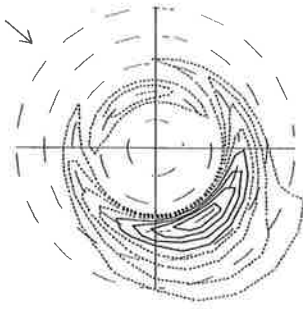
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus North

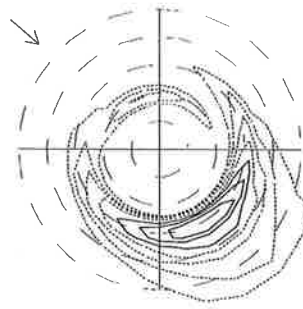
91/ 3/ 8 15: 0 Long. -73.65 Lat. 38.37
Hs 2.02 M No. 271



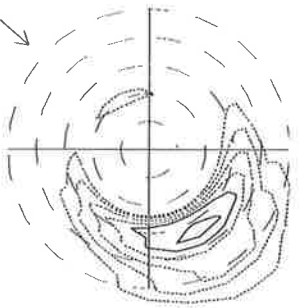
91/ 3/ 8 16: 0 Long. -73.65 Lat. 38.37
Hs 2.10 M No. 272



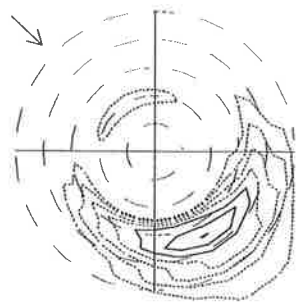
91/ 3/ 8 17: 0 Long. -73.65 Lat. 38.37
Hs 1.94 M No. 273



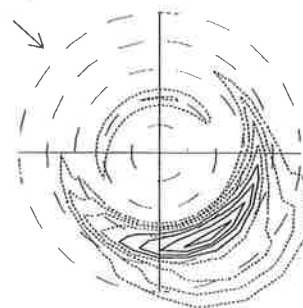
91/ 3/ 8 18: 0 Long. -73.65 Lat. 38.37
Hs 1.70 M No. 274



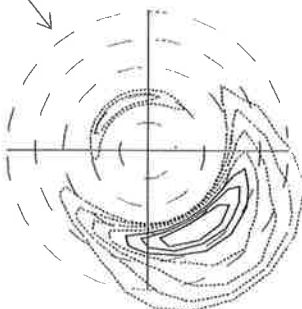
91/ 3/ 8 19: 0 Long. -73.65 Lat. 38.37
Hs 1.77 M No. 275



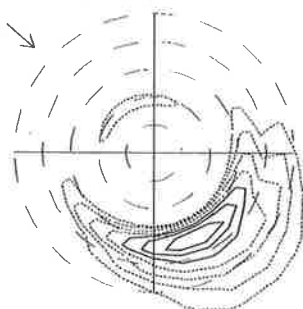
91/ 3/ 8 20: 0 Long. -73.65 Lat. 38.37
Hs 1.91 M No. 276



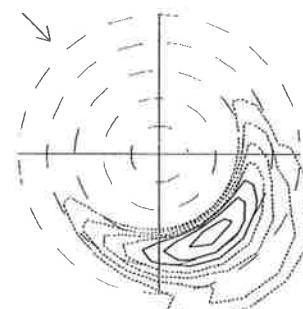
91/ 3/ 8 21: 0 Long. -73.65 Lat. 38.37
Hs 1.94 M No. 277



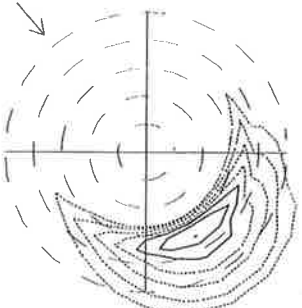
91/ 3/ 8 22: 0 Long. -73.65 Lat. 38.37
Hs 1.84 M No. 278



91/ 3/ 8 23: 0 Long. -73.65 Lat. 38.37
Hs 1.77 M No. 279



91/ 3/ 9 0: 0 Long. -73.65 Lat. 38.37
Hs 1.68 M No. 280

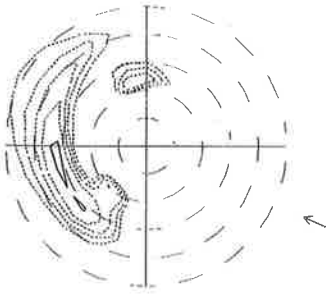


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

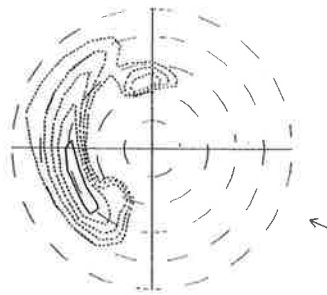
2. Two dimensional wave spectra WAM-DISCUS EAST

WAM fg to Discus East

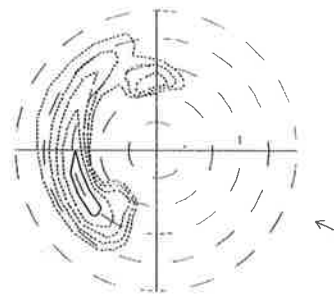
91/ 2/25 0: 0 Long. -73.42 Lat. 37.50
Hs 1.29 M No. 1



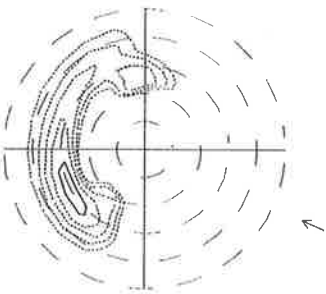
91/ 2/25 1: 0 Long. -73.42 Lat. 37.50
Hs 1.26 M No. 2



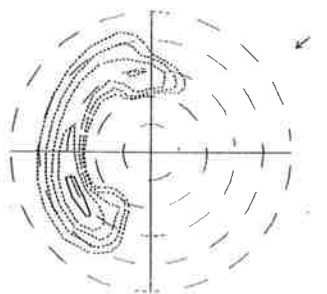
91/ 2/25 2: 0 Long. -73.42 Lat. 37.50
Hs 1.26 M No. 3



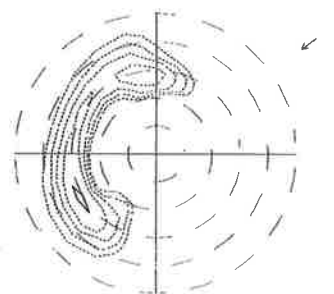
91/ 2/25 3: 0 Long. -73.42 Lat. 37.50
Hs 1.27 M No. 4



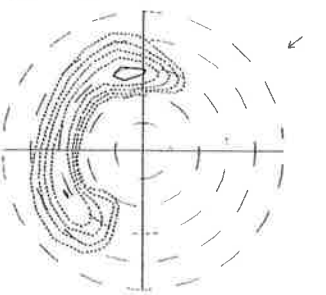
91/ 2/25 4: 0 Long. -73.42 Lat. 37.50
Hs 1.27 M No. 5



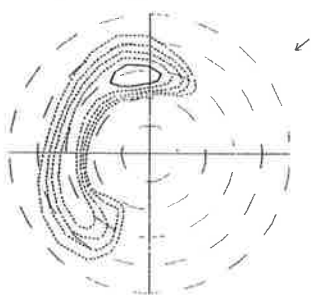
91/ 2/25 5: 0 Long. -73.42 Lat. 37.50
Hs 1.29 M No. 6



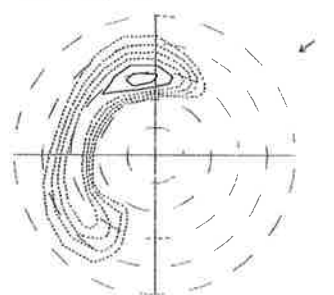
91/ 2/25 6: 0 Long. -73.42 Lat. 37.50
Hs 1.32 M No. 7



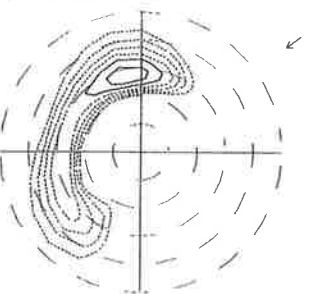
91/ 2/25 7: 0 Long. -73.42 Lat. 37.50
Hs 1.36 M No. 8



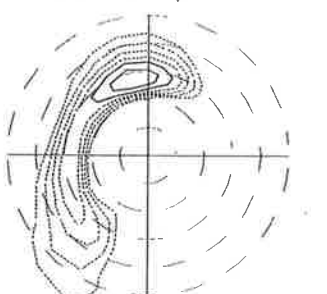
91/ 2/25 8: 0 Long. -73.42 Lat. 37.50
Hs 1.42 M No. 9



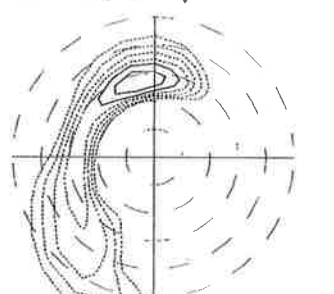
91/ 2/25 9: 0 Long. -73.42 Lat. 37.50
Hs 1.46 M No. 10



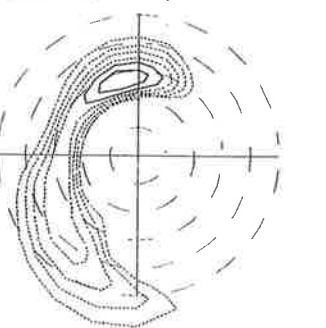
91/ 2/25 10: 0 Long. -73.42 Lat. 37.50
Hs 1.53 M No. 11



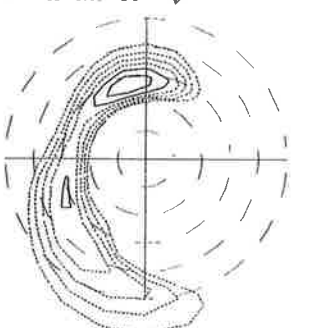
91/ 2/25 11: 0 Long. -73.42 Lat. 37.50
Hs 1.61 M No. 12



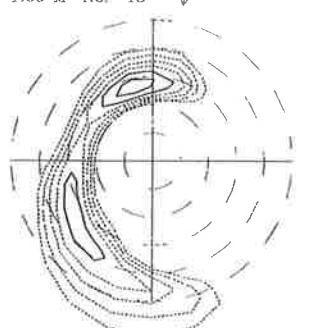
91/ 2/25 12: 0 Long. -73.42 Lat. 37.50
Hs 1.66 M No. 13



91/ 2/25 13: 0 Long. -73.42 Lat. 37.50
Hs 1.67 M No. 14



91/ 2/25 14: 0 Long. -73.42 Lat. 37.50
Hs 1.69 M No. 15



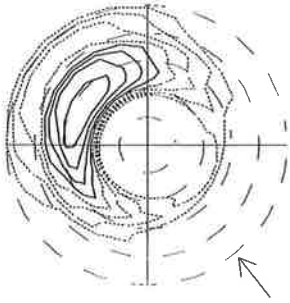
DASHED LINES: -1.00 -.800 -.600 -.400

SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

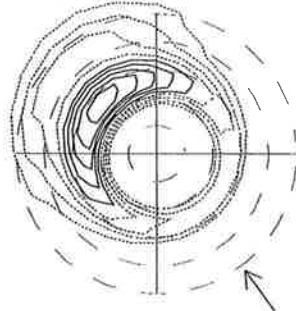


Discus East

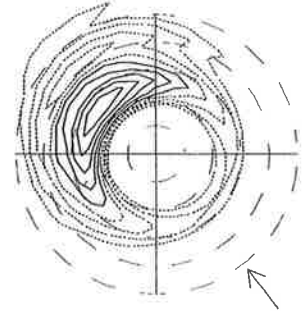
91/ 2/25 0: 0 Long. -73.40 Lat. 37.48
Hs 2.70 M No. 1



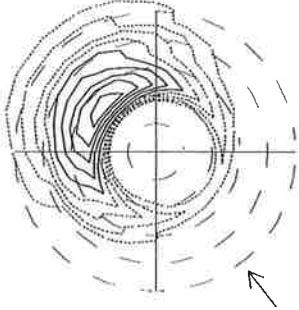
91/ 2/25 1: 0 Long. -73.40 Lat. 37.48
Hs 2.78 M No. 2



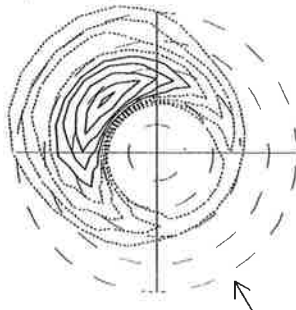
91/ 2/25 2: 0 Long. -73.40 Lat. 37.48
Hs 2.78 M No. 3



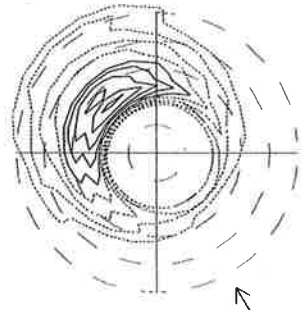
91/ 2/25 3: 0 Long. -73.40 Lat. 37.48
Hs 2.72 M No. 4



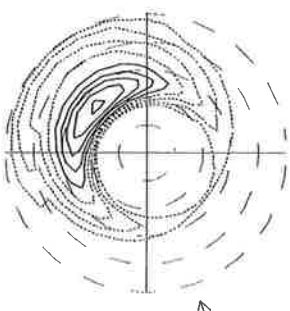
91/ 2/25 4: 0 Long. -73.40 Lat. 37.48
Hs 2.59 M No. 5



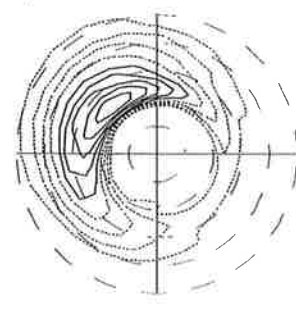
91/ 2/25 5: 0 Long. -73.40 Lat. 37.48
Hs 2.53 M No. 6



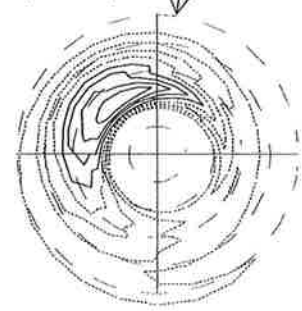
91/ 2/25 6: 0 Long. -73.40 Lat. 37.48
Hs 2.47 M No. 7



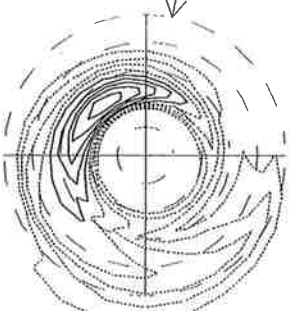
91/ 2/25 7: 0 Long. -73.40 Lat. 37.48
Hs 2.71 M No. 8



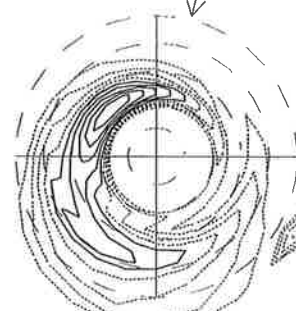
91/ 2/25 8: 0 Long. -73.40 Lat. 37.48
Hs 2.60 M No. 9



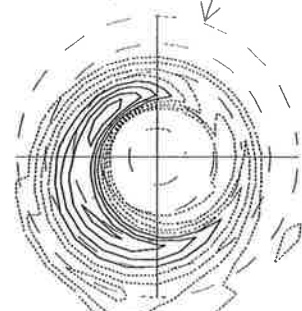
91/ 2/25 9: 0 Long. -73.40 Lat. 37.48
Hs 2.76 M No. 10



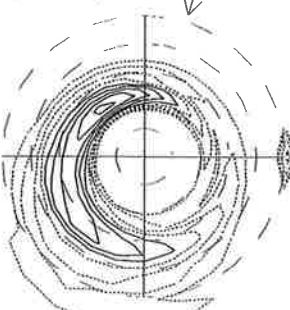
91/ 2/25 10: 0 Long. -73.40 Lat. 37.48
Hs 2.62 M No. 11



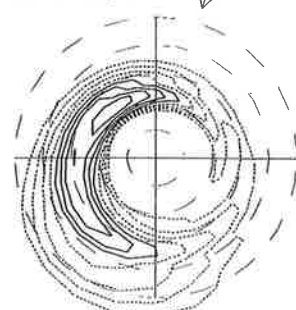
91/ 2/25 11: 0 Long. -73.40 Lat. 37.48
Hs 2.90 M No. 12



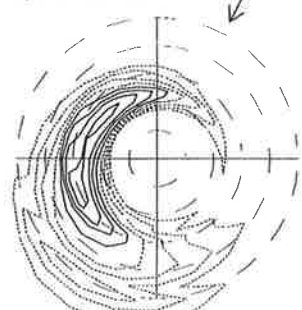
91/ 2/25 12: 0 Long. -73.40 Lat. 37.48
Hs 2.77 M No. 13



91/ 2/25 13: 0 Long. -73.40 Lat. 37.48
Hs 2.70 M No. 14



91/ 2/25 14: 0 Long. -73.40 Lat. 37.48
Hs 2.53 M No. 15

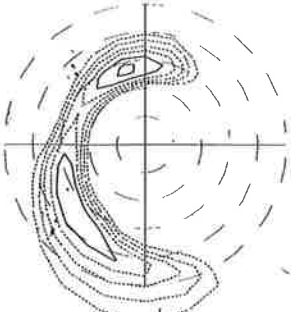


DASHED LINES: -1.00 -.800 -.600 -.400

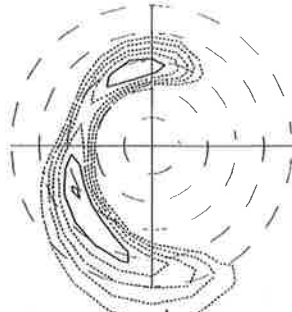
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus East

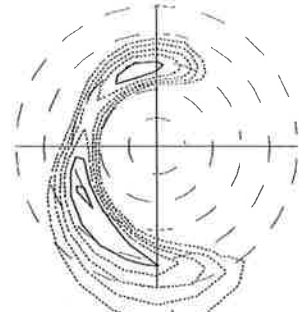
91/ 2/25 15: 0 Long. -73.42 Lat. 37.50
Hs 1.69 M No. 16



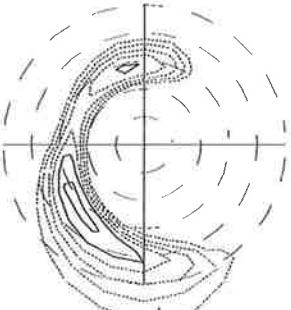
91/ 2/25 16: 0 Long. -73.42 Lat. 37.50
Hs 1.69 M No. 17



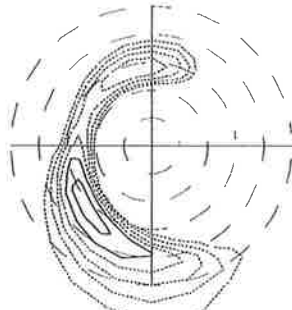
91/ 2/25 17: 0 Long. -73.42 Lat. 37.50
Hs 1.68 M No. 18



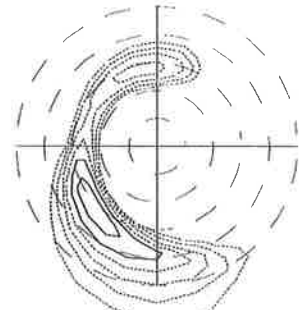
91/ 2/25 18: 0 Long. -73.42 Lat. 37.50
Hs 1.67 M No. 19



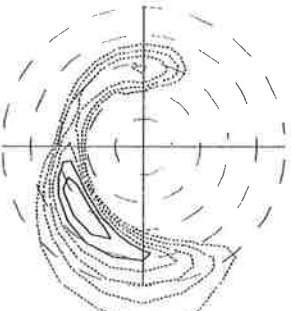
91/ 2/25 19: 0 Long. -73.42 Lat. 37.50
Hs 1.67 M No. 20



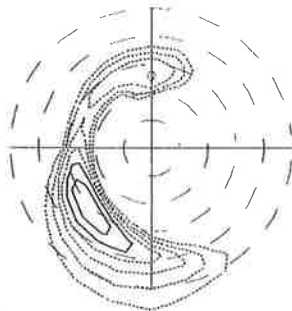
91/ 2/25 20: 0 Long. -73.42 Lat. 37.50
Hs 1.67 M No. 21



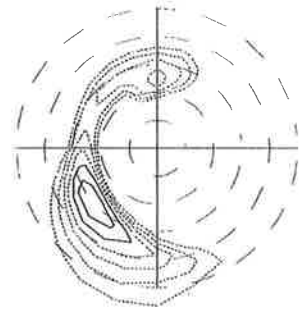
91/ 2/25 21: 0 Long. -73.42 Lat. 37.50
Hs 1.67 M No. 22



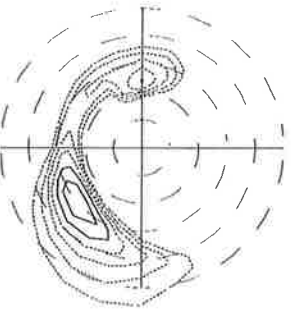
91/ 2/25 22: 0 Long. -73.42 Lat. 37.50
Hs 1.57 M No. 23



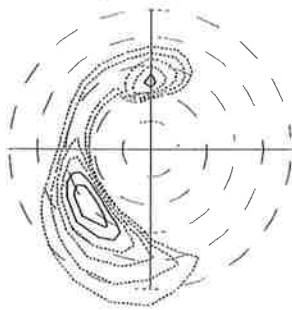
91/ 2/25 23: 0 Long. -73.42 Lat. 37.50
Hs 1.53 M No. 24



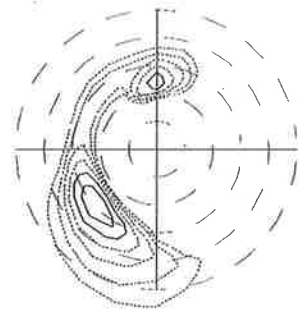
91/ 2/26 0: 0 Long. -73.42 Lat. 37.50
Hs 1.51 M No. 25



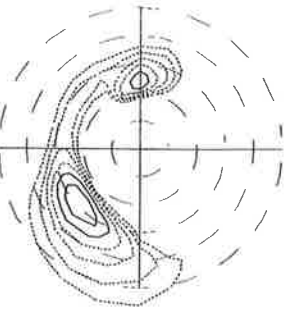
91/ 2/26 1: 0 Long. -73.42 Lat. 37.50
Hs 1.51 M No. 26



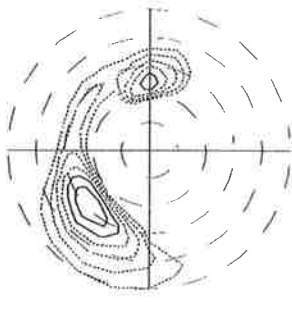
91/ 2/26 2: 0 Long. -73.42 Lat. 37.50
Hs 1.51 M No. 27



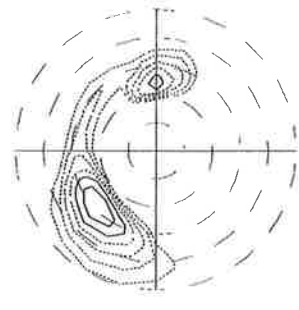
91/ 2/26 3: 0 Long. -73.42 Lat. 37.50
Hs 1.51 M No. 28



91/ 2/26 4: 0 Long. -73.42 Lat. 37.50
Hs 1.45 M No. 29



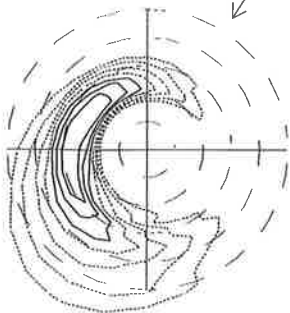
91/ 2/26 5: 0 Long. -73.42 Lat. 37.50
Hs 1.42 M No. 30



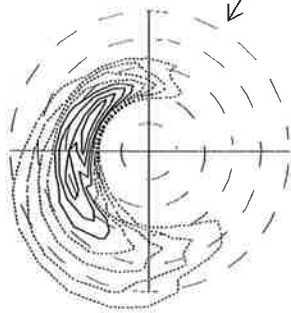
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

Discus East

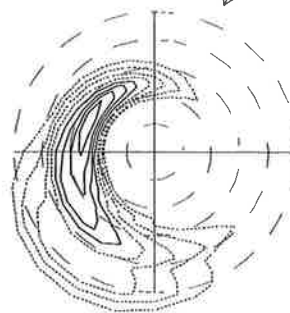
91/ 2/25 15: 0 Long. -73.40 Lat. 37.48
Hs 2.33 M No. 16



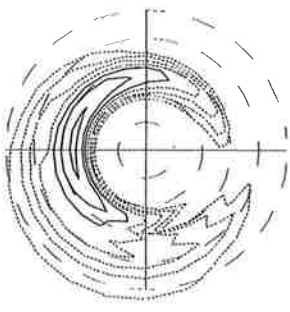
91/ 2/25 16: 0 Long. -73.40 Lat. 37.48
Hs 2.22 M No. 17



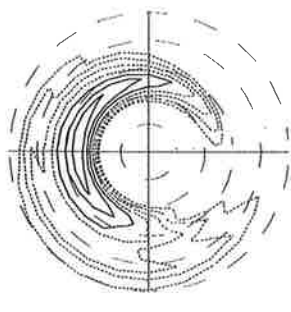
91/ 2/25 17: 0 Long. -73.40 Lat. 37.48
Hs 2.27 M No. 18



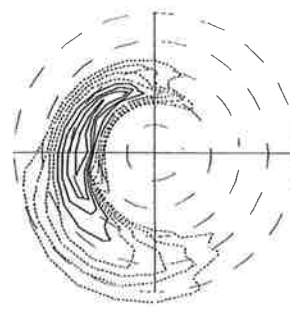
91/ 2/25 18: 0 Long. -73.40 Lat. 37.48
Hs 2.27 M No. 19



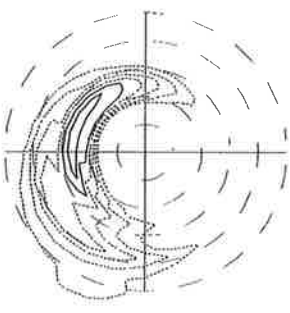
91/ 2/25 19: 0 Long. -73.40 Lat. 37.48
Hs 2.28 M No. 20



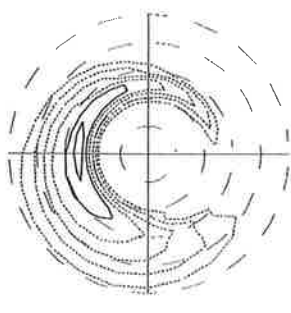
91/ 2/25 20: 0 Long. -73.40 Lat. 37.48
Hs 2.16 M No. 21



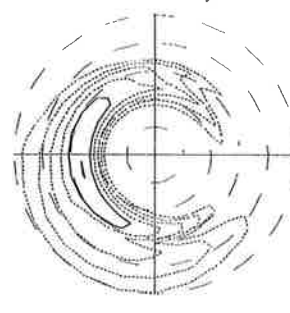
91/ 2/25 21: 0 Long. -73.40 Lat. 37.48
Hs 1.80 M No. 22



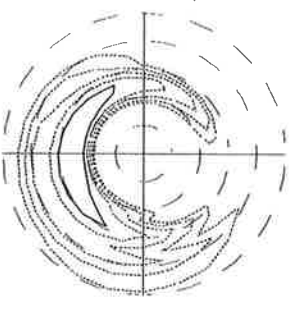
91/ 2/25 22: 0 Long. -73.40 Lat. 37.48
Hs 1.89 M No. 23



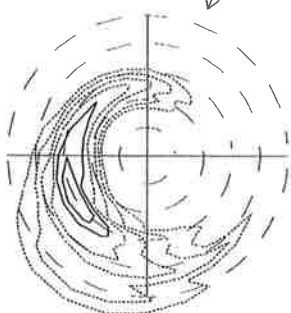
91/ 2/25 23: 0 Long. -73.40 Lat. 37.48
Hs 1.88 M No. 24



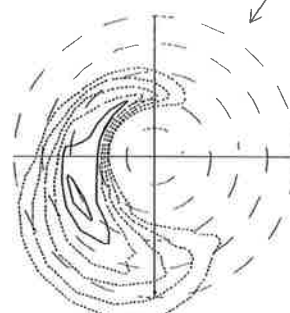
91/ 2/26 0: 0 Long. -73.40 Lat. 37.48
Hs 1.93 M No. 25



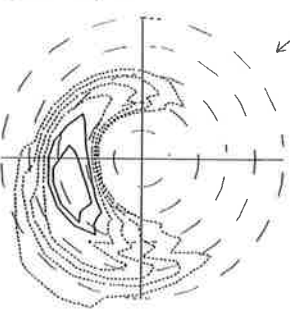
91/ 2/26 1: 0 Long. -73.40 Lat. 37.48
Hs 1.85 M No. 26



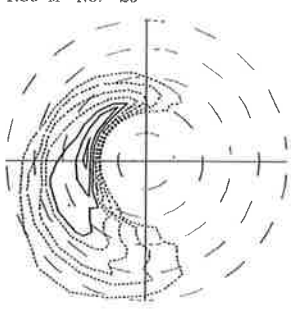
91/ 2/26 2: 0 Long. -73.40 Lat. 37.48
Hs 1.92 M No. 27



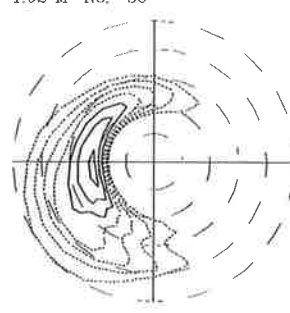
91/ 2/26 3: 0 Long. -73.40 Lat. 37.48
Hs 1.98 M No. 28



91/ 2/26 4: 0 Long. -73.40 Lat. 37.48
Hs 1.89 M No. 29



91/ 2/26 5: 0 Long. -73.40 Lat. 37.48
Hs 1.92 M No. 30

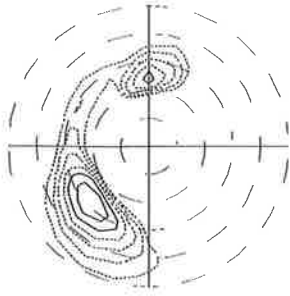


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

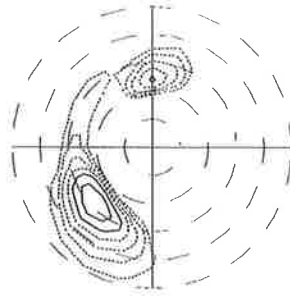


WAM fg to Discus East

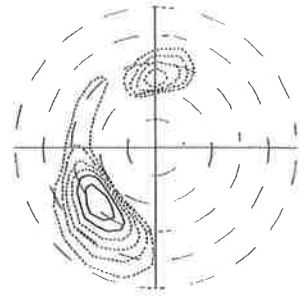
91/ 2/26 6: 0 Long. -73.42 Lat. 37.50
Hs 1.38 M No. 31



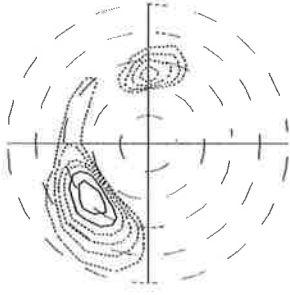
91/ 2/26 7: 0 Long. -73.42 Lat. 37.50
Hs 1.35 M No. 32



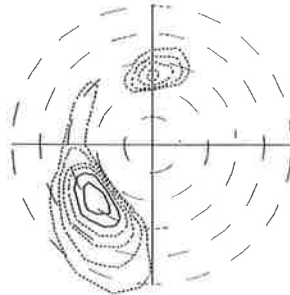
91/ 2/26 8: 0 Long. -73.42 Lat. 37.50
Hs 1.32 M No. 33



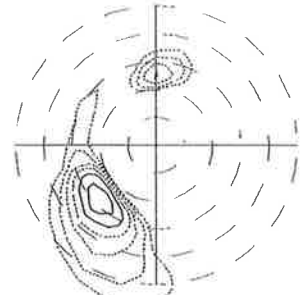
91/ 2/26 9: 0 Long. -73.42 Lat. 37.50
Hs 1.29 M No. 34



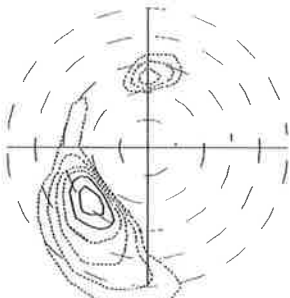
91/ 2/26 10: 0 Long. -73.42 Lat. 37.50
Hs 1.32 M No. 35



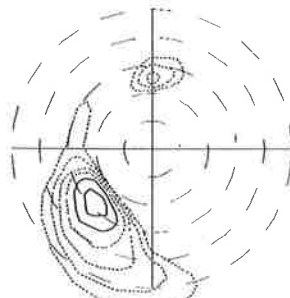
91/ 2/26 11: 0 Long. -73.42 Lat. 37.50
Hs 1.34 M No. 36



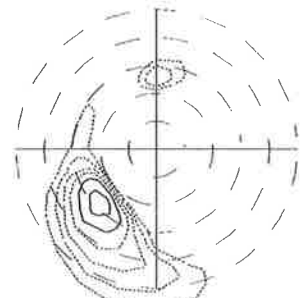
91/ 2/26 12: 0 Long. -73.42 Lat. 37.50
Hs 1.35 M No. 37



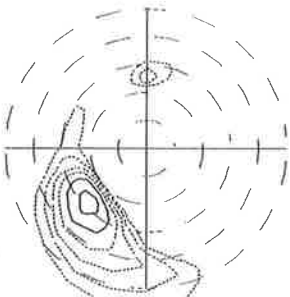
91/ 2/26 13: 0 Long. -73.42 Lat. 37.50
Hs 1.36 M No. 38



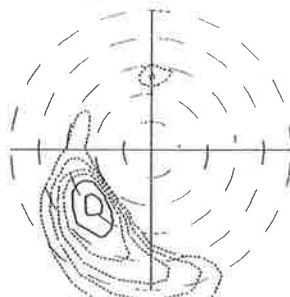
91/ 2/26 14: 0 Long. -73.42 Lat. 37.50
Hs 1.36 M No. 39



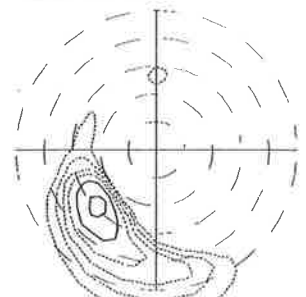
91/ 2/26 15: 0 Long. -73.42 Lat. 37.50
Hs 1.35 M No. 40



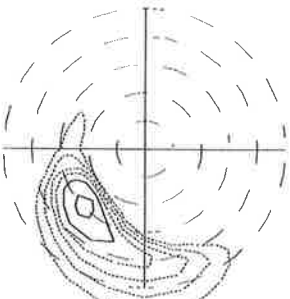
91/ 2/26 16: 0 Long. -73.42 Lat. 37.50
Hs 1.39 M No. 41



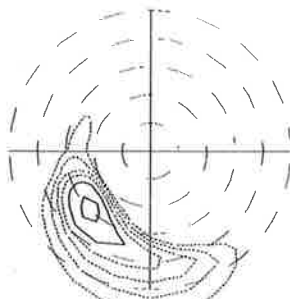
91/ 2/26 17: 0 Long. -73.42 Lat. 37.50
Hs 1.41 M No. 42



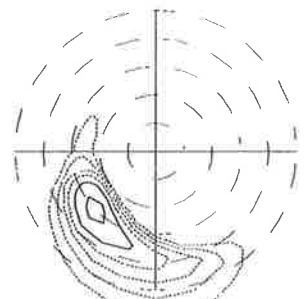
91/ 2/26 19: 0 Long. -73.42 Lat. 37.50
Hs 1.42 M No. 43



91/ 2/26 20: 0 Long. -73.42 Lat. 37.50
Hs 1.42 M No. 44



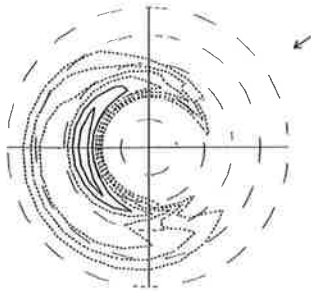
91/ 2/26 21: 0 Long. -73.42 Lat. 37.50
Hs 1.42 M No. 45



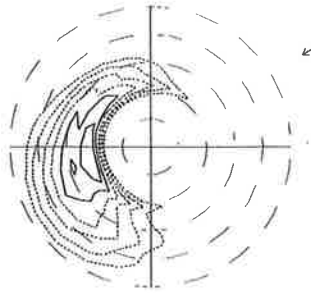
DASHED LINES: -1.00 - .800 - .600 - .400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus East

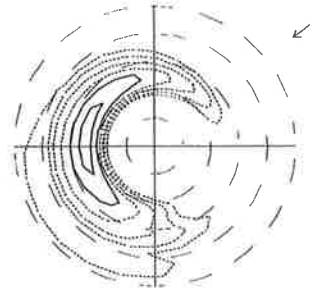
91/ 2/26 6: 0 Long. -73.40 Lat. 37.48
Hs 1.82 M No. 31



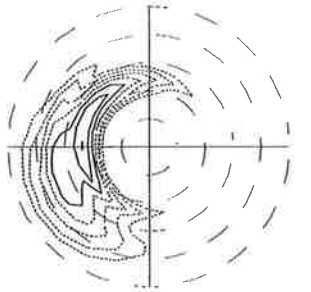
91/ 2/26 7: 0 Long. -73.40 Lat. 37.48
Hs 1.76 M No. 32



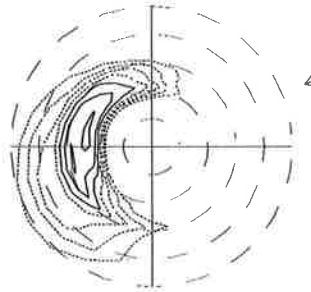
91/ 2/26 8: 0 Long. -73.40 Lat. 37.48
Hs 1.87 M No. 33



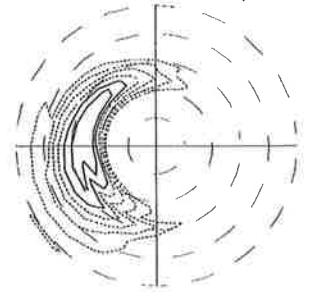
91/ 2/26 9: 0 Long. -73.40 Lat. 37.48
Hs 1.75 M No. 34



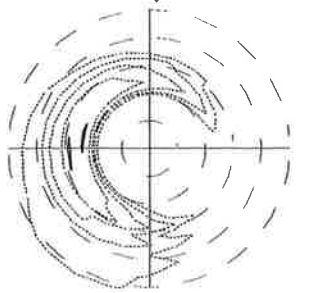
91/ 2/26 10: 0 Long. -73.40 Lat. 37.48
Hs 1.90 M No. 35



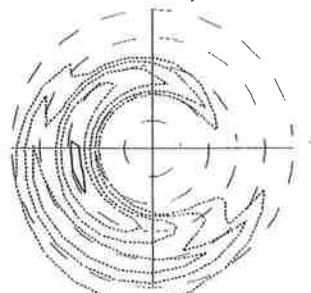
91/ 2/26 11: 0 Long. -73.40 Lat. 37.48
Hs 1.74 M No. 36



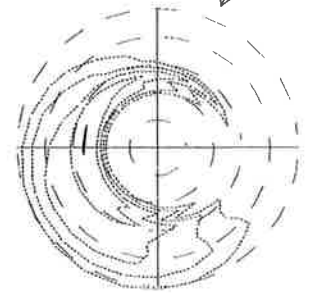
91/ 2/26 12: 0 Long. -73.40 Lat. 37.48
Hs 1.66 M No. 37



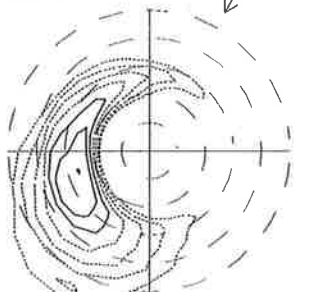
91/ 2/26 13: 0 Long. -73.40 Lat. 37.48
Hs 1.78 M No. 38



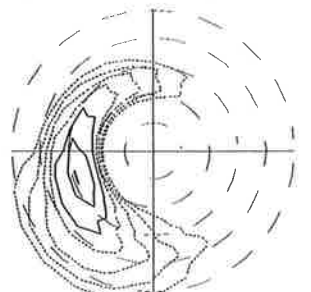
91/ 2/26 14: 0 Long. -73.40 Lat. 37.48
Hs 1.74 M No. 39



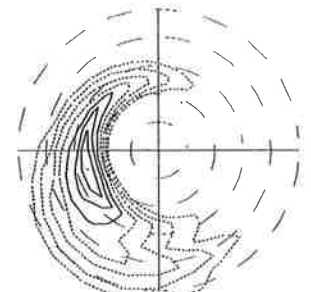
91/ 2/26 15: 0 Long. -73.40 Lat. 37.48
Hs 1.99 M No. 40



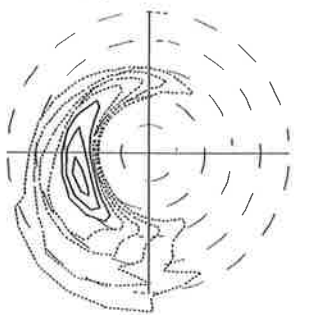
91/ 2/26 16: 0 Long. -73.40 Lat. 37.48
Hs 1.90 M No. 41



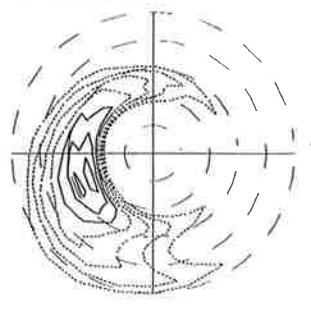
91/ 2/26 17: 0 Long. -73.40 Lat. 37.48
Hs 1.94 M No. 42



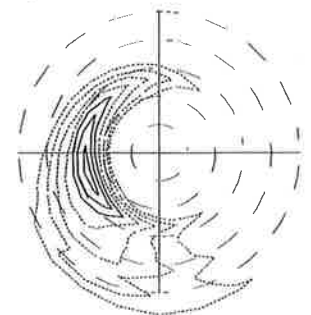
91/ 2/26 19: 0 Long. -73.40 Lat. 37.48
Hs 1.87 M No. 43



91/ 2/26 20: 0 Long. -73.40 Lat. 37.48
Hs 1.96 M No. 44



91/ 2/26 21: 0 Long. -73.40 Lat. 37.48
Hs 1.78 M No. 45

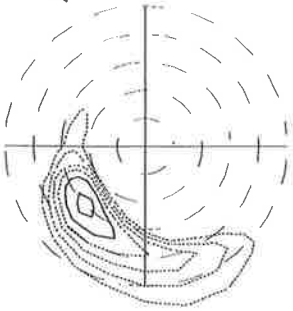


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

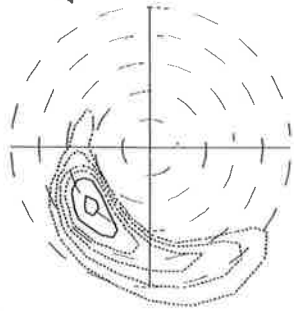


WAM fg to Discus East

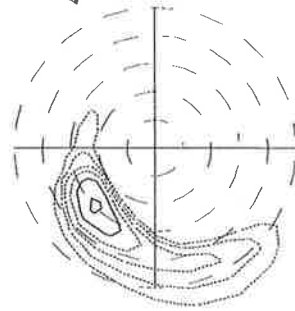
91/ 2/26 22: 0 Long. -73.42 Lat. 37.50
Hs 1.39 M No. 46



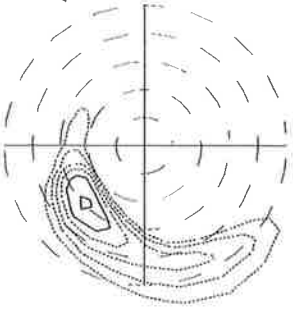
91/ 2/26 23: 0 Long. -73.42 Lat. 37.50
Hs 1.38 M No. 47



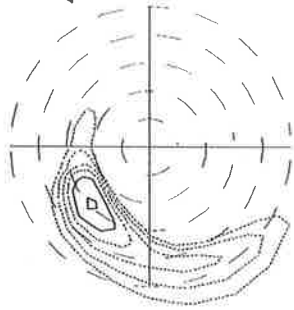
91/ 2/27 0: 0 Long. -73.42 Lat. 37.50
Hs 1.37 M No. 48



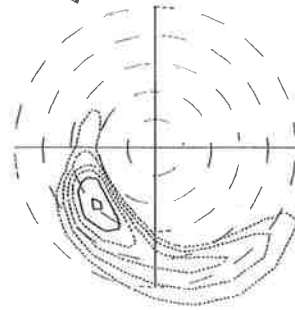
91/ 2/27 1: 0 Long. -73.42 Lat. 37.50
Hs 1.36 M No. 49



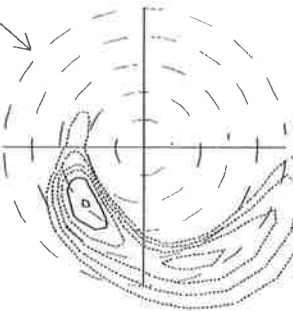
91/ 2/27 2: 0 Long. -73.42 Lat. 37.50
Hs 1.35 M No. 50



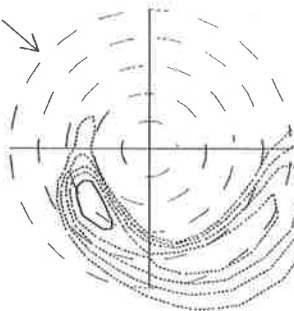
91/ 2/27 3: 0 Long. -73.42 Lat. 37.50
Hs 1.35 M No. 51



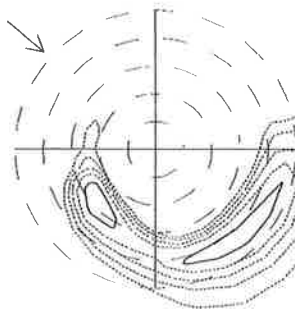
91/ 2/27 4: 0 Long. -73.42 Lat. 37.50
Hs 1.50 M No. 52



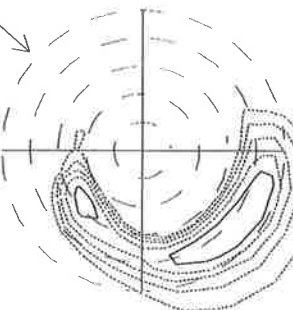
91/ 2/27 5: 0 Long. -73.42 Lat. 37.50
Hs 1.60 M No. 53



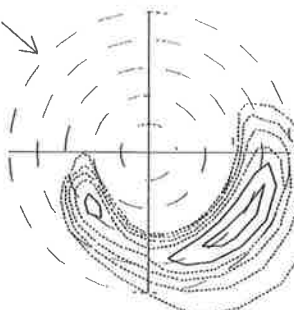
91/ 2/27 6: 0 Long. -73.42 Lat. 37.50
Hs 1.67 M No. 54



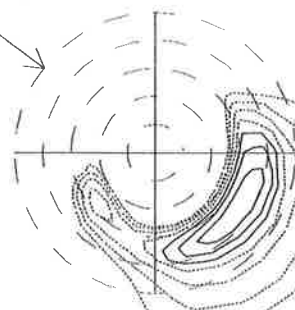
91/ 2/27 7: 0 Long. -73.42 Lat. 37.50
Hs 1.73 M No. 55



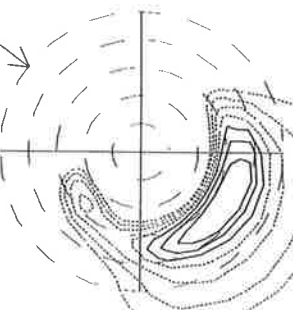
91/ 2/27 8: 0 Long. -73.42 Lat. 37.50
Hs 1.77 M No. 56



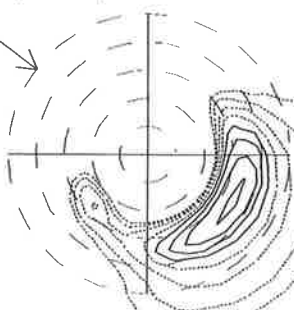
91/ 2/27 11: 0 Long. -73.42 Lat. 37.50
Hs 2.15 M No. 57



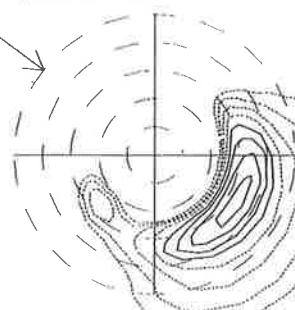
91/ 2/27 12: 0 Long. -73.42 Lat. 37.50
Hs 2.23 M No. 58



91/ 2/27 13: 0 Long. -73.42 Lat. 37.50
Hs 2.28 M No. 59



91/ 2/27 14: 0 Long. -73.42 Lat. 37.50
Hs 2.32 M No. 60

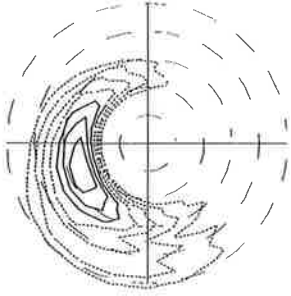


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

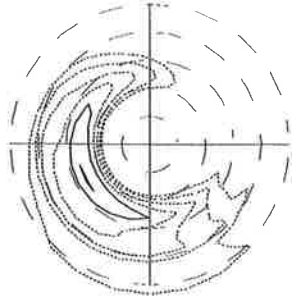


Discus East

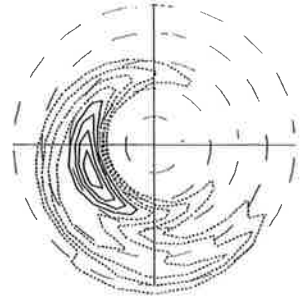
91/ 2/26 22: 0 Long. -73.40 Lat. 37.48
Hs 2.00 M No. 46



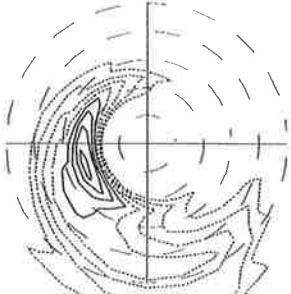
91/ 2/26 23: 0 Long. -73.40 Lat. 37.48
Hs 1.88 M No. 47



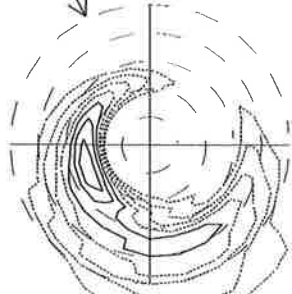
91/ 2/27 0: 0 Long. -73.40 Lat. 37.48
Hs 2.07 M No. 48



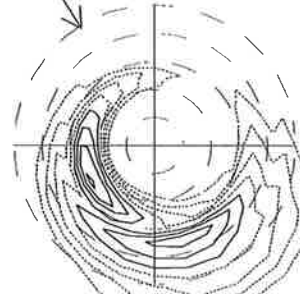
91/ 2/27 1: 0 Long. -73.40 Lat. 37.48
Hs 2.16 M No. 49



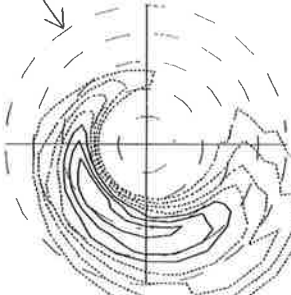
91/ 2/27 2: 0 Long. -73.40 Lat. 37.48
Hs 2.24 M No. 50



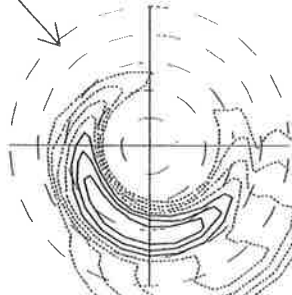
91/ 2/27 3: 0 Long. -73.40 Lat. 37.48
Hs 2.50 M No. 51



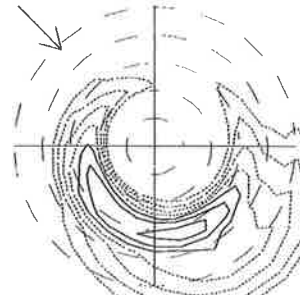
91/ 2/27 4: 0 Long. -73.40 Lat. 37.48
Hs 2.51 M No. 52



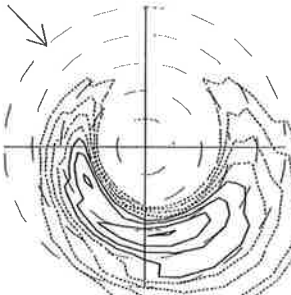
91/ 2/27 5: 0 Long. -73.40 Lat. 37.48
Hs 2.48 M No. 53



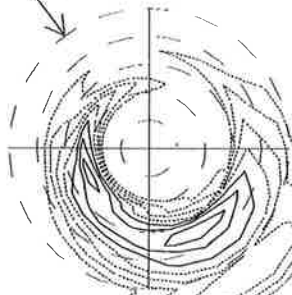
91/ 2/27 6: 0 Long. -73.40 Lat. 37.48
Hs 2.35 M No. 54



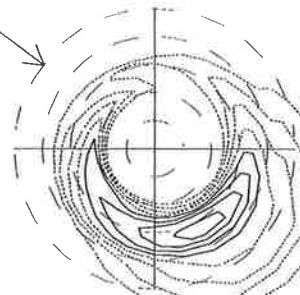
91/ 2/27 7: 0 Long. -73.40 Lat. 37.48
Hs 2.56 M No. 55



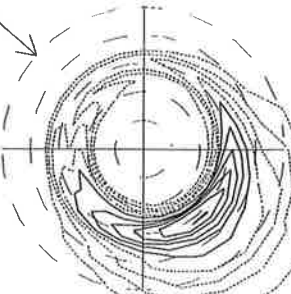
91/ 2/27 8: 0 Long. -73.40 Lat. 37.48
Hs 2.47 M No. 56



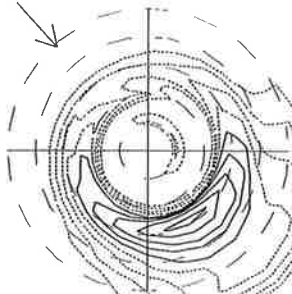
91/ 2/27 11: 0 Long. -73.40 Lat. 37.48
Hs 2.56 M No. 57



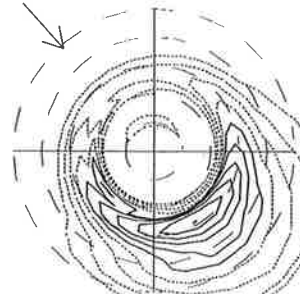
91/ 2/27 12: 0 Long. -73.40 Lat. 37.48
Hs 2.92 M No. 58



91/ 2/27 13: 0 Long. -73.40 Lat. 37.48
Hs 2.89 M No. 59



91/ 2/27 14: 0 Long. -73.40 Lat. 37.48
Hs 3.02 M No. 60

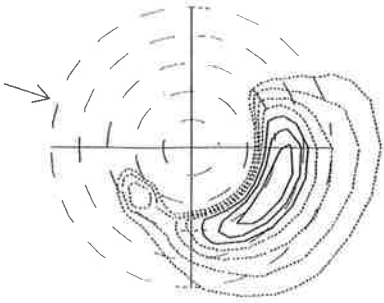


DASHED LINES: -1.00 -.800 -.600 -.400

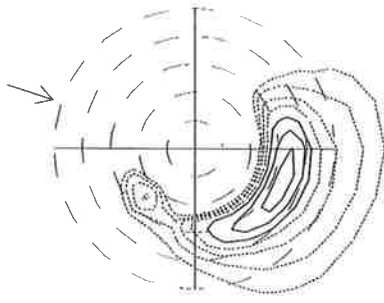
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus East

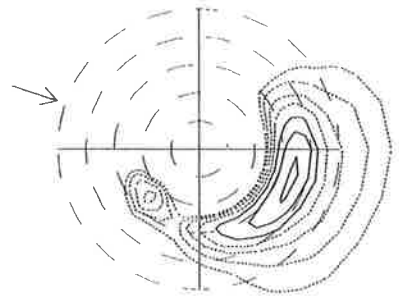
91/ 2/27 16: 0 Long. -73.42 Lat. 37.50
Hs 2.12 M No. 61



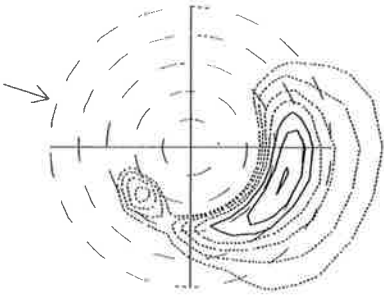
91/ 2/27 17: 0 Long. -73.42 Lat. 37.50
Hs 2.02 M No. 62



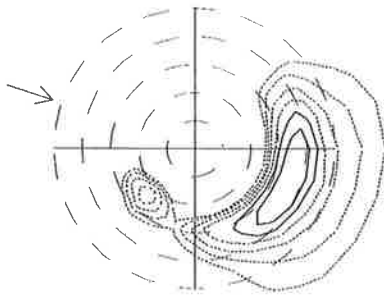
91/ 2/27 18: 0 Long. -73.42 Lat. 37.50
Hs 1.95 M No. 63



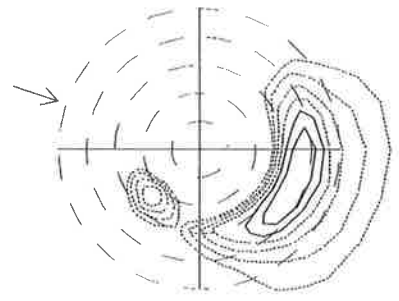
91/ 2/27 19: 0 Long. -73.42 Lat. 37.50
Hs 1.91 M No. 64



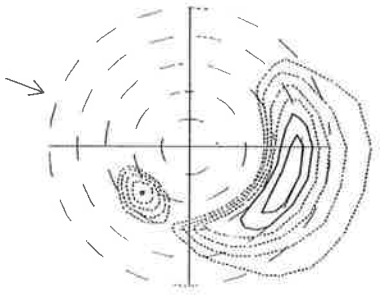
91/ 2/27 20: 0 Long. -73.42 Lat. 37.50
Hs 1.89 M No. 65



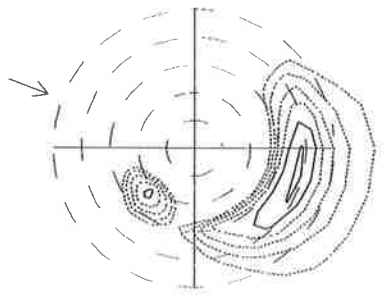
91/ 2/27 21: 0 Long. -73.42 Lat. 37.50
Hs 1.87 M No. 66



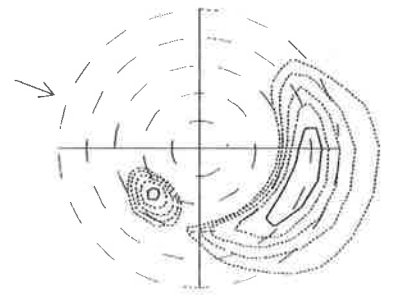
91/ 2/27 22: 0 Long. -73.42 Lat. 37.50
Hs 1.73 M No. 67



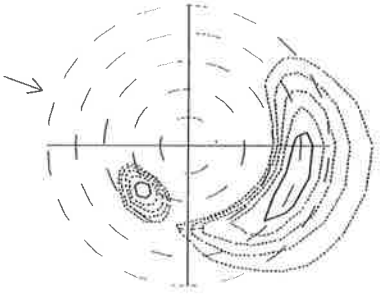
91/ 2/27 23: 0 Long. -73.42 Lat. 37.50
Hs 1.66 M No. 68



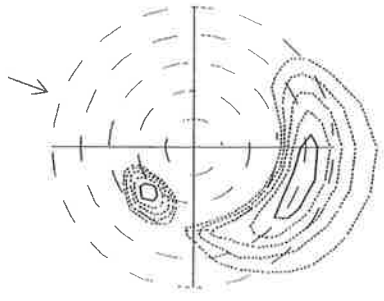
91/ 2/28 0: 0 Long. -73.42 Lat. 37.50
Hs 1.62 M No. 69



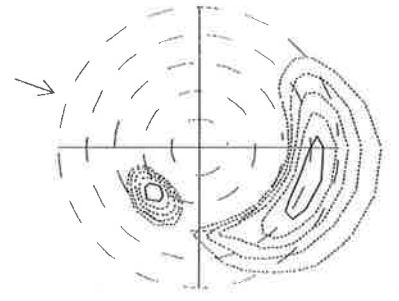
91/ 2/28 1: 0 Long. -73.42 Lat. 37.50
Hs 1.60 M No. 70



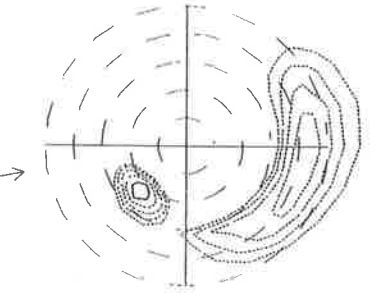
91/ 2/28 2: 0 Long. -73.42 Lat. 37.50
Hs 1.58 M No. 71



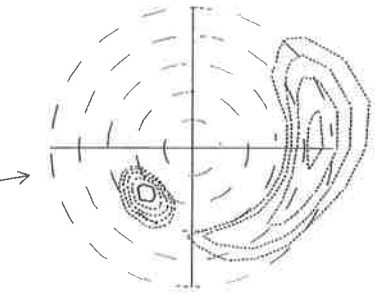
91/ 2/28 3: 0 Long. -73.42 Lat. 37.50
Hs 1.57 M No. 72



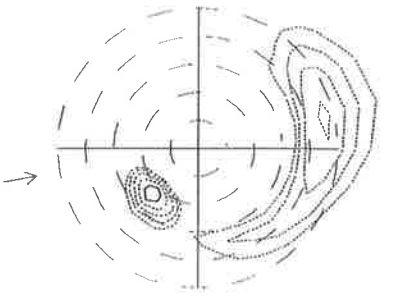
91/ 2/28 4: 0 Long. -73.42 Lat. 37.50
Hs 1.41 M No. 73



91/ 2/28 5: 0 Long. -73.42 Lat. 37.50
Hs 1.35 M No. 74



91/ 2/28 6: 0 Long. -73.42 Lat. 37.50
Hs 1.33 M No. 75

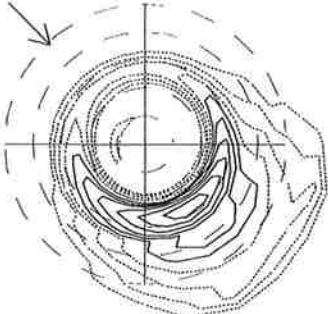


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

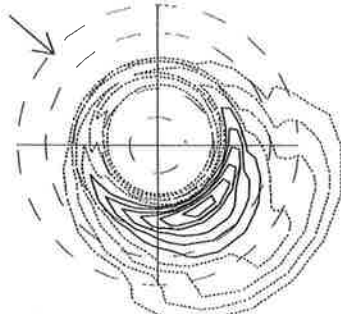


Discus East

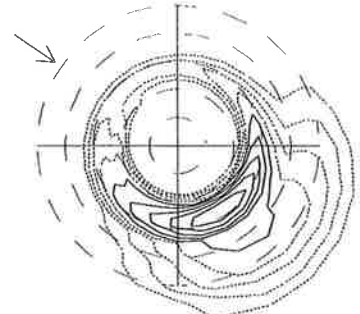
91/ 2/27 16: 0 Long. -73.40 Lat. 37.48
Hs 3.34 M No. 61



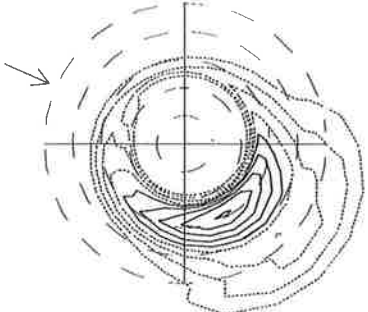
91/ 2/27 17: 0 Long. -73.40 Lat. 37.48
Hs 3.06 M No. 62



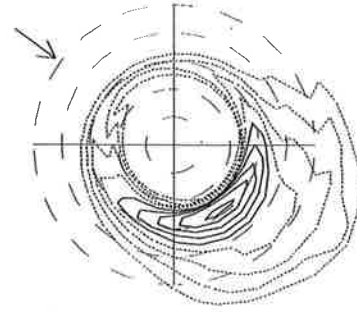
91/ 2/27 18: 0 Long. -73.40 Lat. 37.48
Hs 2.89 M No. 63



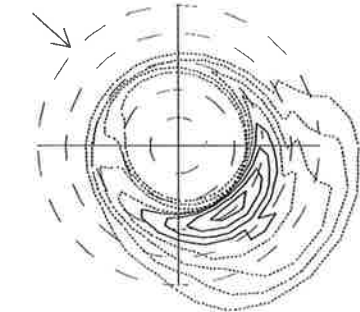
91/ 2/27 19: 0 Long. -73.40 Lat. 37.48
Hs 2.58 M No. 64



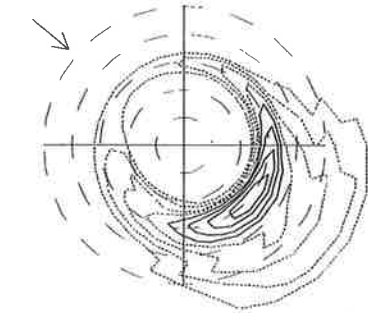
91/ 2/27 20: 0 Long. -73.40 Lat. 37.48
Hs 2.54 M No. 65



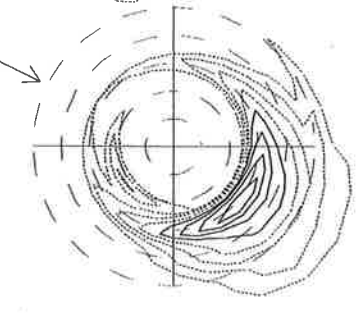
91/ 2/27 21: 0 Long. -73.40 Lat. 37.48
Hs 2.34 M No. 66



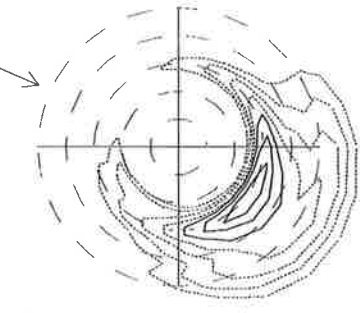
91/ 2/27 22: 0 Long. -73.40 Lat. 37.48
Hs 2.24 M No. 67



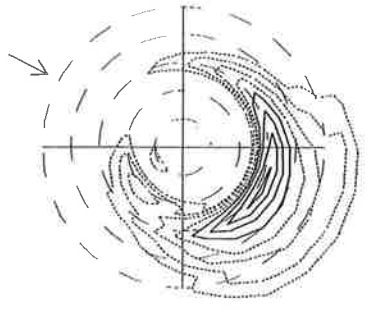
91/ 2/27 23: 0 Long. -73.40 Lat. 37.48
Hs 2.20 M No. 68



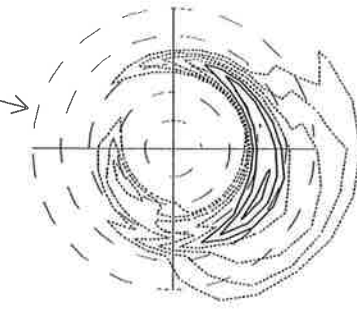
91/ 2/28 0: 0 Long. -73.40 Lat. 37.48
Hs 2.08 M No. 69



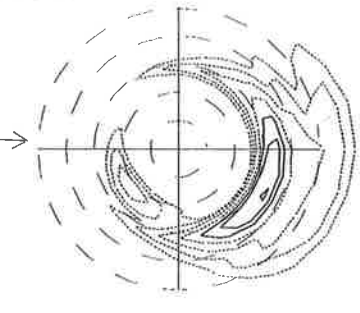
91/ 2/28 1: 0 Long. -73.40 Lat. 37.48
Hs 2.12 M No. 70



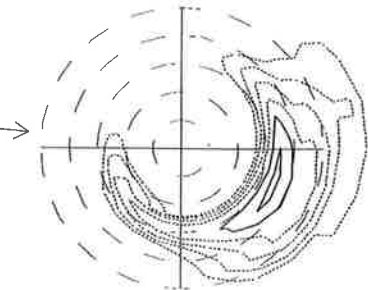
91/ 2/28 2: 0 Long. -73.40 Lat. 37.48
Hs 2.05 M No. 71



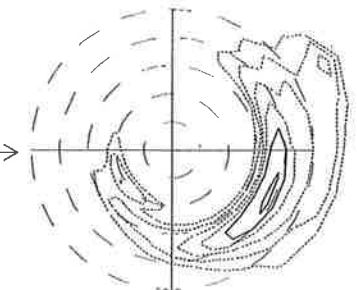
91/ 2/28 3: 0 Long. -73.40 Lat. 37.48
Hs 1.83 M No. 72



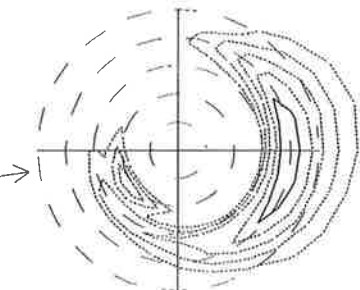
91/ 2/28 4: 0 Long. -73.40 Lat. 37.48
Hs 1.81 M No. 73



91/ 2/28 5: 0 Long. -73.40 Lat. 37.48
Hs 1.66 M No. 74



91/ 2/28 6: 0 Long. -73.40 Lat. 37.48
Hs 1.71 M No. 75

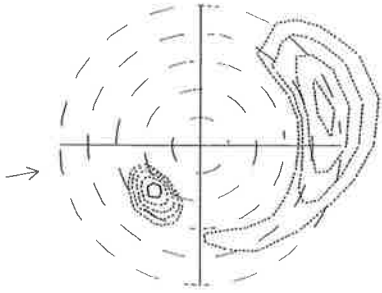


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

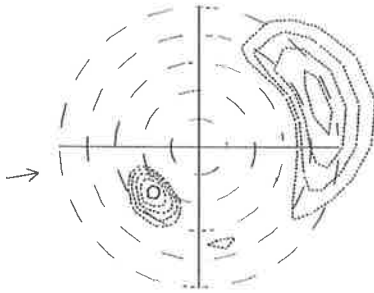


WAM fg to Discus East

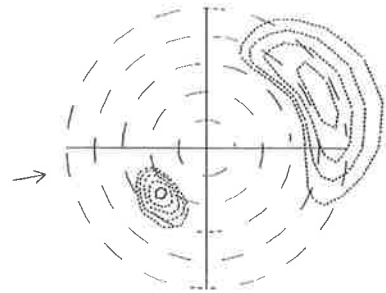
91/ 2/28 7: 0 Long. -73.42 Lat. 37.50
Hs 1.31 M No. 76



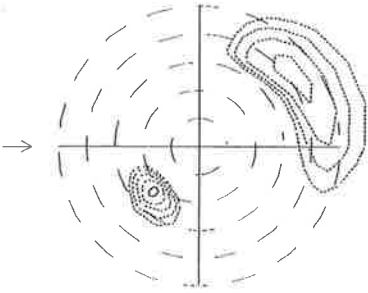
91/ 2/28 8: 0 Long. -73.42 Lat. 37.50
Hs 1.31 M No. 77



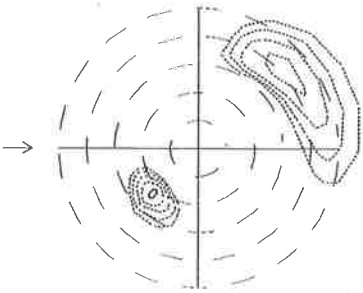
91/ 2/28 9: 0 Long. -73.42 Lat. 37.50
Hs 1.32 M No. 78



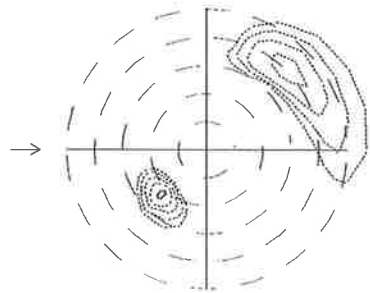
91/ 2/28 10: 0 Long. -73.42 Lat. 37.50
Hs 1.26 M No. 79



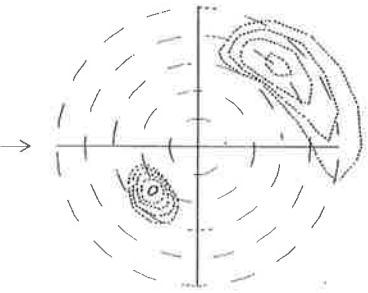
91/ 2/28 11: 0 Long. -73.42 Lat. 37.50
Hs 1.24 M No. 80



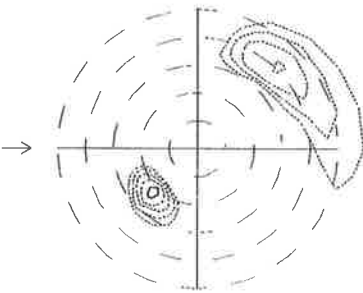
91/ 2/28 12: 0 Long. -73.42 Lat. 37.50
Hs 1.22 M No. 81



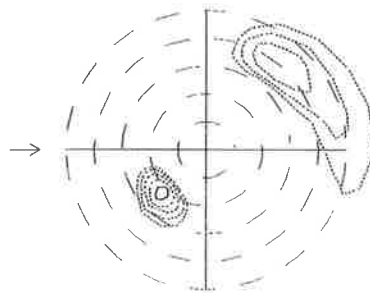
91/ 2/28 13: 0 Long. -73.42 Lat. 37.50
Hs 1.20 M No. 82



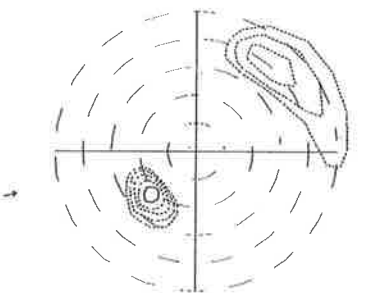
91/ 2/28 14: 0 Long. -73.42 Lat. 37.50
Hs 1.20 M No. 83



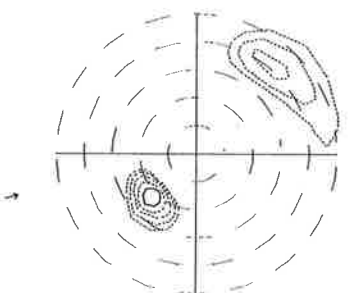
91/ 2/28 15: 0 Long. -73.42 Lat. 37.50
Hs 1.19 M No. 84



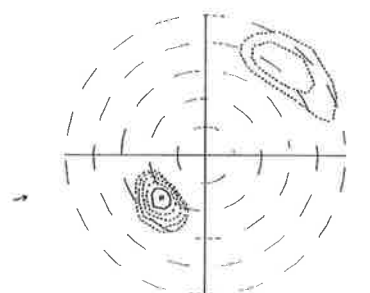
91/ 2/28 16: 0 Long. -73.42 Lat. 37.50
Hs 1.10 M No. 85



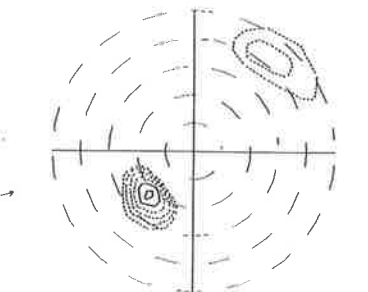
91/ 2/28 17: 0 Long. -73.42 Lat. 37.50
Hs 1.05 M No. 86



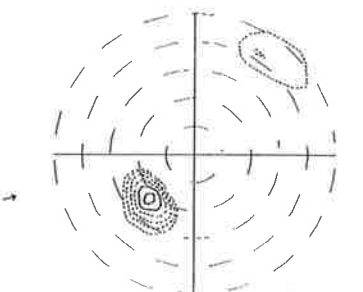
91/ 2/28 18: 0 Long. -73.42 Lat. 37.50
Hs 1.01 M No. 87



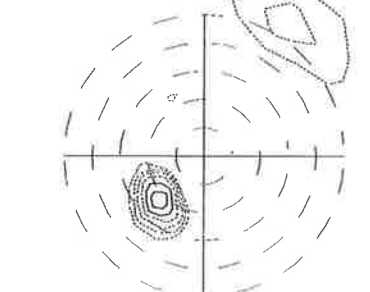
91/ 2/28 19: 0 Long. -73.42 Lat. 37.50
Hs 0.99 M No. 88



91/ 2/28 20: 0 Long. -73.42 Lat. 37.50
Hs 0.97 M No. 89



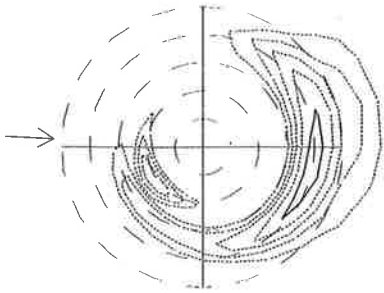
91/ 3/1 0: 0 Long. -73.42 Lat. 37.50
Hs 1.20 M No. 90



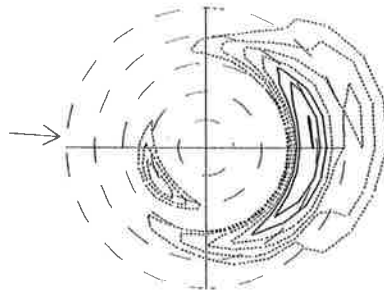
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus East

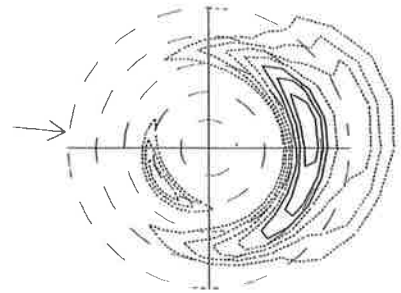
91/ 2/28 7: 0 Long. -73.40 Lat. 37.48
Hs 1.62 M No. 76



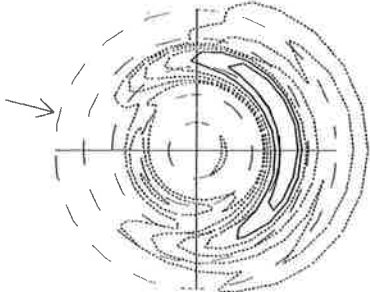
91/ 2/28 8: 0 Long. -73.40 Lat. 37.48
Hs 1.87 M No. 77



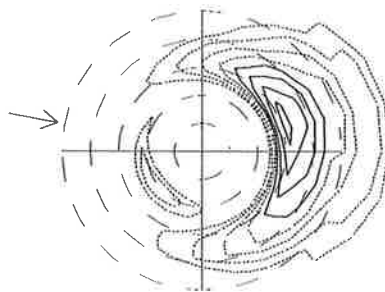
91/ 2/28 9: 0 Long. -73.40 Lat. 37.48
Hs 2.02 M No. 78



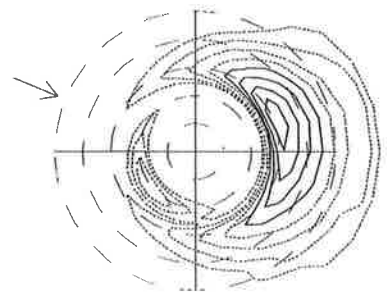
91/ 2/28 10: 0 Long. -73.40 Lat. 37.48
Hs 2.17 M No. 79



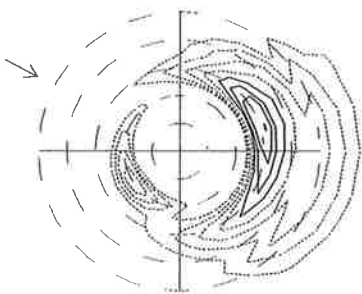
91/ 2/28 11: 0 Long. -73.40 Lat. 37.48
Hs 2.30 M No. 80



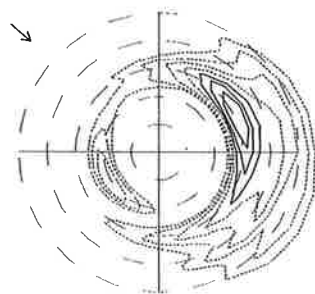
91/ 2/28 12: 0 Long. -73.40 Lat. 37.48
Hs 2.43 M No. 81



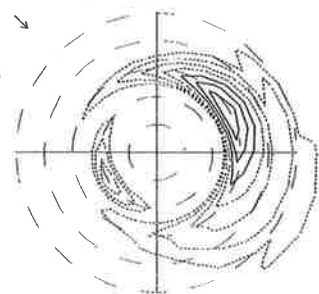
91/ 2/28 13: 0 Long. -73.40 Lat. 37.48
Hs 2.06 M No. 82



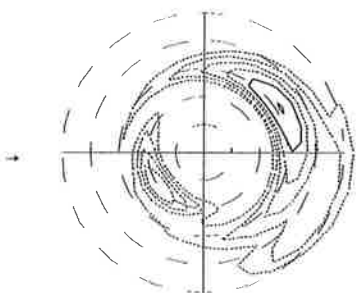
91/ 2/28 14: 0 Long. -73.40 Lat. 37.48
Hs 1.92 M No. 83



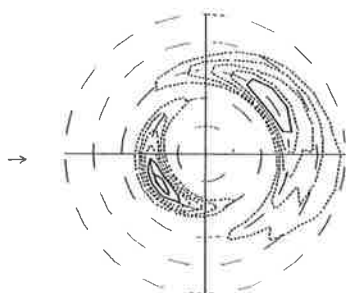
91/ 2/28 15: 0 Long. -73.40 Lat. 37.48
Hs 1.84 M No. 84



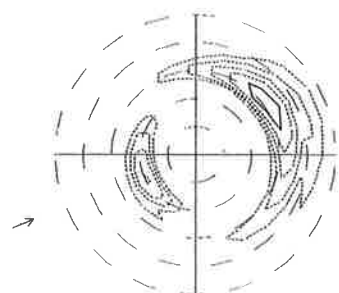
91/ 2/28 16: 0 Long. -73.40 Lat. 37.48
Hs 1.67 M No. 85



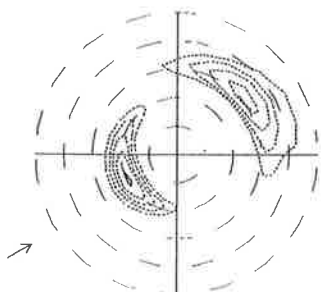
91/ 2/28 17: 0 Long. -73.40 Lat. 37.48
Hs 1.62 M No. 86



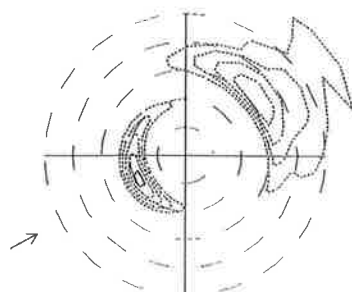
91/ 2/28 18: 0 Long. -73.40 Lat. 37.48
Hs 1.39 M No. 87



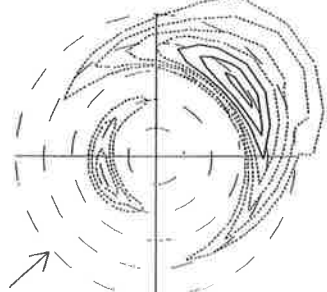
91/ 2/28 19: 0 Long. -73.40 Lat. 37.48
Hs 1.31 M No. 88



91/ 2/28 20: 0 Long. -73.40 Lat. 37.48
Hs 1.36 M No. 89



91/ 3/ 1 0: 0 Long. -73.40 Lat. 37.48
Hs 1.77 M No. 90

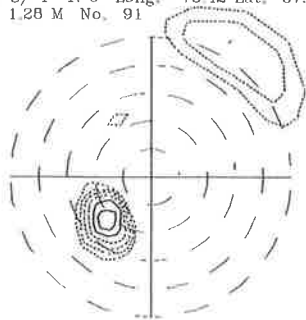


DASHED LINES: -1.00 - .800 - .600 - .400

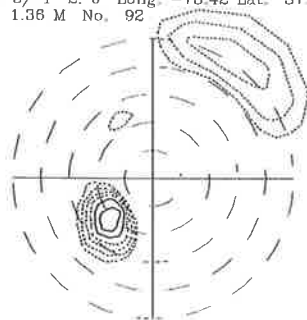
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus East

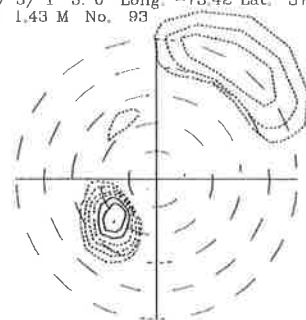
91/ 3/ 1 1: 0 Long. -73.42 Lat. 37.50
Hs 1.28 M No. 91



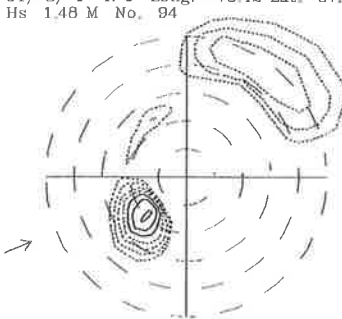
91/ 3/ 1 2: 0 Long. -73.42 Lat. 37.50
Hs 1.36 M No. 92



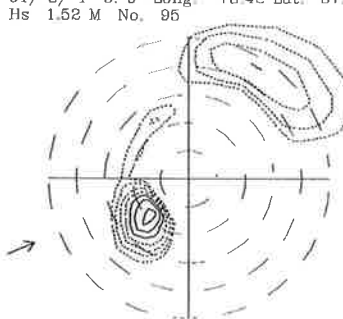
91/ 3/ 1 3: 0 Long. -73.42 Lat. 37.50
Hs 1.43 M No. 93



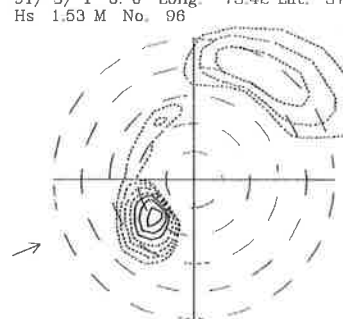
91/ 3/ 1 4: 0 Long. -73.42 Lat. 37.50
Hs 1.48 M No. 94



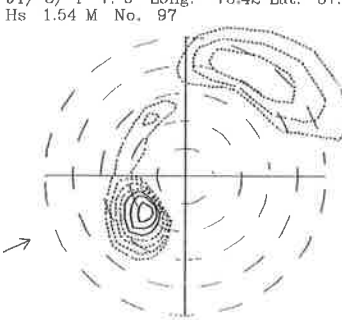
91/ 3/ 1 5: 0 Long. -73.42 Lat. 37.50
Hs 1.52 M No. 95



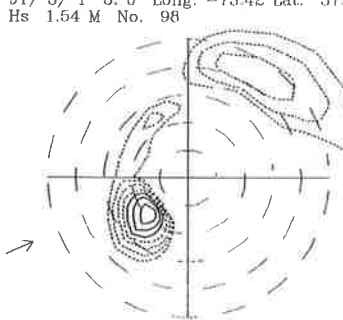
91/ 3/ 1 6: 0 Long. -73.42 Lat. 37.50
Hs 1.53 M No. 96



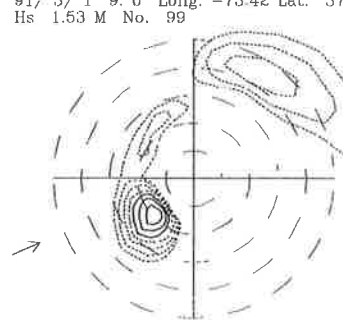
91/ 3/ 1 7: 0 Long. -73.42 Lat. 37.50
Hs 1.54 M No. 97



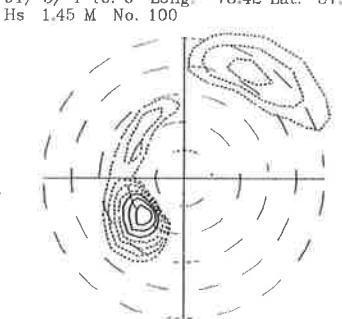
91/ 3/ 1 8: 0 Long. -73.42 Lat. 37.50
Hs 1.54 M No. 98



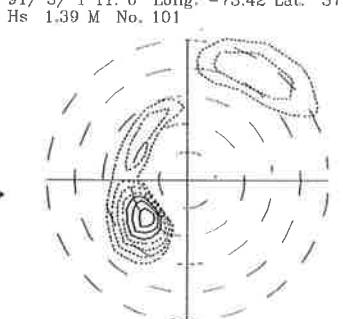
91/ 3/ 1 9: 0 Long. -73.42 Lat. 37.50
Hs 1.53 M No. 99



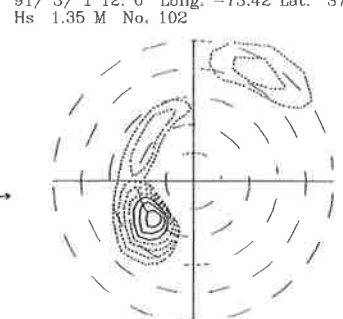
91/ 3/ 1 10: 0 Long. -73.42 Lat. 37.50
Hs 1.45 M No. 100



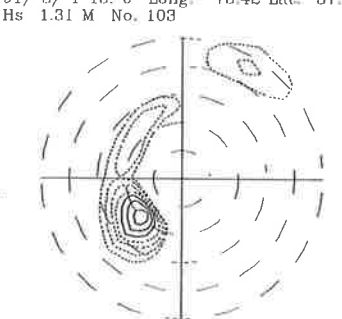
91/ 3/ 1 11: 0 Long. -73.42 Lat. 37.50
Hs 1.39 M No. 101



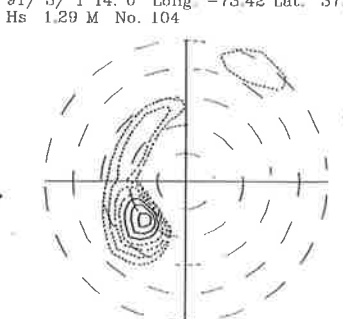
91/ 3/ 1 12: 0 Long. -73.42 Lat. 37.50
Hs 1.35 M No. 102



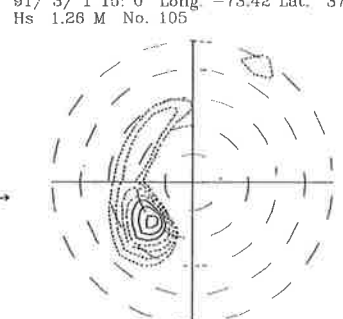
91/ 3/ 1 13: 0 Long. -73.42 Lat. 37.50
Hs 1.31 M No. 103



91/ 3/ 1 14: 0 Long. -73.42 Lat. 37.50
Hs 1.29 M No. 104



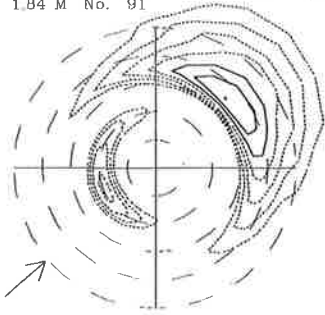
91/ 3/ 1 15: 0 Long. -73.42 Lat. 37.50
Hs 1.26 M No. 105



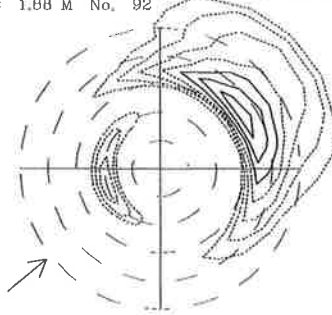
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

Discus East

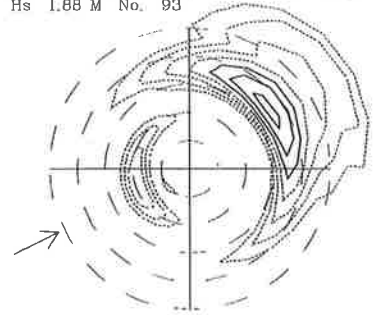
91/ 3/ 1 1: 0 Long. -73.40 Lat. 37.48
Hs 1.84 M No. 91



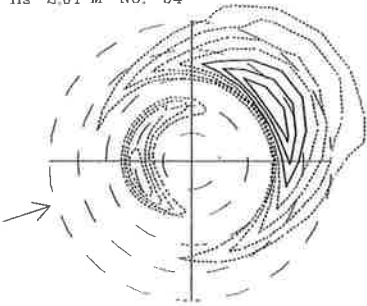
91/ 3/ 1 2: 0 Long. -73.40 Lat. 37.48
Hs 1.88 M No. 92



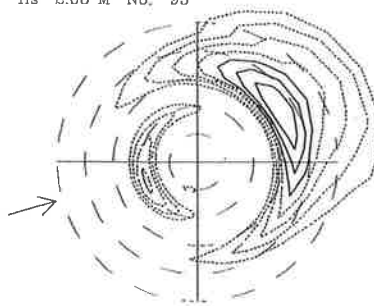
91/ 3/ 1 3: 0 Long. -73.40 Lat. 37.48
Hs 1.88 M No. 93



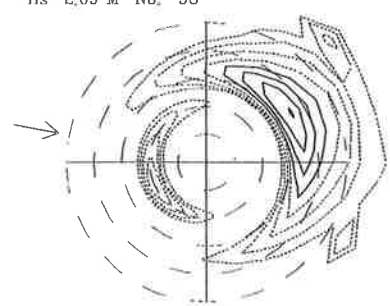
91/ 3/ 1 4: 0 Long. -73.40 Lat. 37.48
Hs 2.01 M No. 94



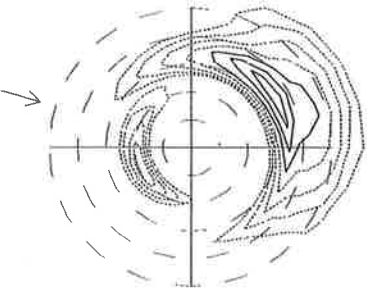
91/ 3/ 1 5: 0 Long. -73.40 Lat. 37.48
Hs 2.08 M No. 95



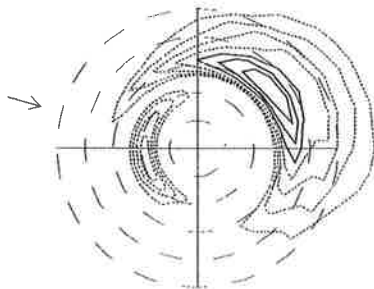
91/ 3/ 1 6: 0 Long. -73.40 Lat. 37.48
Hs 2.09 M No. 96



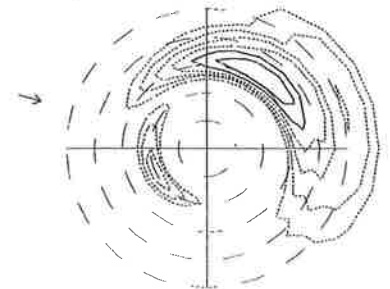
91/ 3/ 1 7: 0 Long. -73.40 Lat. 37.48
Hs 1.95 M No. 97



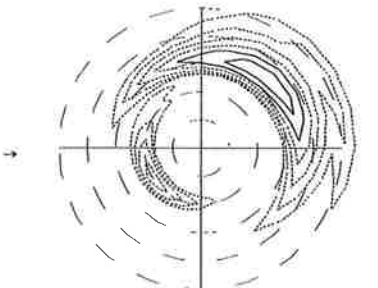
91/ 3/ 1 8: 0 Long. -73.40 Lat. 37.48
Hs 1.99 M No. 98



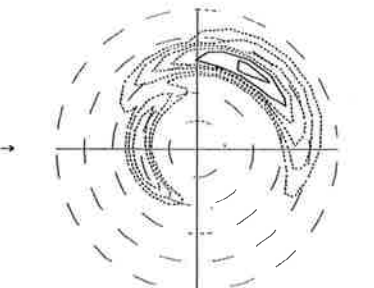
91/ 3/ 1 9: 0 Long. -73.40 Lat. 37.48
Hs 1.80 M No. 99



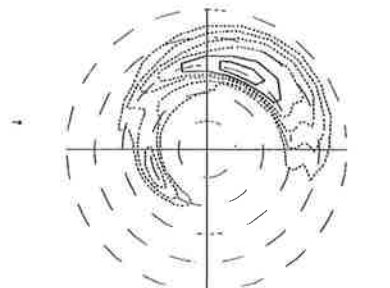
91/ 3/ 1 10: 0 Long. -73.40 Lat. 37.48
Hs 1.73 M No. 100



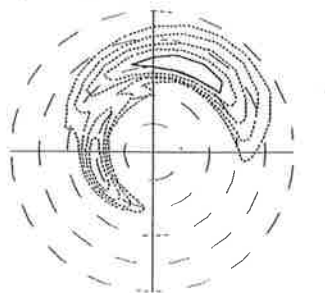
91/ 3/ 1 11: 0 Long. -73.40 Lat. 37.48
Hs 1.47 M No. 101



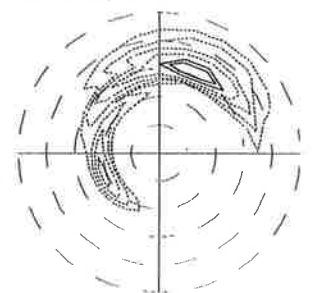
91/ 3/ 1 12: 0 Long. -73.40 Lat. 37.48
Hs 1.59 M No. 102



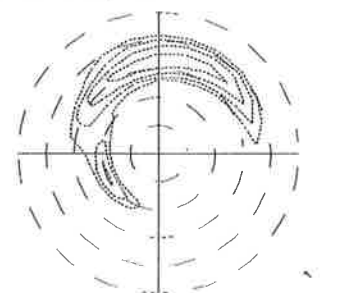
91/ 3/ 1 13: 0 Long. -73.40 Lat. 37.48
Hs 1.50 M No. 103



91/ 3/ 1 14: 0 Long. -73.40 Lat. 37.48
Hs 1.36 M No. 104



91/ 3/ 1 15: 0 Long. -73.40 Lat. 37.48
Hs 1.21 M No. 105

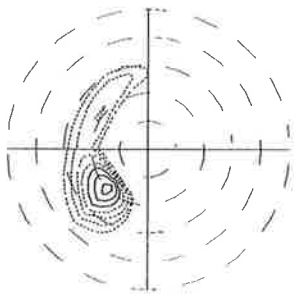


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

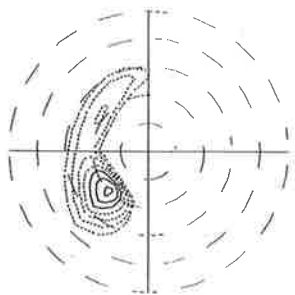


WAM fg to Discus East

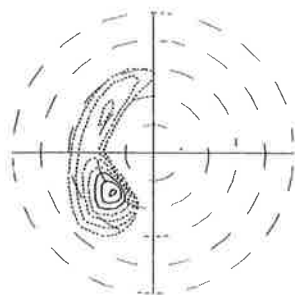
91/ 3/ 1 16: 0 Long. -73.42 Lat. 37.50
Hs 1.24 M No. 106



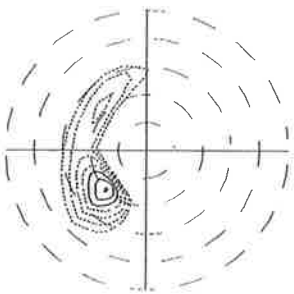
91/ 3/ 1 17: 0 Long. -73.42 Lat. 37.50
Hs 1.21 M No. 107



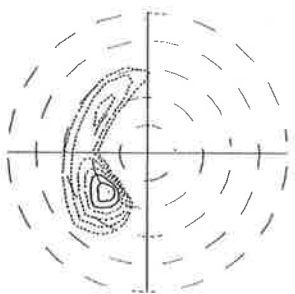
91/ 3/ 1 18: 0 Long. -73.42 Lat. 37.50
Hs 1.19 M No. 108



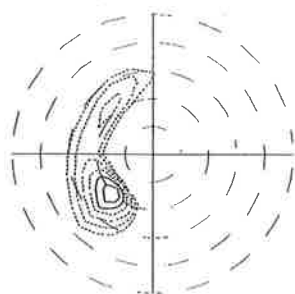
91/ 3/ 1 19: 0 Long. -73.42 Lat. 37.50
Hs 1.17 M No. 109



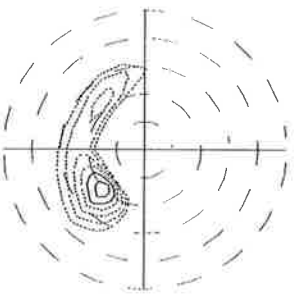
91/ 3/ 1 20: 0 Long. -73.42 Lat. 37.50
Hs 1.15 M No. 110



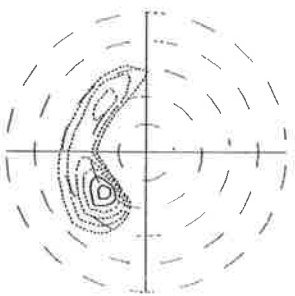
91/ 3/ 1 21: 0 Long. -73.42 Lat. 37.50
Hs 1.14 M No. 111



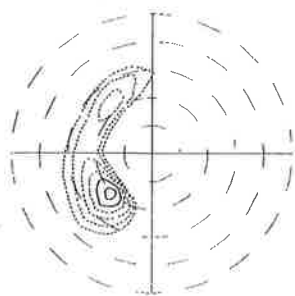
91/ 3/ 1 22: 0 Long. -73.42 Lat. 37.50
Hs 1.13 M No. 112



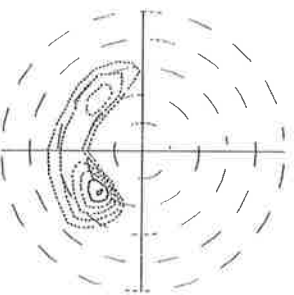
91/ 3/ 1 23: 0 Long. -73.42 Lat. 37.50
Hs 1.14 M No. 113



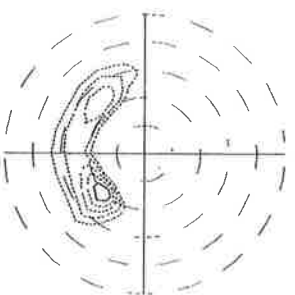
91/ 3/ 2 0: 0 Long. -73.42 Lat. 37.50
Hs 1.17 M No. 114



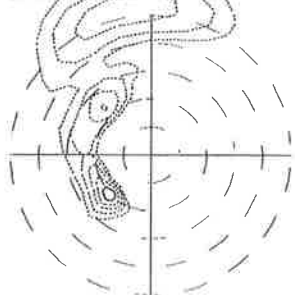
91/ 3/ 2 1: 0 Long. -73.42 Lat. 37.50
Hs 1.16 M No. 115



91/ 3/ 2 2: 0 Long. -73.42 Lat. 37.50
Hs 1.14 M No. 116



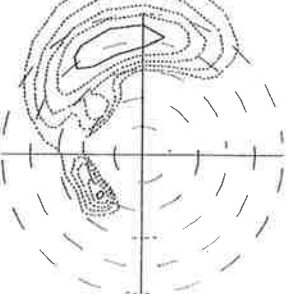
91/ 3/ 2 4: 0 Long. -73.42 Lat. 37.50
Hs 1.33 M No. 117



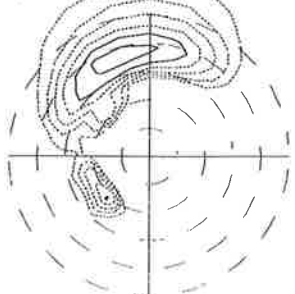
91/ 3/ 2 5: 0 Long. -73.42 Lat. 37.50
Hs 1.53 M No. 118



91/ 3/ 2 6: 0 Long. -73.42 Lat. 37.50
Hs 1.63 M No. 119



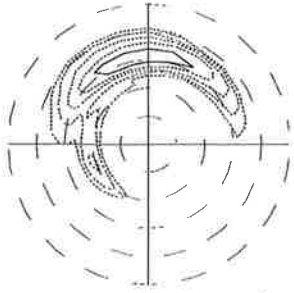
91/ 3/ 2 7: 0 Long. -73.42 Lat. 37.50
Hs 1.67 M No. 120



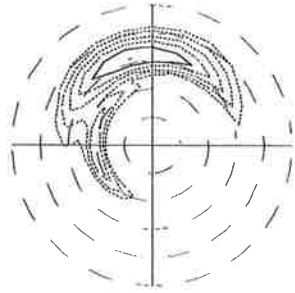
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus East

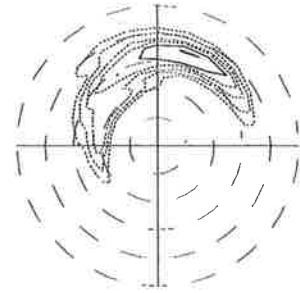
91/ 3/ 1 16: 0 Long. -73.40 Lat. 37.48
Hs 1.34 M No. 106



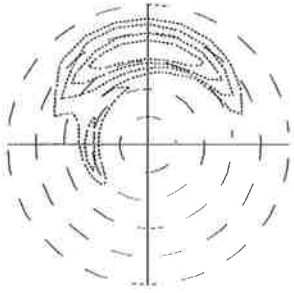
91/ 3/ 1 17: 0 Long. -73.40 Lat. 37.48
Hs 1.36 M No. 107



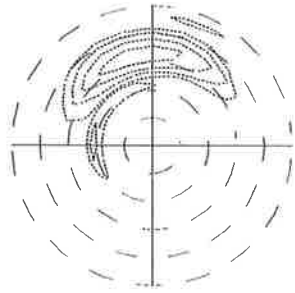
91/ 3/ 1 18: 0 Long. -73.40 Lat. 37.48
Hs 1.37 M No. 108



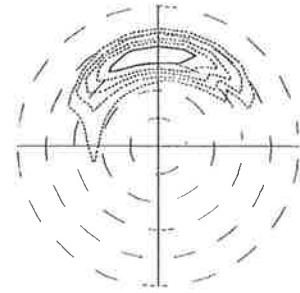
91/ 3/ 1 19: 0 Long. -73.40 Lat. 37.48
Hs 1.21 M No. 109



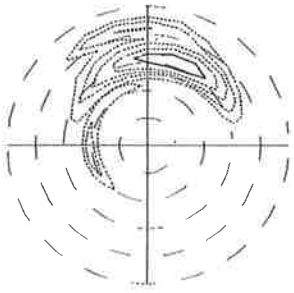
91/ 3/ 1 20: 0 Long. -73.40 Lat. 37.48
Hs 1.15 M No. 110



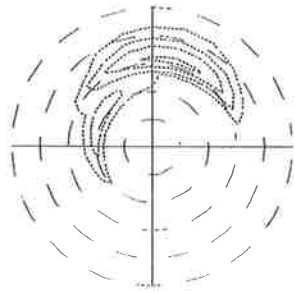
91/ 3/ 1 21: 0 Long. -73.40 Lat. 37.48
Hs 1.25 M No. 111



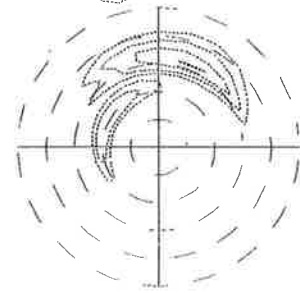
91/ 3/ 1 22: 0 Long. -73.40 Lat. 37.48
Hs 1.23 M No. 112



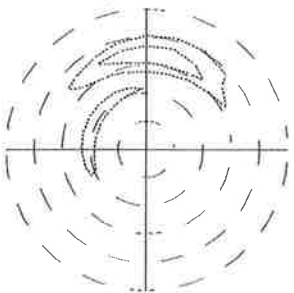
91/ 3/ 1 23: 0 Long. -73.40 Lat. 37.48
Hs 1.13 M No. 113



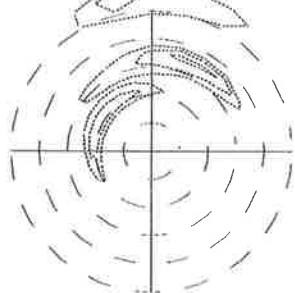
91/ 3/ 2 0: 0 Long. -73.40 Lat. 37.48
Hs 1.13 M No. 114



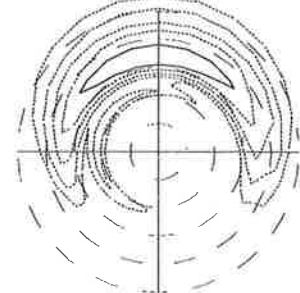
91/ 3/ 2 1: 0 Long. -73.40 Lat. 37.48
Hs 1.03 M No. 115



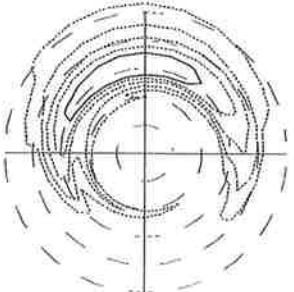
91/ 3/ 2 2: 0 Long. -73.40 Lat. 37.48
Hs 1.10 M No. 116



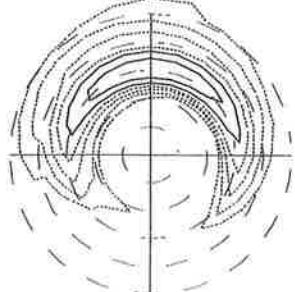
91/ 3/ 2 4: 0 Long. -73.40 Lat. 37.48
Hs 1.82 M No. 117



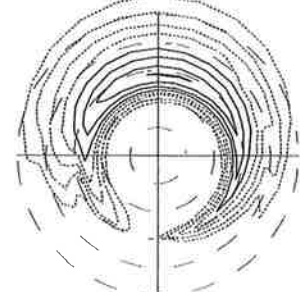
91/ 3/ 2 5: 0 Long. -73.40 Lat. 37.48
Hs 1.79 M No. 118



91/ 3/ 2 6: 0 Long. -73.40 Lat. 37.48
Hs 2.10 M No. 119



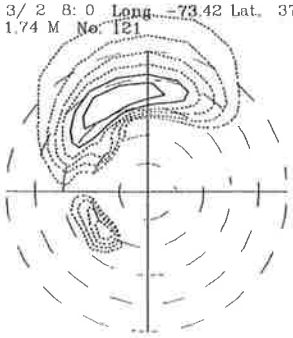
91/ 3/ 2 7: 0 Long. -73.40 Lat. 37.48
Hs 2.58 M No. 120



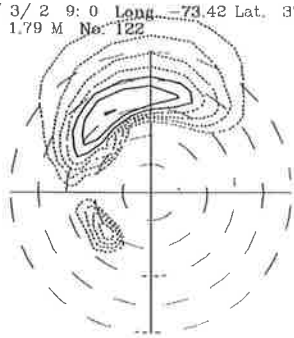
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus East

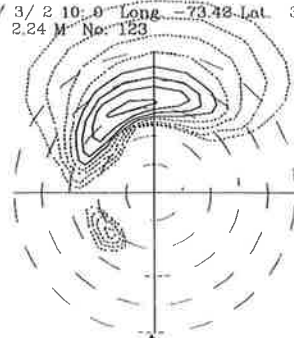
91/3/2 8:0 Long -73.42 Lat. 37.50
Hs 1.74 M No. 121



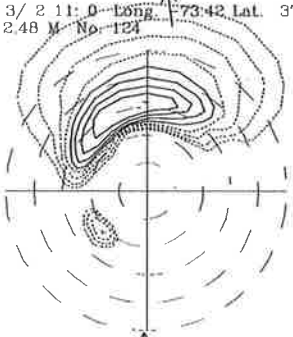
91/3/2 9:0 Long -73.42 Lat. 37.50
Hs 1.79 M No. 122



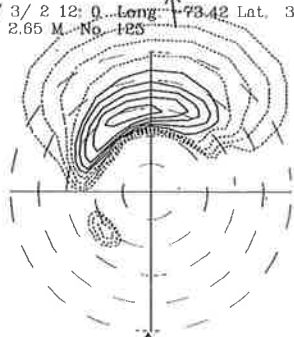
91/3/2 10:0 Long -73.42 Lat. 37.50
Hs 2.24 M No. 123



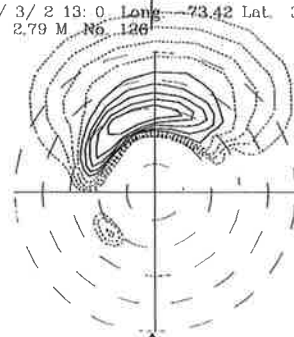
91/3/2 11:0 Long -73.42 Lat. 37.50
Hs 2.48 M No. 124



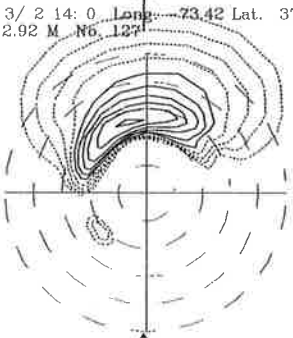
91/3/2 12:0 Long -73.42 Lat. 37.50
Hs 2.65 M No. 125



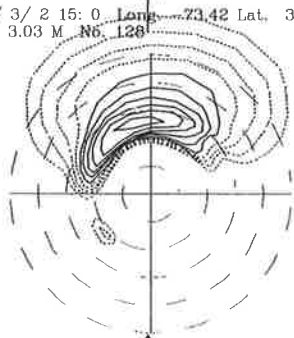
91/3/2 13:0 Long -73.42 Lat. 37.50
Hs 2.79 M No. 126



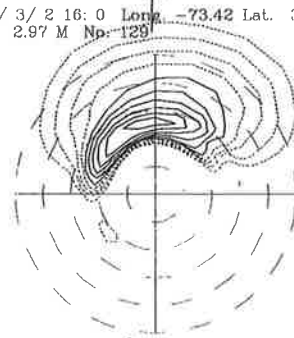
91/3/2 14:0 Long -73.42 Lat. 37.50
Hs 2.92 M No. 127



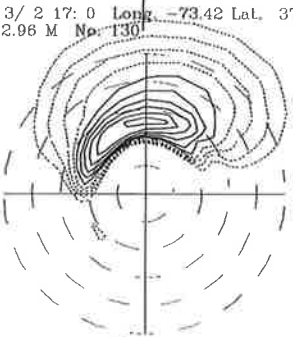
91/3/2 15:0 Long -73.42 Lat. 37.50
Hs 3.03 M No. 128



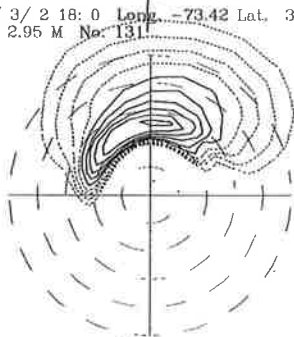
91/3/2 16:0 Long -73.42 Lat. 37.50
Hs 2.97 M No. 129



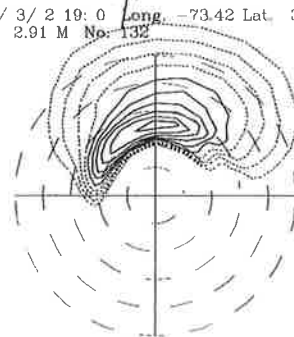
91/3/2 17:0 Long -73.42 Lat. 37.50
Hs 2.96 M No. 130



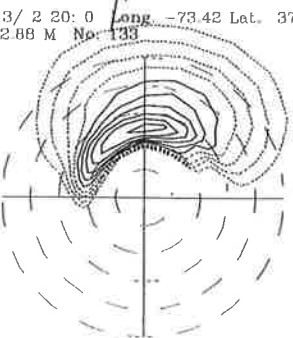
91/3/2 18:0 Long -73.42 Lat. 37.50
Hs 2.95 M No. 131



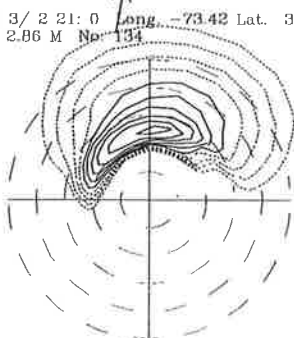
91/3/2 19:0 Long -73.42 Lat. 37.50
Hs 2.91 M No. 132



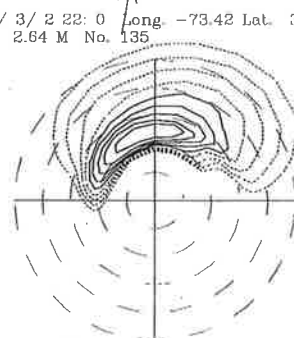
91/3/2 20:0 Long -73.42 Lat. 37.50
Hs 2.88 M No. 133



91/3/2 21:0 Long -73.42 Lat. 37.50
Hs 2.86 M No. 134



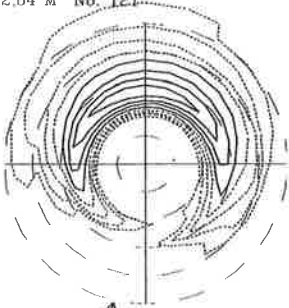
91/3/2 22:0 Long -73.42 Lat. 37.50
Hs 2.64 M No. 135



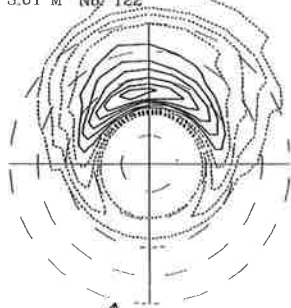
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

Discus East

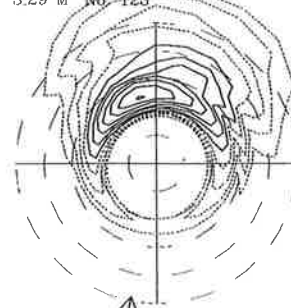
91/ 3/ 2 8: 0 Long. -73.40 Lat. 37.48
Hs 2.84 M No. 121



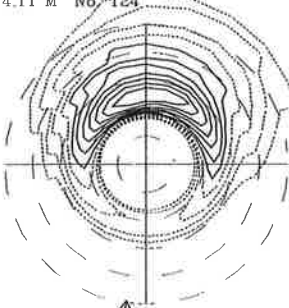
91/ 3/ 2 9: 0 Long. -73.40 Lat. 37.48
Hs 3.01 M No. 122



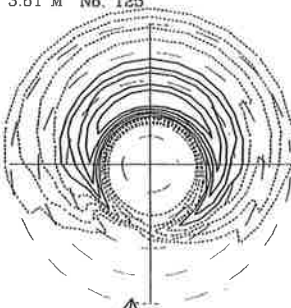
91/ 3/ 2 10: 0 Long. -73.40 Lat. 37.48
Hs 3.29 M No. 123



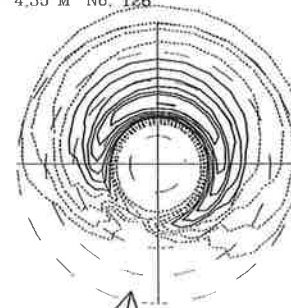
91/ 3/ 2 11: 0 Long. -73.40 Lat. 37.48
Hs 4.11 M No. 124



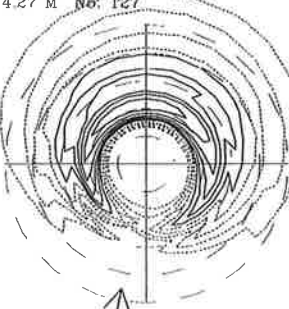
91/ 3/ 2 12: 0 Long. -73.40 Lat. 37.48
Hs 3.61 M No. 125



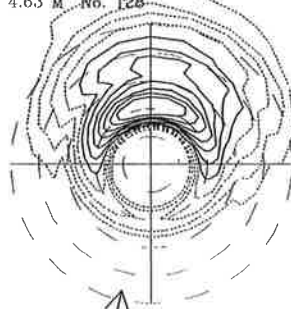
91/ 3/ 2 13: 0 Long. -73.40 Lat. 37.48
Hs 4.35 M No. 126



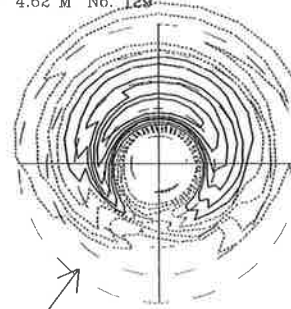
91/ 3/ 2 14: 0 Long. -73.40 Lat. 37.48
Hs 4.27 M No. 127



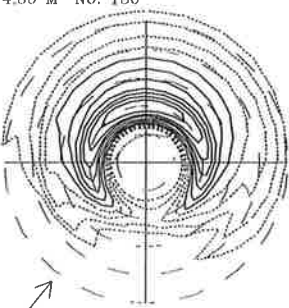
91/ 3/ 2 15: 0 Long. -73.40 Lat. 37.48
Hs 4.63 M No. 128



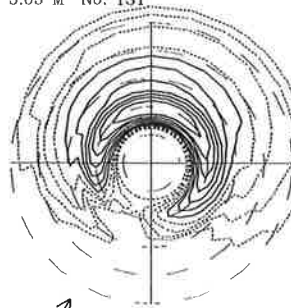
91/ 3/ 2 16: 0 Long. -73.40 Lat. 37.48
Hs 4.62 M No. 129



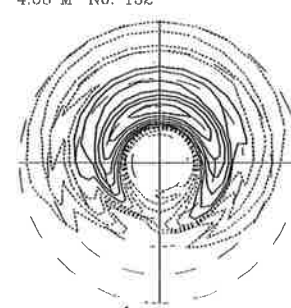
91/ 3/ 2 17: 0 Long. -73.40 Lat. 37.48
Hs 4.86 M No. 130



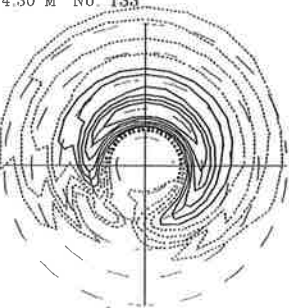
91/ 3/ 2 18: 0 Long. -73.40 Lat. 37.48
Hs 5.05 M No. 131



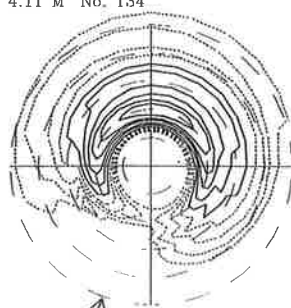
91/ 3/ 2 19: 0 Long. -73.40 Lat. 37.48
Hs 4.68 M No. 132



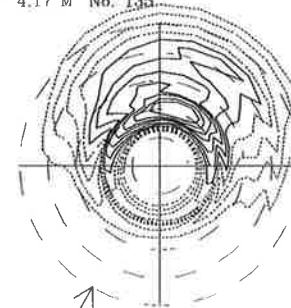
91/ 3/ 2 20: 0 Long. -73.40 Lat. 37.48
Hs 4.30 M No. 133



91/ 3/ 2 21: 0 Long. -73.40 Lat. 37.48
Hs 4.11 M No. 134



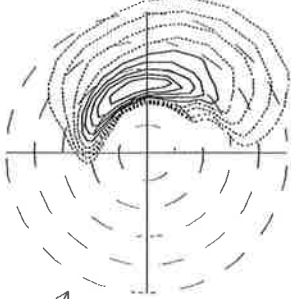
91/ 3/ 2 22: 0 Long. -73.40 Lat. 37.48
Hs 4.17 M No. 135



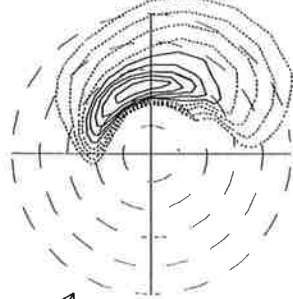
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM fg to Discus East

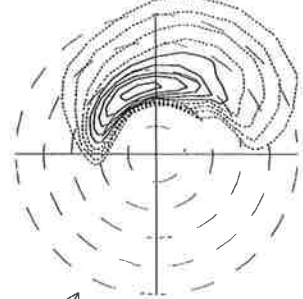
91/ 3/ 2 23: 0 Long. -73.42 Lat. 37.50
Hs 2.53 M No. 136



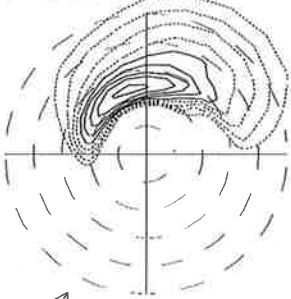
91/ 3/ 3 0: 0 Long. -73.42 Lat. 37.50
Hs 2.45 M No. 137



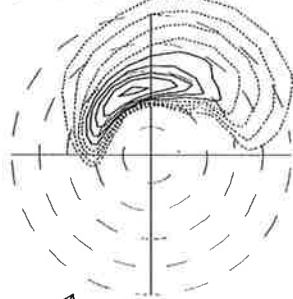
91/ 3/ 3 1: 0 Long. -73.42 Lat. 37.50
Hs 2.40 M No. 138



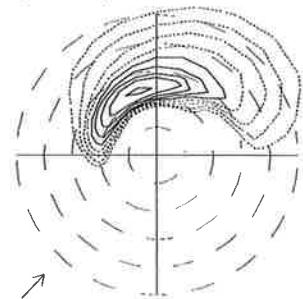
91/ 3/ 3 2: 0 Long. -73.42 Lat. 37.50
Hs 2.37 M No. 139



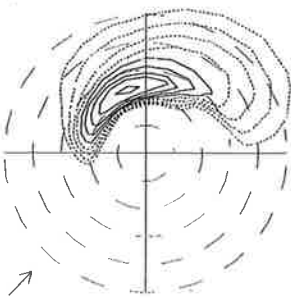
91/ 3/ 3 3: 0 Long. -73.42 Lat. 37.50
Hs 2.34 M No. 140



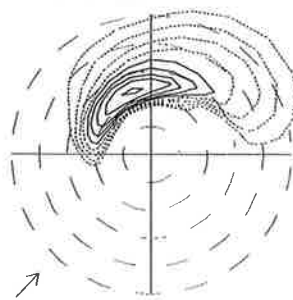
91/ 3/ 3 4: 0 Long. -73.42 Lat. 37.50
Hs 2.27 M No. 141



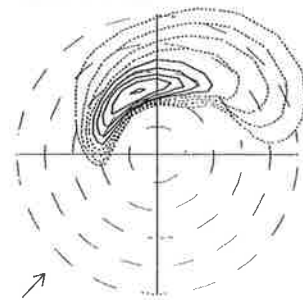
91/ 3/ 3 5: 0 Long. -73.42 Lat. 37.50
Hs 2.22 M No. 142



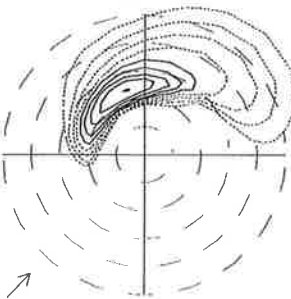
91/ 3/ 3 6: 0 Long. -73.42 Lat. 37.50
Hs 2.18 M No. 143



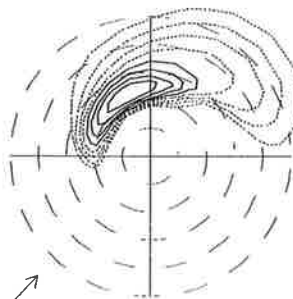
91/ 3/ 3 7: 0 Long. -73.42 Lat. 37.50
Hs 2.15 M No. 144



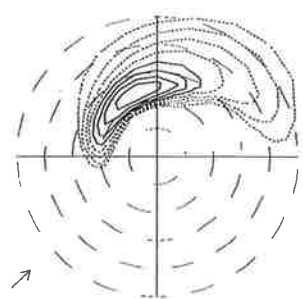
91/ 3/ 3 8: 0 Long. -73.42 Lat. 37.50
Hs 2.12 M No. 145



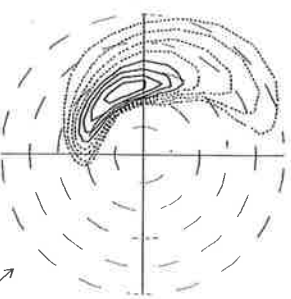
91/ 3/ 3 9: 0 Long. -73.42 Lat. 37.50
Hs 2.08 M No. 146



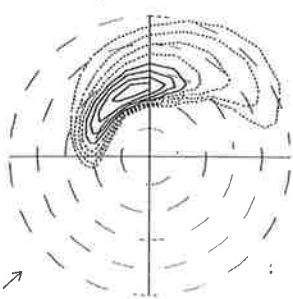
91/ 3/ 3 10: 0 Long. -73.42 Lat. 37.50
Hs 1.98 M No. 147



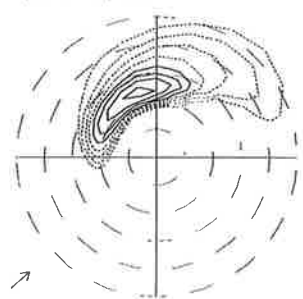
91/ 3/ 3 11: 0 Long. -73.42 Lat. 37.50
Hs 1.91 M No. 148



91/ 3/ 3 12: 0 Long. -73.42 Lat. 37.50
Hs 1.85 M No. 149



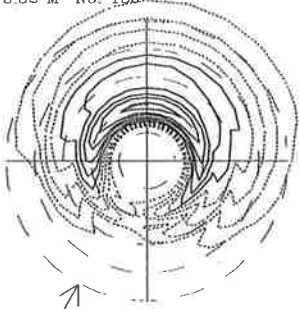
91/ 3/ 3 13: 0 Long. -73.42 Lat. 37.50
Hs 1.79 M No. 150



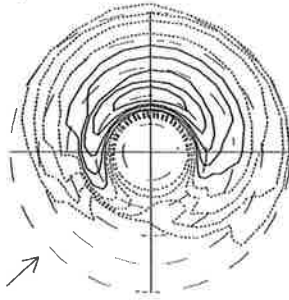
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus East

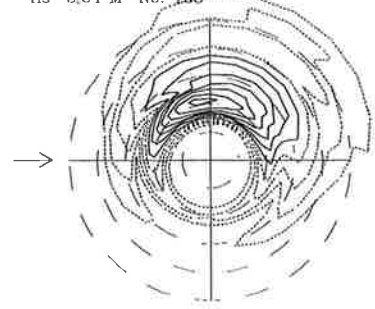
91/ 3/ 2 23: 0 Long. -73.40 Lat. 37.48
Hs 3.82 M No. 136



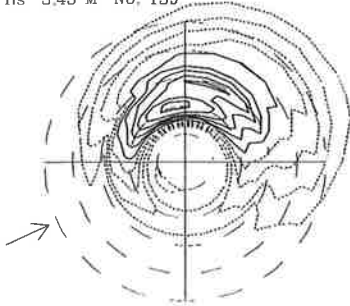
91/ 3/ 3 0: 0 Long. -73.40 Lat. 37.48
Hs 3.68 M No. 137



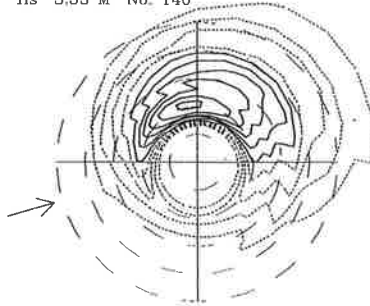
91/ 3/ 3 1: 0 Long. -73.40 Lat. 37.48
Hs 3.64 M No. 138



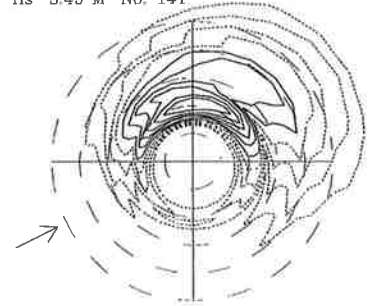
91/ 3/ 3 2: 0 Long. -73.40 Lat. 37.48
Hs 3.43 M No. 139



91/ 3/ 3 3: 0 Long. -73.40 Lat. 37.48
Hs 3.53 M No. 140



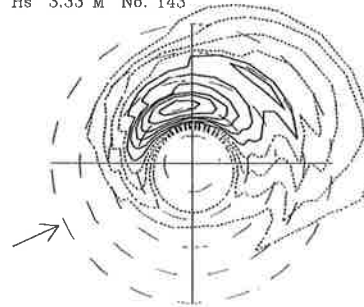
91/ 3/ 3 4: 0 Long. -73.40 Lat. 37.48
Hs 3.49 M No. 141



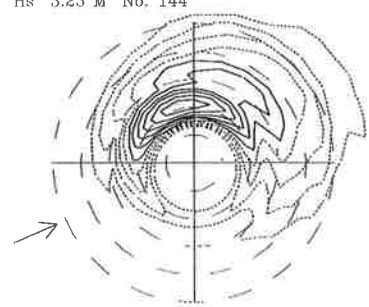
91/ 3/ 3 5: 0 Long. -73.40 Lat. 37.48
Hs 3.54 M No. 142



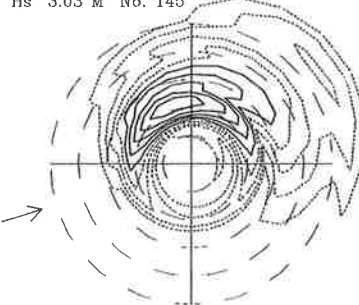
91/ 3/ 3 6: 0 Long. -73.40 Lat. 37.48
Hs 3.33 M No. 143



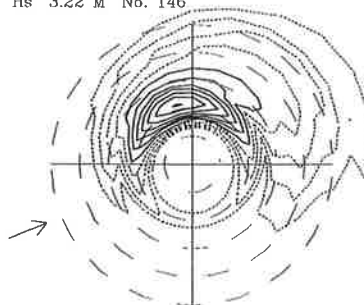
91/ 3/ 3 7: 0 Long. -73.40 Lat. 37.48
Hs 3.23 M No. 144



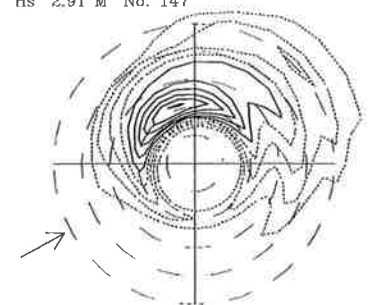
91/ 3/ 3 8: 0 Long. -73.40 Lat. 37.48
Hs 3.03 M No. 145



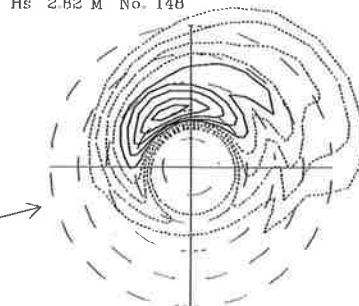
91/ 3/ 3 9: 0 Long. -73.40 Lat. 37.48
Hs 3.22 M No. 146



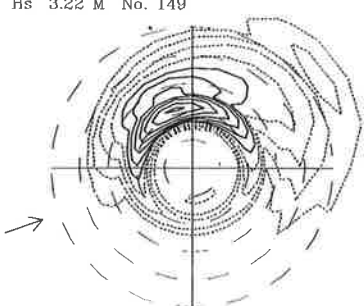
91/ 3/ 3 10: 0 Long. -73.40 Lat. 37.48
Hs 2.91 M No. 147



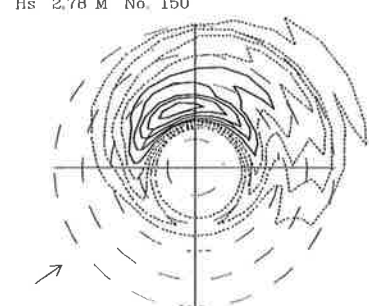
91/ 3/ 3 11: 0 Long. -73.40 Lat. 37.48
Hs 2.82 M No. 148



91/ 3/ 3 12: 0 Long. -73.40 Lat. 37.48
Hs 3.22 M No. 149



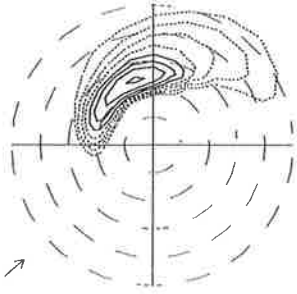
91/ 3/ 3 13: 0 Long. -73.40 Lat. 37.48
Hs 2.78 M No. 150



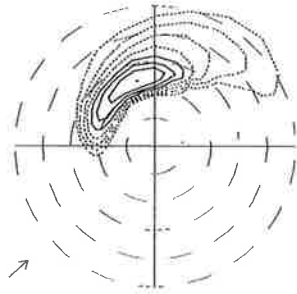
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus East

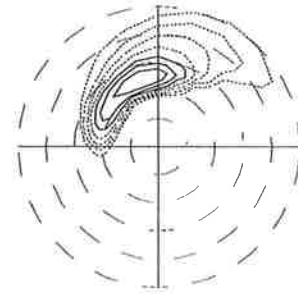
91/ 3/ 3 14: 0 Long. -73.42 Lat. 37.50
Hs 1.74 M No. 151



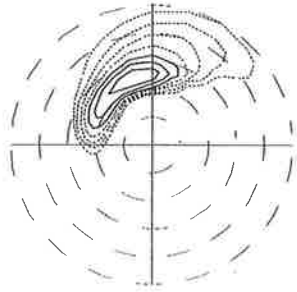
91/ 3/ 3 15: 0 Long. -73.42 Lat. 37.50
Hs 1.70 M No. 152



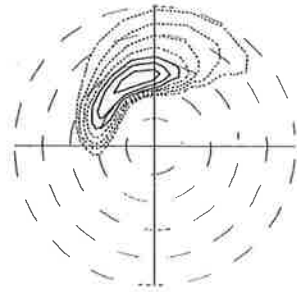
91/ 3/ 3 16: 0 Long. -73.42 Lat. 37.50
Hs 1.64 M No. 153



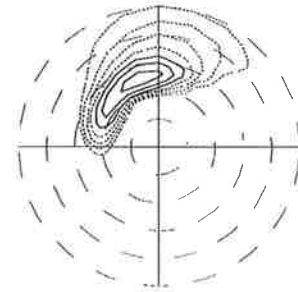
91/ 3/ 3 17: 0 Long. -73.42 Lat. 37.50
Hs 1.61 M No. 154



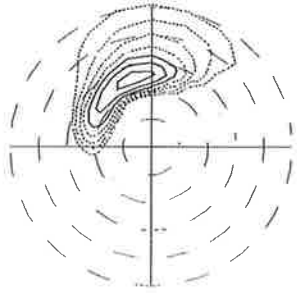
91/ 3/ 3 18: 0 Long. -73.42 Lat. 37.50
Hs 1.58 M No. 155



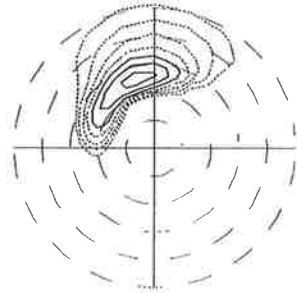
91/ 3/ 3 19: 0 Long. -73.42 Lat. 37.50
Hs 1.57 M No. 156



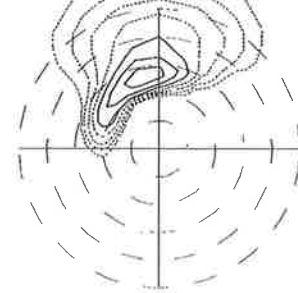
91/ 3/ 3 20: 0 Long. -73.42 Lat. 37.50
Hs 1.56 M No. 157



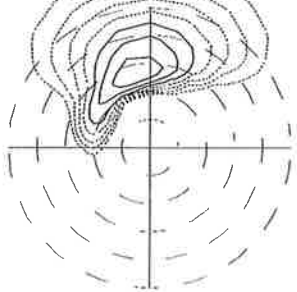
91/ 3/ 3 21: 0 Long. -73.42 Lat. 37.50
Hs 1.56 M No. 158



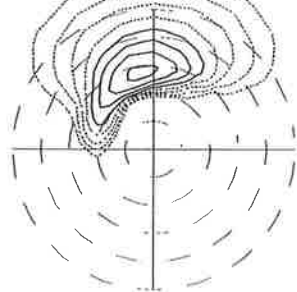
91/ 3/ 3 22: 0 Long. -73.42 Lat. 37.50
Hs 1.82 M No. 159



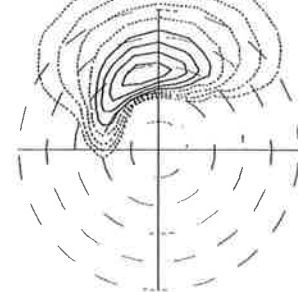
91/ 3/ 3 23: 0 Long. -73.42 Lat. 37.50
Hs 2.03 M No. 160



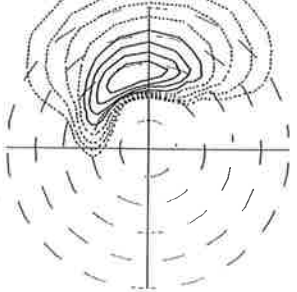
91/ 3/ 4 0: 0 Long. -73.42 Lat. 37.50
Hs 2.13 M No. 161



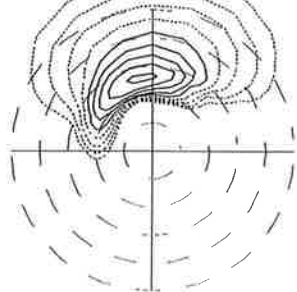
91/ 3/ 4 1: 0 Long. -73.42 Lat. 37.50
Hs 2.24 M No. 162



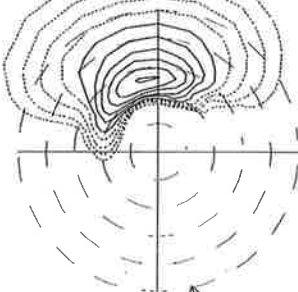
91/ 3/ 4 2: 0 Long. -73.42 Lat. 37.50
Hs 2.33 M No. 163



91/ 3/ 4 3: 0 Long. -73.42 Lat. 37.50
Hs 2.41 M No. 164



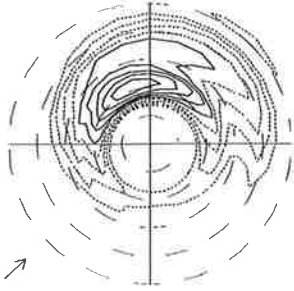
91/ 3/ 4 4: 0 Long. -73.42 Lat. 37.50
Hs 2.89 M No. 165



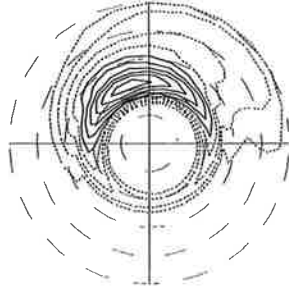
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus East

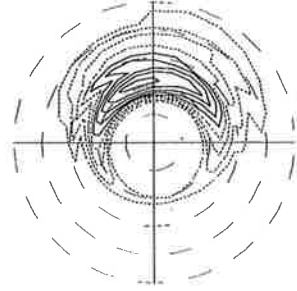
91/ 3/ 3 14: 0 Long. -73.40 Lat. 37.48
Hs 2.76 M No. 151



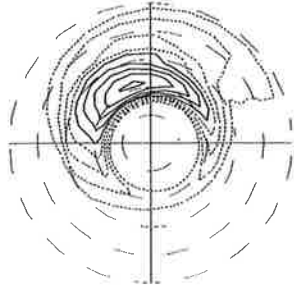
91/ 3/ 3 15: 0 Long. -73.40 Lat. 37.48
Hs 2.85 M No. 152



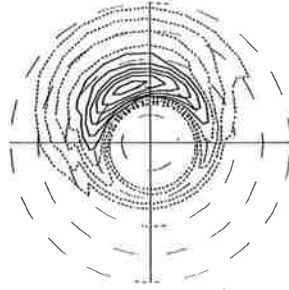
91/ 3/ 3 16: 0 Long. -73.40 Lat. 37.48
Hs 2.49 M No. 153



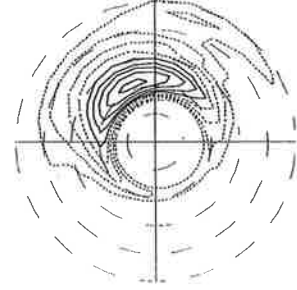
91/ 3/ 3 17: 0 Long. -73.40 Lat. 37.48
Hs 2.52 M No. 154



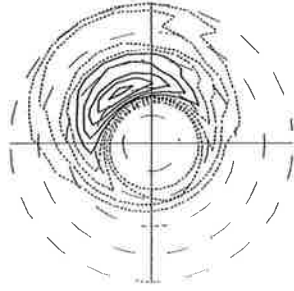
91/ 3/ 3 18: 0 Long. -73.40 Lat. 37.48
Hs 2.65 M No. 155



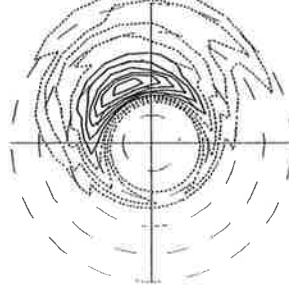
91/ 3/ 3 19: 0 Long. -73.40 Lat. 37.48
Hs 2.38 M No. 156



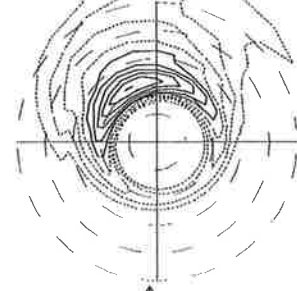
91/ 3/ 3 20: 0 Long. -73.40 Lat. 37.48
Hs 2.45 M No. 157



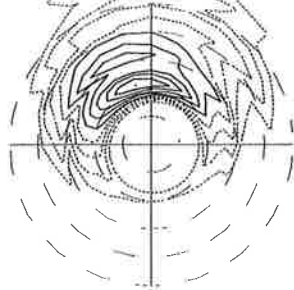
91/ 3/ 3 21: 0 Long. -73.40 Lat. 37.48
Hs 2.75 M No. 158



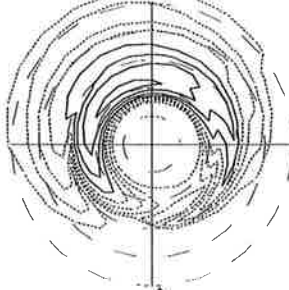
91/ 3/ 3 22: 0 Long. -73.40 Lat. 37.48
Hs 2.72 M No. 159



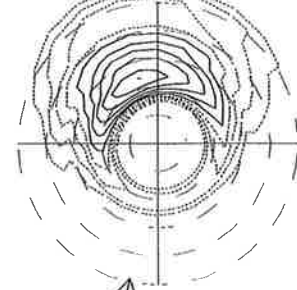
91/ 3/ 3 23: 0 Long. -73.40 Lat. 37.48
Hs 2.76 M No. 160



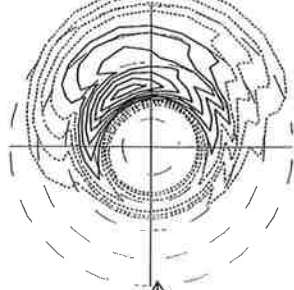
91/ 3/ 4 0: 0 Long. -73.40 Lat. 37.48
Hs 3.03 M No. 161



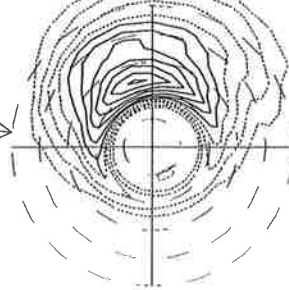
91/ 3/ 4 1: 0 Long. -73.40 Lat. 37.48
Hs 3.11 M No. 162



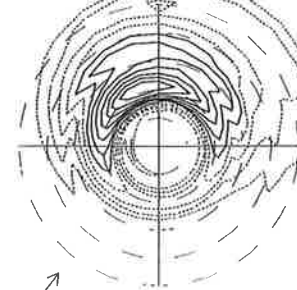
91/ 3/ 4 2: 0 Long. -73.40 Lat. 37.48
Hs 3.70 M No. 163



91/ 3/ 4 3: 0 Long. -73.40 Lat. 37.48
Hs 3.53 M No. 164



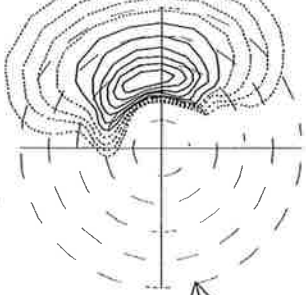
91/ 3/ 4 4: 0 Long. -73.40 Lat. 37.48
Hs 4.03 M No. 165



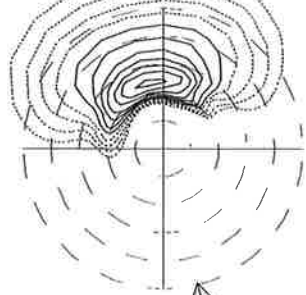
DASHED LINES: -1.00 -0.80 -0.60 -0.40
SOLID LINES: -0.20 0 .20 .40 .60 .80 1.00

WAM fg to Discus East

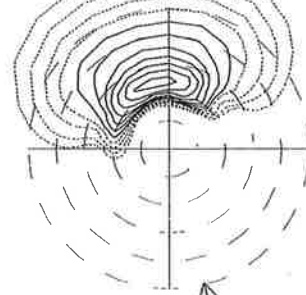
91/ 3/ 4 5: 0 Long -73.42 Lat. 37.50
Hs 3.19 M No. 166



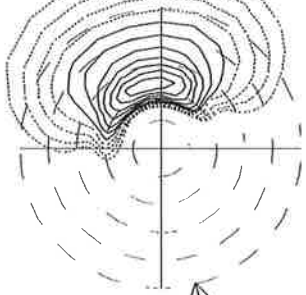
91/ 3/ 4 6: 0 Long -73.42 Lat. 37.50
Hs 3.40 M No. 167



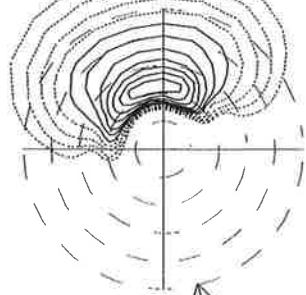
91/ 3/ 4 7: 0 Long -73.42 Lat. 37.50
Hs 3.65 M No. 168



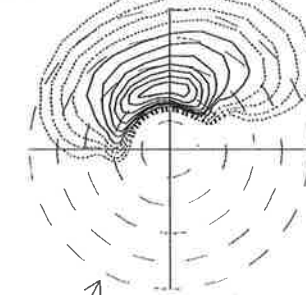
91/ 3/ 4 8: 0 Long -73.42 Lat. 37.50
Hs 3.82 M No. 169



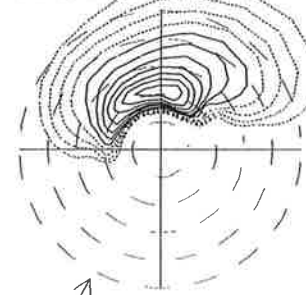
91/ 3/ 4 9: 0 Long -73.42 Lat. 37.50
Hs 3.97 M No. 170



91/ 3/ 4 10: 0 Long -73.42 Lat. 37.50
Hs 3.81 M No. 171



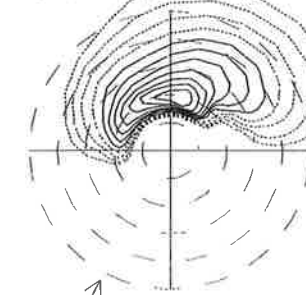
91/ 3/ 4 11: 0 Long -73.42 Lat. 37.50
Hs 3.80 M No. 172



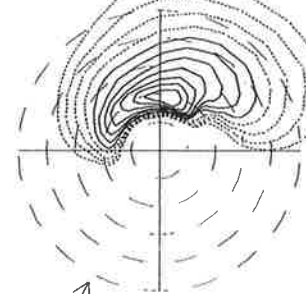
91/ 3/ 4 12: 0 Long -73.42 Lat. 37.50
Hs 3.82 M No. 173



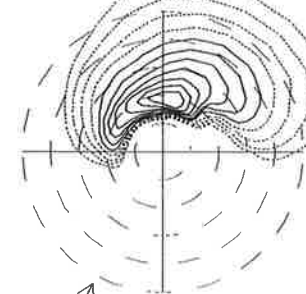
91/ 3/ 4 13: 0 Long -73.42 Lat. 37.50
Hs 3.75 M No. 174



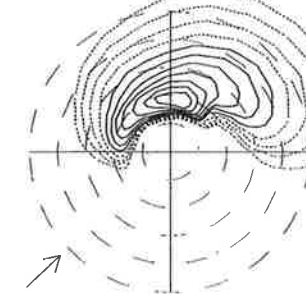
91/ 3/ 4 14: 0 Long -73.42 Lat. 37.50
Hs 3.77 M No. 175



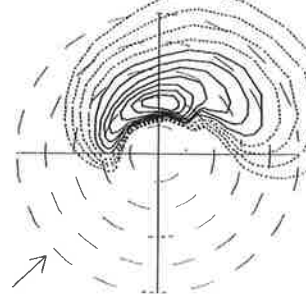
91/ 3/ 4 15: 0 Long -73.42 Lat. 37.50
Hs 3.81 M No. 176



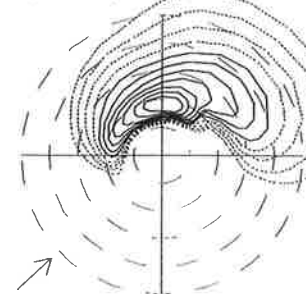
91/ 3/ 4 16: 0 Long -73.42 Lat. 37.50
Hs 3.81 M No. 177



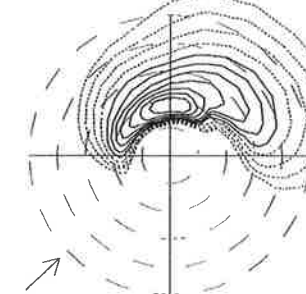
91/ 3/ 4 17: 0 Long -73.42 Lat. 37.50
Hs 3.84 M No. 178



91/ 3/ 4 18: 0 Long -73.42 Lat. 37.50
Hs 3.89 M No. 179



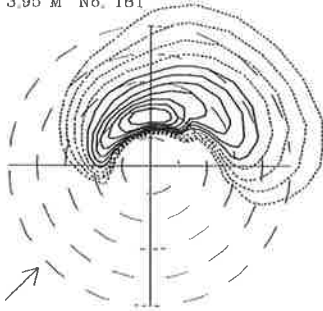
91/ 3/ 4 19: 0 Long -73.42 Lat. 37.50
Hs 3.92 M No. 180



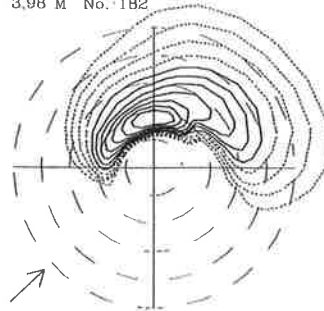
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM fg to Discus East

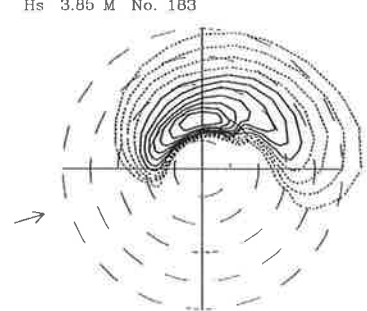
91/ 3/ 4 20: 0 Long. -73.42 Lat. 37.50
Hs 3.95 M No. 181



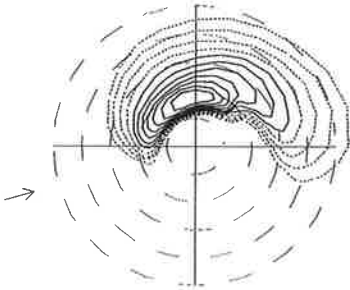
91/ 3/ 4 21: 0 Long. -73.42 Lat. 37.50
Hs 3.98 M No. 182



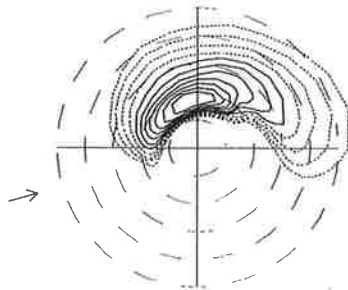
91/ 3/ 4 22: 0 Long. -73.42 Lat. 37.50
Hs 3.85 M No. 183



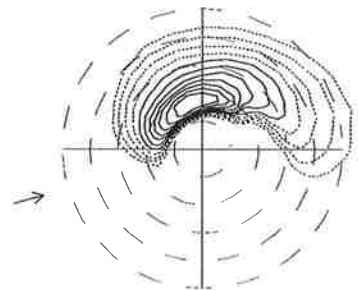
91/ 3/ 4 23: 0 Long. -73.42 Lat. 37.50
Hs 3.79 M No. 184



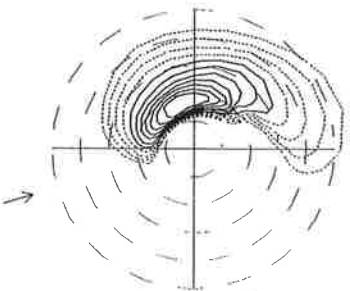
91/ 3/ 5 0: 0 Long. -73.42 Lat. 37.50
Hs 3.74 M No. 185



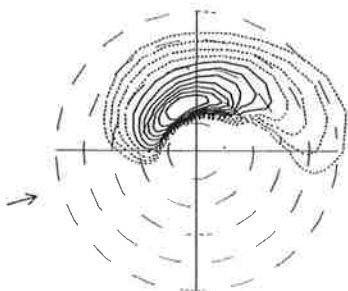
91/ 3/ 5 1: 0 Long. -73.42 Lat. 37.50
Hs 3.74 M No. 186



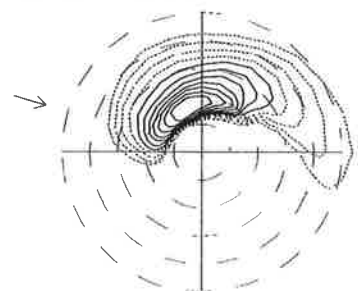
91/ 3/ 5 2: 0 Long. -73.42 Lat. 37.50
Hs 3.73 M No. 187



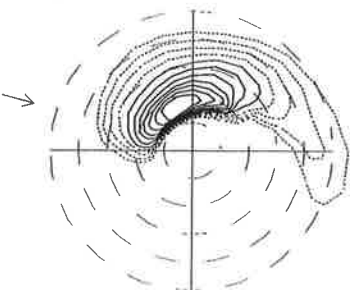
91/ 3/ 5 3: 0 Long. -73.42 Lat. 37.50
Hs 3.71 M No. 188



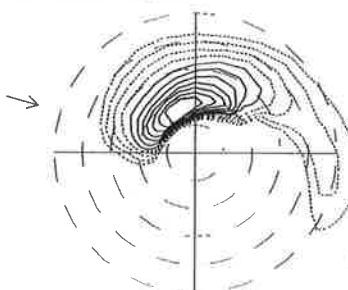
91/ 3/ 5 4: 0 Long. -73.42 Lat. 37.50
Hs 3.67 M No. 189



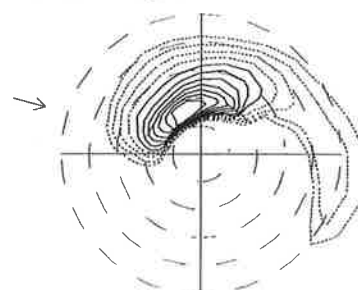
91/ 3/ 5 5: 0 Long. -73.42 Lat. 37.50
Hs 3.63 M No. 190



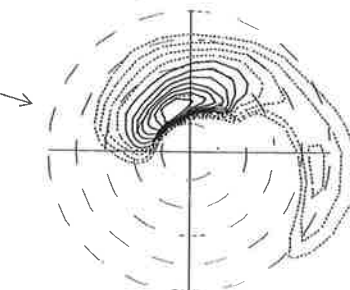
91/ 3/ 5 6: 0 Long. -73.42 Lat. 37.50
Hs 3.59 M No. 191



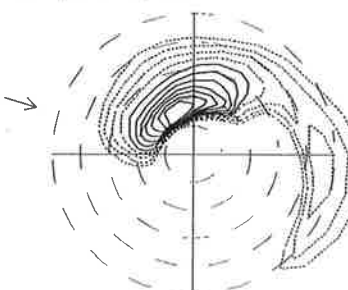
91/ 3/ 5 7: 0 Long. -73.42 Lat. 37.50
Hs 3.51 M No. 192



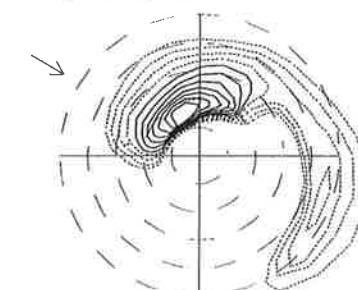
91/ 3/ 5 8: 0 Long. -73.42 Lat. 37.50
Hs 3.45 M No. 193



91/ 3/ 5 9: 0 Long. -73.42 Lat. 37.50
Hs 3.41 M No. 194



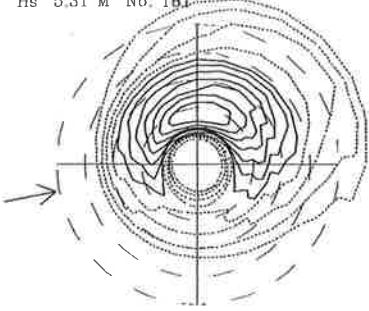
91/ 3/ 5 10: 0 Long. -73.42 Lat. 37.50
Hs 3.39 M No. 195



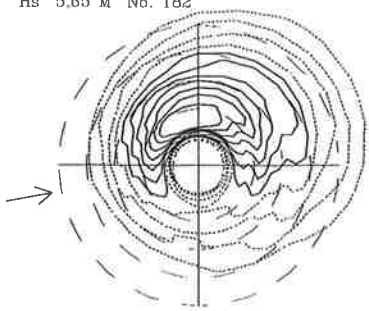
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

Discus East

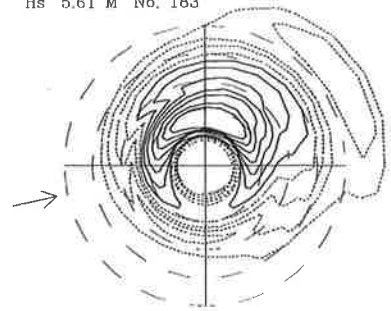
91/ 3/ 4 20: 0 Long. -73.40 Lat. 37.48
Hs 5.31 M No. 181



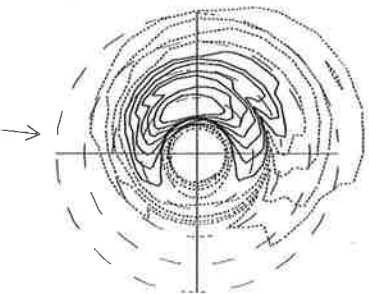
91/ 3/ 4 21: 0 Long. -73.40 Lat. 37.48
Hs 5.65 M No. 182



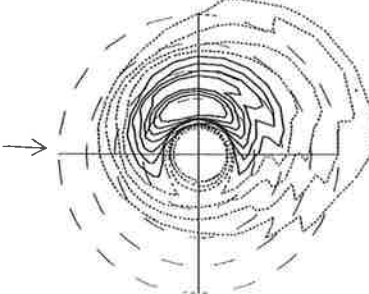
91/ 3/ 4 22: 0 Long. -73.40 Lat. 37.48
Hs 5.61 M No. 183



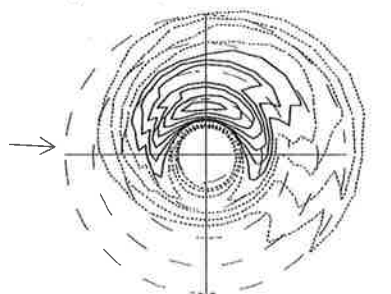
91/ 3/ 4 23: 0 Long. -73.40 Lat. 37.48
Hs 5.37 M No. 184



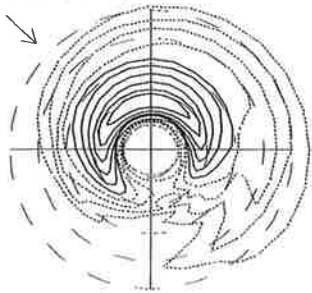
91/ 3/ 5 0: 0 Long. -73.40 Lat. 37.48
Hs 5.17 M No. 185



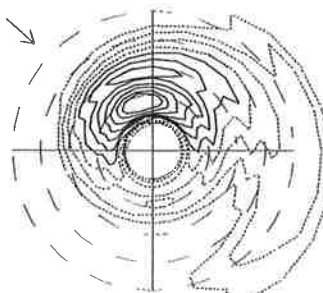
91/ 3/ 5 1: 0 Long. -73.40 Lat. 37.48
Hs 4.34 M No. 186



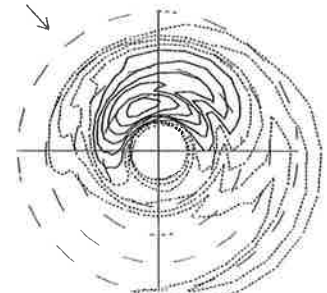
91/ 3/ 5 2: 0 Long. -73.40 Lat. 37.48
Hs 4.44 M No. 187



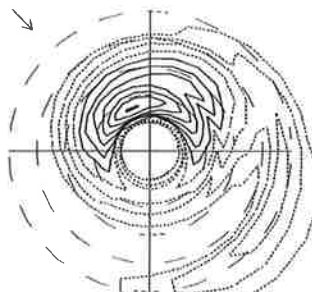
91/ 3/ 5 3: 0 Long. -73.40 Lat. 37.48
Hs 4.26 M No. 188



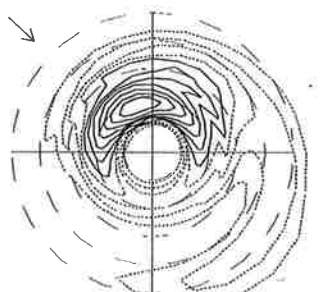
91/ 3/ 5 4: 0 Long. -73.40 Lat. 37.48
Hs 3.71 M No. 189



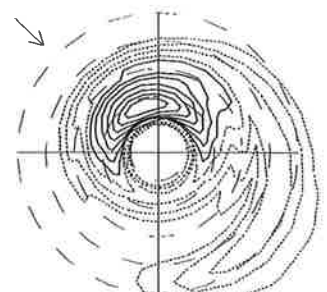
91/ 3/ 5 5: 0 Long. -73.40 Lat. 37.48
Hs 3.81 M No. 190



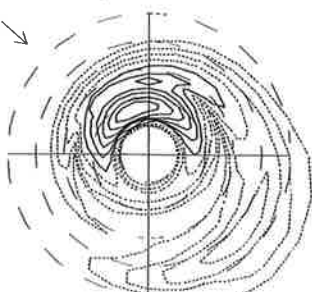
91/ 3/ 5 6: 0 Long. -73.40 Lat. 37.48
Hs 4.14 M No. 191



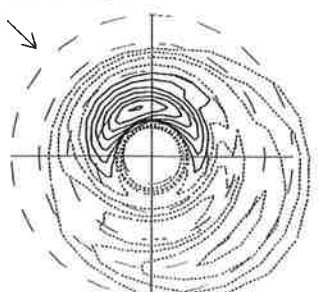
91/ 3/ 5 7: 0 Long. -73.40 Lat. 37.48
Hs 4.11 M No. 192



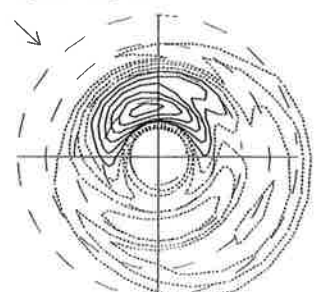
91/ 3/ 5 8: 0 Long. -73.40 Lat. 37.48
Hs 3.55 M No. 193



91/ 3/ 5 9: 0 Long. -73.40 Lat. 37.48
Hs 3.69 M No. 194



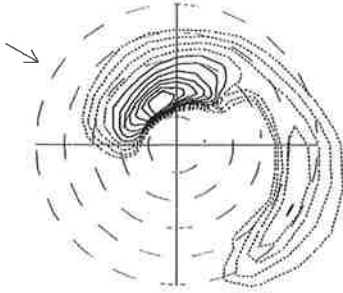
91/ 3/ 5 10: 0 Long. -73.40 Lat. 37.48
Hs 3.40 M No. 195



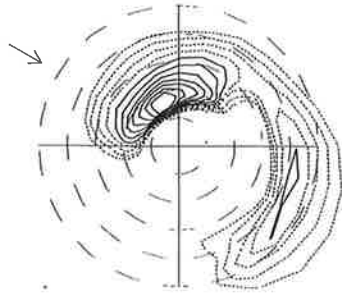
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus East

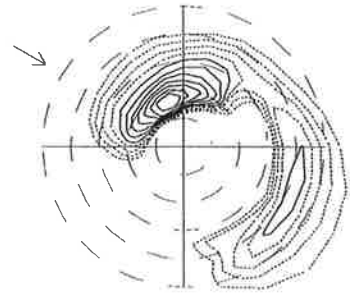
91/ 3/ 5 11: 0 Long. -73.42 Lat. 37.50
Hs 3.37 M No. 196



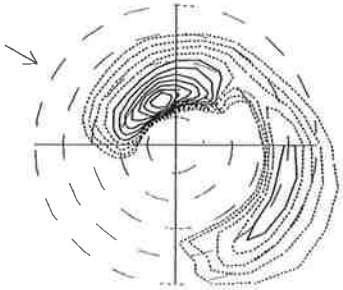
91/ 3/ 5 12: 0 Long. -73.42 Lat. 37.50
Hs 3.33 M No. 197



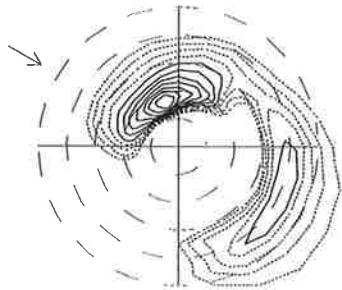
91/ 3/ 5 13: 0 Long. -73.42 Lat. 37.50
Hs 3.26 M No. 198



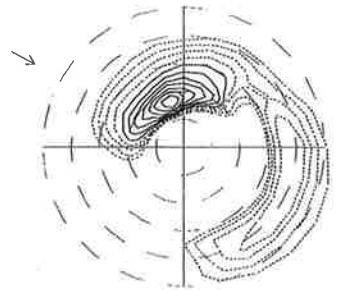
91/ 3/ 5 14: 0 Long. -73.42 Lat. 37.50
Hs 3.17 M No. 199



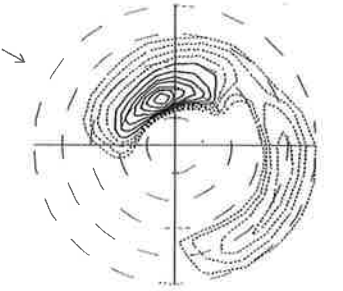
91/ 3/ 5 15: 0 Long. -73.42 Lat. 37.50
Hs 3.07 M No. 200



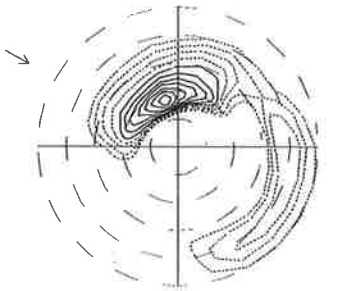
91/ 3/ 5 16: 0 Long. -73.42 Lat. 37.50
Hs 2.89 M No. 201



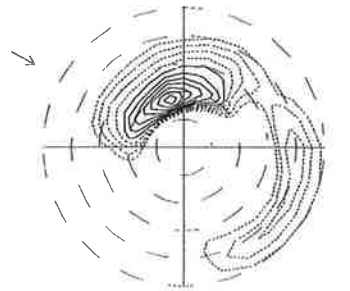
91/ 3/ 5 17: 0 Long. -73.42 Lat. 37.50
Hs 2.75 M No. 202



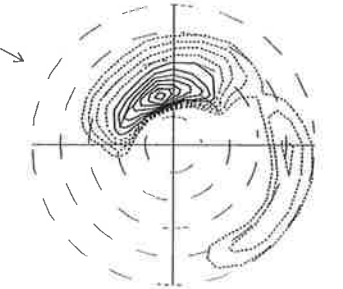
91/ 3/ 5 18: 0 Long. -73.42 Lat. 37.50
Hs 2.63 M No. 203



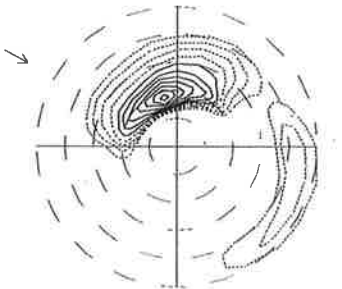
91/ 3/ 5 19: 0 Long. -73.42 Lat. 37.50
Hs 2.56 M No. 204



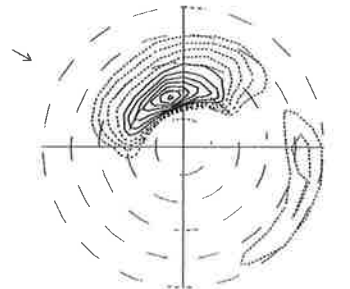
91/ 3/ 5 20: 0 Long. -73.42 Lat. 37.50
Hs 2.50 M No. 205



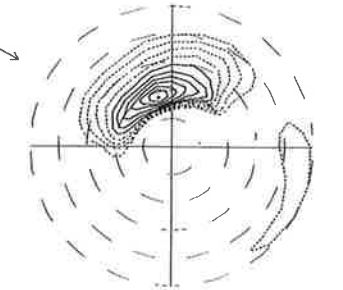
91/ 3/ 5 21: 0 Long. -73.42 Lat. 37.50
Hs 2.43 M No. 206



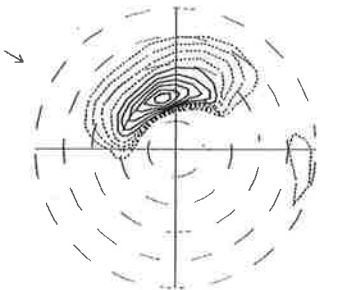
91/ 3/ 5 22: 0 Long. -73.42 Lat. 37.50
Hs 2.36 M No. 207



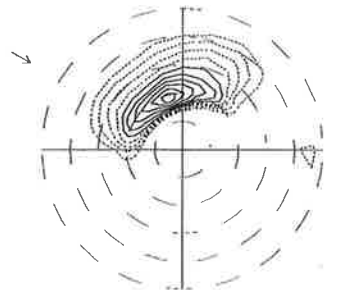
91/ 3/ 5 23: 0 Long. -73.42 Lat. 37.50
Hs 2.28 M No. 208



91/ 3/ 6 0: 0 Long. -73.42 Lat. 37.50
Hs 2.21 M No. 209



91/ 3/ 6 1: 0 Long. -73.42 Lat. 37.50
Hs 2.15 M No. 210

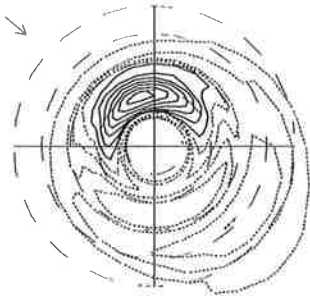


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

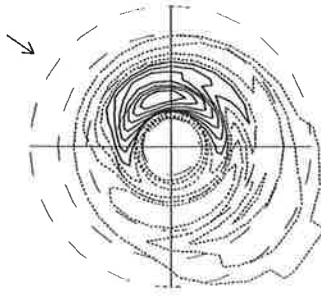


Discus East

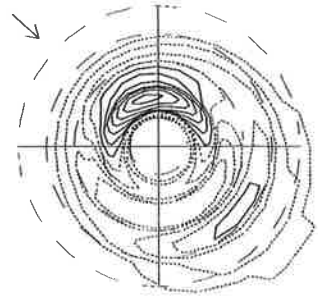
91/ 3/ 5 11: 0 Long. -73.40 Lat. 37.48
Hs 3.48 M No. 196



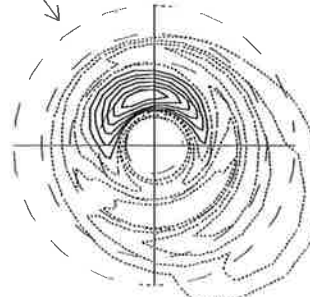
91/ 3/ 5 12: 0 Long. -73.40 Lat. 37.48
Hs 3.84 M No. 197



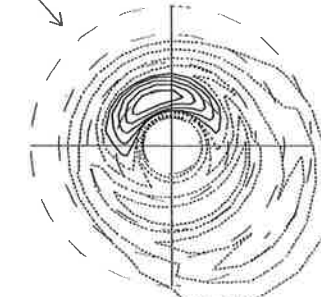
91/ 3/ 5 13: 0 Long. -73.40 Lat. 37.48
Hs 3.52 M No. 198



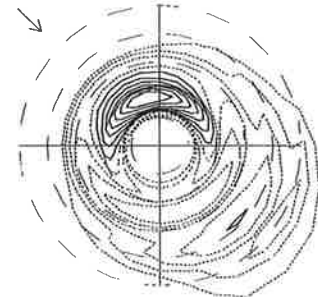
91/ 3/ 5 14: 0 Long. -73.40 Lat. 37.48
Hs 3.35 M No. 199



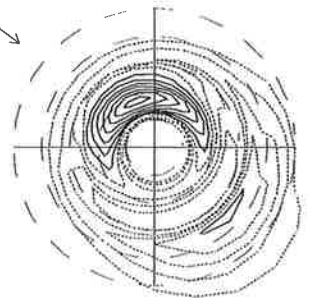
91/ 3/ 5 15: 0 Long. -73.40 Lat. 37.48
Hs 3.04 M No. 200



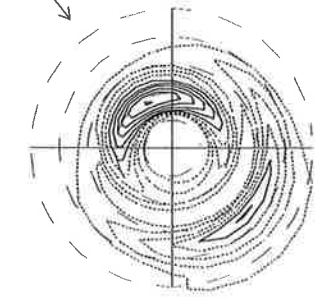
91/ 3/ 5 16: 0 Long. -73.40 Lat. 37.48
Hs 3.66 M No. 201



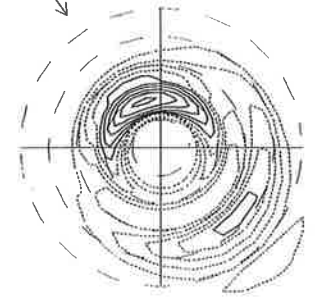
91/ 3/ 5 17: 0 Long. -73.40 Lat. 37.48
Hs 3.49 M No. 202



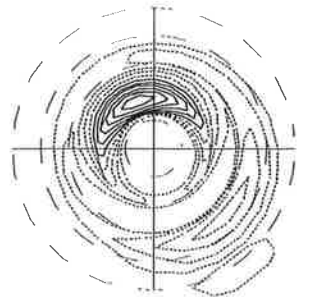
91/ 3/ 5 18: 0 Long. -73.40 Lat. 37.48
Hs 2.82 M No. 203



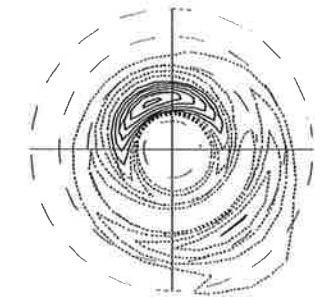
91/ 3/ 5 19: 0 Long. -73.40 Lat. 37.48
Hs 2.92 M No. 204



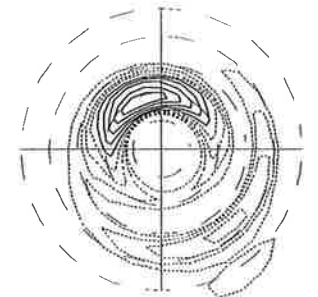
91/ 3/ 5 20: 0 Long. -73.40 Lat. 37.48
Hs 2.78 M No. 205



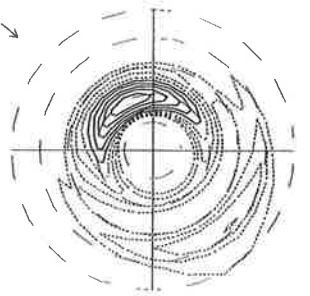
91/ 3/ 5 21: 0 Long. -73.40 Lat. 37.48
Hs 2.70 M No. 206



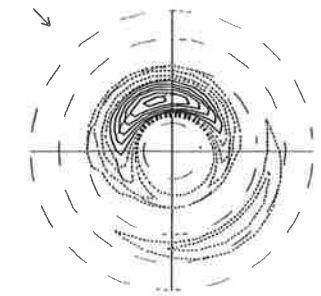
91/ 3/ 5 22: 0 Long. -73.40 Lat. 37.48
Hs 2.61 M No. 207



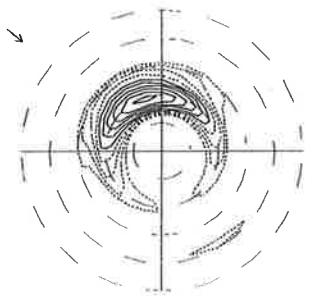
91/ 3/ 5 23: 0 Long. -73.40 Lat. 37.48
Hs 2.51 M No. 208



91/ 3/ 6 0: 0 Long. -73.40 Lat. 37.48
Hs 2.53 M No. 209



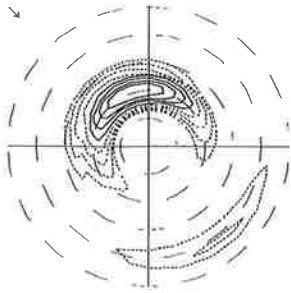
91/ 3/ 6 1: 0 Long. -73.40 Lat. 37.48
Hs 2.43 M No. 210



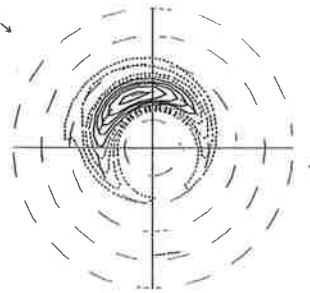
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus East

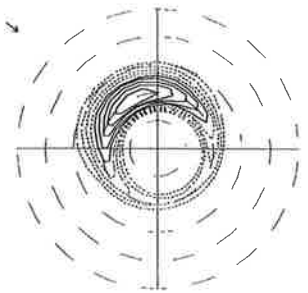
91/ 3/ 6 2: 0 Long. -73.40 Lat. 37.48
Hs 2.10 M No. 211



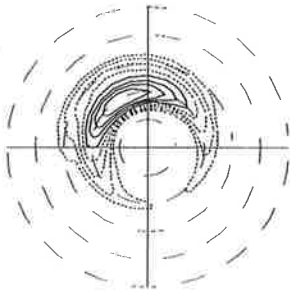
91/ 3/ 6 3: 0 Long. -73.40 Lat. 37.48
Hs 2.09 M No. 212



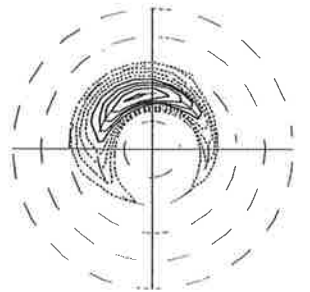
91/ 3/ 6 4: 0 Long. -73.40 Lat. 37.48
Hs 2.36 M No. 213



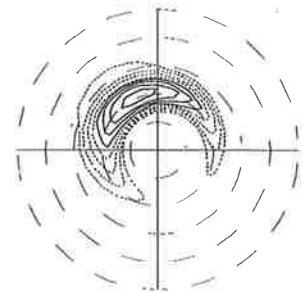
91/ 3/ 6 5: 0 Long. -73.40 Lat. 37.48
Hs 2.04 M No. 214



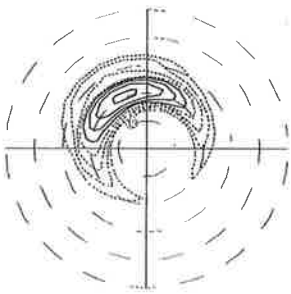
91/ 3/ 6 6: 0 Long. -73.40 Lat. 37.48
Hs 1.99 M No. 215



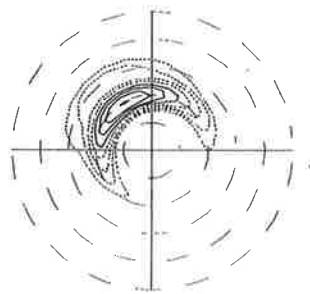
91/ 3/ 6 7: 0 Long. -73.40 Lat. 37.48
Hs 1.90 M No. 216



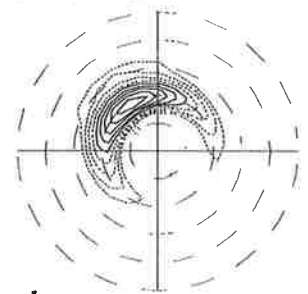
91/ 3/ 6 8: 0 Long. -73.40 Lat. 37.48
Hs 1.86 M No. 217



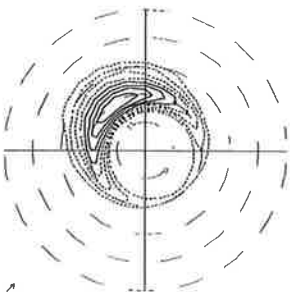
91/ 3/ 6 9: 0 Long. -73.40 Lat. 37.48
Hs 1.63 M No. 218



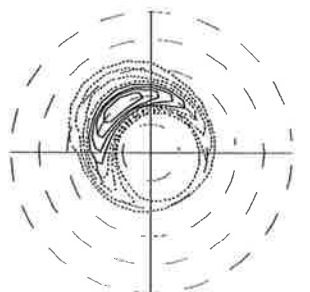
91/ 3/ 6 10: 0 Long. -73.40 Lat. 37.48
Hs 1.95 M No. 219



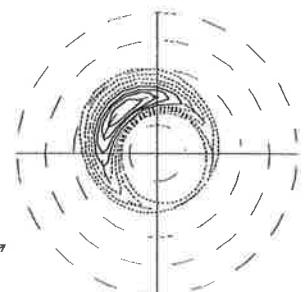
91/ 3/ 6 11: 0 Long. -73.40 Lat. 37.48
Hs 1.88 M No. 220



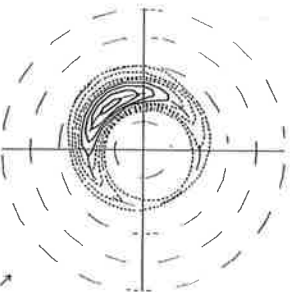
91/ 3/ 6 12: 0 Long. -73.40 Lat. 37.48
Hs 1.90 M No. 221



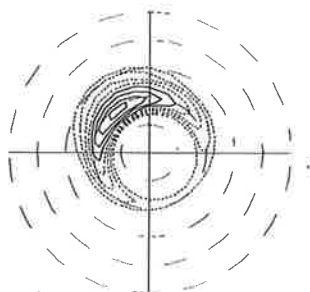
91/ 3/ 6 13: 0 Long. -73.40 Lat. 37.48
Hs 1.78 M No. 222



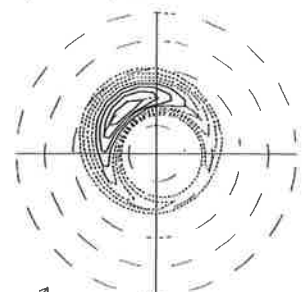
91/ 3/ 6 14: 0 Long. -73.40 Lat. 37.48
Hs 1.68 M No. 223



91/ 3/ 6 15: 0 Long. -73.40 Lat. 37.48
Hs 1.68 M No. 224



91/ 3/ 6 18: 0 Long. -73.40 Lat. 37.48
Hs 1.85 M No. 225



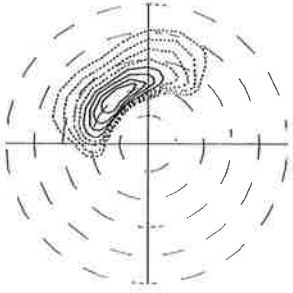
DASHED LINES: -1.00 -0.800 -0.600 -0.400

SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

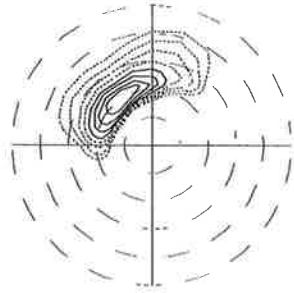


WAM fg to Discus East

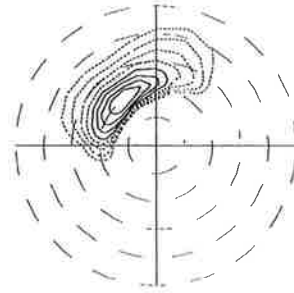
91/ 3/ 6 17: 0 Long. -73.42 Lat. 37.50
Hs 1.77 M No. 226



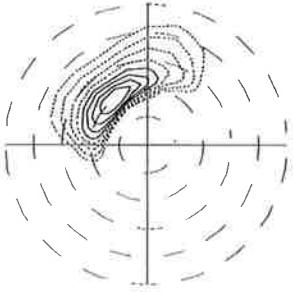
91/ 3/ 6 18: 0 Long. -73.42 Lat. 37.50
Hs 1.72 M No. 227



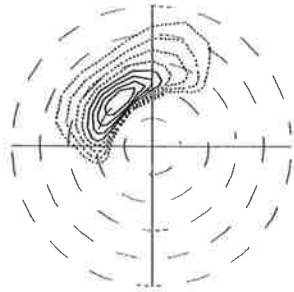
91/ 3/ 6 19: 0 Long. -73.42 Lat. 37.50
Hs 1.75 M No. 228



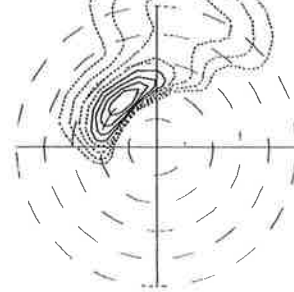
91/ 3/ 6 20: 0 Long. -73.42 Lat. 37.50
Hs 1.77 M No. 229



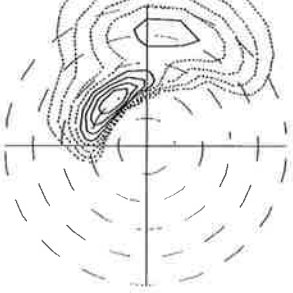
91/ 3/ 6 21: 0 Long. -73.42 Lat. 37.50
Hs 1.78 M No. 230



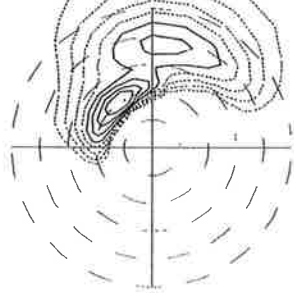
91/ 3/ 6 22: 0 Long. -73.42 Lat. 37.50
Hs 1.93 M No. 231



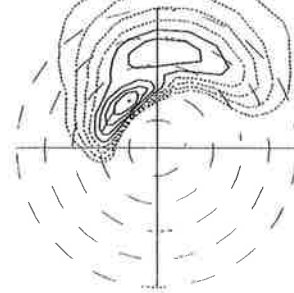
91/ 3/ 6 23: 0 Long. -73.42 Lat. 37.50
Hs 2.12 M No. 232



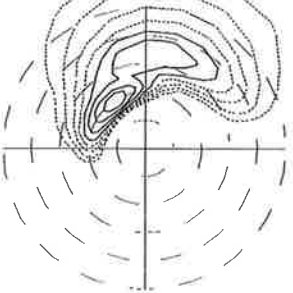
91/ 3/ 7 0: 0 Long. -73.42 Lat. 37.50
Hs 2.22 M No. 233



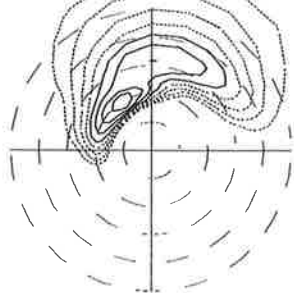
91/ 3/ 7 1: 0 Long. -73.42 Lat. 37.50
Hs 2.24 M No. 234



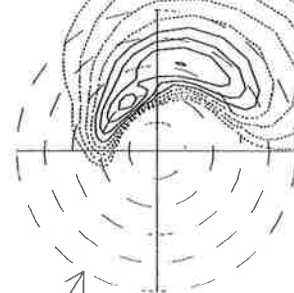
91/ 3/ 7 2: 0 Long. -73.42 Lat. 37.50
Hs 2.25 M No. 235



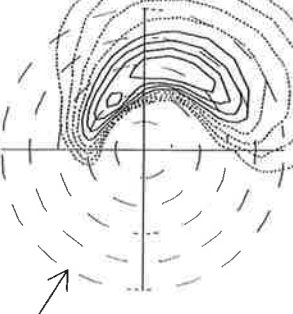
91/ 3/ 7 3: 0 Long. -73.42 Lat. 37.50
Hs 2.26 M No. 236



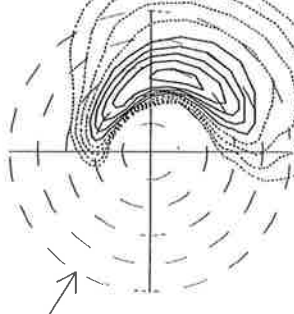
91/ 3/ 7 4: 0 Long. -73.42 Lat. 37.50
Hs 2.65 M No. 237



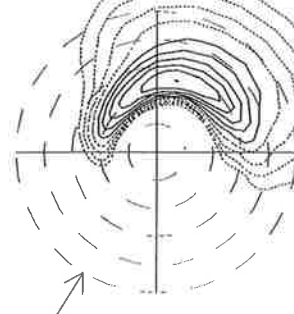
91/ 3/ 7 5: 0 Long. -73.42 Lat. 37.50
Hs 2.86 M No. 238



91/ 3/ 7 6: 0 Long. -73.42 Lat. 37.50
Hs 2.99 M No. 239



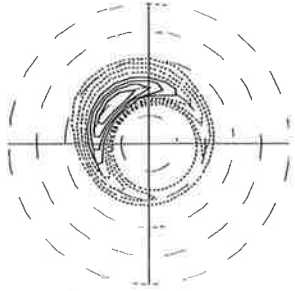
91/ 3/ 7 7: 0 Long. -73.42 Lat. 37.50
Hs 3.08 M No. 240



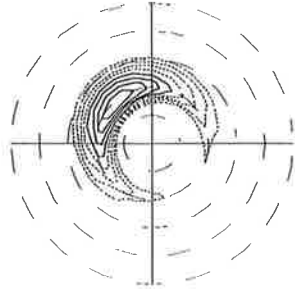
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus East

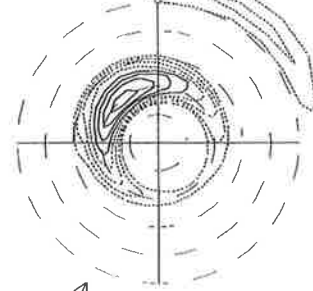
91/ 3/ 6 17: 0 Long. -73.40 Lat. 37.48
Hs 1.87 M No. 226



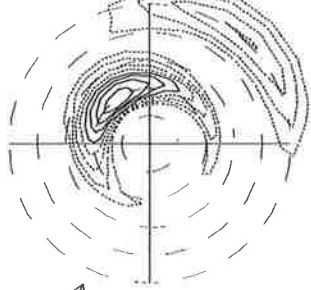
91/ 3/ 6 18: 0 Long. -73.40 Lat. 37.48
Hs 1.85 M No. 227



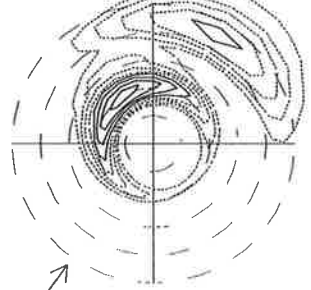
91/ 3/ 6 19: 0 Long. -73.40 Lat. 37.48
Hs 1.96 M No. 228



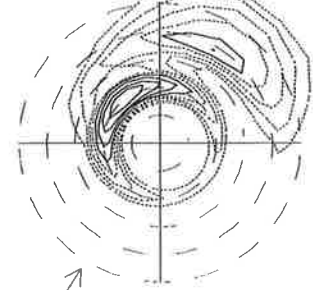
91/ 3/ 6 20: 0 Long. -73.40 Lat. 37.48
Hs 2.04 M No. 229



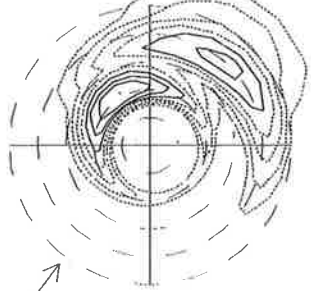
91/ 3/ 6 21: 0 Long. -73.40 Lat. 37.48
Hs 2.13 M No. 230



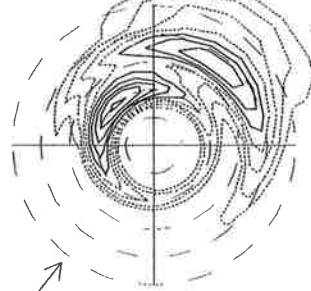
91/ 3/ 6 22: 0 Long. -73.40 Lat. 37.48
Hs 2.23 M No. 231



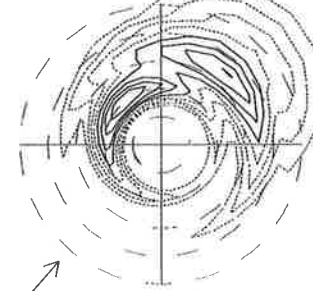
91/ 3/ 6 23: 0 Long. -73.40 Lat. 37.48
Hs 2.33 M No. 232



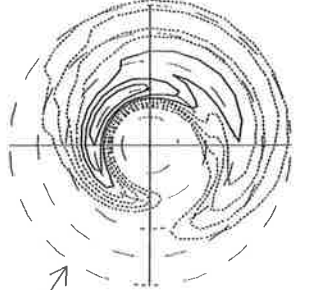
91/ 3/ 7 0: 0 Long. -73.40 Lat. 37.48
Hs 2.67 M No. 233



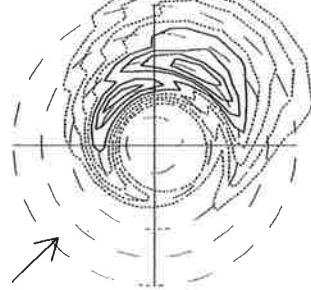
91/ 3/ 7 1: 0 Long. -73.40 Lat. 37.48
Hs 2.65 M No. 234



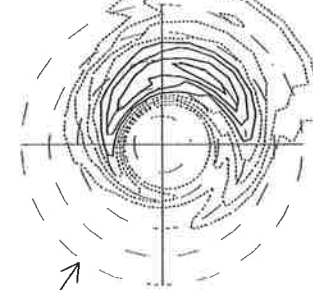
91/ 3/ 7 2: 0 Long. -73.40 Lat. 37.48
Hs 2.54 M No. 235



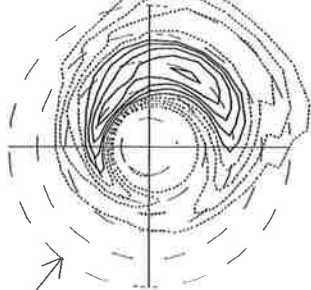
91/ 3/ 7 3: 0 Long. -73.40 Lat. 37.48
Hs 2.57 M No. 236



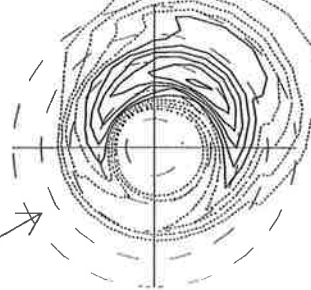
91/ 3/ 7 4: 0 Long. -73.40 Lat. 37.48
Hs 2.65 M No. 237



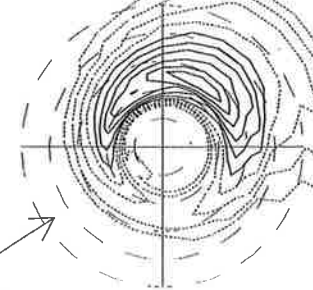
91/ 3/ 7 5: 0 Long. -73.40 Lat. 37.48
Hs 3.11 M No. 238



91/ 3/ 7 6: 0 Long. -73.40 Lat. 37.48
Hs 3.52 M No. 239



91/ 3/ 7 7: 0 Long. -73.40 Lat. 37.48
Hs 3.71 M No. 240

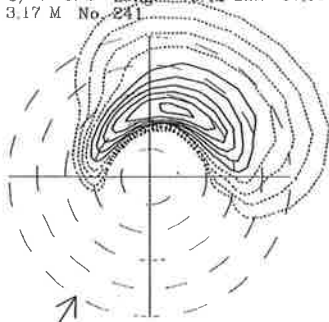


DASHED LINES: -1.00 -0.80 -0.60 -0.40
SOLID LINES: -0.20 0 .20 .40 .60 .80 1.00

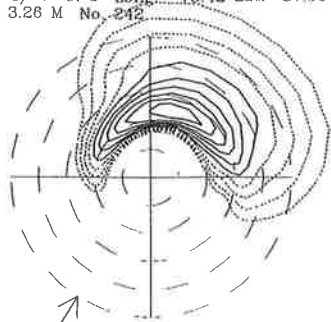


WAM fg to Discus East

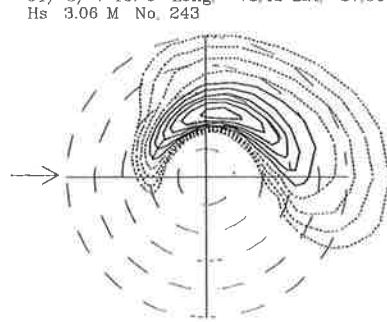
91/ 3/ 7 8: 0 Long. -73.42 Lat. 37.50
Hs 3.17 M No. 241



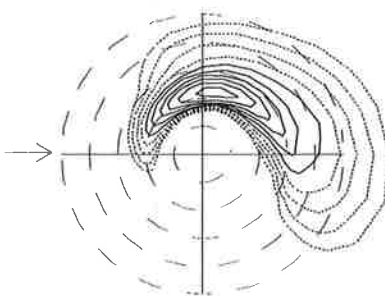
91/ 3/ 7 9: 0 Long. -73.42 Lat. 37.50
Hs 3.26 M No. 242



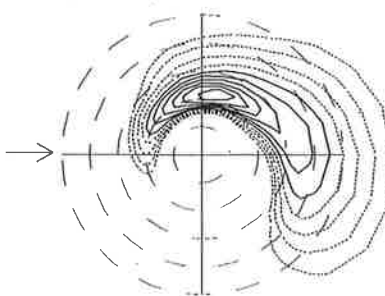
91/ 3/ 7 10: 0 Long. -73.42 Lat. 37.50
Hs 3.06 M No. 243



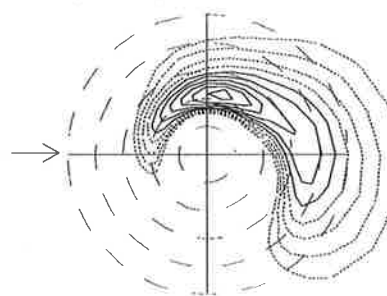
91/ 3/ 7 11: 0 Long. -73.42 Lat. 37.50
Hs 3.01 M No. 244



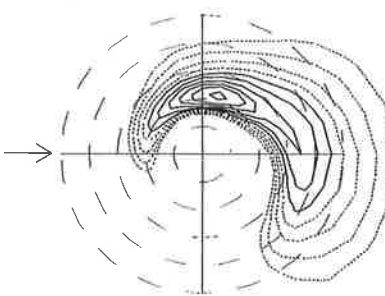
91/ 3/ 7 13: 0 Long. -73.42 Lat. 37.50
Hs 2.99 M No. 245



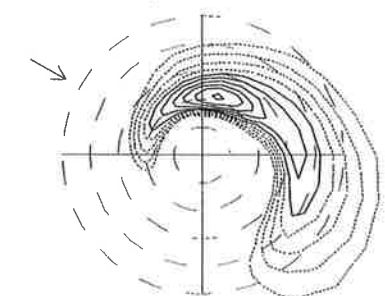
91/ 3/ 7 14: 0 Long. -73.42 Lat. 37.50
Hs 2.95 M No. 246



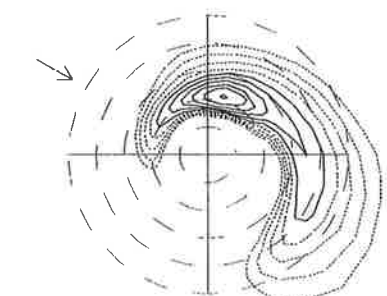
91/ 3/ 7 15: 0 Long. -73.42 Lat. 37.50
Hs 2.90 M No. 247



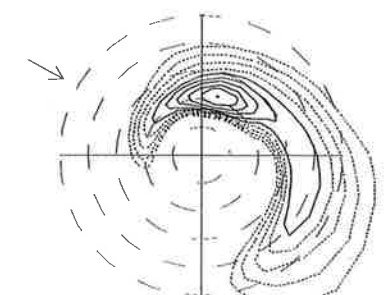
91/ 3/ 7 16: 0 Long. -73.42 Lat. 37.50
Hs 2.73 M No. 248



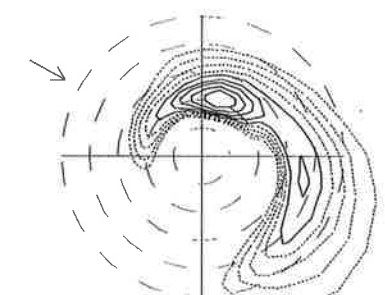
91/ 3/ 7 17: 0 Long. -73.42 Lat. 37.50
Hs 2.65 M No. 249



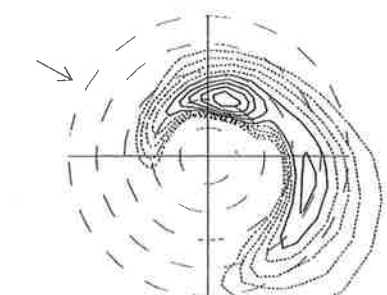
91/ 3/ 7 18: 0 Long. -73.42 Lat. 37.50
Hs 2.60 M No. 250



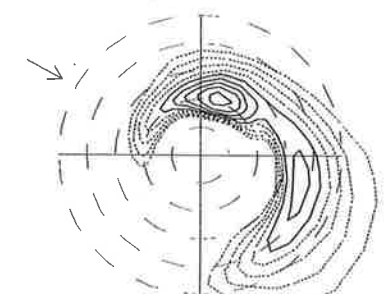
91/ 3/ 7 19: 0 Long. -73.42 Lat. 37.50
Hs 2.55 M No. 251



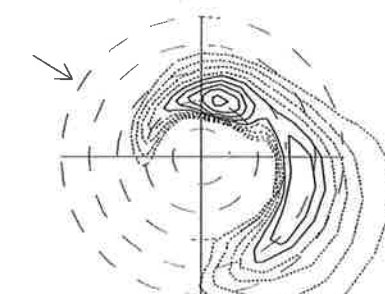
91/ 3/ 7 20: 0 Long. -73.42 Lat. 37.50
Hs 2.51 M No. 252



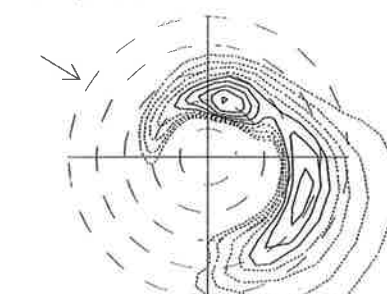
91/ 3/ 7 21: 0 Long. -73.42 Lat. 37.50
Hs 2.48 M No. 253



91/ 3/ 7 22: 0 Long. -73.42 Lat. 37.50
Hs 2.56 M No. 254



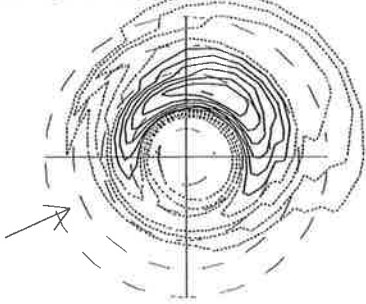
91/ 3/ 7 23: 0 Long. -73.42 Lat. 37.50
Hs 2.57 M No. 255



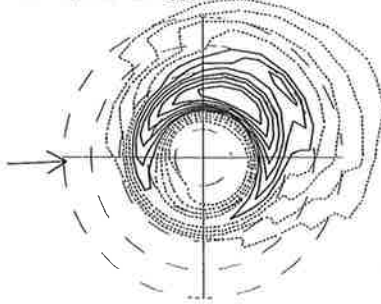
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus East

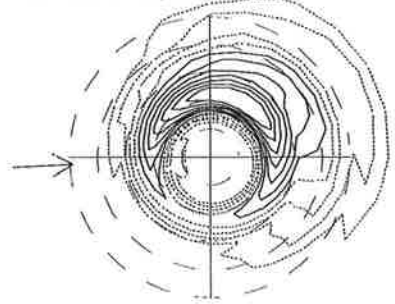
91/ 3/ 7 8: 0 Long. -73.40 Lat. 37.48
Hs 4.04 M No. 241



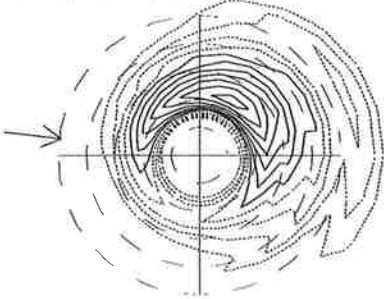
91/ 3/ 7 9: 0 Long. -73.40 Lat. 37.48
Hs 4.52 M No. 242



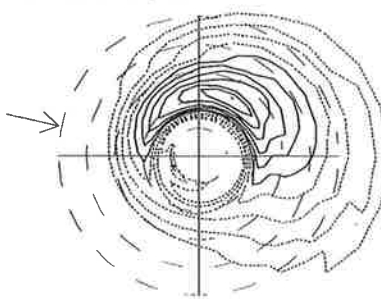
91/ 3/ 7 10: 0 Long. -73.40 Lat. 37.48
Hs 4.93 M No. 243



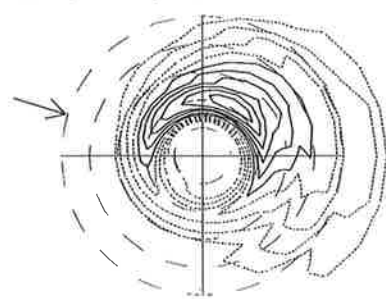
91/ 3/ 7 11: 0 Long. -73.40 Lat. 37.48
Hs 4.15 M No. 244



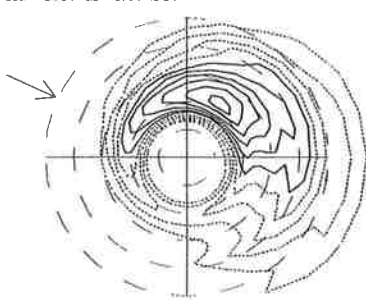
91/ 3/ 7 13: 0 Long. -73.40 Lat. 37.48
Hs 3.72 M No. 245



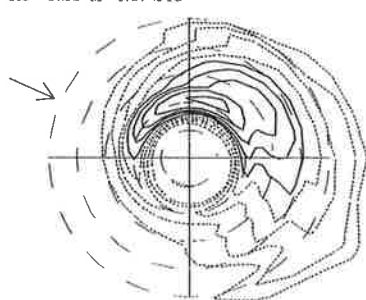
91/ 3/ 7 14: 0 Long. -73.40 Lat. 37.48
Hs 3.65 M No. 246



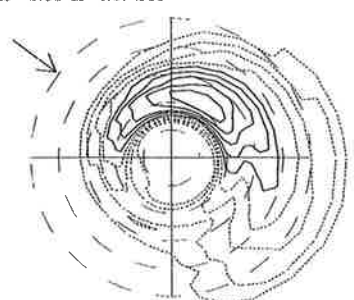
91/ 3/ 7 15: 0 Long. -73.40 Lat. 37.48
Hs 3.47 M No. 247



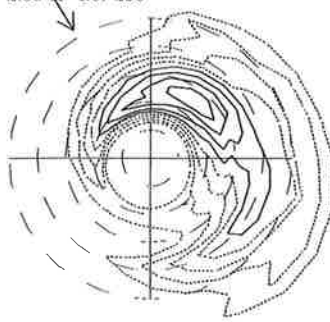
91/ 3/ 7 16: 0 Long. -73.40 Lat. 37.48
Hs 3.28 M No. 248



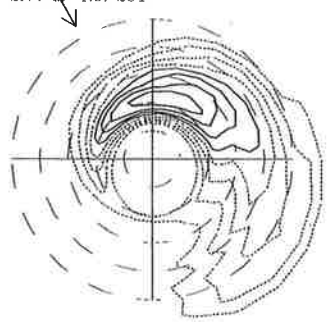
91/ 3/ 7 17: 0 Long. -73.40 Lat. 37.48
Hs 3.35 M No. 249



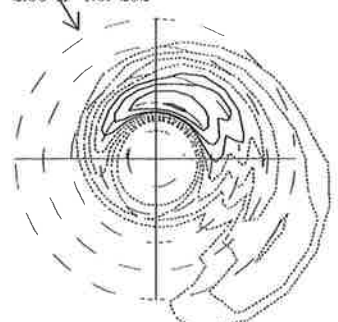
91/ 3/ 7 18: 0 Long. -73.40 Lat. 37.48
Hs 2.85 M No. 250



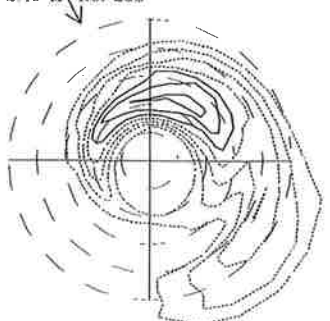
91/ 3/ 7 19: 0 Long. -73.40 Lat. 37.48
Hs 2.77 M No. 251



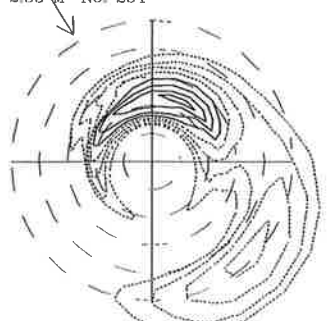
91/ 3/ 7 20: 0 Long. -73.40 Lat. 37.48
Hs 2.55 M No. 252



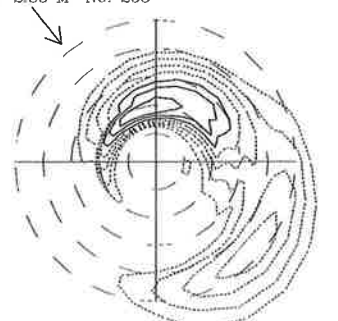
91/ 3/ 7 21: 0 Long. -73.40 Lat. 37.48
Hs 2.40 M No. 253



91/ 3/ 7 22: 0 Long. -73.40 Lat. 37.48
Hs 2.33 M No. 254



91/ 3/ 7 23: 0 Long. -73.40 Lat. 37.48
Hs 2.35 M No. 255



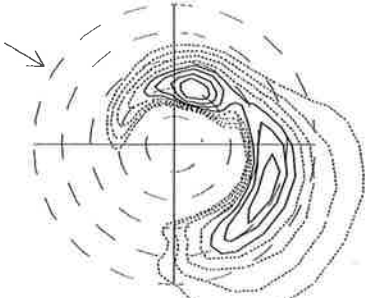
DASHED LINES: -1.00 -.800 -.600 -.400

SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

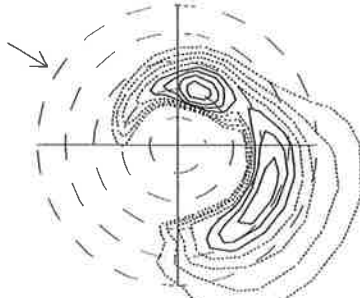


WAM fg to Discus East

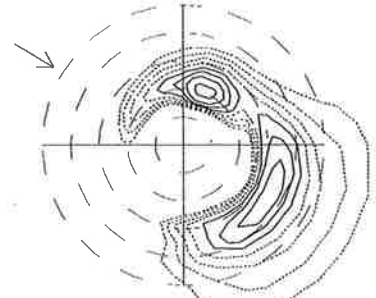
91/ 3/ 8 0: 0 Long. -73.42 Lat. 37.50
Hs 2.55 M No. 256



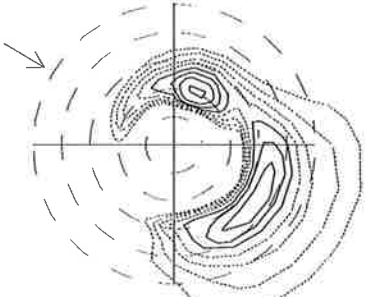
91/ 3/ 8 1: 0 Long. -73.42 Lat. 37.50
Hs 2.50 M No. 257



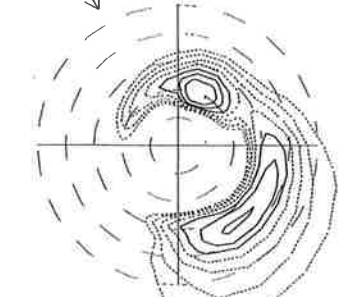
91/ 3/ 8 2: 0 Long. -73.42 Lat. 37.50
Hs 2.47 M No. 258



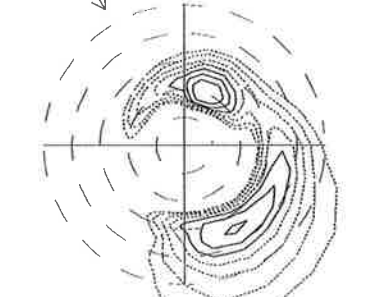
91/ 3/ 8 3: 0 Long. -73.42 Lat. 37.50
Hs 2.44 M No. 259



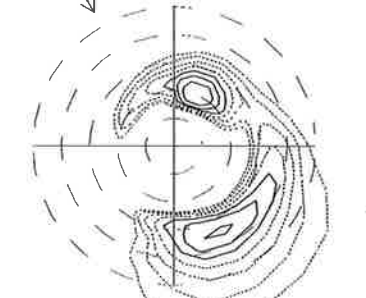
91/ 3/ 8 4: 0 Long. -73.42 Lat. 37.50
Hs 2.29 M No. 260



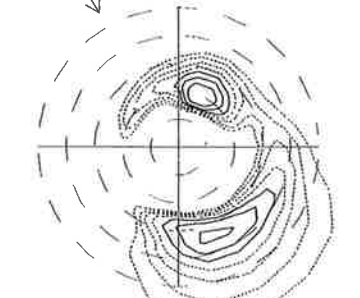
91/ 3/ 8 5: 0 Long. -73.42 Lat. 37.50
Hs 2.23 M No. 261



91/ 3/ 8 6: 0 Long. -73.42 Lat. 37.50
Hs 2.21 M No. 262



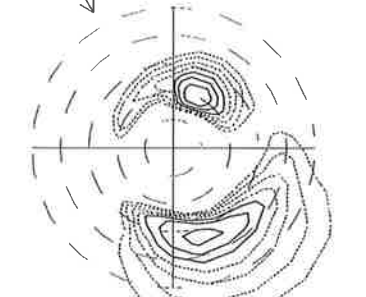
91/ 3/ 8 7: 0 Long. -73.42 Lat. 37.50
Hs 2.20 M No. 263



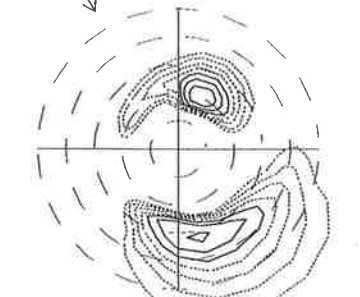
91/ 3/ 8 8: 0 Long. -73.42 Lat. 37.50
Hs 2.19 M No. 264



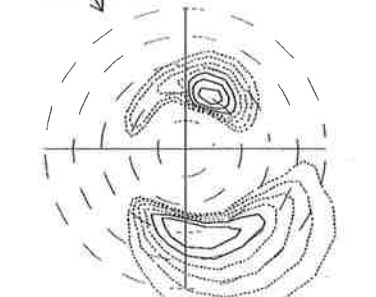
91/ 3/ 8 9: 0 Long. -73.42 Lat. 37.50
Hs 2.18 M No. 265



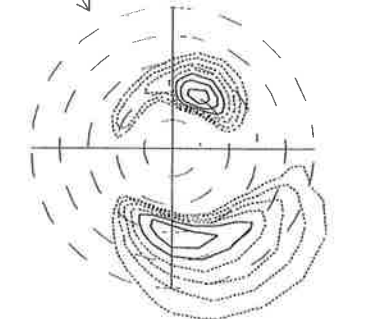
91/ 3/ 8 10: 0 Long. -73.42 Lat. 37.50
Hs 2.11 M No. 266



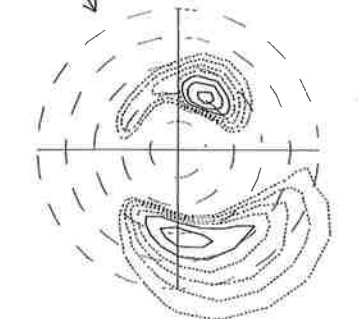
91/ 3/ 8 12: 0 Long. -73.42 Lat. 37.50
Hs 2.02 M No. 267



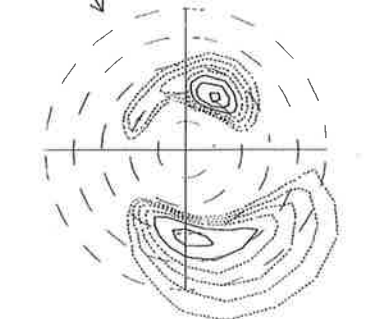
91/ 3/ 8 13: 0 Long. -73.42 Lat. 37.50
Hs 1.99 M No. 268



91/ 3/ 8 14: 0 Long. -73.42 Lat. 37.50
Hs 1.95 M No. 269



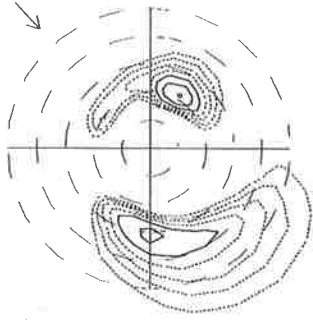
91/ 3/ 8 15: 0 Long. -73.42 Lat. 37.50
Hs 1.91 M No. 270



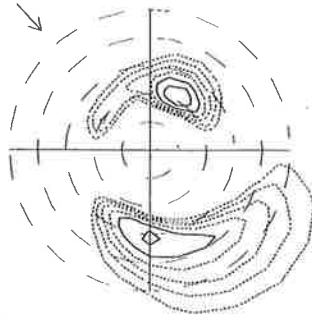
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus East

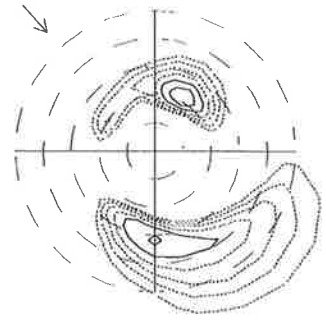
91/ 3/ 8 16: 0 Long. -73.42 Lat. 37.50
Hs 1.87 M No. 271



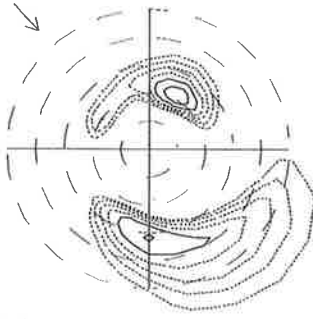
91/ 3/ 8 17: 0 Long. -73.42 Lat. 37.50
Hs 1.83 M No. 272



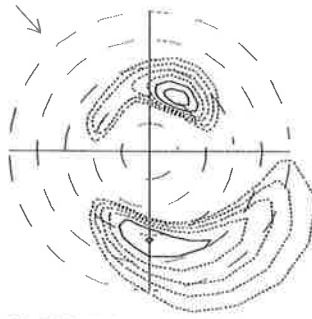
91/ 3/ 8 18: 0 Long. -73.42 Lat. 37.50
Hs 1.81 M No. 273



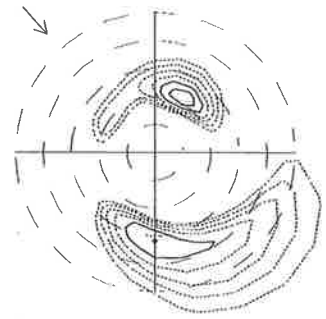
91/ 3/ 8 19: 0 Long. -73.42 Lat. 37.50
Hs 1.79 M No. 274



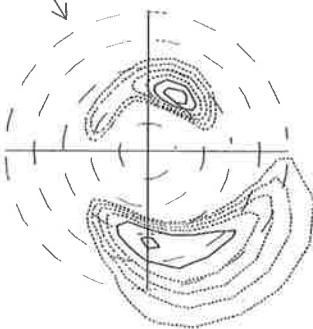
91/ 3/ 8 20: 0 Long. -73.42 Lat. 37.50
Hs 1.78 M No. 275



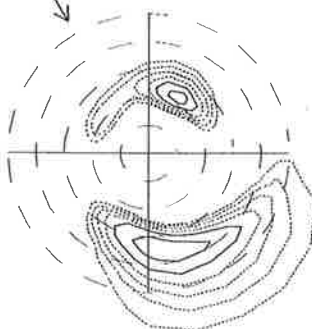
91/ 3/ 8 21: 0 Long. -73.42 Lat. 37.50
Hs 1.76 M No. 276



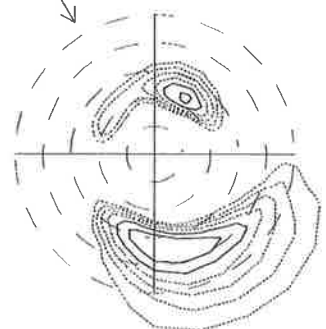
91/ 3/ 8 22: 0 Long. -73.42 Lat. 37.50
Hs 1.86 M No. 277



91/ 3/ 8 23: 0 Long. -73.42 Lat. 37.50
Hs 1.91 M No. 278



91/ 3/ 9 0: 0 Long. -73.42 Lat. 37.50
Hs 1.94 M No. 279

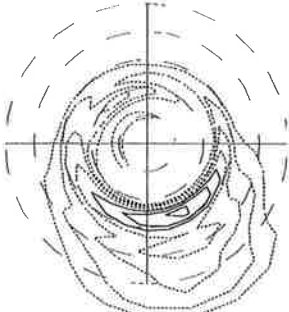


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

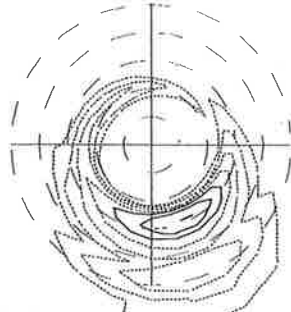


Discus East

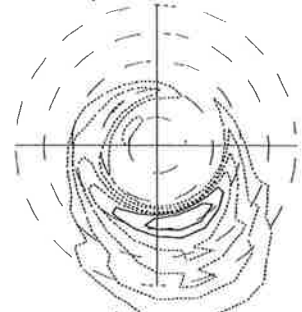
91/ 3/ 8 16: 0 Long. -73.40 Lat. 37.48
Hs 1.97 M No. 271



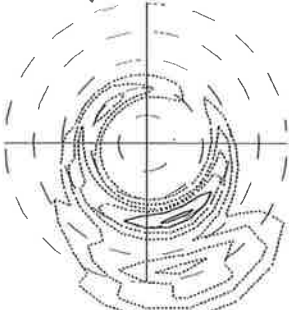
91/ 3/ 8 17: 0 Long. -73.40 Lat. 37.48
Hs 1.91 M No. 272



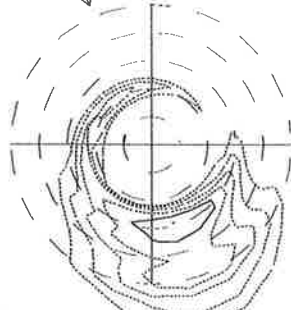
91/ 3/ 8 18: 0 Long. -73.40 Lat. 37.48
Hs 1.82 M No. 273



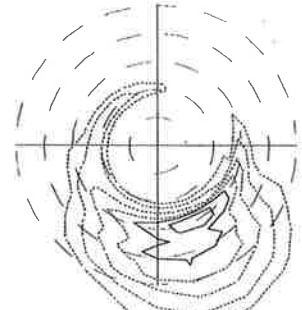
91/ 3/ 8 19: 0 Long. -73.40 Lat. 37.48
Hs 1.71 M No. 274



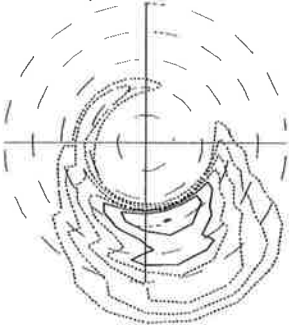
91/ 3/ 8 20: 0 Long. -73.40 Lat. 37.48
Hs 1.81 M No. 275



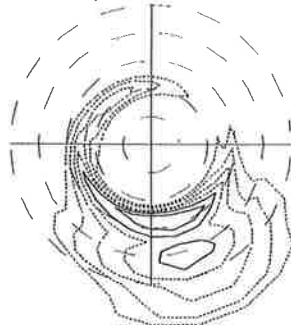
91/ 3/ 8 21: 0 Long. -73.40 Lat. 37.48
Hs 1.85 M No. 276



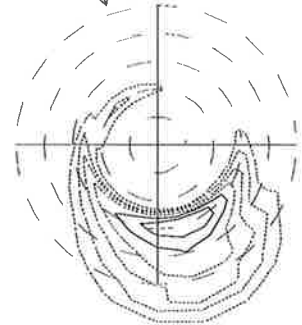
91/ 3/ 8 22: 0 Long. -73.40 Lat. 37.48
Hs 1.97 M No. 277



91/ 3/ 8 23: 0 Long. -73.40 Lat. 37.48
Hs 1.91 M No. 278



91/ 3/ 9 0: 0 Long. -73.40 Lat. 37.48
Hs 1.80 M No. 279



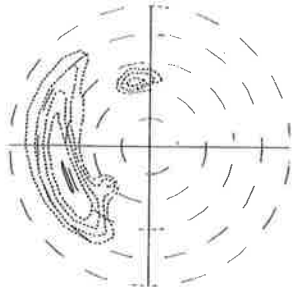
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000



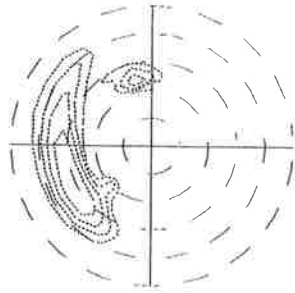
3. Two dimensional wave spectra WAM-DISCUS CENTRAL

WAM fg to Discus Central

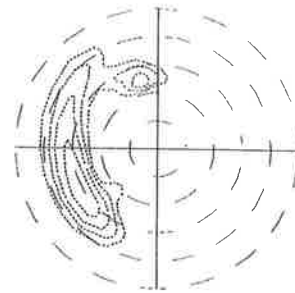
91/ 2/25 0: 0 Long. -74.42 Lat. 37.50
Hs 1.12 M No. 1



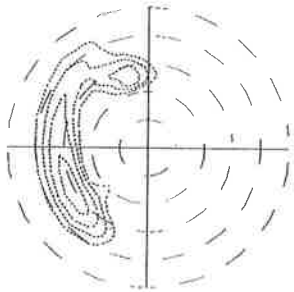
91/ 2/25 1: 0 Long. -74.42 Lat. 37.50
Hs 1.09 M No. 2



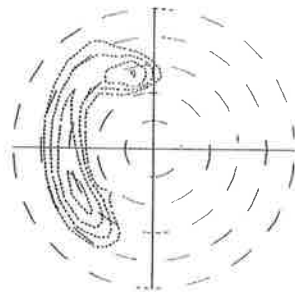
91/ 2/25 2: 0 Long. -74.42 Lat. 37.50
Hs 1.08 M No. 3



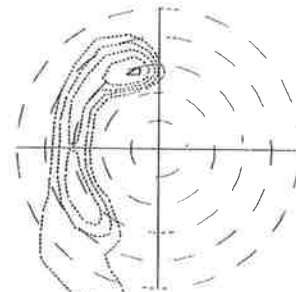
91/ 2/25 3: 0 Long. -74.42 Lat. 37.50
Hs 1.07 M No. 4



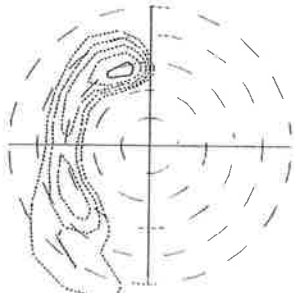
91/ 2/25 4: 0 Long. -74.42 Lat. 37.50
Hs 1.08 M No. 5



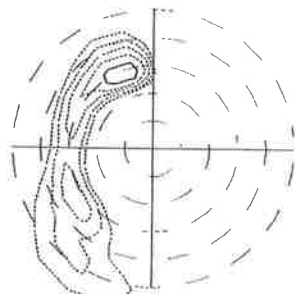
91/ 2/25 7: 0 Long. -74.42 Lat. 37.50
Hs 1.18 M No. 6



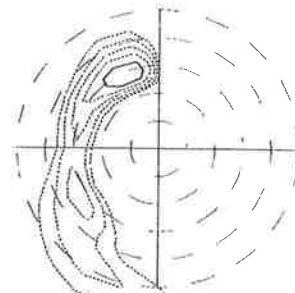
91/ 2/25 8: 0 Long. -74.42 Lat. 37.50
Hs 1.20 M No. 7



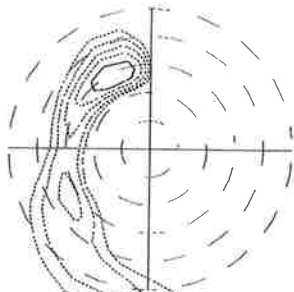
91/ 2/25 9: 0 Long. -74.42 Lat. 37.50
Hs 1.22 M No. 8



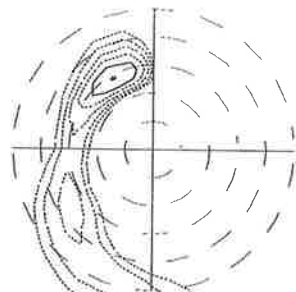
91/ 2/25 10: 0 Long. -74.42 Lat. 37.50
Hs 1.25 M No. 9



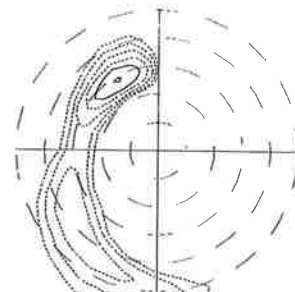
91/ 2/25 11: 0 Long. -74.42 Lat. 37.50
Hs 1.28 M No. 10



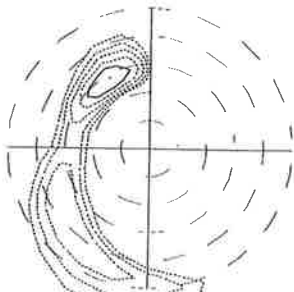
91/ 2/25 12: 0 Long. -74.42 Lat. 37.50
Hs 1.30 M No. 11



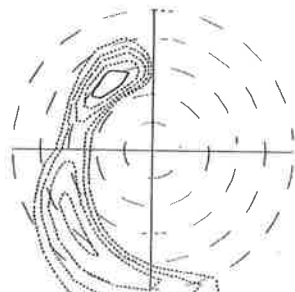
91/ 2/25 14: 0 Long. -74.42 Lat. 37.50
Hs 1.32 M No. 12



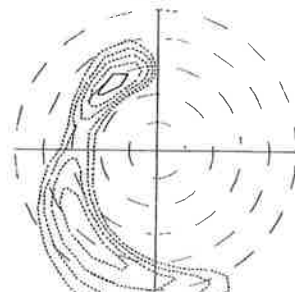
91/ 2/25 15: 0 Long. -74.42 Lat. 37.50
Hs 1.31 M No. 13



91/ 2/25 16: 0 Long. -74.42 Lat. 37.50
Hs 1.34 M No. 14



91/ 2/25 17: 0 Long. -74.42 Lat. 37.50
Hs 1.35 M No. 15

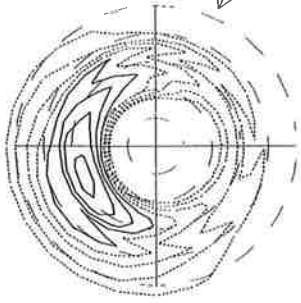


DASHED LINES: -1.00 -0.800 -0.600 -0.400

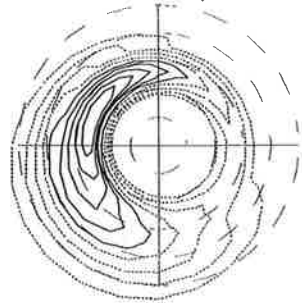
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

Discus Central

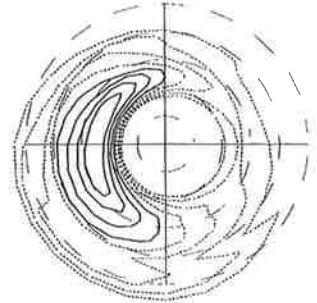
91/ 2/25 0: 0 Long. -74.39 Lat. 37.54
Hs 2.70 M No. 1



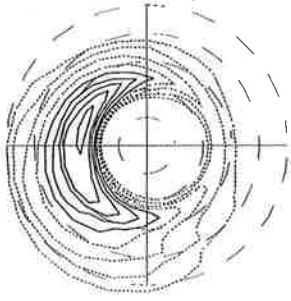
91/ 2/25 1: 0 Long. -74.39 Lat. 37.54
Hs 3.08 M No. 2



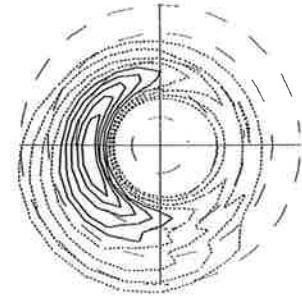
91/ 2/25 2: 0 Long. -74.39 Lat. 37.54
Hs 2.98 M No. 3



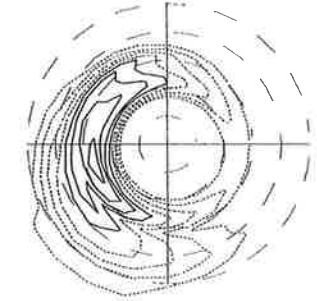
91/ 2/25 3: 0 Long. -74.39 Lat. 37.54
Hs 3.00 M No. 4



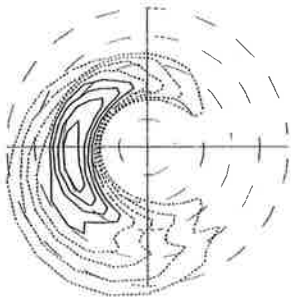
91/ 2/25 4: 0 Long. -74.39 Lat. 37.54
Hs 3.06 M No. 5



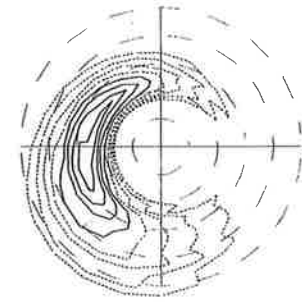
91/ 2/25 7: 0 Long. -74.39 Lat. 37.54
Hs 2.52 M No. 6



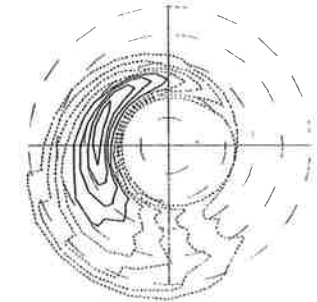
91/ 2/25 8: 0 Long. -74.39 Lat. 37.54
Hs 2.51 M No. 7



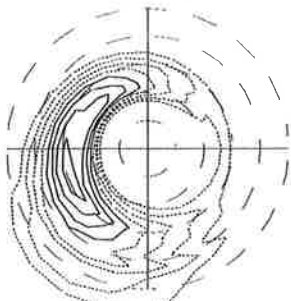
91/ 2/25 9: 0 Long. -74.39 Lat. 37.54
Hs 2.47 M No. 8



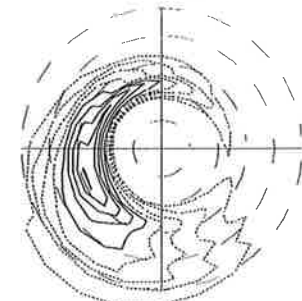
91/ 2/25 10: 0 Long. -74.39 Lat. 37.54
Hs 2.35 M No. 9



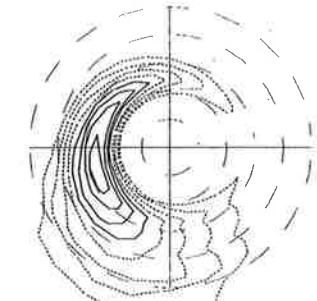
91/ 2/25 11: 0 Long. -74.39 Lat. 37.54
Hs 2.52 M No. 10



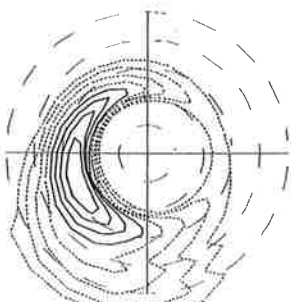
91/ 2/25 12: 0 Long. -74.39 Lat. 37.54
Hs 2.57 M No. 11



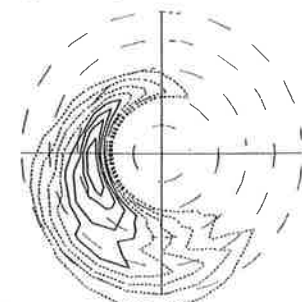
91/ 2/25 14: 0 Long. -74.39 Lat. 37.54
Hs 2.34 M No. 12



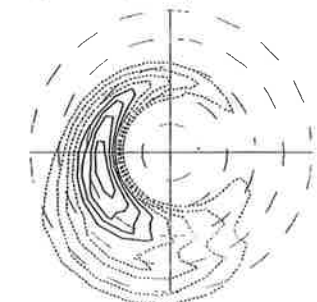
91/ 2/25 15: 0 Long. -74.39 Lat. 37.54
Hs 2.52 M No. 13



91/ 2/25 16: 0 Long. -74.39 Lat. 37.54
Hs 2.25 M No. 14



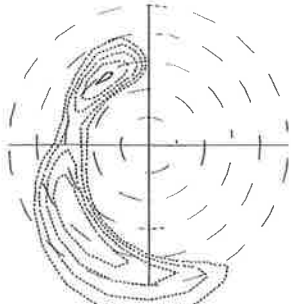
91/ 2/25 17: 0 Long. -74.39 Lat. 37.54
Hs 2.36 M No. 15



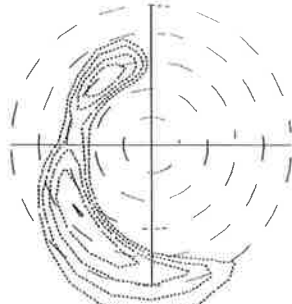
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus Central

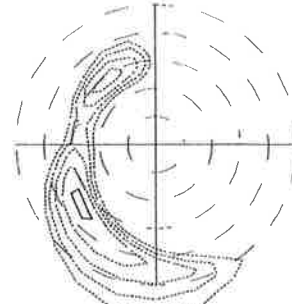
91/ 2/25 18: 0 Long. -74.42 Lat. 37.50
Hs 1.34 M No. 16



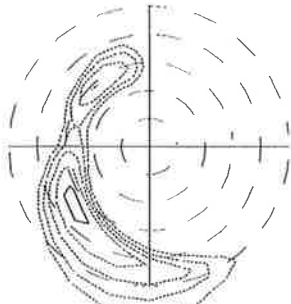
91/ 2/25 19: 0 Long. -74.42 Lat. 37.50
Hs 1.34 M No. 17



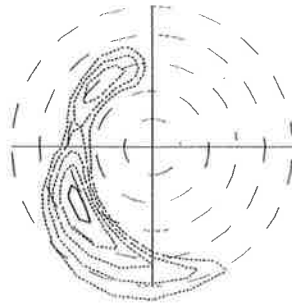
91/ 2/25 20: 0 Long. -74.42 Lat. 37.50
Hs 1.33 M No. 18



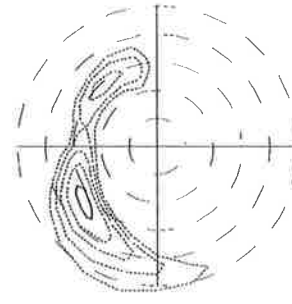
91/ 2/25 21: 0 Long. -74.42 Lat. 37.50
Hs 1.33 M No. 19



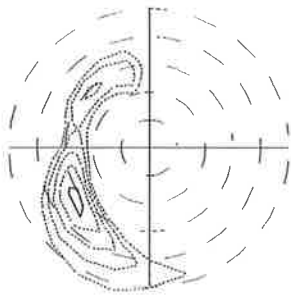
91/ 2/25 22: 0 Long. -74.42 Lat. 37.50
Hs 1.21 M No. 20



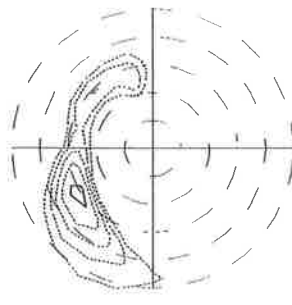
91/ 2/25 23: 0 Long. -74.42 Lat. 37.50
Hs 1.16 M No. 21



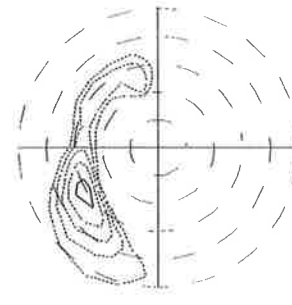
91/ 2/26 0: 0 Long. -74.42 Lat. 37.50
Hs 1.12 M No. 22



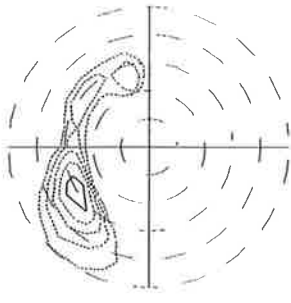
91/ 2/26 1: 0 Long. -74.42 Lat. 37.50
Hs 1.11 M No. 23



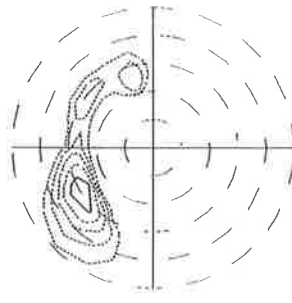
91/ 2/26 2: 0 Long. -74.42 Lat. 37.50
Hs 1.10 M No. 24



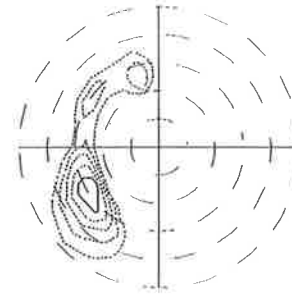
91/ 2/26 4: 0 Long. -74.42 Lat. 37.50
Hs 1.06 M No. 25



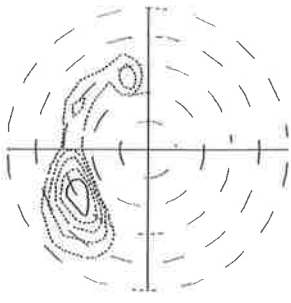
91/ 2/26 5: 0 Long. -74.42 Lat. 37.50
Hs 1.03 M No. 26



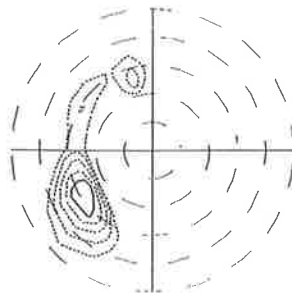
91/ 2/26 6: 0 Long. -74.42 Lat. 37.50
Hs 1.01 M No. 27



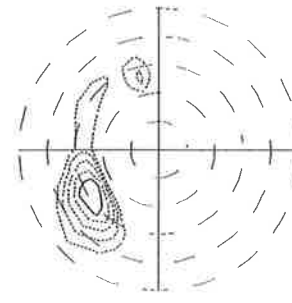
91/ 2/26 7: 0 Long. -74.42 Lat. 37.50
Hs 0.99 M No. 28



91/ 2/26 8: 0 Long. -74.42 Lat. 37.50
Hs 0.97 M No. 29



91/ 2/26 9: 0 Long. -74.42 Lat. 37.50
Hs 0.95 M No. 30

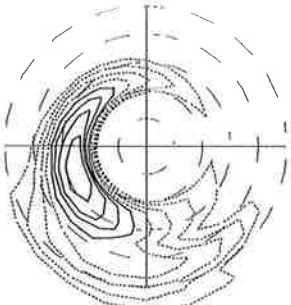


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

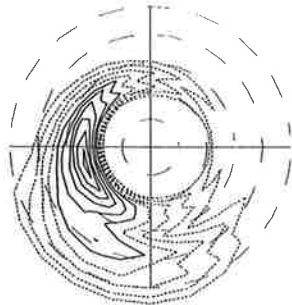


Discus Central

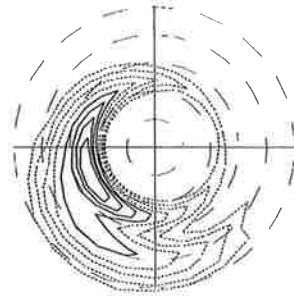
91/ 2/25 18: 0 Long. -74.39 Lat. 37.54
Hs 2.48 M No. 16



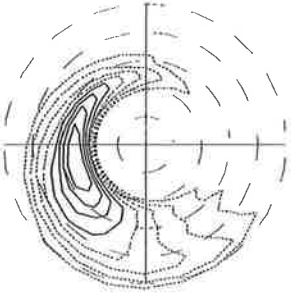
91/ 2/25 19: 0 Long. -74.39 Lat. 37.54
Hs 2.67 M No. 17



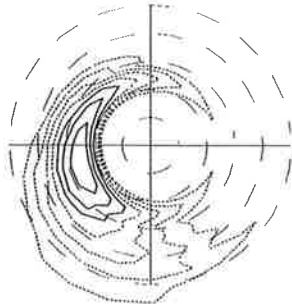
91/ 2/25 20: 0 Long. -74.39 Lat. 37.54
Hs 2.27 M No. 18



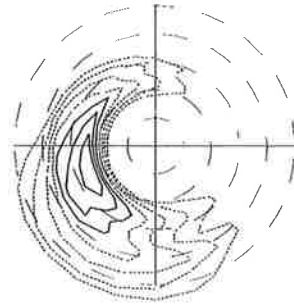
91/ 2/25 21: 0 Long. -74.39 Lat. 37.54
Hs 2.34 M No. 19



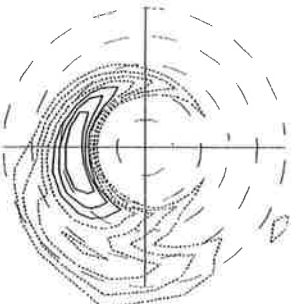
91/ 2/25 22: 0 Long. -74.39 Lat. 37.54
Hs 2.10 M No. 20



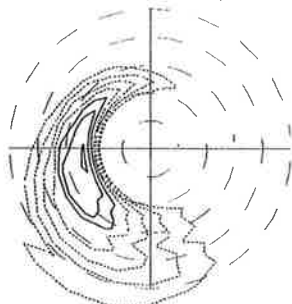
91/ 2/25 23: 0 Long. -74.39 Lat. 37.54
Hs 2.10 M No. 21



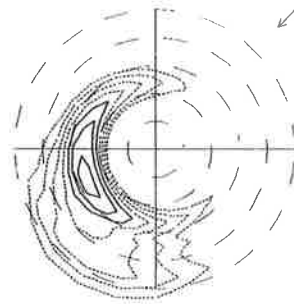
91/ 2/26 0: 0 Long. -74.39 Lat. 37.54
Hs 2.11 M No. 22



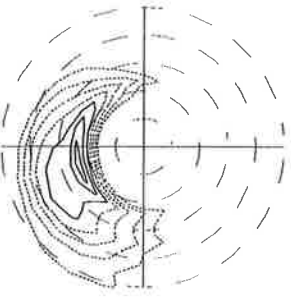
91/ 2/26 1: 0 Long. -74.39 Lat. 37.54
Hs 1.93 M No. 23



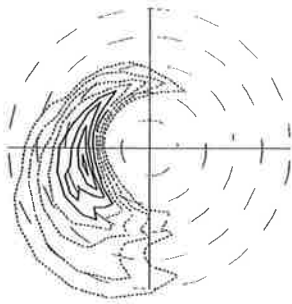
91/ 2/26 2: 0 Long. -74.39 Lat. 37.54
Hs 1.87 M No. 24



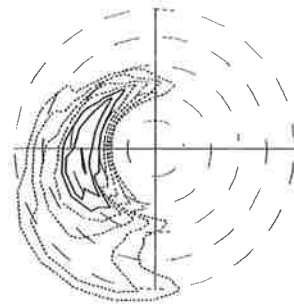
91/ 2/26 4: 0 Long. -74.39 Lat. 37.54
Hs 1.77 M No. 25



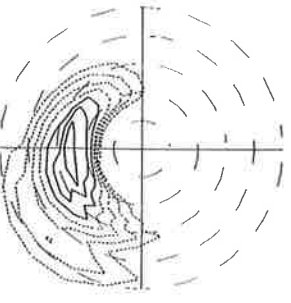
91/ 2/26 5: 0 Long. -74.39 Lat. 37.54
Hs 1.91 M No. 26



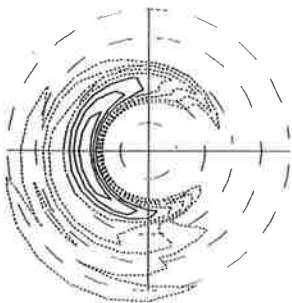
91/ 2/26 6: 0 Long. -74.39 Lat. 37.54
Hs 1.83 M No. 27



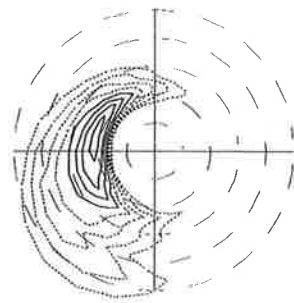
91/ 2/26 7: 0 Long. -74.39 Lat. 37.54
Hs 1.90 M No. 28



91/ 2/26 8: 0 Long. -74.39 Lat. 37.54
Hs 2.12 M No. 29



91/ 2/26 9: 0 Long. -74.39 Lat. 37.54
Hs 2.09 M No. 30

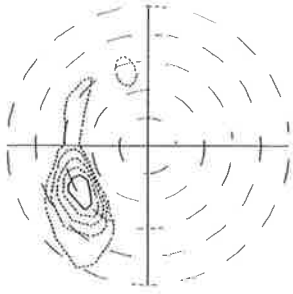


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

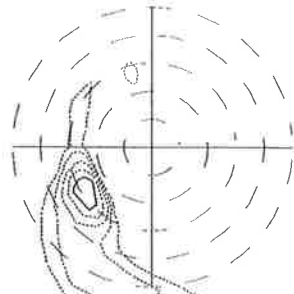


WAM fg to Discus Central

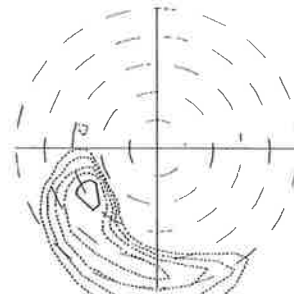
91/ 2/26 10: 0 Long -74.42 Lat. 37.50
Hs 1.02 M No. 31



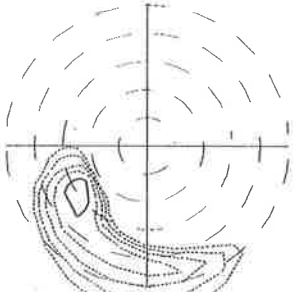
91/ 2/26 11: 0 Long -74.42 Lat. 37.50
Hs 1.12 M No. 32



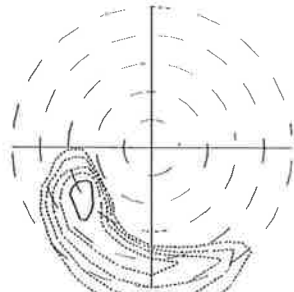
91/ 2/26 14: 0 Long -74.42 Lat. 37.50
Hs 1.30 M No. 33



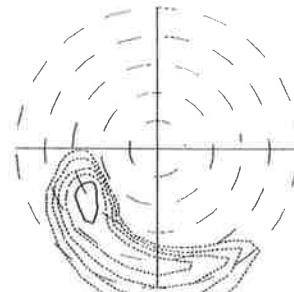
91/ 2/26 15: 0 Long -74.42 Lat. 37.50
Hs 1.32 M No. 34



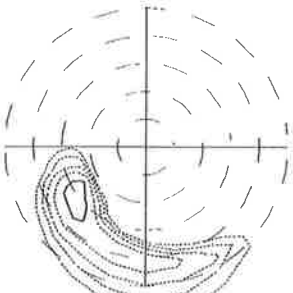
91/ 2/26 16: 0 Long -74.42 Lat. 37.50
Hs 1.32 M No. 35



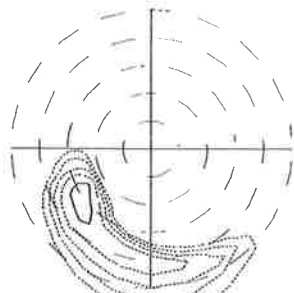
91/ 2/26 17: 0 Long -74.42 Lat. 37.50
Hs 1.31 M No. 36



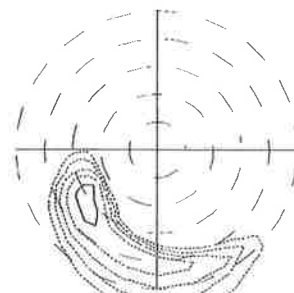
91/ 2/26 18: 0 Long -74.42 Lat. 37.50
Hs 1.30 M No. 37



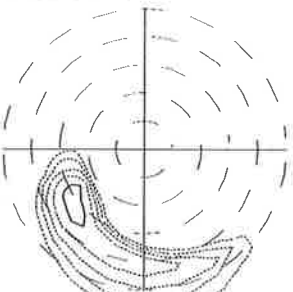
91/ 2/26 19: 0 Long -74.42 Lat. 37.50
Hs 1.30 M No. 38



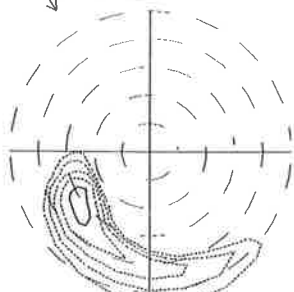
91/ 2/26 20: 0 Long -74.42 Lat. 37.50
Hs 1.29 M No. 39



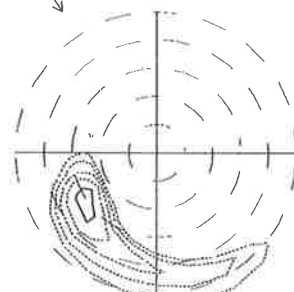
91/ 2/26 21: 0 Long -74.42 Lat. 37.50
Hs 1.29 M No. 40



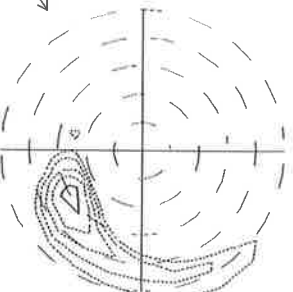
91/ 2/26 22: 0 Long -74.42 Lat. 37.50
Hs 1.18 M No. 41



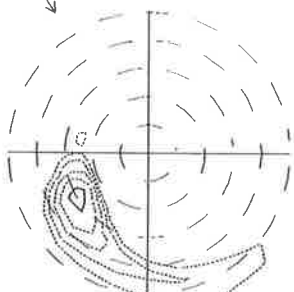
91/ 2/26 23: 0 Long -74.42 Lat. 37.50
Hs 1.13 M No. 42



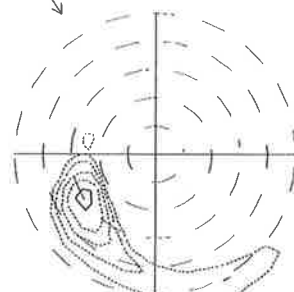
91/ 2/27 0: 0 Long -74.42 Lat. 37.50
Hs 1.09 M No. 43



91/ 2/27 1: 0 Long -74.42 Lat. 37.50
Hs 1.07 M No. 44



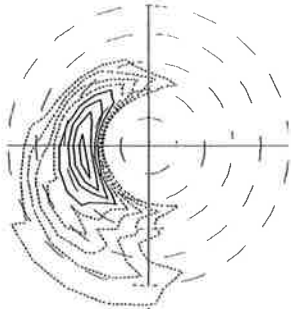
91/ 2/27 2: 0 Long -74.42 Lat. 37.50
Hs 1.05 M No. 45



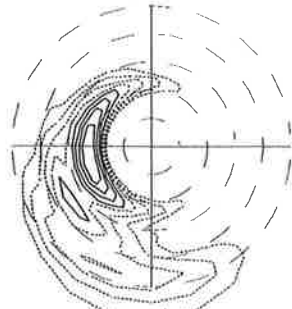
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

Discus Central

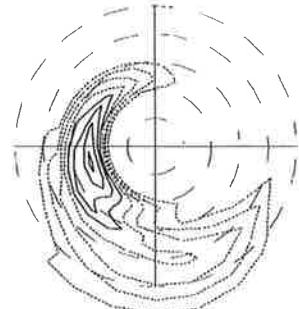
91/ 2/26 10: 0 Long. -74.39 Lat. 37.54
Hs 2.04 M No. 33



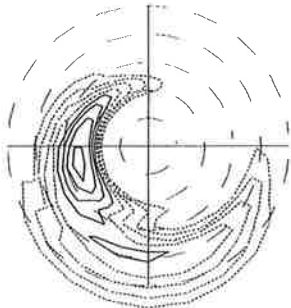
91/ 2/26 11: 0 Long. -74.39 Lat. 37.54
Hs 2.16 M No. 34



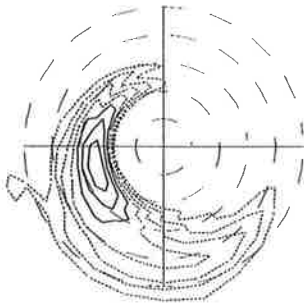
91/ 2/26 14: 0 Long. -74.39 Lat. 37.54
Hs 2.07 M No. 33



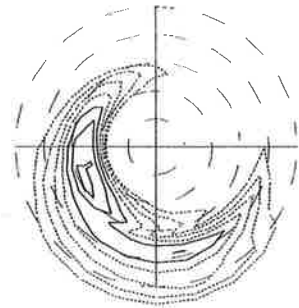
91/ 2/26 15: 0 Long. -74.39 Lat. 37.54
Hs 2.23 M No. 34



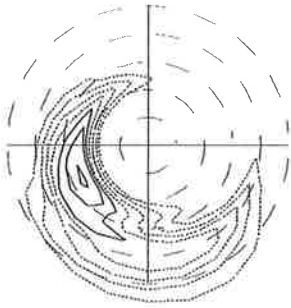
91/ 2/26 16: 0 Long. -74.39 Lat. 37.54
Hs 1.98 M No. 35



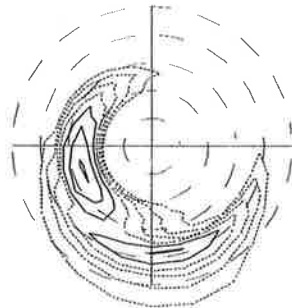
91/ 2/26 17: 0 Long. -74.39 Lat. 37.54
Hs 2.07 M No. 36



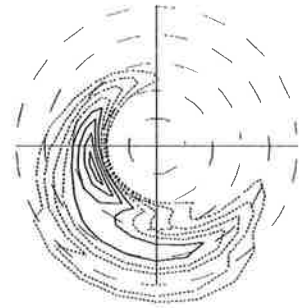
91/ 2/26 18: 0 Long. -74.39 Lat. 37.54
Hs 1.93 M No. 35



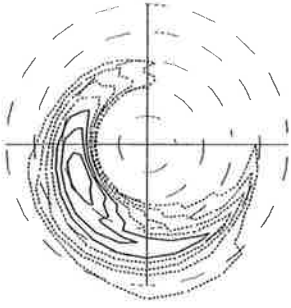
91/ 2/26 19: 0 Long. -74.39 Lat. 37.54
Hs 1.98 M No. 38



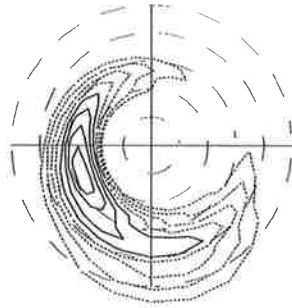
91/ 2/26 20: 0 Long. -74.39 Lat. 37.54
Hs 2.07 M No. 39



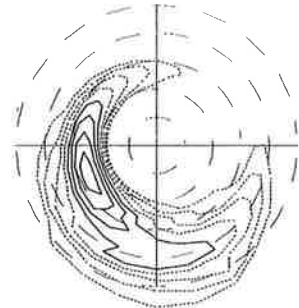
91/ 2/26 21: 0 Long. -74.39 Lat. 37.54
Hs 2.08 M No. 40



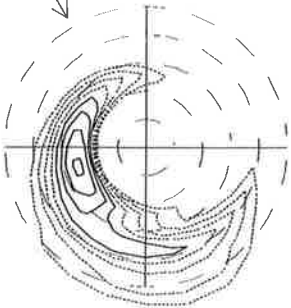
91/ 2/26 22: 0 Long. -74.39 Lat. 37.54
Hs 2.26 M No. 41



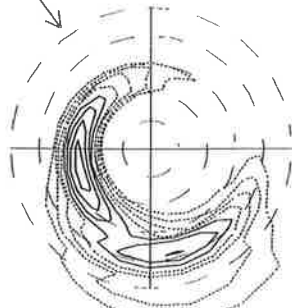
91/ 2/26 23: 0 Long. -74.39 Lat. 37.54
Hs 2.30 M No. 42



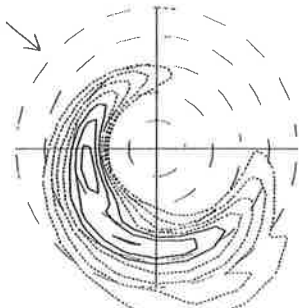
91/ 2/27 0: 0 Long. -74.39 Lat. 37.54
Hs 2.17 M No. 43



91/ 2/27 1: 0 Long. -74.39 Lat. 37.54
Hs 2.30 M No. 44



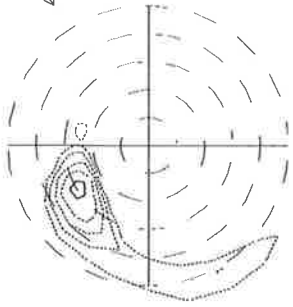
91/ 2/27 2: 0 Long. -74.39 Lat. 37.54
Hs 2.23 M No. 45



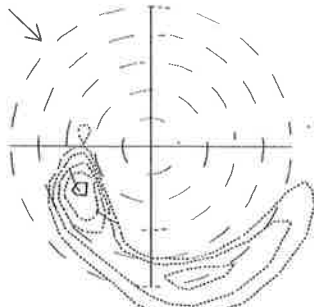
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus Central

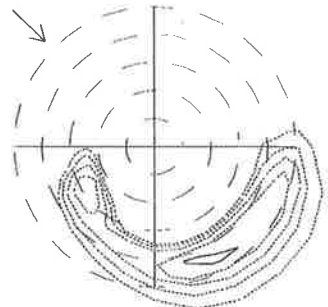
91/ 2/27 3: 0 Long. -74.42 Lat. 37.50
Hs 1.04 M No. 46



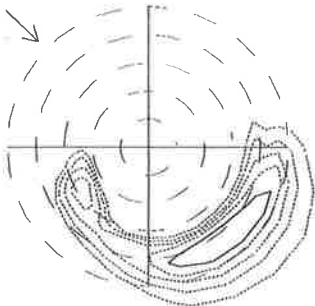
91/ 2/27 4: 0 Long. -74.42 Lat. 37.50
Hs 1.18 M No. 47



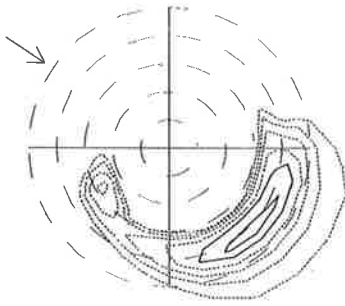
91/ 2/27 7: 0 Long. -74.42 Lat. 37.50
Hs 1.45 M No. 48



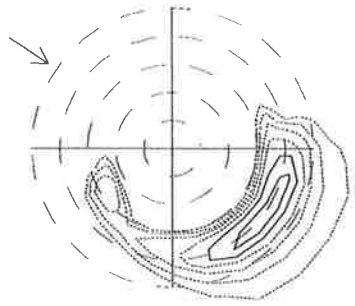
91/ 2/27 8: 0 Long. -74.42 Lat. 37.50
Hs 1.51 M No. 49



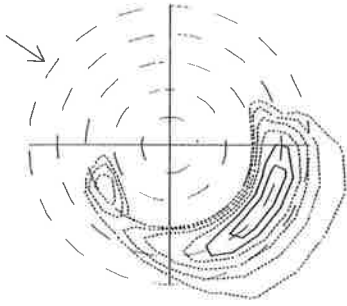
91/ 2/27 10: 0 Long. -74.42 Lat. 37.50
Hs 1.58 M No. 50



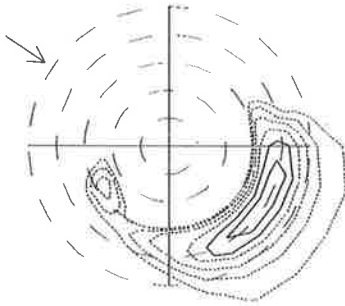
91/ 2/27 11: 0 Long. -74.42 Lat. 37.50
Hs 1.60 M No. 51



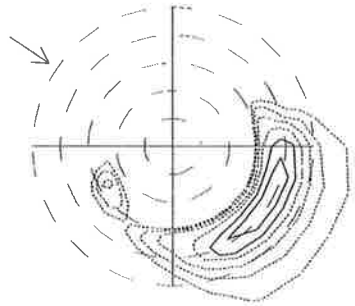
91/ 2/27 12: 0 Long. -74.42 Lat. 37.50
Hs 1.60 M No. 52



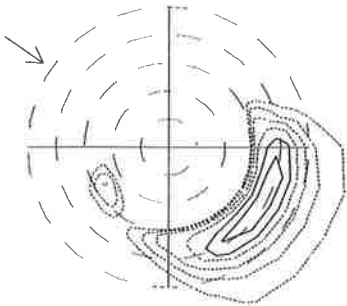
91/ 2/27 13: 0 Long. -74.42 Lat. 37.50
Hs 1.60 M No. 53



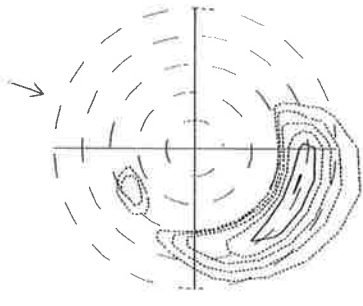
91/ 2/27 14: 0 Long. -74.42 Lat. 37.50
Hs 1.60 M No. 54



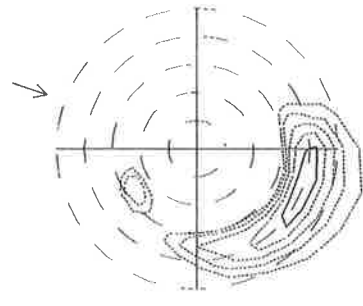
91/ 2/27 15: 0 Long. -74.42 Lat. 37.50
Hs 1.59 M No. 55



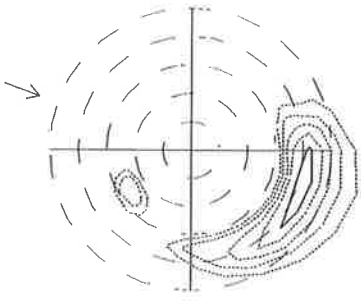
91/ 2/27 16: 0 Long. -74.42 Lat. 37.50
Hs 1.39 M No. 56



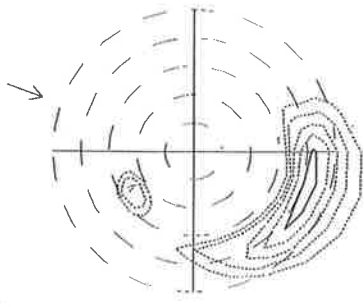
91/ 2/27 17: 0 Long. -74.42 Lat. 37.50
Hs 1.30 M No. 57



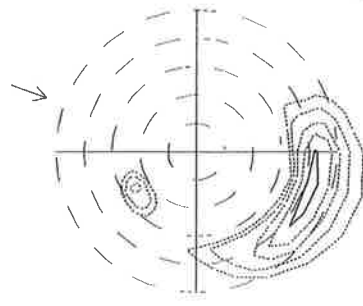
91/ 2/27 18: 0 Long. -74.42 Lat. 37.50
Hs 1.25 M No. 58



91/ 2/27 19: 0 Long. -74.42 Lat. 37.50
Hs 1.23 M No. 59



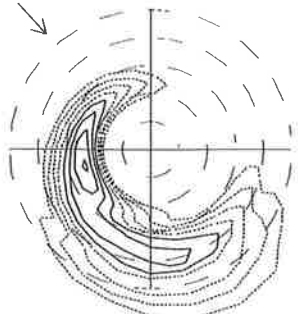
91/ 2/27 20: 0 Long. -74.42 Lat. 37.50
Hs 1.23 M No. 60



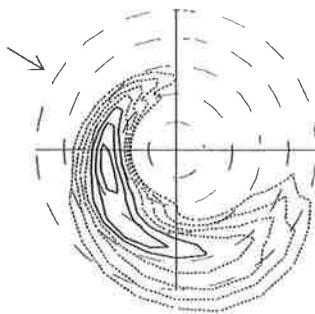
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SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

Discus Central

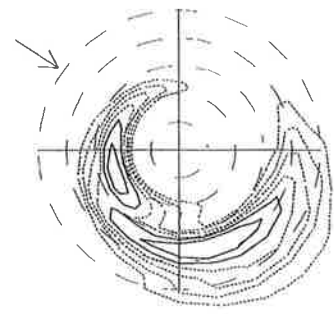
91/ 2/27 3: 0 Long. -74.39 Lat. 37.54
Hs 2.27 M No. 46



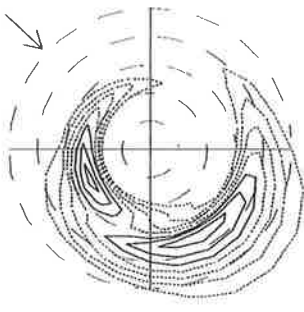
91/ 2/27 4: 0 Long. -74.39 Lat. 37.54
Hs 2.10 M No. 47



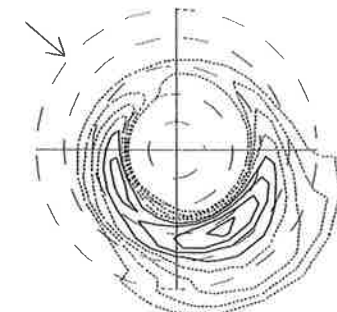
91/ 2/27 7: 0 Long. -74.39 Lat. 37.54
Hs 2.06 M No. 48



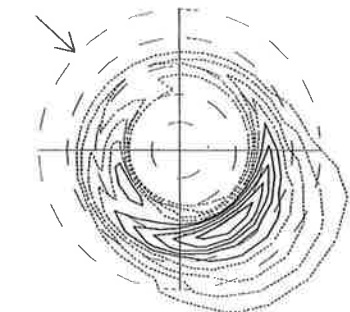
91/ 2/27 8: 0 Long. -74.39 Lat. 37.54
Hs 2.17 M No. 49



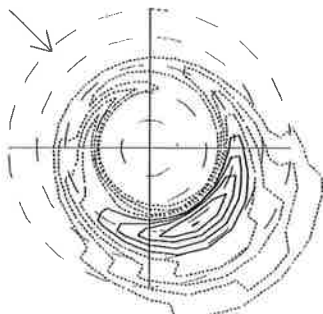
91/ 2/27 10: 0 Long. -74.39 Lat. 37.54
Hs 2.42 M No. 50



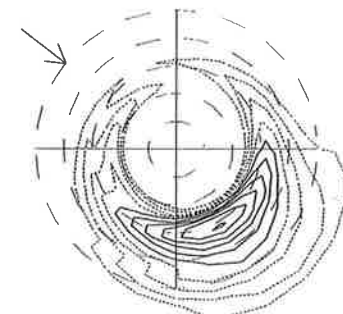
91/ 2/27 11: 0 Long. -74.39 Lat. 37.54
Hs 2.63 M No. 51



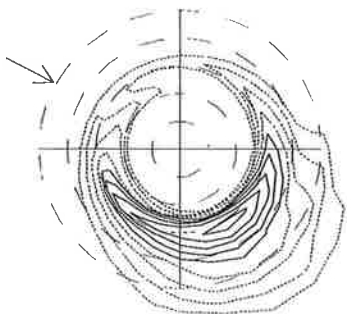
91/ 2/27 12: 0 Long. -74.39 Lat. 37.54
Hs 2.43 M No. 52



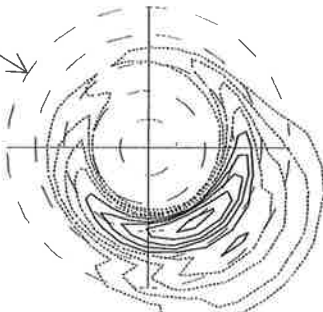
91/ 2/27 13: 0 Long. -74.39 Lat. 37.54
Hs 2.77 M No. 53



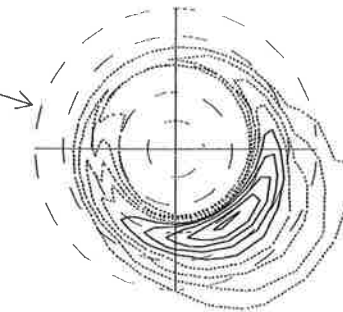
91/ 2/27 14: 0 Long. -74.39 Lat. 37.54
Hs 2.69 M No. 54



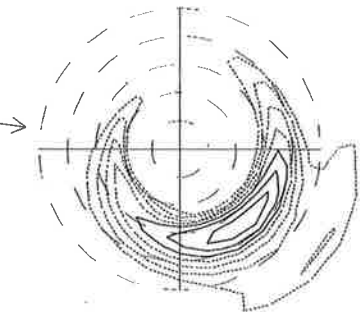
91/ 2/27 15: 0 Long. -74.39 Lat. 37.54
Hs 2.57 M No. 55



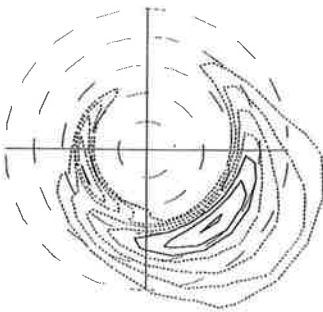
91/ 2/27 16: 0 Long. -74.39 Lat. 37.54
Hs 2.42 M No. 56



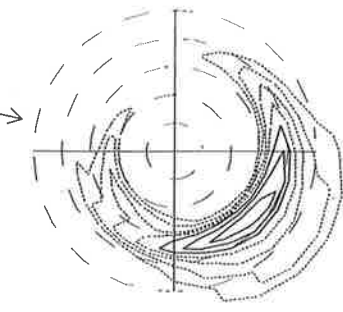
91/ 2/27 17: 0 Long. -74.39 Lat. 37.54
Hs 2.02 M No. 57



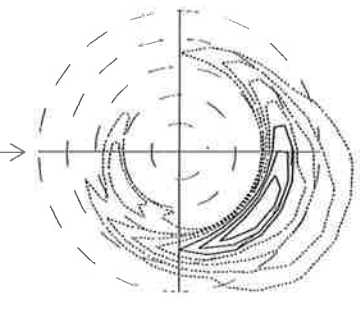
91/ 2/27 18: 0 Long. -74.39 Lat. 37.54
Hs 1.88 M No. 58



91/ 2/27 19: 0 Long. -74.39 Lat. 37.54
Hs 1.86 M No. 59



91/ 2/27 20: 0 Long. -74.39 Lat. 37.54
Hs 1.87 M No. 60

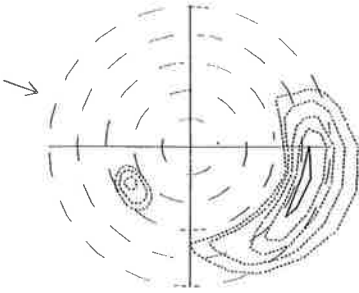


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

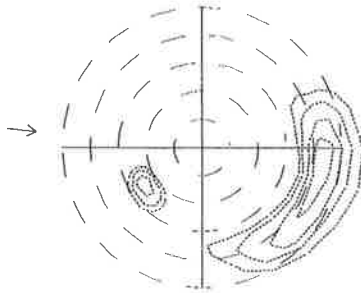


WAM fg to Discus Central

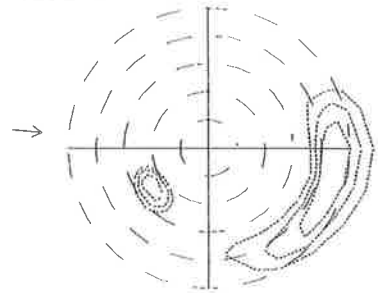
91/ 2/27 21: 0 Long. -74.42 Lat. 37.50
Hs 1.22 M No. 61



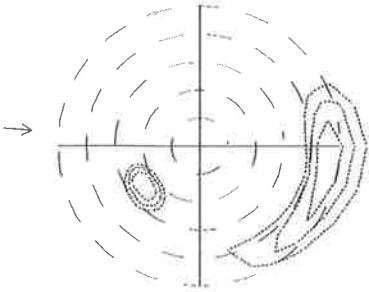
91/ 2/27 22: 0 Long. -74.42 Lat. 37.50
Hs 1.09 M No. 62



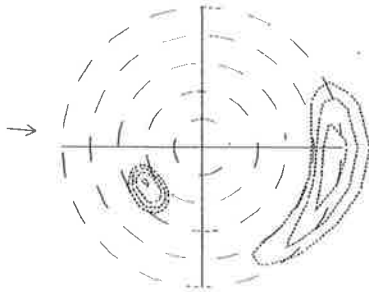
91/ 2/27 23: 0 Long. -74.42 Lat. 37.50
Hs 1.03 M No. 63



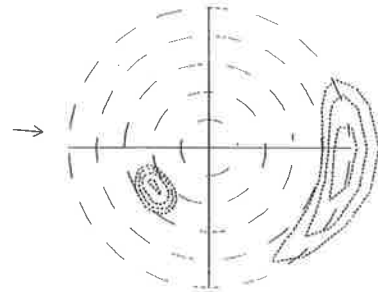
91/ 2/28 0: 0 Long. -74.42 Lat. 37.50
Hs 1.00 M No. 64



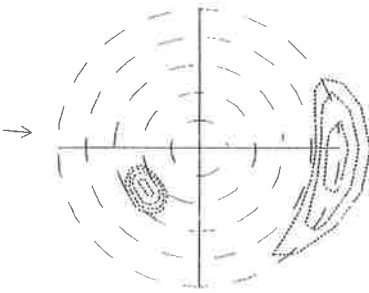
91/ 2/28 1: 0 Long. -74.42 Lat. 37.50
Hs 0.97 M No. 65



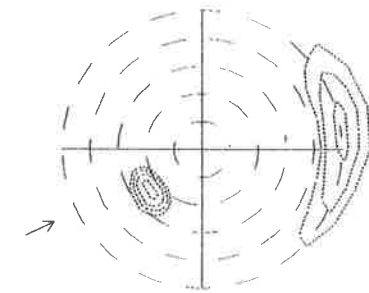
91/ 2/28 2: 0 Long. -74.42 Lat. 37.50
Hs 0.96 M No. 66



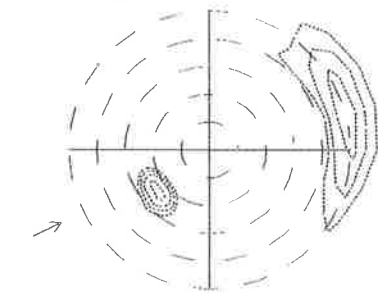
91/ 2/28 3: 0 Long. -74.42 Lat. 37.50
Hs 0.95 M No. 67



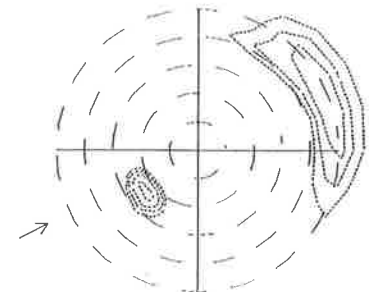
91/ 2/28 4: 0 Long. -74.42 Lat. 37.50
Hs 0.95 M No. 68



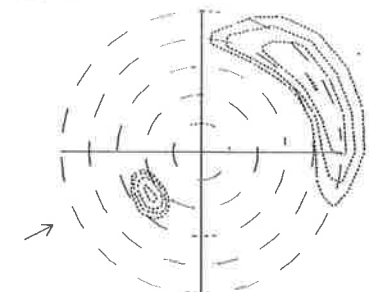
91/ 2/28 5: 0 Long. -74.42 Lat. 37.50
Hs 0.98 M No. 69



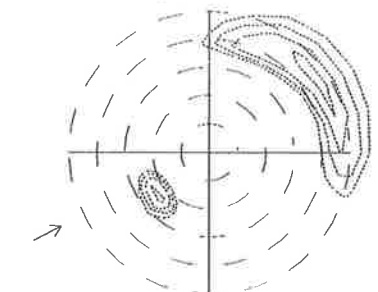
91/ 2/28 6: 0 Long. -74.42 Lat. 37.50
Hs 1.02 M No. 70



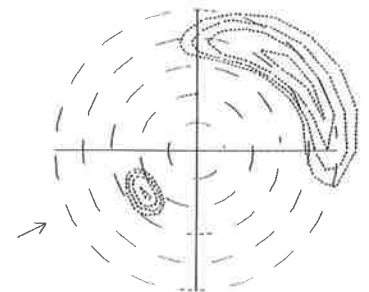
91/ 2/28 7: 0 Long. -74.42 Lat. 37.50
Hs 1.05 M No. 71



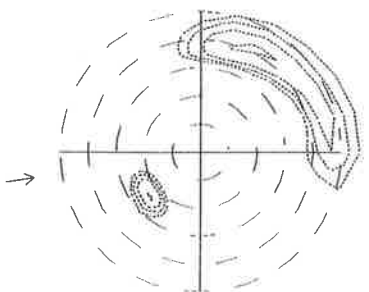
91/ 2/28 8: 0 Long. -74.42 Lat. 37.50
Hs 1.09 M No. 72



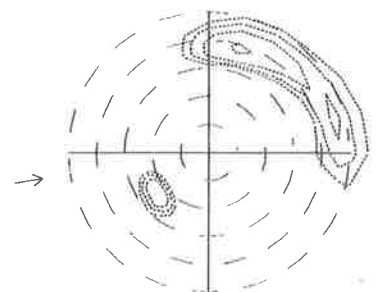
91/ 2/28 9: 0 Long. -74.42 Lat. 37.50
Hs 1.12 M No. 73



91/ 2/28 10: 0 Long. -74.42 Lat. 37.50
Hs 1.08 M No. 74



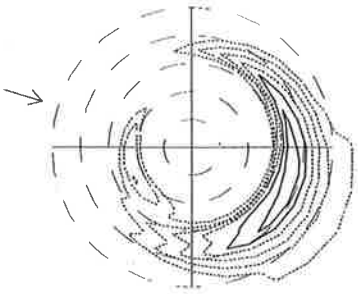
91/ 2/28 11: 0 Long. -74.42 Lat. 37.50
Hs 1.06 M No. 75



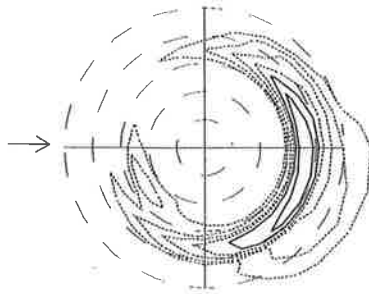
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

Discus Central

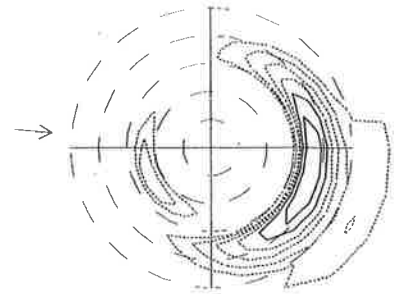
91/ 2/27 21: 0 Long. -74.39 Lat. 37.54
Hs 1.73 M No. 61



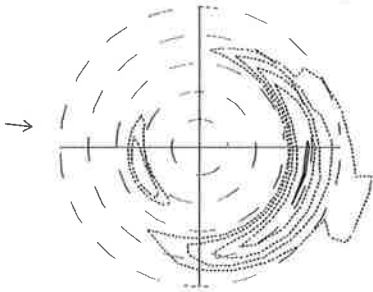
91/ 2/27 22: 0 Long. -74.39 Lat. 37.54
Hs 1.74 M No. 62



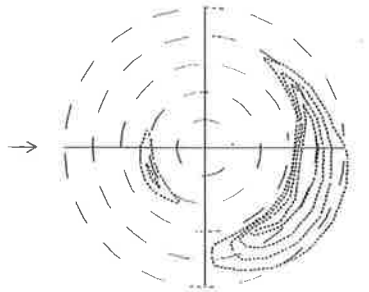
91/ 2/27 23: 0 Long. -74.39 Lat. 37.54
Hs 1.67 M No. 63



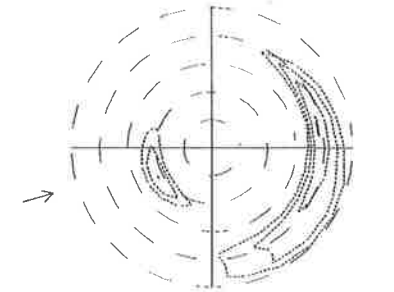
91/ 2/28 0: 0 Long. -74.39 Lat. 37.54
Hs 1.36 M No. 64



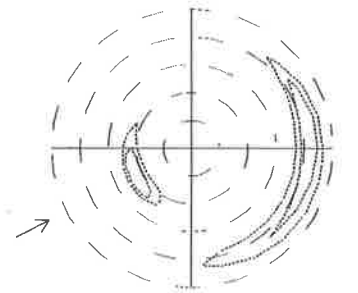
91/ 2/28 1: 0 Long. -74.39 Lat. 37.54
Hs 1.18 M No. 65



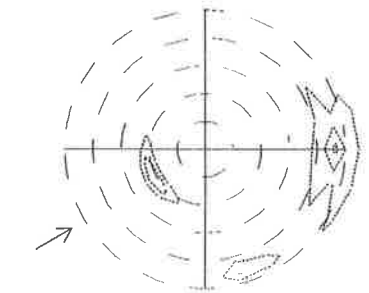
91/ 2/28 2: 0 Long. -74.39 Lat. 37.54
Hs 1.08 M No. 66



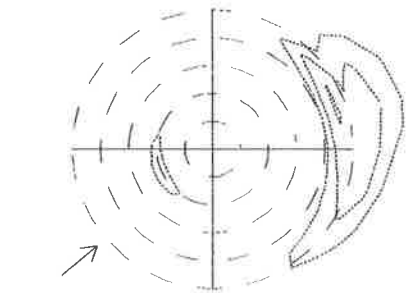
91/ 2/28 3: 0 Long. -74.39 Lat. 37.54
Hs 0.97 M No. 67



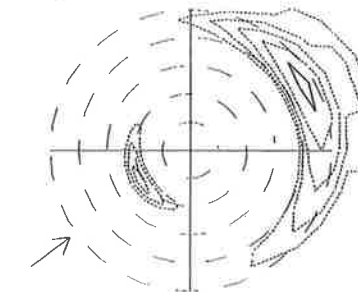
91/ 2/28 4: 0 Long. -74.39 Lat. 37.54
Hs 0.99 M No. 68



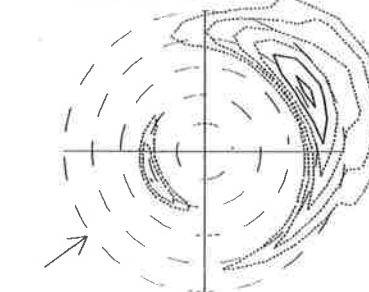
91/ 2/28 5: 0 Long. -74.39 Lat. 37.54
Hs 1.06 M No. 69



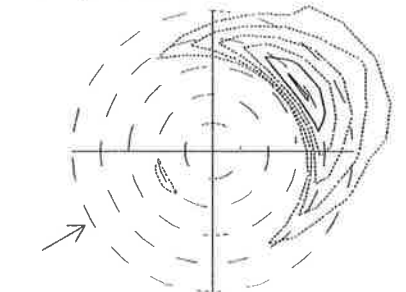
91/ 2/28 6: 0 Long. -74.39 Lat. 37.54
Hs 1.31 M No. 70



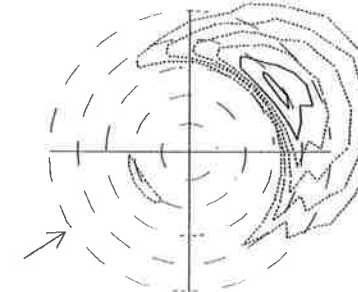
91/ 2/28 7: 0 Long. -74.39 Lat. 37.54
Hs 1.49 M No. 71



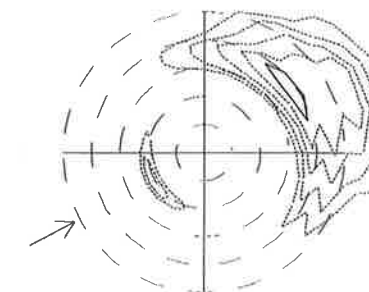
91/ 2/28 8: 0 Long. -74.39 Lat. 37.54
Hs 1.43 M No. 72



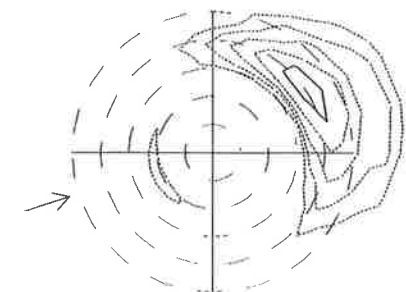
91/ 2/28 9: 0 Long. -74.39 Lat. 37.54
Hs 1.58 M No. 73



91/ 2/28 10: 0 Long. -74.39 Lat. 37.54
Hs 1.49 M No. 74



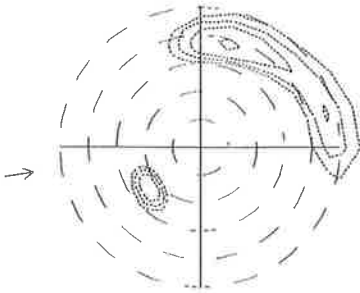
91/ 2/28 11: 0 Long. -74.39 Lat. 37.54
Hs 1.44 M No. 75



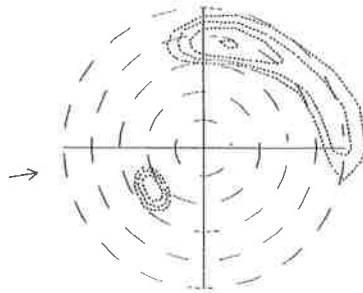
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

WAM fg to Discus Central

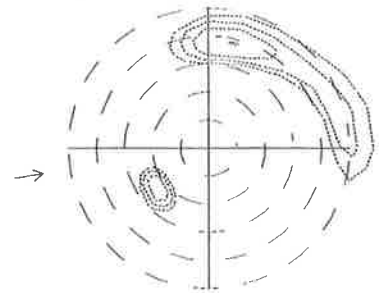
91/ 2/28 12: 0 Long. -74.42 Lat. 37.50
Hs 1.05 M No. 76



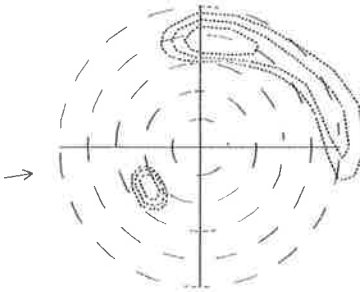
91/ 2/28 13: 0 Long. -74.42 Lat. 37.50
Hs 1.03 M No. 77



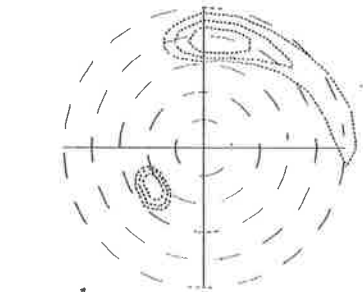
91/ 2/28 14: 0 Long. -74.42 Lat. 37.50
Hs 1.02 M No. 78



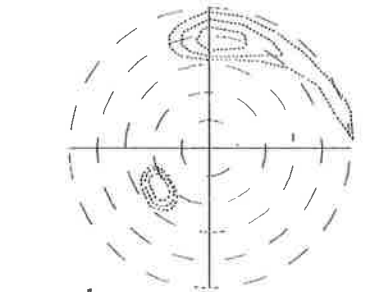
91/ 2/28 15: 0 Long. -74.42 Lat. 37.50
Hs 1.00 M No. 79



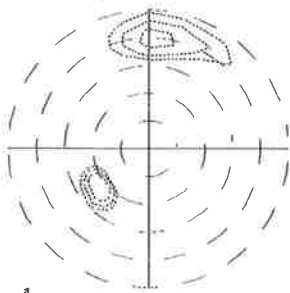
91/ 2/28 16: 0 Long. -74.42 Lat. 37.50
Hs 0.92 M No. 80



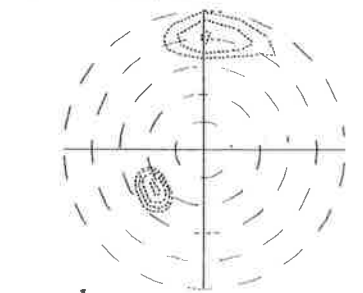
91/ 2/28 17: 0 Long. -74.42 Lat. 37.50
Hs 0.87 M No. 81



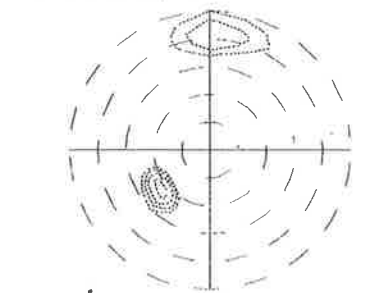
91/ 2/28 18: 0 Long. -74.42 Lat. 37.50
Hs 0.83 M No. 82



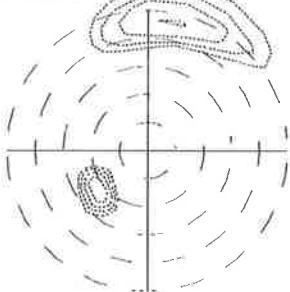
91/ 2/28 19: 0 Long. -74.42 Lat. 37.50
Hs 0.80 M No. 83



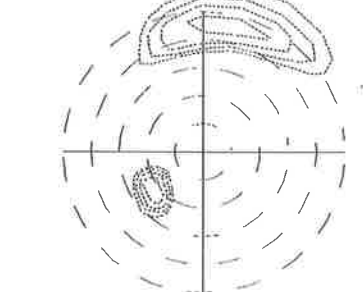
91/ 2/28 20: 0 Long. -74.42 Lat. 37.50
Hs 0.78 M No. 84



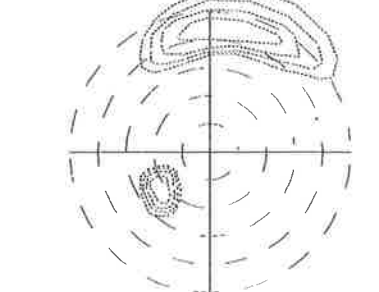
91/ 3/ 1 0: 0 Long. -74.42 Lat. 37.50
Hs 1.06 M No. 85



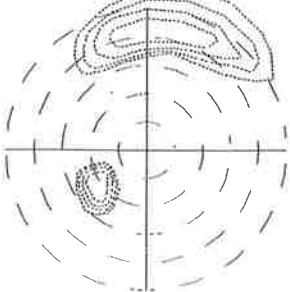
91/ 3/ 1 1: 0 Long. -74.42 Lat. 37.50
Hs 1.14 M No. 86



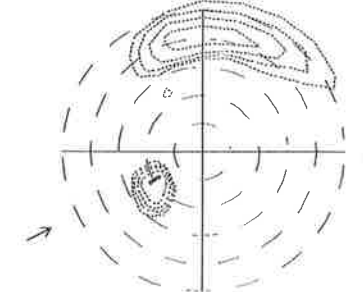
91/ 3/ 1 2: 0 Long. -74.42 Lat. 37.50
Hs 1.20 M No. 87



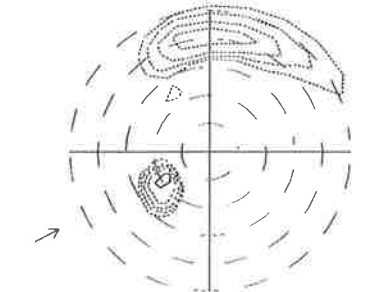
91/ 3/ 1 3: 0 Long. -74.42 Lat. 37.50
Hs 1.25 M No. 88



91/ 3/ 1 4: 0 Long. -74.42 Lat. 37.50
Hs 1.22 M No. 89



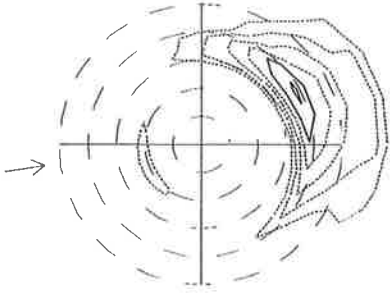
91/ 3/ 1 5: 0 Long. -74.42 Lat. 37.50
Hs 1.21 M No. 90



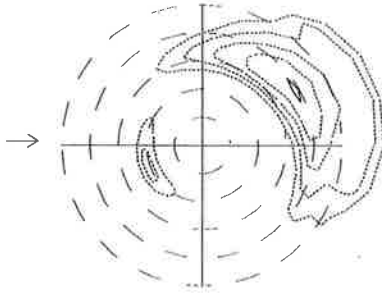
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

Discus Central

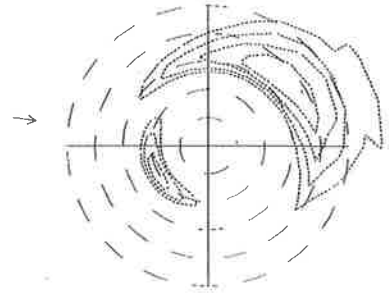
91/ 2/28 12: 0 Long. -74.39 Lat. 37.54
Hs 1.45 M No. 76



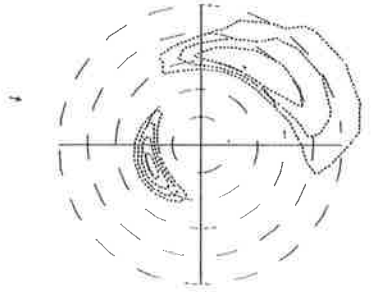
91/ 2/28 13: 0 Long. -74.39 Lat. 37.54
Hs 1.41 M No. 77



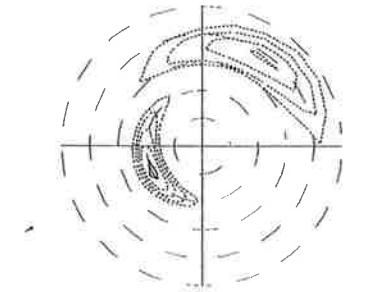
91/ 2/28 14: 0 Long. -74.39 Lat. 37.54
Hs 1.39 M No. 78



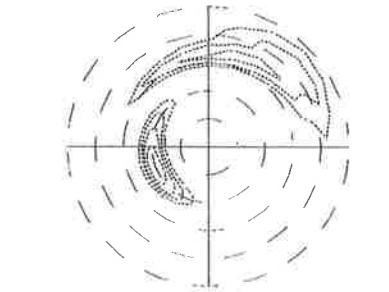
91/ 2/28 15: 0 Long. -74.39 Lat. 37.54
Hs 1.24 M No. 79



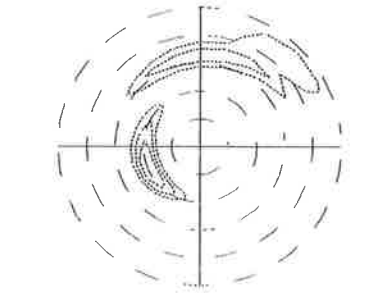
91/ 2/28 16: 0 Long. -74.39 Lat. 37.54
Hs 1.22 M No. 80



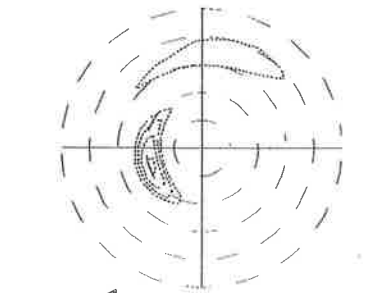
91/ 2/28 17: 0 Long. -74.39 Lat. 37.54
Hs 1.14 M No. 81



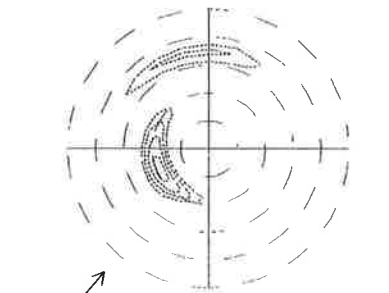
91/ 2/28 18: 0 Long. -74.39 Lat. 37.54
Hs 1.02 M No. 82



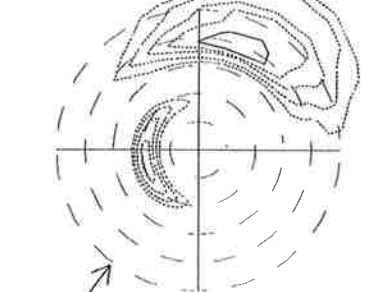
91/ 2/28 19: 0 Long. -74.39 Lat. 37.54
Hs 0.97 M No. 83



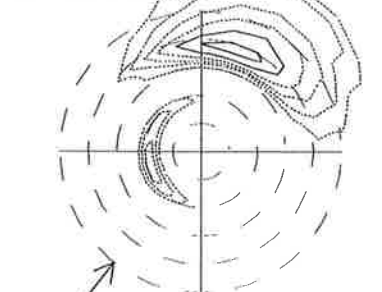
91/ 2/28 20: 0 Long. -74.39 Lat. 37.54
Hs 0.98 M No. 84



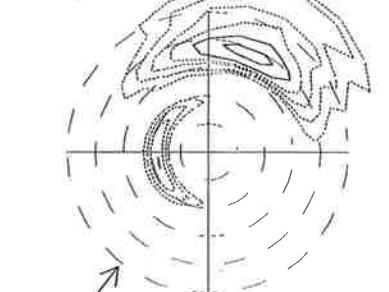
91/ 3/ 1 0: 0 Long. -74.39 Lat. 37.54
Hs 1.53 M No. 85



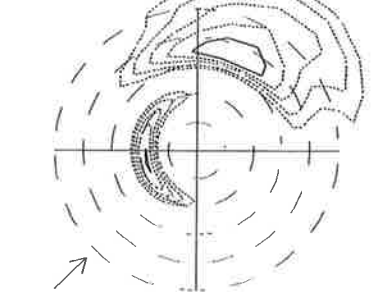
91/ 3/ 1 1: 0 Long. -74.39 Lat. 37.54
Hs 1.59 M No. 86



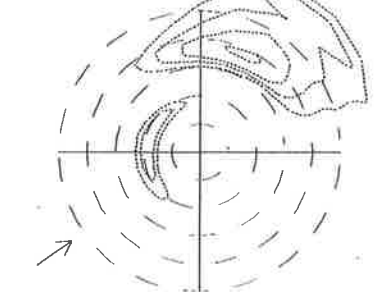
91/ 3/ 1 2: 0 Long. -74.39 Lat. 37.54
Hs 1.61 M No. 87



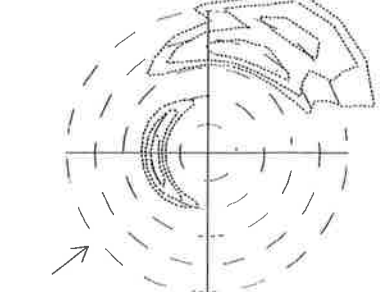
91/ 3/ 1 3: 0 Long. -74.39 Lat. 37.54
Hs 1.57 M No. 88



91/ 3/ 1 4: 0 Long. -74.39 Lat. 37.54
Hs 1.26 M No. 89



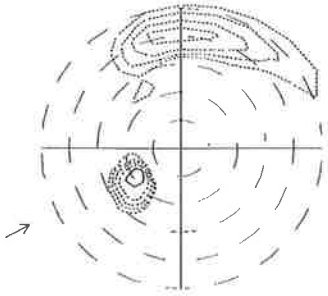
91/ 3/ 1 5: 0 Long. -74.39 Lat. 37.54
Hs 1.24 M No. 90



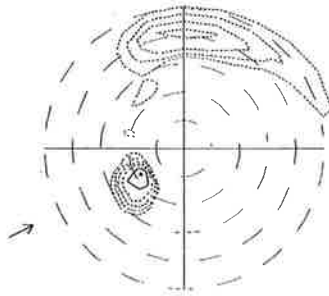
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

WAM fg to Discus Central

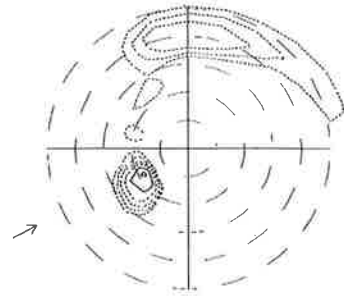
91/ 3/ 1 6: 0 Long. -74.42 Lat. 37.50
Hs 1.21 M No. 91



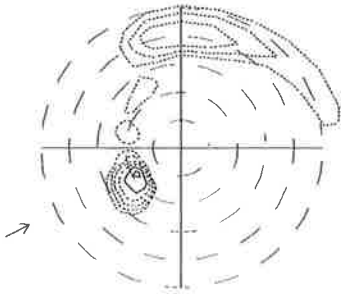
91/ 3/ 1 7: 0 Long. -74.42 Lat. 37.50
Hs 1.20 M No. 92



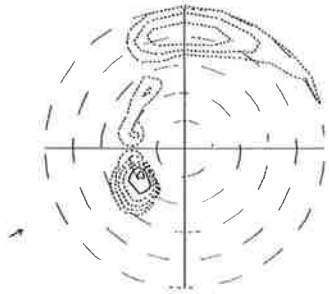
91/ 3/ 1 8: 0 Long. -74.42 Lat. 37.50
Hs 1.20 M No. 93



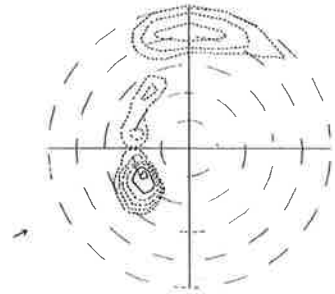
91/ 3/ 1 9: 0 Long. -74.42 Lat. 37.50
Hs 1.20 M No. 94



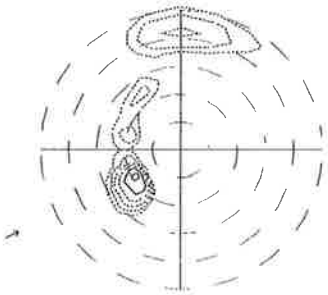
91/ 3/ 1 10: 0 Long. -74.42 Lat. 37.50
Hs 1.14 M No. 95



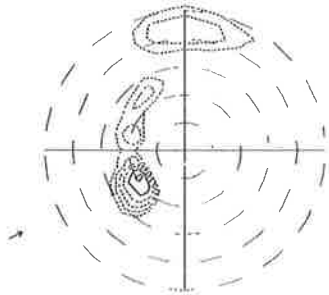
91/ 3/ 1 11: 0 Long. -74.42 Lat. 37.50
Hs 1.10 M No. 96



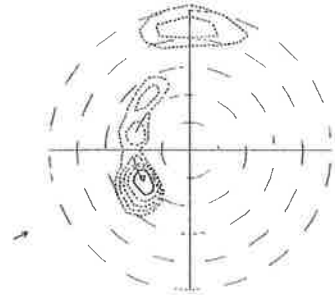
91/ 3/ 1 12: 0 Long. -74.42 Lat. 37.50
Hs 1.07 M No. 97



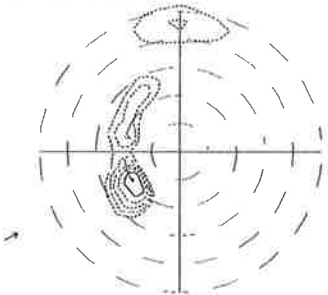
91/ 3/ 1 13: 0 Long. -74.42 Lat. 37.50
Hs 1.03 M No. 98



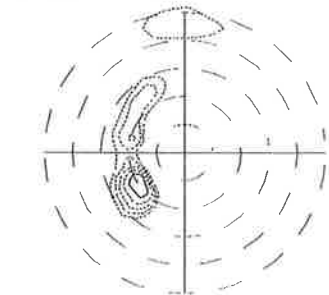
91/ 3/ 1 14: 0 Long. -74.42 Lat. 37.50
Hs 1.01 M No. 99



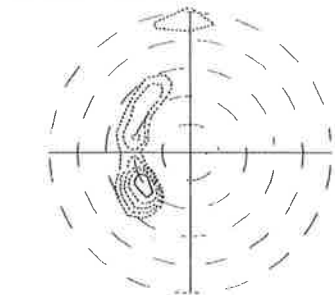
91/ 3/ 1 15: 0 Long. -74.42 Lat. 37.50
Hs 0.98 M No. 100



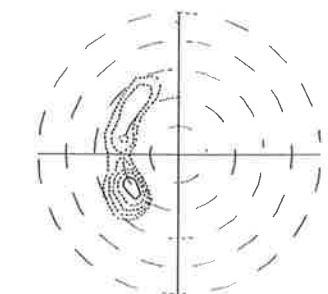
91/ 3/ 1 16: 0 Long. -74.42 Lat. 37.50
Hs 0.96 M No. 101



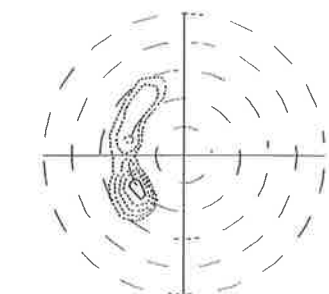
91/ 3/ 1 17: 0 Long. -74.42 Lat. 37.50
Hs 0.94 M No. 102



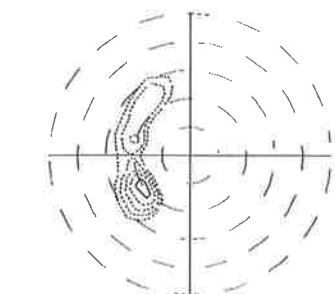
91/ 3/ 1 18: 0 Long. -74.42 Lat. 37.50
Hs 0.92 M No. 103



91/ 3/ 1 19: 0 Long. -74.42 Lat. 37.50
Hs 0.90 M No. 104



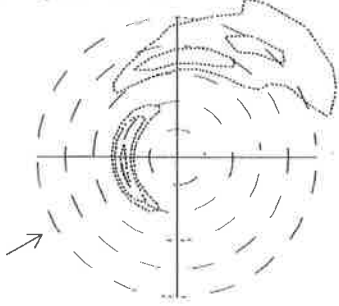
91/ 3/ 1 20: 0 Long. -74.42 Lat. 37.50
Hs 0.89 M No. 105



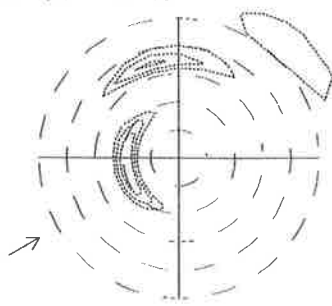
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

Discus Central

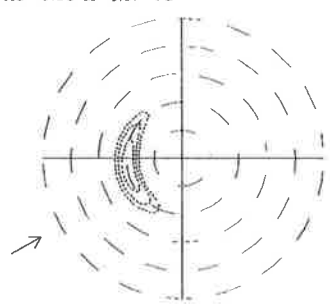
91/ 3/ 1 6: 0 Long. -74.39 Lat. 37.54
Hs 1.12 M No. 91



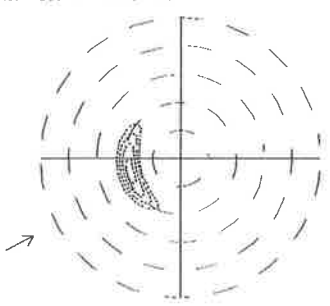
91/ 3/ 1 7: 0 Long. -74.39 Lat. 37.54
Hs 1.03 M No. 92



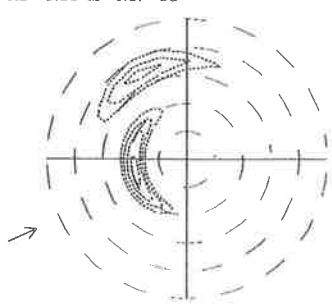
91/ 3/ 1 8: 0 Long. -74.39 Lat. 37.54
Hs 0.88 M No. 93



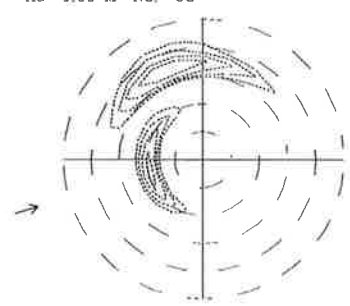
91/ 3/ 1 9: 0 Long. -74.39 Lat. 37.54
Hs 0.86 M No. 94



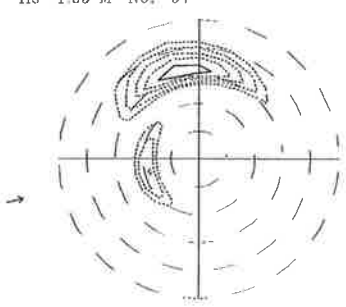
91/ 3/ 1 10: 0 Long. -74.39 Lat. 37.54
Hs 1.00 M No. 95



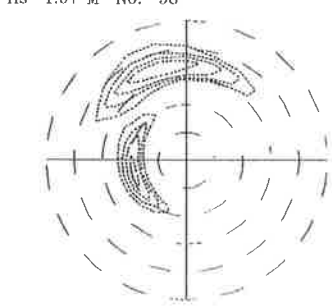
91/ 3/ 1 11: 0 Long. -74.39 Lat. 37.54
Hs 1.09 M No. 96



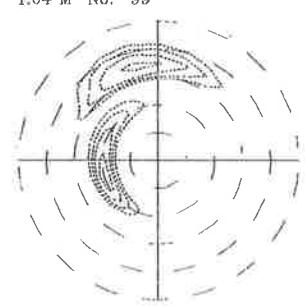
91/ 3/ 1 12: 0 Long. -74.39 Lat. 37.54
Hs 1.09 M No. 97



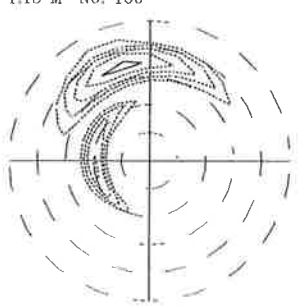
91/ 3/ 1 13: 0 Long. -74.39 Lat. 37.54
Hs 1.07 M No. 98



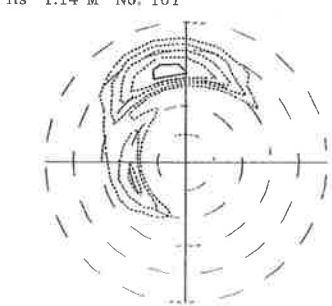
91/ 3/ 1 14: 0 Long. -74.39 Lat. 37.54
Hs 1.04 M No. 99



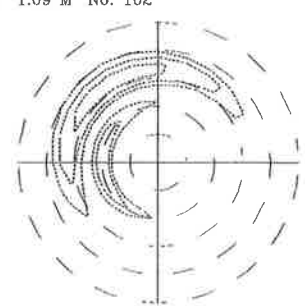
91/ 3/ 1 15: 0 Long. -74.39 Lat. 37.54
Hs 1.13 M No. 100



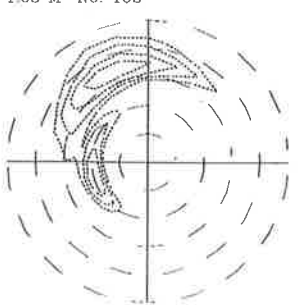
91/ 3/ 1 16: 0 Long. -74.39 Lat. 37.54
Hs 1.14 M No. 101



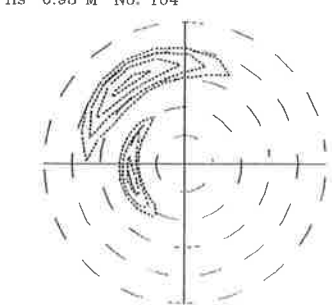
91/ 3/ 1 17: 0 Long. -74.39 Lat. 37.54
Hs 1.09 M No. 102



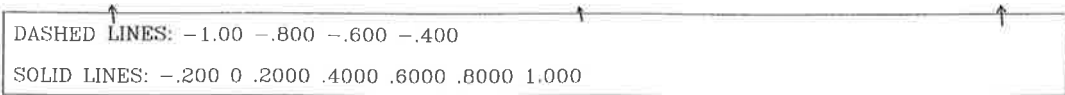
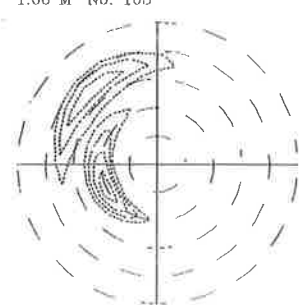
91/ 3/ 1 18: 0 Long. -74.39 Lat. 37.54
Hs 1.08 M No. 103



91/ 3/ 1 19: 0 Long. -74.39 Lat. 37.54
Hs 0.98 M No. 104

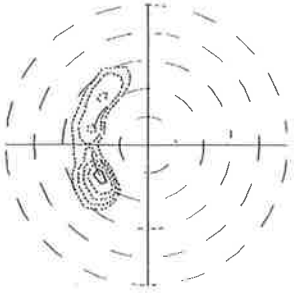


91/ 3/ 1 20: 0 Long. -74.39 Lat. 37.54
Hs 1.06 M No. 105

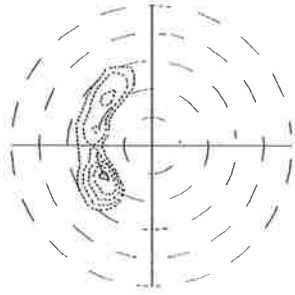


WAM fg to Discus Central

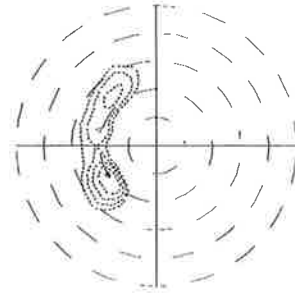
91/3/1 21: 0 Long. -74.42 Lat. 37.50
Hs 0.88 M No. 106



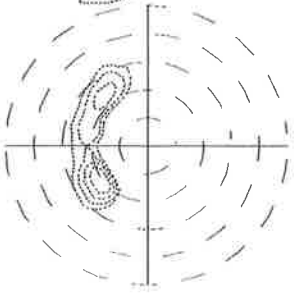
91/3/1 22: 0 Long. -74.42 Lat. 37.50
Hs 0.89 M No. 107



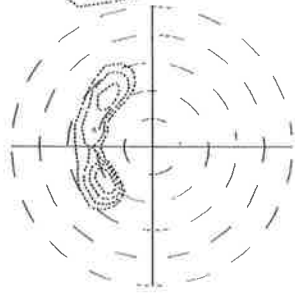
91/3/1 23: 0 Long. -74.42 Lat. 37.50
Hs 0.92 M No. 108



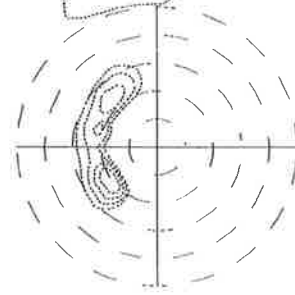
91/3/2 0: 0 Long. -74.42 Lat. 37.50
Hs 0.94 M No. 109



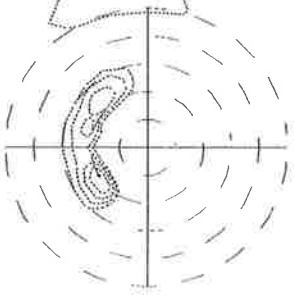
91/3/2 1: 0 Long. -74.42 Lat. 37.50
Hs 0.99 M No. 110



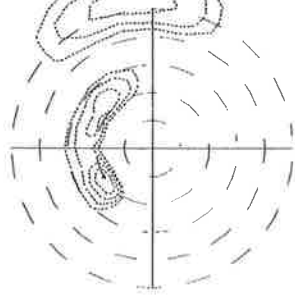
91/3/2 2: 0 Long. -74.42 Lat. 37.50
Hs 1.02 M No. 111



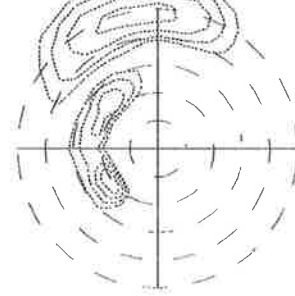
91/3/2 3: 0 Long. -74.42 Lat. 37.50
Hs 1.04 M No. 112



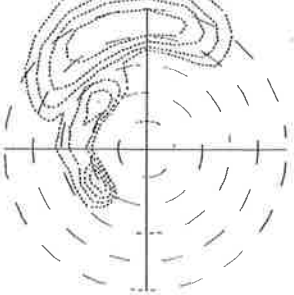
91/3/2 4: 0 Long. -74.42 Lat. 37.50
Hs 1.20 M No. 113



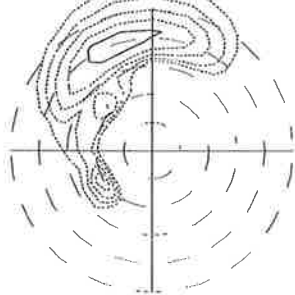
91/3/2 5: 0 Long. -74.42 Lat. 37.50
Hs 1.35 M No. 114



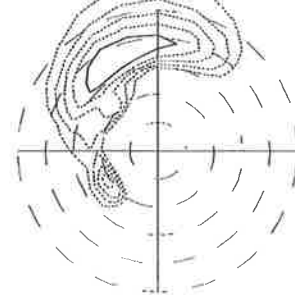
91/3/2 6: 0 Long. -74.42 Lat. 37.50
Hs 1.46 M No. 115



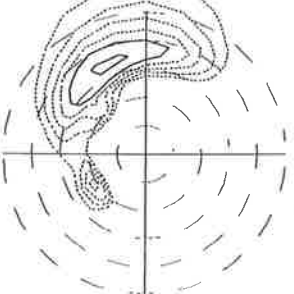
91/3/2 7: 0 Long. -74.42 Lat. 37.50
Hs 1.46 M No. 116



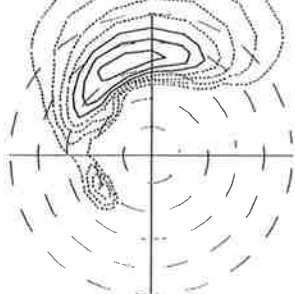
91/3/2 8: 0 Long. -74.42 Lat. 37.50
Hs 1.51 M No. 117



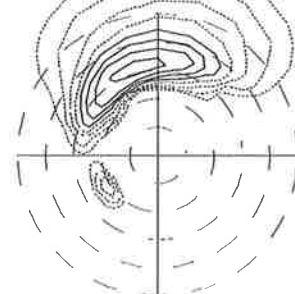
91/3/2 9: 0 Long. -74.42 Lat. 37.50
Hs 1.55 M No. 118



91/3/2 10: 0 Long. -74.42 Lat. 37.50
Hs 1.99 M No. 119



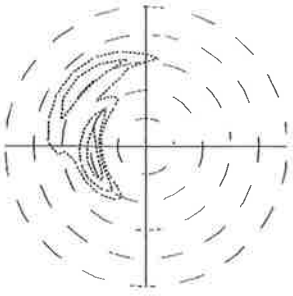
91/3/2 11: 0 Long. -74.42 Lat. 37.50
Hs 2.22 M No. 120



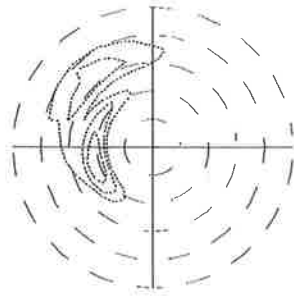
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

Discus Central

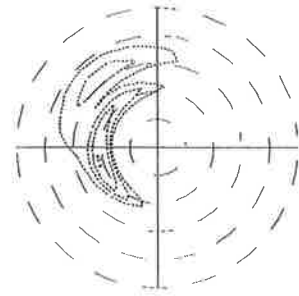
91/ 3/ 1 21: 0 Long. -74.39 Lat. 37.54
Hs 0.97 M No. 106



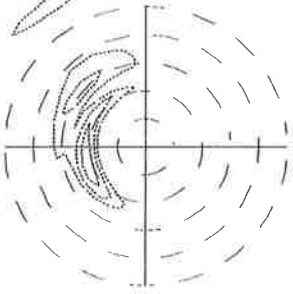
91/ 3/ 1 22: 0 Long. -74.39 Lat. 37.54
Hs 1.03 M No. 107



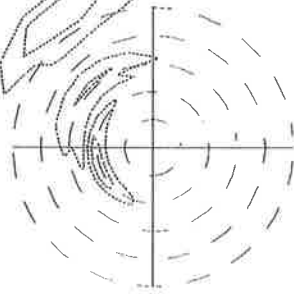
91/ 3/ 1 23: 0 Long. -74.39 Lat. 37.54
Hs 1.09 M No. 108



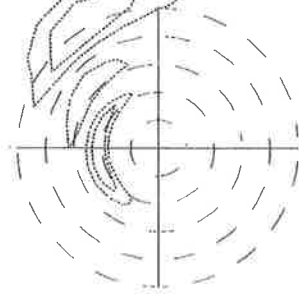
91/ 3/ 2 0: 0 Long. -74.39 Lat. 37.54
Hs 1.09 M No. 109



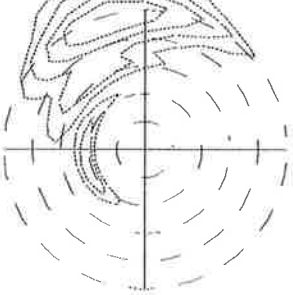
91/ 3/ 2 1: 0 Long. -74.39 Lat. 37.54
Hs 1.14 M No. 110



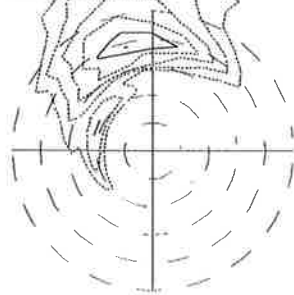
91/ 3/ 2 2: 0 Long. -74.39 Lat. 37.54
Hs 1.10 M No. 111



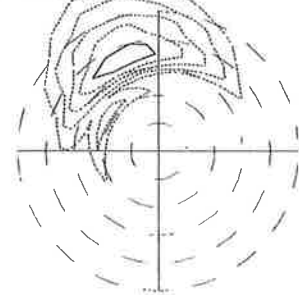
91/ 3/ 2 3: 0 Long. -74.39 Lat. 37.54
Hs 1.35 M No. 112



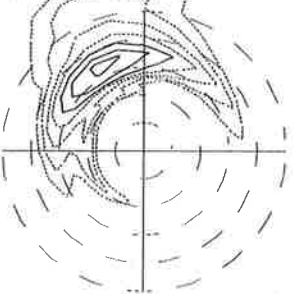
91/ 3/ 2 4: 0 Long. -74.39 Lat. 37.54
Hs 1.47 M No. 113



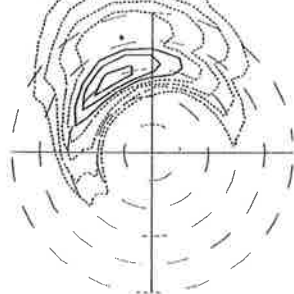
91/ 3/ 2 5: 0 Long. -74.39 Lat. 37.54
Hs 1.41 M No. 114



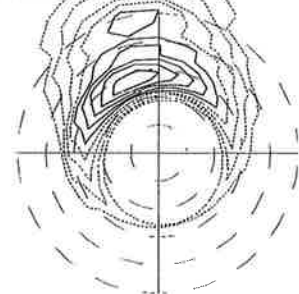
91/ 3/ 2 6: 0 Long. -74.39 Lat. 37.54
Hs 1.75 M No. 115



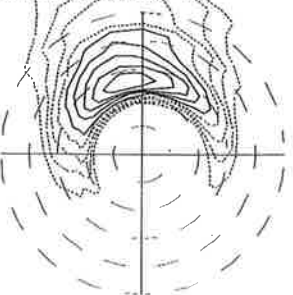
91/ 3/ 2 7: 0 Long. -74.39 Lat. 37.54
Hs 1.92 M No. 116



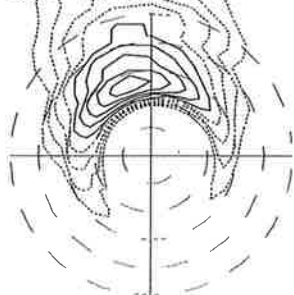
91/ 3/ 2 8: 0 Long. -74.39 Lat. 37.54
Hs 2.60 M No. 117



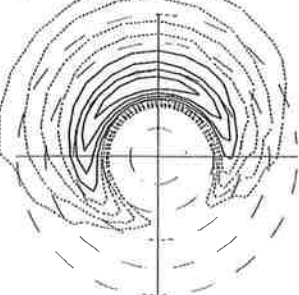
91/ 3/ 2 9: 0 Long. -74.39 Lat. 37.54
Hs 2.67 M No. 118



91/ 3/ 2 10: 0 Long. -74.39 Lat. 37.54
Hs 2.68 M No. 119



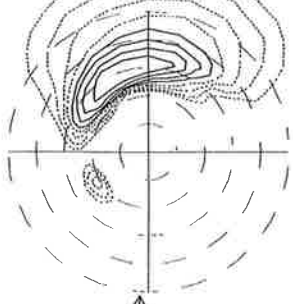
91/ 3/ 2 11: 0 Long. -74.39 Lat. 37.54
Hs 2.88 M No. 120



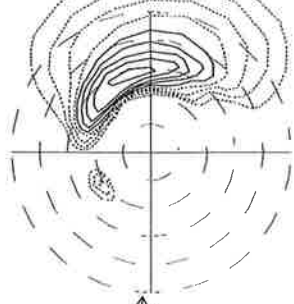
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus Central

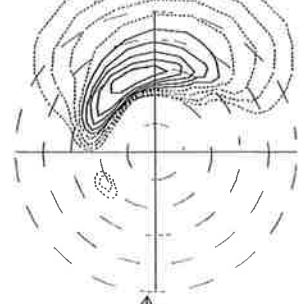
91/ 3/ 2 12: 0 Long -74.42 Lat. 37.50
Hs 2.39 M No. 121



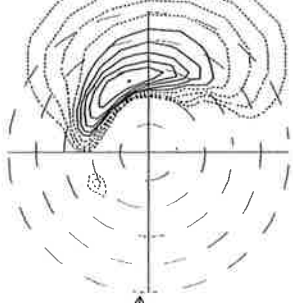
91/ 3/ 2 13: 0 Long -74.42 Lat. 37.50
Hs 2.51 M No. 122



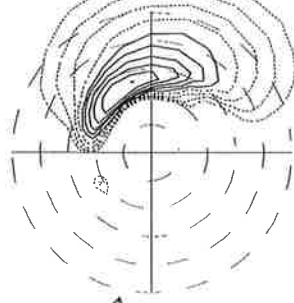
91/ 3/ 2 14: 0 Long -74.42 Lat. 37.50
Hs 2.62 M No. 123



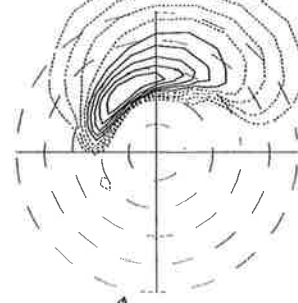
91/ 3/ 2 15: 0 Long -74.42 Lat. 37.50
Hs 2.71 M No. 124



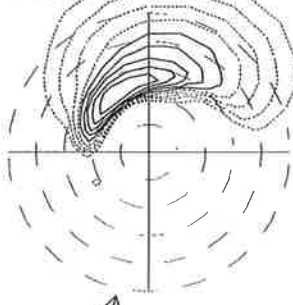
91/ 3/ 2 16: 0 Long -74.42 Lat. 37.50
Hs 2.67 M No. 125



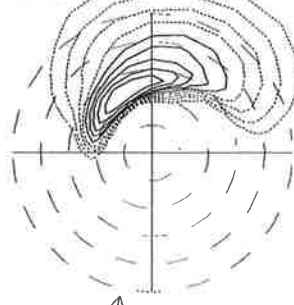
91/ 3/ 2 17: 0 Long -74.42 Lat. 37.50
Hs 2.67 M No. 126



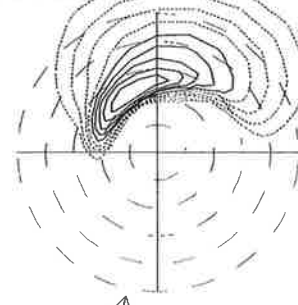
91/ 3/ 2 18: 0 Long -74.42 Lat. 37.50
Hs 2.68 M No. 127



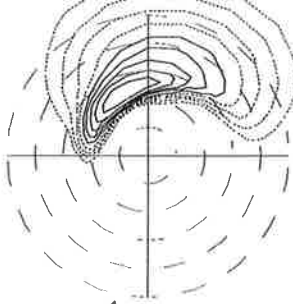
91/ 3/ 2 19: 0 Long -74.42 Lat. 37.50
Hs 2.67 M No. 128



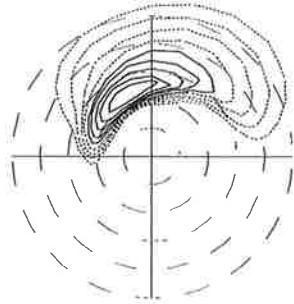
91/ 3/ 2 20: 0 Long -74.42 Lat. 37.50
Hs 2.66 M No. 129



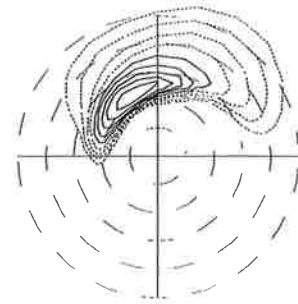
91/ 3/ 2 21: 0 Long -74.42 Lat. 37.50
Hs 2.65 M No. 130



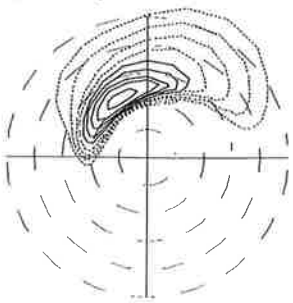
91/ 3/ 2 22: 0 Long -74.42 Lat. 37.50
Hs 2.38 M No. 131



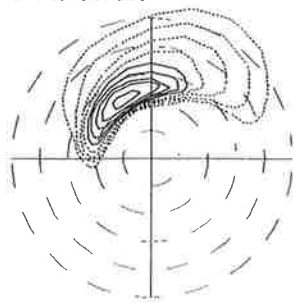
91/ 3/ 2 23: 0 Long -74.42 Lat. 37.50
Hs 2.23 M No. 132



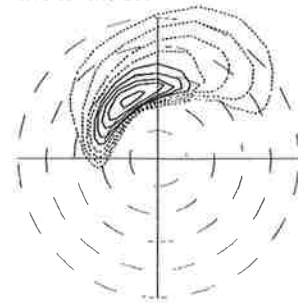
91/ 3/ 3 0: 0 Long -74.42 Lat. 37.50
Hs 2.13 M No. 133



91/ 3/ 3 1: 0 Long -74.42 Lat. 37.50
Hs 2.05 M No. 134



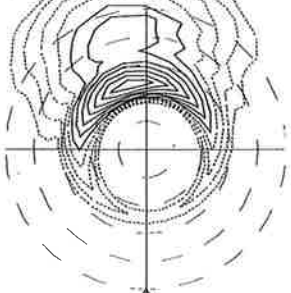
91/ 3/ 3 2: 0 Long -74.42 Lat. 37.50
Hs 2.01 M No. 135



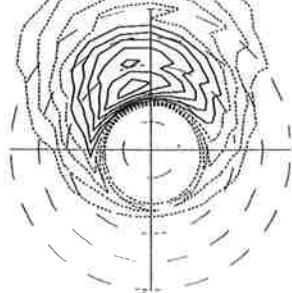
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus Central

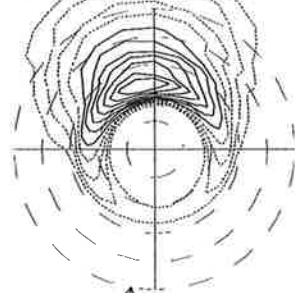
91/ 3/ 2 12: 0 Long. -74.39 Lat. 37.54
Hs 3.40 M No. 121



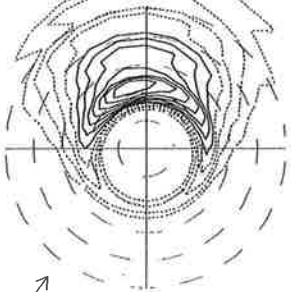
91/ 3/ 2 13: 0 Long. -74.39 Lat. 37.54
Hs 3.41 M No. 122



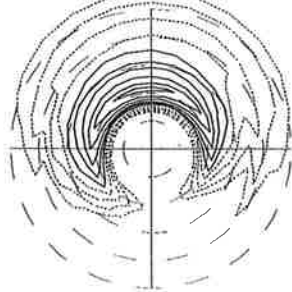
91/ 3/ 2 14: 0 Long. -74.39 Lat. 37.54
Hs 3.70 M No. 123



91/ 3/ 2 15: 0 Long. -74.39 Lat. 37.54
Hs 3.69 M No. 124



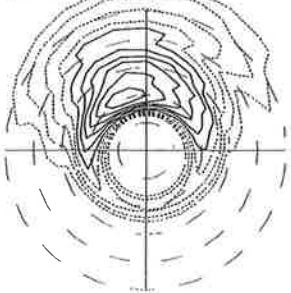
91/ 3/ 2 16: 0 Long. -74.39 Lat. 37.54
Hs 3.53 M No. 125



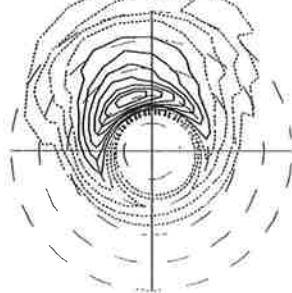
91/ 3/ 2 17: 0 Long. -74.39 Lat. 37.54
Hs 3.71 M No. 126



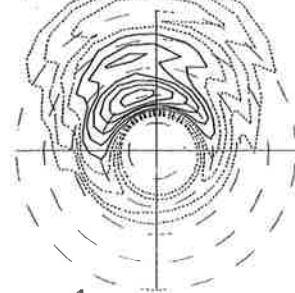
91/ 3/ 2 18: 0 Long. -74.39 Lat. 37.54
Hs 3.62 M No. 127



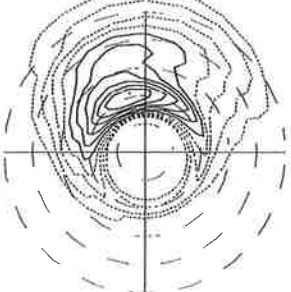
91/ 3/ 2 19: 0 Long. -74.39 Lat. 37.54
Hs 3.58 M No. 128



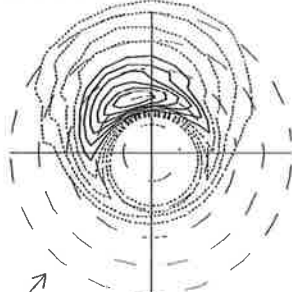
91/ 3/ 2 20: 0 Long. -74.39 Lat. 37.54
Hs 3.30 M No. 129



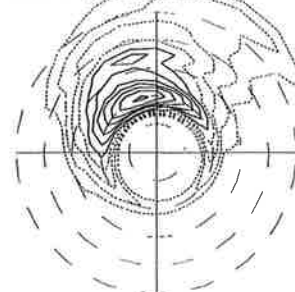
91/ 3/ 2 21: 0 Long. -74.39 Lat. 37.54
Hs 3.34 M No. 130



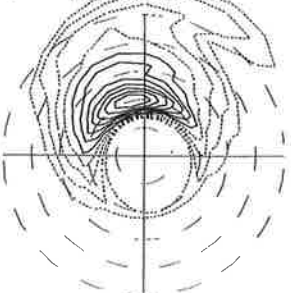
91/ 3/ 2 22: 0 Long. -74.39 Lat. 37.54
Hs 3.07 M No. 131



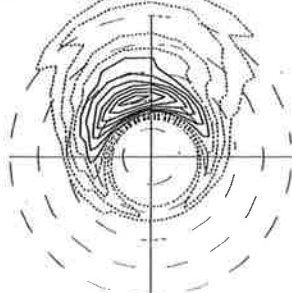
91/ 3/ 2 23: 0 Long. -74.39 Lat. 37.54
Hs 3.05 M No. 132



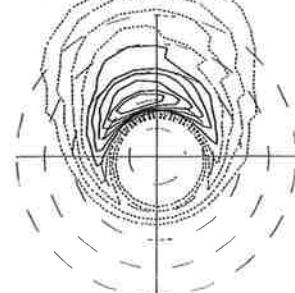
91/ 3/ 3 0: 0 Long. -74.39 Lat. 37.54
Hs 3.32 M No. 133



91/ 3/ 3 1: 0 Long. -74.39 Lat. 37.54
Hs 3.08 M No. 134



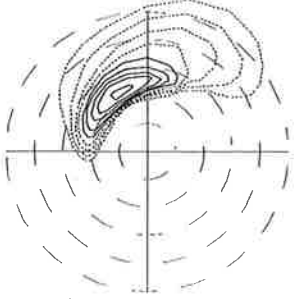
91/ 3/ 3 2: 0 Long. -74.39 Lat. 37.54
Hs 3.19 M No. 135



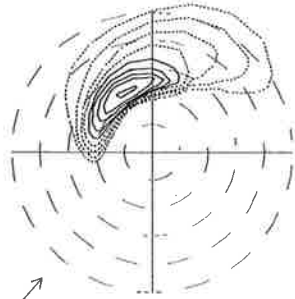
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM fg to Discus Central

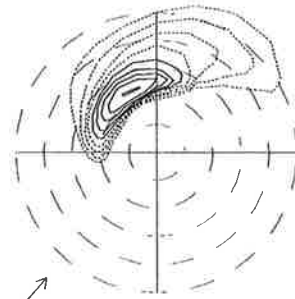
91/ 3/ 3 3: 0 Long. -74.42 Lat. 37.50
Hs 1.98 M No. 136



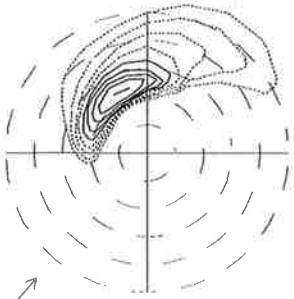
91/ 3/ 3 4: 0 Long. -74.42 Lat. 37.50
Hs 1.95 M No. 137



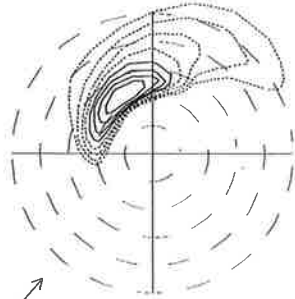
91/ 3/ 3 5: 0 Long. -74.42 Lat. 37.50
Hs 1.92 M No. 138



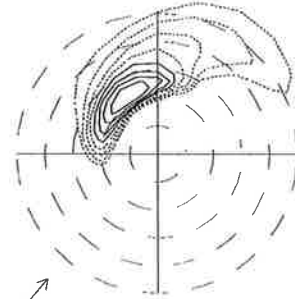
91/ 3/ 3 6: 0 Long. -74.42 Lat. 37.50
Hs 1.89 M No. 139



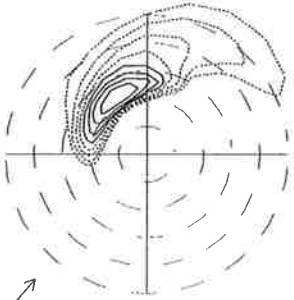
91/ 3/ 3 7: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M No. 140



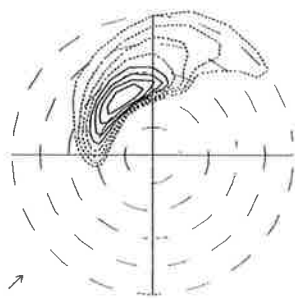
91/ 3/ 3 8: 0 Long. -74.42 Lat. 37.50
Hs 1.85 M No. 141



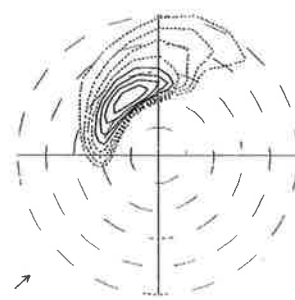
91/ 3/ 3 9: 0 Long. -74.42 Lat. 37.50
Hs 1.83 M No. 142



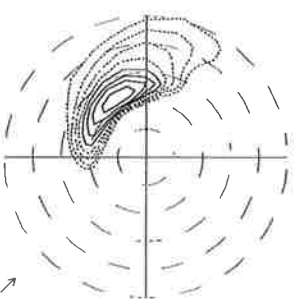
91/ 3/ 3 10: 0 Long. -74.42 Lat. 37.50
Hs 1.77 M No. 143



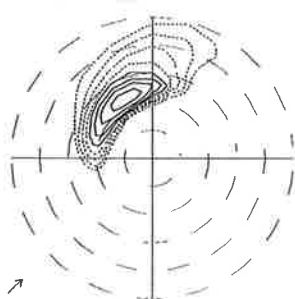
91/ 3/ 3 11: 0 Long. -74.42 Lat. 37.50
Hs 1.72 M No. 144



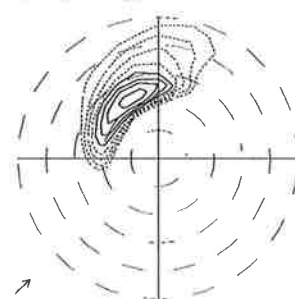
91/ 3/ 3 12: 0 Long. -74.42 Lat. 37.50
Hs 1.68 M No. 145



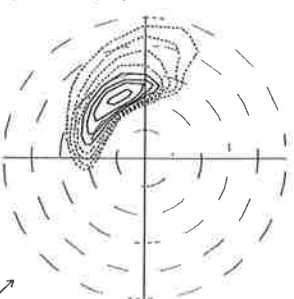
91/ 3/ 3 13: 0 Long. -74.42 Lat. 37.50
Hs 1.63 M No. 146



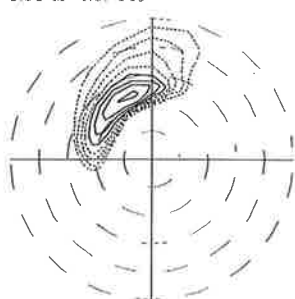
91/ 3/ 3 14: 0 Long. -74.42 Lat. 37.50
Hs 1.60 M No. 147



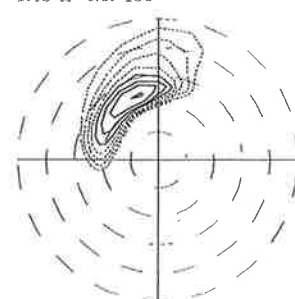
91/ 3/ 3 15: 0 Long. -74.42 Lat. 37.50
Hs 1.56 M No. 148



91/ 3/ 3 16: 0 Long. -74.42 Lat. 37.50
Hs 1.51 M No. 149



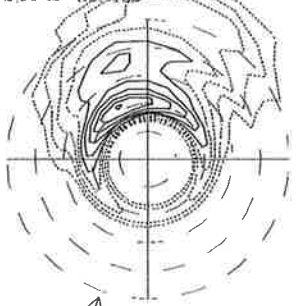
91/ 3/ 3 17: 0 Long. -74.42 Lat. 37.50
Hs 1.48 M No. 150



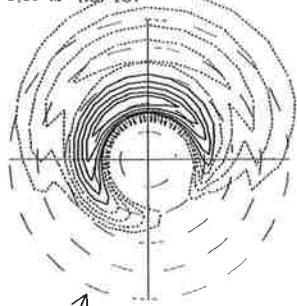
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus Central

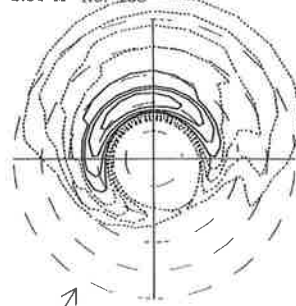
91/ 3/ 3 3: 0 Long. -74.39 Lat. 37.54
Hs 2.90 M No. 136



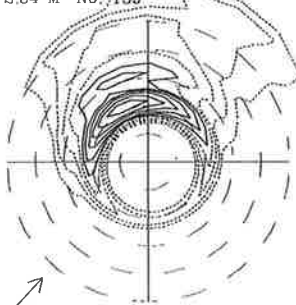
91/ 3/ 3 4: 0 Long. -74.39 Lat. 37.54
Hs 3.15 M No. 137



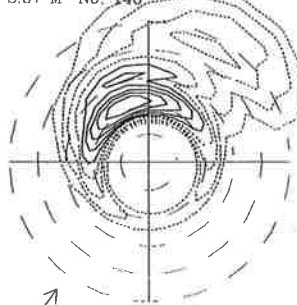
91/ 3/ 3 5: 0 Long. -74.39 Lat. 37.54
Hs 2.81 M No. 138



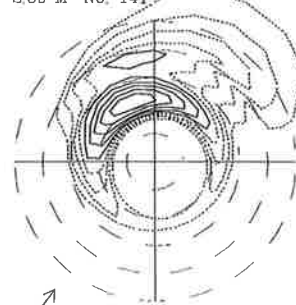
91/ 3/ 3 6: 0 Long. -74.39 Lat. 37.54
Hs 2.84 M No. 139



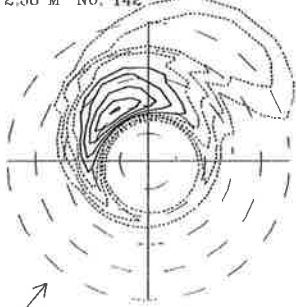
91/ 3/ 3 7: 0 Long. -74.39 Lat. 37.54
Hs 2.67 M No. 140



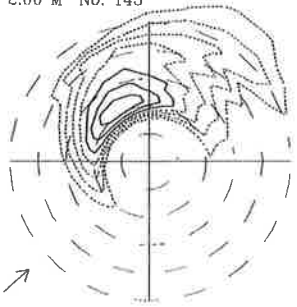
91/ 3/ 3 8: 0 Long. -74.39 Lat. 37.54
Hs 2.59 M No. 141



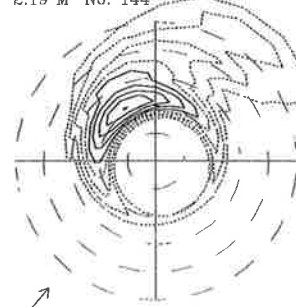
91/ 3/ 3 9: 0 Long. -74.39 Lat. 37.54
Hs 2.38 M No. 142



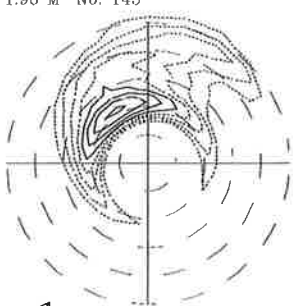
91/ 3/ 3 10: 0 Long. -74.39 Lat. 37.54
Hs 2.00 M No. 143



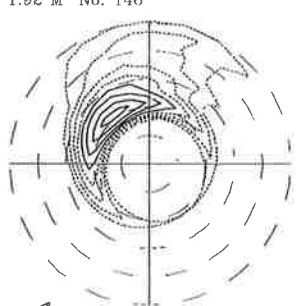
91/ 3/ 3 11: 0 Long. -74.39 Lat. 37.54
Hs 2.19 M No. 144



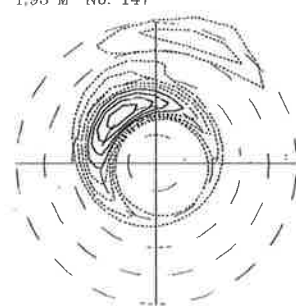
91/ 3/ 3 12: 0 Long. -74.39 Lat. 37.54
Hs 1.96 M No. 145



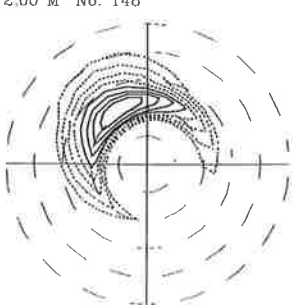
91/ 3/ 3 13: 0 Long. -74.39 Lat. 37.54
Hs 1.92 M No. 146



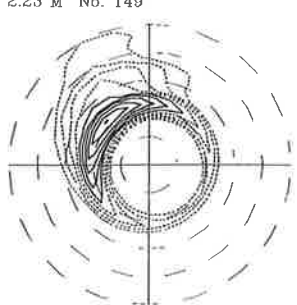
91/ 3/ 3 14: 0 Long. -74.39 Lat. 37.54
Hs 1.93 M No. 147



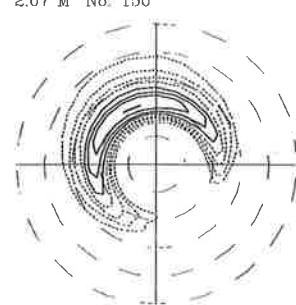
91/ 3/ 3 15: 0 Long. -74.39 Lat. 37.54
Hs 2.00 M No. 148



91/ 3/ 3 16: 0 Long. -74.39 Lat. 37.54
Hs 2.23 M No. 149



91/ 3/ 3 17: 0 Long. -74.39 Lat. 37.54
Hs 2.07 M No. 150



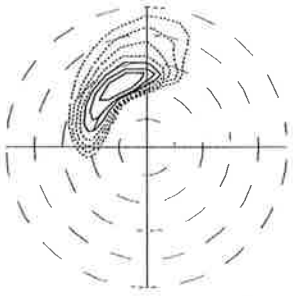
DASHED LINES: -1.00 -0.800 -0.600 -0.400

SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

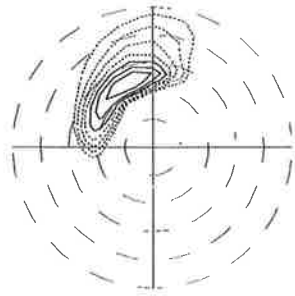


WAM fg to Discus Central

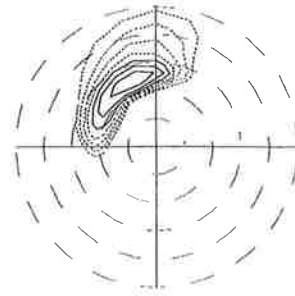
91/ 3/ 3 18: 0 Long. -74.42 Lat. 37.50
Hs 1.45 M No. 151



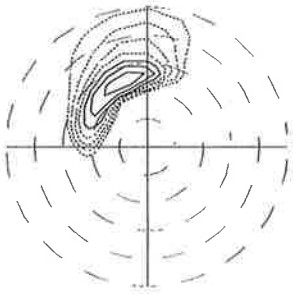
91/ 3/ 3 19: 0 Long. -74.42 Lat. 37.50
Hs 1.45 M No. 152



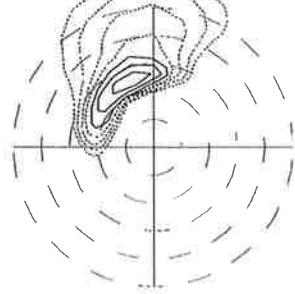
91/ 3/ 3 20: 0 Long. -74.42 Lat. 37.50
Hs 1.45 M No. 153



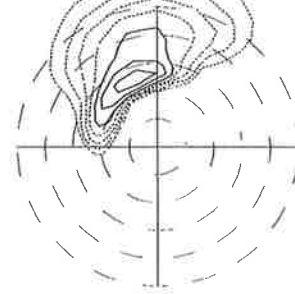
91/ 3/ 3 21: 0 Long. -74.42 Lat. 37.50
Hs 1.45 M No. 154



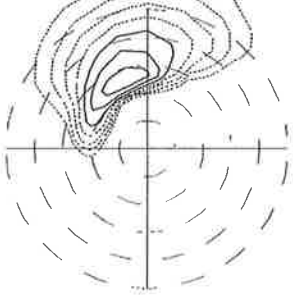
91/ 3/ 3 22: 0 Long. -74.42 Lat. 37.50
Hs 1.61 M No. 155



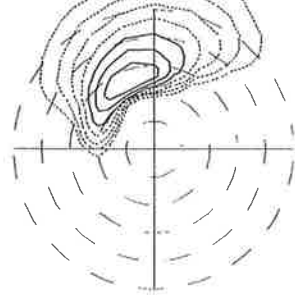
91/ 3/ 3 23: 0 Long. -74.42 Lat. 37.50
Hs 1.78 M No. 156



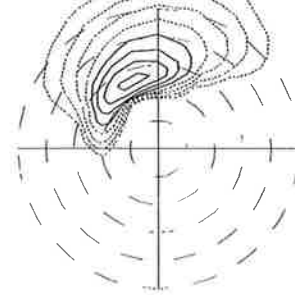
91/ 3/ 4 0: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M No. 157



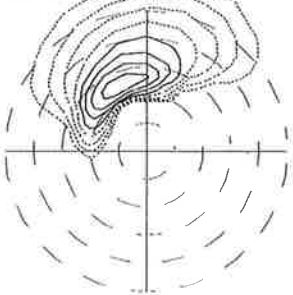
91/ 3/ 4 1: 0 Long. -74.42 Lat. 37.50
Hs 1.96 M No. 158



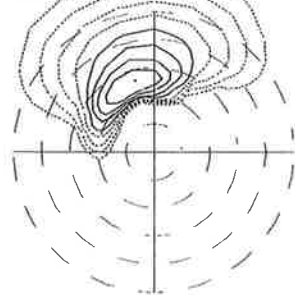
91/ 3/ 4 2: 0 Long. -74.42 Lat. 37.50
Hs 2.04 M No. 159



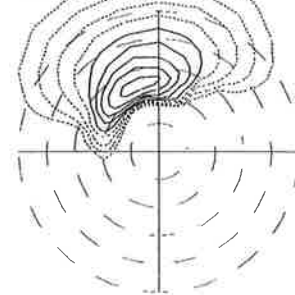
91/ 3/ 4 3: 0 Long. -74.42 Lat. 37.50
Hs 2.12 M No. 160



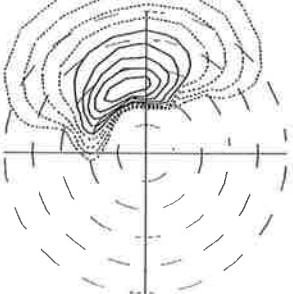
91/ 3/ 4 4: 0 Long. -74.42 Lat. 37.50
Hs 2.38 M No. 161



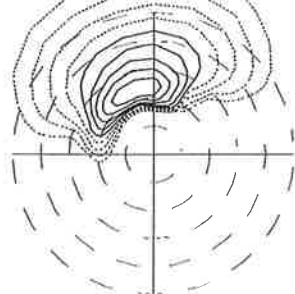
91/ 3/ 4 5: 0 Long. -74.42 Lat. 37.50
Hs 2.54 M No. 162



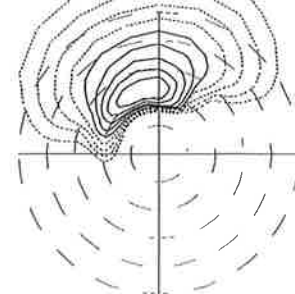
91/ 3/ 4 6: 0 Long. -74.42 Lat. 37.50
Hs 2.65 M No. 163



91/ 3/ 4 7: 0 Long. -74.42 Lat. 37.50
Hs 2.76 M No. 164



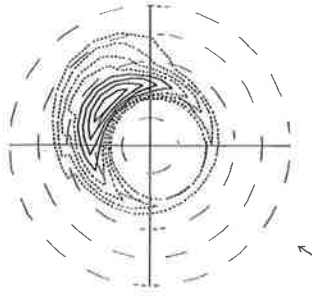
91/ 3/ 4 8: 0 Long. -74.42 Lat. 37.50
Hs 2.86 M No. 165



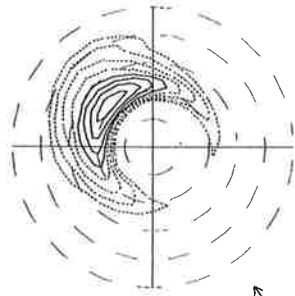
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

Discus Central

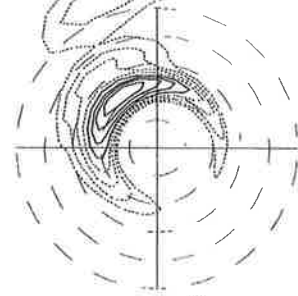
91/ 3/ 3 18: 0 Long. -74.39 Lat. 37.54
Hs 1.93 M No. 151



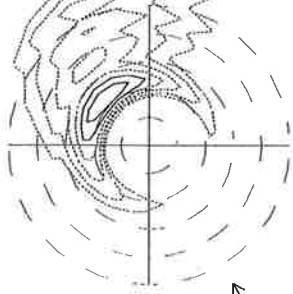
91/ 3/ 3 19: 0 Long. -74.39 Lat. 37.54
Hs 1.98 M No. 152



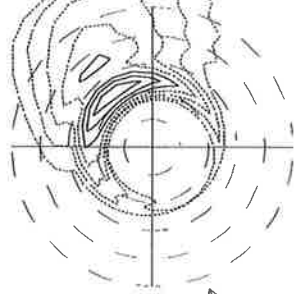
91/ 3/ 3 20: 0 Long. -74.39 Lat. 37.54
Hs 2.00 M No. 153



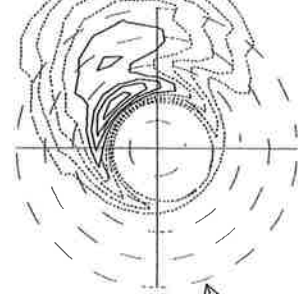
91/ 3/ 3 21: 0 Long. -74.39 Lat. 37.54
Hs 1.77 M No. 154



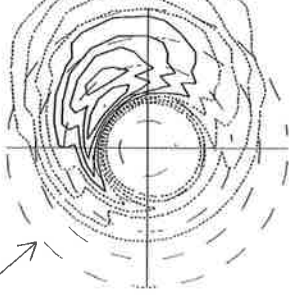
91/ 3/ 3 22: 0 Long. -74.39 Lat. 37.54
Hs 2.03 M No. 155



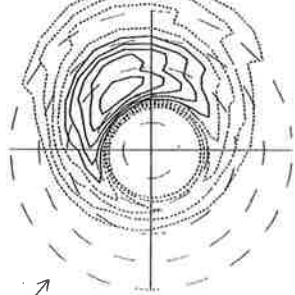
91/ 3/ 3 23: 0 Long. -74.39 Lat. 37.54
Hs 2.30 M No. 156



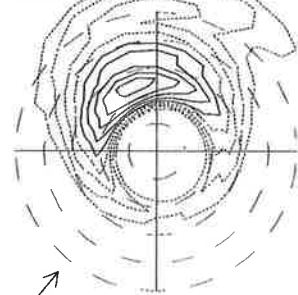
91/ 3/ 4 0: 0 Long. -74.39 Lat. 37.54
Hs 3.07 M No. 157



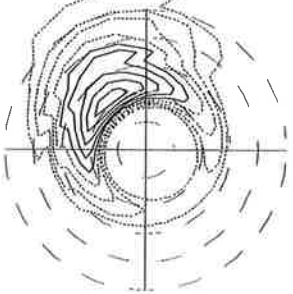
91/ 3/ 4 1: 0 Long. -74.39 Lat. 37.54
Hs 3.21 M No. 158



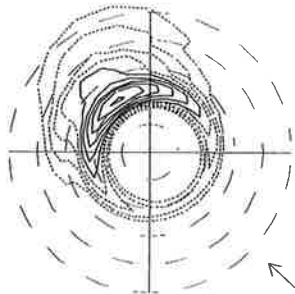
91/ 3/ 4 2: 0 Long. -74.39 Lat. 37.54
Hs 2.86 M No. 159



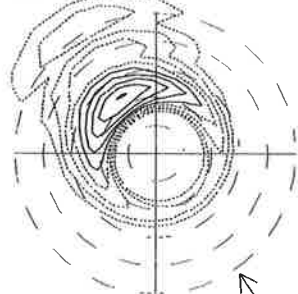
91/ 3/ 4 3: 0 Long. -74.39 Lat. 37.54
Hs 2.72 M No. 160



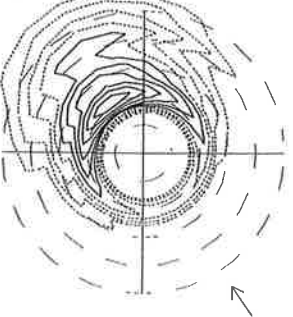
91/ 3/ 4 4: 0 Long. -74.39 Lat. 37.54
Hs 2.51 M No. 161



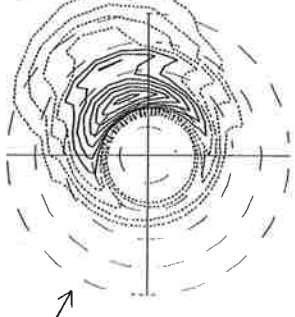
91/ 3/ 4 5: 0 Long. -74.39 Lat. 37.54
Hs 2.44 M No. 162



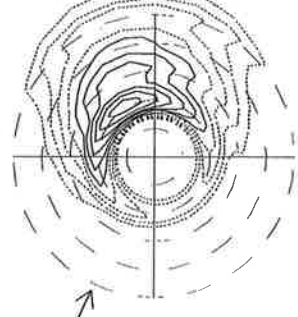
91/ 3/ 4 6: 0 Long. -74.39 Lat. 37.54
Hs 3.16 M No. 163



91/ 3/ 4 7: 0 Long. -74.39 Lat. 37.54
Hs 3.19 M No. 164



91/ 3/ 4 8: 0 Long. -74.39 Lat. 37.54
Hs 3.22 M No. 165



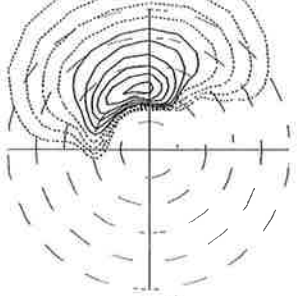
DASHED LINES: -1.00 -.800 -.600 -.400

SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

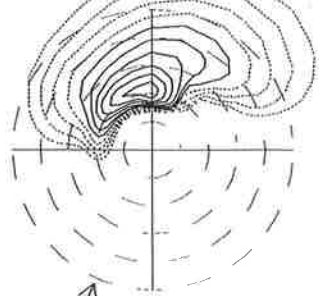


WAM fg to Discus Central

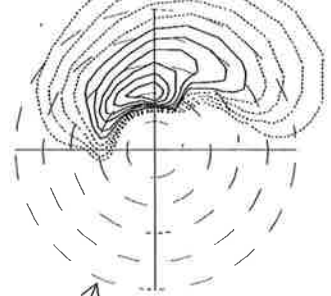
91/ 3/ 4 9: 0 Long -74.42 Lat. 37.50
Hs 2.96 M No. 165



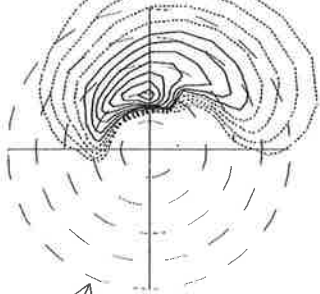
91/ 3/ 4 10: 0 Long -74.42 Lat. 37.50
Hs 3.10 M No. 167



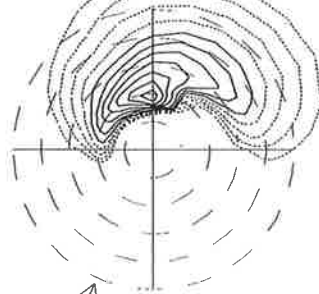
91/ 3/ 4 11: 0 Long -74.42 Lat. 37.50
Hs 3.22 M No. 168



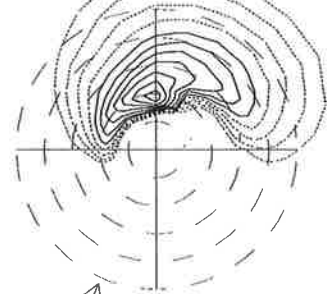
91/ 3/ 4 13: 0 Long -74.42 Lat. 37.50
Hs 3.32 M No. 169



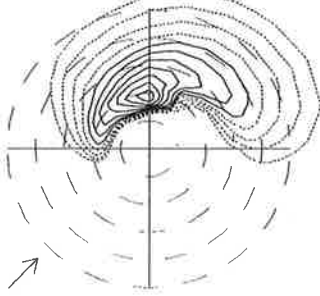
91/ 3/ 4 14: 0 Long -74.42 Lat. 37.50
Hs 3.33 M No. 170



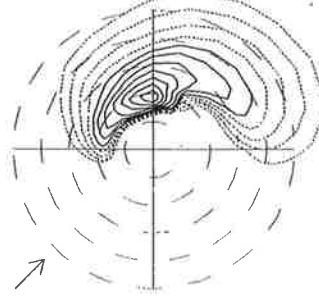
91/ 3/ 4 15: 0 Long -74.42 Lat. 37.50
Hs 3.34 M No. 171



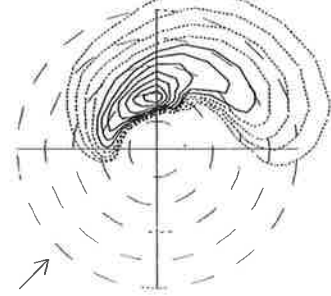
91/ 3/ 4 16: 0 Long -74.42 Lat. 37.50
Hs 3.19 M No. 172



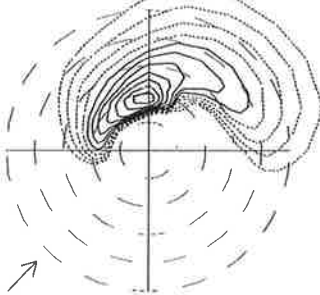
91/ 3/ 4 17: 0 Long -74.42 Lat. 37.50
Hs 3.14 M No. 173



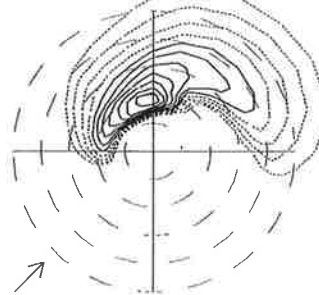
91/ 3/ 4 18: 0 Long -74.42 Lat. 37.50
Hs 3.14 M No. 174



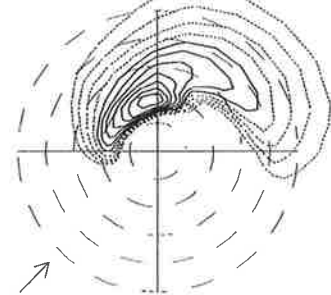
91/ 3/ 4 19: 0 Long -74.42 Lat. 37.50
Hs 3.19 M No. 175



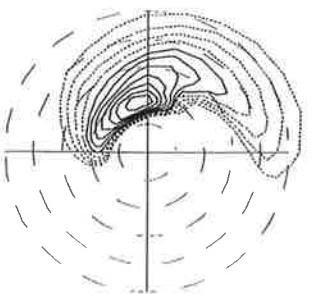
91/ 3/ 4 20: 0 Long -74.42 Lat. 37.50
Hs 3.25 M No. 176



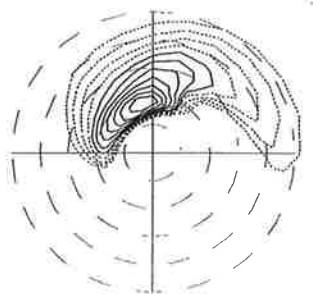
91/ 3/ 4 21: 0 Long -74.42 Lat. 37.50
Hs 3.30 M No. 177



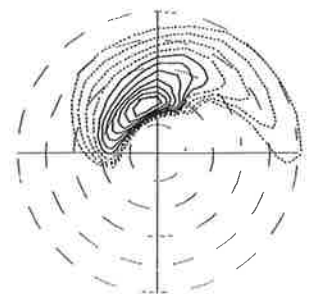
91/ 3/ 4 22: 0 Long -74.42 Lat. 37.50
Hs 3.20 M No. 178



91/ 3/ 4 23: 0 Long -74.42 Lat. 37.50
Hs 3.15 M No. 179



91/ 3/ 5 0: 0 Long -74.42 Lat. 37.50
Hs 3.12 M No. 180

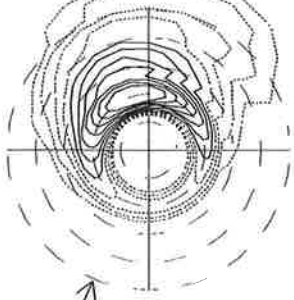


DASHED LINES: -1.00 -.80 -.60 -.40

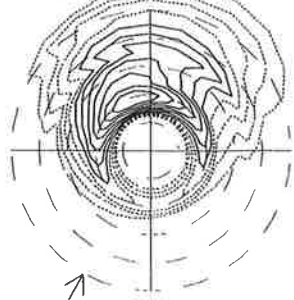
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

Discus Central

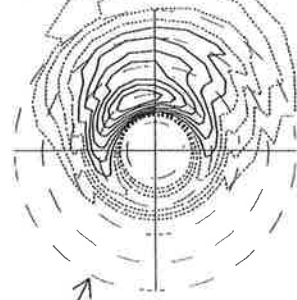
91/3/4 9:0 Long. -74.39 Lat. 37.54
Hs 4.45 M No. 166



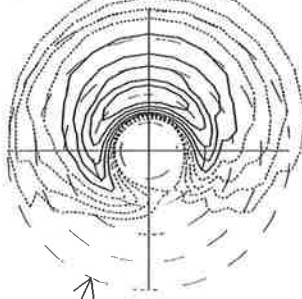
91/3/4 10:0 Long. -74.39 Lat. 37.54
Hs 4.31 M No. 167



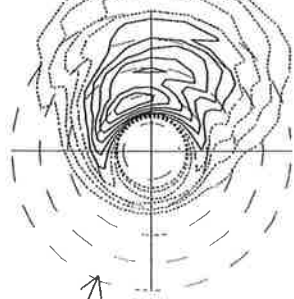
91/3/4 11:0 Long. -74.39 Lat. 37.54
Hs 4.27 M No. 168



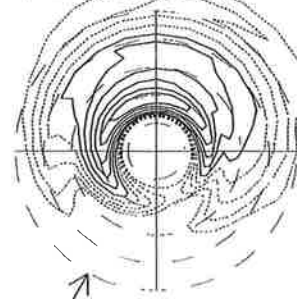
91/3/4 13:0 Long. -74.39 Lat. 37.54
Hs 3.94 M No. 169



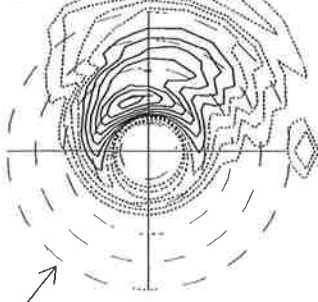
91/3/4 14:0 Long. -74.39 Lat. 37.54
Hs 3.80 M No. 170



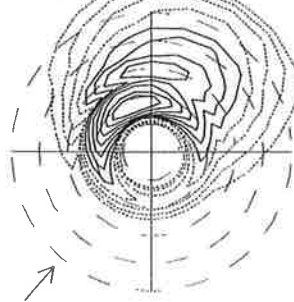
91/3/4 15:0 Long. -74.39 Lat. 37.54
Hs 4.26 M No. 171



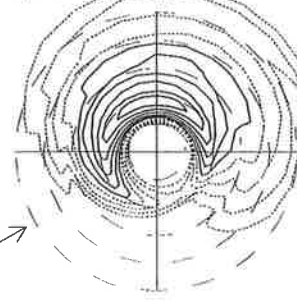
91/3/4 16:0 Long. -74.39 Lat. 37.54
Hs 3.99 M No. 172



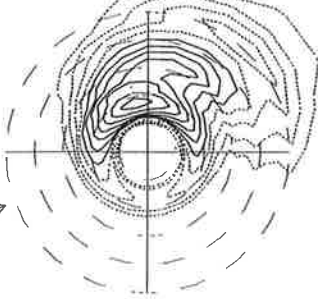
91/3/4 17:0 Long. -74.39 Lat. 37.54
Hs 4.46 M No. 173



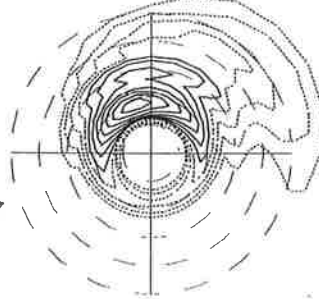
91/3/4 18:0 Long. -74.39 Lat. 37.54
Hs 4.19 M No. 174



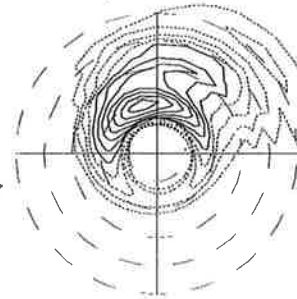
91/3/4 19:0 Long. -74.39 Lat. 37.54
Hs 4.10 M No. 175



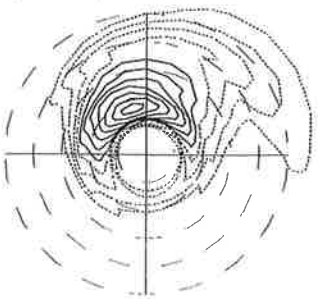
91/3/4 20:0 Long. -74.39 Lat. 37.54
Hs 3.73 M No. 176



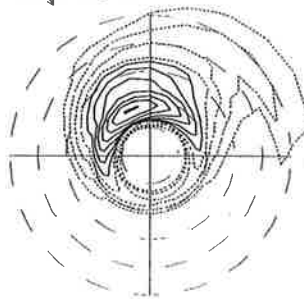
91/3/4 21:0 Long. -74.39 Lat. 37.54
Hs 3.60 M No. 177



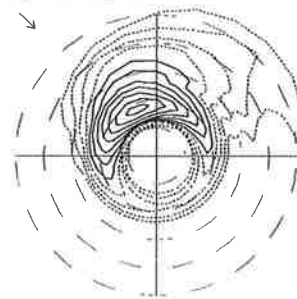
91/3/4 22:0 Long. -74.39 Lat. 37.54
Hs 3.52 M No. 178



91/3/4 23:0 Long. -74.39 Lat. 37.54
Hs 3.36 M No. 179



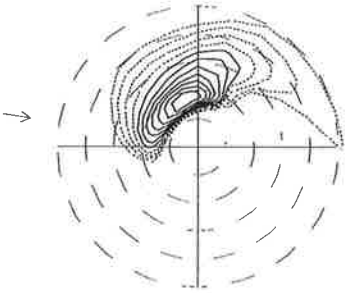
91/3/5 0:0 Long. -74.39 Lat. 37.54
Hs 3.54 M No. 180



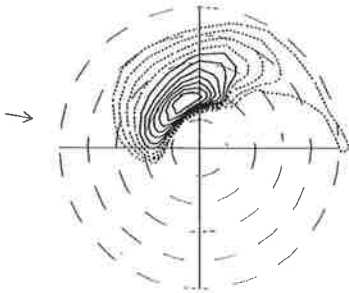
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM fg to Discus Central

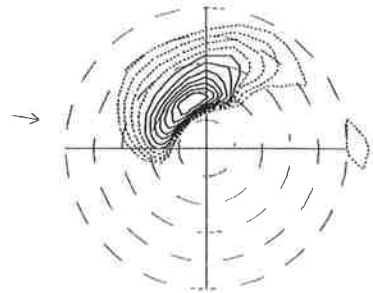
91/ 3/ 5 1: 0 Long. -74.42 Lat. 37.50
Hs 3.10 M No. 181



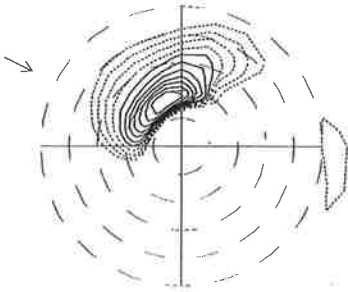
91/ 3/ 5 2: 0 Long. -74.42 Lat. 37.50
Hs 3.09 M No. 182



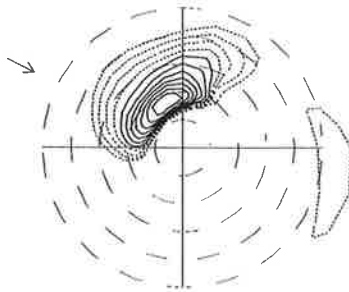
91/ 3/ 5 3: 0 Long. -74.42 Lat. 37.50
Hs 3.11 M No. 183



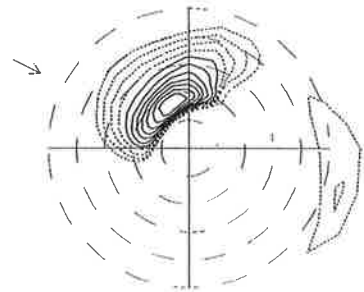
91/ 3/ 5 4: 0 Long. -74.42 Lat. 37.50
Hs 3.12 M No. 184



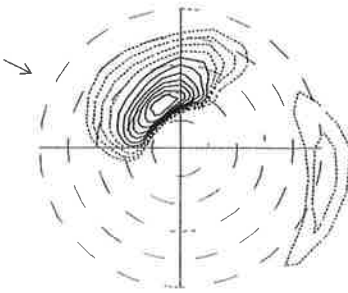
91/ 3/ 5 5: 0 Long. -74.42 Lat. 37.50
Hs 3.12 M No. 185



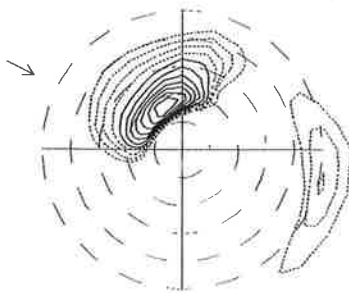
91/ 3/ 5 6: 0 Long. -74.42 Lat. 37.50
Hs 3.10 M No. 186



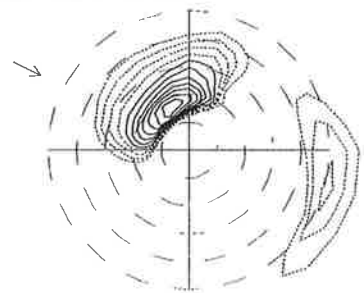
91/ 3/ 5 7: 0 Long. -74.42 Lat. 37.50
Hs 3.07 M No. 187



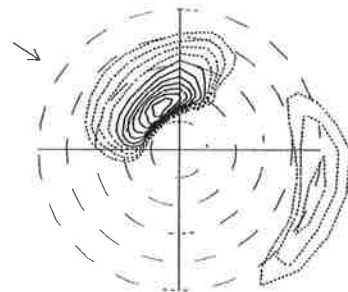
91/ 3/ 5 8: 0 Long. -74.42 Lat. 37.50
Hs 3.00 M No. 188



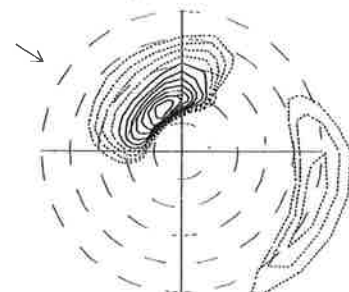
91/ 3/ 5 9: 0 Long. -74.42 Lat. 37.50
Hs 2.94 M No. 189



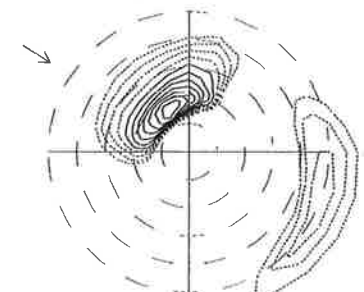
91/ 3/ 5 10: 0 Long. -74.42 Lat. 37.50
Hs 2.90 M No. 190



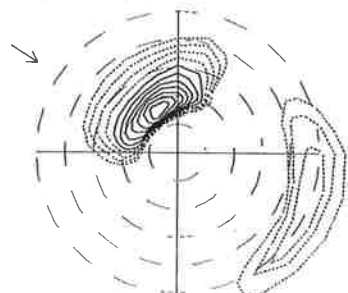
91/ 3/ 5 11: 0 Long. -74.42 Lat. 37.50
Hs 2.87 M No. 191



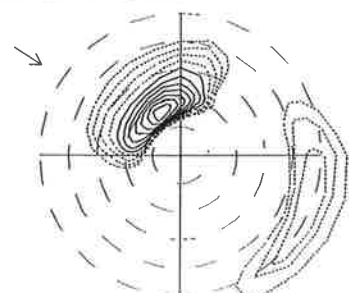
91/ 3/ 5 12: 0 Long. -74.42 Lat. 37.50
Hs 2.85 M No. 192



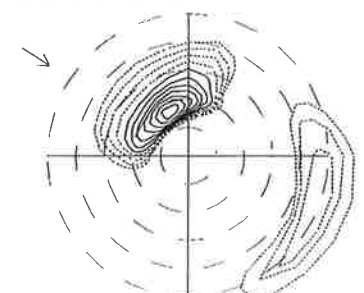
91/ 3/ 5 13: 0 Long. -74.42 Lat. 37.50
Hs 2.81 M No. 193



91/ 3/ 5 14: 0 Long. -74.42 Lat. 37.50
Hs 2.77 M No. 194



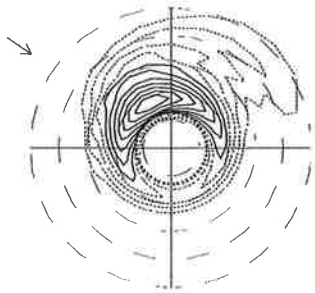
91/ 3/ 5 15: 0 Long. -74.42 Lat. 37.50
Hs 2.70 M No. 195



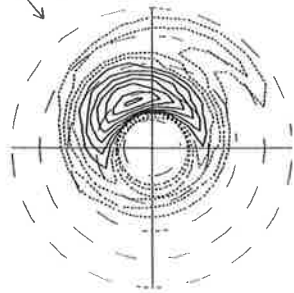
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

Discus Central

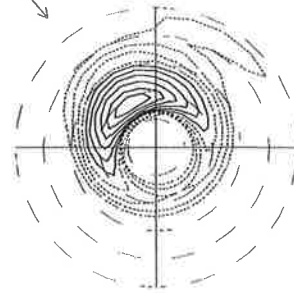
91/ 3/ 5 1: 0 Long. -74.39 Lat. 37.54
Hs 3.62 M No. 181



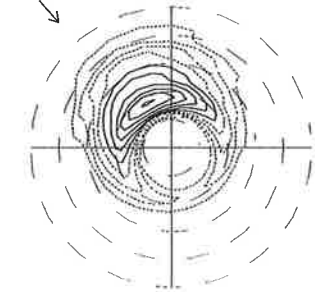
91/ 3/ 5 2: 0 Long. -74.39 Lat. 37.54
Hs 3.39 M No. 182



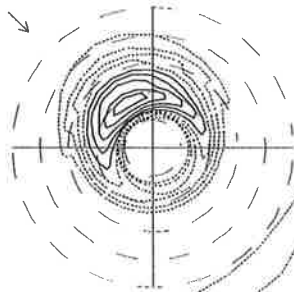
91/ 3/ 5 3: 0 Long. -74.39 Lat. 37.54
Hs 3.20 M No. 183



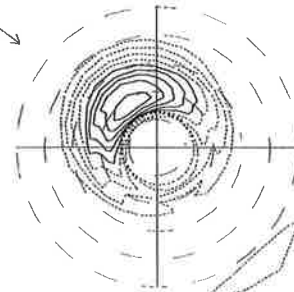
91/ 3/ 5 4: 0 Long. -74.39 Lat. 37.54
Hs 2.74 M No. 184



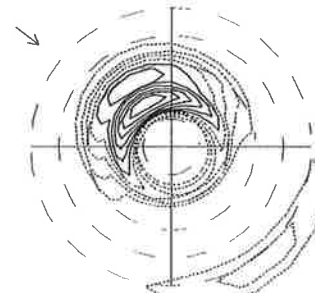
91/ 3/ 5 5: 0 Long. -74.39 Lat. 37.54
Hs 2.71 M No. 185



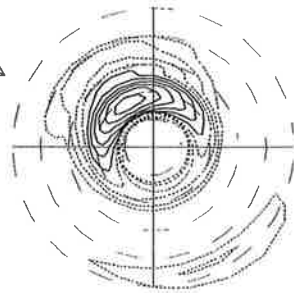
91/ 3/ 5 6: 0 Long. -74.39 Lat. 37.54
Hs 2.85 M No. 186



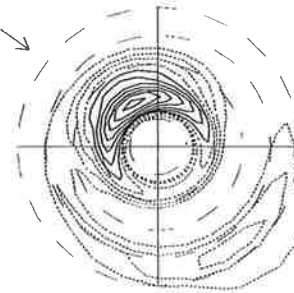
91/ 3/ 5 7: 0 Long. -74.39 Lat. 37.54
Hs 3.00 M No. 187



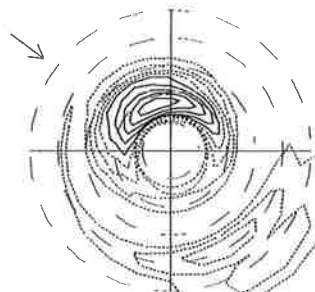
91/ 3/ 5 8: 0 Long. -74.39 Lat. 37.54
Hs 3.10 M No. 188



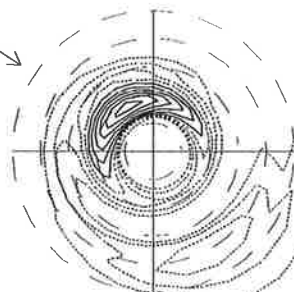
91/ 3/ 5 9: 0 Long. -74.39 Lat. 37.54
Hs 3.29 M No. 189



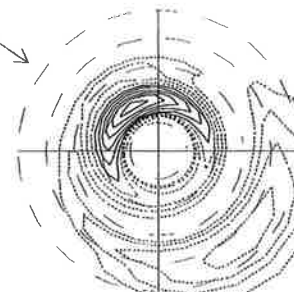
91/ 3/ 5 10: 0 Long. -74.39 Lat. 37.54
Hs 2.66 M No. 190



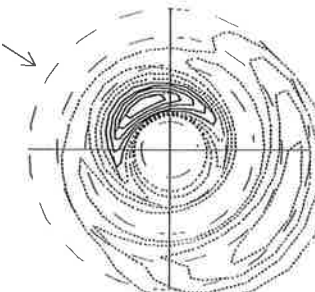
91/ 3/ 5 11: 0 Long. -74.39 Lat. 37.54
Hs 2.86 M No. 191



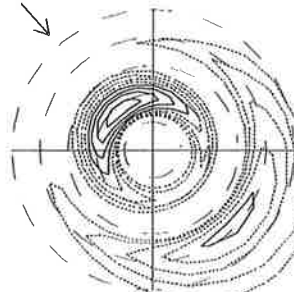
91/ 3/ 5 12: 0 Long. -74.39 Lat. 37.54
Hs 2.88 M No. 192



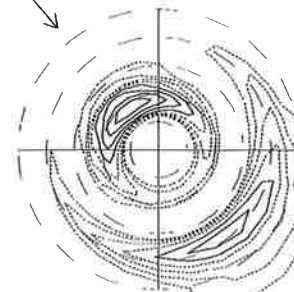
91/ 3/ 5 13: 0 Long. -74.39 Lat. 37.54
Hs 2.66 M No. 193



91/ 3/ 5 14: 0 Long. -74.39 Lat. 37.54
Hs 2.44 M No. 194



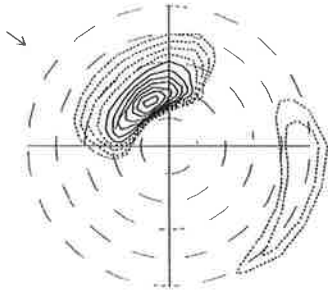
91/ 3/ 5 15: 0 Long. -74.39 Lat. 37.54
Hs 2.45 M No. 195



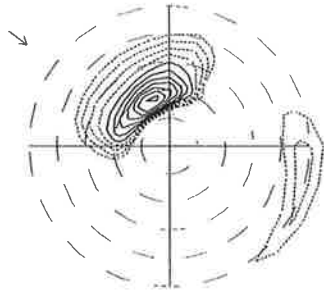
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus Central

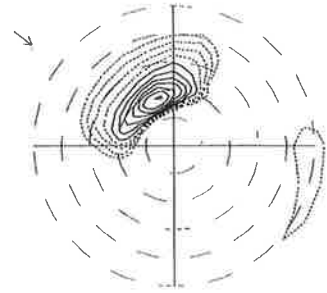
91/ 3/ 5 16: 0 Long. -74.42 Lat. 37.50
Hs 2.58 M No. 196



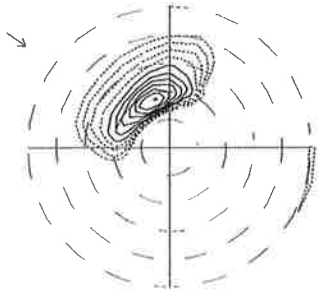
91/ 3/ 5 17: 0 Long. -74.42 Lat. 37.50
Hs 2.46 M No. 197



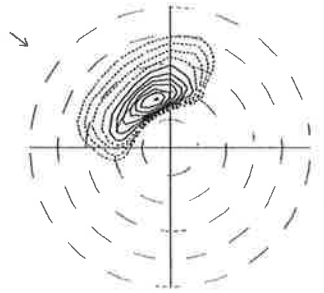
91/ 3/ 5 18: 0 Long. -74.42 Lat. 37.50
Hs 2.38 M No. 198



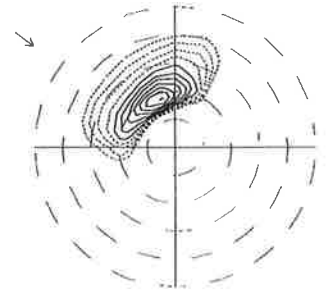
91/ 3/ 5 19: 0 Long. -74.42 Lat. 37.50
Hs 2.28 M No. 199



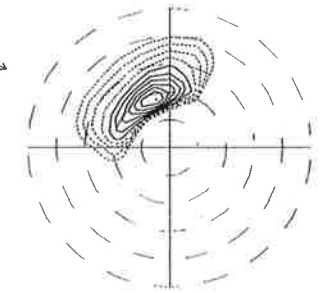
91/ 3/ 5 20: 0 Long. -74.42 Lat. 37.50
Hs 2.23 M No. 200



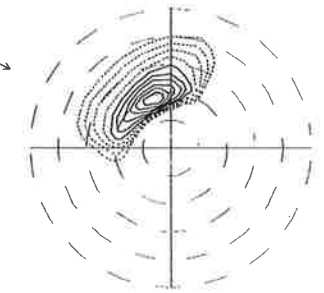
91/ 3/ 5 21: 0 Long. -74.42 Lat. 37.50
Hs 2.19 M No. 201



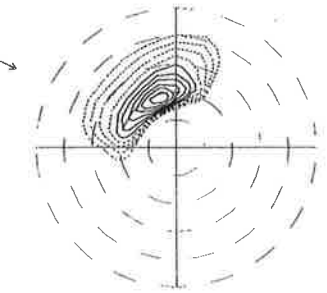
91/ 3/ 5 22: 0 Long. -74.42 Lat. 37.50
Hs 2.14 M No. 202



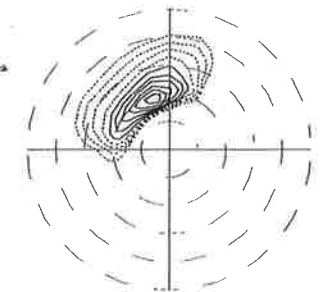
91/ 3/ 5 23: 0 Long. -74.42 Lat. 37.50
Hs 2.08 M No. 203



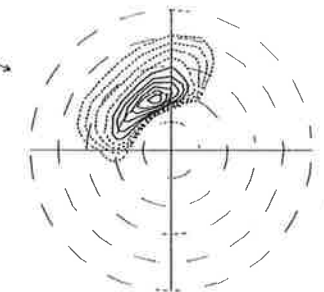
91/ 3/ 6 0: 0 Long. -74.42 Lat. 37.50
Hs 2.02 M No. 204



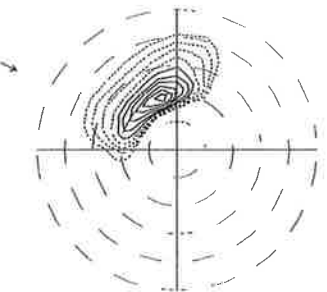
91/ 3/ 6 1: 0 Long. -74.42 Lat. 37.50
Hs 1.96 M No. 205



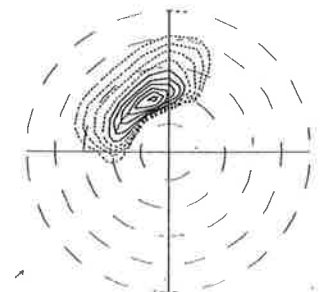
91/ 3/ 6 2: 0 Long. -74.42 Lat. 37.50
Hs 1.90 M No. 206



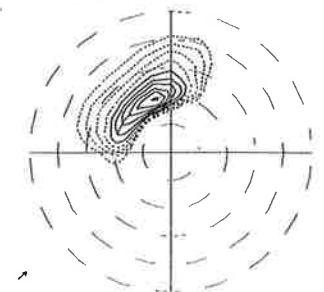
91/ 3/ 6 3: 0 Long. -74.42 Lat. 37.50
Hs 1.86 M No. 207



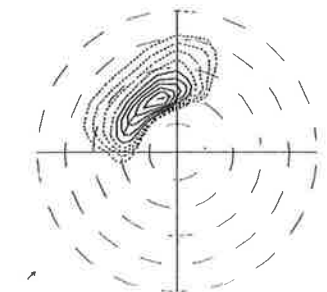
91/ 3/ 6 4: 0 Long. -74.42 Lat. 37.50
Hs 1.82 M No. 208



91/ 3/ 6 5: 0 Long. -74.42 Lat. 37.50
Hs 1.80 M No. 209



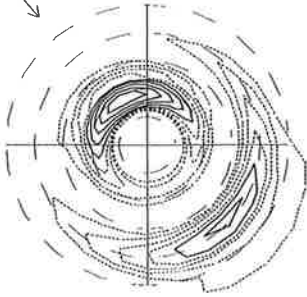
91/ 3/ 6 6: 0 Long. -74.42 Lat. 37.50
Hs 1.78 M No. 210



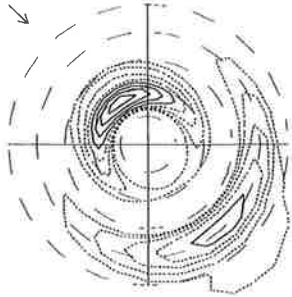
DASHED LINES: -.100 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus Central

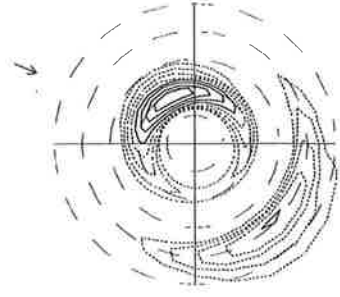
91/ 3/ 5 16: 0 Long. -74.39 Lat. 37.54
Hs 2.65 M No. 196



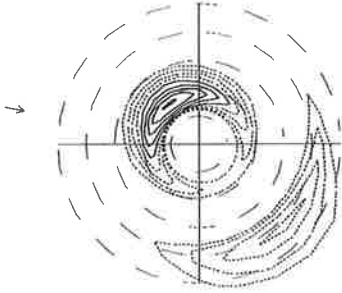
91/ 3/ 5 17: 0 Long. -74.39 Lat. 37.54
Hs 2.14 M No. 197



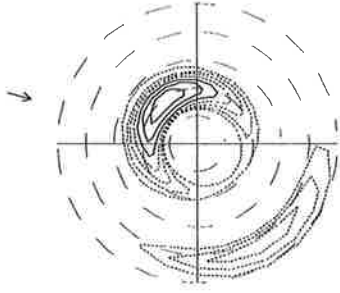
91/ 3/ 5 18: 0 Long. -74.39 Lat. 37.54
Hs 2.14 M No. 198



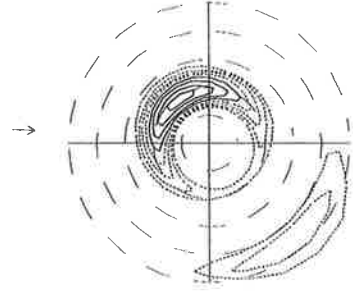
91/ 3/ 5 19: 0 Long. -74.39 Lat. 37.54
Hs 2.13 M No. 199



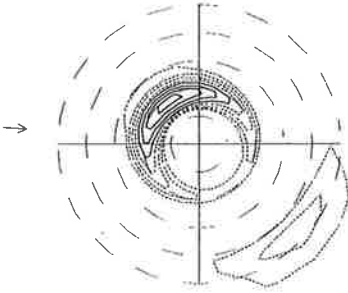
91/ 3/ 5 20: 0 Long. -74.39 Lat. 37.54
Hs 1.87 M No. 200



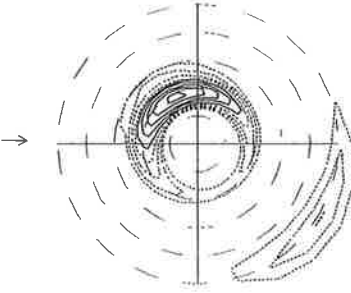
91/ 3/ 5 21: 0 Long. -74.39 Lat. 37.54
Hs 1.90 M No. 201



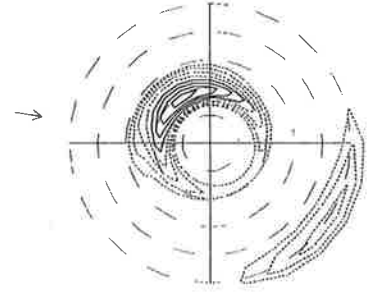
91/ 3/ 5 22: 0 Long. -74.39 Lat. 37.54
Hs 1.88 M No. 202



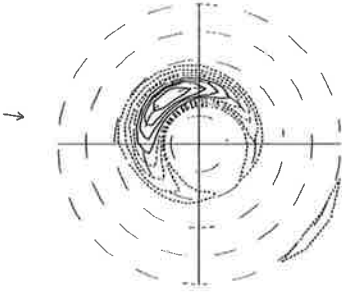
91/ 3/ 5 23: 0 Long. -74.39 Lat. 37.54
Hs 2.07 M No. 203



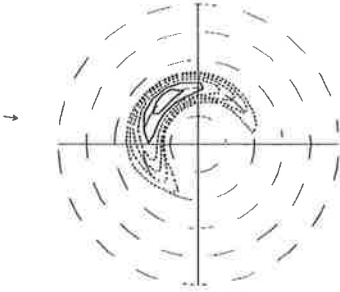
91/ 3/ 6 0: 0 Long. -74.39 Lat. 37.54
Hs 1.84 M No. 204



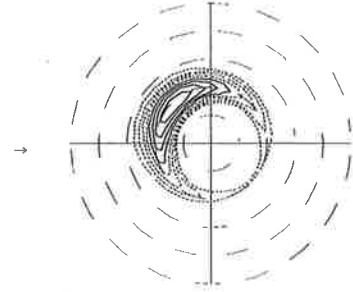
91/ 3/ 6 1: 0 Long. -74.39 Lat. 37.54
Hs 1.87 M No. 205



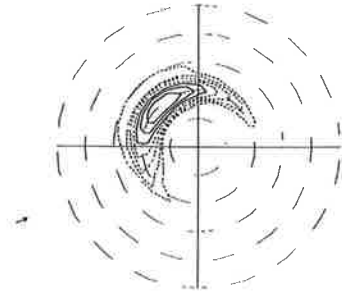
91/ 3/ 6 2: 0 Long. -74.39 Lat. 37.54
Hs 1.37 M No. 206



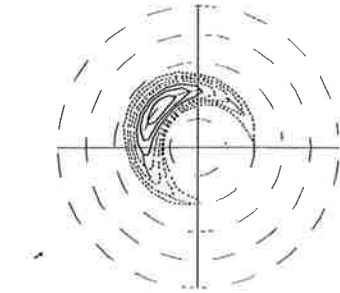
91/ 3/ 6 3: 0 Long. -74.39 Lat. 37.54
Hs 1.76 M No. 207



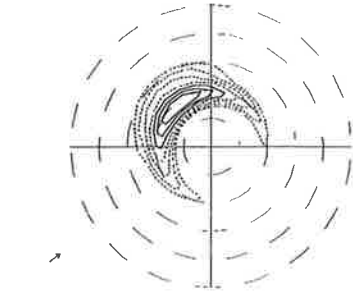
91/ 3/ 6 4: 0 Long. -74.39 Lat. 37.54
Hs 1.48 M No. 208



91/ 3/ 6 5: 0 Long. -74.39 Lat. 37.54
Hs 1.48 M No. 209



91/ 3/ 6 6: 0 Long. -74.39 Lat. 37.54
Hs 1.48 M No. 210

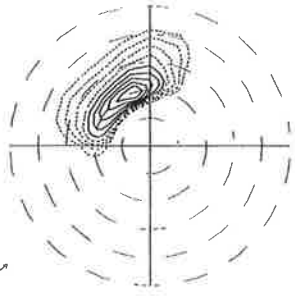


DASHED LINES: -1.00 -.800 -.600 -.400

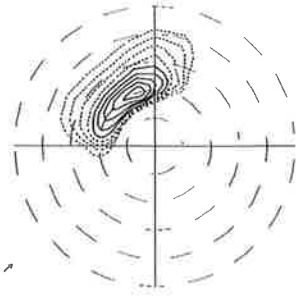
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus Central

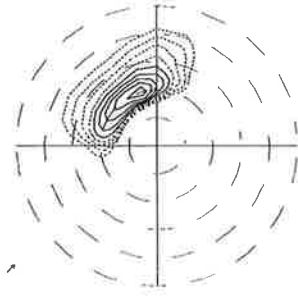
91/ 3/ 6 7: 0 Long. -74.42 Lat. 37.50
Hs 1.76 M No. 211



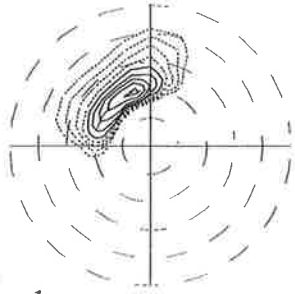
91/ 3/ 6 8: 0 Long. -74.42 Lat. 37.50
Hs 1.74 M No. 212



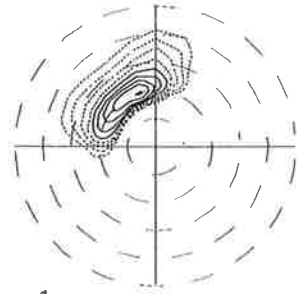
91/ 3/ 6 9: 0 Long. -74.42 Lat. 37.50
Hs 1.70 M No. 213



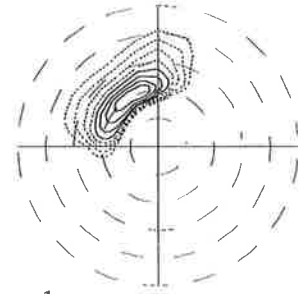
91/ 3/ 6 10: 0 Long. -74.42 Lat. 37.50
Hs 1.67 M No. 214



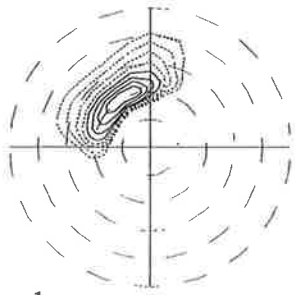
91/ 3/ 6 11: 0 Long. -74.42 Lat. 37.50
Hs 1.64 M No. 215



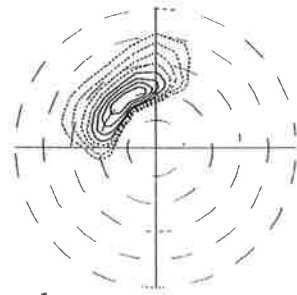
91/ 3/ 6 12: 0 Long. -74.42 Lat. 37.50
Hs 1.62 M No. 216



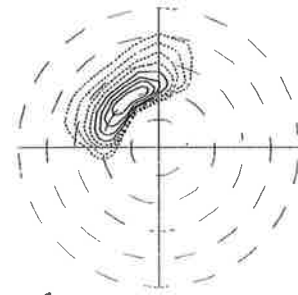
91/ 3/ 6 13: 0 Long. -74.42 Lat. 37.50
Hs 1.61 M No. 217



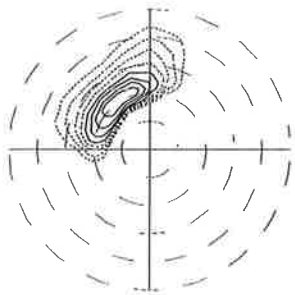
91/ 3/ 6 14: 0 Long. -74.42 Lat. 37.50
Hs 1.62 M No. 218



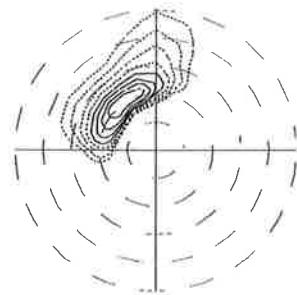
91/ 3/ 6 15: 0 Long. -74.42 Lat. 37.50
Hs 1.63 M No. 219



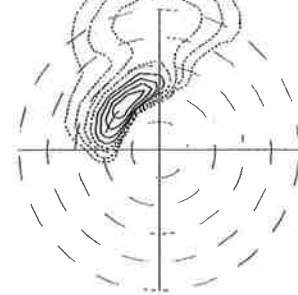
91/ 3/ 6 16: 0 Long. -74.42 Lat. 37.50
Hs 1.66 M No. 220



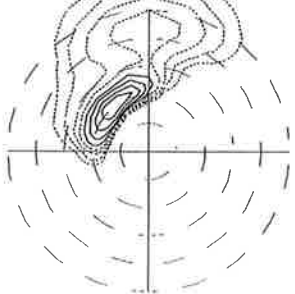
91/ 3/ 6 17: 0 Long. -74.42 Lat. 37.50
Hs 1.70 M No. 221



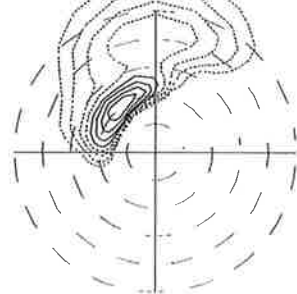
91/ 3/ 6 19: 0 Long. -74.42 Lat. 37.50
Hs 1.87 M No. 222



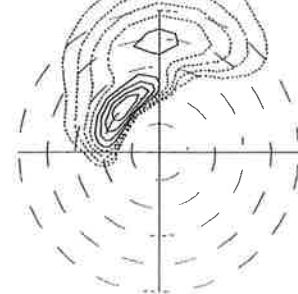
91/ 3/ 6 20: 0 Long. -74.42 Lat. 37.50
Hs 1.92 M No. 223



91/ 3/ 6 21: 0 Long. -74.42 Lat. 37.50
Hs 1.96 M No. 224



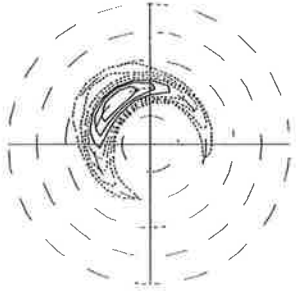
91/ 3/ 6 22: 0 Long. -74.42 Lat. 37.50
Hs 2.00 M No. 225



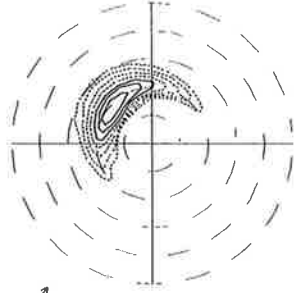
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SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus Central

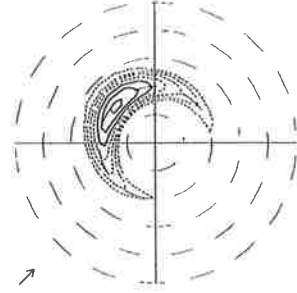
91/ 3/ 6 7: 0 Long. -74.39 Lat. 37.54
Hs 1.51 M No. 211



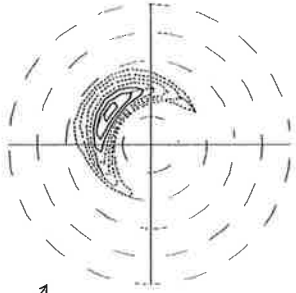
91/ 3/ 6 8: 0 Long. -74.39 Lat. 37.54
Hs 1.38 M No. 212



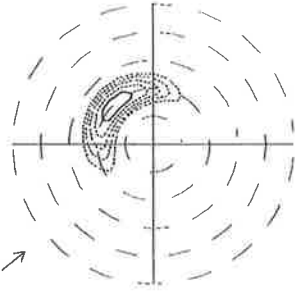
91/ 3/ 6 9: 0 Long. -74.39 Lat. 37.54
Hs 1.31 M No. 213



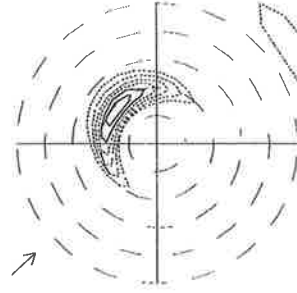
91/ 3/ 6 10: 0 Long. -74.39 Lat. 37.54
Hs 1.26 M No. 214



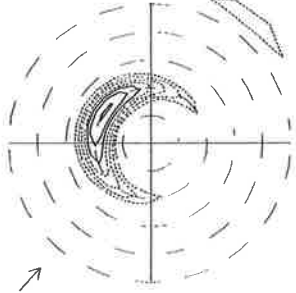
91/ 3/ 6 11: 0 Long. -74.39 Lat. 37.54
Hs 1.02 M No. 215



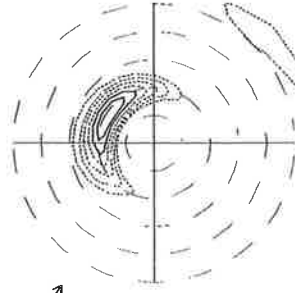
91/ 3/ 6 12: 0 Long. -74.39 Lat. 37.54
Hs 1.22 M No. 216



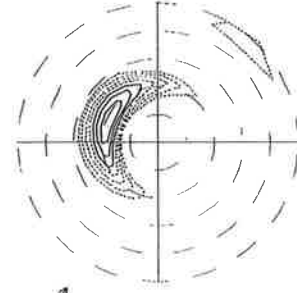
91/ 3/ 6 13: 0 Long. -74.39 Lat. 37.54
Hs 1.40 M No. 217



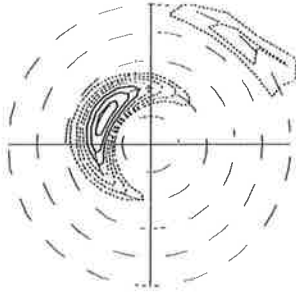
91/ 3/ 6 14: 0 Long. -74.39 Lat. 37.54
Hs 1.33 M No. 218



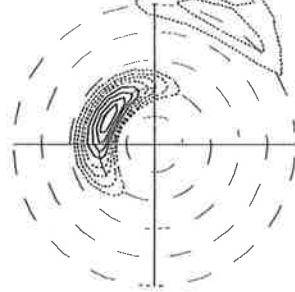
91/ 3/ 6 15: 0 Long. -74.39 Lat. 37.54
Hs 1.51 M No. 219



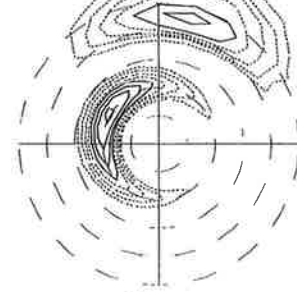
91/ 3/ 6 16: 0 Long. -74.39 Lat. 37.54
Hs 1.55 M No. 220



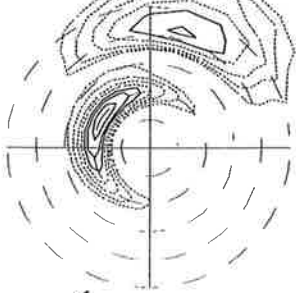
91/ 3/ 6 17: 0 Long. -74.39 Lat. 37.54
Hs 1.63 M No. 221



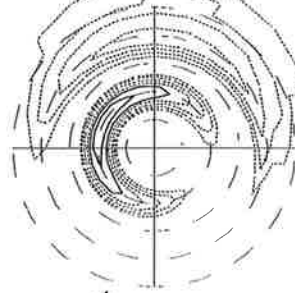
91/ 3/ 6 19: 0 Long. -74.39 Lat. 37.54
Hs 2.00 M No. 222



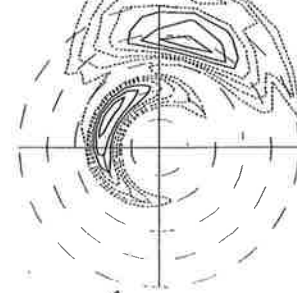
91/ 3/ 6 20: 0 Long. -74.39 Lat. 37.54
Hs 1.93 M No. 223



91/ 3/ 6 21: 0 Long. -74.39 Lat. 37.54
Hs 1.97 M No. 224



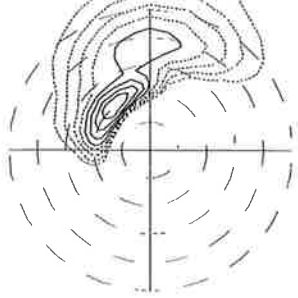
91/ 3/ 6 22: 0 Long. -74.39 Lat. 37.54
Hs 2.06 M No. 225



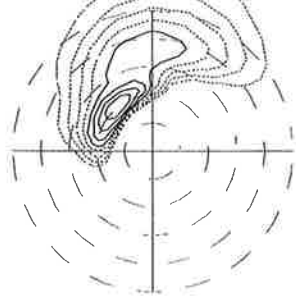
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SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus Central

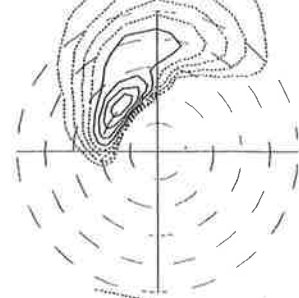
91/ 3/ 6 23: 0 Long -74.42 Lat. 37.50
Hs 2.03 M No. 226



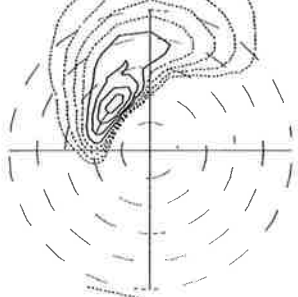
91/ 3/ 7 0: 0 Long -74.42 Lat. 37.50
Hs 2.05 M No. 227



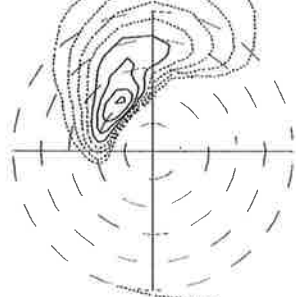
91/ 3/ 7 1: 0 Long -74.42 Lat. 37.50
Hs 2.05 M No. 228



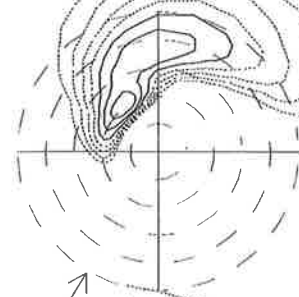
91/ 3/ 7 2: 0 Long -74.42 Lat. 37.50
Hs 2.01 M No. 229



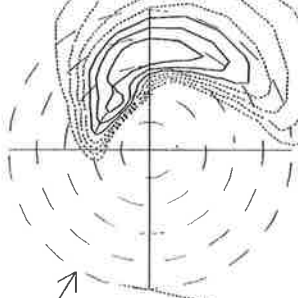
91/ 3/ 7 3: 0 Long -74.42 Lat. 37.50
Hs 1.96 M No. 230



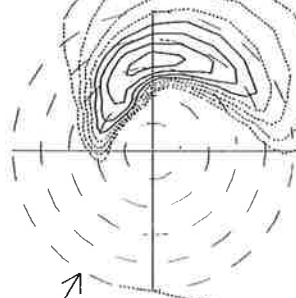
91/ 3/ 7 4: 0 Long -74.42 Lat. 37.50
Hs 2.29 M No. 231



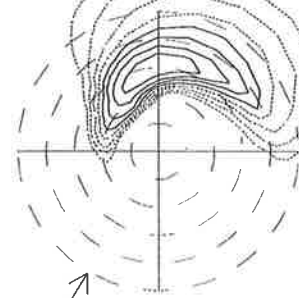
91/ 3/ 7 5: 0 Long -74.42 Lat. 37.50
Hs 2.48 M No. 232



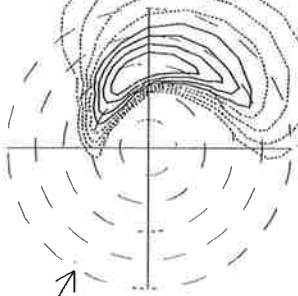
91/ 3/ 7 6: 0 Long -74.42 Lat. 37.50
Hs 2.56 M No. 233



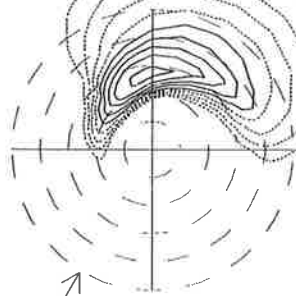
91/ 3/ 7 7: 0 Long -74.42 Lat. 37.50
Hs 2.64 M No. 234



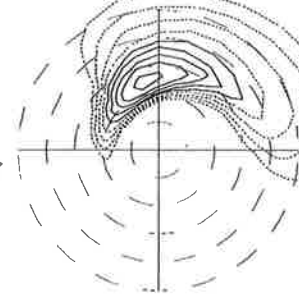
91/ 3/ 7 8: 0 Long -74.42 Lat. 37.50
Hs 2.71 M No. 235



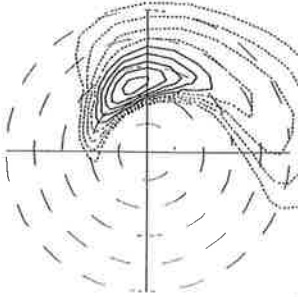
91/ 3/ 7 9: 0 Long -74.42 Lat. 37.50
Hs 2.76 M No. 236



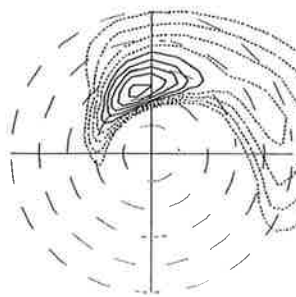
91/ 3/ 7 10: 0 Long -74.42 Lat. 37.50
Hs 2.46 M No. 237



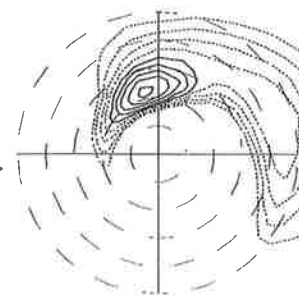
91/ 3/ 7 11: 0 Long -74.42 Lat. 37.50
Hs 2.36 M No. 238



91/ 3/ 7 12: 0 Long -74.42 Lat. 37.50
Hs 2.29 M No. 239



91/ 3/ 7 13: 0 Long -74.42 Lat. 37.50
Hs 2.24 M No. 240

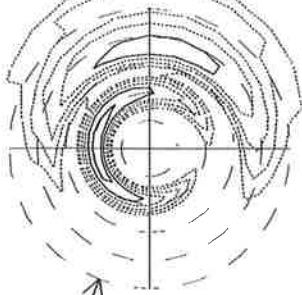


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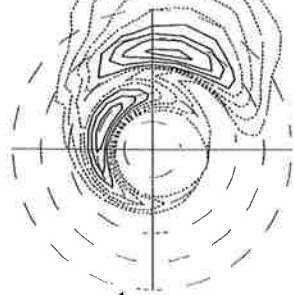


Discus Central

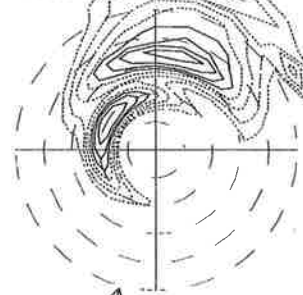
91/ 3/ 6 23: 0 Long -74.39 Lat. 37.54
Hs 2.20 M No. 226



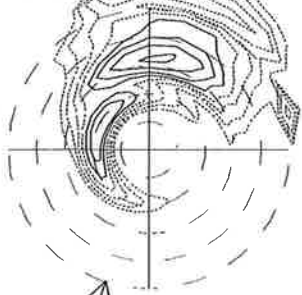
91/ 3/ 7 0: 0 Long -74.39 Lat. 37.54
Hs 2.42 M No. 227



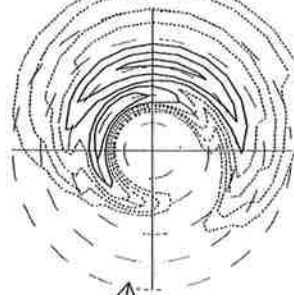
91/ 3/ 7 1: 0 Long -74.39 Lat. 37.54
Hs 2.34 M No. 228



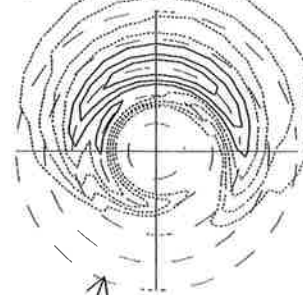
91/ 3/ 7 2: 0 Long -74.39 Lat. 37.54
Hs 2.45 M No. 229



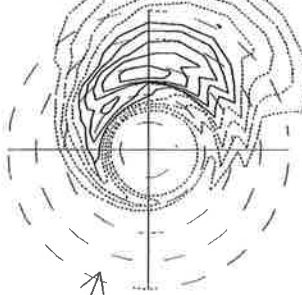
91/ 3/ 7 3: 0 Long -74.39 Lat. 37.54
Hs 2.69 M No. 230



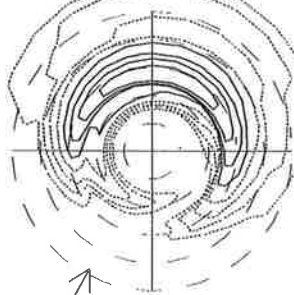
91/ 3/ 7 4: 0 Long -74.39 Lat. 37.54
Hs 2.61 M No. 231



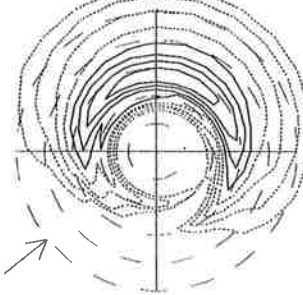
91/ 3/ 7 5: 0 Long -74.39 Lat. 37.54
Hs 3.02 M No. 232



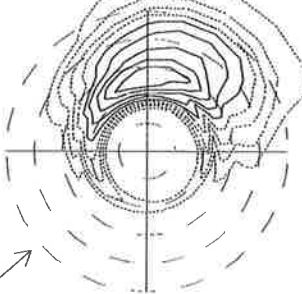
91/ 3/ 7 6: 0 Long -74.39 Lat. 37.54
Hs 3.06 M No. 233



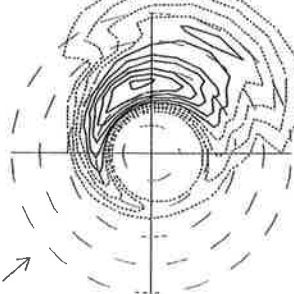
91/ 3/ 7 7: 0 Long -74.39 Lat. 37.54
Hs 3.08 M No. 234



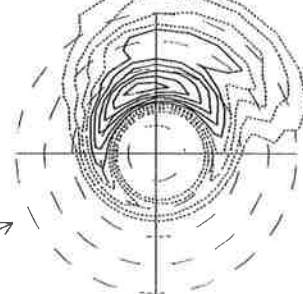
91/ 3/ 7 8: 0 Long -74.39 Lat. 37.54
Hs 3.05 M No. 235



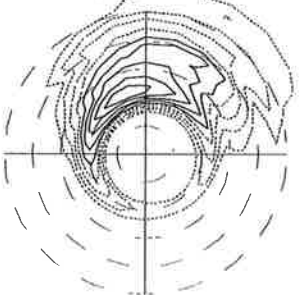
91/ 3/ 7 9: 0 Long -74.39 Lat. 37.54
Hs 3.15 M No. 236



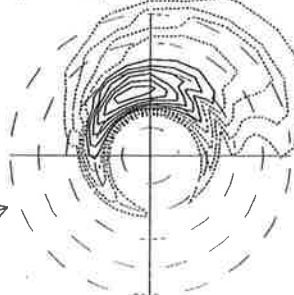
91/ 3/ 7 10: 0 Long -74.39 Lat. 37.54
Hs 3.12 M No. 237



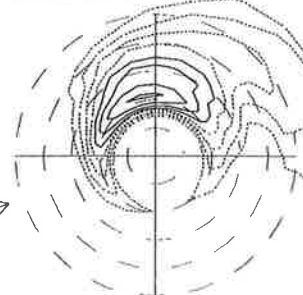
91/ 3/ 7 11: 0 Long -74.39 Lat. 37.54
Hs 2.79 M No. 238



91/ 3/ 7 12: 0 Long -74.39 Lat. 37.54
Hs 2.89 M No. 239



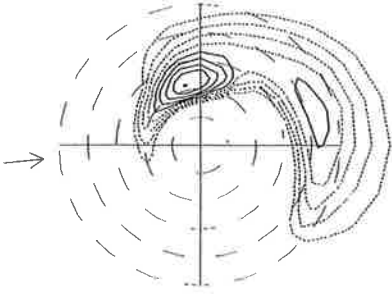
91/ 3/ 7 13: 0 Long -74.39 Lat. 37.54
Hs 2.35 M No. 240



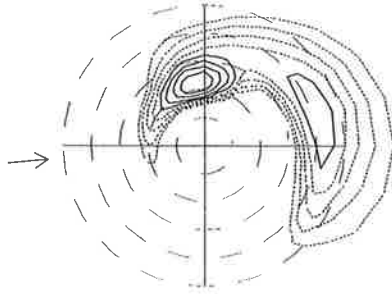
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SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to Discus Central

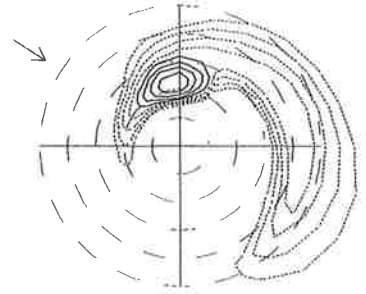
91/ 3/ 7 14: 0 Long. -74.42 Lat. 37.50
Hs 2.20 M No. 241



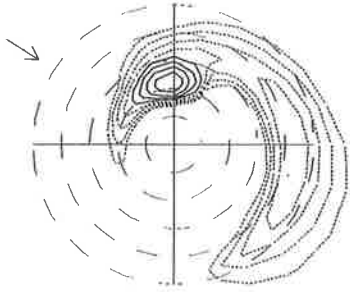
91/ 3/ 7 15: 0 Long. -74.42 Lat. 37.50
Hs 2.18 M No. 242



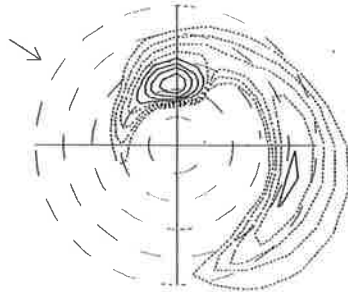
91/ 3/ 7 16: 0 Long. -74.42 Lat. 37.50
Hs 2.06 M No. 243



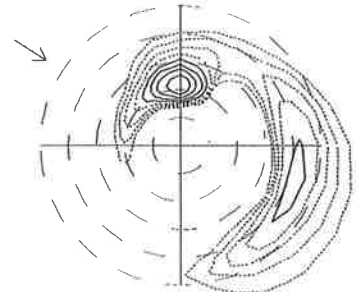
91/ 3/ 7 17: 0 Long. -74.42 Lat. 37.50
Hs 2.03 M No. 244



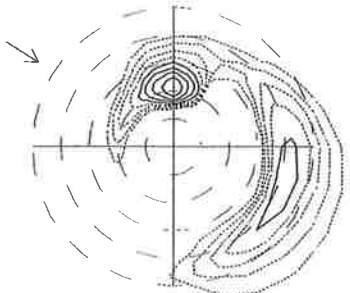
91/ 3/ 7 18: 0 Long. -74.42 Lat. 37.50
Hs 2.02 M No. 245



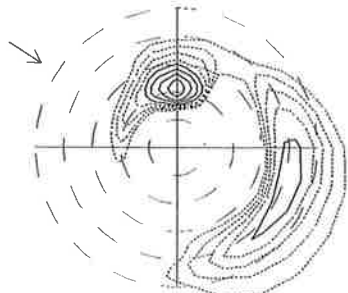
91/ 3/ 7 19: 0 Long. -74.42 Lat. 37.50
Hs 2.00 M No. 246



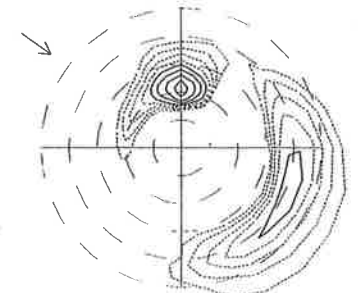
91/ 3/ 7 20: 0 Long. -74.42 Lat. 37.50
Hs 1.98 M No. 247



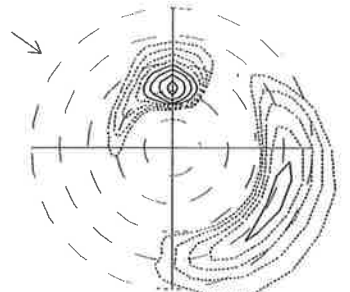
91/ 3/ 7 21: 0 Long. -74.42 Lat. 37.50
Hs 1.95 M No. 248



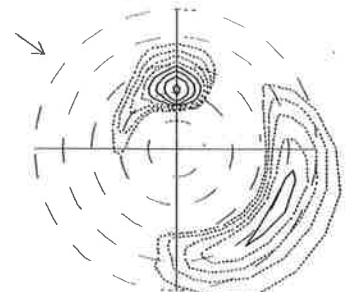
91/ 3/ 7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M No. 249



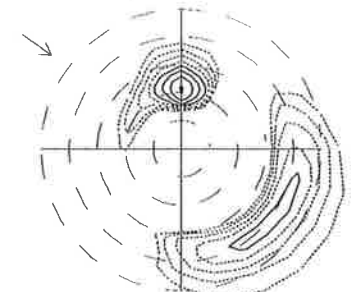
91/ 3/ 7 23: 0 Long. -74.42 Lat. 37.50
Hs 1.84 M No. 250



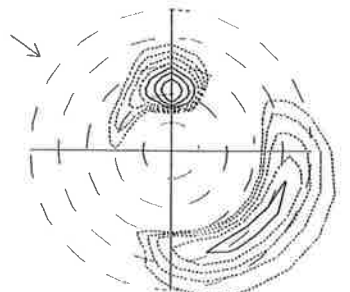
91/ 3/ 8 0: 0 Long. -74.42 Lat. 37.50
Hs 1.80 M No. 251



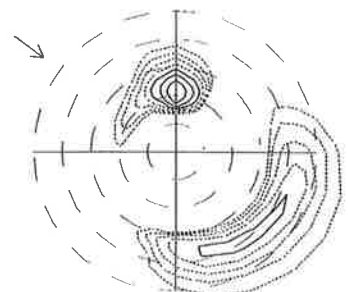
91/ 3/ 8 1: 0 Long. -74.42 Lat. 37.50
Hs 1.78 M No. 252



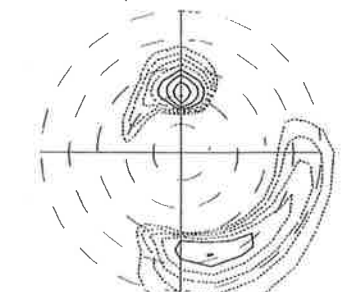
91/ 3/ 8 2: 0 Long. -74.42 Lat. 37.50
Hs 1.76 M No. 253



91/ 3/ 8 3: 0 Long. -74.42 Lat. 37.50
Hs 1.74 M No. 254



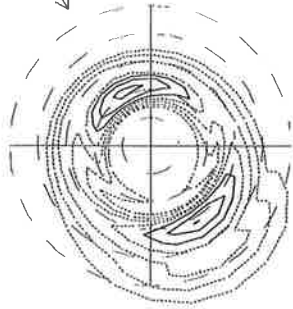
91/ 3/ 8 4: 0 Long. -74.42 Lat. 37.50
Hs 1.71 M No. 255



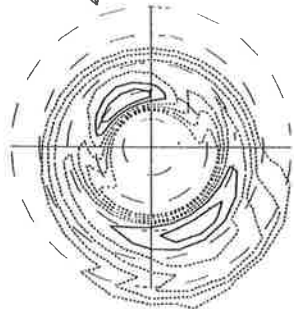
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SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

Discus Central

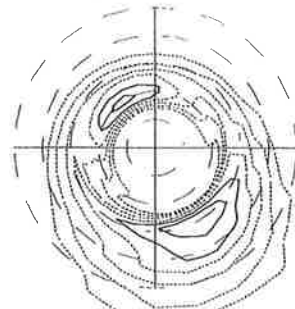
91/3/8 5:0 Long. -74.39 Lat. 37.54
Hs 2.28 M No. 256



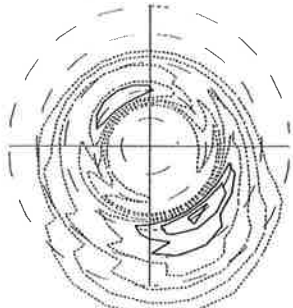
91/3/8 6:0 Long. -74.39 Lat. 37.54
Hs 2.32 M No. 257



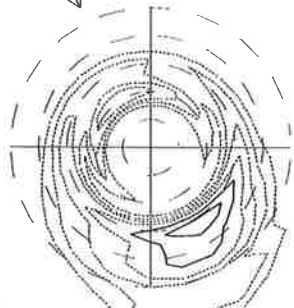
91/3/8 7:0 Long. -74.39 Lat. 37.54
Hs 2.28 M No. 258



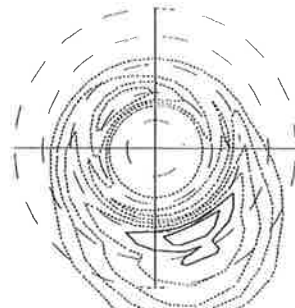
91/3/8 8:0 Long. -74.39 Lat. 37.54
Hs 2.21 M No. 259



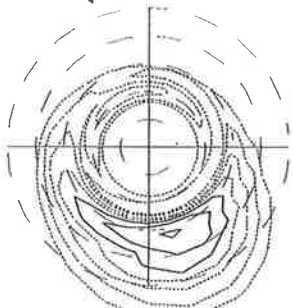
91/3/8 9:0 Long. -74.39 Lat. 37.54
Hs 2.06 M No. 260



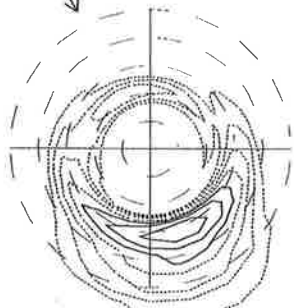
91/3/8 10:0 Long. -74.39 Lat. 37.54
Hs 2.03 M No. 261



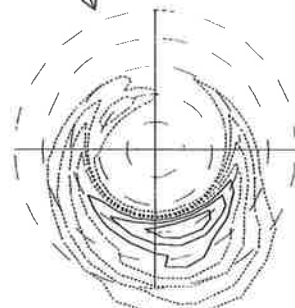
91/3/8 11:0 Long. -74.39 Lat. 37.54
Hs 2.12 M No. 262



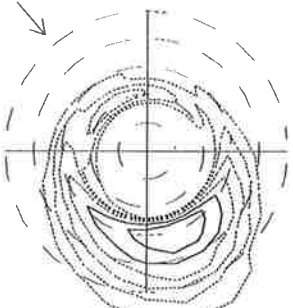
91/3/8 12:0 Long. -74.39 Lat. 37.54
Hs 2.10 M No. 263



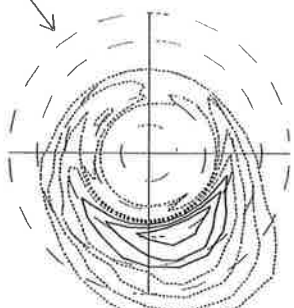
91/3/8 13:0 Long. -74.39 Lat. 37.54
Hs 2.05 M No. 264



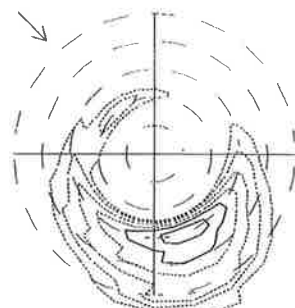
91/3/8 14:0 Long. -74.39 Lat. 37.54
Hs 1.97 M No. 265



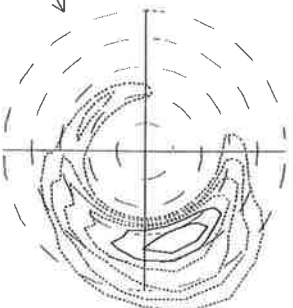
91/3/8 15:0 Long. -74.39 Lat. 37.54
Hs 2.19 M No. 266



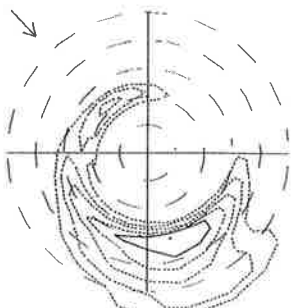
91/3/8 16:0 Long. -74.39 Lat. 37.54
Hs 1.75 M No. 267



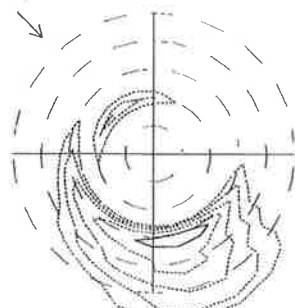
91/3/8 17:0 Long. -74.39 Lat. 37.54
Hs 1.73 M No. 268



91/3/8 18:0 Long. -74.39 Lat. 37.54
Hs 1.56 M No. 269



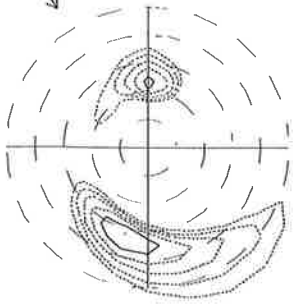
91/3/8 19:0 Long. -74.39 Lat. 37.54
Hs 1.52 M No. 270



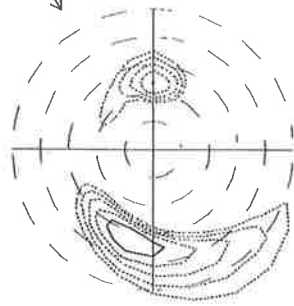
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

WAM fg to Discus Central

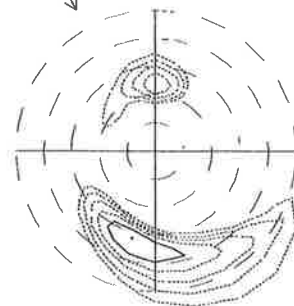
91/ 3/ 8 20: 0 Long. -74.42 Lat. 37.50
Hs 1.36 M No. 271



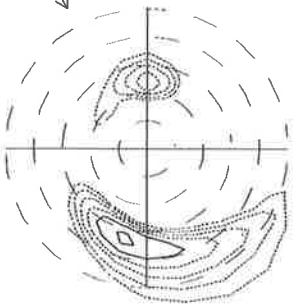
91/ 3/ 8 21: 0 Long. -74.42 Lat. 37.50
Hs 1.34 M No. 272



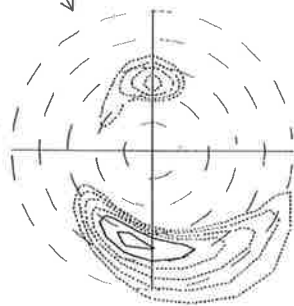
91/ 3/ 8 22: 0 Long. -74.42 Lat. 37.50
Hs 1.39 M No. 273



91/ 3/ 8 23: 0 Long. -74.42 Lat. 37.50
Hs 1.42 M No. 274



91/ 3/ 9 0: 0 Long. -74.42 Lat. 37.50
Hs 1.43 M No. 275



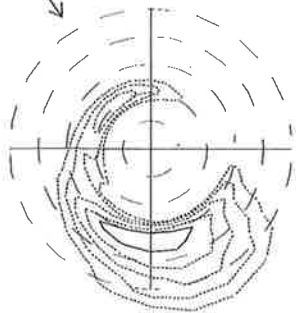
DASHED LINES: -1.00 -.800 -.600 -.400

SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

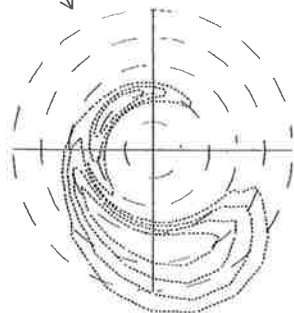


Discus Central

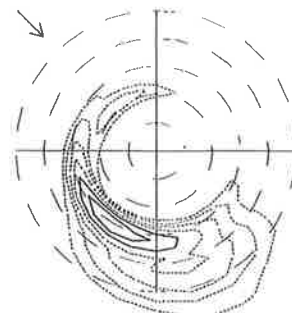
91/ 3/ 8 20: 0 Long. -74.39 Lat. 37.54
Hs 1.57 M No. 271



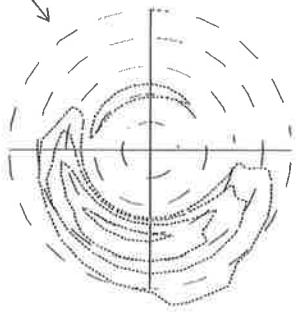
91/ 3/ 8 21: 0 Long. -74.39 Lat. 37.54
Hs 1.50 M No. 272



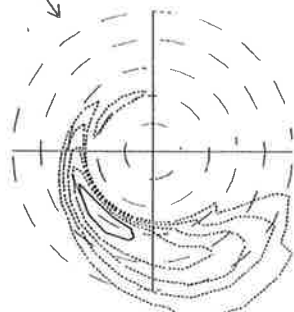
91/ 3/ 8 22: 0 Long. -74.39 Lat. 37.54
Hs 1.62 M No. 273



91/ 3/ 8 23: 0 Long. -74.39 Lat. 37.54
Hs 1.42 M No. 274



91/ 3/ 9 0: 0 Long. -74.39 Lat. 37.54
Hs 1.50 M No. 275



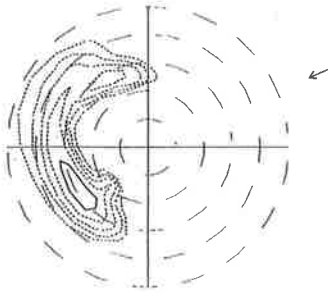
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000



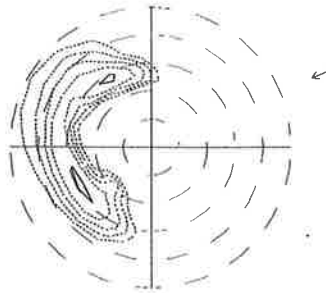
4. Two dimensional wave spectra WAM-DISCUS CERC

WAM first guess to CERC

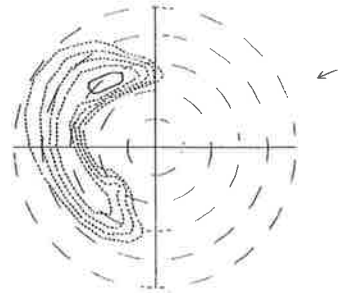
91/ 2/25 1: 0 Long, -74.83 Lat, 36.58
Hs 1.32 M No. 1



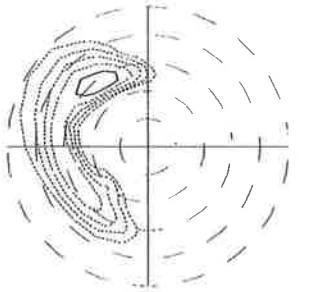
91/ 2/25 2: 0 Long, -74.83 Lat, 36.58
Hs 1.33 M No. 2



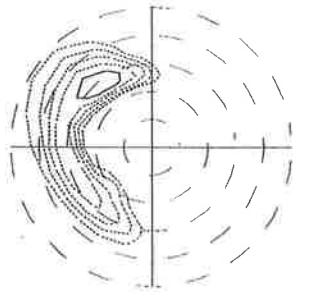
91/ 2/25 3: 0 Long, -74.83 Lat, 36.58
Hs 1.34 M No. 3



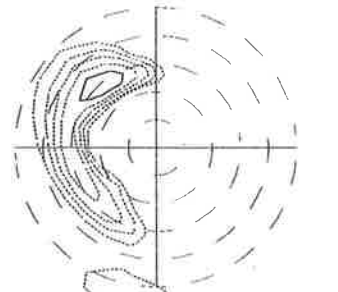
91/ 2/25 4: 0 Long, -74.83 Lat, 36.58
Hs 1.34 M No. 4



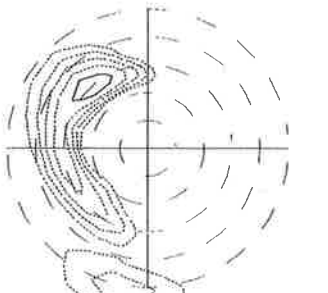
91/ 2/25 5: 0 Long, -74.83 Lat, 36.58
Hs 1.36 M No. 5



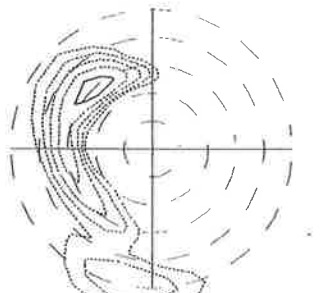
91/ 2/25 6: 0 Long, -74.83 Lat, 36.58
Hs 1.37 M No. 6



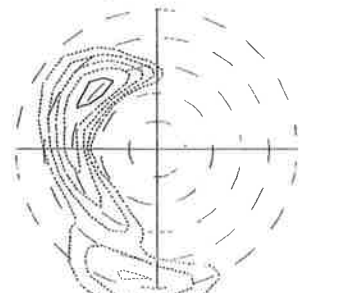
91/ 2/25 7: 0 Long, -74.83 Lat, 36.58
Hs 1.37 M No. 7



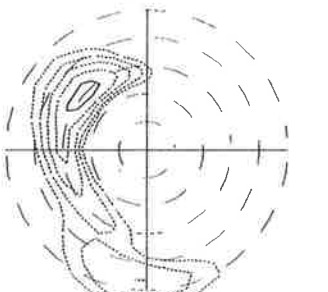
91/ 2/25 8: 0 Long, -74.83 Lat, 36.58
Hs 1.37 M No. 8



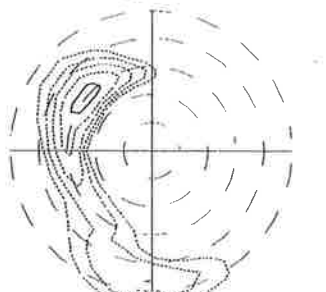
91/ 2/25 9: 0 Long, -74.83 Lat, 36.58
Hs 1.37 M No. 9



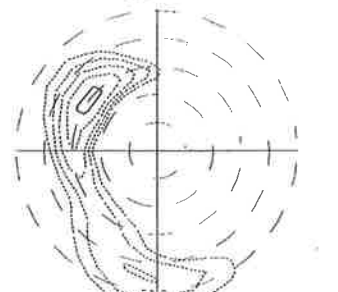
91/ 2/25 10: 0 Long, -74.83 Lat, 36.58
Hs 1.35 M No. 10



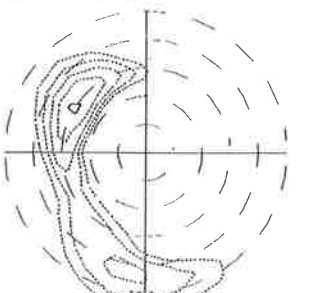
91/ 2/25 11: 0 Long, -74.83 Lat, 36.58
Hs 1.33 M No. 11



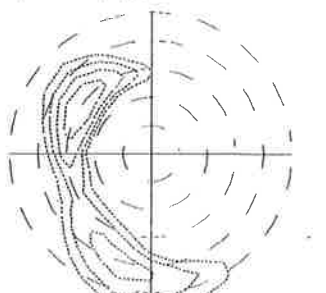
91/ 2/25 12: 0 Long, -74.83 Lat, 36.58
Hs 1.30 M No. 12



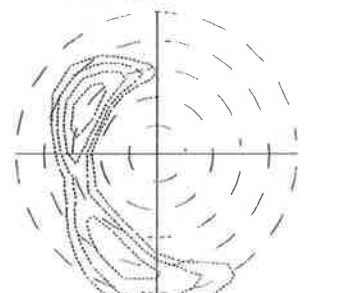
91/ 2/25 13: 0 Long, -74.83 Lat, 36.58
Hs 1.25 M No. 13



91/ 2/25 14: 0 Long, -74.83 Lat, 36.58
Hs 1.25 M No. 14



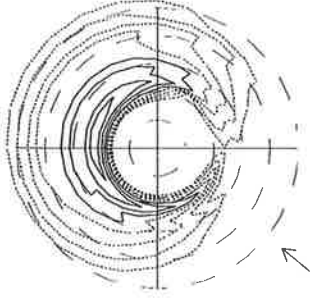
91/ 2/25 15: 0 Long, -74.83 Lat, 36.58
Hs 1.23 M No. 15



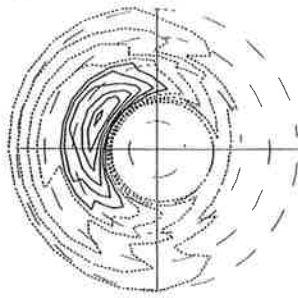
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

CERC

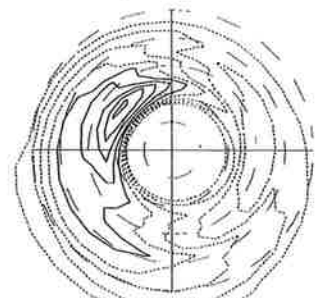
91/ 2/25 1: 0 Long. -74.83 Lat. 36.58
Hs 2.87 M No. 1



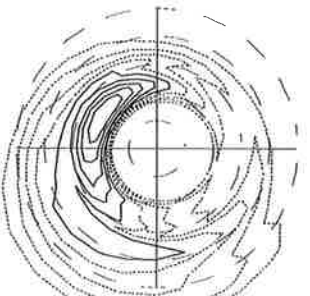
91/ 2/25 2: 0 Long. -74.83 Lat. 36.58
Hs 2.94 M No. 2



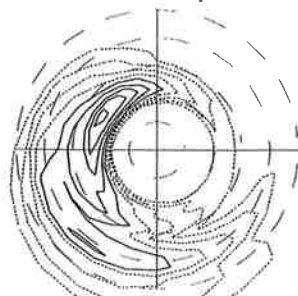
91/ 2/25 3: 0 Long. -74.83 Lat. 36.58
Hs 2.85 M No. 3



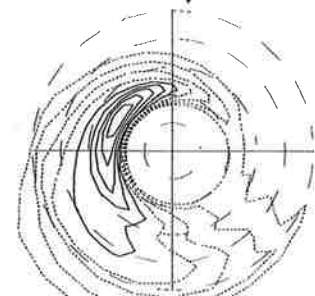
91/ 2/25 4: 0 Long. -74.83 Lat. 36.58
Hs 3.08 M No. 4



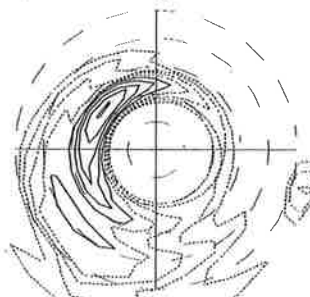
91/ 2/25 5: 0 Long. -74.83 Lat. 36.58
Hs 2.78 M No. 5



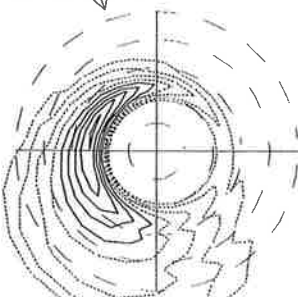
91/ 2/25 6: 0 Long. -74.83 Lat. 36.58
Hs 2.77 M No. 6



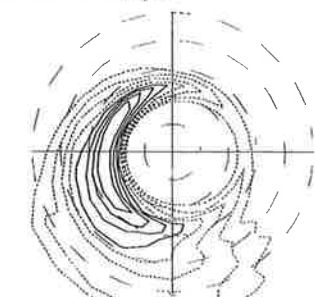
91/ 2/25 7: 0 Long. -74.83 Lat. 36.58
Hs 2.60 M No. 7



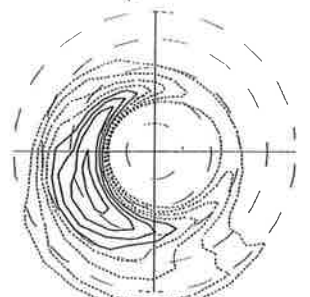
91/ 2/25 8: 0 Long. -74.83 Lat. 36.58
Hs 2.67 M No. 8



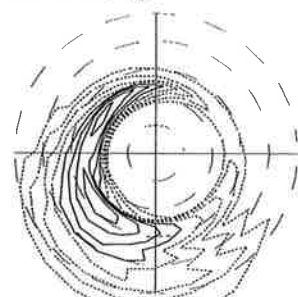
91/ 2/25 9: 0 Long. -74.83 Lat. 36.58
Hs 2.65 M No. 9



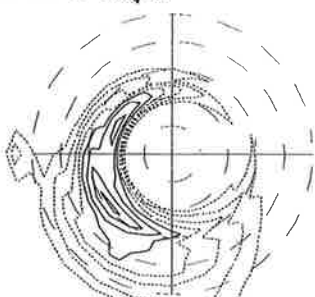
91/ 2/25 10: 0 Long. -74.83 Lat. 36.58
Hs 2.60 M No. 10



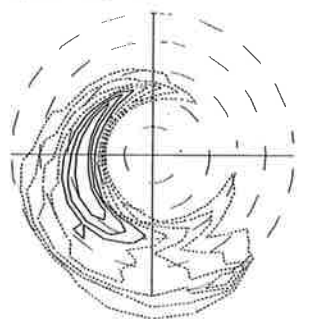
91/ 2/25 11: 0 Long. -74.83 Lat. 36.58
Hs 2.58 M No. 11



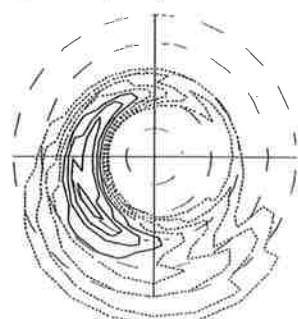
91/ 2/25 12: 0 Long. -74.83 Lat. 36.58
Hs 2.28 M No. 12



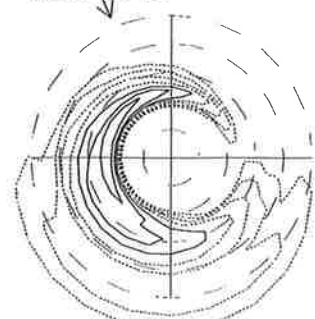
91/ 2/25 13: 0 Long. -74.83 Lat. 36.58
Hs 2.20 M No. 13



91/ 2/25 14: 0 Long. -74.83 Lat. 36.58
Hs 2.42 M No. 14



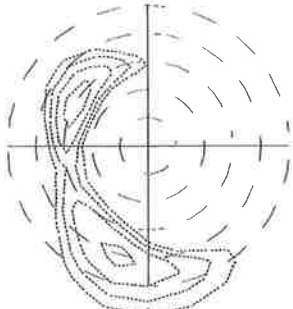
91/ 2/25 15: 0 Long. -74.83 Lat. 36.58
Hs 2.52 M No. 15



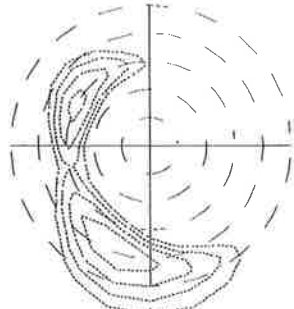
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

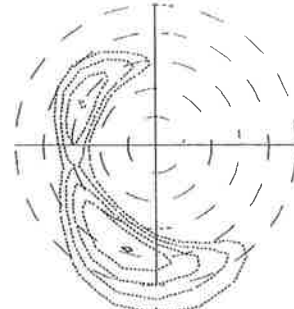
91/ 2/25 16: 0 Long. -74.83 Lat. 36.58
Hs 1.28 M No. 16



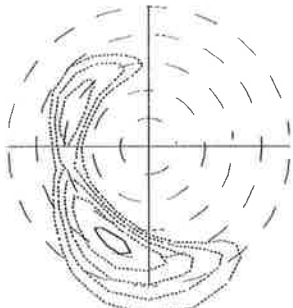
91/ 2/25 17: 0 Long. -74.83 Lat. 36.58
Hs 1.31 M No. 17



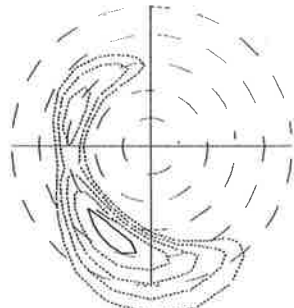
91/ 2/25 18: 0 Long. -74.83 Lat. 36.58
Hs 1.33 M No. 18



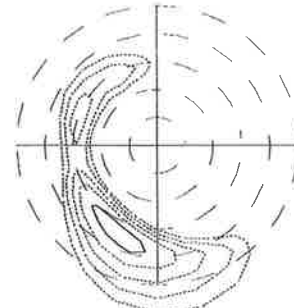
91/ 2/25 19: 0 Long. -74.83 Lat. 36.58
Hs 1.34 M No. 19



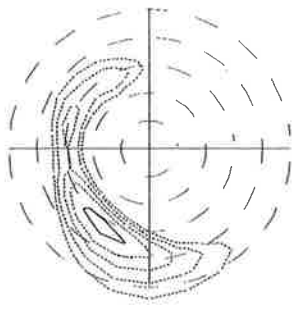
91/ 2/25 20: 0 Long. -74.83 Lat. 36.58
Hs 1.35 M No. 20



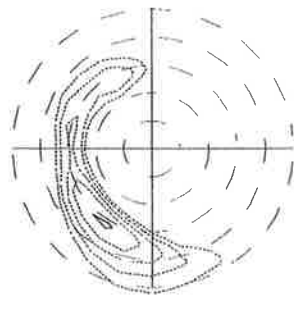
91/ 2/25 21: 0 Long. -74.83 Lat. 36.58
Hs 1.36 M No. 21



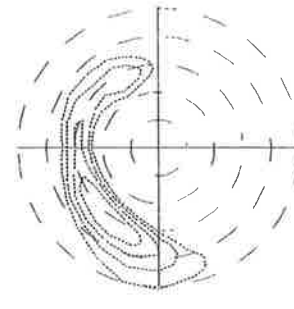
91/ 2/25 22: 0 Long. -74.83 Lat. 36.58
Hs 1.25 M No. 22



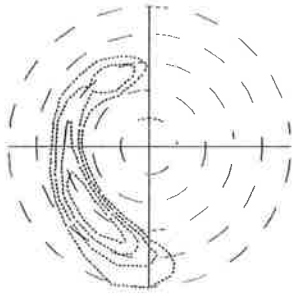
91/ 2/25 23: 0 Long. -74.83 Lat. 36.58
Hs 1.19 M No. 23



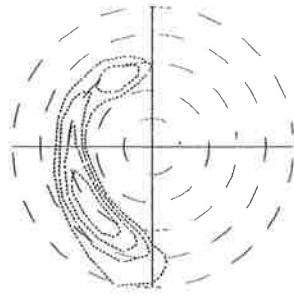
91/ 2/26 0: 0 Long. -74.83 Lat. 36.58
Hs 1.16 M No. 24



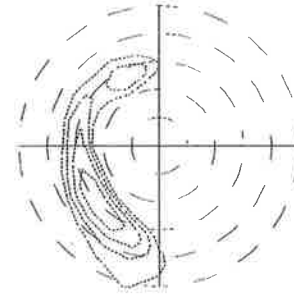
91/ 2/26 1: 0 Long. -74.83 Lat. 36.58
Hs 1.13 M No. 25



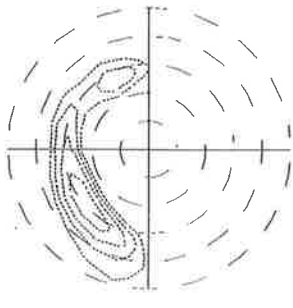
91/ 2/26 2: 0 Long. -74.83 Lat. 36.58
Hs 1.11 M No. 26



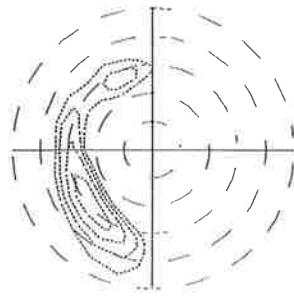
91/ 2/26 3: 0 Long. -74.83 Lat. 36.58
Hs 1.09 M No. 27



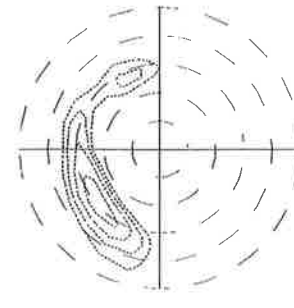
91/ 2/26 4: 0 Long. -74.83 Lat. 36.58
Hs 1.04 M No. 28



91/ 2/26 5: 0 Long. -74.83 Lat. 36.58
Hs 1.01 M No. 29



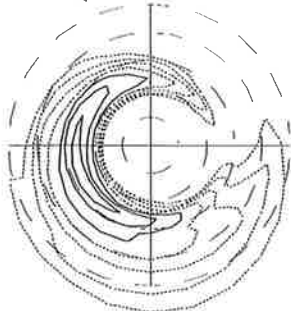
91/ 2/26 6: 0 Long. -74.83 Lat. 36.58
Hs 0.97 M No. 30



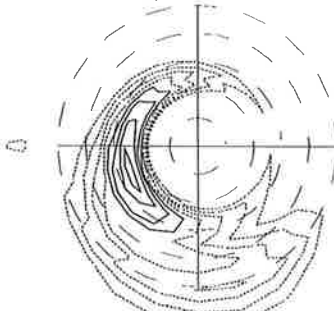
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

CERC

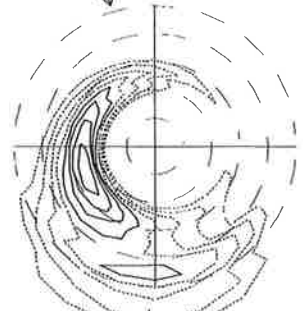
91/ 2/25 16: 0 Long. -74.83 Lat. 36.58
Hs 2.41 M No. 16



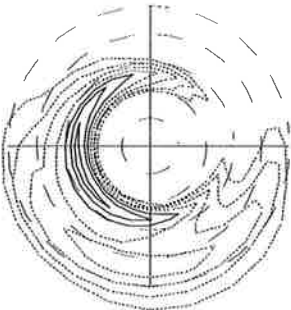
91/ 2/25 17: 0 Long. -74.83 Lat. 36.58
Hs 2.29 M No. 17



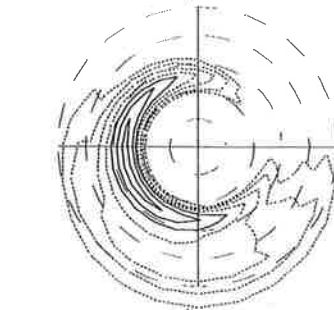
91/ 2/25 18: 0 Long. -74.83 Lat. 36.58
Hs 2.35 M No. 18



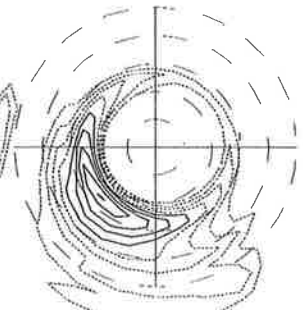
91/ 2/25 19: 0 Long. -74.83 Lat. 36.58
Hs 2.22 M No. 19



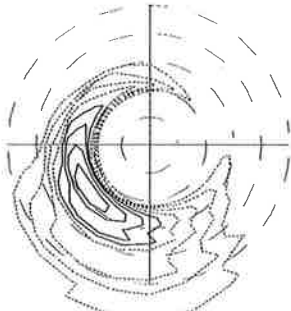
91/ 2/25 20: 0 Long. -74.83 Lat. 36.58
Hs 2.16 M No. 20



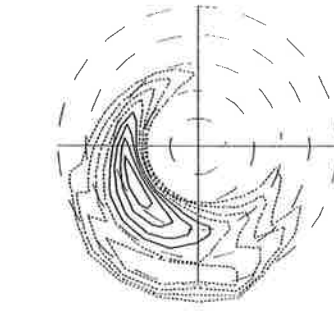
91/ 2/25 21: 0 Long. -74.83 Lat. 36.58
Hs 2.31 M No. 21



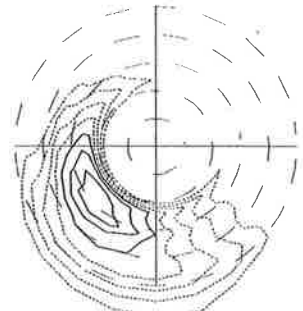
91/ 2/25 22: 0 Long. -74.83 Lat. 36.58
Hs 2.25 M No. 22



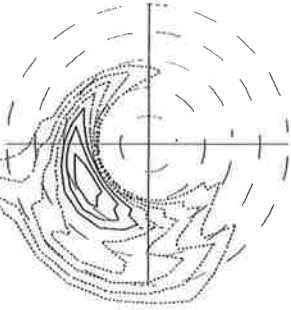
91/ 2/25 23: 0 Long. -74.83 Lat. 36.58
Hs 2.27 M No. 23



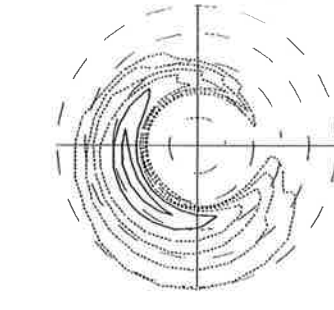
91/ 2/26 0: 0 Long. -74.83 Lat. 36.58
Hs 2.13 M No. 24



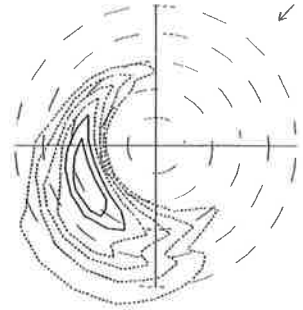
91/ 2/26 1: 0 Long. -74.83 Lat. 36.58
Hs 2.01 M No. 25



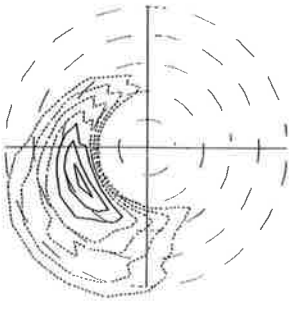
91/ 2/26 2: 0 Long. -74.83 Lat. 36.58
Hs 1.98 M No. 26



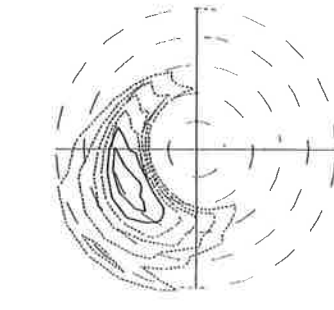
91/ 2/26 3: 0 Long. -74.83 Lat. 36.58
Hs 1.80 M No. 27



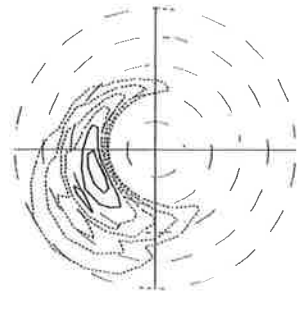
91/ 2/26 4: 0 Long. -74.83 Lat. 36.58
Hs 1.78 M No. 28



91/ 2/26 5: 0 Long. -74.83 Lat. 36.58
Hs 1.67 M No. 29



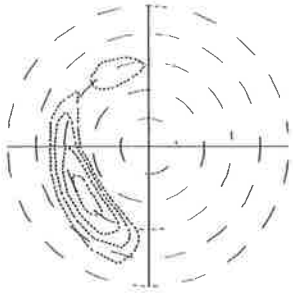
91/ 2/26 6: 0 Long. -74.83 Lat. 36.58
Hs 1.60 M No. 30



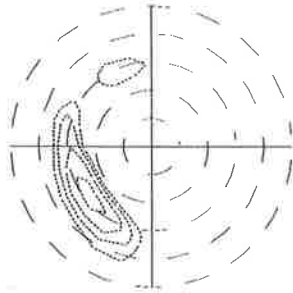
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

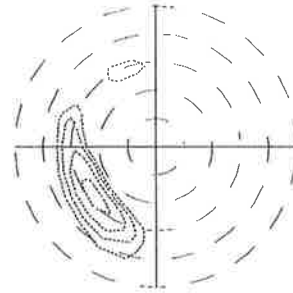
91/ 2/26 7: 0 Long. -74.83 Lat. 36.58
Hs 0.94 M No. 31



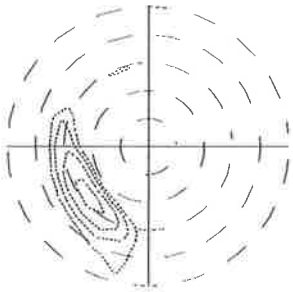
91/ 2/26 8: 0 Long. -74.83 Lat. 36.58
Hs 0.92 M No. 32



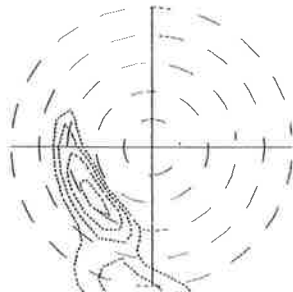
91/ 2/26 9: 0 Long. -74.83 Lat. 36.58
Hs 0.90 M No. 33



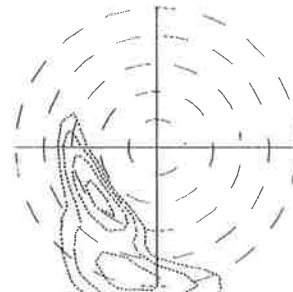
91/ 2/26 10: 0 Long. -74.83 Lat. 36.58
Hs 0.94 M No. 34



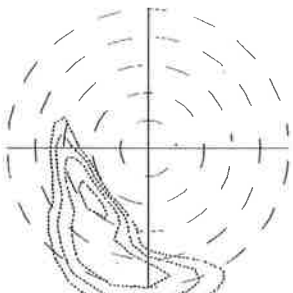
91/ 2/26 11: 0 Long. -74.83 Lat. 36.58
Hs 1.03 M No. 35



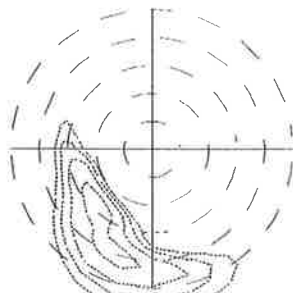
91/ 2/26 12: 0 Long. -74.83 Lat. 36.58
Hs 1.10 M No. 36



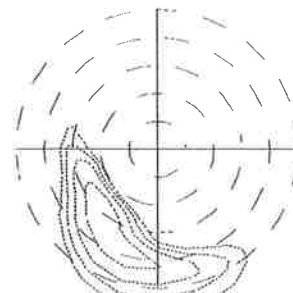
91/ 2/26 13: 0 Long. -74.83 Lat. 36.58
Hs 1.16 M No. 37



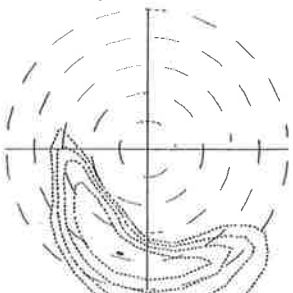
91/ 2/26 14: 0 Long. -74.83 Lat. 36.58
Hs 1.20 M No. 38



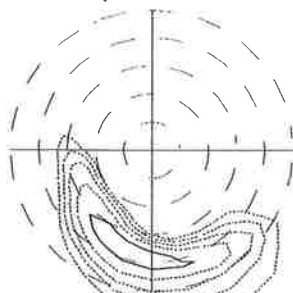
91/ 2/26 15: 0 Long. -74.83 Lat. 36.58
Hs 1.22 M No. 39



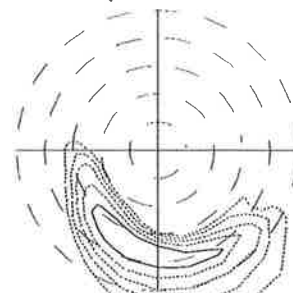
91/ 2/26 16: 0 Long. -74.83 Lat. 36.58
Hs 1.36 M No. 40



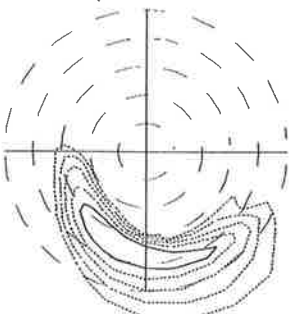
91/ 2/26 17: 0 Long. -74.83 Lat. 36.58
Hs 1.44 M No. 41



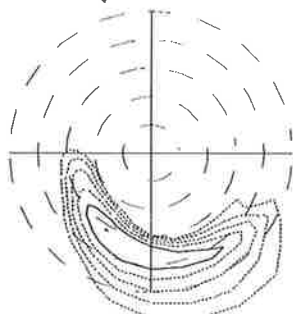
91/ 2/26 18: 0 Long. -74.83 Lat. 36.58
Hs 1.48 M No. 42



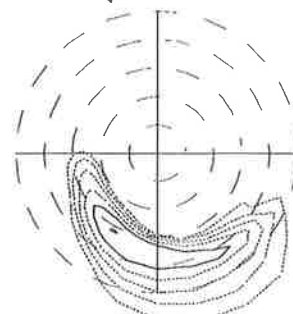
91/ 2/26 19: 0 Long. -74.83 Lat. 36.58
Hs 1.50 M No. 43



91/ 2/26 20: 0 Long. -74.83 Lat. 36.58
Hs 1.50 M No. 44



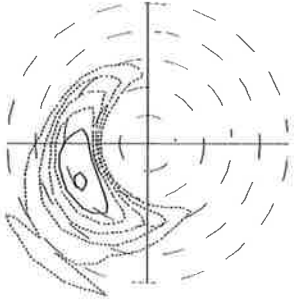
91/ 2/26 21: 0 Long. -74.83 Lat. 36.58
Hs 1.50 M No. 45



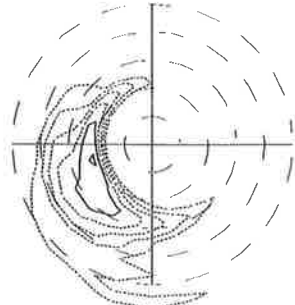
DASHED LINES: -1.00 -0.800 -0.600 -0.400 SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

CERC

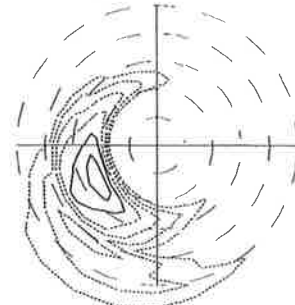
91/ 2/26 7: 0 Long. -74.83 Lat. 36.58
Hs 1.60 M No. 31



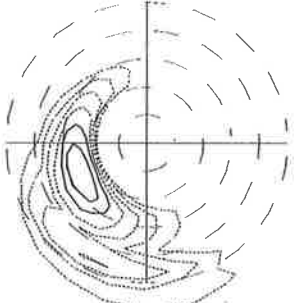
91/ 2/26 8: 0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 32



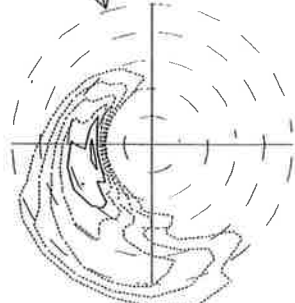
91/ 2/26 9: 0 Long. -74.83 Lat. 36.58
Hs 1.69 M No. 33



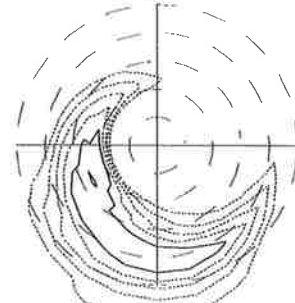
91/ 2/26 10: 0 Long. -74.83 Lat. 36.58
Hs 1.73 M No. 34



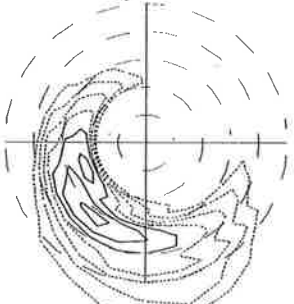
91/ 2/26 11: 0 Long. -74.83 Lat. 36.58
Hs 1.71 M No. 35



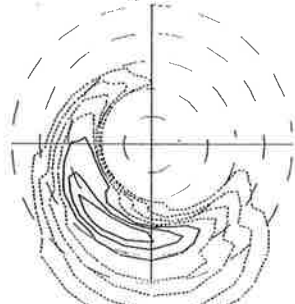
91/ 2/26 12: 0 Long. -74.83 Lat. 36.58
Hs 1.97 M No. 36



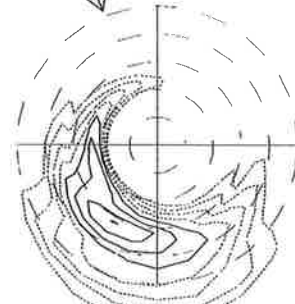
91/ 2/26 13: 0 Long. -74.83 Lat. 36.58
Hs 2.05 M No. 37



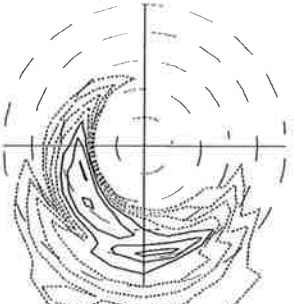
91/ 2/26 14: 0 Long. -74.83 Lat. 36.58
Hs 2.16 M No. 38



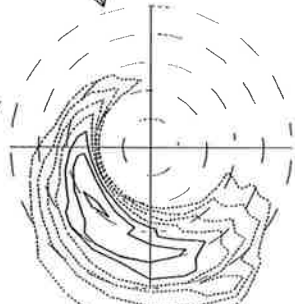
91/ 2/26 15: 0 Long. -74.83 Lat. 36.58
Hs 2.28 M No. 39



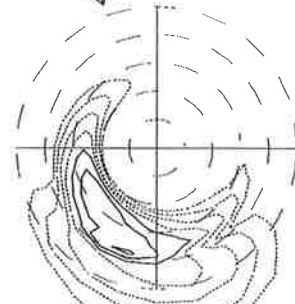
91/ 2/26 16: 0 Long. -74.83 Lat. 36.58
Hs 2.15 M No. 40



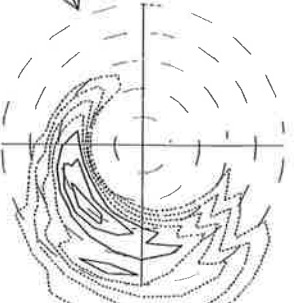
91/ 2/26 17: 0 Long. -74.83 Lat. 36.58
Hs 2.18 M No. 41



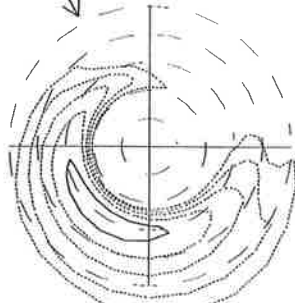
91/ 2/26 18: 0 Long. -74.83 Lat. 36.58
Hs 2.01 M No. 42



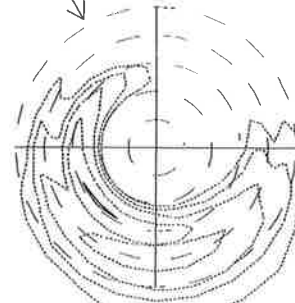
91/ 2/26 19: 0 Long. -74.83 Lat. 36.58
Hs 2.02 M No. 43



91/ 2/26 20: 0 Long. -74.83 Lat. 36.58
Hs 1.91 M No. 44



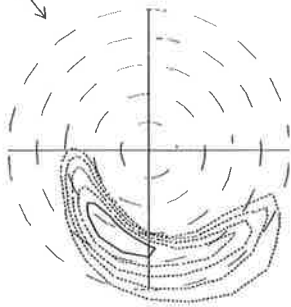
91/ 2/26 21: 0 Long. -74.83 Lat. 36.58
Hs 1.87 M No. 45



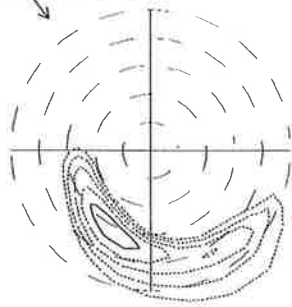
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

WAM first guess to CERC

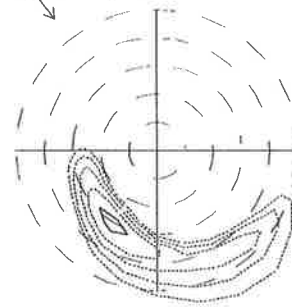
91/ 2/26 22: 0 Long. -74.83 Lat. 36.58
Hs 1.35 M No. 46



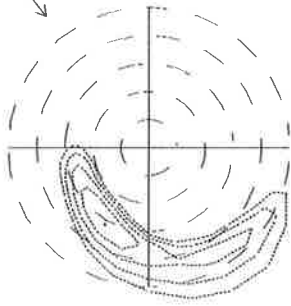
91/ 2/26 23: 0 Long. -74.83 Lat. 36.58
Hs 1.26 M No. 47



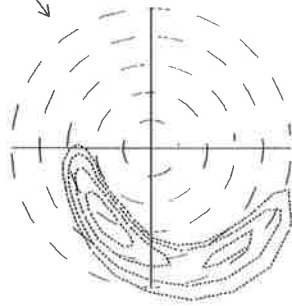
91/ 2/27 0: 0 Long. -74.83 Lat. 36.58
Hs 1.20 M No. 48



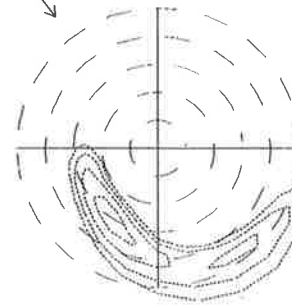
91/ 2/27 1: 0 Long. -74.83 Lat. 36.58
Hs 1.16 M No. 49



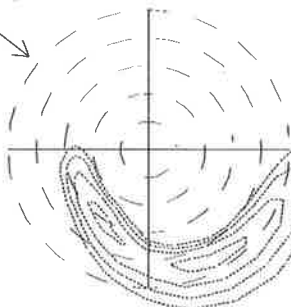
91/ 2/27 2: 0 Long. -74.83 Lat. 36.58
Hs 1.13 M No. 50



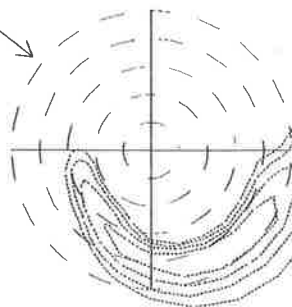
91/ 2/27 3: 0 Long. -74.83 Lat. 36.58
Hs 1.10 M No. 51



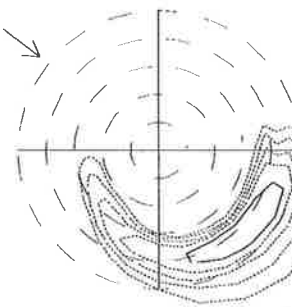
91/ 2/27 4: 0 Long. -74.83 Lat. 36.58
Hs 1.26 M No. 52



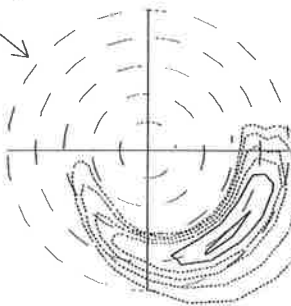
91/ 2/27 5: 0 Long. -74.83 Lat. 36.58
Hs 1.36 M No. 53



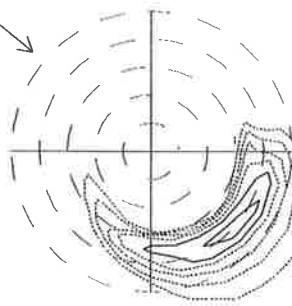
91/ 2/27 7: 0 Long. -74.83 Lat. 36.58
Hs 1.49 M No. 54



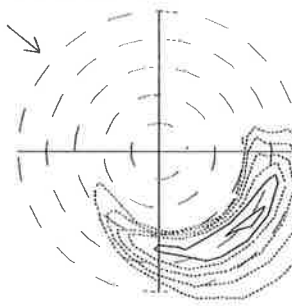
91/ 2/27 8: 0 Long. -74.83 Lat. 36.58
Hs 1.53 M No. 55



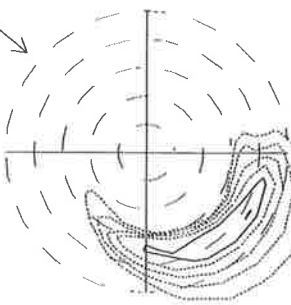
91/ 2/27 10: 0 Long. -74.83 Lat. 36.58
Hs 1.49 M No. 56



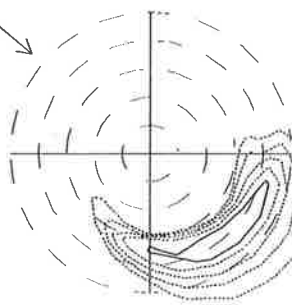
91/ 2/27 11: 0 Long. -74.83 Lat. 36.58
Hs 1.45 M No. 57



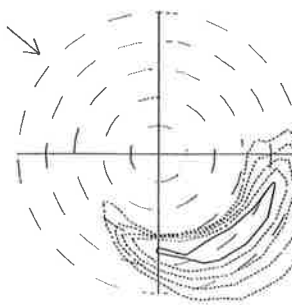
91/ 2/27 12: 0 Long. -74.83 Lat. 36.58
Hs 1.43 M No. 58



91/ 2/27 13: 0 Long. -74.83 Lat. 36.58
Hs 1.41 M No. 59



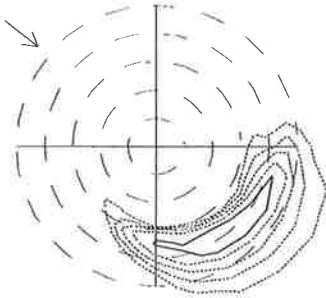
91/ 2/27 14: 0 Long. -74.83 Lat. 36.58
Hs 1.40 M No. 60



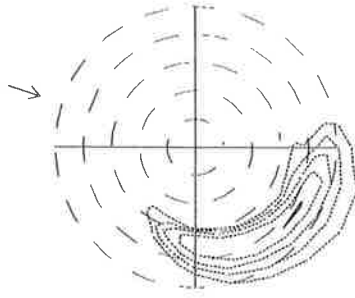
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

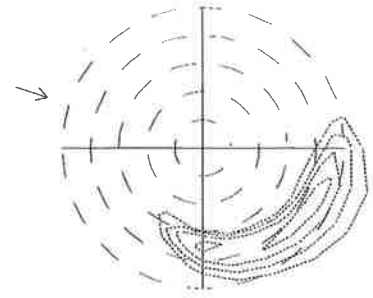
91/ 2/27 15: 0 Long. -74.83 Lat. 36.58
Hs 1.38 M No. 61



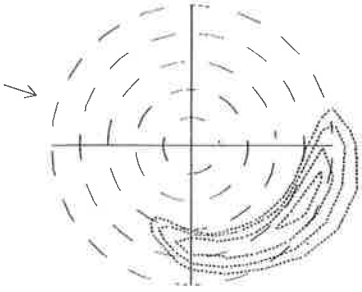
91/ 2/27 16: 0 Long. -74.83 Lat. 36.58
Hs 1.20 M No. 62



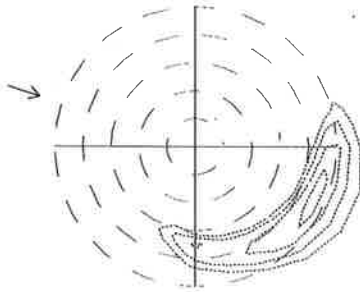
91/ 2/27 17: 0 Long. -74.83 Lat. 36.58
Hs 1.10 M No. 63



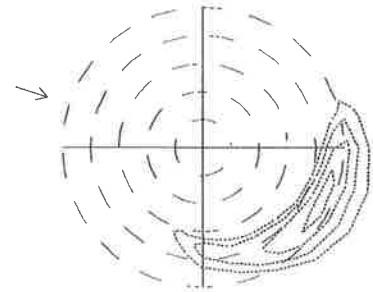
91/ 2/27 18: 0 Long. -74.83 Lat. 36.58
Hs 1.05 M No. 64



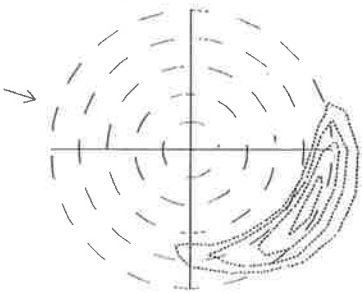
91/ 2/27 19: 0 Long. -74.83 Lat. 36.58
Hs 1.01 M No. 65



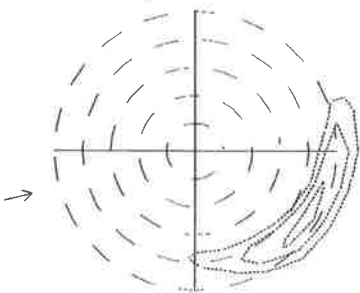
91/ 2/27 20: 0 Long. -74.83 Lat. 36.58
Hs 0.98 M No. 66



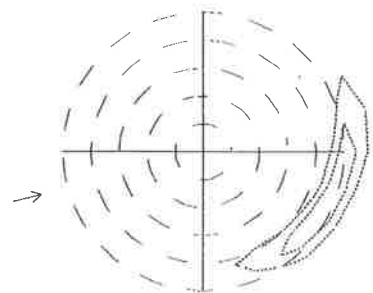
91/ 2/27 21: 0 Long. -74.83 Lat. 36.58
Hs 0.97 M No. 67



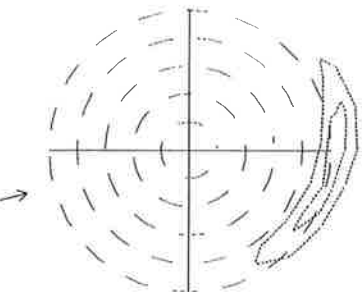
91/ 2/27 22: 0 Long. -74.83 Lat. 36.58
Hs 0.86 M No. 68



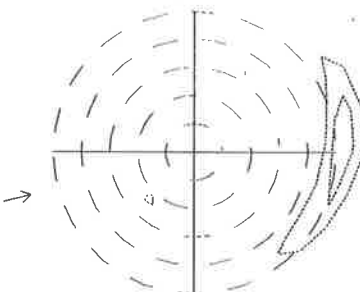
91/ 2/27 23: 0 Long. -74.83 Lat. 36.58
Hs 0.80 M No. 69



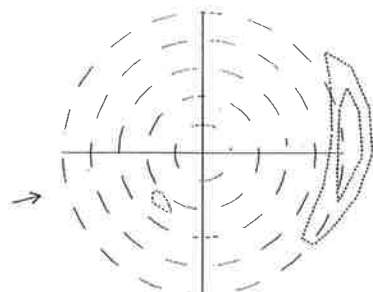
91/ 2/28 0: 0 Long. -74.83 Lat. 36.58
Hs 0.78 M No. 70



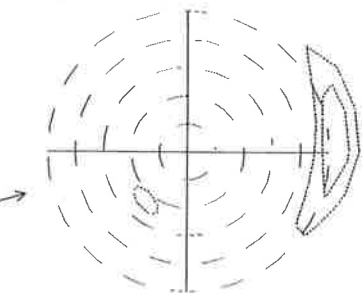
91/ 2/28 1: 0 Long. -74.83 Lat. 36.58
Hs 0.77 M No. 71



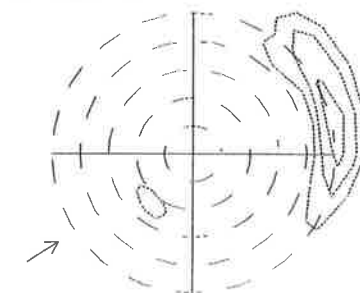
91/ 2/28 2: 0 Long. -74.83 Lat. 36.58
Hs 0.78 M No. 72



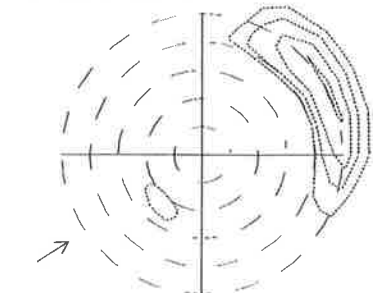
91/ 2/28 3: 0 Long. -74.83 Lat. 36.58
Hs 0.79 M No. 73



91/ 2/28 4: 0 Long. -74.83 Lat. 36.58
Hs 0.93 M No. 74



91/ 2/28 5: 0 Long. -74.83 Lat. 36.58
Hs 1.05 M No. 75

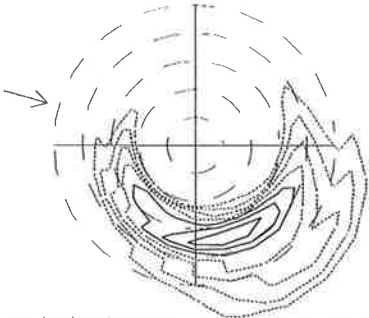


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

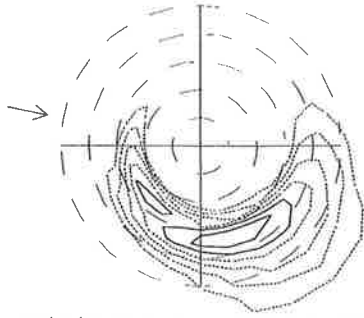


CERC

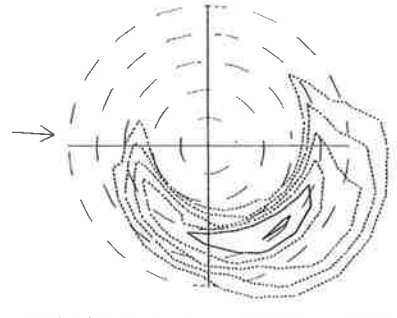
91/ 2/27 15: 0 Long. -74.83 Lat. 36.58
Hs 2.02 M No. 61



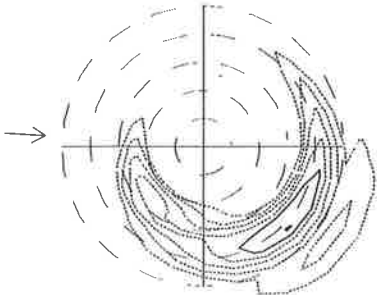
91/ 2/27 16: 0 Long. -74.83 Lat. 36.58
Hs 1.80 M No. 62



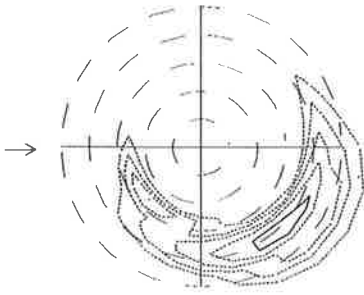
91/ 2/27 17: 0 Long. -74.83 Lat. 36.58
Hs 1.74 M No. 63



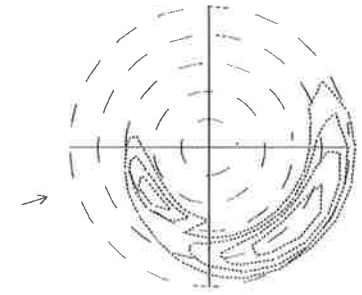
91/ 2/27 18: 0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 64



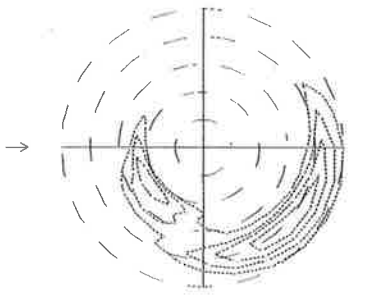
91/ 2/27 19: 0 Long. -74.83 Lat. 36.58
Hs 1.40 M No. 65



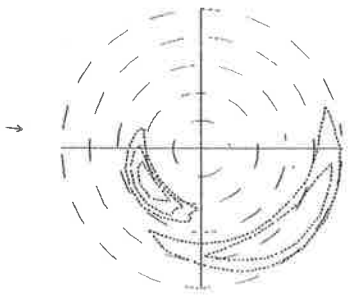
91/ 2/27 20: 0 Long. -74.83 Lat. 36.58
Hs 1.28 M No. 66



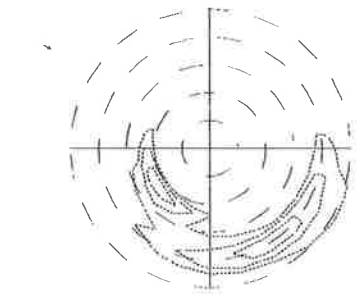
91/ 2/27 21: 0 Long. -74.83 Lat. 36.58
Hs 1.24 M No. 67



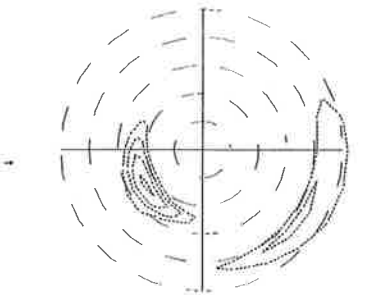
91/ 2/27 22: 0 Long. -74.83 Lat. 36.58
Hs 1.08 M No. 68



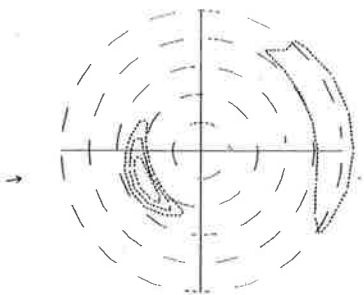
91/ 2/27 23: 0 Long. -74.83 Lat. 36.58
Hs 1.12 M No. 69



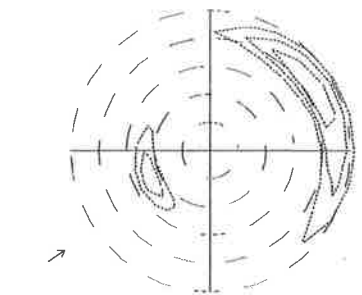
91/ 2/28 0: 0 Long. -74.83 Lat. 36.58
Hs 1.02 M No. 70



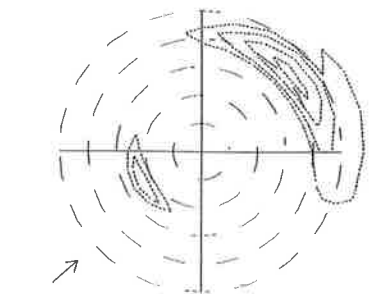
91/ 2/28 1: 0 Long. -74.83 Lat. 36.58
Hs 1.00 M No. 71



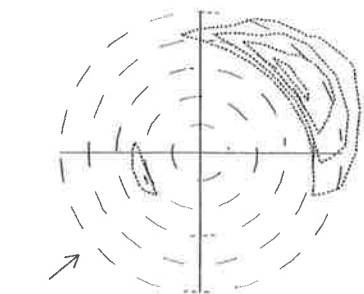
91/ 2/28 2: 0 Long. -74.83 Lat. 36.58
Hs 1.05 M No. 72



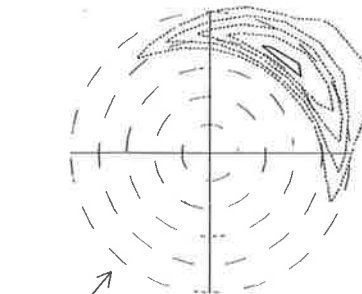
91/ 2/28 3: 0 Long. -74.83 Lat. 36.58
Hs 1.07 M No. 73



91/ 2/28 4: 0 Long. -74.83 Lat. 36.58
Hs 1.08 M No. 74



91/ 2/28 5: 0 Long. -74.83 Lat. 36.58
Hs 1.17 M No. 75

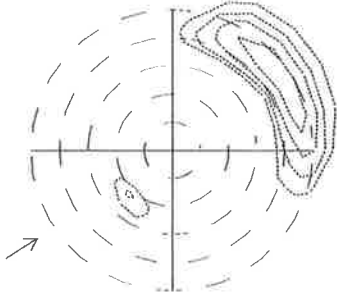


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

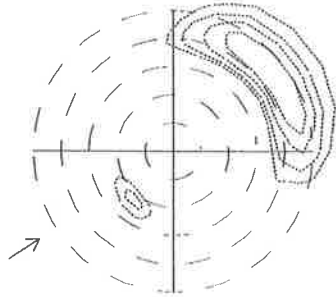


WAM first guess to CERC

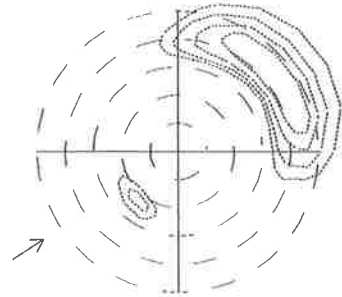
91/ 2/28 6: 0 Long. -74.83 Lat. 36.58
Hs 1.14 M No. 76



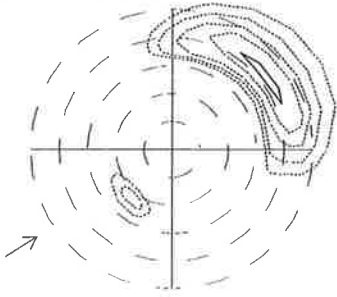
91/ 2/28 7: 0 Long. -74.83 Lat. 36.58
Hs 1.21 M No. 77



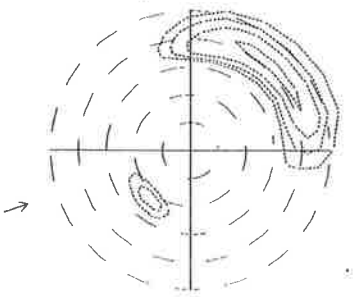
91/ 2/28 8: 0 Long. -74.83 Lat. 36.58
Hs 1.25 M No. 78



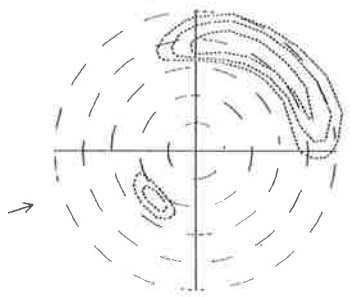
91/ 2/28 9: 0 Long. -74.83 Lat. 36.58
Hs 1.27 M No. 79



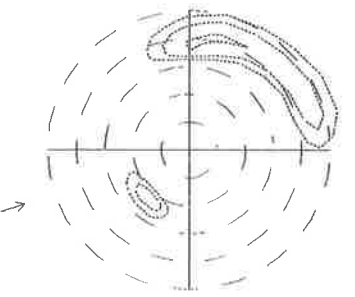
91/ 2/28 10: 0 Long. -74.83 Lat. 36.58
Hs 1.10 M No. 80



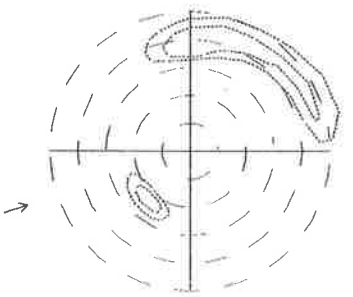
91/ 2/28 11: 0 Long. -74.83 Lat. 36.58
Hs 1.02 M No. 81



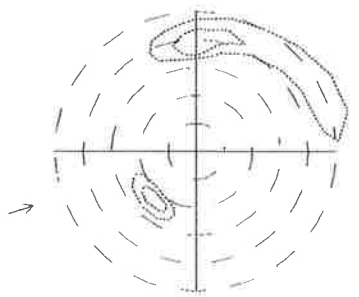
91/ 2/28 12: 0 Long. -74.83 Lat. 36.58
Hs 0.96 M No. 82



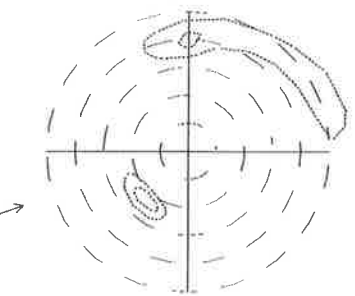
91/ 2/28 13: 0 Long. -74.83 Lat. 36.58
Hs 0.92 M No. 83



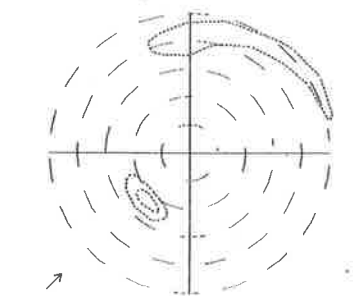
91/ 2/28 14: 0 Long. -74.83 Lat. 36.58
Hs 0.89 M No. 84



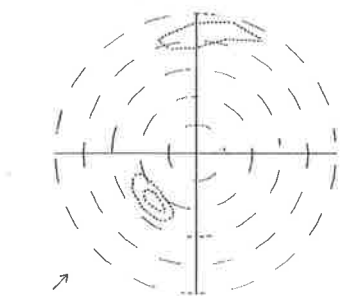
91/ 2/28 15: 0 Long. -74.83 Lat. 36.58
Hs 0.86 M No. 85



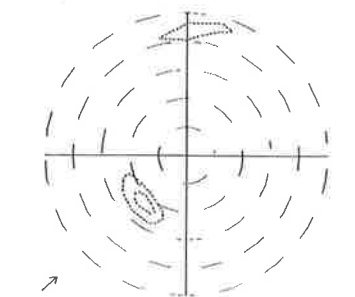
91/ 2/28 16: 0 Long. -74.83 Lat. 36.58
Hs 0.81 M No. 86



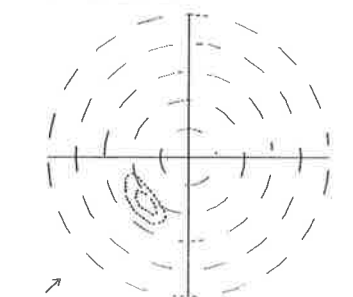
91/ 2/28 17: 0 Long. -74.83 Lat. 36.58
Hs 0.76 M No. 87



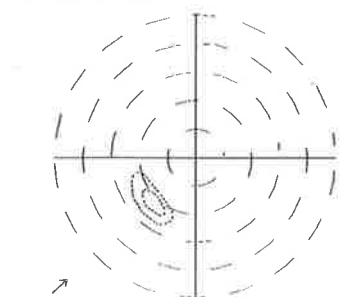
91/ 2/28 18: 0 Long. -74.83 Lat. 36.58
Hs 0.76 M No. 88



91/ 2/28 19: 0 Long. -74.83 Lat. 36.58
Hs 0.76 M No. 89



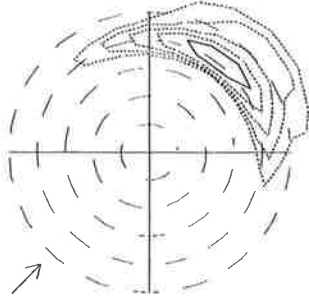
91/ 2/28 20: 0 Long. -74.83 Lat. 36.58
Hs 0.75 M No. 90



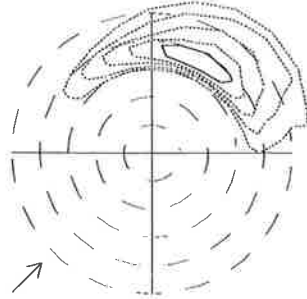
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

CERC

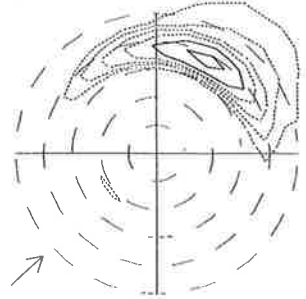
91/ 2/28 6: 0 Long. -74.83 Lat. 36.58
Hs 1.23 M No. 76



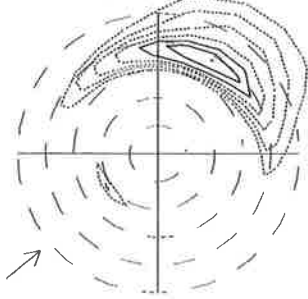
91/ 2/28 7: 0 Long. -74.83 Lat. 36.58
Hs 1.31 M No. 77



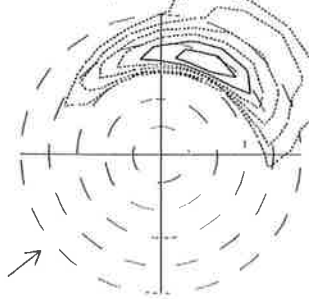
91/ 2/28 8: 0 Long. -74.83 Lat. 36.58
Hs 1.35 M No. 78



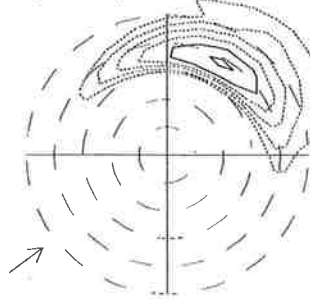
91/ 2/28 9: 0 Long. -74.83 Lat. 36.58
Hs 1.45 M No. 79



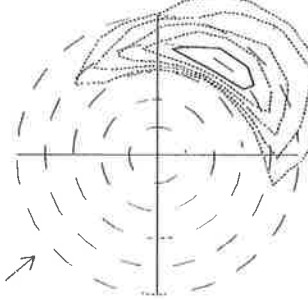
91/ 2/28 10: 0 Long. -74.83 Lat. 36.58
Hs 1.46 M No. 80



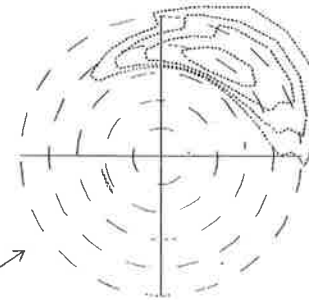
91/ 2/28 11: 0 Long. -74.83 Lat. 36.58
Hs 1.38 M No. 81



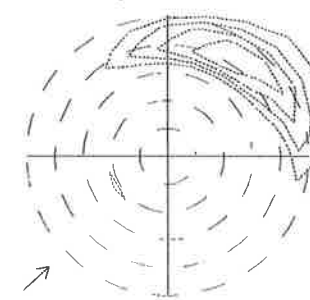
91/ 2/28 12: 0 Long. -74.83 Lat. 36.58
Hs 1.38 M No. 82



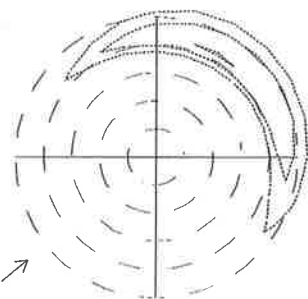
91/ 2/28 13: 0 Long. -74.83 Lat. 36.58
Hs 1.20 M No. 83



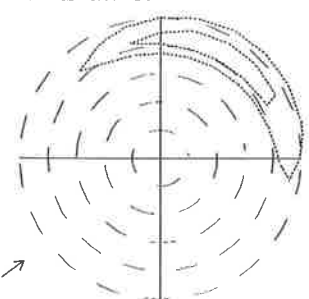
91/ 2/28 14: 0 Long. -74.83 Lat. 36.58
Hs 1.13 M No. 84



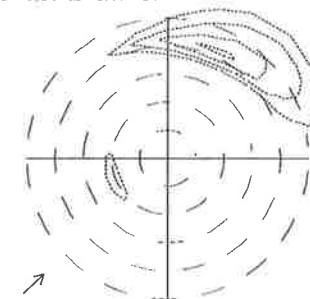
91/ 2/28 15: 0 Long. -74.83 Lat. 36.58
Hs 1.06 M No. 85



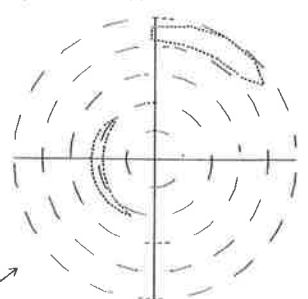
91/ 2/28 16: 0 Long. -74.83 Lat. 36.58
Hs 0.96 M No. 86



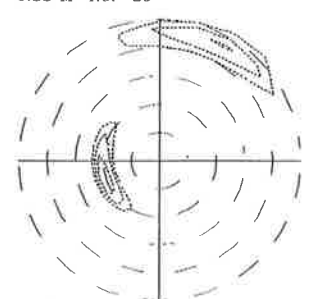
91/ 2/28 17: 0 Long. -74.83 Lat. 36.58
Hs 0.99 M No. 87



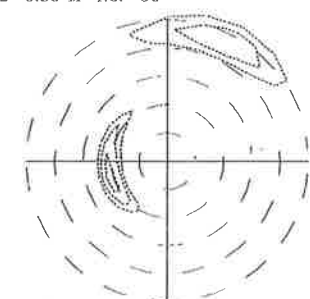
91/ 2/28 18: 0 Long. -74.83 Lat. 36.58
Hs 0.87 M No. 88



91/ 2/28 19: 0 Long. -74.83 Lat. 36.58
Hs 0.88 M No. 89



91/ 2/28 20: 0 Long. -74.83 Lat. 36.58
Hs 0.86 M No. 90

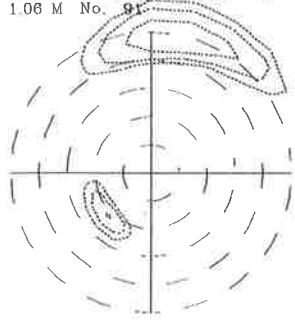


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

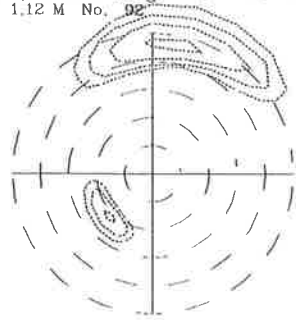


WAM first guess to CERC

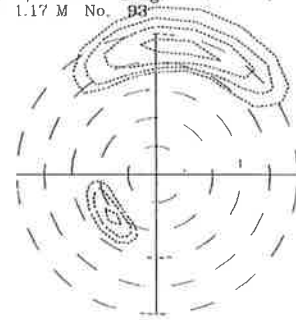
91/ 3/ 1 0: 0 Long. -74.83 Lat. 36.58
Hs 1.06 M No. 91



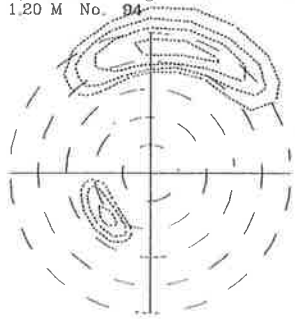
91/ 3/ 1 1: 0 Long. -74.83 Lat. 36.58
Hs 1.12 M No. 92



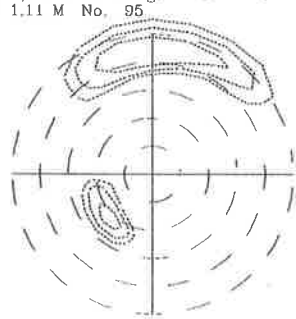
91/ 3/ 1 2: 0 Long. -74.83 Lat. 36.58
Hs 1.17 M No. 93



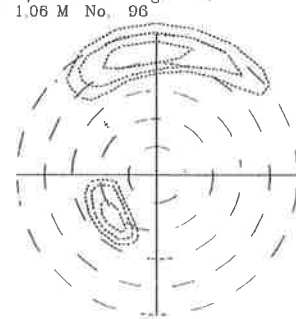
91/ 3/ 1 3: 0 Long. -74.83 Lat. 36.58
Hs 1.20 M No. 94



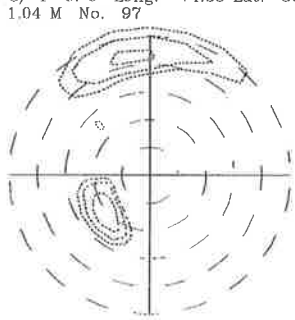
91/ 3/ 1 4: 0 Long. -74.83 Lat. 36.58
Hs 1.11 M No. 95



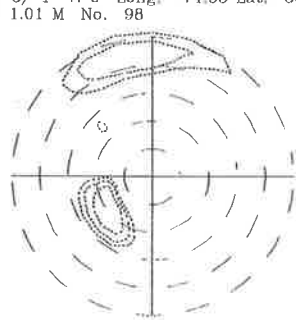
91/ 3/ 1 5: 0 Long. -74.83 Lat. 36.58
Hs 1.06 M No. 96



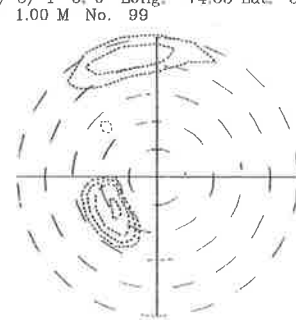
91/ 3/ 1 6: 0 Long. -74.83 Lat. 36.58
Hs 1.04 M No. 97



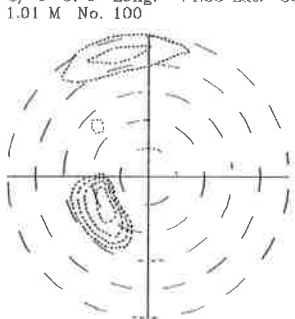
91/ 3/ 1 7: 0 Long. -74.83 Lat. 36.58
Hs 1.01 M No. 98



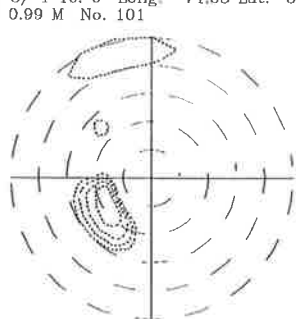
91/ 3/ 1 8: 0 Long. -74.83 Lat. 36.58
Hs 1.00 M No. 99



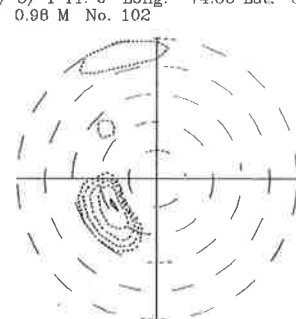
91/ 3/ 1 9: 0 Long. -74.83 Lat. 36.58
Hs 1.01 M No. 100



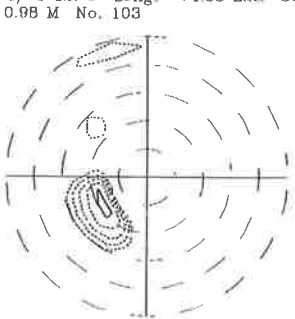
91/ 3/ 1 10: 0 Long. -74.83 Lat. 36.58
Hs 0.99 M No. 101



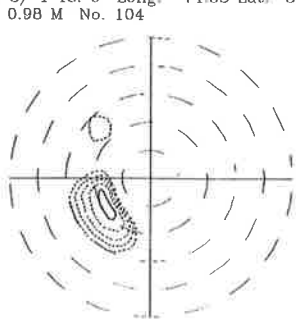
91/ 3/ 1 11: 0 Long. -74.83 Lat. 36.58
Hs 0.98 M No. 102



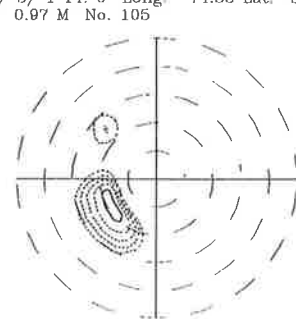
91/ 3/ 1 12: 0 Long. -74.83 Lat. 36.58
Hs 0.98 M No. 103



91/ 3/ 1 13: 0 Long. -74.83 Lat. 36.58
Hs 0.98 M No. 104



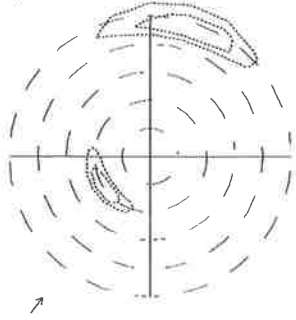
91/ 3/ 1 14: 0 Long. -74.83 Lat. 36.58
Hs 0.97 M No. 105



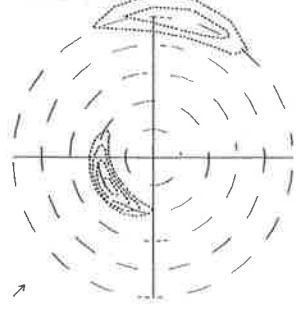
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

CERC

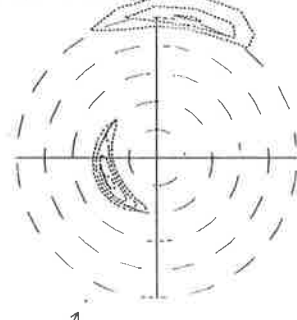
91/ 3/ 1 0: 0 Long. -74.83 Lat. 36.58
Hs 0.84 M No. 91



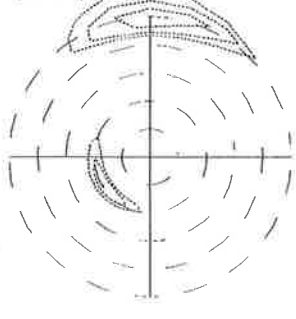
91/ 3/ 1 1: 0 Long. -74.83 Lat. 36.58
Hs 0.88 M No. 92



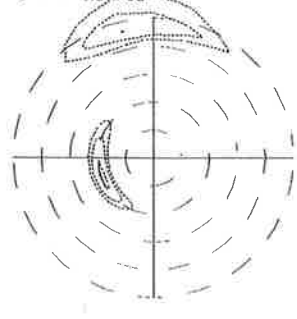
91/ 3/ 1 2: 0 Long. -74.83 Lat. 36.58
Hs 0.87 M No. 93



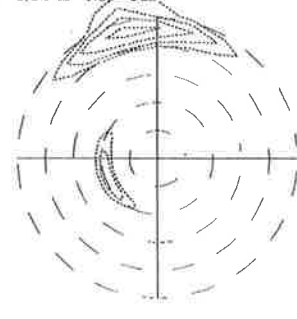
91/ 3/ 1 3: 0 Long. -74.83 Lat. 36.58
Hs 0.87 M No. 94



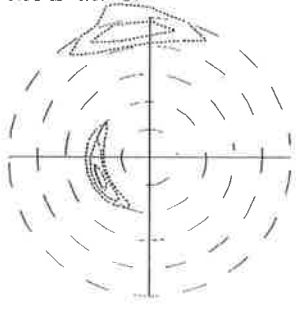
91/ 3/ 1 4: 0 Long. -74.83 Lat. 36.58
Hs 0.86 M No. 95



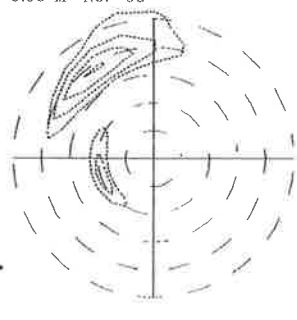
91/ 3/ 1 5: 0 Long. -74.83 Lat. 36.58
Hs 0.92 M No. 96



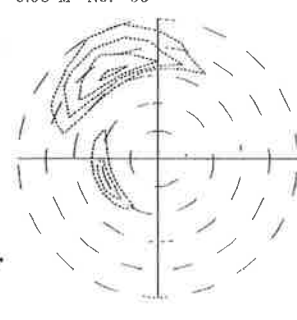
91/ 3/ 1 6: 0 Long. -74.83 Lat. 36.58
Hs 0.84 M No. 97



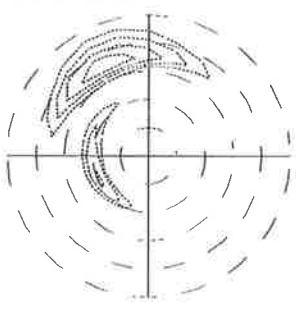
91/ 3/ 1 7: 0 Long. -74.83 Lat. 36.58
Hs 0.96 M No. 98



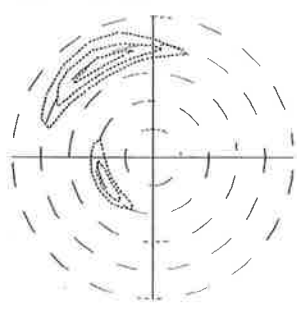
91/ 3/ 1 8: 0 Long. -74.83 Lat. 36.58
Hs 0.98 M No. 99



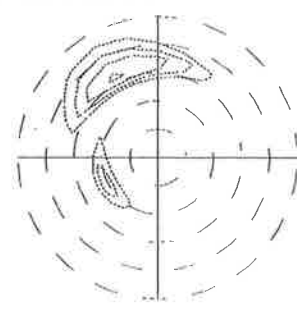
91/ 3/ 1 9: 0 Long. -74.83 Lat. 36.58
Hs 1.01 M No. 100



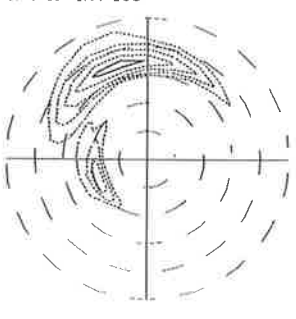
91/ 3/ 1 10: 0 Long. -74.83 Lat. 36.58
Hs 0.89 M No. 101



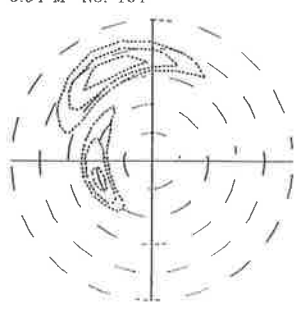
91/ 3/ 1 11: 0 Long. -74.83 Lat. 36.58
Hs 0.95 M No. 102



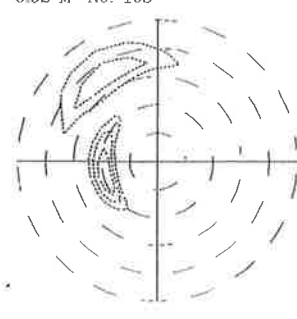
91/ 3/ 1 12: 0 Long. -74.83 Lat. 36.58
Hs 1.09 M No. 103



91/ 3/ 1 13: 0 Long. -74.83 Lat. 36.58
Hs 0.94 M No. 104



91/ 3/ 1 14: 0 Long. -74.83 Lat. 36.58
Hs 0.92 M No. 105

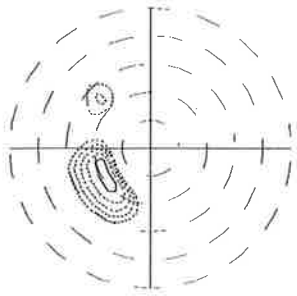


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

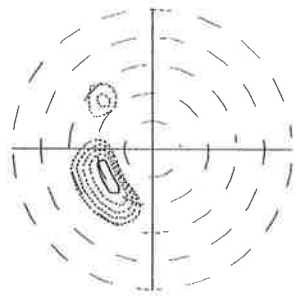


WAM first guess to CERC

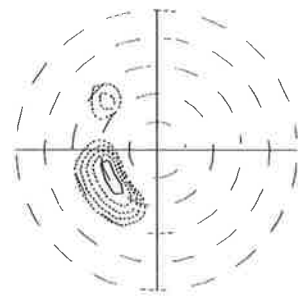
91/ 3/ 1 15: 0 Long. -74.83 Lat. 36.58
Hs 0.97 M No. 106



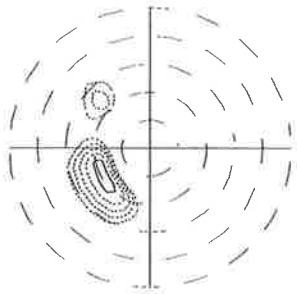
91/ 3/ 1 16: 0 Long. -74.83 Lat. 36.58
Hs 0.96 M No. 107



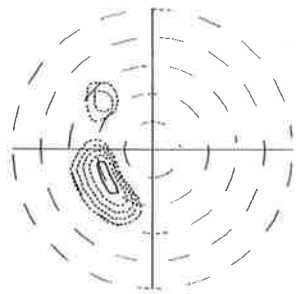
91/ 3/ 1 17: 0 Long. -74.83 Lat. 36.58
Hs 0.95 M No. 108



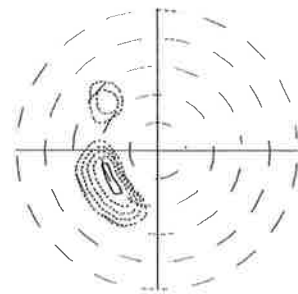
91/ 3/ 1 18: 0 Long. -74.83 Lat. 36.58
Hs 0.94 M No. 109



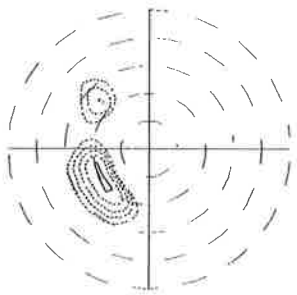
91/ 3/ 1 19: 0 Long. -74.83 Lat. 36.58
Hs 0.94 M No. 110



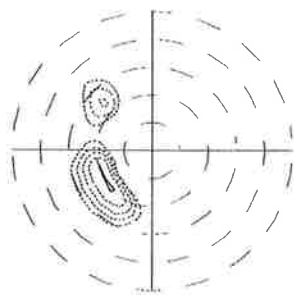
91/ 3/ 1 20: 0 Long. -74.83 Lat. 36.58
Hs 0.93 M No. 111



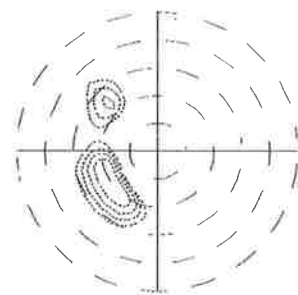
91/ 3/ 1 21: 0 Long. -74.83 Lat. 36.58
Hs 0.92 M No. 112



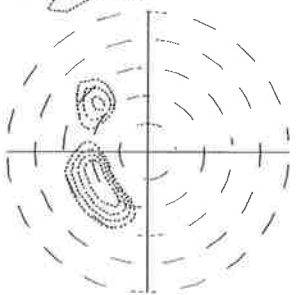
91/ 3/ 1 22: 0 Long. -74.83 Lat. 36.58
Hs 0.94 M No. 113



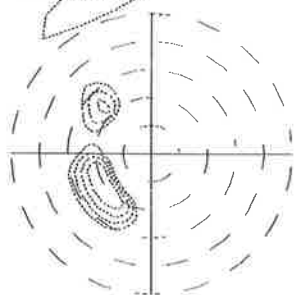
91/ 3/ 1 23: 0 Long. -74.83 Lat. 36.58
Hs 0.99 M No. 114



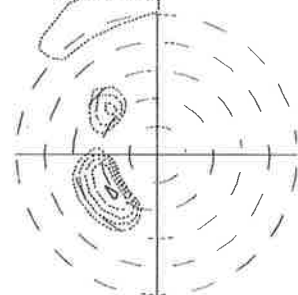
91/ 3/ 2 0: 0 Long. -74.83 Lat. 36.58
Hs 1.01 M No. 115



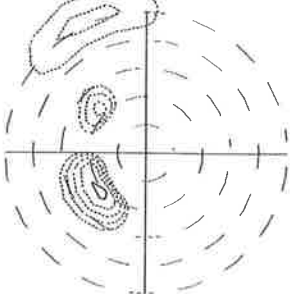
91/ 3/ 2 1: 0 Long. -74.83 Lat. 36.58
Hs 1.04 M No. 116



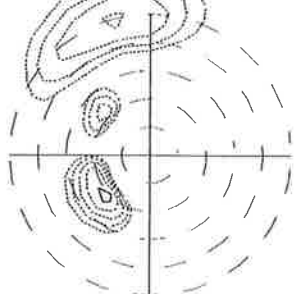
91/ 3/ 2 2: 0 Long. -74.83 Lat. 36.58
Hs 1.07 M No. 117



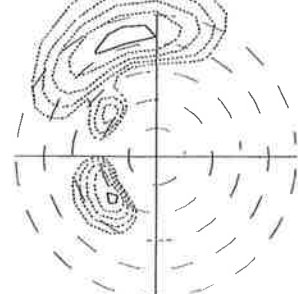
91/ 3/ 2 3: 0 Long. -74.83 Lat. 36.58
Hs 1.10 M No. 118



91/ 3/ 2 4: 0 Long. -74.83 Lat. 36.58
Hs 1.32 M No. 119



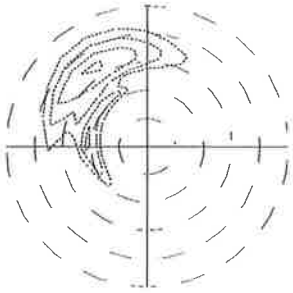
91/ 3/ 2 5: 0 Long. -74.83 Lat. 36.58
Hs 1.51 M No. 120



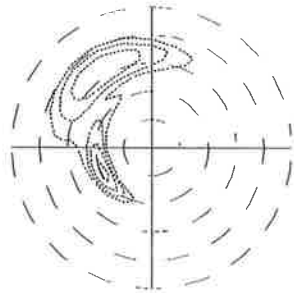
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

CERC

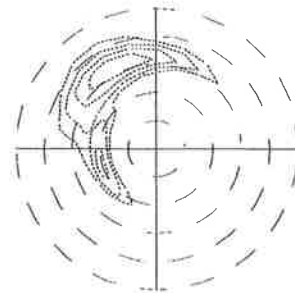
91/ 3/ 1 15: 0 Long. -74.83 Lat. 36.58
Hs 1.02 M No. 106



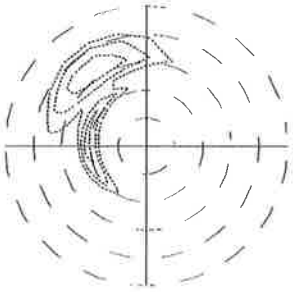
91/ 3/ 1 16: 0 Long. -74.83 Lat. 36.58
Hs 1.05 M No. 107



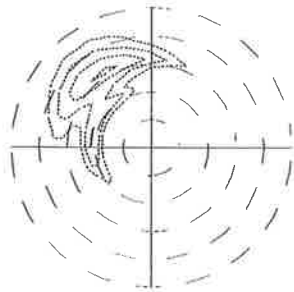
91/ 3/ 1 17: 0 Long. -74.83 Lat. 36.58
Hs 1.06 M No. 108



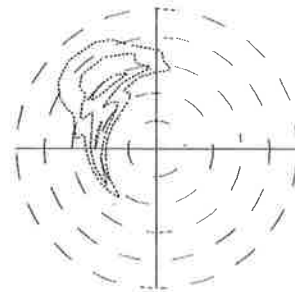
91/ 3/ 1 18: 0 Long. -74.83 Lat. 36.58
Hs 0.96 M No. 109



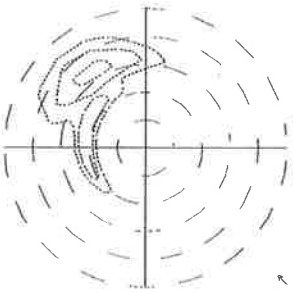
91/ 3/ 1 19: 0 Long. -74.83 Lat. 36.58
Hs 0.97 M No. 110



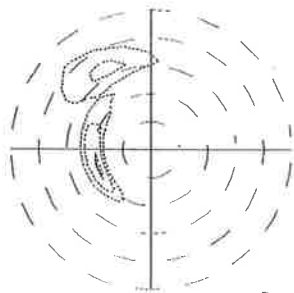
91/ 3/ 1 20: 0 Long. -74.83 Lat. 36.58
Hs 0.92 M No. 111



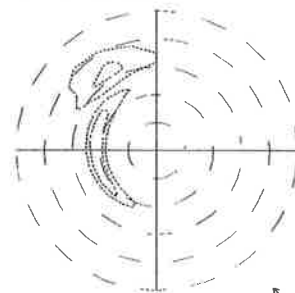
91/ 3/ 1 21: 0 Long. -74.83 Lat. 36.58
Hs 0.94 M No. 112



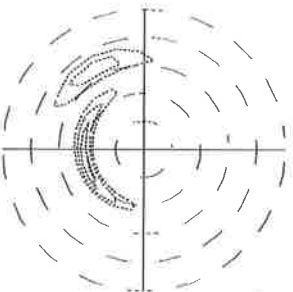
91/ 3/ 1 22: 0 Long. -74.83 Lat. 36.58
Hs 0.86 M No. 113



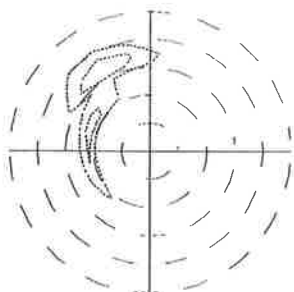
91/ 3/ 1 23: 0 Long. -74.83 Lat. 36.58
Hs 0.87 M No. 114



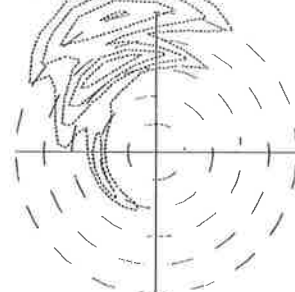
91/ 3/ 2 0: 0 Long. -74.83 Lat. 36.58
Hs 0.87 M No. 115



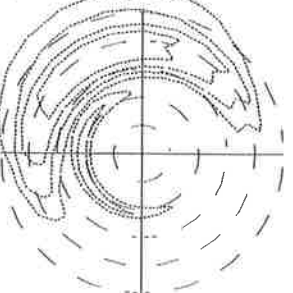
91/ 3/ 2 1: 0 Long. -74.83 Lat. 36.58
Hs 0.83 M No. 116



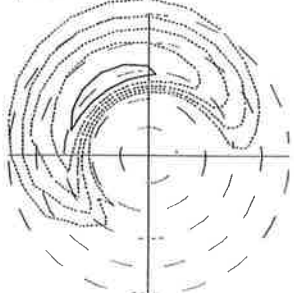
91/ 3/ 2 2: 0 Long. -74.83 Lat. 36.58
Hs 1.24 M No. 117



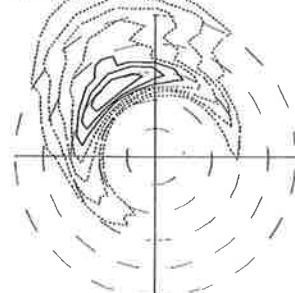
91/ 3/ 2 3: 0 Long. -74.83 Lat. 36.58
Hs 1.57 M No. 118



91/ 3/ 2 4: 0 Long. -74.83 Lat. 36.58
Hs 1.74 M No. 119



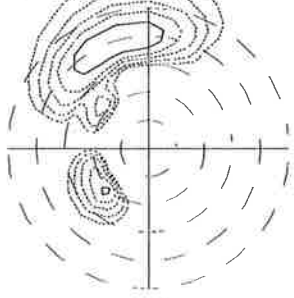
91/ 3/ 2 5: 0 Long. -74.83 Lat. 36.58
Hs 1.89 M No. 120



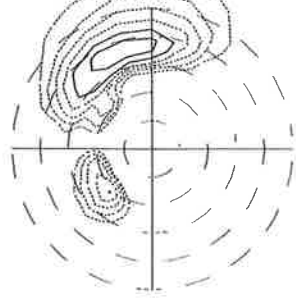
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

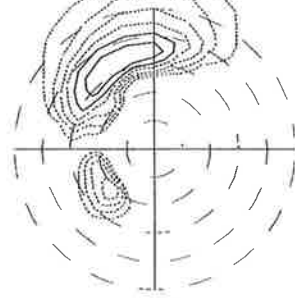
91/3/2 6: 0 Long -74.83 Lat. 36.58
Hs 1.60 M No. 121



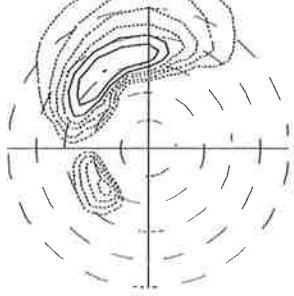
91/3/2 7: 0 Long -74.83 Lat. 36.58
Hs 1.65 M No. 122



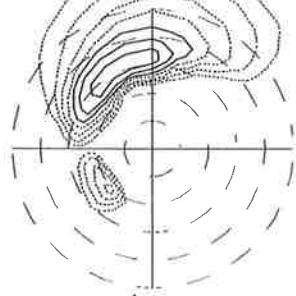
91/3/2 8: 0 Long -74.83 Lat. 36.58
Hs 1.70 M No. 123



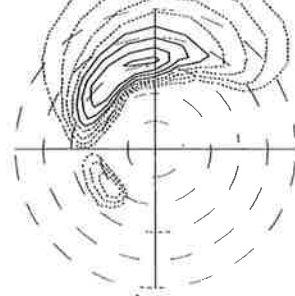
91/3/2 9: 0 Long -74.83 Lat. 36.58
Hs 1.74 M No. 124



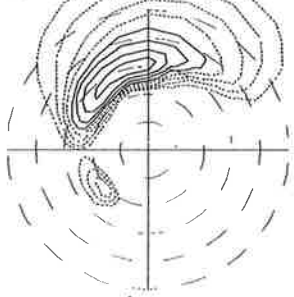
91/3/2 10: 0 Long -74.83 Lat. 36.58
Hs 1.99 M No. 125



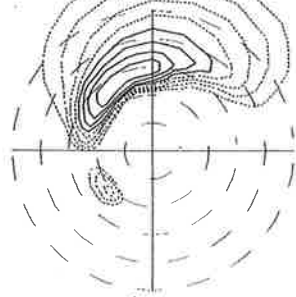
91/3/2 11: 0 Long -74.83 Lat. 36.58
Hs 2.13 M No. 126



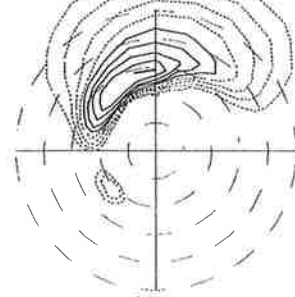
91/3/2 12: 0 Long -74.83 Lat. 36.58
Hs 2.22 M No. 127



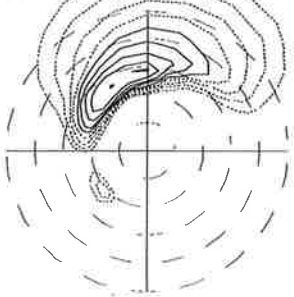
91/3/2 13: 0 Long -74.83 Lat. 36.58
Hs 2.29 M No. 128



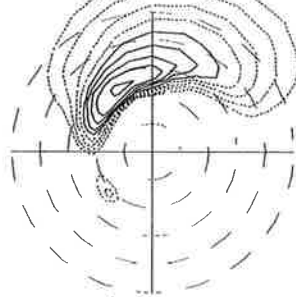
91/3/2 14: 0 Long -74.83 Lat. 36.58
Hs 2.35 M No. 129



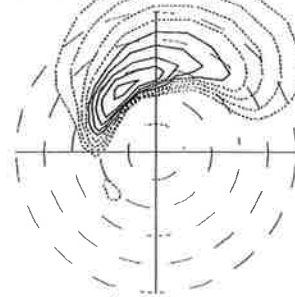
91/3/2 15: 0 Long -74.83 Lat. 36.58
Hs 2.40 M No. 130



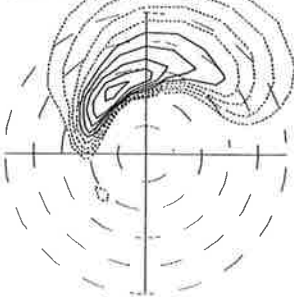
91/3/2 16: 0 Long -74.83 Lat. 36.58
Hs 2.39 M No. 131



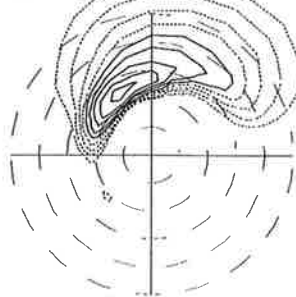
91/3/2 17: 0 Long -74.83 Lat. 36.58
Hs 2.39 M No. 132



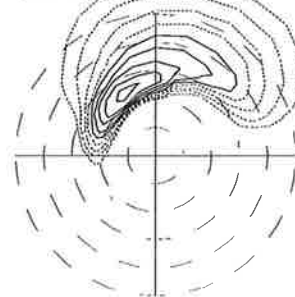
91/3/2 18: 0 Long -74.83 Lat. 36.58
Hs 2.38 M No. 133



91/3/2 19: 0 Long -74.83 Lat. 36.58
Hs 2.37 M No. 134



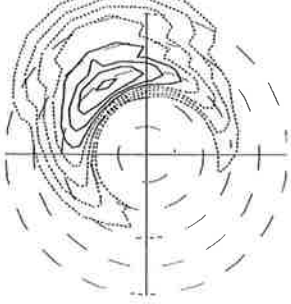
91/3/2 20: 0 Long -74.83 Lat. 36.58
Hs 2.36 M No. 135



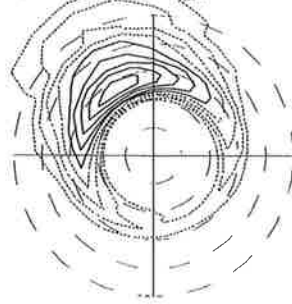
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

CERC

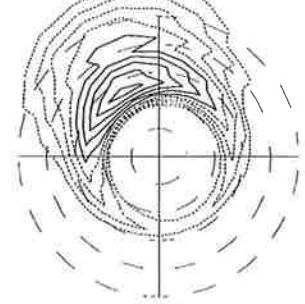
91/ 3/ 2 6: 0 Long. -74.83 Lat. 36.58
Hs 2.17 M No. 121



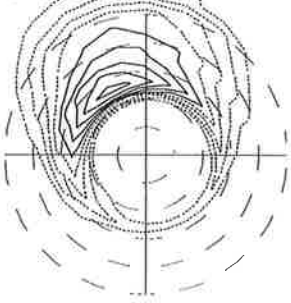
91/ 3/ 2 7: 0 Long. -74.83 Lat. 36.58
Hs 2.60 M No. 122



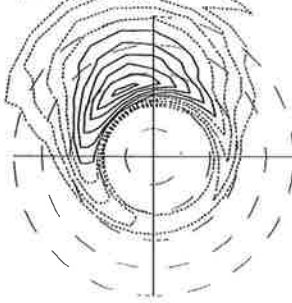
91/ 3/ 2 8: 0 Long. -74.83 Lat. 36.58
Hs 2.57 M No. 123



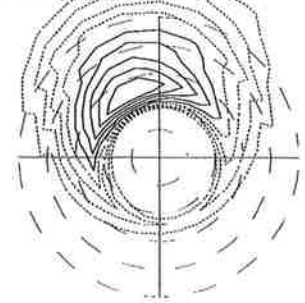
91/ 3/ 2 9: 0 Long. -74.83 Lat. 36.58
Hs 2.56 M No. 124



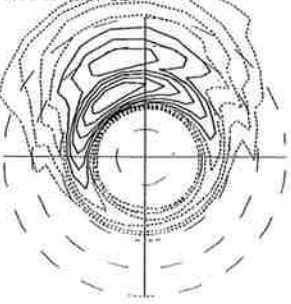
91/ 3/ 2 10: 0 Long. -74.83 Lat. 36.58
Hs 2.93 M No. 126



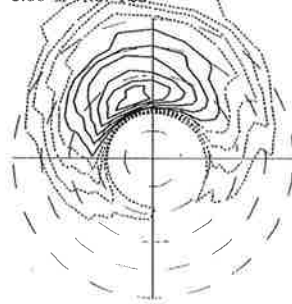
91/ 3/ 2 11: 0 Long. -74.83 Lat. 36.58
Hs 3.04 M No. 128



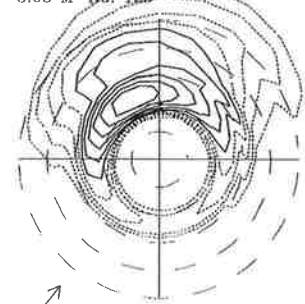
91/ 3/ 2 12: 0 Long. -74.83 Lat. 36.58
Hs 3.44 M No. 127



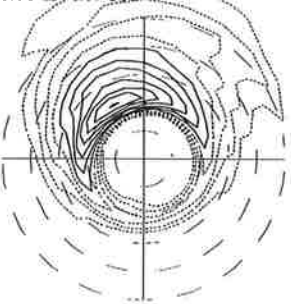
91/ 3/ 2 13: 0 Long. -74.83 Lat. 36.58
Hs 3.36 M No. 128



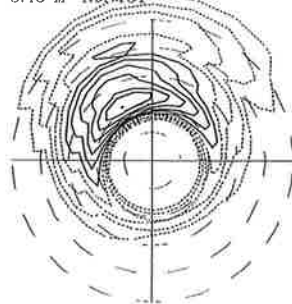
91/ 3/ 2 14: 0 Long. -74.83 Lat. 36.58
Hs 3.65 M No. 129



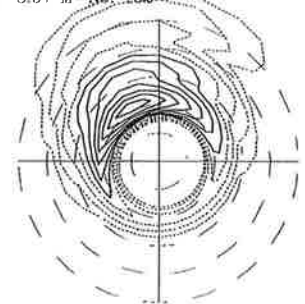
91/ 3/ 2 15: 0 Long. -74.83 Lat. 36.58
Hs 3.34 M No. 130



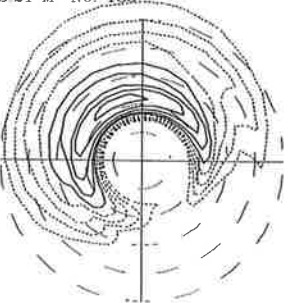
91/ 3/ 2 16: 0 Long. -74.83 Lat. 36.58
Hs 3.48 M No. 131



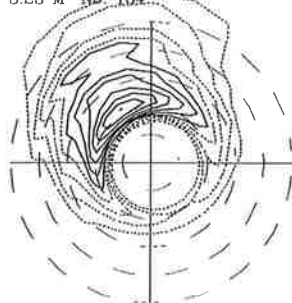
91/ 3/ 2 17: 0 Long. -74.83 Lat. 36.58
Hs 3.57 M No. 132



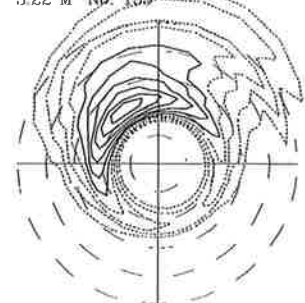
91/ 3/ 2 18: 0 Long. -74.83 Lat. 36.58
Hs 3.21 M No. 133



91/ 3/ 2 19: 0 Long. -74.83 Lat. 36.58
Hs 3.23 M No. 134



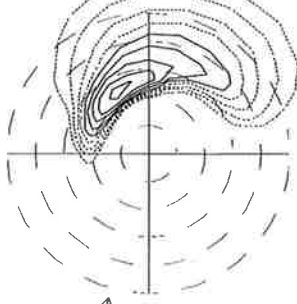
91/ 3/ 2 20: 0 Long. -74.83 Lat. 36.58
Hs 3.22 M No. 135



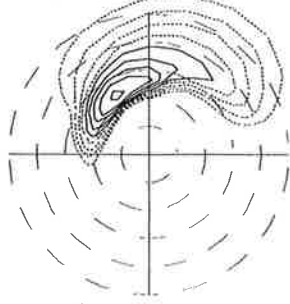
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

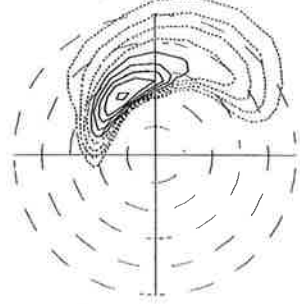
91/ 3/ 2 21: 0 Long. -74.83 Lat. 36.58
Hs 2.35 M No. 136



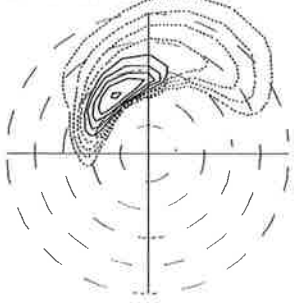
91/ 3/ 2 22: 0 Long. -74.83 Lat. 36.58
Hs 2.14 M No. 137



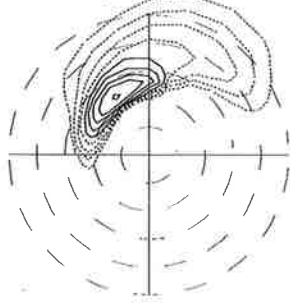
91/ 3/ 2 23: 0 Long. -74.83 Lat. 36.58
Hs 2.03 M No. 138



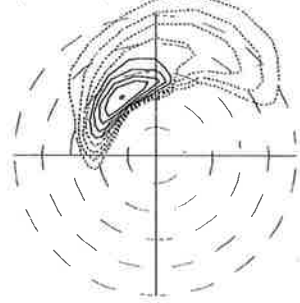
91/ 3/ 3 0: 0 Long. -74.83 Lat. 36.58
Hs 1.97 M No. 139



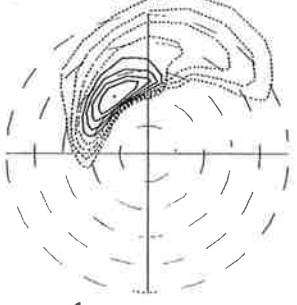
91/ 3/ 3 1: 0 Long. -74.83 Lat. 36.58
Hs 1.94 M No. 140



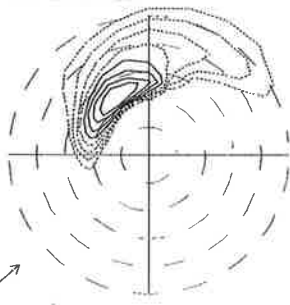
91/ 3/ 3 2: 0 Long. -74.83 Lat. 36.58
Hs 1.92 M No. 141



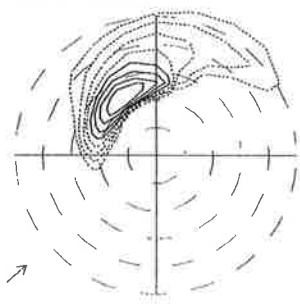
91/ 3/ 3 3: 0 Long. -74.83 Lat. 36.58
Hs 1.90 M No. 142



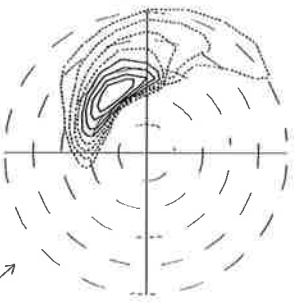
91/ 3/ 3 4: 0 Long. -74.83 Lat. 36.58
Hs 1.84 M No. 143



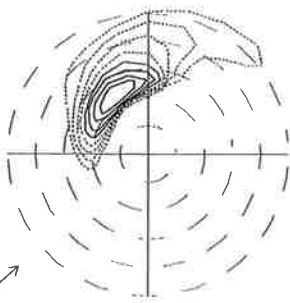
91/ 3/ 3 5: 0 Long. -74.83 Lat. 36.58
Hs 1.81 M No. 144



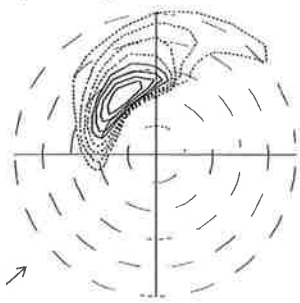
91/ 3/ 3 6: 0 Long. -74.83 Lat. 36.58
Hs 1.78 M No. 145



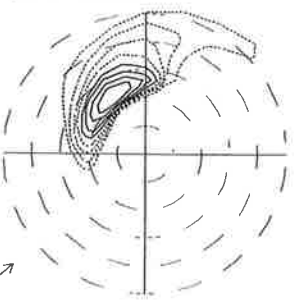
91/ 3/ 3 7: 0 Long. -74.83 Lat. 36.58
Hs 1.76 M No. 146



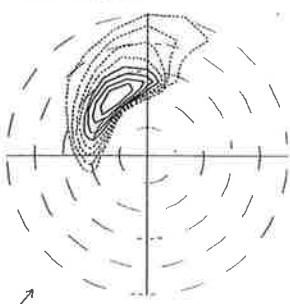
91/ 3/ 3 8: 0 Long. -74.83 Lat. 36.58
Hs 1.74 M No. 147



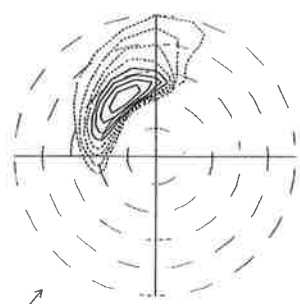
91/ 3/ 3 9: 0 Long. -74.83 Lat. 36.58
Hs 1.71 M No. 148



91/ 3/ 3 10: 0 Long. -74.83 Lat. 36.58
Hs 1.67 M No. 149



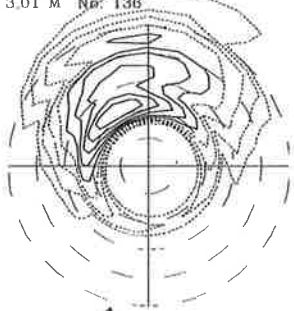
91/ 3/ 3 11: 0 Long. -74.83 Lat. 36.58
Hs 1.64 M No. 150



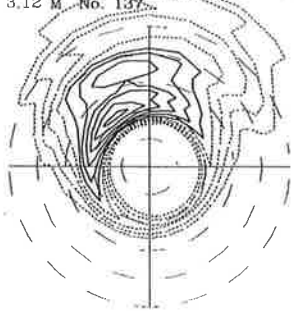
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

CERC

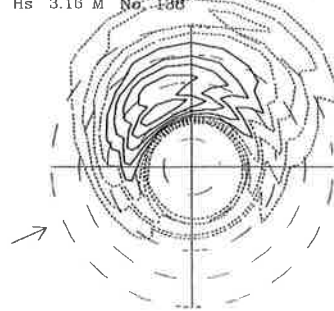
91/ 3/ 2 21: 0 Long -74.83 Lat. 36.58
Hs 3.01 M No. 136



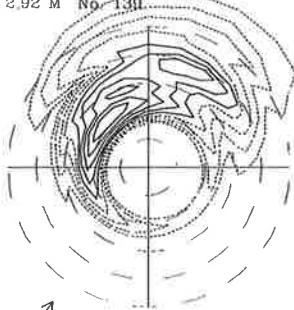
91/ 3/ 2 22: 0 Long -74.83 Lat. 36.58
Hs 3.12 M No. 137



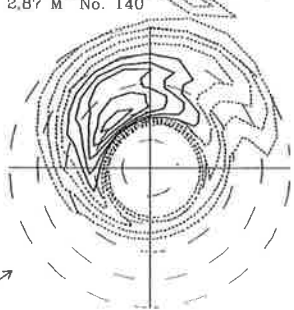
91/ 3/ 2 23: 0 Long -74.83 Lat. 36.58
Hs 3.16 M No. 138



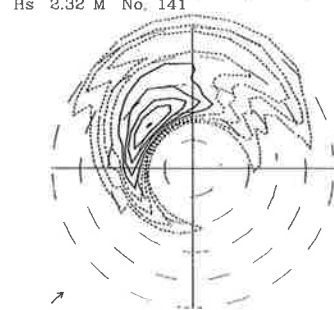
91/ 3/ 3 0: 0 Long -74.83 Lat. 36.58
Hs 2.92 M No. 139



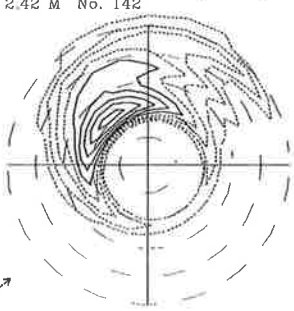
91/ 3/ 3 1: 0 Long -74.83 Lat. 36.58
Hs 2.87 M No. 140



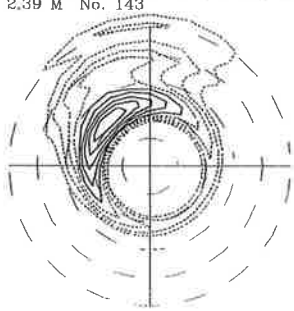
91/ 3/ 3 2: 0 Long -74.83 Lat. 36.58
Hs 2.32 M No. 141



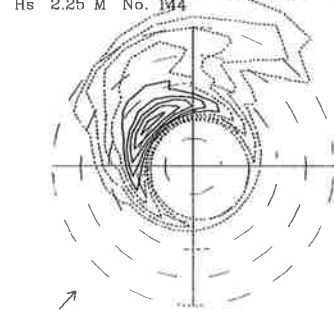
91/ 3/ 3 3: 0 Long -74.83 Lat. 36.58
Hs 2.42 M No. 142



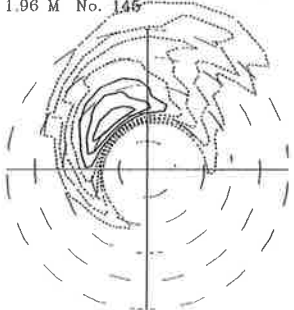
91/ 3/ 3 4: 0 Long -74.83 Lat. 36.58
Hs 2.39 M No. 143



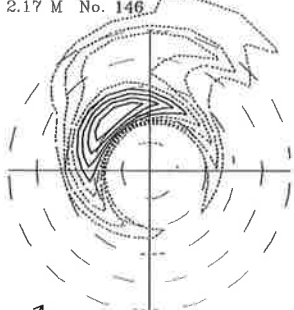
91/ 3/ 3 5: 0 Long -74.83 Lat. 36.58
Hs 2.25 M No. 144



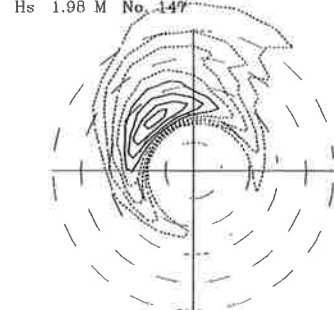
91/ 3/ 3 6: 0 Long -74.83 Lat. 36.58
Hs 1.96 M No. 145



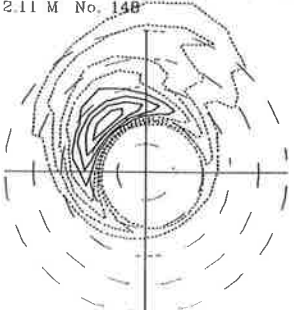
91/ 3/ 3 7: 0 Long -74.83 Lat. 36.58
Hs 2.17 M No. 146



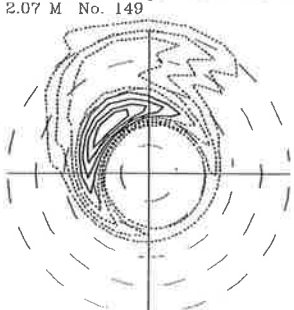
91/ 3/ 3 8: 0 Long -74.83 Lat. 36.58
Hs 1.98 M No. 147



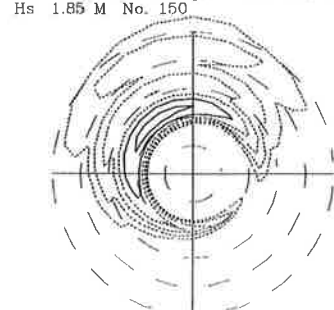
91/ 3/ 3 9: 0 Long -74.83 Lat. 36.58
Hs 2.11 M No. 148



91/ 3/ 3 10: 0 Long -74.83 Lat. 36.58
Hs 2.07 M No. 149



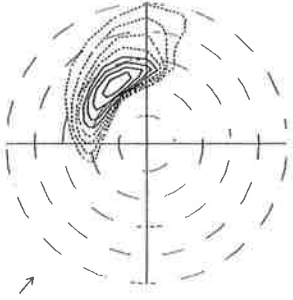
91/ 3/ 3 11: 0 Long -74.83 Lat. 36.58
Hs 1.85 M No. 150



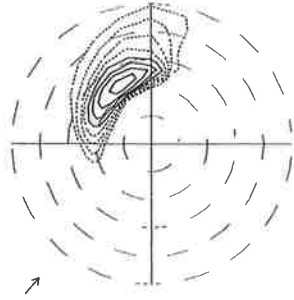
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

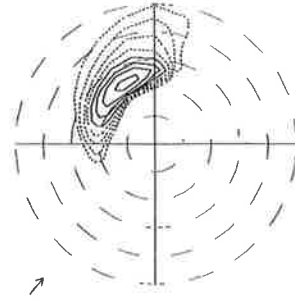
91/ 3/ 3 12: 0 Long. -74.83 Lat. 36.58
Hs 1.60 M No. 151



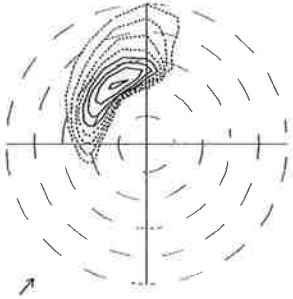
91/ 3/ 3 13: 0 Long. -74.83 Lat. 36.58
Hs 1.57 M No. 152



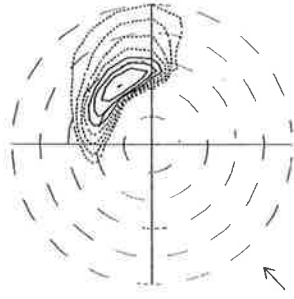
91/ 3/ 3 14: 0 Long. -74.83 Lat. 36.58
Hs 1.55 M No. 153



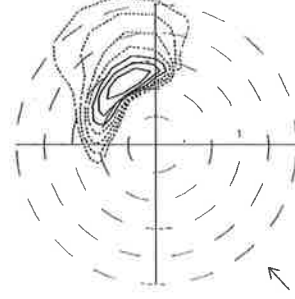
91/ 3/ 3 15: 0 Long. -74.83 Lat. 36.58
Hs 1.52 M No. 154



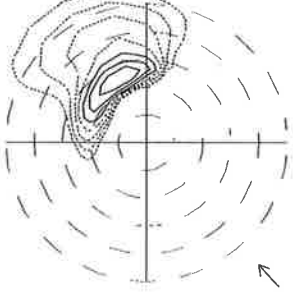
91/ 3/ 3 16: 0 Long. -74.83 Lat. 36.58
Hs 1.52 M No. 155



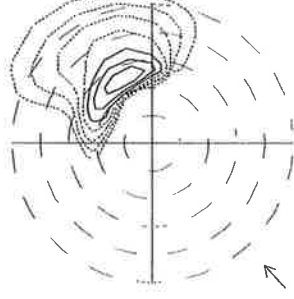
91/ 3/ 3 17: 0 Long. -74.83 Lat. 36.58
Hs 1.55 M No. 156



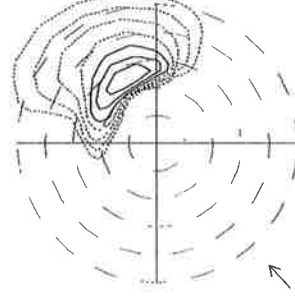
91/ 3/ 3 18: 0 Long. -74.83 Lat. 36.58
Hs 1.60 M No. 157



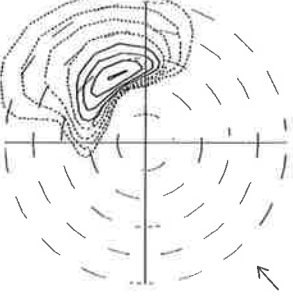
91/ 3/ 3 19: 0 Long. -74.83 Lat. 36.58
Hs 1.67 M No. 158



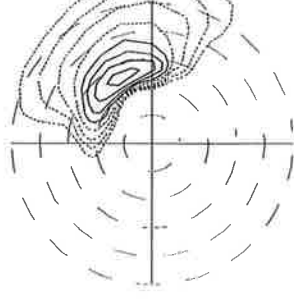
91/ 3/ 3 20: 0 Long. -74.83 Lat. 36.58
Hs 1.72 M No. 159



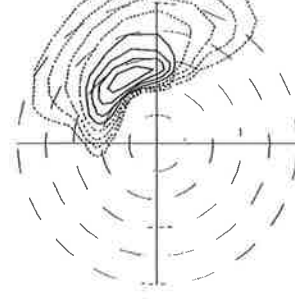
91/ 3/ 3 21: 0 Long. -74.83 Lat. 36.58
Hs 1.78 M No. 160



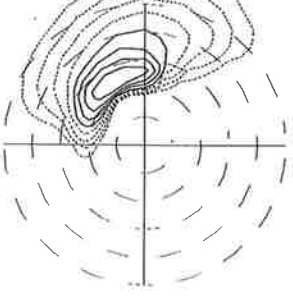
91/ 3/ 3 22: 0 Long. -74.83 Lat. 36.58
Hs 1.92 M No. 161



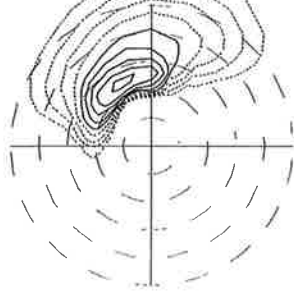
91/ 3/ 3 23: 0 Long. -74.83 Lat. 36.58
Hs 2.08 M No. 162



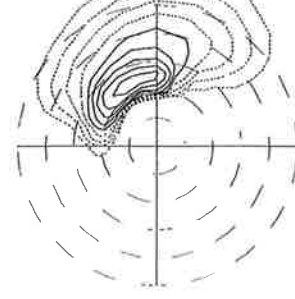
91/ 3/ 4 0: 0 Long. -74.83 Lat. 36.58
Hs 2.18 M No. 163



91/ 3/ 4 1: 0 Long. -74.83 Lat. 36.58
Hs 2.30 M No. 164



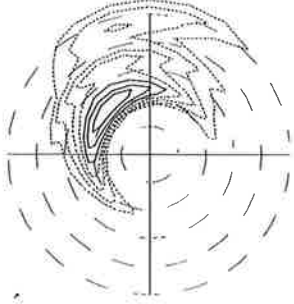
91/ 3/ 4 2: 0 Long. -74.83 Lat. 36.58
Hs 2.41 M No. 165



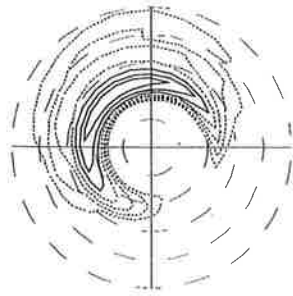
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

CERC

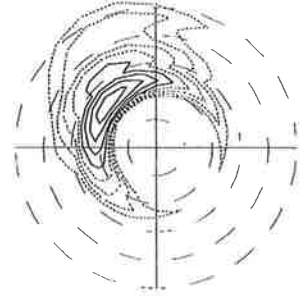
91/ 3/ 3 12: 0 Long. -74.83 Lat. 36.58
Hs 1.80 M No. 151



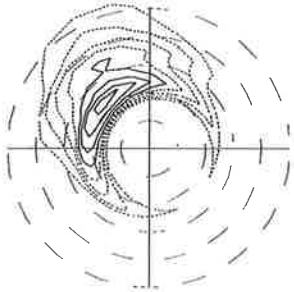
91/ 3/ 3 13: 0 Long. -74.83 Lat. 36.58
Hs 2.13 M No. 152



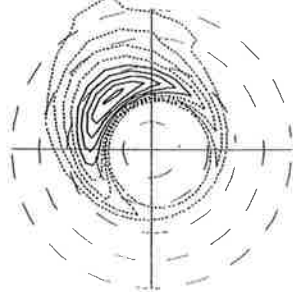
91/ 3/ 3 14: 0 Long. -74.83 Lat. 36.58
Hs 2.01 M No. 153



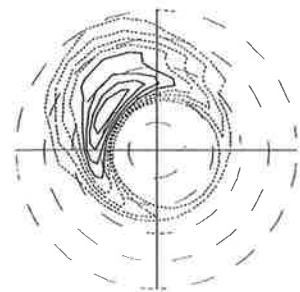
91/ 3/ 3 15: 0 Long. -74.83 Lat. 36.58
Hs 1.96 M No. 154



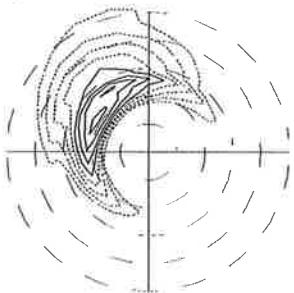
91/ 3/ 3 16: 0 Long. -74.83 Lat. 36.58
Hs 2.21 M No. 155



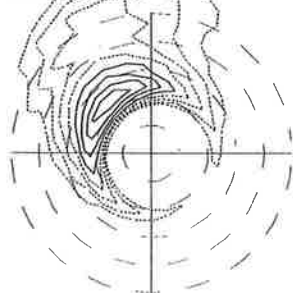
91/ 3/ 3 17: 0 Long. -74.83 Lat. 36.58
Hs 2.15 M No. 156



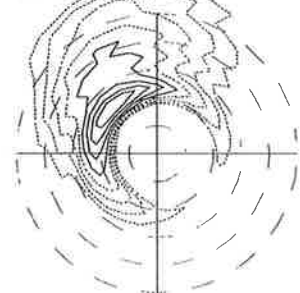
91/ 3/ 3 18: 0 Long. -74.83 Lat. 36.58
Hs 1.97 M No. 157



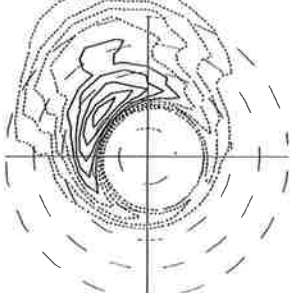
91/ 3/ 3 19: 0 Long. -74.83 Lat. 36.58
Hs 2.20 M No. 158



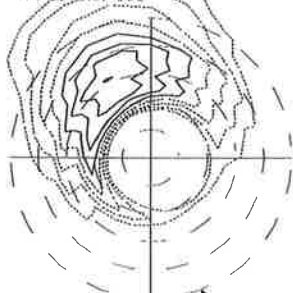
91/ 3/ 3 20: 0 Long. -74.83 Lat. 36.58
Hs 2.26 M No. 159



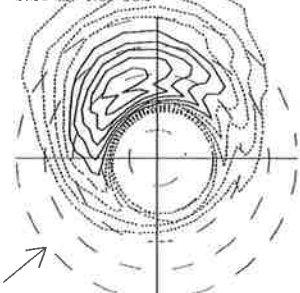
91/ 3/ 3 21: 0 Long. -74.83 Lat. 36.58
Hs 2.58 M No. 160



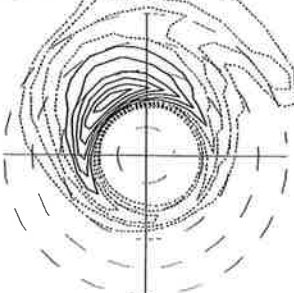
91/ 3/ 3 22: 0 Long. -74.83 Lat. 36.58
Hs 2.53 M No. 161



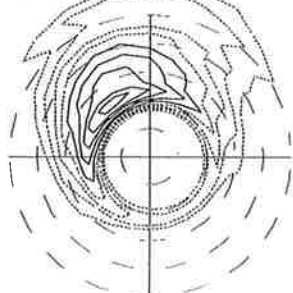
91/ 3/ 3 23: 0 Long. -74.83 Lat. 36.58
Hs 3.26 M No. 162



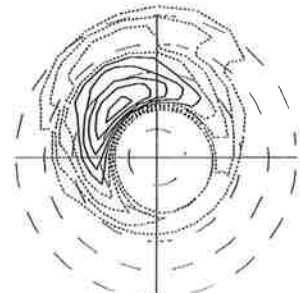
91/ 3/ 4 0: 0 Long. -74.83 Lat. 36.58
Hs 2.97 M No. 163



91/ 3/ 4 1: 0 Long. -74.83 Lat. 36.58
Hs 2.65 M No. 164



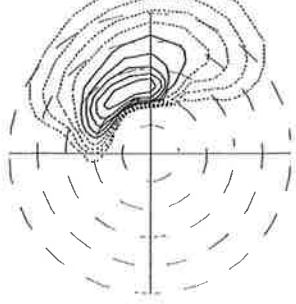
91/ 3/ 4 2: 0 Long. -74.83 Lat. 36.58
Hs 2.61 M No. 165



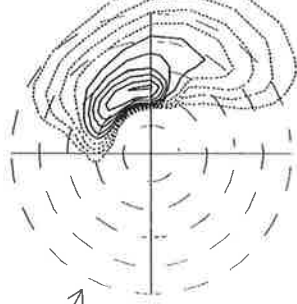
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

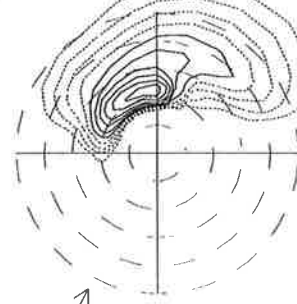
91/ 3/ 4 3: 0 Long. -74.83 Lat. 36.58
Hs 2.51 M No. 166



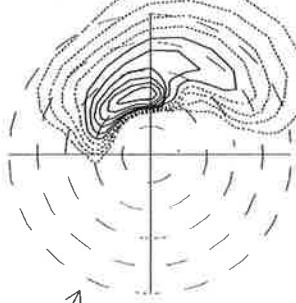
91/ 3/ 4 4: 0 Long. -74.83 Lat. 36.58
Hs 2.63 M No. 167



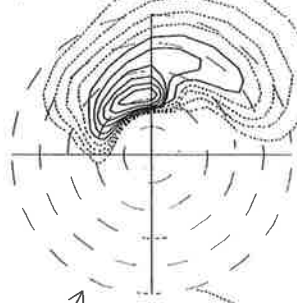
91/ 3/ 4 5: 0 Long. -74.83 Lat. 36.58
Hs 2.74 M No. 168



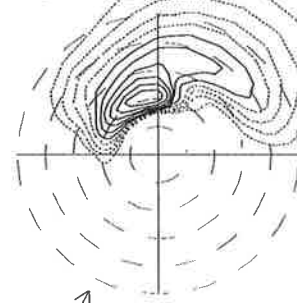
91/ 3/ 4 6: 0 Long. -74.83 Lat. 36.58
Hs 2.83 M No. 169



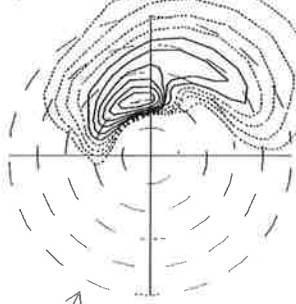
91/ 3/ 4 7: 0 Long. -74.83 Lat. 36.58
Hs 2.89 M No. 170



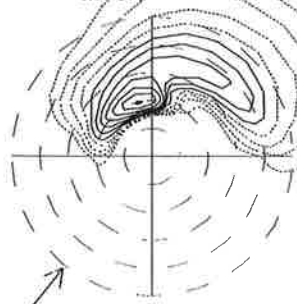
91/ 3/ 4 8: 0 Long. -74.83 Lat. 36.58
Hs 2.91 M No. 171



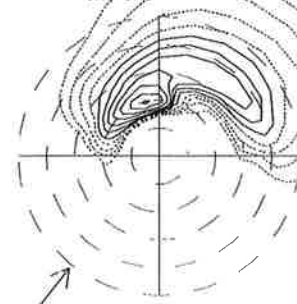
91/ 3/ 4 9: 0 Long. -74.83 Lat. 36.58
Hs 2.93 M No. 172



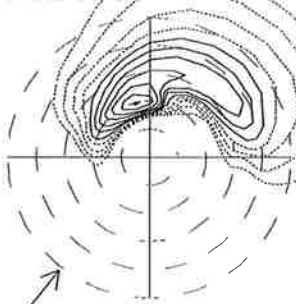
91/ 3/ 4 10: 0 Long. -74.83 Lat. 36.58
Hs 3.13 M No. 173



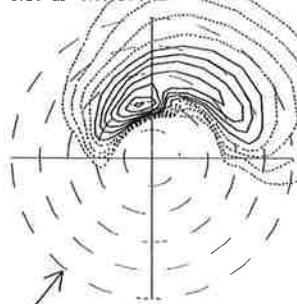
91/ 3/ 4 11: 0 Long. -74.83 Lat. 36.58
Hs 3.22 M No. 174



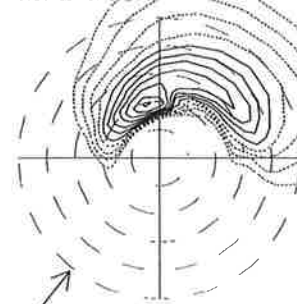
91/ 3/ 4 12: 0 Long. -74.83 Lat. 36.58
Hs 3.24 M No. 175



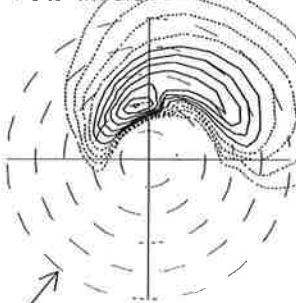
91/ 3/ 4 13: 0 Long. -74.83 Lat. 36.58
Hs 3.19 M No. 176



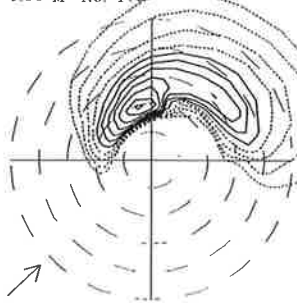
91/ 3/ 4 14: 0 Long. -74.83 Lat. 36.58
Hs 3.19 M No. 177



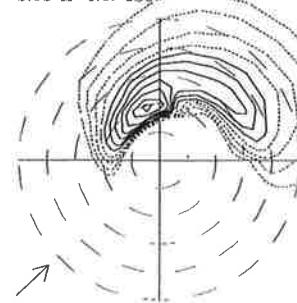
91/ 3/ 4 15: 0 Long. -74.83 Lat. 36.58
Hs 3.21 M No. 178



91/ 3/ 4 16: 0 Long. -74.83 Lat. 36.58
Hs 3.06 M No. 179



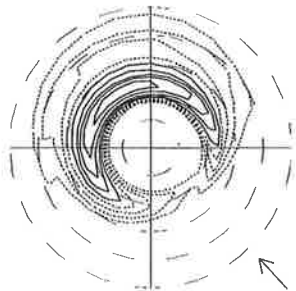
91/ 3/ 4 17: 0 Long. -74.83 Lat. 36.58
Hs 3.03 M No. 180



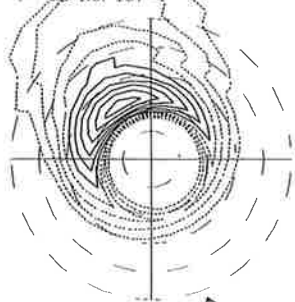
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

CERC

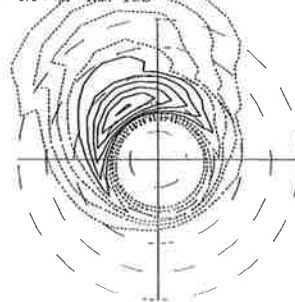
91/ 3/ 4 3: 0 Long. -74.83 Lat. 36.58
Hs 2.84 M No. 166



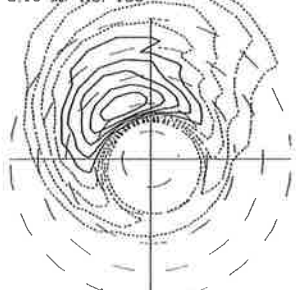
91/ 3/ 4 4: 0 Long. -74.83 Lat. 36.58
Hs 3.05 M No. 167



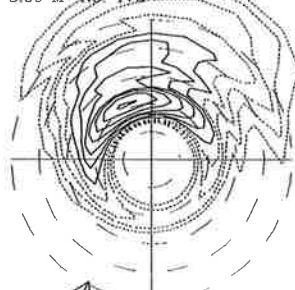
91/ 3/ 4 5: 0 Long. -74.83 Lat. 36.58
Hs 2.97 M No. 168



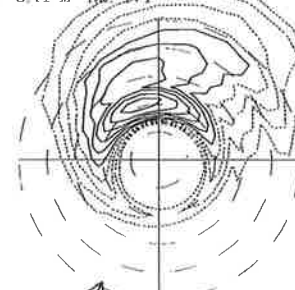
91/ 3/ 4 6: 0 Long. -74.83 Lat. 36.58
Hs 3.16 M No. 169



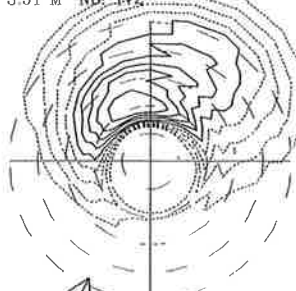
91/ 3/ 4 7: 0 Long. -74.83 Lat. 36.58
Hs 3.60 M No. 170



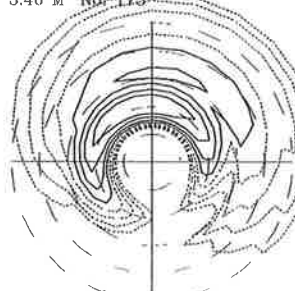
91/ 3/ 4 8: 0 Long. -74.83 Lat. 36.58
Hs 3.41 M No. 171



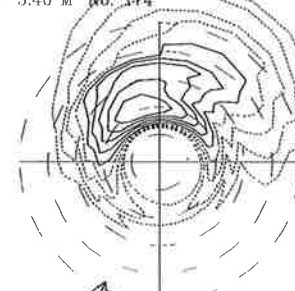
91/ 3/ 4 9: 0 Long. -74.83 Lat. 36.58
Hs 3.51 M No. 172



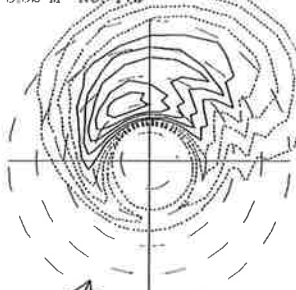
91/ 3/ 4 10: 0 Long. -74.83 Lat. 36.58
Hs 3.46 M No. 173



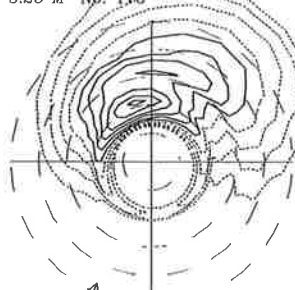
91/ 3/ 4 11: 0 Long. -74.83 Lat. 36.58
Hs 3.40 M No. 174



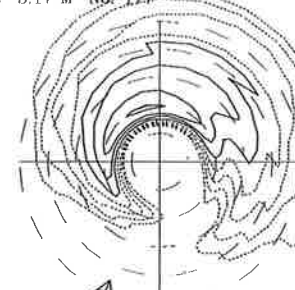
91/ 3/ 4 12: 0 Long. -74.83 Lat. 36.58
Hs 3.32 M No. 175



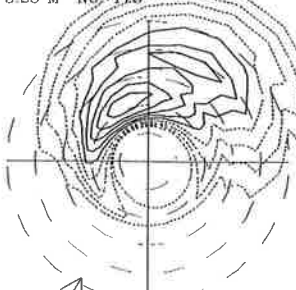
91/ 3/ 4 13: 0 Long. -74.83 Lat. 36.58
Hs 3.28 M No. 176



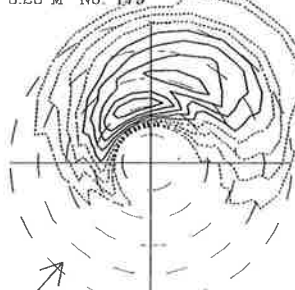
91/ 3/ 4 14: 0 Long. -74.83 Lat. 36.58
Hs 3.17 M No. 177



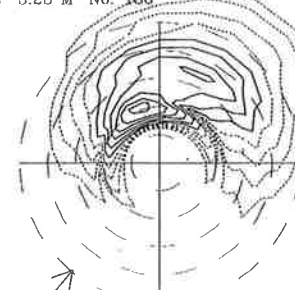
91/ 3/ 4 15: 0 Long. -74.83 Lat. 36.58
Hs 3.28 M No. 178



91/ 3/ 4 16: 0 Long. -74.83 Lat. 36.58
Hs 3.28 M No. 179



91/ 3/ 4 17: 0 Long. -74.83 Lat. 36.58
Hs 3.28 M No. 180

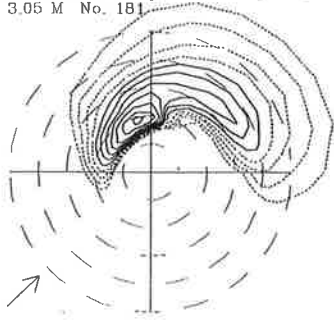


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

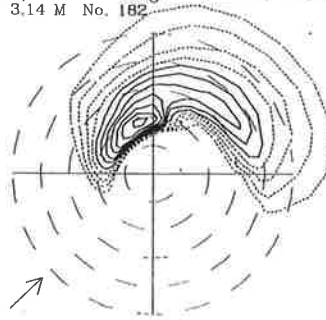


WAM first guess to CERC

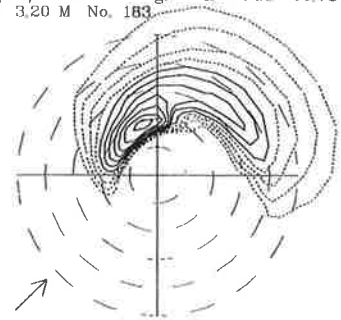
91/ 3/ 4 18: 0 Long. -74.83 Lat. 36.58
Hs 3.05 M No. 181



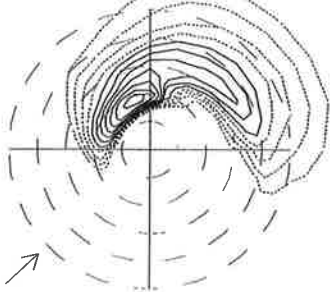
91/ 3/ 4 19: 0 Long. -74.83 Lat. 36.58
Hs 3.14 M No. 182



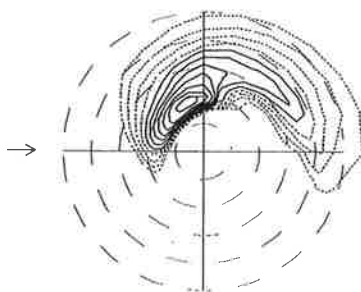
91/ 3/ 4 20: 0 Long. -74.83 Lat. 36.58
Hs 3.20 M No. 183



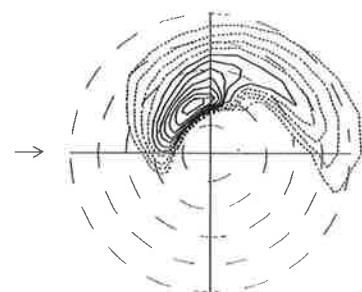
91/ 3/ 4 21: 0 Long. -74.83 Lat. 36.58
Hs 3.24 M No. 184



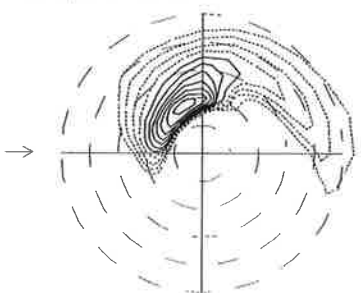
91/ 3/ 4 22: 0 Long. -74.83 Lat. 36.58
Hs 3.07 M No. 185



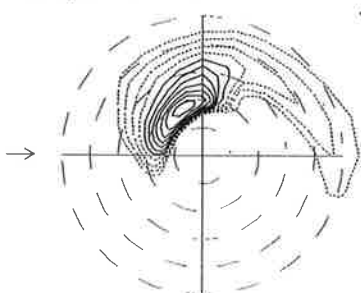
91/ 3/ 4 23: 0 Long. -74.83 Lat. 36.58
Hs 2.98 M No. 186



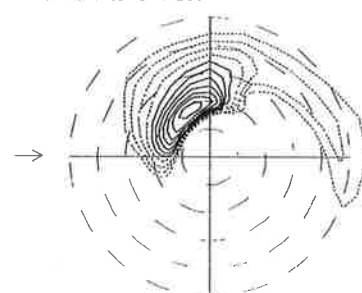
91/ 3/ 5 0: 0 Long. -74.83 Lat. 36.58
Hs 2.91 M No. 187



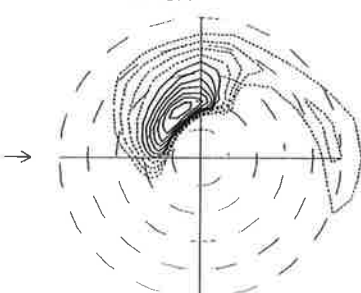
91/ 3/ 5 1: 0 Long. -74.83 Lat. 36.58
Hs 2.90 M No. 188



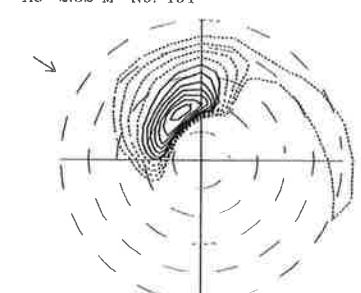
91/ 3/ 5 2: 0 Long. -74.83 Lat. 36.58
Hs 2.89 M No. 189



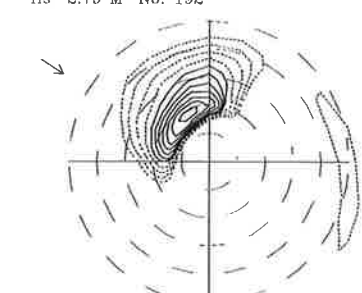
91/ 3/ 5 3: 0 Long. -74.83 Lat. 36.58
Hs 2.87 M No. 190



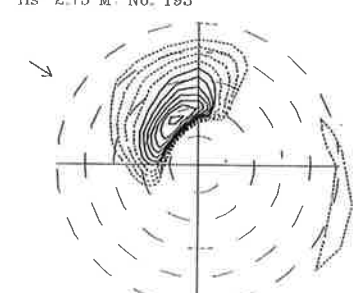
91/ 3/ 5 4: 0 Long. -74.83 Lat. 36.58
Hs 2.82 M No. 191



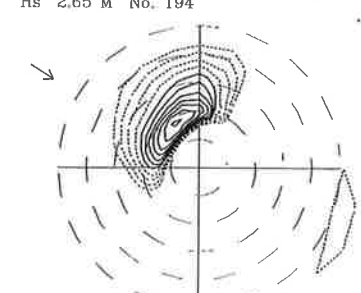
91/ 3/ 5 5: 0 Long. -74.83 Lat. 36.58
Hs 2.79 M No. 192



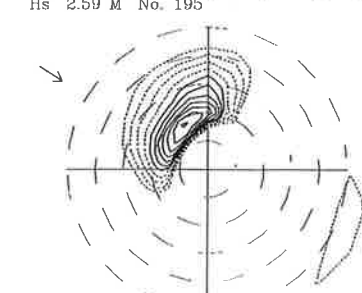
91/ 3/ 5 6: 0 Long. -74.83 Lat. 36.58
Hs 2.75 M No. 193



91/ 3/ 5 7: 0 Long. -74.83 Lat. 36.58
Hs 2.65 M No. 194



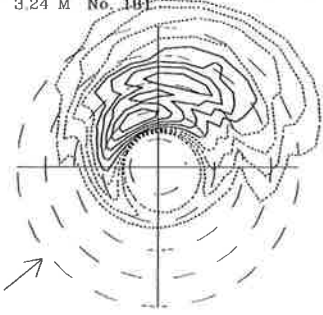
91/ 3/ 5 8: 0 Long. -74.83 Lat. 36.58
Hs 2.59 M No. 195



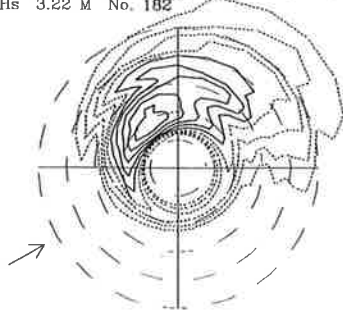
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

CERC

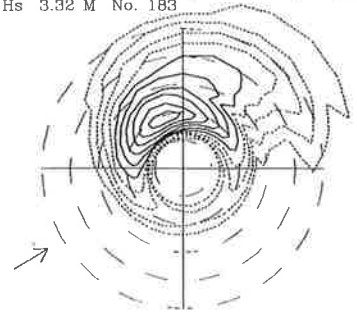
91/ 3/ 4 18: 0 Long. -74.83 Lat. 36.58
Hs 3.24 M No. 181



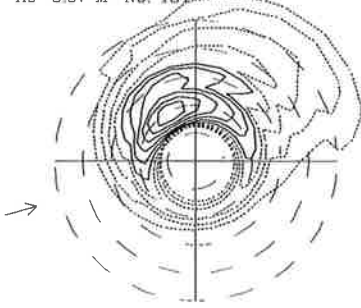
91/ 3/ 4 19: 0 Long. -74.83 Lat. 36.58
Hs 3.22 M No. 182



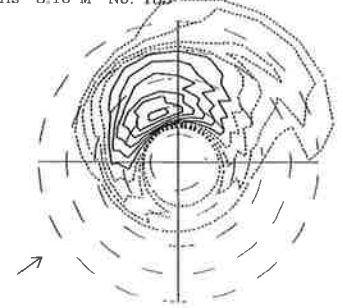
91/ 3/ 4 20: 0 Long. -74.83 Lat. 36.58
Hs 3.32 M No. 183



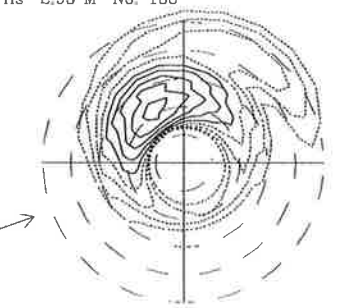
91/ 3/ 4 21: 0 Long. -74.83 Lat. 36.58
Hs 3.37 M No. 184



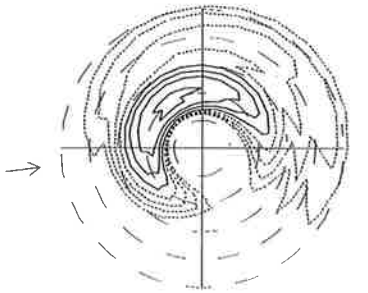
91/ 3/ 4 22: 0 Long. -74.83 Lat. 36.58
Hs 3.16 M No. 185



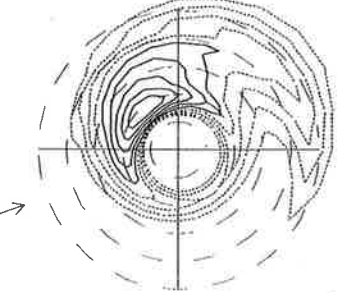
91/ 3/ 4 23: 0 Long. -74.83 Lat. 36.58
Hs 2.93 M No. 186



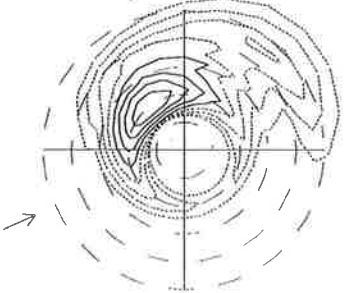
91/ 3/ 5 0: 0 Long. -74.83 Lat. 36.58
Hs 2.91 M No. 187



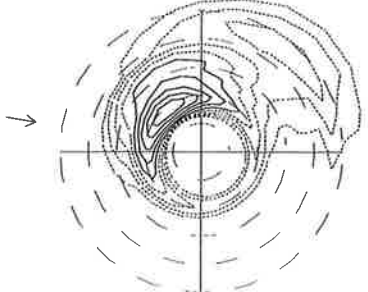
91/ 3/ 5 1: 0 Long. -74.83 Lat. 36.58
Hs 3.08 M No. 188



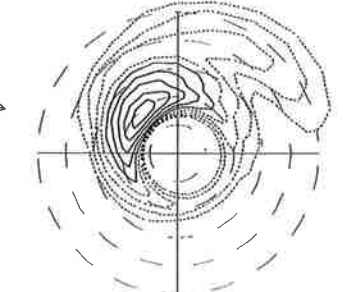
91/ 3/ 5 2: 0 Long. -74.83 Lat. 36.58
Hs 2.62 M No. 189



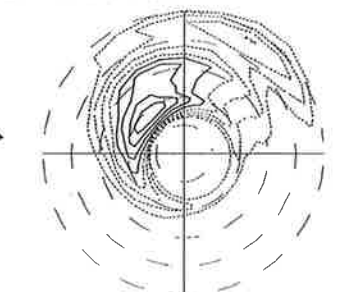
91/ 3/ 5 3: 0 Long. -74.83 Lat. 36.58
Hs 2.69 M No. 190



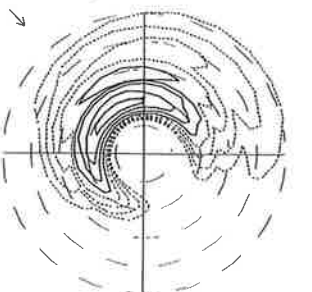
91/ 3/ 5 4: 0 Long. -74.83 Lat. 36.58
Hs 2.73 M No. 191



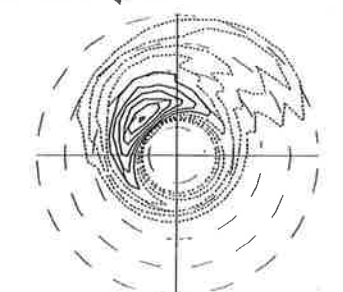
91/ 3/ 5 5: 0 Long. -74.83 Lat. 36.58
Hs 2.39 M No. 192



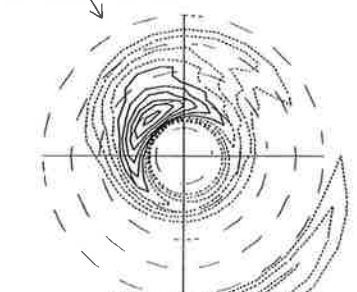
91/ 3/ 5 6: 0 Long. -74.83 Lat. 36.58
Hs 2.64 M No. 193



91/ 3/ 5 7: 0 Long. -74.83 Lat. 36.58
Hs 2.67 M No. 194



91/ 3/ 5 8: 0 Long. -74.83 Lat. 36.58
Hs 2.81 M No. 195

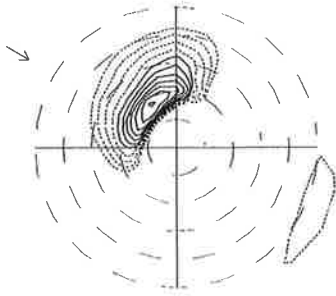


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

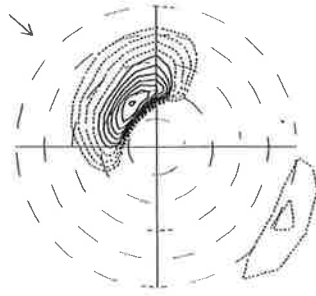


WAM first guess to CERC

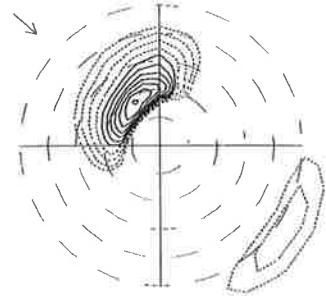
91/ 3/ 5 9: 0 Long. -74.83 Lat. 36.58
Hs 2.57 M No. 196



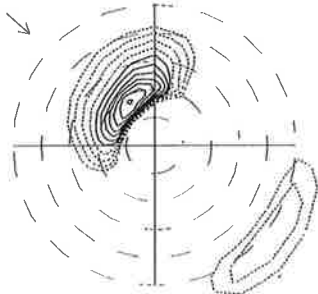
91/ 3/ 5 10: 0 Long. -74.83 Lat. 36.58
Hs 2.58 M No. 197



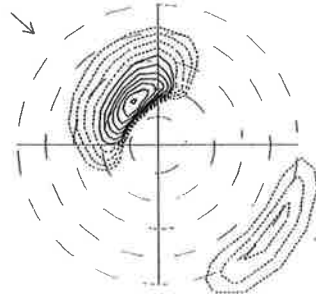
91/ 3/ 5 11: 0 Long. -74.83 Lat. 36.58
Hs 2.58 M No. 198



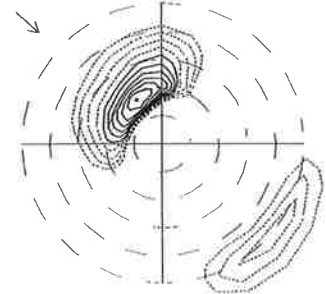
91/ 3/ 5 12: 0 Long. -74.83 Lat. 36.58
Hs 2.55 M No. 199



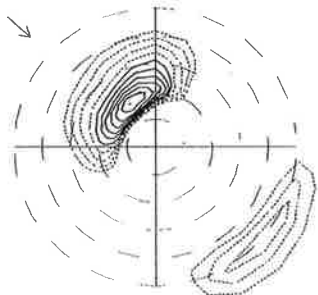
91/ 3/ 5 13: 0 Long. -74.83 Lat. 36.58
Hs 2.54 M No. 200



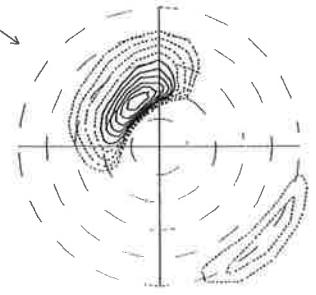
91/ 3/ 5 14: 0 Long. -74.83 Lat. 36.58
Hs 2.49 M No. 201



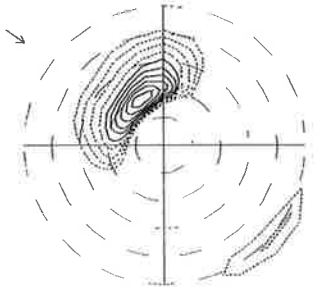
91/ 3/ 5 15: 0 Long. -74.83 Lat. 36.58
Hs 2.42 M No. 202



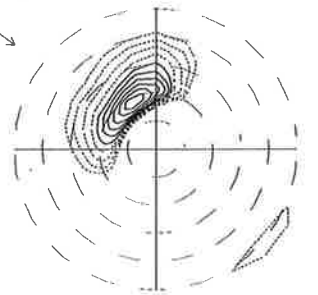
91/ 3/ 5 16: 0 Long. -74.83 Lat. 36.58
Hs 2.32 M No. 203



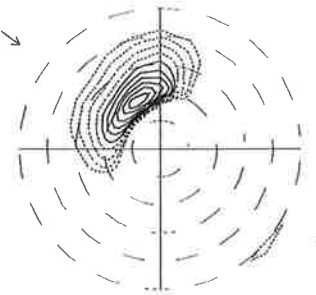
91/ 3/ 5 17: 0 Long. -74.83 Lat. 36.58
Hs 2.24 M No. 204



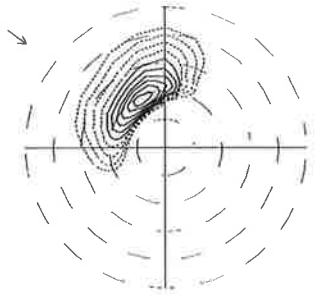
91/ 3/ 5 18: 0 Long. -74.83 Lat. 36.58
Hs 2.16 M No. 205



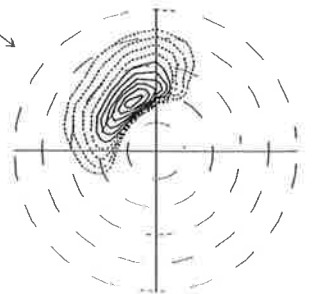
91/ 3/ 5 19: 0 Long. -74.83 Lat. 36.58
Hs 2.13 M No. 206



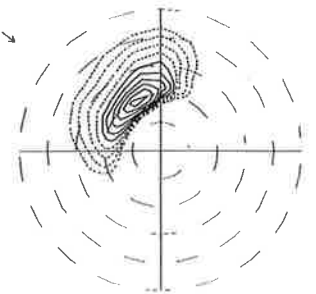
91/ 3/ 5 20: 0 Long. -74.83 Lat. 36.58
Hs 2.10 M No. 207



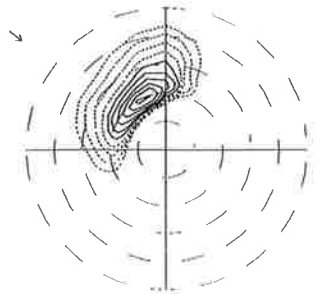
91/ 3/ 5 21: 0 Long. -74.83 Lat. 36.58
Hs 2.05 M No. 208



91/ 3/ 5 22: 0 Long. -74.83 Lat. 36.58
Hs 1.97 M No. 209



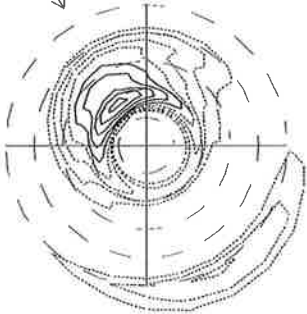
91/ 3/ 5 23: 0 Long. -74.83 Lat. 36.58
Hs 1.90 M No. 210



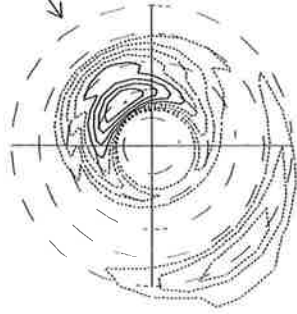
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

CERC

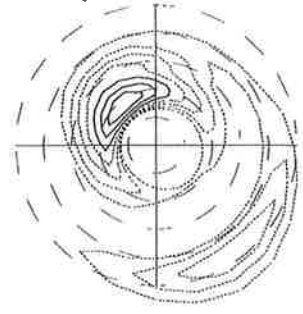
91/ 3/ 5 9: 0 Long. -74.83 Lat. 36.58
Hs 2.50 M No. 198



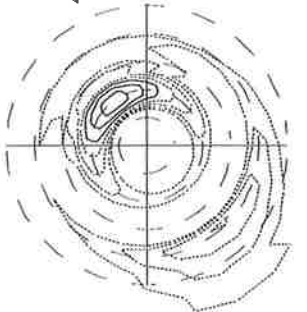
91/ 3/ 5 10: 0 Long. -74.83 Lat. 36.58
Hs 2.39 M No. 197



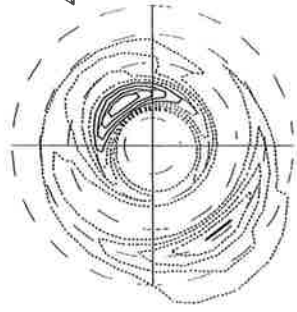
91/ 3/ 5 11: 0 Long. -74.83 Lat. 36.58
Hs 2.09 M No. 198



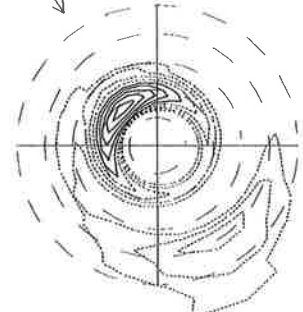
91/ 3/ 5 12: 0 Long. -74.83 Lat. 36.58
Hs 1.98 M No. 199



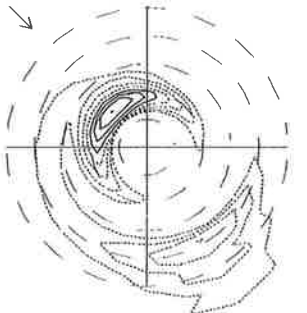
91/ 3/ 5 13: 0 Long. -74.83 Lat. 36.58
Hs 2.15 M No. 200



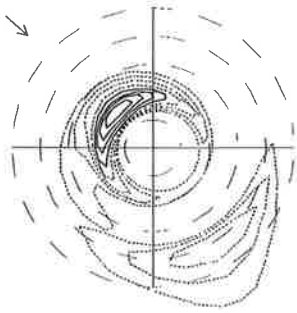
91/ 3/ 5 14: 0 Long. -74.83 Lat. 36.58
Hs 2.28 M No. 201



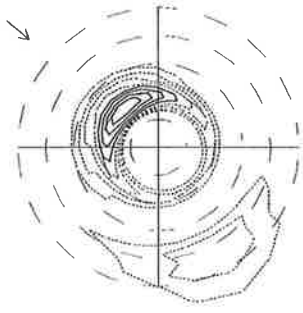
91/ 3/ 5 15: 0 Long. -74.83 Lat. 36.58
Hs 1.65 M No. 202



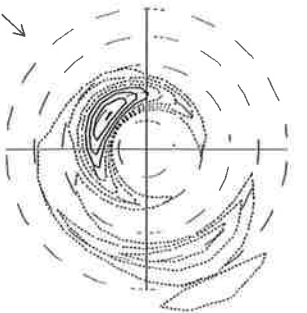
91/ 3/ 5 16: 0 Long. -74.83 Lat. 36.58
Hs 1.98 M No. 203



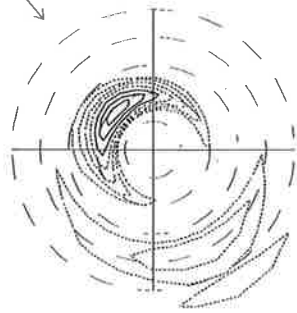
91/ 3/ 5 17: 0 Long. -74.83 Lat. 36.58
Hs 2.00 M No. 204



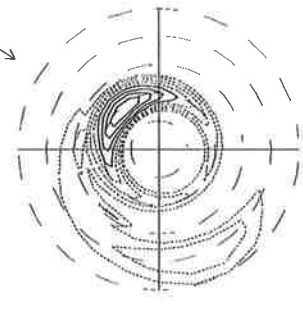
91/ 3/ 5 18: 0 Long. -74.83 Lat. 36.58
Hs 1.88 M No. 205



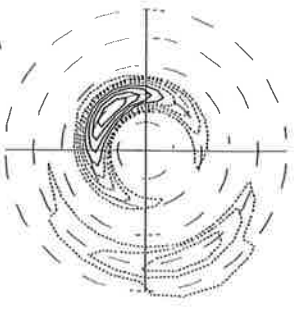
91/ 3/ 5 19: 0 Long. -74.83 Lat. 36.58
Hs 1.69 M No. 206



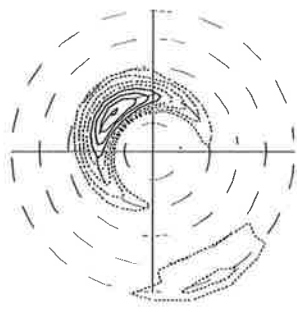
91/ 3/ 5 20: 0 Long. -74.83 Lat. 36.58
Hs 1.98 M No. 207



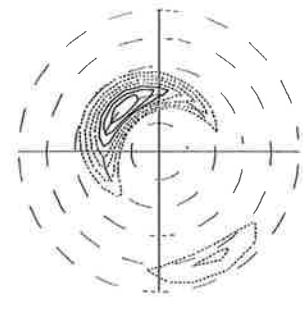
91/ 3/ 5 21: 0 Long. -74.83 Lat. 36.58
Hs 1.94 M No. 208



91/ 3/ 5 22: 0 Long. -74.83 Lat. 36.58
Hs 1.70 M No. 209



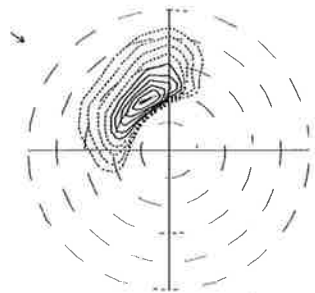
91/ 3/ 5 23: 0 Long. -74.83 Lat. 36.58
Hs 1.54 M No. 210



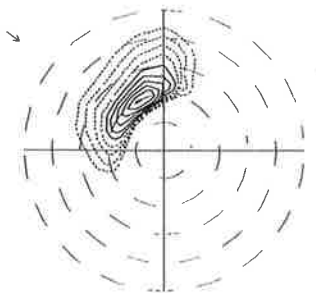
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

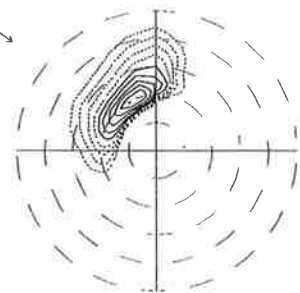
91/3/6 0:0 Long. -74.83 Lat. 36.58
Hs 1.85 M No. 211



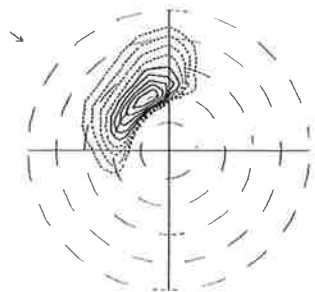
91/3/6 1:0 Long. -74.83 Lat. 36.58
Hs 1.80 M No. 212



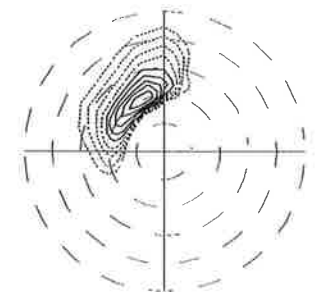
91/3/6 2:0 Long. -74.83 Lat. 36.58
Hs 1.77 M No. 213



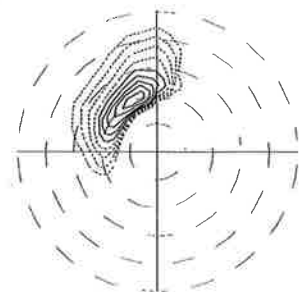
91/3/6 3:0 Long. -74.83 Lat. 36.58
Hs 1.74 M No. 214



91/3/6 4:0 Long. -74.83 Lat. 36.58
Hs 1.72 M No. 215



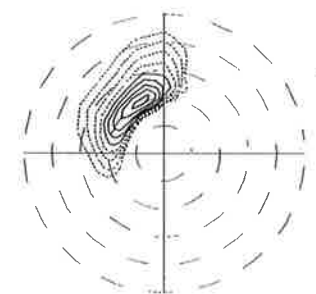
91/3/6 5:0 Long. -74.83 Lat. 36.58
Hs 1.70 M No. 216



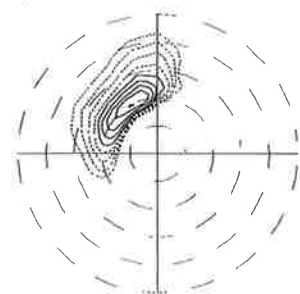
91/3/6 6:0 Long. -74.83 Lat. 36.58
Hs 1.69 M No. 217



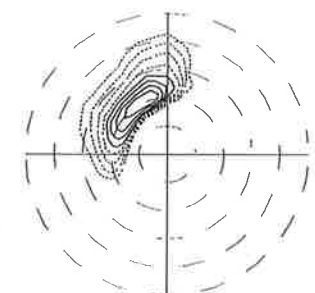
91/3/6 7:0 Long. -74.83 Lat. 36.58
Hs 1.66 M No. 218



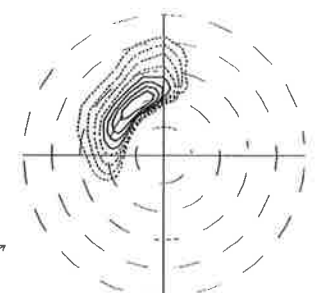
91/3/6 8:0 Long. -74.83 Lat. 36.58
Hs 1.63 M No. 219



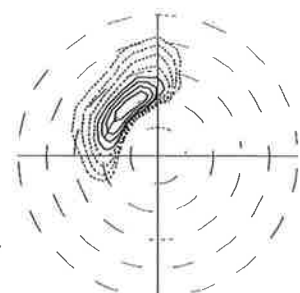
91/3/6 9:0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 220



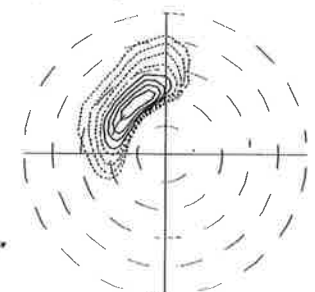
91/3/6 10:0 Long. -74.83 Lat. 36.58
Hs 1.60 M No. 221



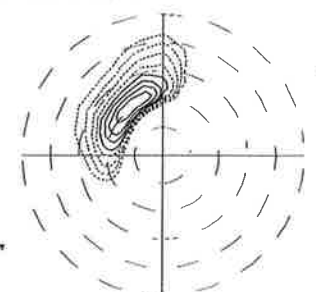
91/3/6 11:0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 222



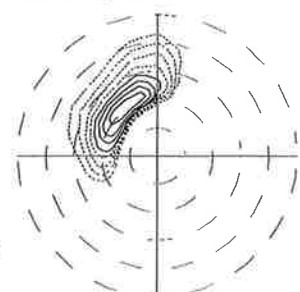
91/3/6 12:0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 223



91/3/6 13:0 Long. -74.83 Lat. 36.58
Hs 1.62 M No. 224



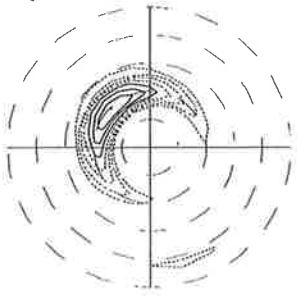
91/3/6 14:0 Long. -74.83 Lat. 36.58
Hs 1.64 M No. 225



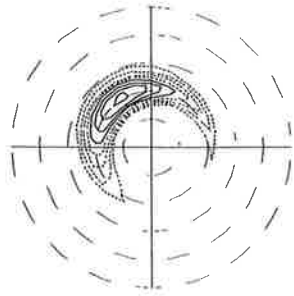
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

CERC

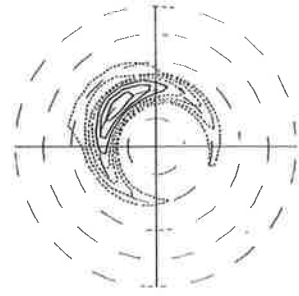
91/ 3/ 6 0: 0 Long. -74.83 Lat. 36.58
Hs 1.63 M No. 211



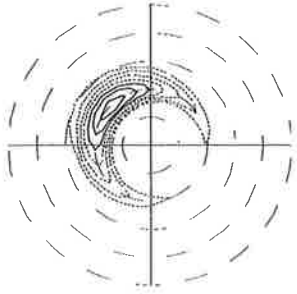
91/ 3/ 6 1: 0 Long. -74.83 Lat. 36.58
Hs 1.62 M No. 212



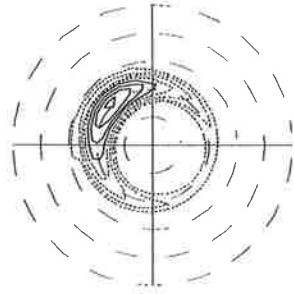
91/ 3/ 6 2: 0 Long. -74.83 Lat. 36.58
Hs 1.53 M No. 213



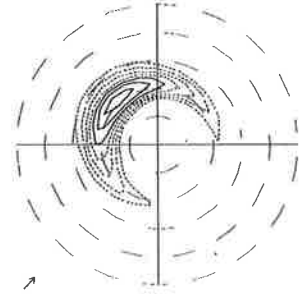
91/ 3/ 6 3: 0 Long. -74.83 Lat. 36.58
Hs 1.47 M No. 214



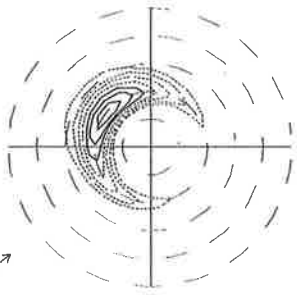
91/ 3/ 6 4: 0 Long. -74.83 Lat. 36.58
Hs 1.63 M No. 215



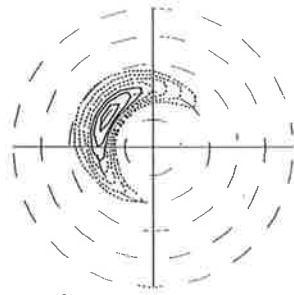
91/ 3/ 6 5: 0 Long. -74.83 Lat. 36.58
Hs 1.45 M No. 216



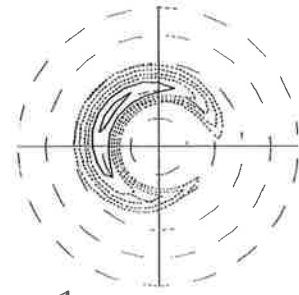
91/ 3/ 6 6: 0 Long. -74.83 Lat. 36.58
Hs 1.48 M No. 217



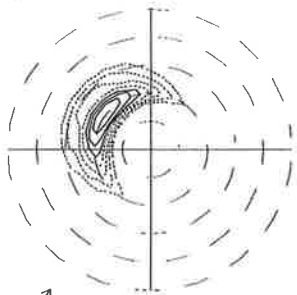
91/ 3/ 6 7: 0 Long. -74.83 Lat. 36.58
Hs 1.36 M No. 218



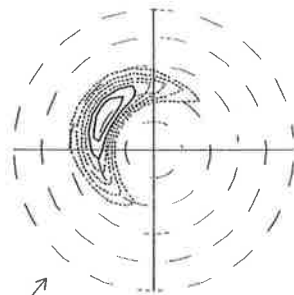
91/ 3/ 6 8: 0 Long. -74.83 Lat. 36.58
Hs 1.48 M No. 219



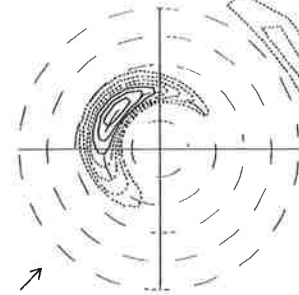
91/ 3/ 6 9: 0 Long. -74.83 Lat. 36.58
Hs 1.42 M No. 220



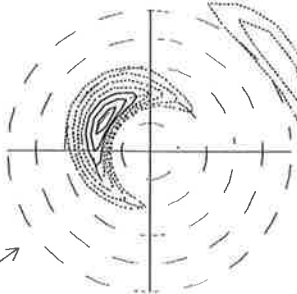
91/ 3/ 6 10: 0 Long. -74.83 Lat. 36.58
Hs 1.35 M No. 221



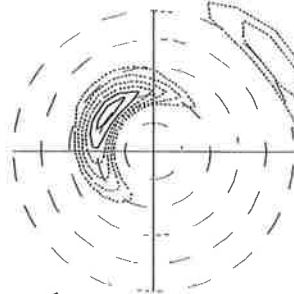
91/ 3/ 6 11: 0 Long. -74.83 Lat. 36.58
Hs 1.50 M No. 222



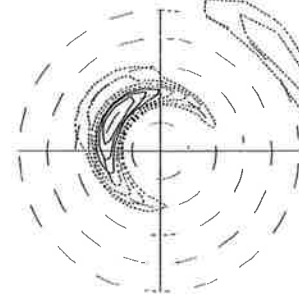
91/ 3/ 6 12: 0 Long. -74.83 Lat. 36.58
Hs 1.51 M No. 223



91/ 3/ 6 13: 0 Long. -74.83 Lat. 36.58
Hs 1.36 M No. 224



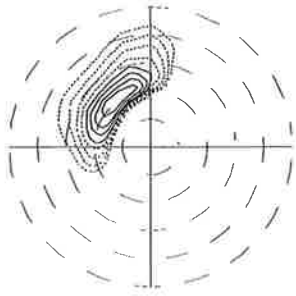
91/ 3/ 6 14: 0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 225



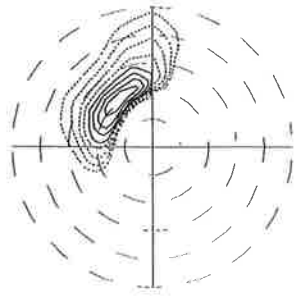
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

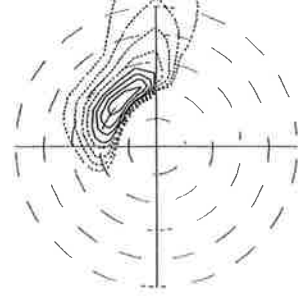
91/3/6 15:0 Long. -74.83 Lat. 36.58
Hs 1.63 M No. 226



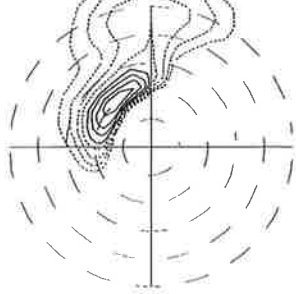
91/3/6 16:0 Long. -74.83 Lat. 36.58
Hs 1.65 M No. 227



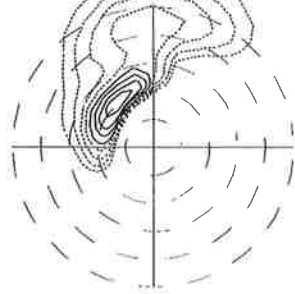
91/3/6 17:0 Long. -74.83 Lat. 36.58
Hs 1.71 M No. 228



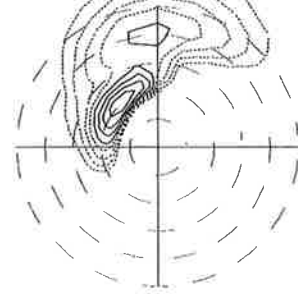
91/3/6 18:0 Long. -74.83 Lat. 36.58
Hs 1.79 M No. 229



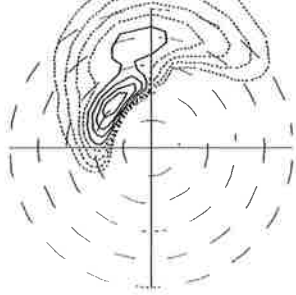
91/3/6 19:0 Long. -74.83 Lat. 36.58
Hs 1.90 M No. 230



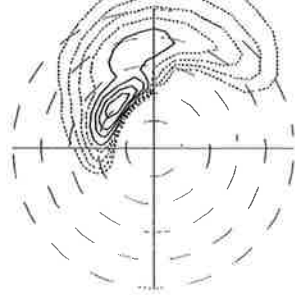
91/3/6 20:0 Long. -74.83 Lat. 36.58
Hs 1.95 M No. 231



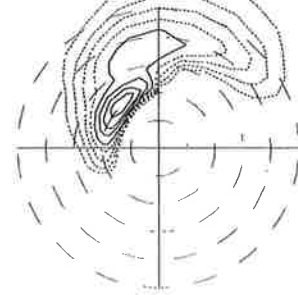
91/3/6 21:0 Long. -74.83 Lat. 36.58
Hs 1.98 M No. 232



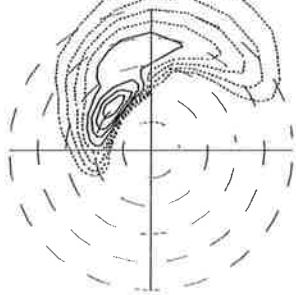
91/3/6 22:0 Long. -74.83 Lat. 36.58
Hs 1.99 M No. 233



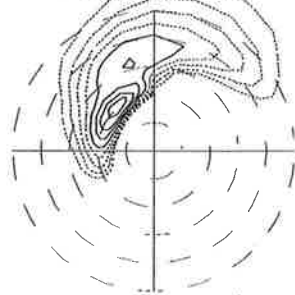
91/3/6 23:0 Long. -74.83 Lat. 36.58
Hs 2.00 M No. 234



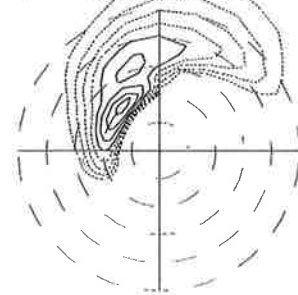
91/3/7 0:0 Long. -74.83 Lat. 36.58
Hs 2.00 M No. 235



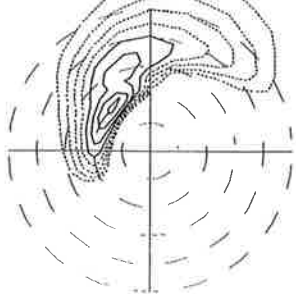
91/3/7 1:0 Long. -74.83 Lat. 36.58
Hs 1.98 M No. 236



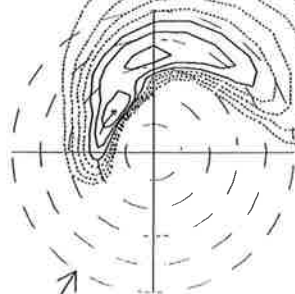
91/3/7 2:0 Long. -74.83 Lat. 36.58
Hs 1.97 M No. 237



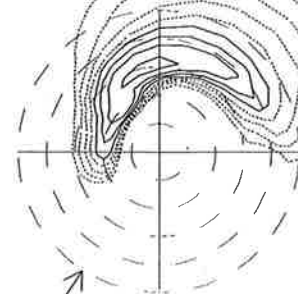
91/3/7 3:0 Long. -74.83 Lat. 36.58
Hs 1.98 M No. 238



91/3/7 4:0 Long. -74.83 Lat. 36.58
Hs 2.43 M No. 239



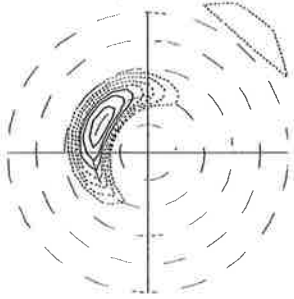
91/3/7 5:0 Long. -74.83 Lat. 36.58
Hs 2.65 M No. 240



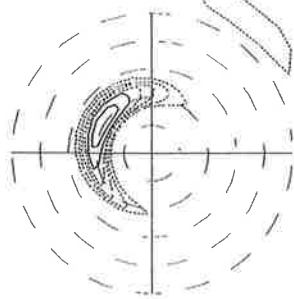
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

CERC

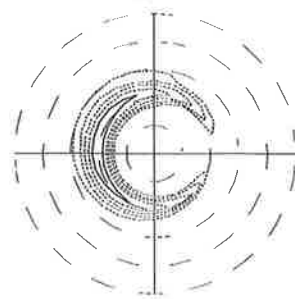
91/ 3/ 6 15: 0 Long. -74.83 Lat. 36.58
Hs 1.57 M No. 226



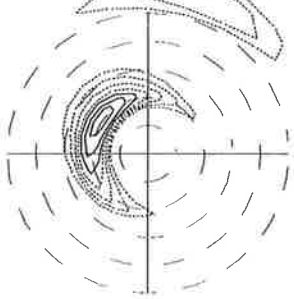
91/ 3/ 6 16: 0 Long. -74.83 Lat. 36.58
Hs 1.32 M No. 227



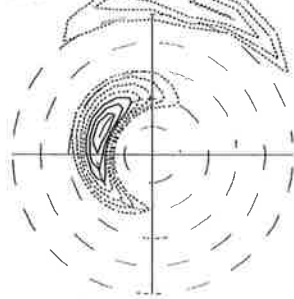
91/ 3/ 6 17: 0 Long. -74.83 Lat. 36.58
Hs 1.41 M No. 228



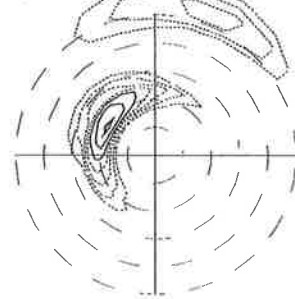
91/ 3/ 6 18: 0 Long. -74.83 Lat. 36.58
Hs 1.59 M No. 229



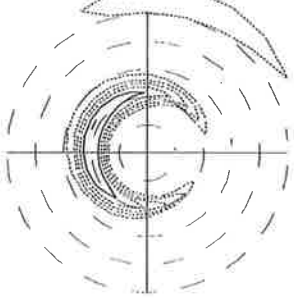
91/ 3/ 6 19: 0 Long. -74.83 Lat. 36.58
Hs 1.59 M No. 230



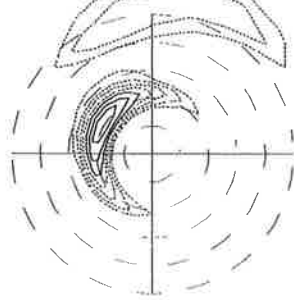
91/ 3/ 6 20: 0 Long. -74.83 Lat. 36.58
Hs 1.49 M No. 231



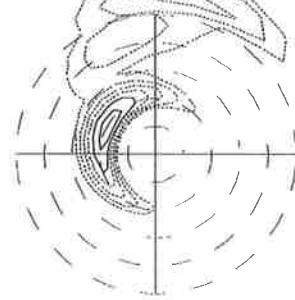
91/ 3/ 6 21: 0 Long. -74.83 Lat. 36.58
Hs 1.53 M No. 232



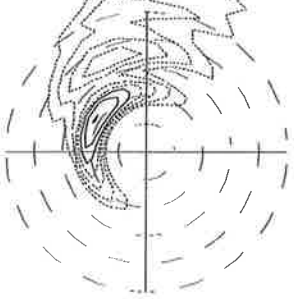
91/ 3/ 6 22: 0 Long. -74.83 Lat. 36.58
Hs 1.62 M No. 233



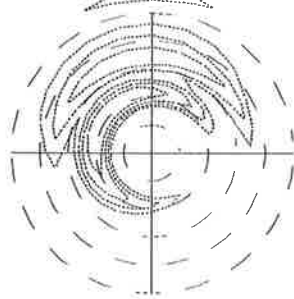
91/ 3/ 6 23: 0 Long. -74.83 Lat. 36.58
Hs 1.54 M No. 234



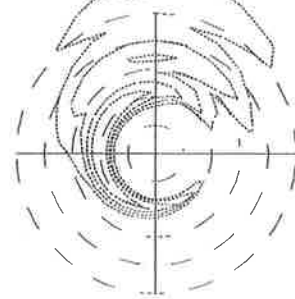
91/ 3/ 7 0: 0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 235



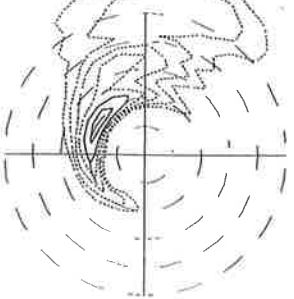
91/ 3/ 7 1: 0 Long. -74.83 Lat. 36.58
Hs 1.55 M No. 236



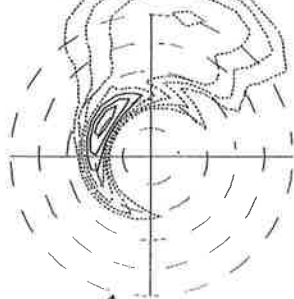
91/ 3/ 7 2: 0 Long. -74.83 Lat. 36.58
Hs 1.58 M No. 237



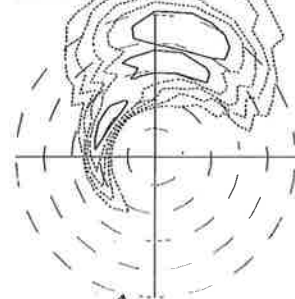
91/ 3/ 7 3: 0 Long. -74.83 Lat. 36.58
Hs 1.59 M No. 238



91/ 3/ 7 4: 0 Long. -74.83 Lat. 36.58
Hs 1.81 M No. 239



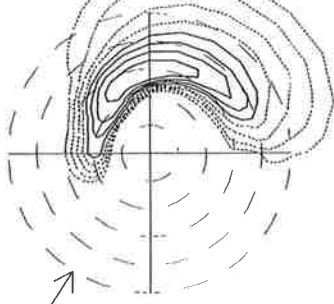
91/ 3/ 7 5: 0 Long. -74.83 Lat. 36.58
Hs 1.89 M No. 240



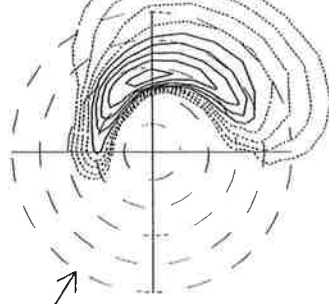
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

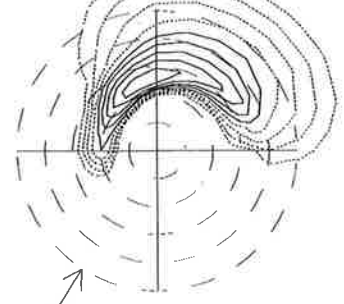
91/ 3/ 7 6: 0 Long. -74.83 Lat. 36.58
Hs 2.74 M No. 241



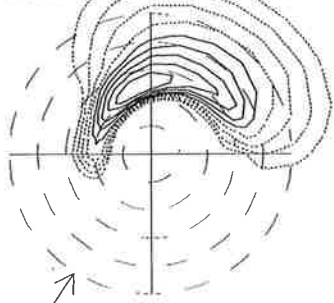
91/ 3/ 7 7: 0 Long. -74.83 Lat. 36.58
Hs 2.80 M No. 242



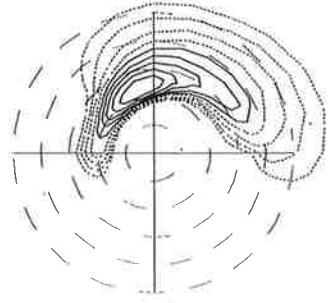
91/ 3/ 7 8: 0 Long. -74.83 Lat. 36.58
Hs 2.85 M No. 243



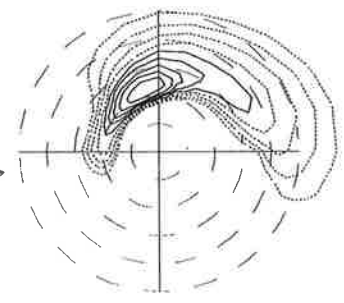
91/ 3/ 7 9: 0 Long. -74.83 Lat. 36.58
Hs 2.90 M No. 244



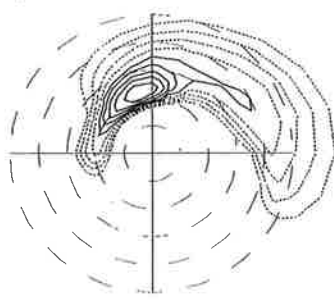
91/ 3/ 7 10: 0 Long. -74.83 Lat. 36.58
Hs 2.55 M No. 245



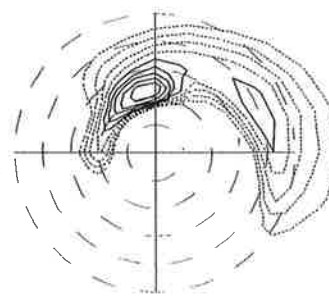
91/ 3/ 7 11: 0 Long. -74.83 Lat. 36.58
Hs 2.39 M No. 246



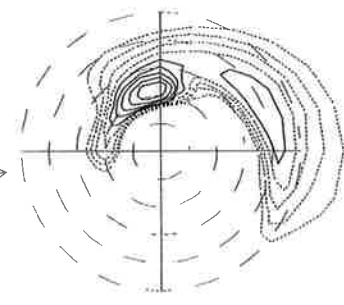
91/ 3/ 7 12: 0 Long. -74.83 Lat. 36.58
Hs 2.30 M No. 247



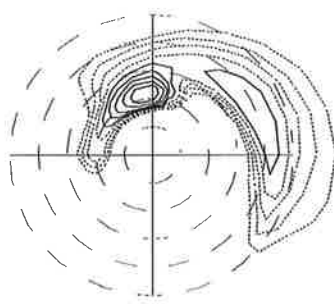
91/ 3/ 7 13: 0 Long. -74.83 Lat. 36.58
Hs 2.27 M No. 248



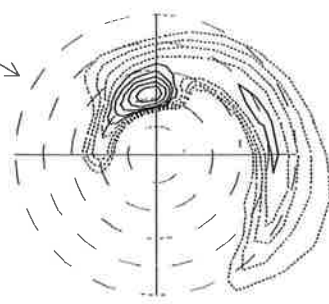
91/ 3/ 7 14: 0 Long. -74.83 Lat. 36.58
Hs 2.28 M No. 249



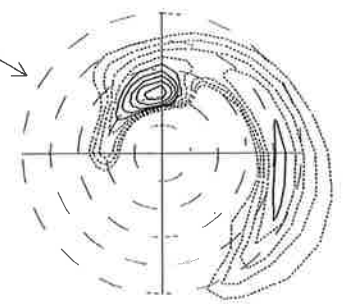
91/ 3/ 7 15: 0 Long. -74.83 Lat. 36.58
Hs 2.27 M No. 250



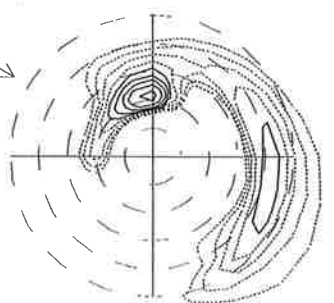
91/ 3/ 7 16: 0 Long. -74.83 Lat. 36.58
Hs 2.17 M No. 251



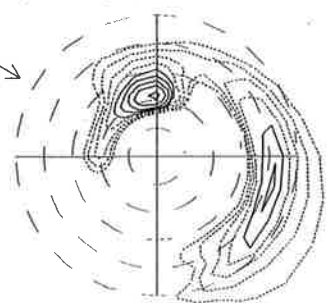
91/ 3/ 7 17: 0 Long. -74.83 Lat. 36.58
Hs 2.13 M No. 252



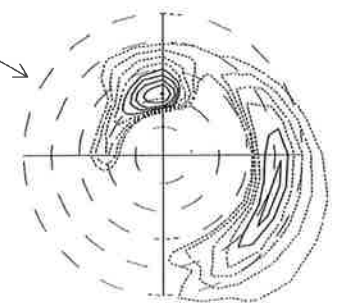
91/ 3/ 7 18: 0 Long. -74.83 Lat. 36.58
Hs 2.09 M No. 253



91/ 3/ 7 19: 0 Long. -74.83 Lat. 36.58
Hs 2.07 M No. 254



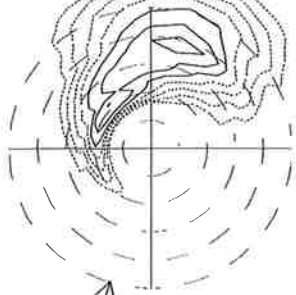
91/ 3/ 7 20: 0 Long. -74.83 Lat. 36.58
Hs 2.03 M No. 255



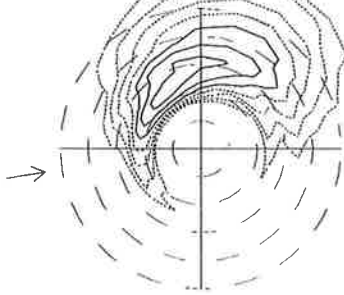
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

CERC

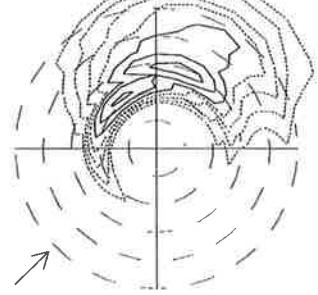
91/ 3/ 7 6: 0 Long. -74.83 Lat. 36.58
Hs 2.26 M No. 241



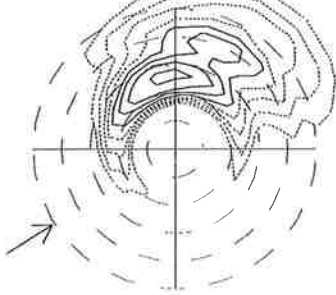
91/ 3/ 7 7: 0 Long. -74.83 Lat. 36.58
Hs 2.34 M No. 242



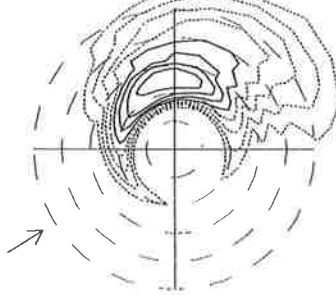
91/ 3/ 7 8: 0 Long. -74.83 Lat. 36.58
Hs 2.24 M No. 243



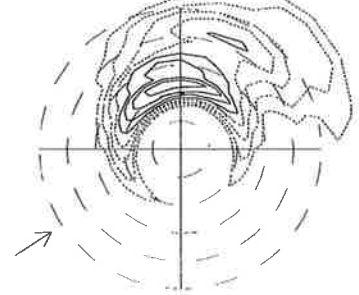
91/ 3/ 7 9: 0 Long. -74.83 Lat. 36.58
Hs 2.43 M No. 244



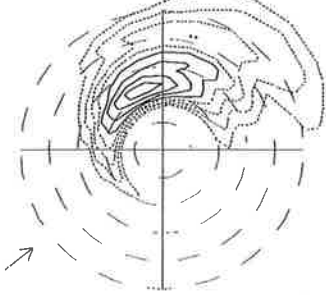
91/ 3/ 7 10: 0 Long. -74.83 Lat. 36.58
Hs 2.58 M No. 245



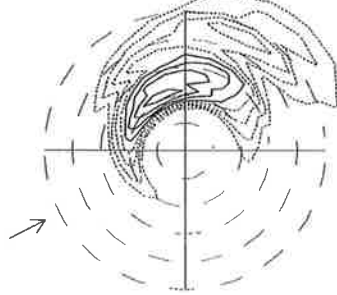
91/ 3/ 7 11: 0 Long. -74.83 Lat. 36.58
Hs 2.28 M No. 246



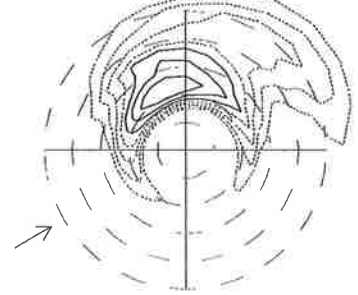
91/ 3/ 7 12: 0 Long. -74.83 Lat. 36.58
Hs 2.14 M No. 247



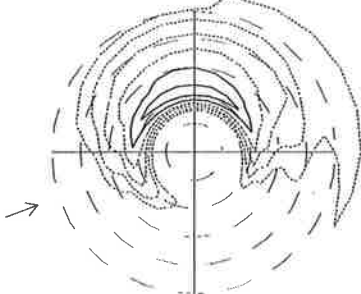
91/ 3/ 7 13: 0 Long. -74.83 Lat. 36.58
Hs 2.20 M No. 248



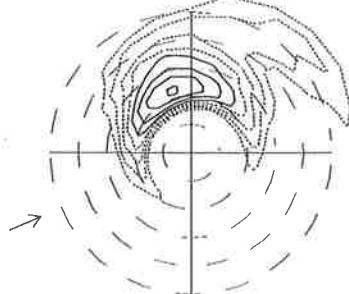
91/ 3/ 7 14: 0 Long. -74.83 Lat. 36.58
Hs 2.22 M No. 249



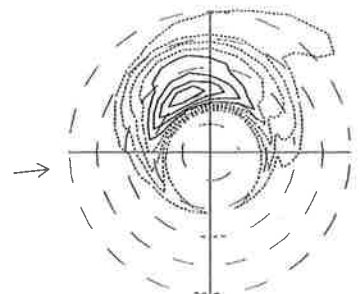
91/ 3/ 7 15: 0 Long. -74.83 Lat. 36.58
Hs 2.12 M No. 250



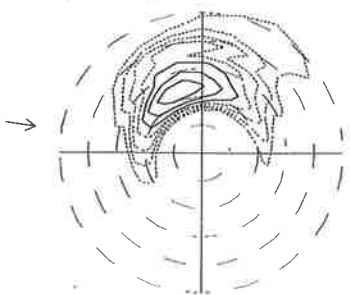
91/ 3/ 7 16: 0 Long. -74.83 Lat. 36.58
Hs 2.07 M No. 251



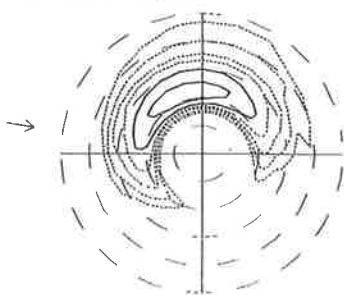
91/ 3/ 7 17: 0 Long. -74.83 Lat. 36.58
Hs 2.14 M No. 252



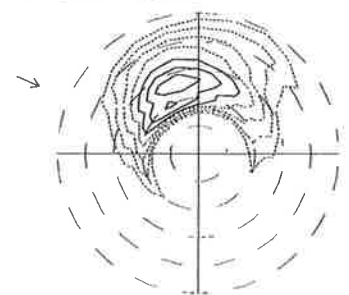
91/ 3/ 7 18: 0 Long. -74.83 Lat. 36.58
Hs 1.88 M No. 253



91/ 3/ 7 19: 0 Long. -74.83 Lat. 36.58
Hs 1.09 M No. 254



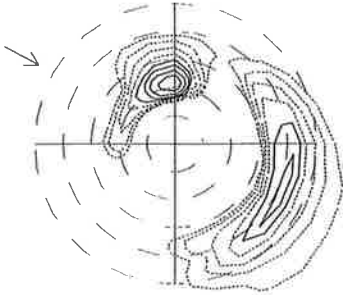
91/ 3/ 7 20: 0 Long. -74.83 Lat. 36.58
Hs 1.96 M No. 255



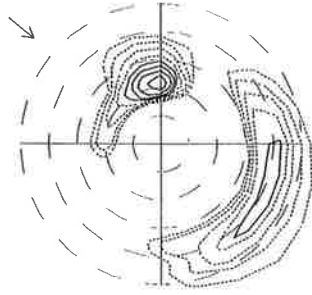
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM first guess to CERC

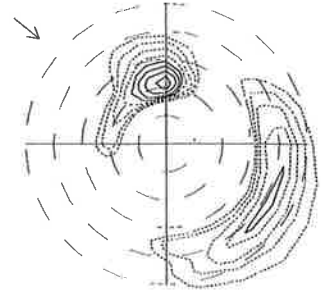
91/ 3/ 7 21: 0 Long. -74.83 Lat. 36.58
Hs 1.99 M No. 256



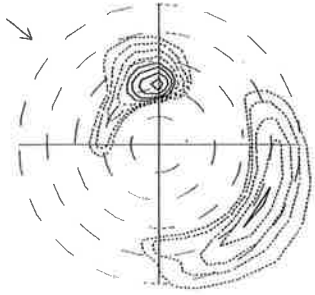
91/ 3/ 7 22: 0 Long. -74.83 Lat. 36.58
Hs 1.84 M No. 257



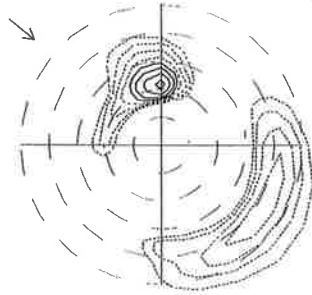
91/ 3/ 7 23: 0 Long. -74.83 Lat. 36.58
Hs 1.75 M No. 258



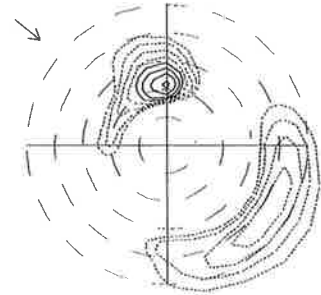
91/ 3/ 8 0: 0 Long. -74.83 Lat. 36.58
Hs 1.69 M No. 259



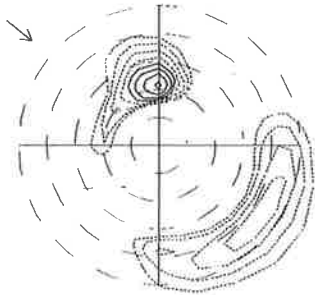
91/ 3/ 8 1: 0 Long. -74.83 Lat. 36.58
Hs 1.65 M No. 260



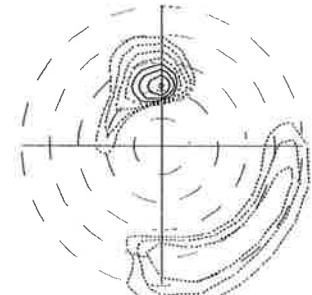
91/ 3/ 8 2: 0 Long. -74.83 Lat. 36.58
Hs 1.63 M No. 261



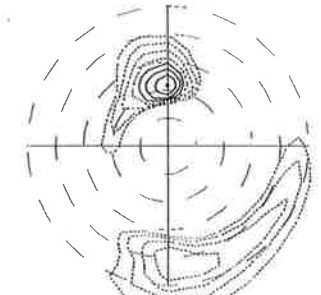
91/ 3/ 8 3: 0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 262



91/ 3/ 8 4: 0 Long. -74.83 Lat. 36.58
Hs 1.59 M No. 263



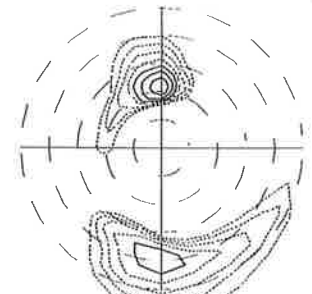
91/ 3/ 8 5: 0 Long. -74.83 Lat. 36.58
Hs 1.59 M No. 264



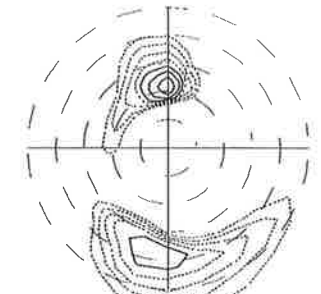
91/ 3/ 8 6: 0 Long. -74.83 Lat. 36.58
Hs 1.62 M No. 265



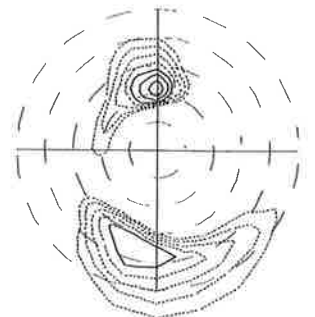
91/ 3/ 8 7: 0 Long. -74.83 Lat. 36.58
Hs 1.63 M No. 266



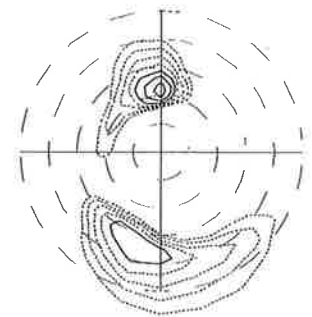
91/ 3/ 8 8: 0 Long. -74.83 Lat. 36.58
Hs 1.63 M No. 267



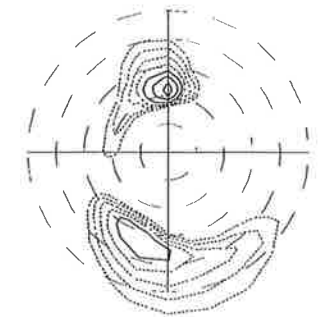
91/ 3/ 8 9: 0 Long. -74.83 Lat. 36.58
Hs 1.63 M No. 268



91/ 3/ 8 10: 0 Long. -74.83 Lat. 36.58
Hs 1.59 M No. 269



91/ 3/ 8 11: 0 Long. -74.83 Lat. 36.58
Hs 1.58 M No. 270

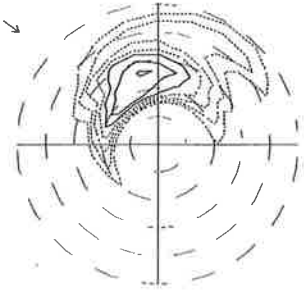


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

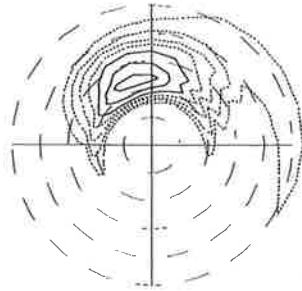


CERC

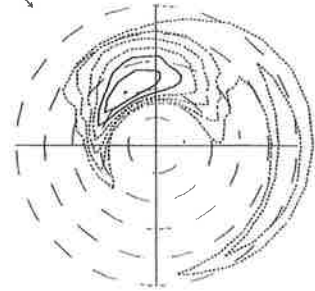
91/ 3/ 7 21: 0 Long. -74.83 Lat. 36.58
Hs 1.78 M No. 256



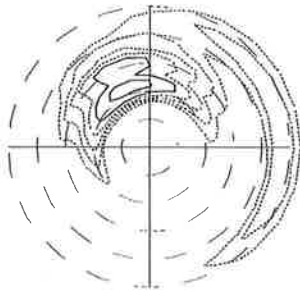
91/ 3/ 7 22: 0 Long. -74.83 Lat. 36.58
Hs 1.86 M No. 257



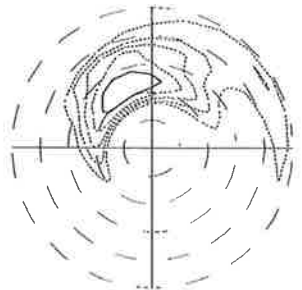
91/ 3/ 7 23: 0 Long. -74.83 Lat. 36.58
Hs 1.81 M No. 258



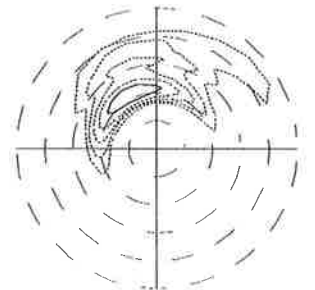
91/ 3/ 8 0: 0 Long. -74.83 Lat. 36.58
Hs 1.72 M No. 259



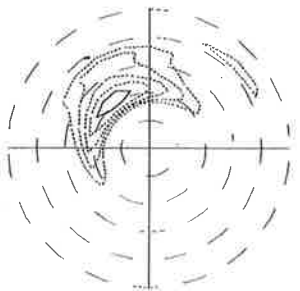
91/ 3/ 8 1: 0 Long. -74.83 Lat. 36.58
Hs 1.53 M No. 260



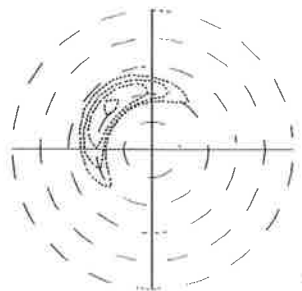
91/ 3/ 8 2: 0 Long. -74.83 Lat. 36.58
Hs 1.35 M No. 261



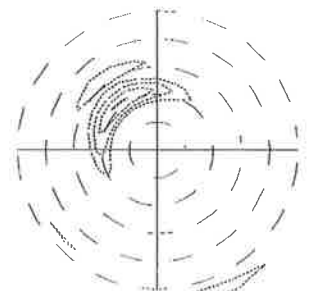
91/ 3/ 8 3: 0 Long. -74.83 Lat. 36.58
Hs 1.29 M No. 262



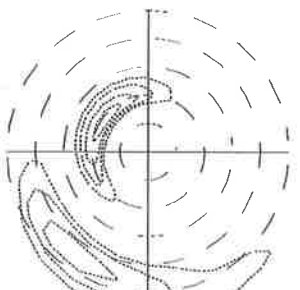
91/ 3/ 8 4: 0 Long. -74.83 Lat. 36.58
Hs 1.07 M No. 263



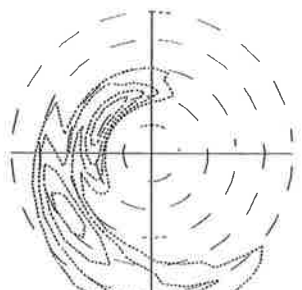
91/ 3/ 8 5: 0 Long. -74.83 Lat. 36.58
Hs 1.08 M No. 264



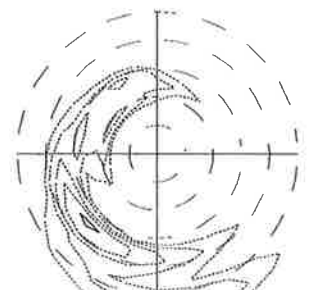
91/ 3/ 8 6: 0 Long. -74.83 Lat. 36.58
Hs 1.29 M No. 265



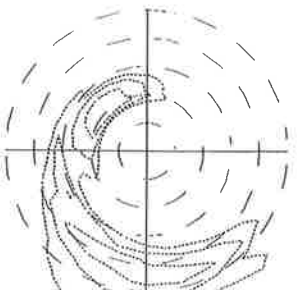
91/ 3/ 8 7: 0 Long. -74.83 Lat. 36.58
Hs 1.40 M No. 266



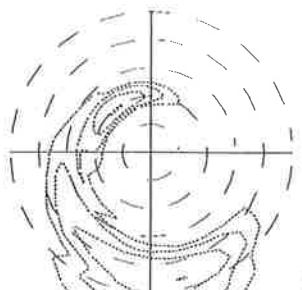
91/ 3/ 8 8: 0 Long. -74.83 Lat. 36.58
Hs 1.42 M No. 267



91/ 3/ 8 9: 0 Long. -74.83 Lat. 36.58
Hs 1.33 M No. 268



91/ 3/ 8 10: 0 Long. -74.83 Lat. 36.58
Hs 1.40 M No. 269



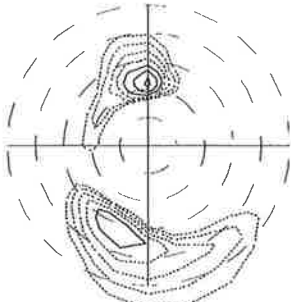
91/ 3/ 8 11: 0 Long. -74.83 Lat. 36.58
Hs 1.46 M No. 270



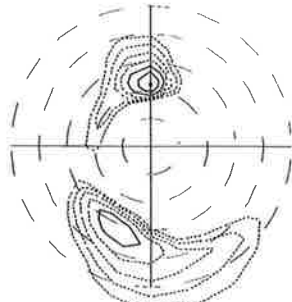
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

WAM first guess to CERC

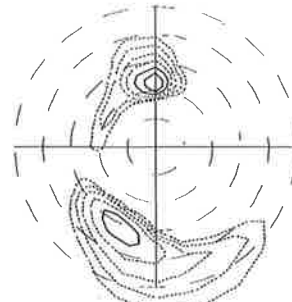
91/ 3/ 8 12: 0 Long. -74.83 Lat. 36.58
Hs 1.53 M No. 271



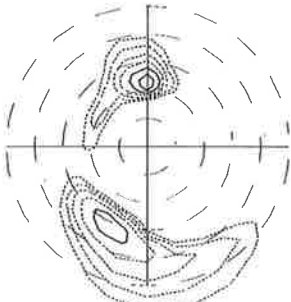
91/ 3/ 8 13: 0 Long. -74.83 Lat. 36.58
Hs 1.50 M No. 272



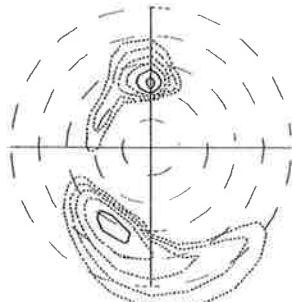
91/ 3/ 8 14: 0 Long. -74.83 Lat. 36.58
Hs 1.48 M No. 273



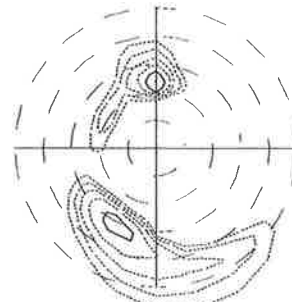
91/ 3/ 8 15: 0 Long. -74.83 Lat. 36.58
Hs 1.45 M No. 274



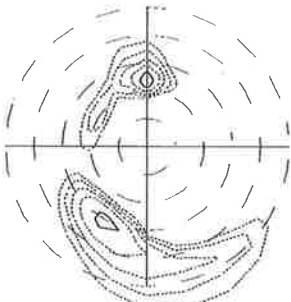
91/ 3/ 8 16: 0 Long. -74.83 Lat. 36.58
Hs 1.41 M No. 275



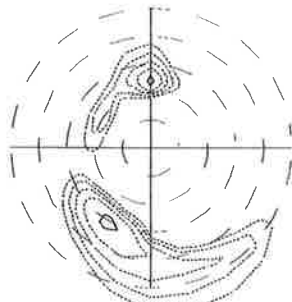
91/ 3/ 8 17: 0 Long. -74.83 Lat. 36.58
Hs 1.38 M No. 276



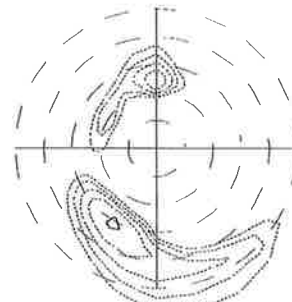
91/ 3/ 8 18: 0 Long. -74.83 Lat. 36.58
Hs 1.35 M No. 277



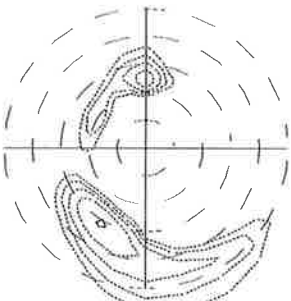
91/ 3/ 8 19: 0 Long. -74.83 Lat. 36.58
Hs 1.33 M No. 278



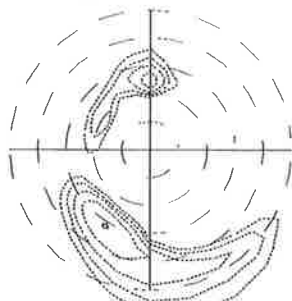
91/ 3/ 8 20: 0 Long. -74.83 Lat. 36.58
Hs 1.32 M No. 279



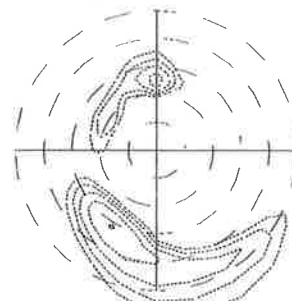
91/ 3/ 8 21: 0 Long. -74.83 Lat. 36.58
Hs 1.30 M No. 280



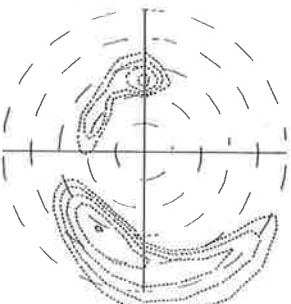
91/ 3/ 8 22: 0 Long. -74.83 Lat. 36.58
Hs 1.31 M No. 281



91/ 3/ 8 23: 0 Long. -74.83 Lat. 36.58
Hs 1.31 M No. 282



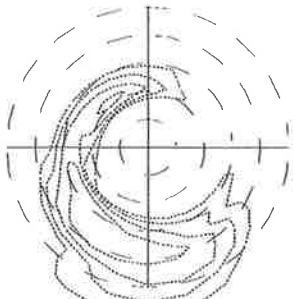
91/ 3/ 9 0: 0 Long. -74.83 Lat. 36.58
Hs 1.31 M No. 283



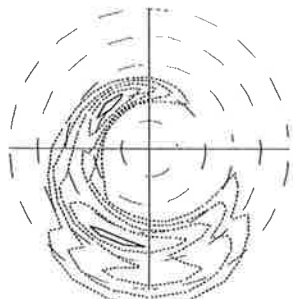
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .2000 .4000 .6000 .8000 1.000

CERC

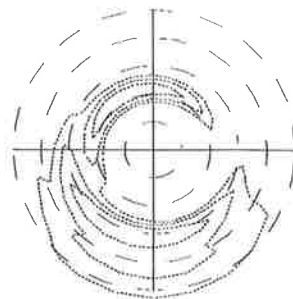
91/ 3/ 8 12: 0 Long. -74.83 Lat. 36.58
Hs 1.61 M No. 271



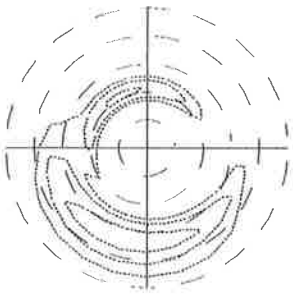
91/ 3/ 8 13: 0 Long. -74.83 Lat. 36.58
Hs 1.57 M No. 272



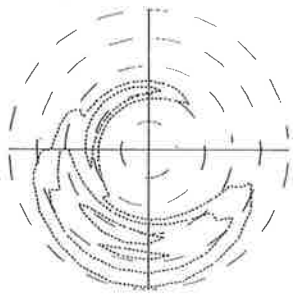
91/ 3/ 8 14: 0 Long. -74.83 Lat. 36.58
Hs 1.43 M No. 273



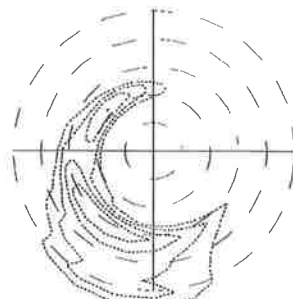
91/ 3/ 8 15: 0 Long. -74.83 Lat. 36.58
Hs 1.35 M No. 274



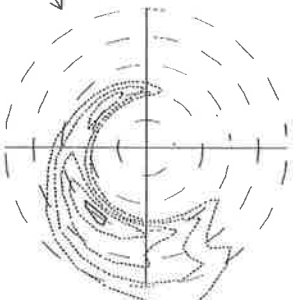
91/ 3/ 8 16: 0 Long. -74.83 Lat. 36.58
Hs 1.32 M No. 275



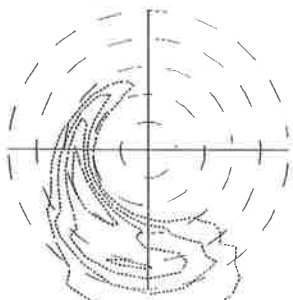
91/ 3/ 8 17: 0 Long. -74.83 Lat. 36.58
Hs 1.36 M No. 276



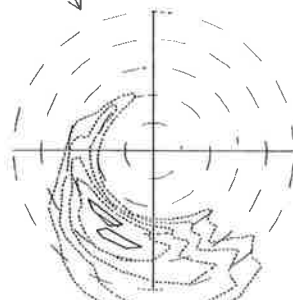
91/ 3/ 8 18: 0 Long. -74.83 Lat. 36.58
Hs 1.36 M No. 277



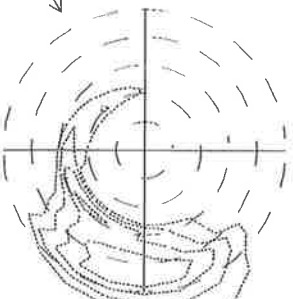
91/ 3/ 8 19: 0 Long. -74.83 Lat. 36.58
Hs 1.38 M No. 278



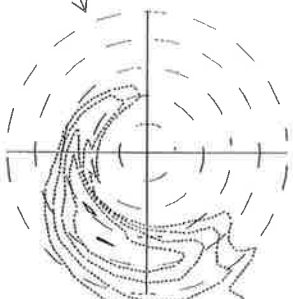
91/ 3/ 8 20: 0 Long. -74.83 Lat. 36.58
Hs 1.43 M No. 279



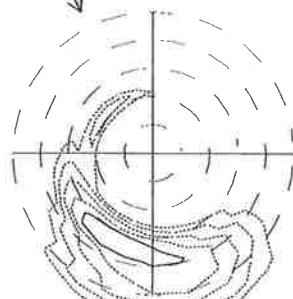
91/ 3/ 8 21: 0 Long. -74.83 Lat. 36.58
Hs 1.39 M No. 280



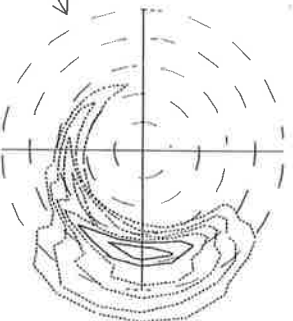
91/ 3/ 8 22: 0 Long. -74.83 Lat. 36.58
Hs 1.47 M No. 281



91/ 3/ 8 23: 0 Long. -74.83 Lat. 36.58
Hs 1.56 M No. 282



91/ 3/ 9 0: 0 Long. -74.83 Lat. 36.58
Hs 1.54 M No. 283

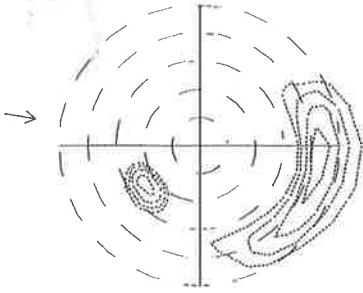


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

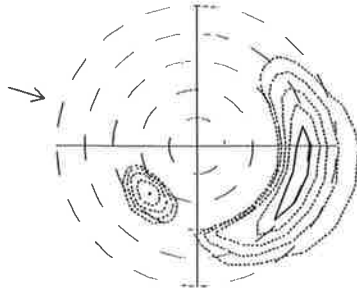
5. Two dimensional wave spectra WAM-RESSAC

WAM fg to RESSAC

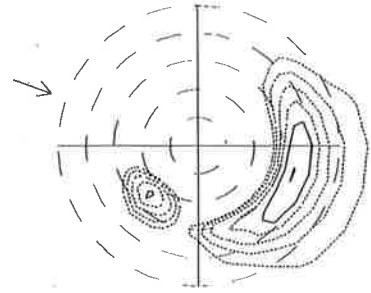
91/ 2/27 23:38 Long. -74.25 Lat. 37.58
Hs 1.11 m No. 1



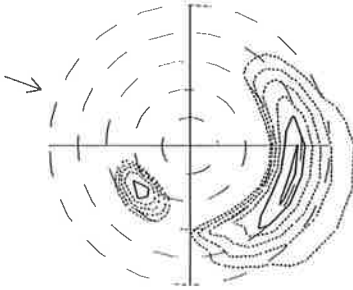
91/ 2/27 23:44 Long. -73.76 Lat. 37.58
Hs 1.41 m No. 2



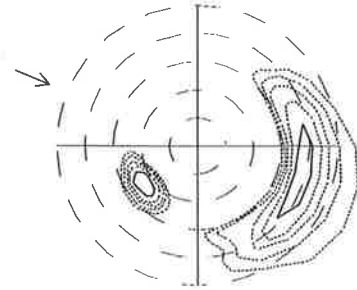
91/ 2/27 23:56 Long. -73.50 Lat. 37.50
Hs 1.54 m No. 3



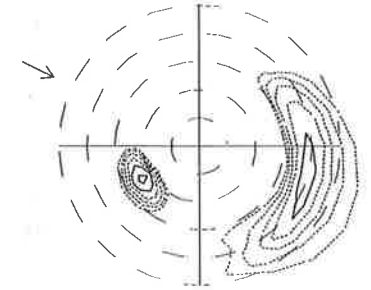
91/ 2/28 0: 0 Long. -73.58 Lat. 37.75
Hs 1.51 m No. 4



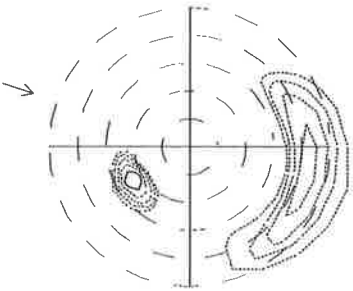
91/ 2/28 0: 6 Long. -73.67 Lat. 38.00
Hs 1.42 m No. 5



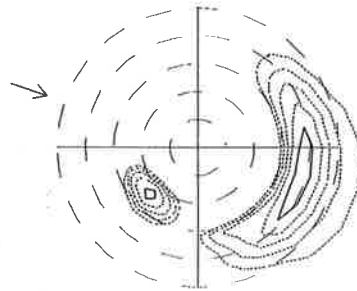
91/ 2/28 0:10 Long. -73.67 Lat. 38.25
Hs 1.38 m No. 6



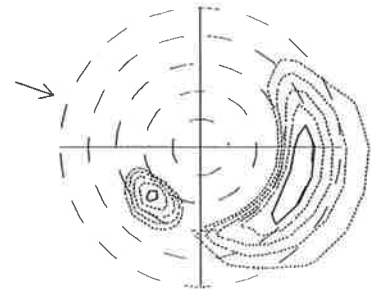
91/ 2/28 0:40 Long. -74.00 Lat. 38.00
Hs 1.20 m No. 7



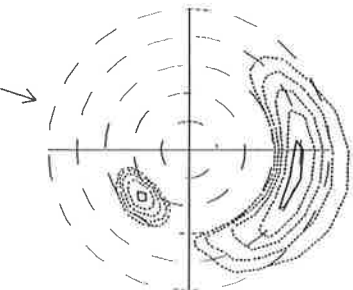
91/ 2/28 0:48 Long. -73.67 Lat. 37.67
Hs 1.43 m No. 8



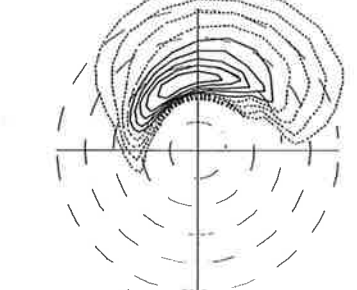
91/ 2/28 1: 0 Long. -73.50 Lat. 37.50
Hs 1.51 m No. 9



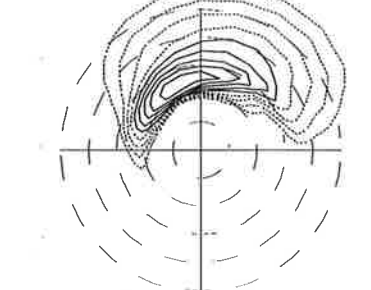
91/ 2/28 1: 4 Long. -73.75 Lat. 37.67
Hs 1.37 m No. 10



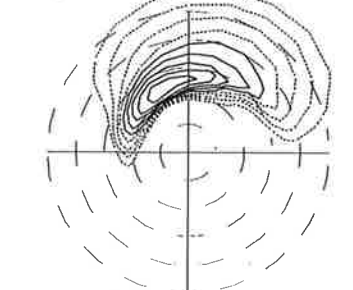
91/ 3/ 2 21:22 Long. -73.75 Lat. 36.50
Hs 2.63 m No. 11



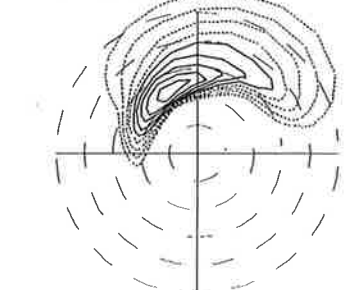
91/ 3/ 2 21:28 Long. -74.08 Lat. 36.50
Hs 2.54 m No. 12



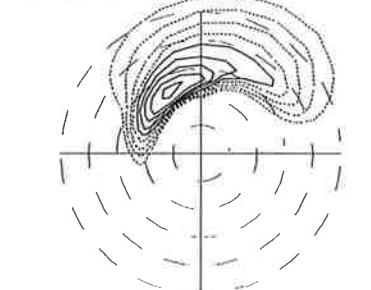
91/ 3/ 2 21:32 Long. -74.42 Lat. 36.58
Hs 2.42 m No. 13



91/ 3/ 2 21:38 Long. -74.75 Lat. 36.67
Hs 2.26 m No. 14



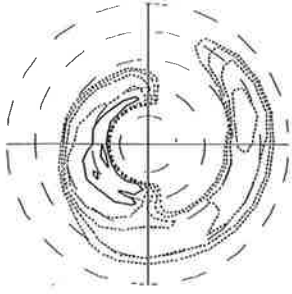
91/ 3/ 2 21:52 Long. -74.83 Lat. 36.67
Hs 2.15 m No. 15



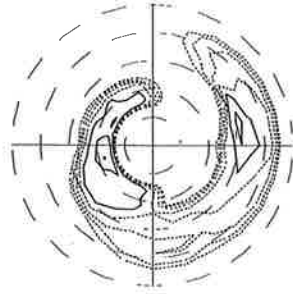
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

RESSAC

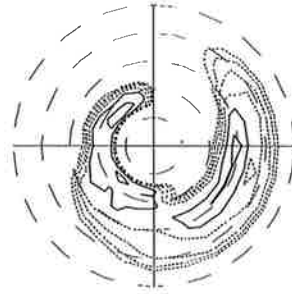
91/ 2/27 23:39 Long. -74.25 Lat. 37.57
Hs 1.84 m No. 1



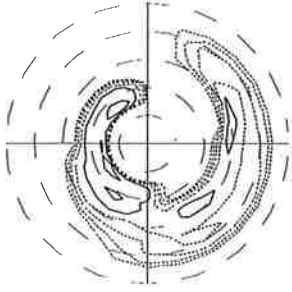
91/ 2/27 23:44 Long. -73.75 Lat. 37.55
Hs 2.06 m No. 2



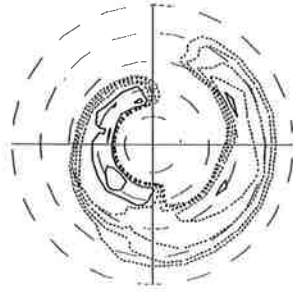
91/ 2/27 23:56 Long. -73.50 Lat. 37.53
Hs 2.11 m No. 3



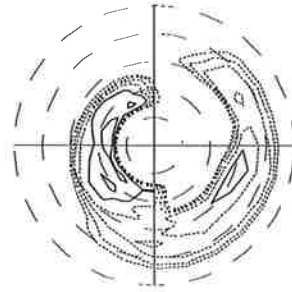
91/ 2/28 0: 1 Long. -73.57 Lat. 37.78
Hs 2.06 m No. 4



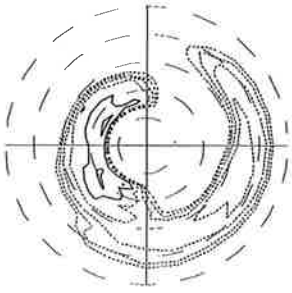
91/ 2/28 0: 6 Long. -73.63 Lat. 38.02
Hs 1.97 m No. 5



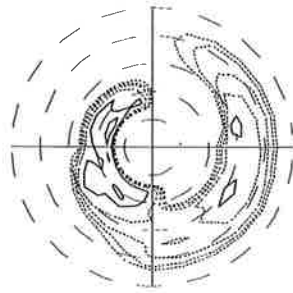
91/ 2/28 0:11 Long. -73.69 Lat. 38.24
Hs 2.01 m No. 6



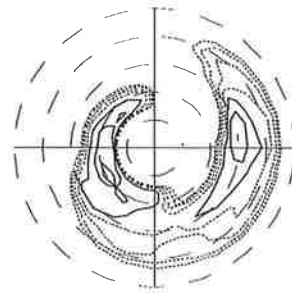
91/ 2/28 0:40 Long. -74.01 Lat. 38.00
Hs 1.89 m No. 7



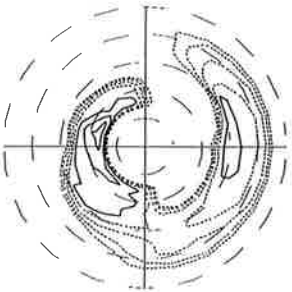
91/ 2/28 0:48 Long. -73.69 Lat. 37.69
Hs 1.97 m No. 8



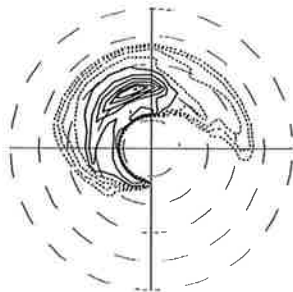
91/ 2/28 1: 0 Long. -73.51 Lat. 37.54
Hs 2.21 m No. 9



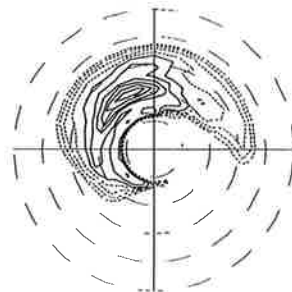
91/ 2/28 1: 5 Long. -73.74 Lat. 37.63
Hs 2.09 m No. 10



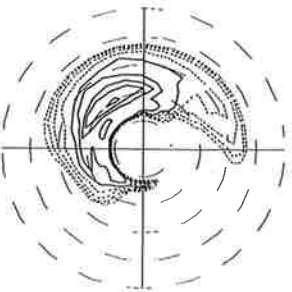
91/ 3/ 2 21:23 Long. -73.75 Lat. 36.48
Hs 2.46 m No. 11



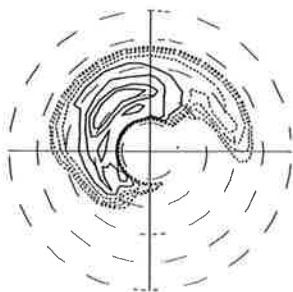
91/ 3/ 2 21:28 Long. -74.07 Lat. 36.53
Hs 2.63 m No. 12



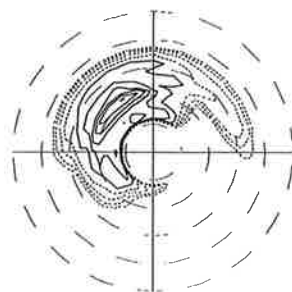
91/ 3/ 2 21:32 Long. -74.41 Lat. 36.58
Hs 2.53 m No. 13



91/ 3/ 2 21:38 Long. -74.78 Lat. 36.64
Hs 2.49 m No. 14



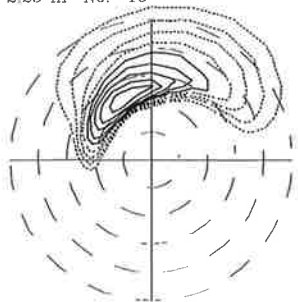
91/ 3/ 2 21:52 Long. -74.83 Lat. 36.70
Hs 2.51 m No. 15



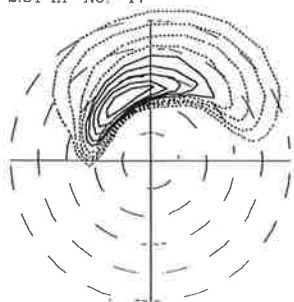
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to RESSAC

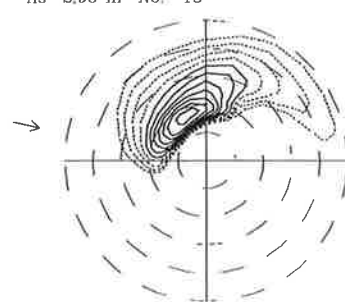
91/ 3/ 2 21:56 Long. -74.67 Lat. 37.17
Hs 2.25 m No. 16



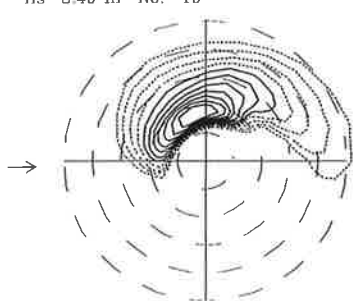
91/ 3/ 2 22: 4 Long. -74.42 Lat. 37.58
Hs 2.31 m No. 17



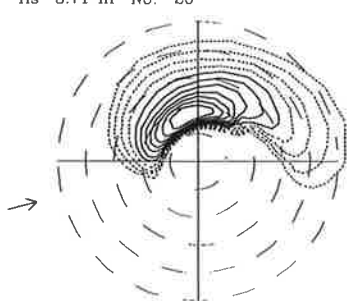
91/ 3/ 5 0:54 Long. -74.42 Lat. 37.58
Hs 2.93 m No. 18



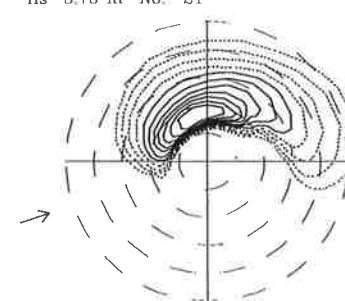
91/ 3/ 5 0:58 Long. -73.92 Lat. 37.58
Hs 3.49 m No. 19



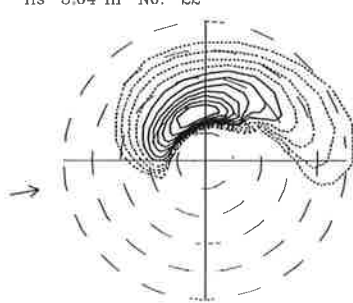
91/ 3/ 5 1: 4 Long. -73.50 Lat. 37.50
Hs 3.71 m No. 20



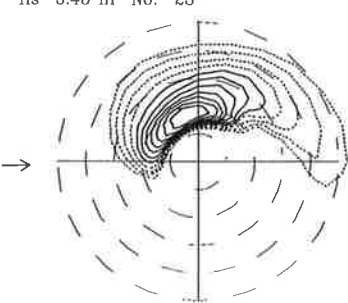
91/ 3/ 5 1:12 Long. -73.33 Lat. 37.50
Hs 3.78 m No. 21



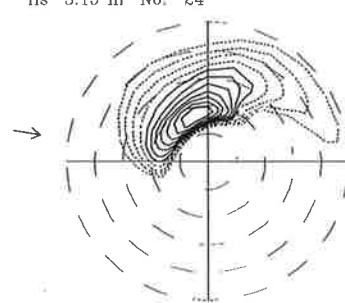
91/ 3/ 5 1:18 Long. -73.67 Lat. 37.50
Hs 3.64 m No. 22



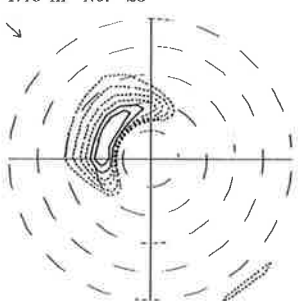
91/ 3/ 5 1:22 Long. -74.00 Lat. 37.50
Hs 3.48 m No. 23



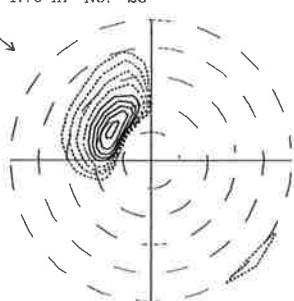
91/ 3/ 5 1:28 Long. -74.33 Lat. 37.58
Hs 3.15 m No. 24



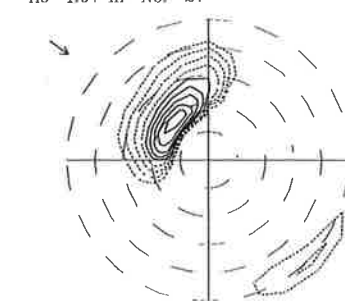
91/ 3/ 5 16:50 Long. -75.25 Lat. 36.92
Hs 1.40 m No. 25



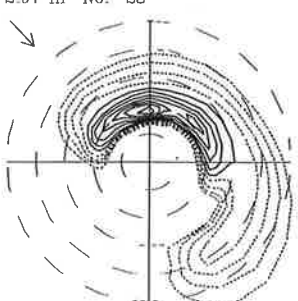
91/ 3/ 5 16:56 Long. -75.00 Lat. 36.67
Hs 1.76 m No. 26



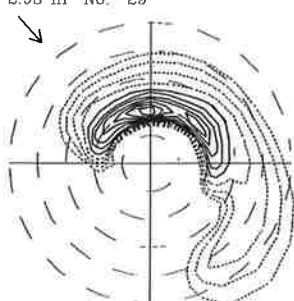
91/ 3/ 5 17: 0 Long. -74.92 Lat. 36.50
Hs 1.97 m No. 27



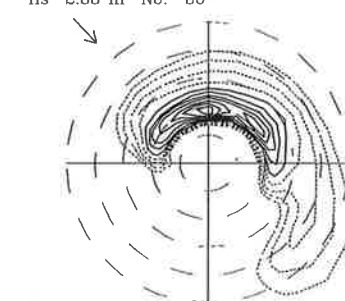
91/ 3/ 5 17:40 Long. -72.17 Lat. 35.58
Hs 2.97 m No. 28



91/ 3/ 5 17:46 Long. -72.00 Lat. 35.33
Hs 2.93 m No. 29



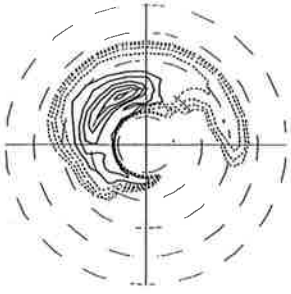
91/ 3/ 5 17:50 Long. -71.92 Lat. 35.17
Hs 2.88 m No. 30



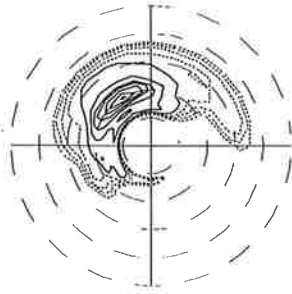
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

RESSAC

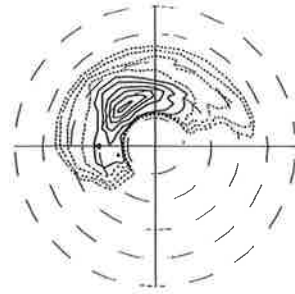
91/ 3/ 2 21:57 Long. -74.63 Lat. 37.13
Hs 2.54 m No. 16



91/ 3/ 2 22: 4 Long. -74.44 Lat. 37.58
Hs 2.49 m No. 17



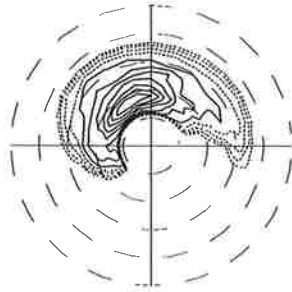
91/ 3/ 5 0:54 Long. -74.43 Lat. 37.58
Hs 2.34 m No. 18



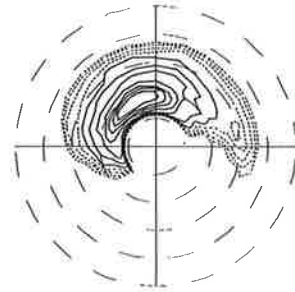
91/ 3/ 5 0:59 Long. -73.95 Lat. 37.55
Hs 2.62 m No. 19



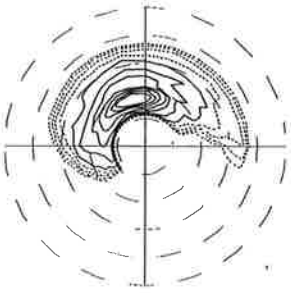
91/ 3/ 5 1: 5 Long. -73.48 Lat. 37.54
Hs 3.26 m No. 20



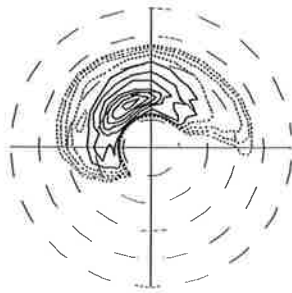
91/ 3/ 5 1:13 Long. -73.33 Lat. 37.53
Hs 3.59 m No. 21



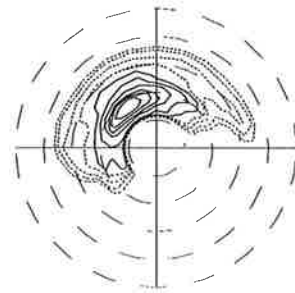
91/ 3/ 5 1:18 Long. -73.63 Lat. 37.53
Hs 3.27 m No. 22



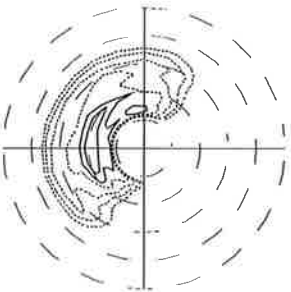
91/ 3/ 5 1:23 Long. -73.97 Lat. 37.54
Hs 2.66 m No. 23



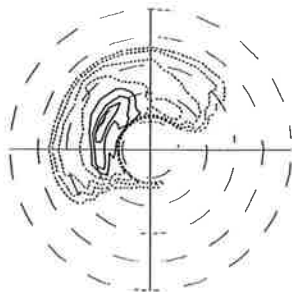
91/ 3/ 5 1:28 Long. -74.32 Lat. 37.58
Hs 2.61 m No. 24



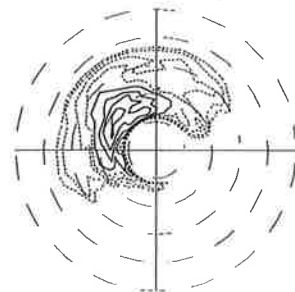
91/ 3/ 5 16:50 Long. -75.28 Lat. 36.91
Hs 1.71 m No. 25



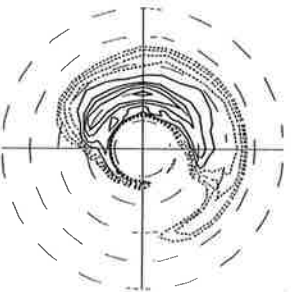
91/ 3/ 5 16:56 Long. -74.96 Lat. 36.65
Hs 1.81 m No. 26



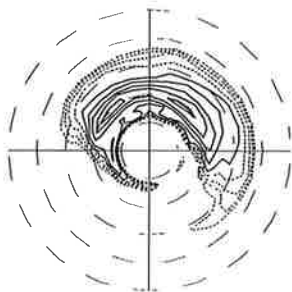
91/ 3/ 5 17: 1 Long. -74.88 Lat. 36.47
Hs 2.01 m No. 27



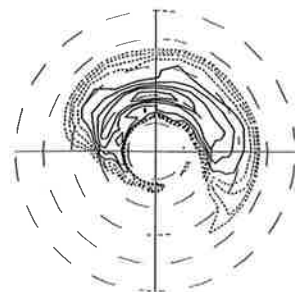
91/ 3/ 5 17:41 Long. -72.20 Lat. 35.58
Hs 2.63 m No. 28



91/ 3/ 5 17:46 Long. -72.02 Lat. 35.33
Hs 2.84 m No. 29



91/ 3/ 5 17:50 Long. -71.89 Lat. 35.13
Hs 2.83 m No. 30

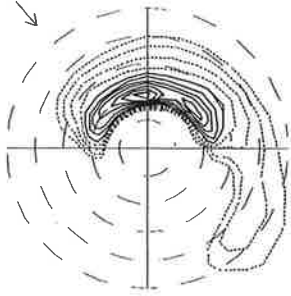


DASHED LINES: -1.00 -.800 -.600 -.400

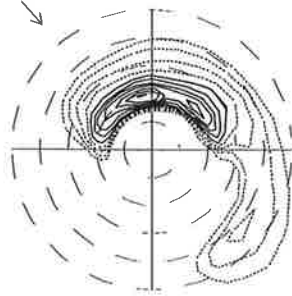
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to RESSAC

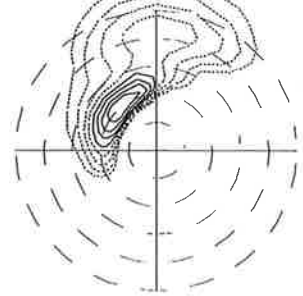
91/ 3/ 5 17:56 Long. -72.17 Lat. 35.00
Hs 2.75 m No. 31



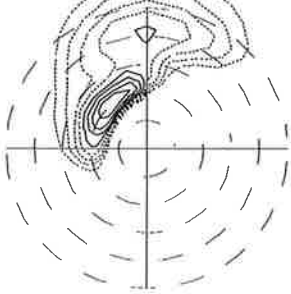
91/ 3/ 5 18: 2 Long. -72.42 Lat. 35.00
Hs 2.70 m No. 32



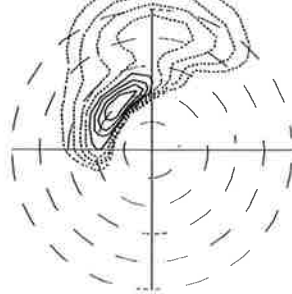
91/ 3/ 6 19:18 Long. -74.58 Lat. 36.58
Hs 1.92 m No. 33



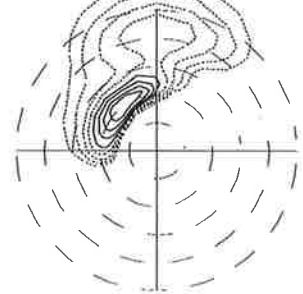
91/ 3/ 6 19:28 Long. -74.75 Lat. 36.75
Hs 1.92 m No. 34



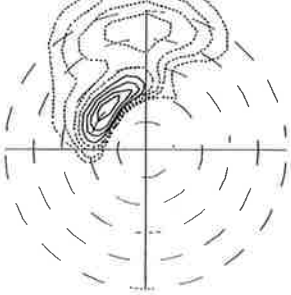
91/ 3/ 6 19:34 Long. -74.50 Lat. 36.92
Hs 1.92 m No. 35



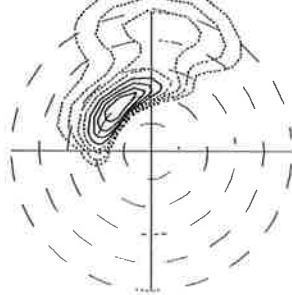
91/ 3/ 6 19:40 Long. -74.50 Lat. 37.17
Hs 1.91 m No. 36



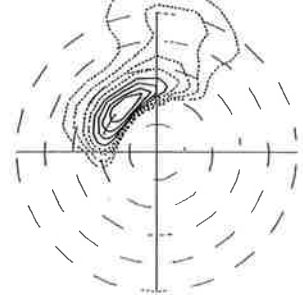
91/ 3/ 6 19:58 Long. -74.33 Lat. 37.92
Hs 1.81 m No. 37



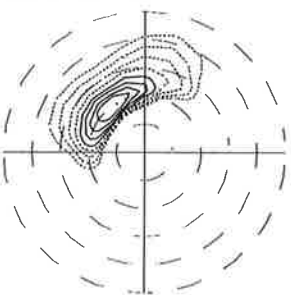
91/ 3/ 6 20: 4 Long. -74.00 Lat. 37.75
Hs 1.84 m No. 38



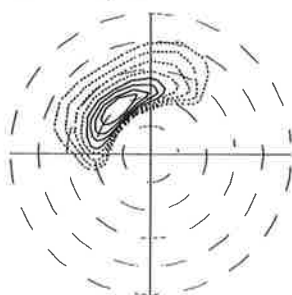
91/ 3/ 6 20: 8 Long. -73.75 Lat. 37.67
Hs 1.79 m No. 39



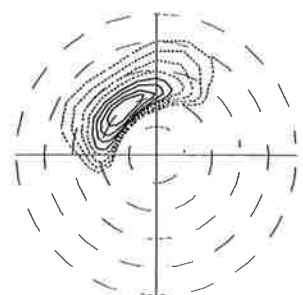
91/ 3/ 6 20:12 Long. -73.42 Lat. 37.50
Hs 1.76 m No. 40



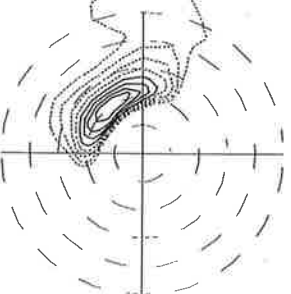
91/ 3/ 6 20:34 Long. -73.08 Lat. 38.08
Hs 1.76 m No. 41



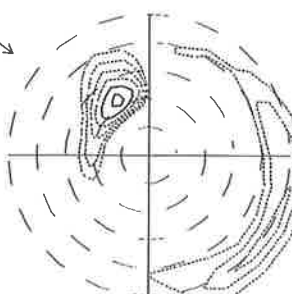
91/ 3/ 6 20:38 Long. -73.33 Lat. 38.25
Hs 1.80 m No. 42



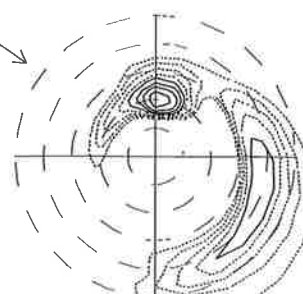
91/ 3/ 6 20:44 Long. -73.67 Lat. 38.50
Hs 1.75 m No. 43



91/ 3/ 7 22: 4 Long. -74.92 Lat. 37.75
Hs 1.29 m No. 44



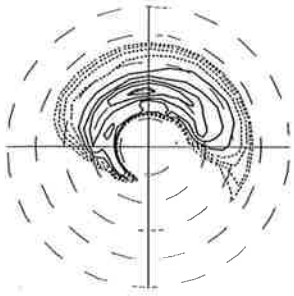
91/ 3/ 7 22:12 Long. -74.33 Lat. 37.50
Hs 1.94 m No. 45



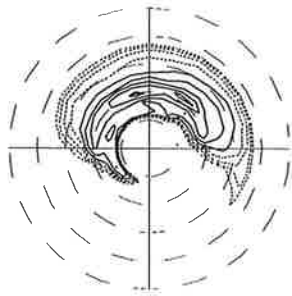
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

RESSAC

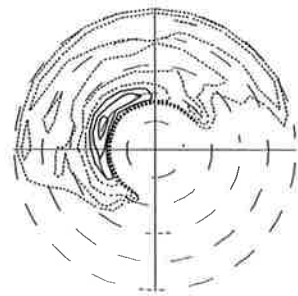
91/ 3/ 5 17:57 Long. -72.16 Lat. 35.04
Hs 2.68 m No. 31



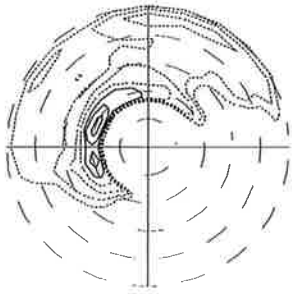
91/ 3/ 5 18: 2 Long. -72.45 Lat. 35.04
Hs 2.68 m No. 32



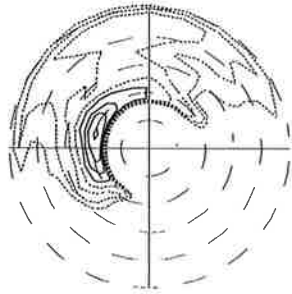
91/ 3/ 6 19:18 Long. -74.60 Lat. 36.58
Hs 1.67 m No. 33



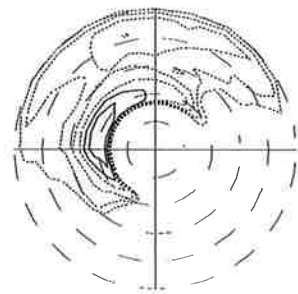
91/ 3/ 6 19:28 Long. -74.78 Lat. 36.72
Hs 1.65 m No. 34



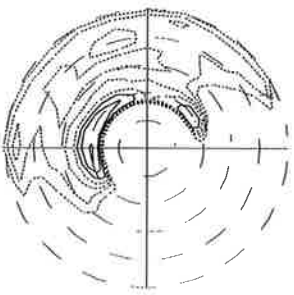
91/ 3/ 6 19:35 Long. -74.49 Lat. 36.91
Hs 1.86 m No. 35



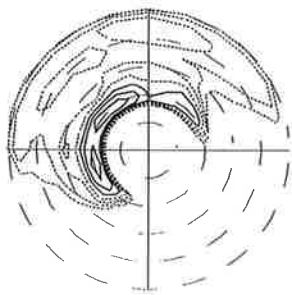
91/ 3/ 6 19:40 Long. -74.48 Lat. 37.18
Hs 1.73 m No. 36



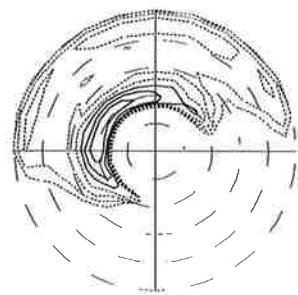
91/ 3/ 6 19:59 Long. -74.34 Lat. 37.90
Hs 1.71 m No. 37



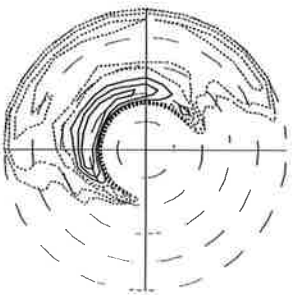
91/ 3/ 6 20: 4 Long. -74.02 Lat. 37.78
Hs 1.96 m No. 38



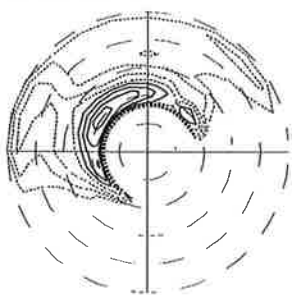
91/ 3/ 6 20: 8 Long. -73.71 Lat. 37.65
Hs 1.98 m No. 39



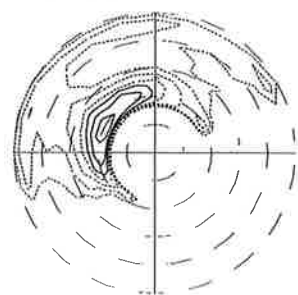
91/ 3/ 6 20:13 Long. -73.39 Lat. 37.51
Hs 2.05 m No. 40



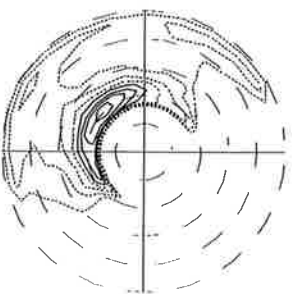
91/ 3/ 6 20:34 Long. -73.12 Lat. 38.12
Hs 1.94 m No. 41



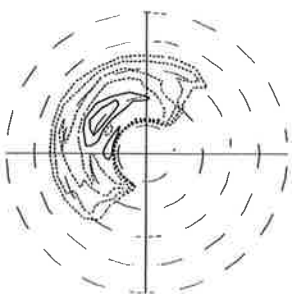
91/ 3/ 6 20:39 Long. -73.37 Lat. 38.29
Hs 1.68 m No. 42



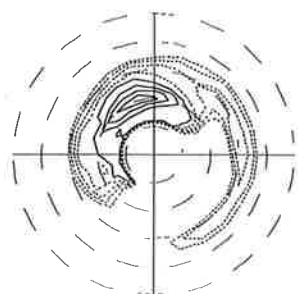
91/ 3/ 6 20:45 Long. -73.66 Lat. 38.48
Hs 1.79 m No. 43



91/ 3/ 7 22: 4 Long. -74.89 Lat. 37.71
Hs 1.57 m No. 44



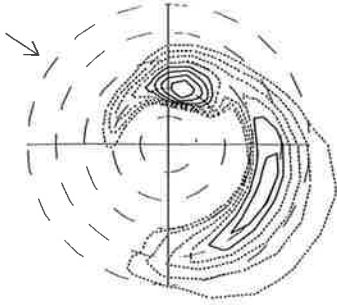
91/ 3/ 7 22:12 Long. -74.35 Lat. 37.62
Hs 2.03 m No. 45



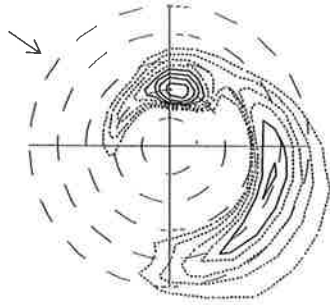
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM fg to RESSAC

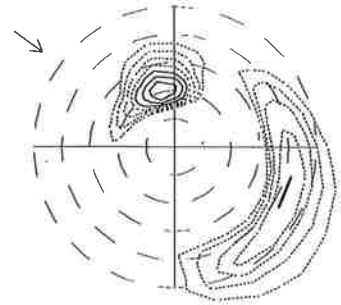
91/ 3/ 7 22:48 Long. -74.08 Lat. 37.42
Hs 2.16 m No. 46



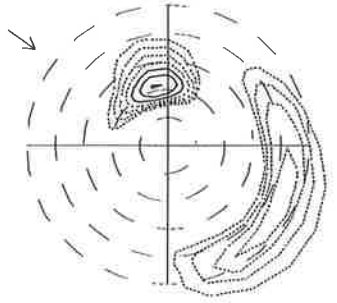
91/ 3/ 7 22:26 Long. -74.25 Lat. 37.50
Hs 2.01 m No. 47



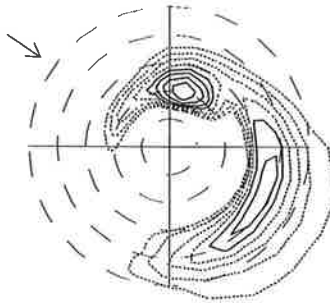
91/ 3/ 7 22:30 Long. -74.50 Lat. 37.58
Hs 1.70 m No. 48



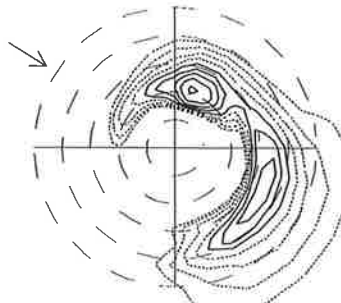
91/ 3/ 7 22:42 Long. -74.58 Lat. 37.58
Hs 1.59 m No. 49



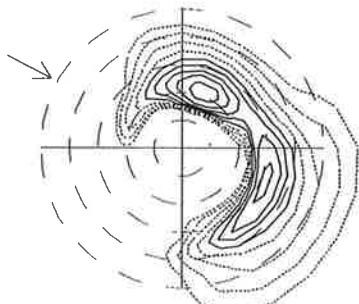
91/ 3/ 7 22:48 Long. -74.08 Lat. 37.42
Hs 2.16 m No. 50



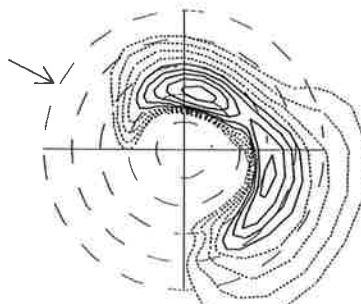
91/ 3/ 7 22:52 Long. -73.58 Lat. 37.25
Hs 2.48 m No. 51



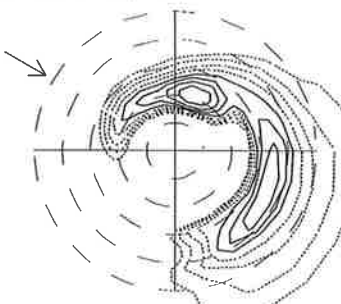
91/ 3/ 7 22:58 Long. -72.92 Lat. 37.08
Hs 2.94 m No. 52



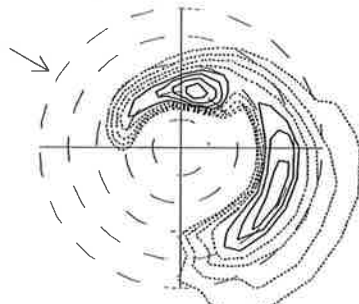
91/ 3/ 7 23: 6 Long. -72.67 Lat. 37.33
Hs 3.04 m No. 53



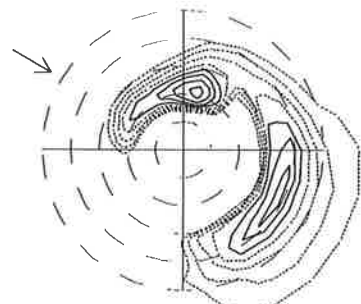
91/ 3/ 7 23:28 Long. -73.25 Lat. 38.17
Hs 2.57 m No. 54



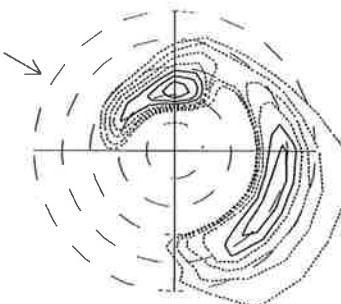
91/ 3/ 7 23:32 Long. -73.50 Lat. 38.33
Hs 2.37 m No. 55



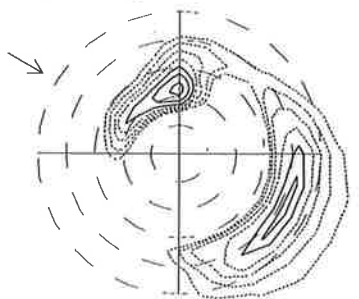
91/ 3/ 7 23:38 Long. -73.67 Lat. 38.42
Hs 2.23 m No. 56



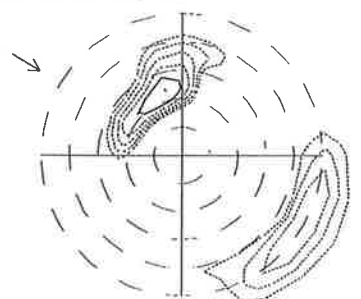
91/ 3/ 7 23:42 Long. -73.83 Lat. 38.58
Hs 2.05 m No. 57



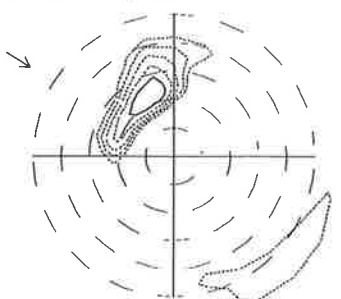
91/ 3/ 7 23:48 Long. -74.17 Lat. 38.67
Hs 1.83 m No. 58



91/ 3/ 8 0: 0 Long. -74.58 Lat. 38.67
Hs 1.34 m No. 59



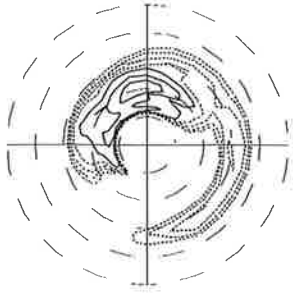
91/ 3/ 8 0: 6 Long. -74.75 Lat. 38.42
Hs 1.19 m No. 60



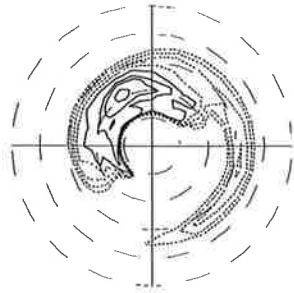
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

RESSAC

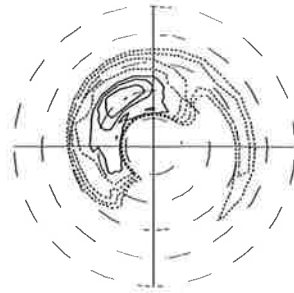
91/ 3/ 7 22:21 Long. -74.06 Lat. 37.39
Hs 2.05 m No. 46



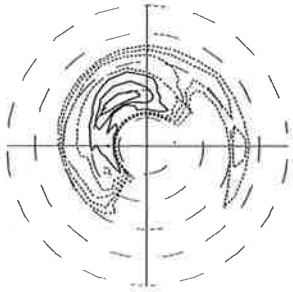
91/ 3/ 7 22:26 Long. -74.28 Lat. 37.47
Hs 2.14 m No. 47



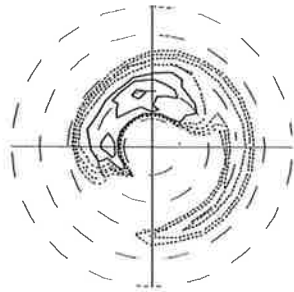
91/ 3/ 7 22:30 Long. -74.49 Lat. 37.56
Hs 1.93 m No. 48



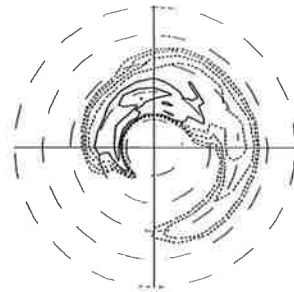
91/ 3/ 7 22:43 Long. -74.56 Lat. 37.60
Hs 1.86 m No. 49



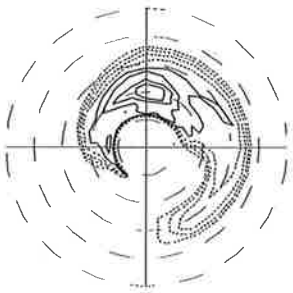
91/ 3/ 7 22:48 Long. -74.10 Lat. 37.44
Hs 1.98 m No. 50



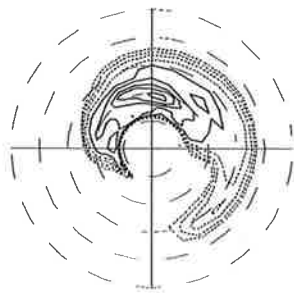
91/ 3/ 7 22:53 Long. -73.62 Lat. 37.26
Hs 1.94 m No. 51



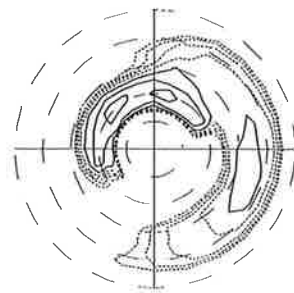
91/ 3/ 7 22:58 Long. -72.95 Lat. 37.10
Hs 2.26 m No. 52



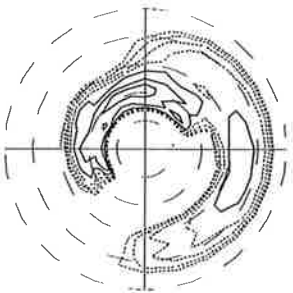
91/ 3/ 7 23: 7 Long. -72.70 Lat. 37.37
Hs 2.41 m No. 53



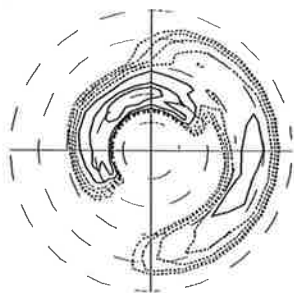
91/ 3/ 7 23:28 Long. -73.27 Lat. 38.17
Hs 2.39 m No. 54



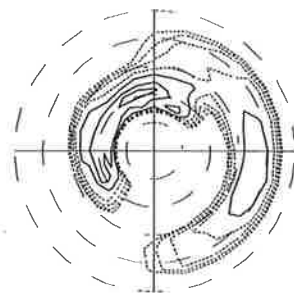
91/ 3/ 7 23:33 Long. -73.48 Lat. 38.31
Hs 2.38 m No. 55



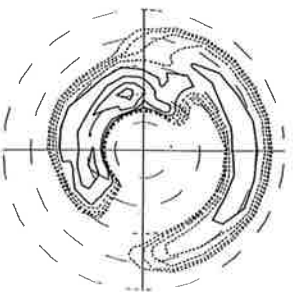
91/ 3/ 7 23:36 Long. -73.67 Lat. 38.43
Hs 2.39 m No. 56



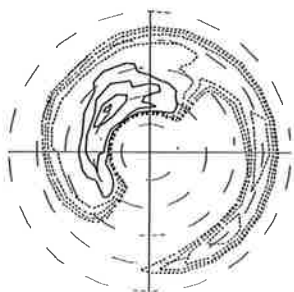
91/ 3/ 7 23:43 Long. -73.67 Lat. 38.55
Hs 2.30 m No. 57



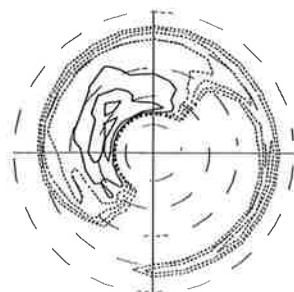
91/ 3/ 7 23:49 Long. -74.14 Lat. 38.70
Hs 2.56 m No. 58



91/ 3/ 8 0: 0 Long. -74.59 Lat. 38.64
Hs 2.27 m No. 59



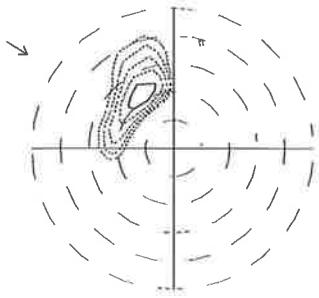
91/ 3/ 8 0: 6 Long. -74.74 Lat. 38.39
Hs 2.22 m No. 60



DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM fg to RESSAC

91/ 3/ 8 0:10 Long. -74.92 Lat. 38.17
Hs 1.04 m No. 61

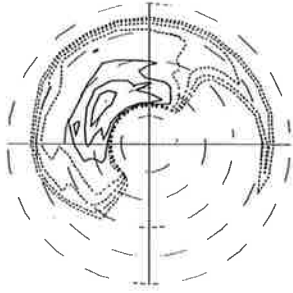


DASHED LINES: -1.00 -.800 -.600 -.400

SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

RESSAC

91/ 3/ 8 0:11 Long. -74.89 Lat. 38.14
Hs 2.18 m No. 61



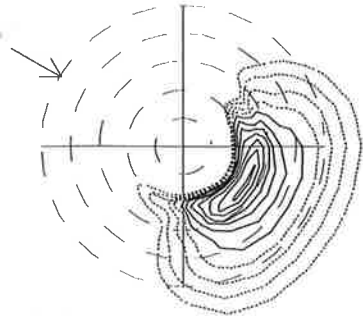
DASHED LINES: -1.00 -.800 -.600 -.400

SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

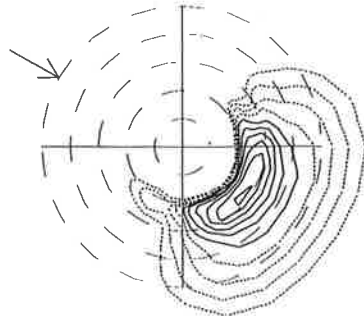
6. Two dimensional wave spectra WAM-ROWS

WAM fg to ROWS

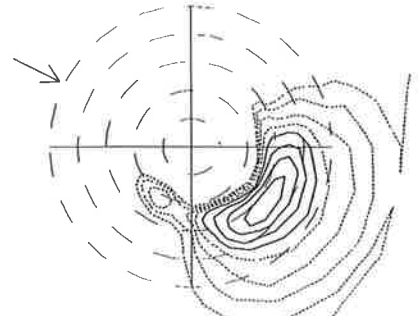
91/ 2/28 0:18 Long. -71.50 Lat. 36.50
Hs 3.23 m No. 1



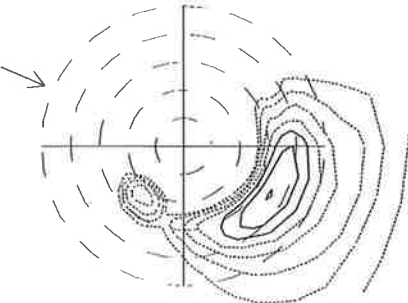
91/ 2/28 0:24 Long. -71.92 Lat. 36.75
Hs 2.85 m No. 2



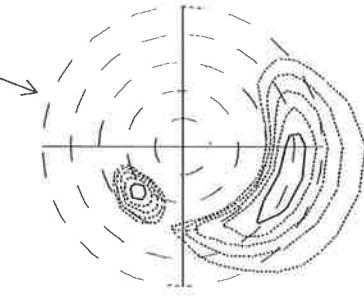
91/ 2/28 0:30 Long. -72.42 Lat. 37.00
Hs 2.36 m No. 3



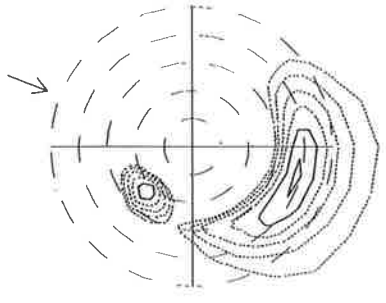
91/ 2/28 0:36 Long. -72.92 Lat. 37.25
Hs 1.92 m No. 4



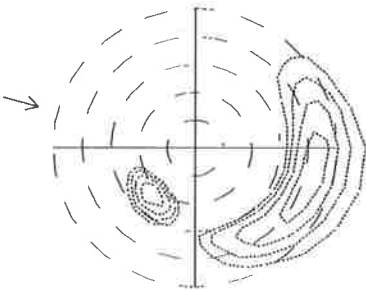
91/ 2/28 0:46 Long. -73.42 Lat. 37.50
Hs 1.60 m No. 5



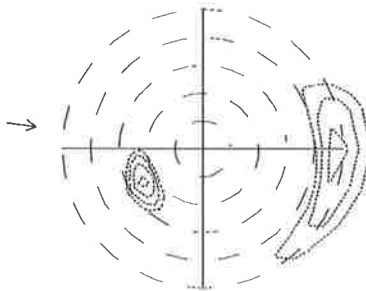
91/ 2/28 0:54 Long. -73.33 Lat. 37.50
Hs 1.65 m No. 6



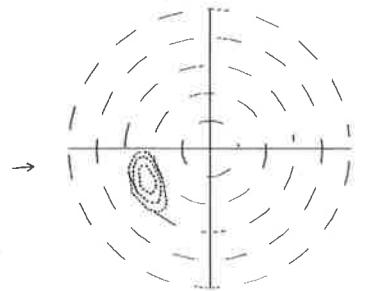
91/ 2/28 1: 0 Long. -73.83 Lat. 37.50
Hs 1.34 m No. 7



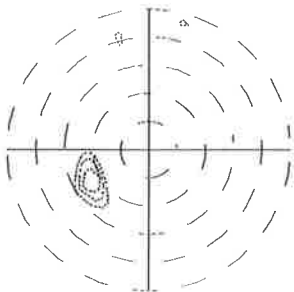
91/ 2/28 1:20 Long. -74.42 Lat. 37.67
Hs 0.94 m No. 8



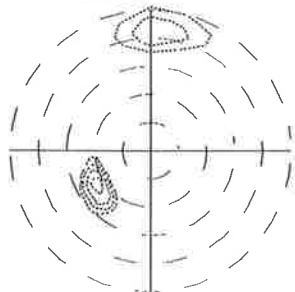
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Hs 0.66 m No. 9



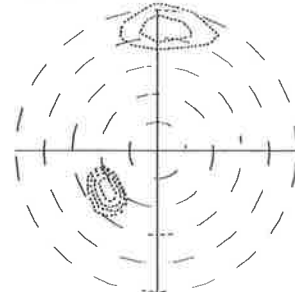
91/ 2/28 21:28 Long. -74.92 Lat. 37.75
Hs 0.64 m No. 10



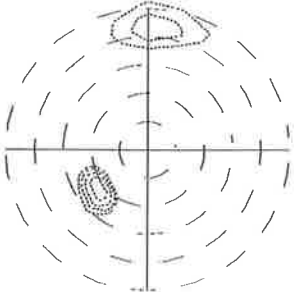
91/ 2/28 21:32 Long. -74.42 Lat. 37.58
Hs 0.79 m No. 11



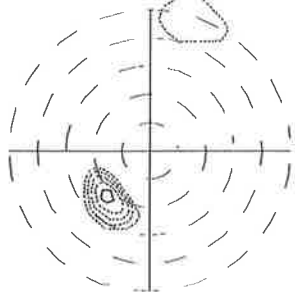
91/ 2/28 21:34 Long. -74.42 Lat. 37.50
Hs 0.81 m No. 12



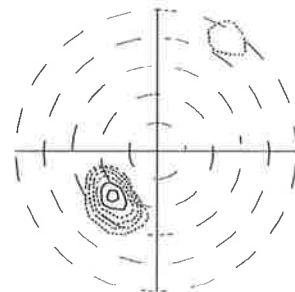
91/ 2/28 21:26 Long. -74.42 Lat. 37.50
Hs 0.81 m No. 13



91/ 2/28 21:44 Long. -73.92 Lat. 37.50
Hs 0.94 m No. 14



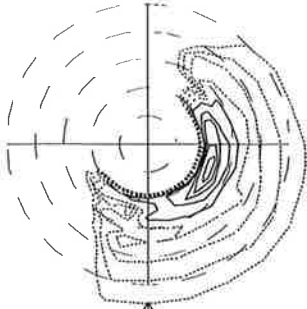
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Hs 1.02 m No. 15



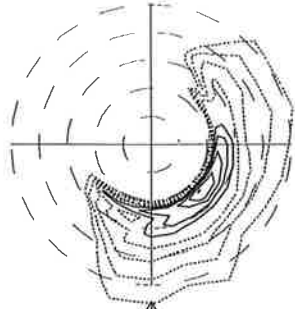
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SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

ROWS

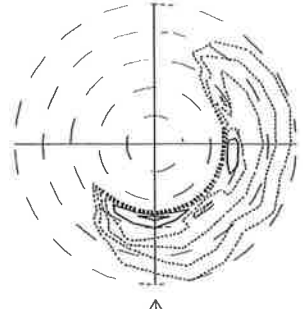
91/ 2/28 0:18 Long. -71.46 Lat. 36.54
Hs 2.26 m No. 1



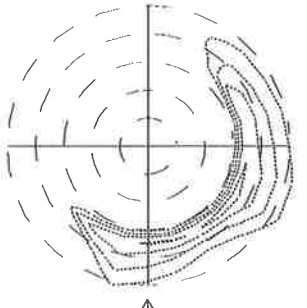
91/ 2/28 0:24 Long. -71.95 Lat. 36.78
Hs 1.98 m No. 2



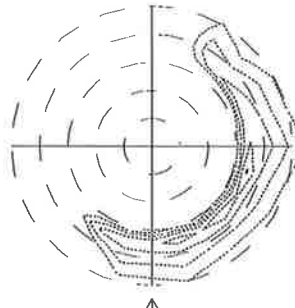
91/ 2/28 0:30 Long. -72.43 Lat. 37.01
Hs 1.40 m No. 3



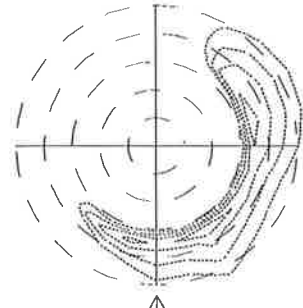
91/ 2/28 0:37 Long. -72.93 Lat. 37.25
Hs 1.08 m No. 4



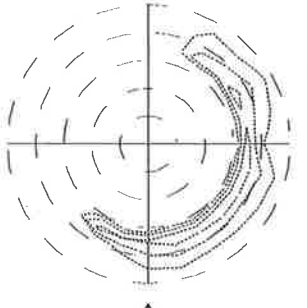
91/ 2/28 0:47 Long. -73.40 Lat. 37.48
Hs 1.10 m No. 5



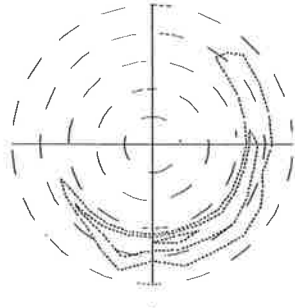
91/ 2/28 0:55 Long. -73.30 Lat. 37.49
Hs 1.12 m No. 6



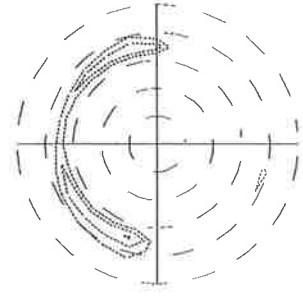
91/ 2/28 1: 1 Long. -73.87 Lat. 37.52
Hs 0.95 m No. 7



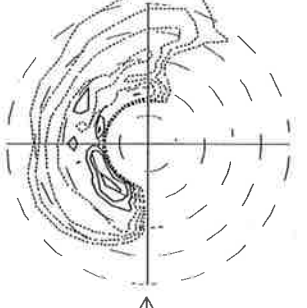
91/ 2/28 1:20 Long. -74.45 Lat. 37.63
Hs 0.87 m No. 8



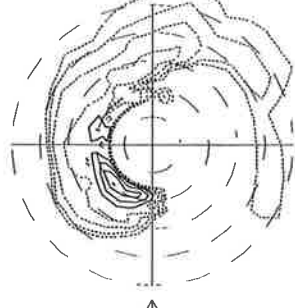
91/ 2/28 1:26 Long. -75.00 Lat. 37.75
Hs 0.74 m No. 9



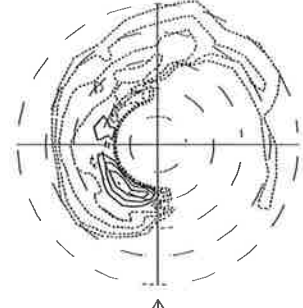
91/ 2/28 21:29 Long. -74.91 Lat. 37.77
Hs 1.93 m No. 10



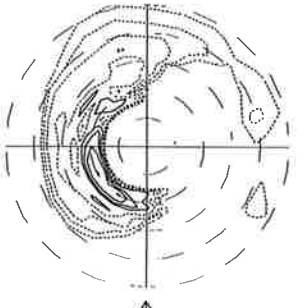
91/ 2/28 21:33 Long. -74.43 Lat. 37.56
Hs 1.98 m No. 11



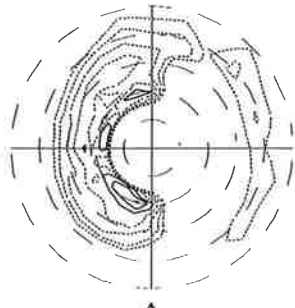
91/ 2/28 21:35 Long. -74.39 Lat. 37.54
Hs 1.65 m No. 12



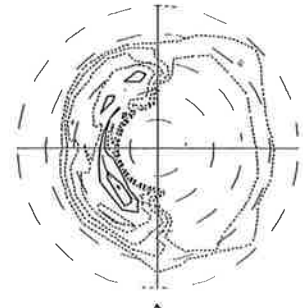
91/ 2/28 21:37 Long. -74.39 Lat. 37.54
Hs 1.98 m No. 13



91/ 2/28 21:44 Long. -73.90 Lat. 37.51
Hs 1.74 m No. 14



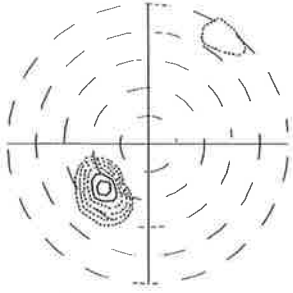
91/ 2/28 21:47 Long. -73.49 Lat. 37.49
Hs 1.76 m No. 15



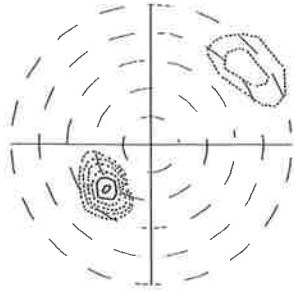
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WAM fg to ROWS

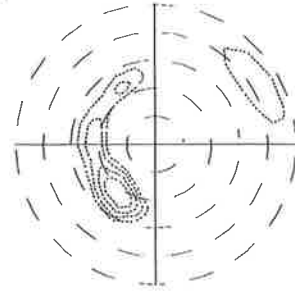
91/ 2/28 21:52 Long. -73.42 Lat. 37.50
Hs 1.03 m No. 16



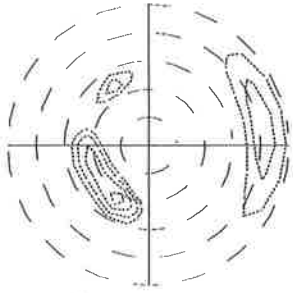
91/ 2/28 21:58 Long. -72.92 Lat. 37.50
Hs 1.03 m No. 17



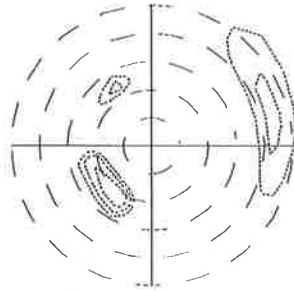
91/ 2/28 22: 2 Long. -72.75 Lat. 37.17
Hs 1.06 m No. 18



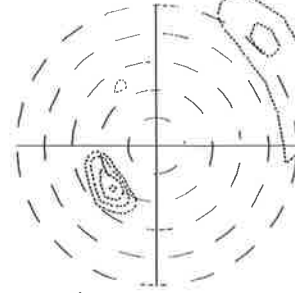
91/ 2/28 22: 4 Long. -72.75 Lat. 36.83
Hs 1.11 m No. 19



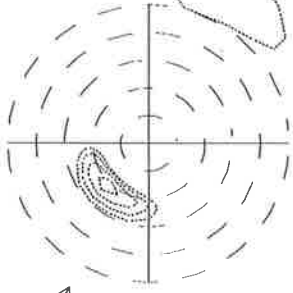
91/ 2/28 22:12 Long. -73.17 Lat. 36.58
Hs 1.03 m No. 20



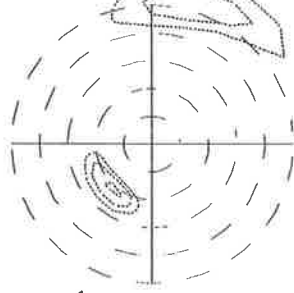
91/ 2/28 22:18 Long. -73.67 Lat. 36.58
Hs 1.01 m No. 21



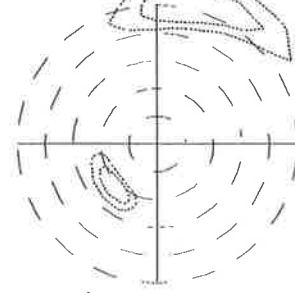
91/ 2/28 22:24 Long. -74.25 Lat. 36.58
Hs 1.04 m No. 22



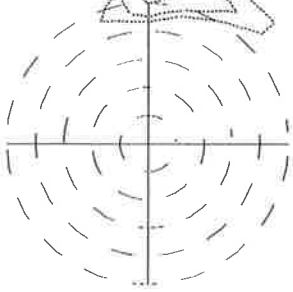
91/ 2/28 22:28 Long. -74.75 Lat. 36.58
Hs 0.96 m No. 23



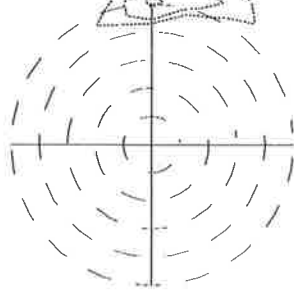
91/ 2/28 22:34 Long. -74.83 Lat. 36.58
Hs 0.93 m No. 24



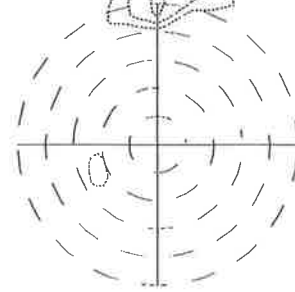
91/ 2/28 22:42 Long. -75.33 Lat. 36.58
Hs 0.79 m No. 25



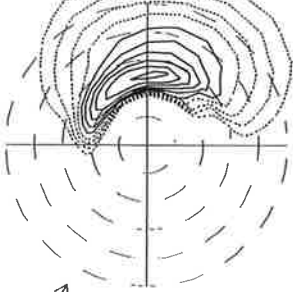
91/ 2/28 22:48 Long. -75.42 Lat. 37.00
Hs 0.73 m No. 26



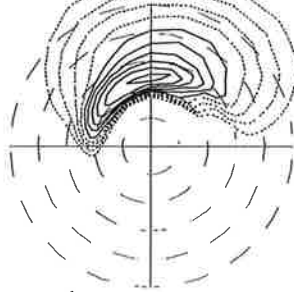
91/ 2/28 22:52 Long. -75.42 Lat. 37.50
Hs 0.76 m No. 27



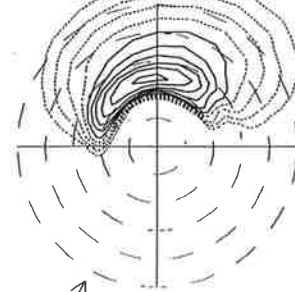
91/ 3/ 2 21: 2 Long. -73.42 Lat. 37.58
Hs 2.88 m No. 28



91/ 3/ 2 21: 6 Long. -73.50 Lat. 38.00
Hs 2.92 m No. 29



91/ 3/ 2 21: 22 Long. -72.33 Lat. 37.67
Hs 2.99 m No. 30

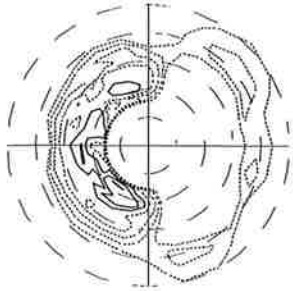


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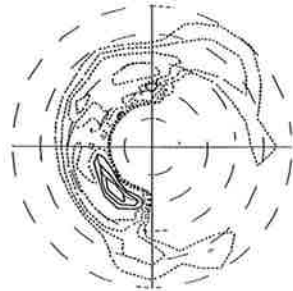


ROWS

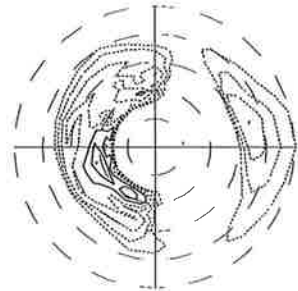
91/ 2/28 21:52 Long. -73.40 Lat. 37.48
Hs 1.87 m No. 16



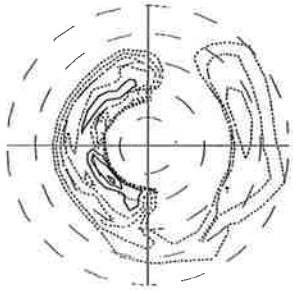
91/ 2/28 21:58 Long. -72.91 Lat. 37.48
Hs 1.74 m No. 17



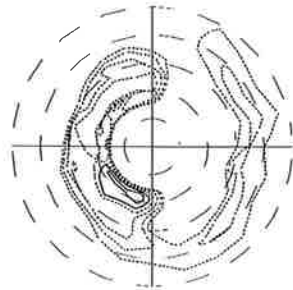
91/ 2/28 22: 3 Long. -72.75 Lat. 37.15
Hs 1.73 m No. 18



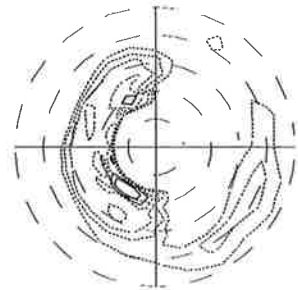
91/ 2/28 22: 5 Long. -72.75 Lat. 36.84
Hs 1.73 m No. 19



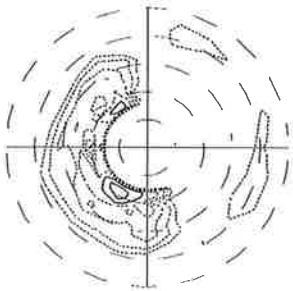
91/ 2/28 22:13 Long. -73.14 Lat. 36.57
Hs 1.62 m No. 20



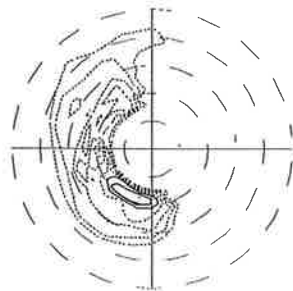
91/ 2/28 22:16 Long. -73.70 Lat. 36.60
Hs 1.58 m No. 21



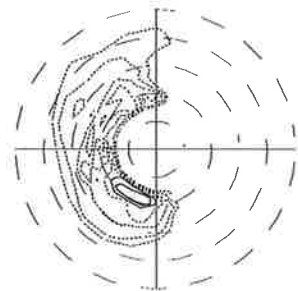
91/ 2/28 22:24 Long. -74.28 Lat. 36.59
Hs 1.53 m No. 22



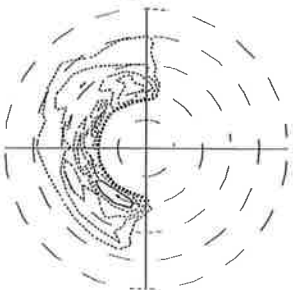
91/ 2/28 22:29 Long. -74.76 Lat. 36.58
Hs 1.47 m No. 23



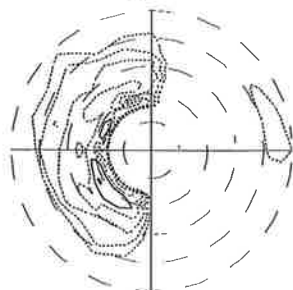
91/ 2/28 22:34 Long. -74.83 Lat. 36.58
Hs 1.47 m No. 24



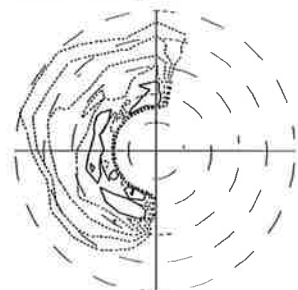
91/ 2/28 22:42 Long. -75.37 Lat. 36.59
Hs 1.26 m No. 25



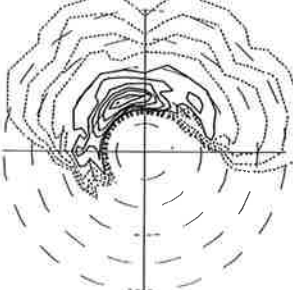
91/ 2/28 22:48 Long. -75.42 Lat. 37.03
Hs 1.56 m No. 26



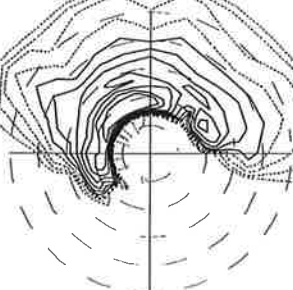
91/ 2/28 22:53 Long. -75.40 Lat. 37.48
Hs 1.76 m No. 27



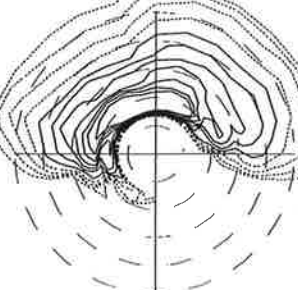
91/ 3/ 2 21: 3 Long. -73.43 Lat. 37.62
Hs 2.82 m No. 28



91/ 3/ 2 21: 6 Long. -73.54 Lat. 38.02
Hs 5.26 m No. 29



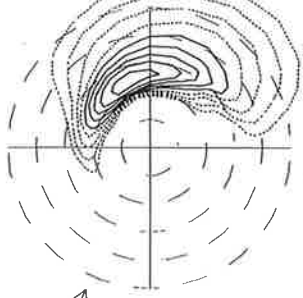
91/ 3/ 2 21:22 Long. -72.37 Lat. 37.64
Hs 6.59 m No. 30



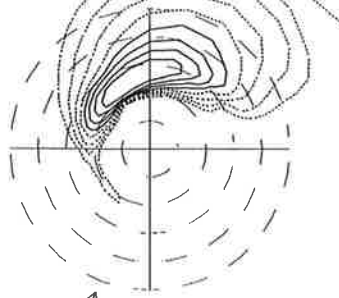
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WAM fg to ROWS

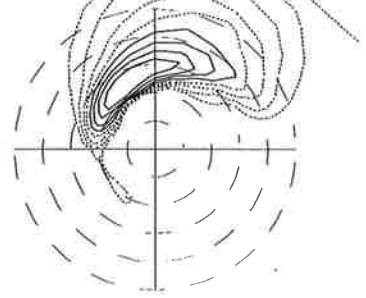
91/ 3/ 2 22: 0 Long. -73.92 Lat. 36.17
Hs 2.55 m No. 31



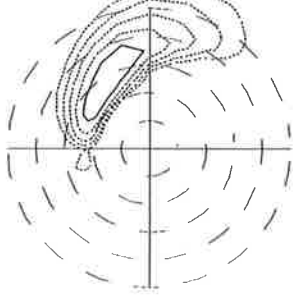
91/ 3/ 2 22: 4 Long. -73.83 Lat. 35.75
Hs 2.58 m No. 32



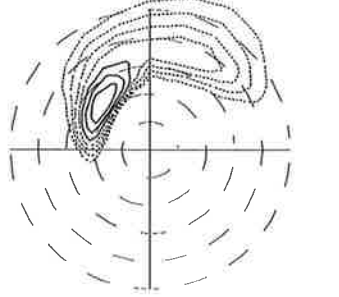
91/ 3/ 2 22:16 Long. -74.50 Lat. 35.25
Hs 2.42 m No. 33



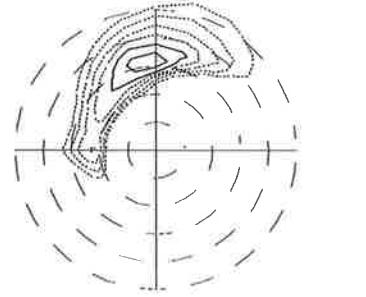
91/ 3/ 2 22:32 Long. -75.42 Lat. 36.00
Hs 1.39 m No. 34



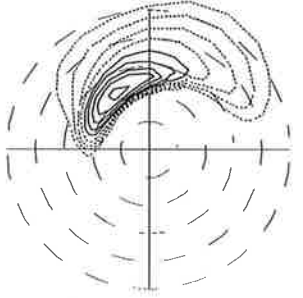
91/ 3/ 2 22:38 Long. -75.08 Lat. 36.58
Hs 1.66 m No. 35



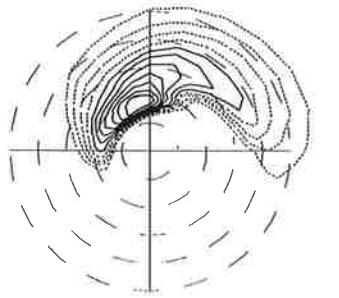
91/ 3/ 2 22:58 Long. -75.33 Lat. 37.33
Hs 1.40 m No. 36



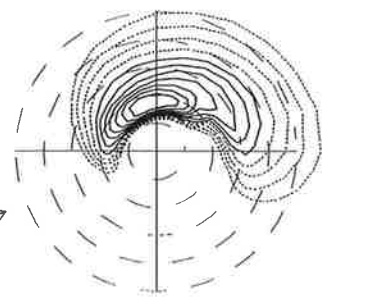
91/ 3/ 2 23: 4 Long. -74.58 Lat. 37.50
Hs 2.06 m No. 37



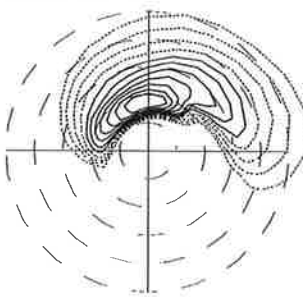
91/ 3/ 4 21:38 Long. -74.67 Lat. 37.00
Hs 3.26 m No. 38



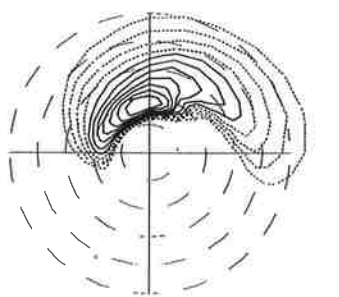
91/ 3/ 4 21:46 Long. -73.58 Lat. 36.92
Hs 4.04 m No. 39



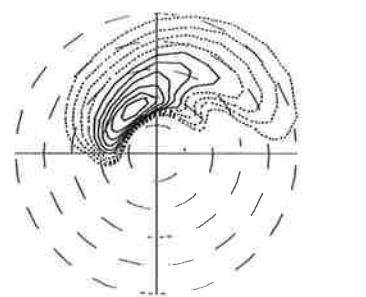
91/ 3/ 4 22: 6 Long. -73.67 Lat. 37.50
Hs 3.74 m No. 40



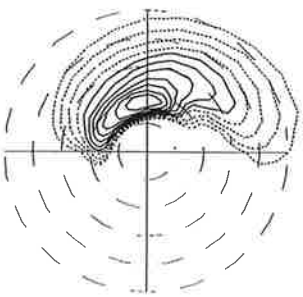
91/ 3/ 4 22:10 Long. -74.08 Lat. 37.50
Hs 3.54 m No. 41



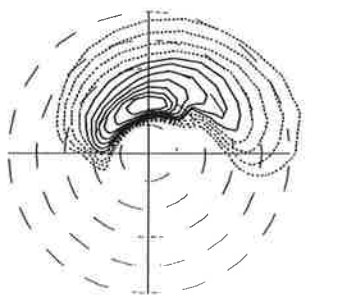
91/ 3/ 4 22:18 Long. -74.25 Lat. 38.00
Hs 2.82 m No. 42



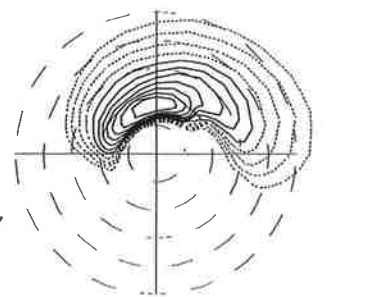
91/ 3/ 4 22:24 Long. -73.75 Lat. 38.17
Hs 3.50 m No. 43



91/ 3/ 4 22:28 Long. -73.33 Lat. 38.00
Hs 3.73 m No. 44



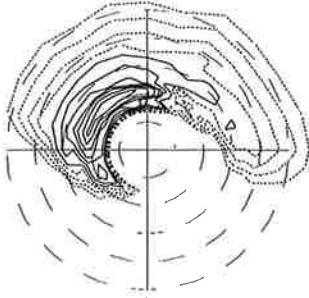
91/ 3/ 4 22:34 Long. -73.08 Lat. 37.67
Hs 3.91 m No. 45



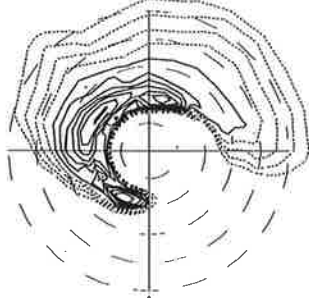
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SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

ROWS

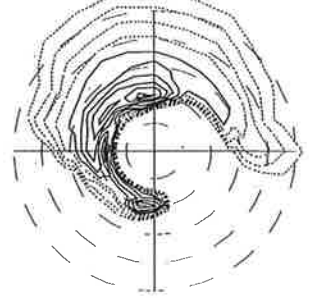
91/ 3/ 2 22: 0 Long. -73.92 Lat. 36.19
Hs 3.54 m No. 31



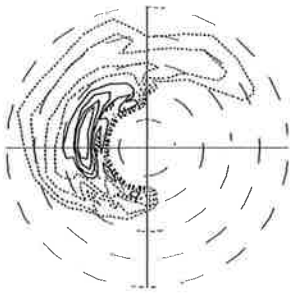
91/ 3/ 2 22: 4 Long. -73.87 Lat. 35.71
Hs 3.66 m No. 32



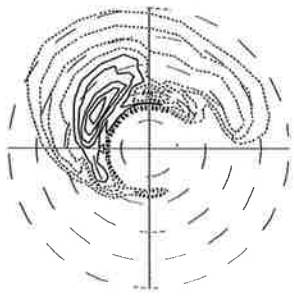
91/ 3/ 2 22:16 Long. -74.48 Lat. 35.22
Hs 2.93 m No. 33



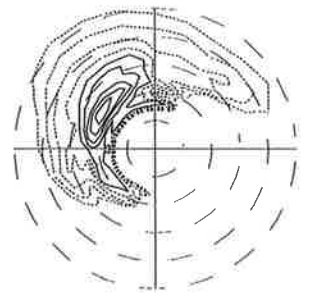
91/ 3/ 2 22:32 Long. -75.45 Lat. 35.97
Hs 1.97 m No. 34



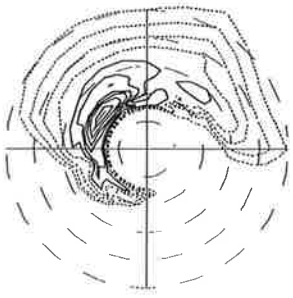
91/ 3/ 2 22:38 Long. -75.06 Lat. 36.58
Hs 2.18 m No. 35



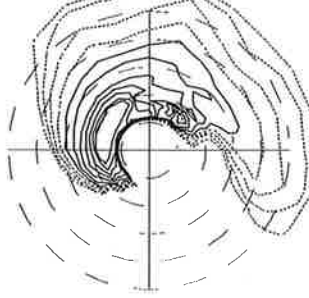
91/ 3/ 2 22:59 Long. -75.33 Lat. 37.35
Hs 2.18 m No. 36



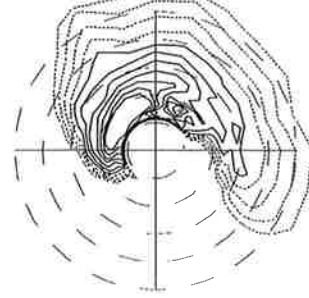
91/ 3/ 2 23: 5 Long. -74.59 Lat. 37.53
Hs 2.57 m No. 37



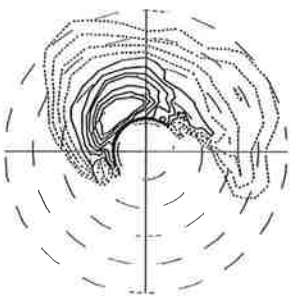
91/ 3/ 4 21:38 Long. -74.66 Lat. 36.96
Hs 4.94 m No. 38



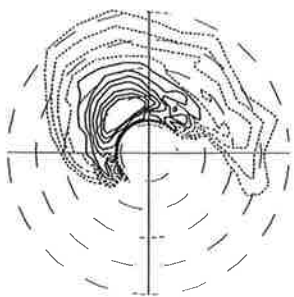
91/ 3/ 4 21:46 Long. -73.60 Lat. 36.92
Hs 5.48 m No. 39



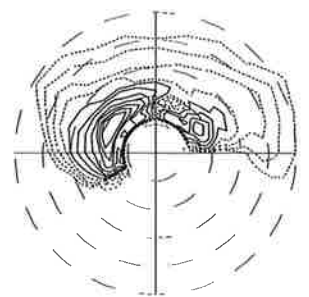
91/ 3/ 4 22: 7 Long. -73.68 Lat. 37.49
Hs 4.47 m No. 40



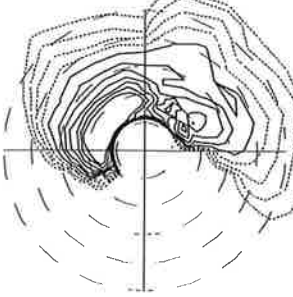
91/ 3/ 4 22:11 Long. -74.10 Lat. 37.52
Hs 4.28 m No. 41



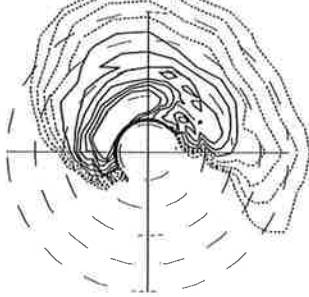
91/ 3/ 4 22:19 Long. -74.25 Lat. 37.99
Hs 3.64 m No. 42



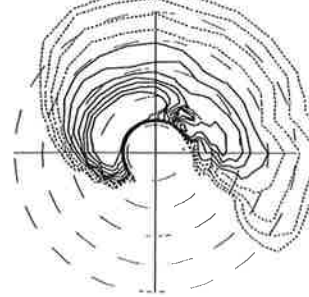
91/ 3/ 4 22:24 Long. -73.74 Lat. 38.18
Hs 6.91 m No. 43



91/ 3/ 4 22:29 Long. -73.30 Lat. 37.98
Hs 7.11 m No. 44



91/ 3/ 4 22:34 Long. -73.06 Lat. 37.67
Hs 8.88 m No. 45



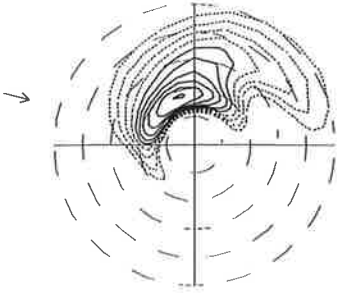
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SOLID LINES: -0.2 0 .2 .4 .6 .8 1.0

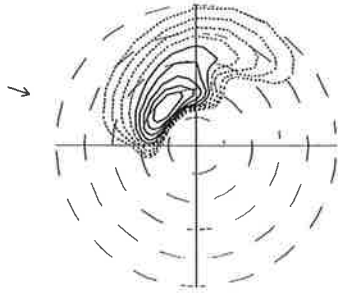


WAM fg to ROWS

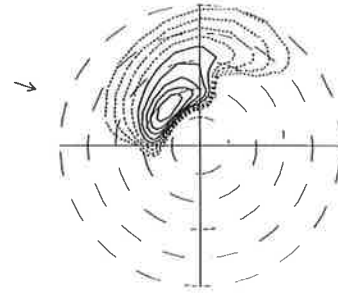
91/ 3/ 4 22:52 Long. -74.58 Lat. 37.67
Hs 2.71 m No. 46



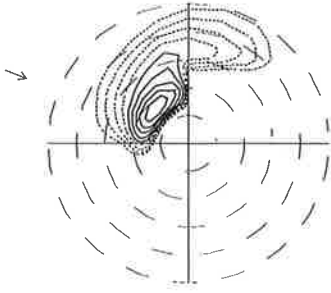
91/ 3/ 4 22:58 Long. -74.58 Lat. 36.25
Hs 2.38 m No. 47



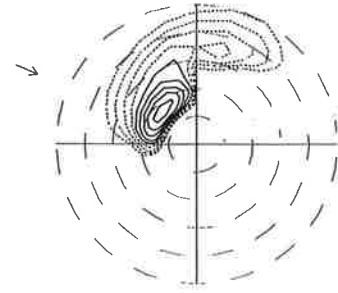
91/ 3/ 4 23: 4 Long. -74.67 Lat. 38.33
Hs 2.24 m No. 48



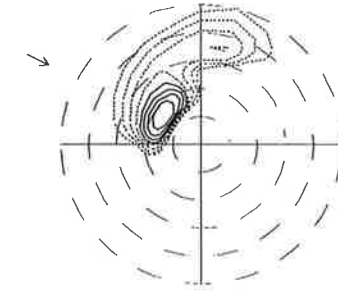
91/ 3/ 4 23: 8 Long. -74.83 Lat. 36.17
Hs 2.08 m No. 49



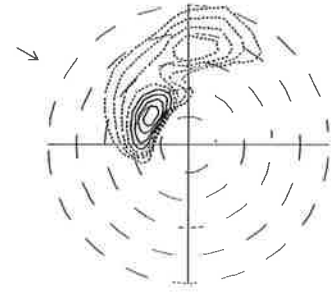
91/ 3/ 4 23:10 Long. -74.92 Lat. 38.00
Hs 1.99 m No. 50



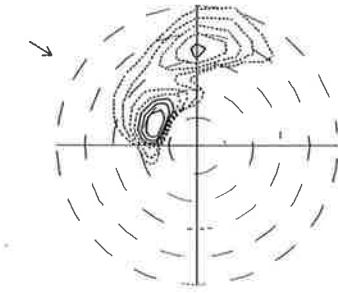
91/ 3/ 4 23:12 Long. -75.08 Lat. 37.92
Hs 1.70 m No. 51



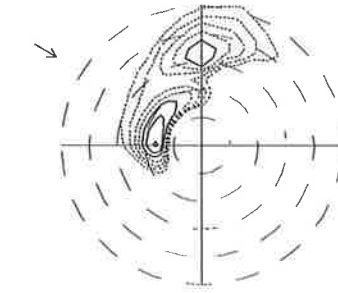
91/ 3/ 4 23:14 Long. -75.17 Lat. 37.75
Hs 1.60 m No. 52



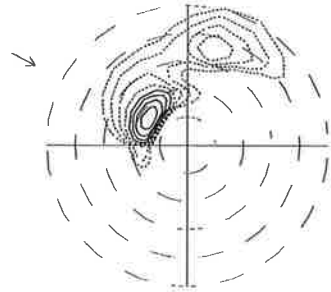
91/ 3/ 4 23:16 Long. -75.25 Lat. 37.58
Hs 1.45 m No. 53



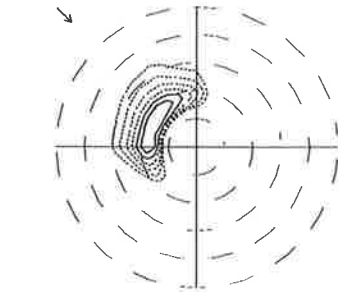
91/ 3/ 4 23:20 Long. -75.33 Lat. 37.42
Hs 1.45 m No. 54



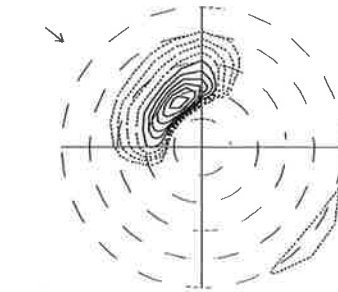
91/ 3/ 4 23:24 Long. -75.08 Lat. 37.58
Hs 1.64 m No. 55



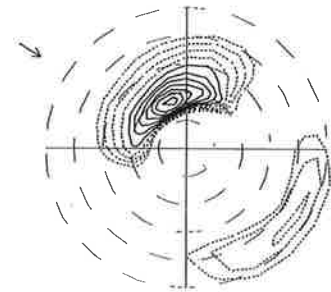
91/ 3/ 5 17: 4 Long. -75.33 Lat. 36.92
Hs 1.33 m No. 56



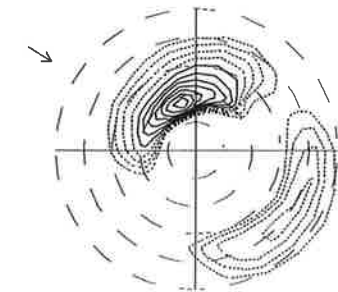
91/ 3/ 5 17:10 Long. -74.75 Lat. 36.92
Hs 2.21 m No. 57



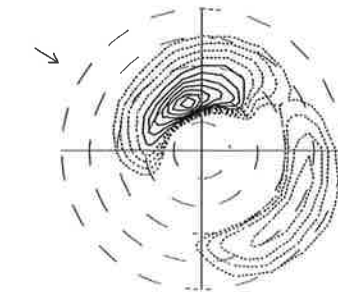
91/ 3/ 5 17:14 Long. -74.25 Lat. 37.00
Hs 2.60 m No. 58



91/ 3/ 5 17:16 Long. -73.75 Lat. 36.92
Hs 2.71 m No. 59



91/ 3/ 5 17:20 Long. -73.42 Lat. 36.92
Hs 2.74 m No. 60

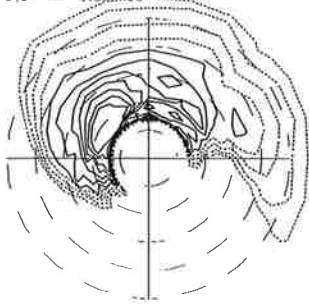


DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

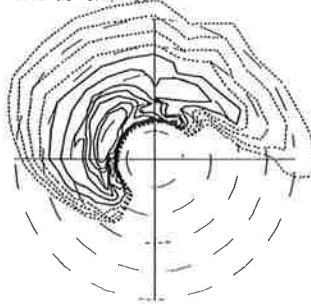


ROWS

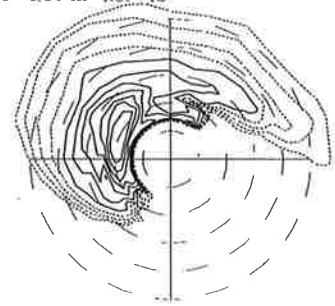
91/ 3/ 4 22:52 Long. -74.61 Lat. 37.68
Hs 5.17 m No. 46



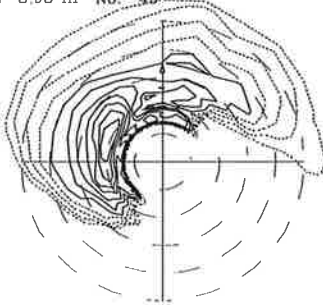
91/ 3/ 4 22:59 Long. -74.60 Lat. 38.29
Hs 4.48 m No. 47



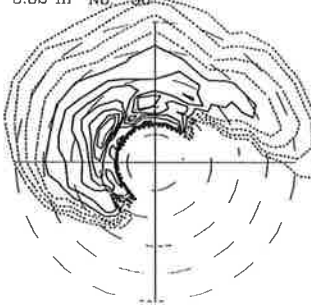
91/ 3/ 4 23: 5 Long. -74.70 Lat. 38.34
Hs 4.14 m No. 48



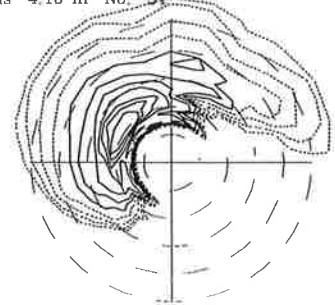
91/ 3/ 4 23: 8 Long. -74.82 Lat. 38.19
Hs 3.98 m No. 49



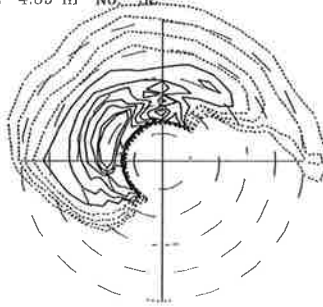
91/ 3/ 4 23:10 Long. -74.93 Lat. 38.04
Hs 3.82 m No. 50



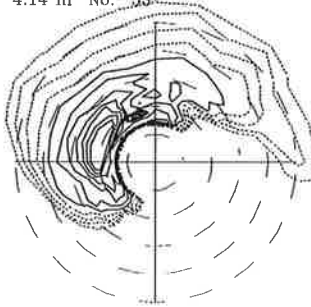
91/ 3/ 4 23:13 Long. -75.05 Lat. 37.90
Hs 4.16 m No. 51



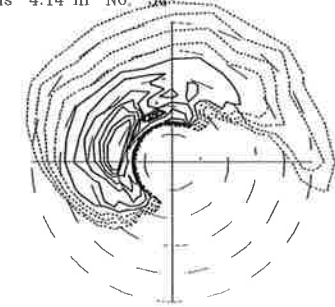
91/ 3/ 4 23:15 Long. -75.16 Lat. 37.75
Hs 4.39 m No. 52



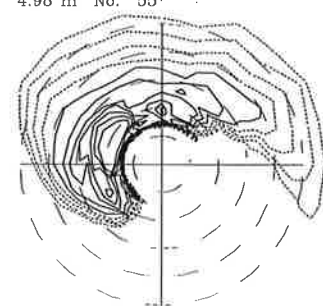
91/ 3/ 4 23:17 Long. -75.28 Lat. 37.60
Hs 4.14 m No. 53



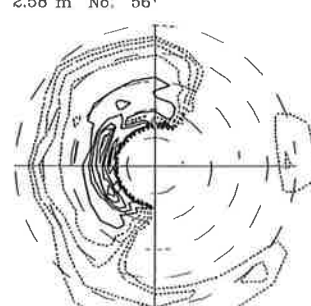
91/ 3/ 4 23:21 Long. -75.35 Lat. 37.39
Hs 4.14 m No. 54



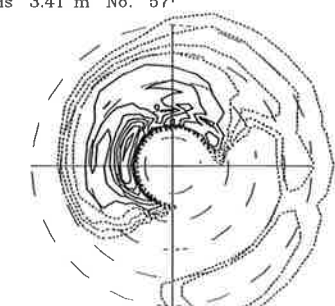
91/ 3/ 4 23:25 Long. -75.09 Lat. 37.55
Hs 4.98 m No. 55



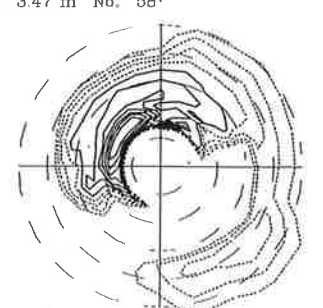
91/ 3/ 5 17: 5 Long. -75.32 Lat. 36.91
Hs 2.58 m No. 56



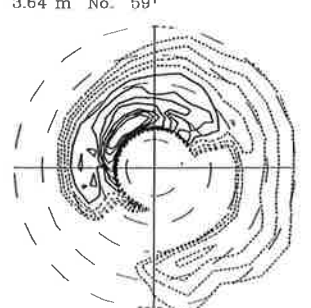
91/ 3/ 5 17:10 Long. -74.79 Lat. 36.93
Hs 3.41 m No. 57



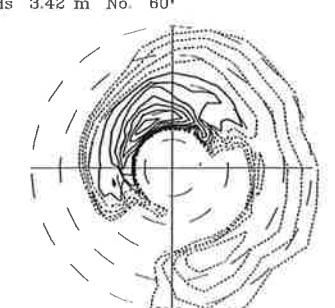
91/ 3/ 5 17:14 Long. -74.26 Lat. 36.96
Hs 3.47 m No. 58



91/ 3/ 5 17:17 Long. -73.75 Lat. 36.95
Hs 3.64 m No. 59



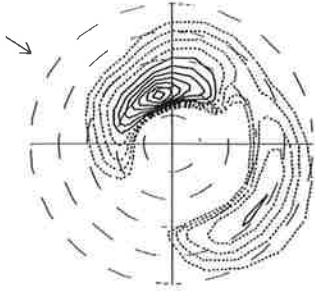
91/ 3/ 5 17:20 Long. -73.39 Lat. 36.93
Hs 3.42 m No. 60



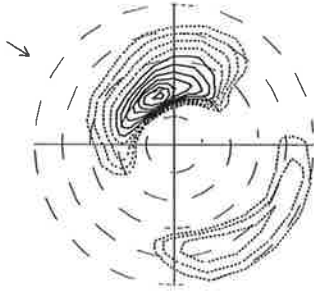
DASHED LINES: -1.00 -0.80 -0.60 -0.40
SOLID LINES: -0.20 0 .20 .40 .60 .80 1.00

WAM fg to ROWS

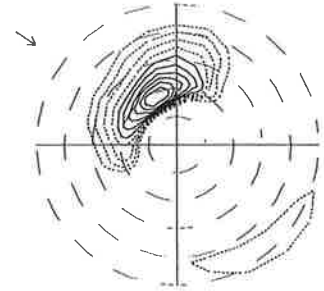
91/ 3/ 5 17:44 Long. -73.00 Lat. 36.67
Hs 2.75 m No. 61



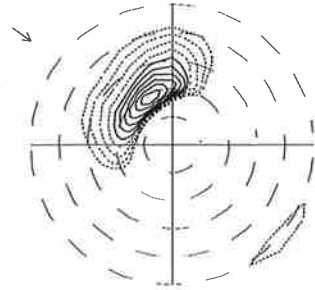
91/ 3/ 5 17:58 Long. -74.17 Lat. 36.42
Hs 2.59 m No. 62



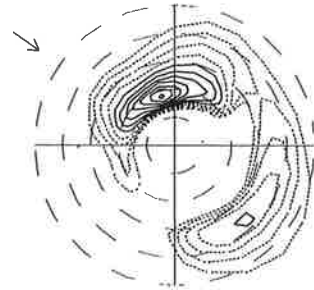
91/ 3/ 5 18: 4 Long. -74.75 Lat. 36.42
Hs 2.35 m No. 63



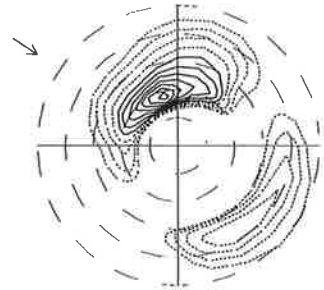
91/ 3/ 5 18:10 Long. -74.83 Lat. 36.58
Hs 2.16 m No. 64



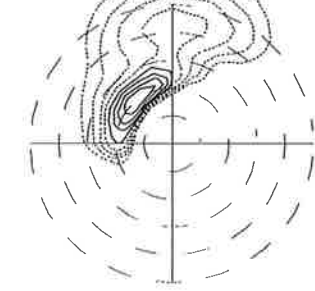
91/ 3/ 5 18:34 Long. -73.00 Lat. 36.42
Hs 2.60 m No. 65



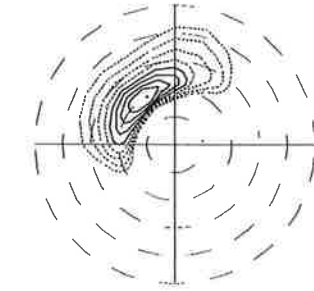
91/ 3/ 5 18:40 Long. -73.58 Lat. 36.42
Hs 2.60 m No. 66



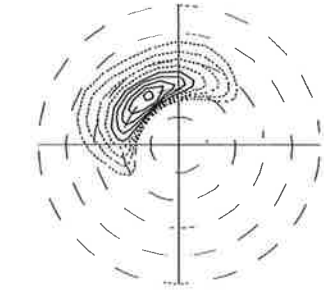
91/ 3/ 6 19:32 Long. -74.50 Lat. 36.92
Hs 1.93 m No. 67



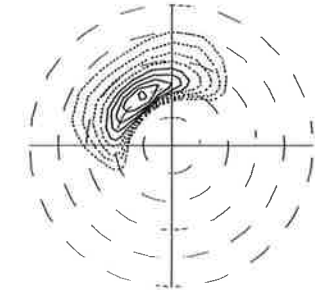
91/ 3/ 6 19:42 Long. -72.92 Lat. 37.00
Hs 1.75 m No. 68



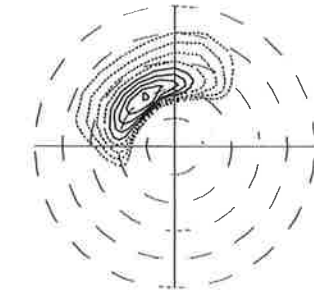
91/ 3/ 6 19:52 Long. -71.67 Lat. 37.00
Hs 1.79 m No. 69



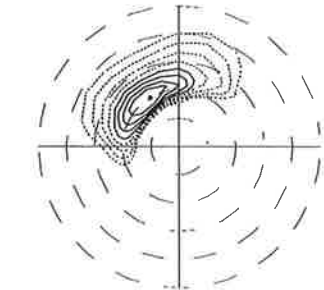
91/ 3/ 6 20: 0 Long. -71.75 Lat. 37.33
Hs 1.78 m No. 70



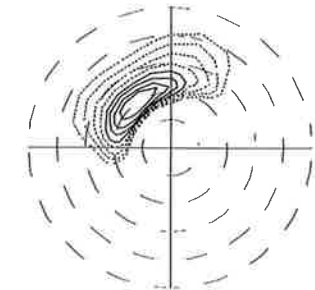
91/ 3/ 6 20: 4 Long. -72.17 Lat. 37.50
Hs 1.79 m No. 71



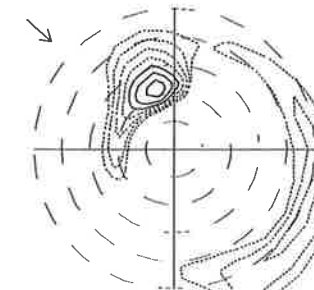
91/ 3/ 6 20:10 Long. -72.58 Lat. 37.75
Hs 1.78 m No. 72



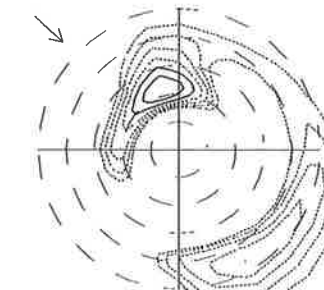
91/ 3/ 6 20:16 Long. -73.17 Lat. 38.08
Hs 1.80 m No. 73



91/ 3/ 7 22: 4 Long. -74.75 Lat. 37.75
Hs 1.55 m No. 74



91/ 3/ 7 22:12 Long. -74.50 Lat. 37.92
Hs 1.77 m No. 75

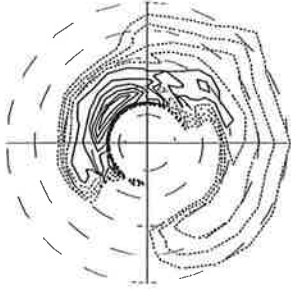


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

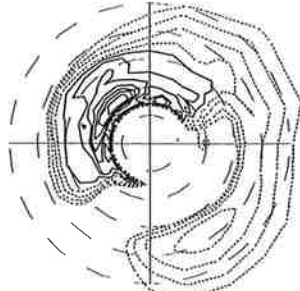


ROWS

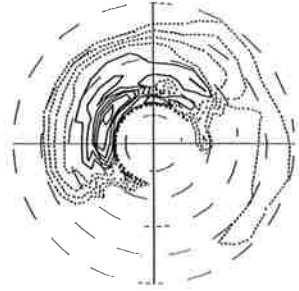
91/ 3/ 5 17:44 Long. -73.00 Lat. 36.69
Hs 2.91 m No. 61



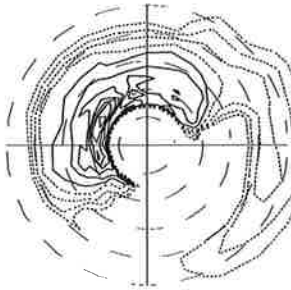
91/ 3/ 5 17:59 Long. -74.15 Lat. 36.42
Hs 3.28 m No. 62



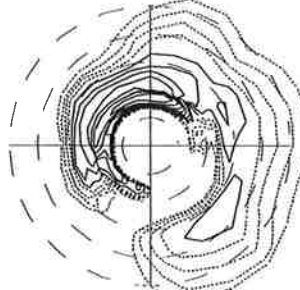
91/ 3/ 5 18: 4 Long. -74.75 Lat. 36.42
Hs 2.66 m No. 63



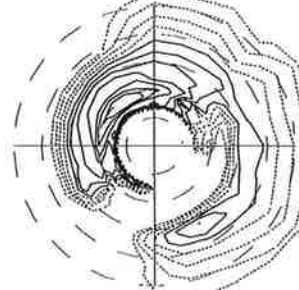
91/ 3/ 5 18:11 Long. -74.83 Lat. 36.58
Hs 3.24 m No. 64



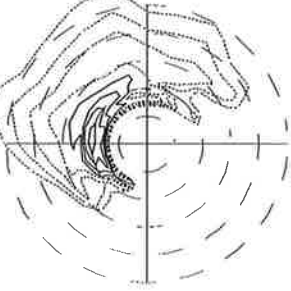
91/ 3/ 5 18:35 Long. -73.00 Lat. 36.39
Hs 4.01 m No. 65



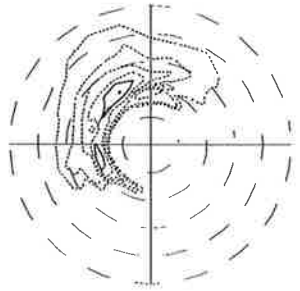
91/ 3/ 5 18:40 Long. -73.56 Lat. 36.40
Hs 4.30 m No. 66



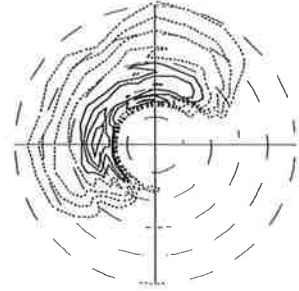
91/ 3/ 6 19:32 Long. -74.46 Lat. 36.95
Hs 2.10 m No. 67



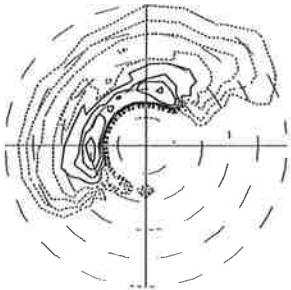
91/ 3/ 6 19:43 Long. -72.90 Lat. 36.97
Hs 1.34 m No. 68



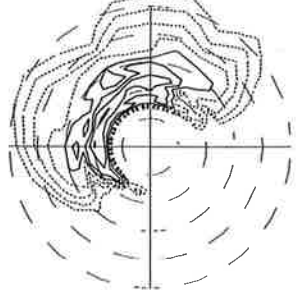
91/ 3/ 6 19:52 Long. -71.69 Lat. 36.98
Hs 2.26 m No. 69



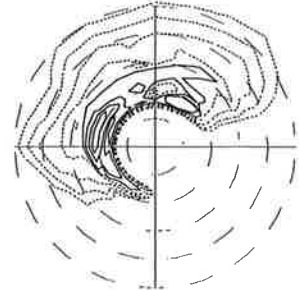
91/ 3/ 6 20: 1 Long. -71.77 Lat. 37.30
Hs 2.39 m No. 70



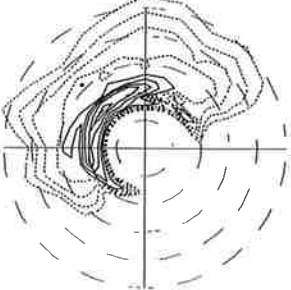
91/ 3/ 6 20: 5 Long. -72.19 Lat. 37.53
Hs 2.43 m No. 71



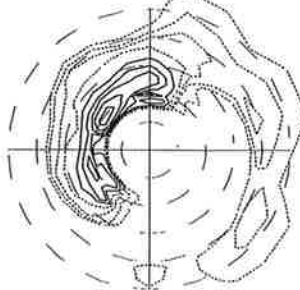
91/ 3/ 6 20:10 Long. -72.61 Lat. 37.77
Hs 2.29 m No. 72



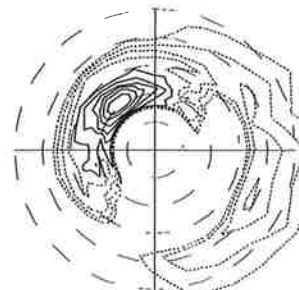
91/ 3/ 6 20:16 Long. -73.13 Lat. 38.07
Hs 2.39 m No. 73



91/ 3/ 7 22: 4 Long. -74.77 Lat. 37.72
Hs 2.45 m No. 74



91/ 3/ 7 22:12 Long. -74.48 Lat. 37.95
Hs 2.61 m No. 75

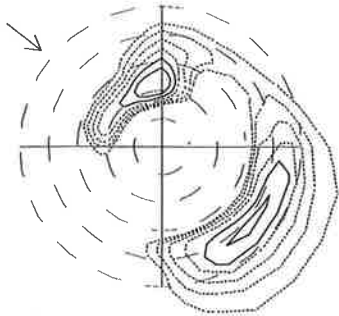


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

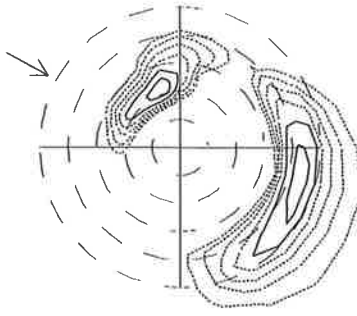


WAM fg to ROWS

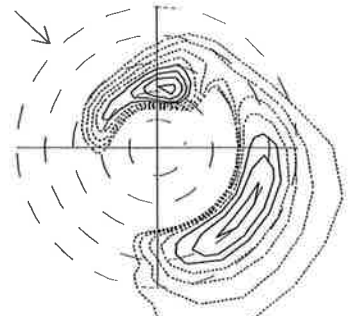
91/ 3/ 7 22:18 Long. -74.25 Lat. 38.33
Hs 1.97 m No. 76



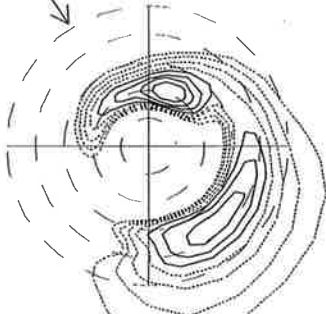
91/ 3/ 7 22:26 Long. -74.42 Lat. 38.83
Hs 1.89 m No. 77



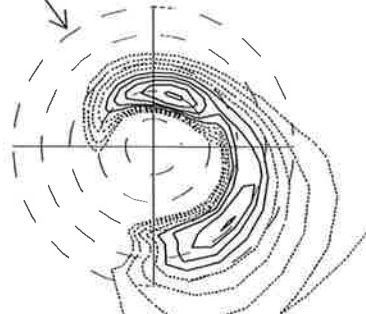
91/ 3/ 7 22:48 Long. -73.75 Lat. 38.42
Hs 2.37 m No. 78



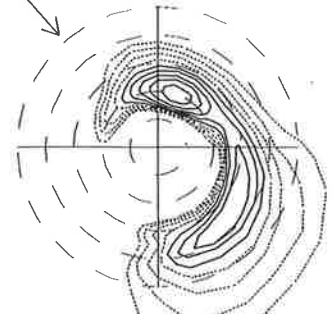
91/ 3/ 7 22:52 Long. -73.17 Lat. 38.08
Hs 2.70 m No. 79



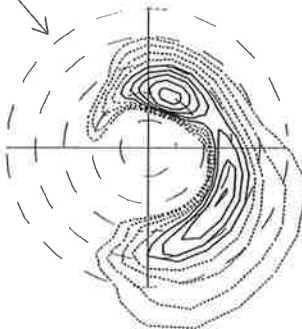
91/ 3/ 7 22:58 Long. -72.83 Lat. 37.58
Hs 2.93 m No. 80



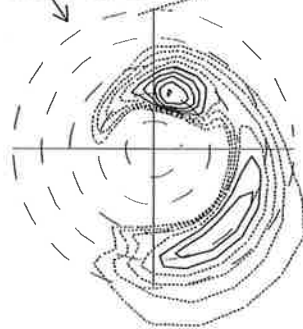
91/ 3/ 7 23: 2 Long. -72.83 Lat. 37.17
Hs 2.94 m No. 81



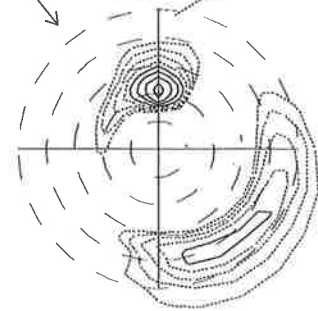
91/ 3/ 7 23:10 Long. -73.08 Lat. 36.92
Hs 2.79 m No. 82



91/ 3/ 7 23:20 Long. -73.75 Lat. 37.25
Hs 2.33 m No. 83



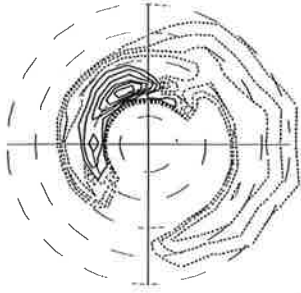
91/ 3/ 7 23:28 Long. -74.42 Lat. 37.50
Hs 1.83 m No. 84



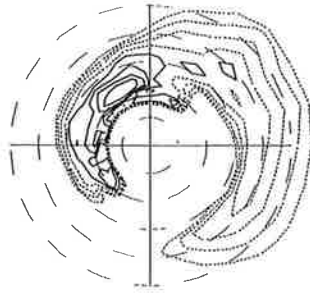
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SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

ROWS

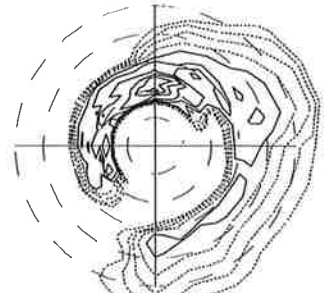
91/ 3/ 7 22:18 Long. -74.22 Lat. 38.36
Hs 2.38 m No. 76



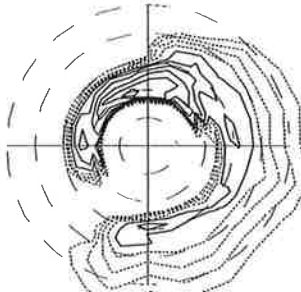
91/ 3/ 7 22:26 Long. -74.42 Lat. 38.82
Hs 2.39 m No. 77



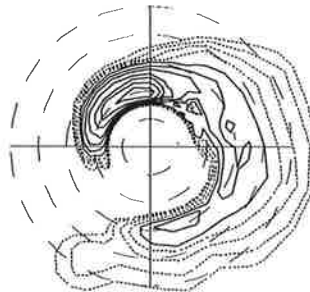
91/ 3/ 7 22:48 Long. -73.74 Lat. 38.43
Hs 3.04 m No. 78



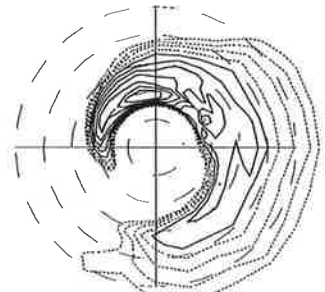
91/ 3/ 7 22:53 Long. -73.15 Lat. 38.08
Hs 3.12 m No. 79



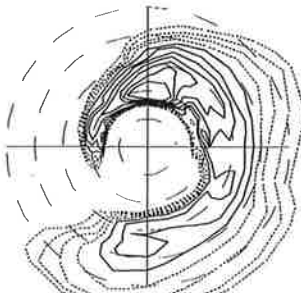
91/ 3/ 7 22:58 Long. -72.83 Lat. 37.60
Hs 3.74 m No. 80



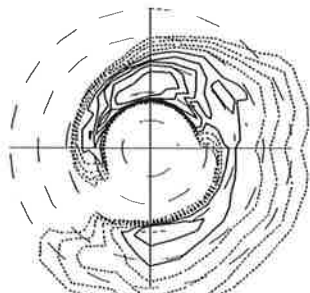
91/ 3/ 7 23: 3 Long. -72.83 Lat. 37.13
Hs 3.72 m No. 81



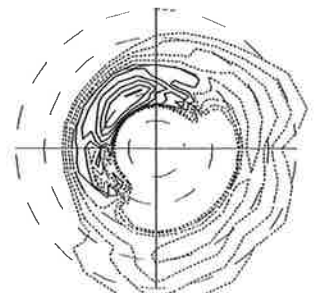
91/ 3/ 7 23:10 Long. -73.12 Lat. 36.90
Hs 4.31 m No. 82



91/ 3/ 7 23:20 Long. -73.75 Lat. 37.21
Hs 3.26 m No. 83



91/ 3/ 7 23:29 Long. -74.42 Lat. 37.54
Hs 2.85 m No. 84



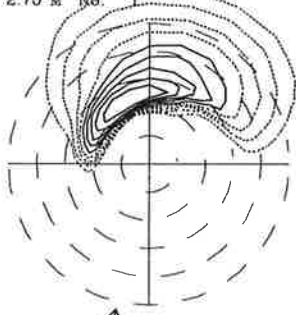
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000



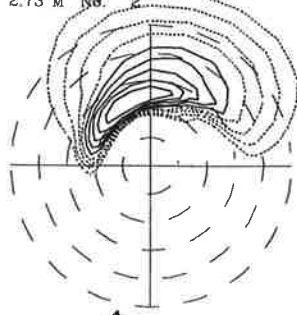
7. Two dimensional wave spectra WAM-SRA

WAM first guess

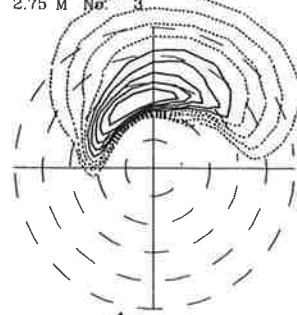
91/ 3/ 2 20:40 Long. -74.33 Lat. 37.50
Hs 2.75 M No. 1



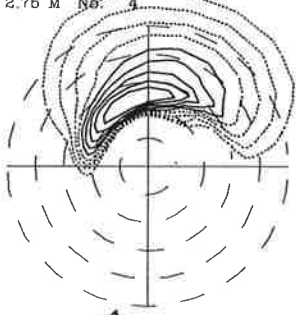
91/ 3/ 2 20:42 Long. -74.25 Lat. 37.50
Hs 2.73 M No. 2



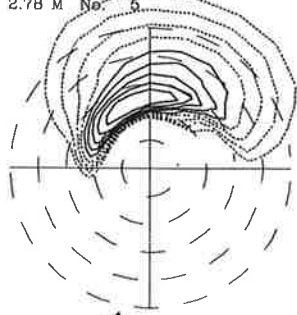
91/ 3/ 2 20:44 Long. -74.17 Lat. 37.50
Hs 2.75 M No. 3



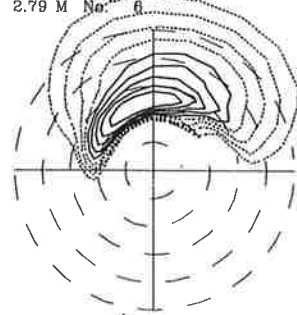
91/ 3/ 2 20:44 Long. -74.08 Lat. 37.50
Hs 2.76 M No. 4



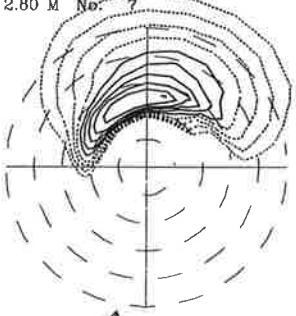
91/ 3/ 2 20:46 Long. -74.00 Lat. 37.50
Hs 2.78 M No. 5



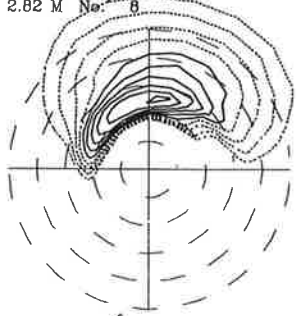
91/ 3/ 2 20:46 Long. -73.92 Lat. 37.50
Hs 2.79 M No. 6



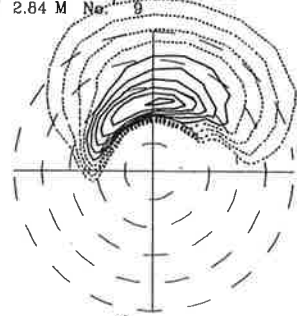
91/ 3/ 2 20:48 Long. -73.83 Lat. 37.50
Hs 2.80 M No. 7



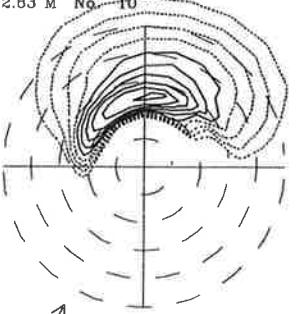
91/ 3/ 2 20:48 Long. -73.67 Lat. 37.50
Hs 2.82 M No. 8



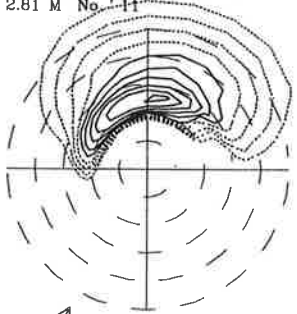
91/ 3/ 2 20:50 Long. -73.58 Lat. 37.50
Hs 2.84 M No. 9



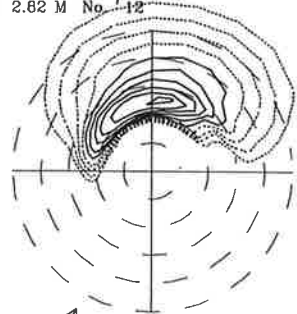
91/ 3/ 2 21: 6 Long. -73.42 Lat. 37.50
Hs 2.83 M No. 10



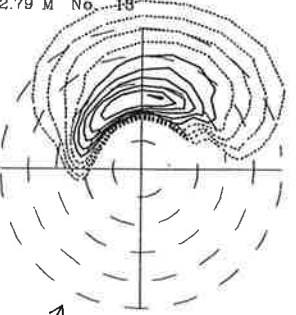
91/ 3/ 2 21: 8 Long. -73.42 Lat. 37.42
Hs 2.81 M No. 11



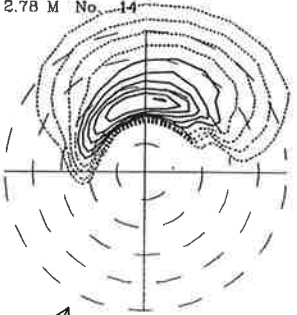
91/ 3/ 2 21: 8 Long. -73.33 Lat. 37.42
Hs 2.82 M No. 12



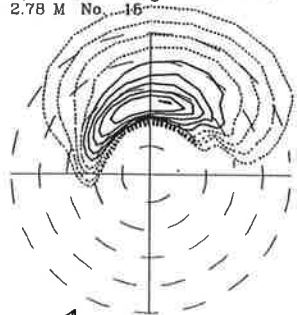
91/ 3/ 2 21:10 Long. -73.33 Lat. 37.33
Hs 2.79 M No. 13



91/ 3/ 2 21:12 Long. -73.25 Lat. 37.25
Hs 2.78 M No. 14



91/ 3/ 2 21:12 Long. -73.25 Lat. 37.25
Hs 2.78 M No. 15

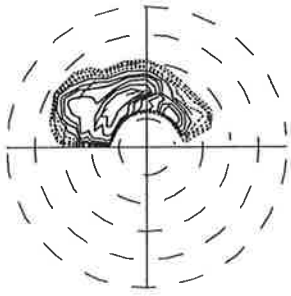


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000



SRA

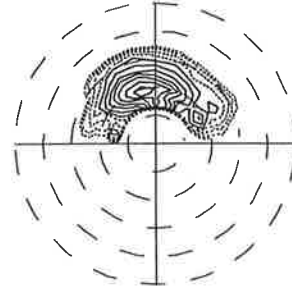
91/ 3/ 2 20:41 Long. -74.34 Lat. 37.54
Hs 3.06 M No. 1



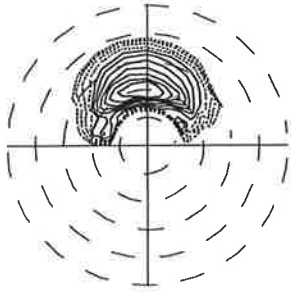
91/ 3/ 2 20:43 Long. -74.24 Lat. 37.50
Hs 2.51 M No. 2



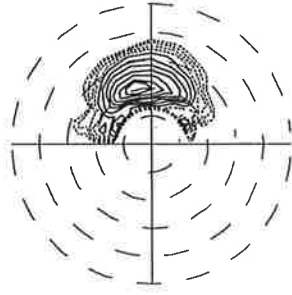
91/ 3/ 2 20:44 Long. -74.18 Lat. 37.60
Hs 2.75 M No. 3



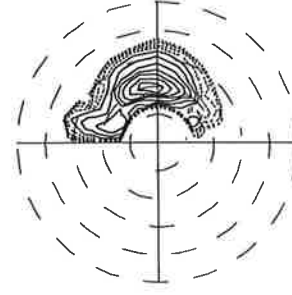
91/ 3/ 2 20:45 Long. -74.06 Lat. 37.52
Hs 3.31 M No. 4



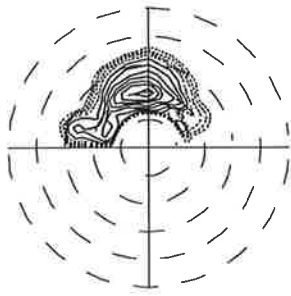
91/ 3/ 2 20:46 Long. -73.97 Lat. 37.52
Hs 2.71 M No. 5



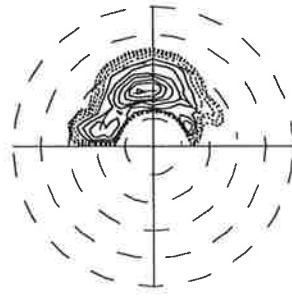
91/ 3/ 2 20:47 Long. -73.88 Lat. 37.51
Hs 2.75 M No. 6



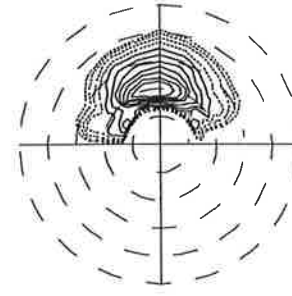
91/ 3/ 2 20:48 Long. -73.80 Lat. 37.51
Hs 2.56 M No. 7



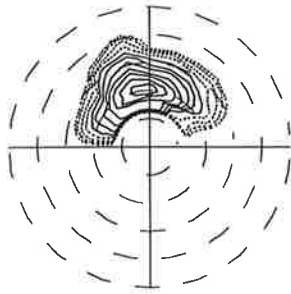
91/ 3/ 2 20:49 Long. -73.70 Lat. 37.50
Hs 2.52 M No. 8



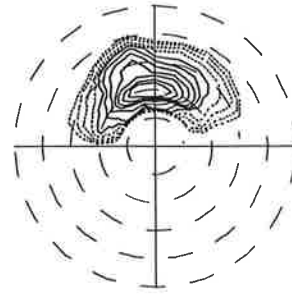
91/ 3/ 2 20:50 Long. -73.60 Lat. 37.50
Hs 3.18 M No. 9



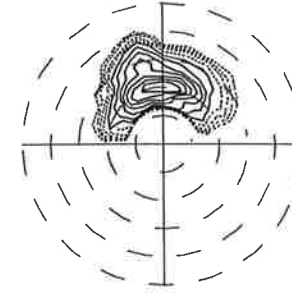
91/ 3/ 2 21: 7 Long. -73.42 Lat. 37.51
Hs 3.05 M No. 10



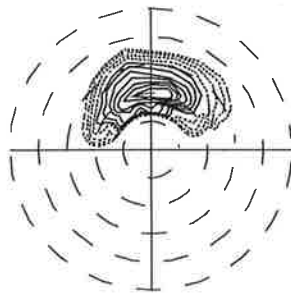
91/ 3/ 2 21: 8 Long. -73.38 Lat. 37.44
Hs 3.18 M No. 11



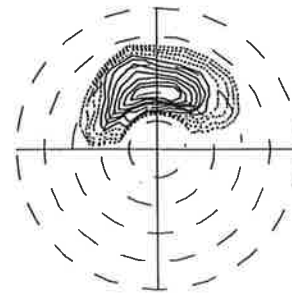
91/ 3/ 2 21: 9 Long. -73.35 Lat. 37.38
Hs 3.02 M No. 12



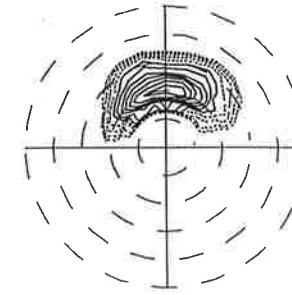
91/ 3/ 2 21:10 Long. -73.32 Lat. 37.33
Hs 2.84 M No. 13



91/ 3/ 2 21:11 Long. -73.29 Lat. 37.28
Hs 3.21 M No. 14



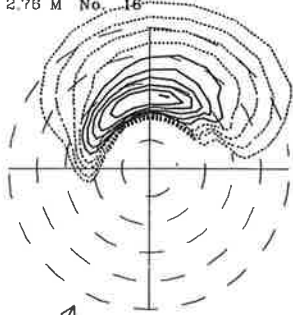
91/ 3/ 2 21:13 Long. -73.26 Lat. 37.22
Hs 2.76 M No. 15



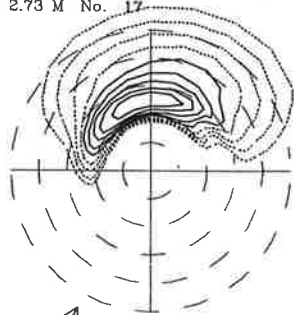
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WAM first guess

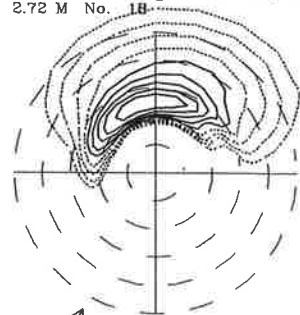
91/ 3/ 2 21:14 Long. -73.25 Lat. 37.17
Hs 2.76 M No. 16



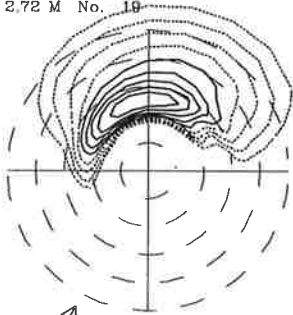
91/ 3/ 2 21:26 Long. -73.17 Lat. 37.08
Hs 2.73 M No. 17



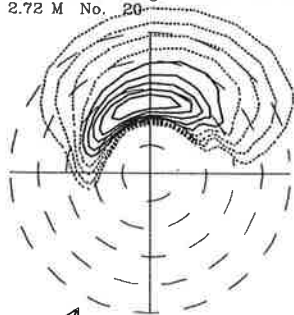
91/ 3/ 2 21:26 Long. -73.17 Lat. 37.00
Hs 2.72 M No. 18



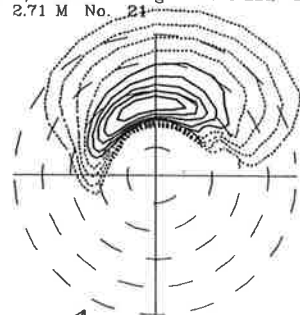
91/ 3/ 2 21:28 Long. -73.08 Lat. 36.92
Hs 2.72 M No. 19



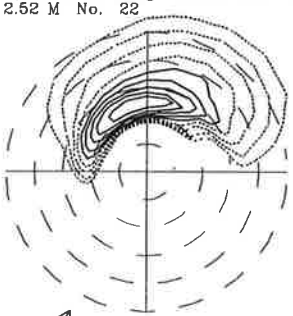
91/ 3/ 2 21:28 Long. -73.08 Lat. 36.92
Hs 2.72 M No. 20



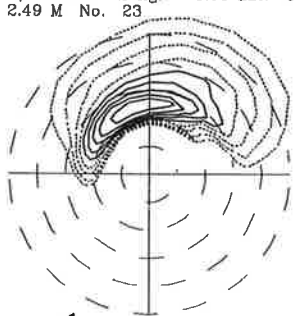
91/ 3/ 2 21:30 Long. -73.08 Lat. 36.83
Hs 2.71 M No. 21



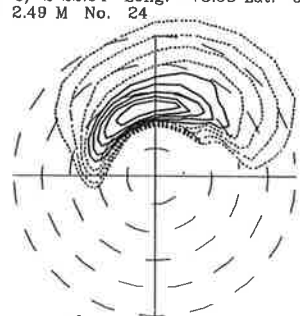
91/ 3/ 2 22:50 Long. -73.50 Lat. 37.33
Hs 2.52 M No. 22



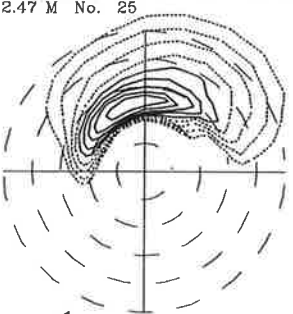
91/ 3/ 2 22:54 Long. -73.58 Lat. 37.25
Hs 2.49 M No. 23



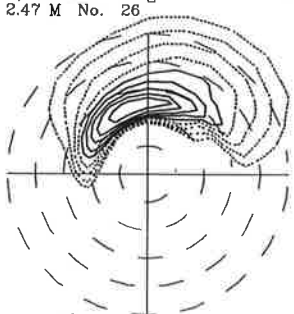
91/ 3/ 2 22:54 Long. -73.58 Lat. 37.25
Hs 2.49 M No. 24



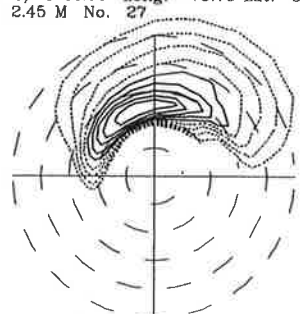
91/ 3/ 2 22:54 Long. -73.67 Lat. 37.17
Hs 2.47 M No. 25



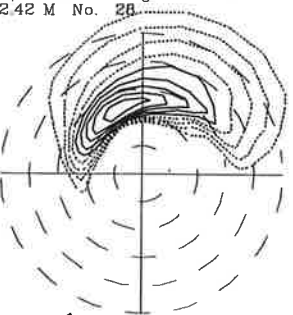
91/ 3/ 2 22:56 Long. -73.67 Lat. 37.08
Hs 2.47 M No. 26



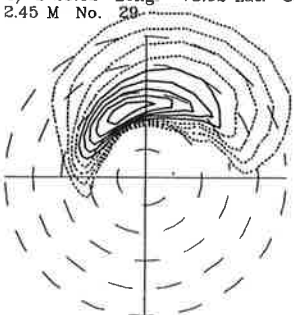
91/ 3/ 2 22:56 Long. -73.75 Lat. 37.08
Hs 2.45 M No. 27



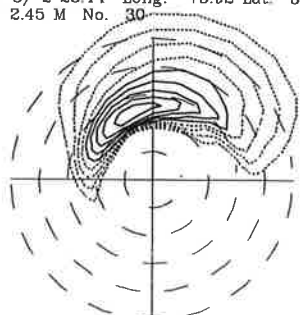
91/ 3/ 2 23:10 Long. -74.00 Lat. 36.50
Hs 2.42 M No. 28



91/ 3/ 2 23:12 Long. -73.92 Lat. 36.42
Hs 2.45 M No. 29



91/ 3/ 2 23:14 Long. -73.92 Lat. 36.33
Hs 2.45 M No. 30

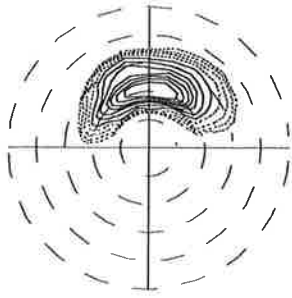


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

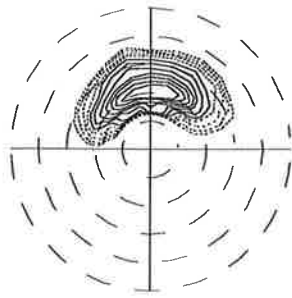


SRA

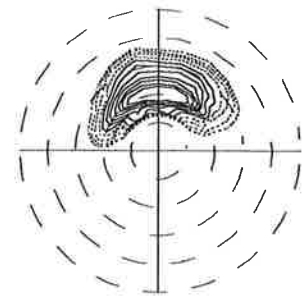
91/ 3/ 2 21:14 Long. -73.23 Lat. 37.17
Hs 3.35 m No. 16



91/ 3/ 2 21:26 Long. -73.17 Lat. 37.06
Hs 3.31 m No. 17



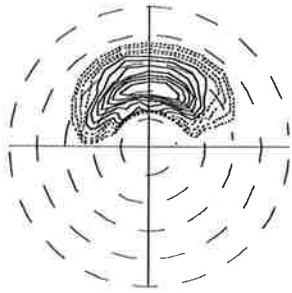
91/ 3/ 2 21:27 Long. -73.13 Lat. 36.99
Hs 3.41 m No. 18



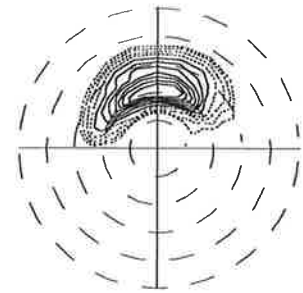
91/ 3/ 2 21:28 Long. -73.11 Lat. 36.94
Hs 3.25 m No. 19



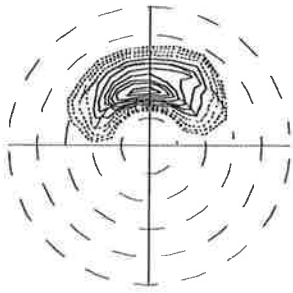
91/ 3/ 2 21:29 Long. -73.08 Lat. 36.89
Hs 3.39 m No. 20



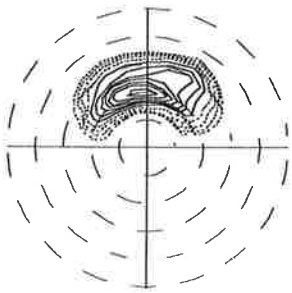
91/ 3/ 2 21:30 Long. -73.05 Lat. 36.84
Hs 3.08 m No. 21



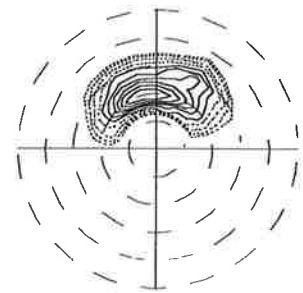
91/ 3/ 2 22:51 Long. -73.53 Lat. 37.34
Hs 2.65 m No. 22



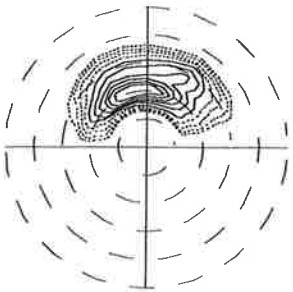
91/ 3/ 2 22:53 Long. -73.58 Lat. 37.27
Hs 2.58 m No. 23



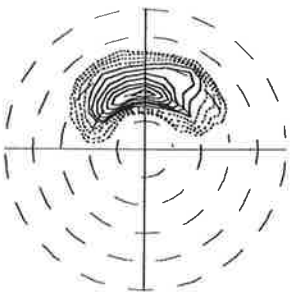
91/ 3/ 2 22:54 Long. -73.61 Lat. 37.22
Hs 2.42 m No. 24



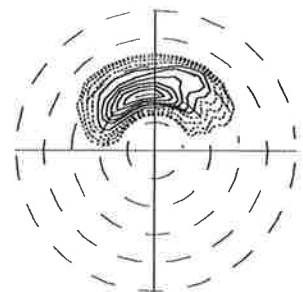
91/ 3/ 2 22:55 Long. -73.65 Lat. 37.17
Hs 2.52 m No. 25



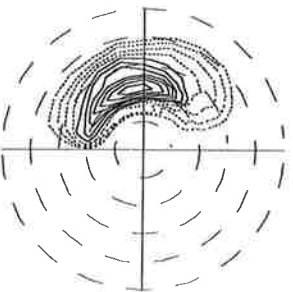
91/ 3/ 2 22:56 Long. -73.68 Lat. 37.12
Hs 2.56 m No. 26



91/ 3/ 2 22:57 Long. -73.72 Lat. 37.07
Hs 2.36 m No. 27



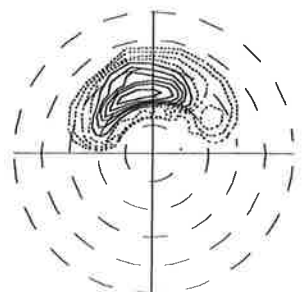
91/ 3/ 2 23:11 Long. -73.99 Lat. 36.50
Hs 2.67 m No. 28



91/ 3/ 2 23:12 Long. -73.95 Lat. 36.43
Hs 2.42 m No. 29



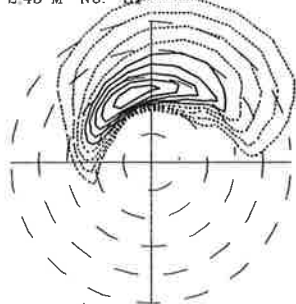
91/ 3/ 2 23:13 Long. -73.92 Lat. 36.37
Hs 2.34 m No. 30



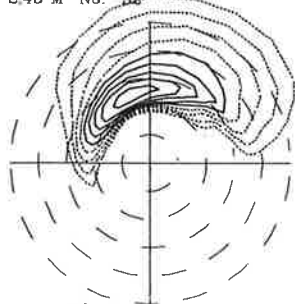
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SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess

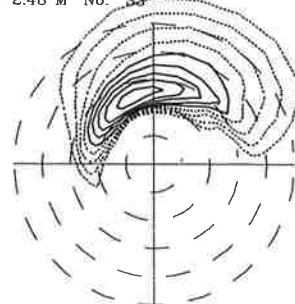
91/ 3/ 2 23:14 Long. -73.92 Lat. 36.33
Hs 2.45 M No. 31



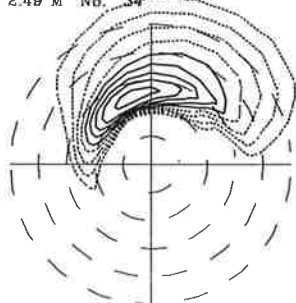
91/ 3/ 2 23:16 Long. -73.83 Lat. 36.25
Hs 2.48 M No. 32



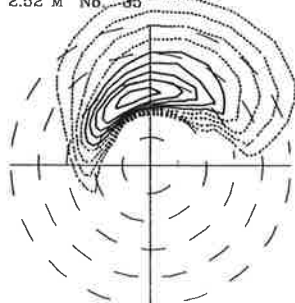
91/ 3/ 2 23:16 Long. -73.83 Lat. 36.25
Hs 2.48 M No. 33



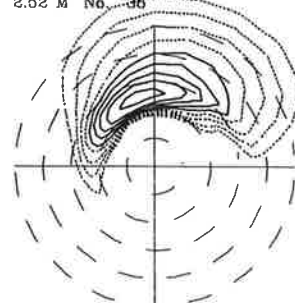
91/ 3/ 2 23:18 Long. -73.83 Lat. 36.17
Hs 2.49 M No. 34



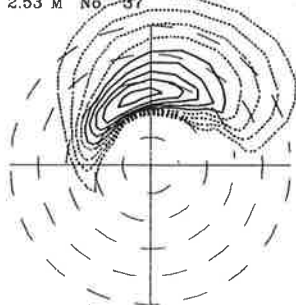
91/ 3/ 2 23:20 Long. -73.75 Lat. 36.08
Hs 2.52 M No. 35



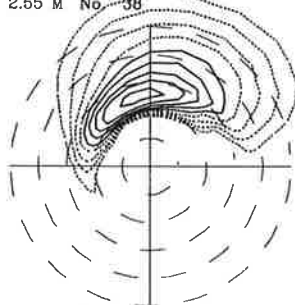
91/ 3/ 2 23:20 Long. -73.75 Lat. 36.08
Hs 2.52 M No. 36



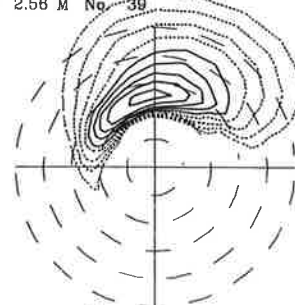
91/ 3/ 2 23:20 Long. -73.75 Lat. 36.00
Hs 2.53 M No. 37



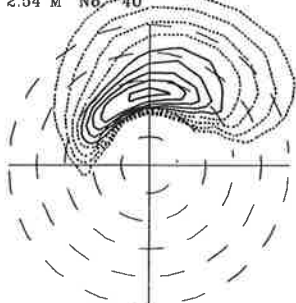
91/ 3/ 2 23:22 Long. -73.67 Lat. 36.00
Hs 2.55 M No. 38



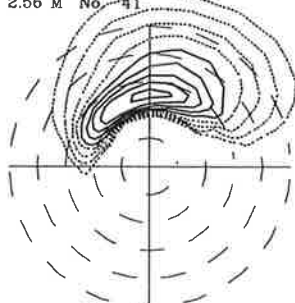
91/ 3/ 2 23:22 Long. -73.67 Lat. 35.92
Hs 2.56 M No. 39



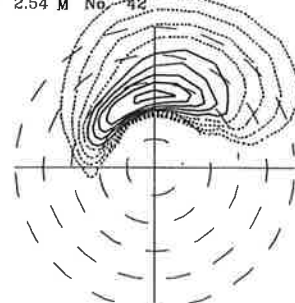
91/ 3/ 2 23:24 Long. -73.67 Lat. 35.83
Hs 2.54 M No. 40



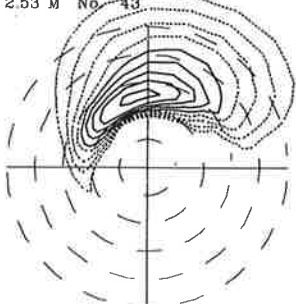
91/ 3/ 2 23:26 Long. -73.58 Lat. 35.83
Hs 2.56 M No. 41



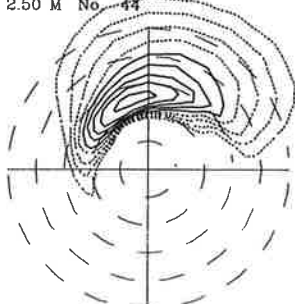
91/ 3/ 2 23:24 Long. -73.67 Lat. 35.83
Hs 2.54 M No. 42



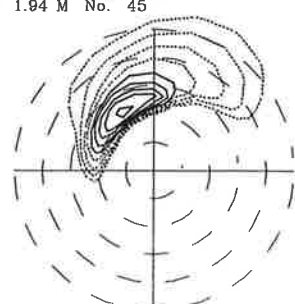
91/ 3/ 2 23:36 Long. -73.75 Lat. 36.92
Hs 2.53 M No. 43



91/ 3/ 2 23:38 Long. -73.83 Lat. 36.00
Hs 2.50 M No. 44



91/ 3/ 2 23:58 Long. -74.75 Lat. 37.08
Hs 1.94 M No. 45

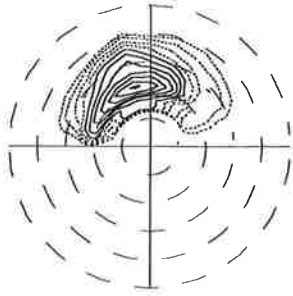


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000



SRA

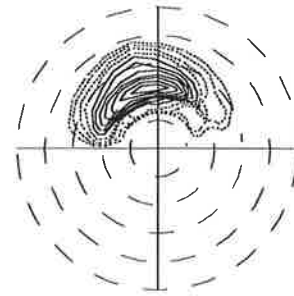
91/ 3/ 2 23:14 Long. -73.88 Lat. 36.31
Hs 2.45 m No. 31



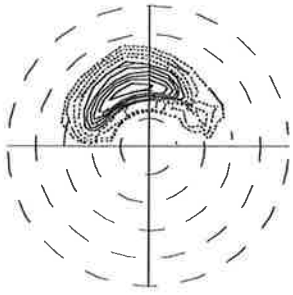
91/ 3/ 2 23:15 Long. -73.86 Lat. 36.27
Hs 2.37 m No. 32



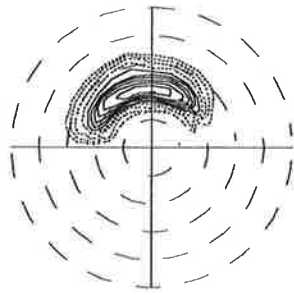
91/ 3/ 2 23:16 Long. -73.83 Lat. 36.22
Hs 2.61 m No. 33



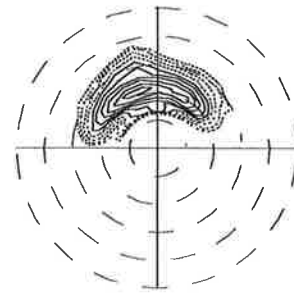
91/ 3/ 2 23:18 Long. -73.80 Lat. 36.17
Hs 2.31 m No. 34



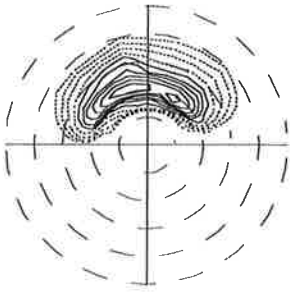
91/ 3/ 2 23:19 Long. -73.77 Lat. 36.12
Hs 2.37 m No. 35



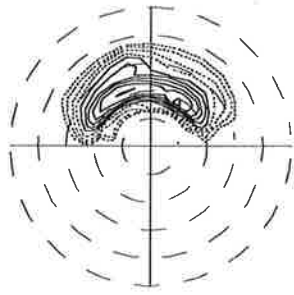
91/ 3/ 2 23:20 Long. -73.74 Lat. 36.07
Hs 2.31 m No. 36



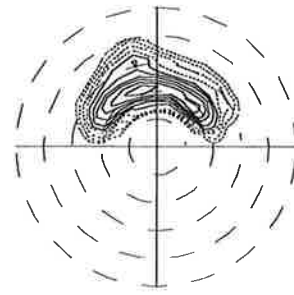
91/ 3/ 2 23:21 Long. -73.71 Lat. 36.01
Hs 2.72 m No. 37



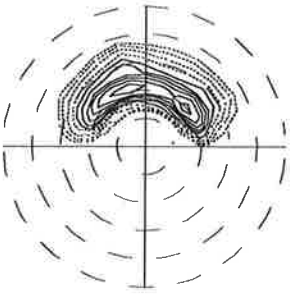
91/ 3/ 2 23:22 Long. -73.69 Lat. 35.97
Hs 2.56 m No. 38



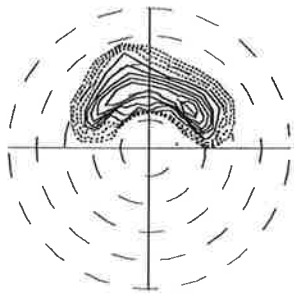
91/ 3/ 2 23:23 Long. -73.66 Lat. 35.92
Hs 2.53 m No. 39



91/ 3/ 2 23:24 Long. -73.63 Lat. 35.87
Hs 2.75 m No. 40



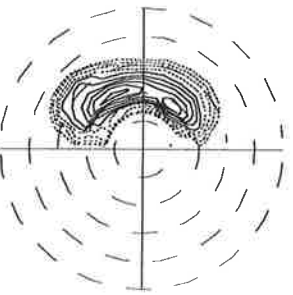
91/ 3/ 2 23:26 Long. -73.60 Lat. 35.82
Hs 2.73 m No. 41



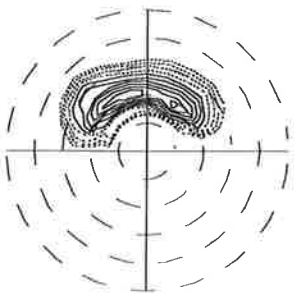
91/ 3/ 2 23:35 Long. -73.71 Lat. 35.85
Hs 2.96 m No. 42



91/ 3/ 2 23:38 Long. -73.78 Lat. 35.92
Hs 2.45 m No. 43



91/ 3/ 2 23:38 Long. -73.81 Lat. 36.97
Hs 2.64 m No. 44



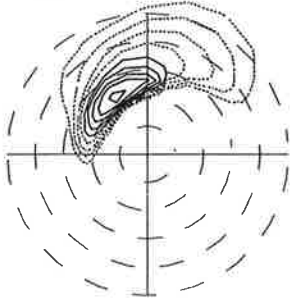
91/ 3/ 2 23:59 Long. -74.72 Lat. 37.07
Hs 2.30 m No. 45



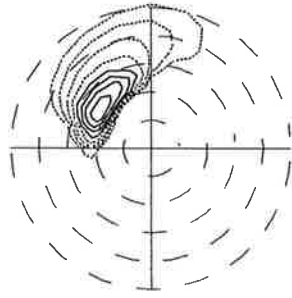
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SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM first guess

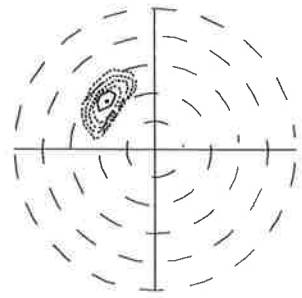
91/ 3/ 3 0: 0 Long. -74.75 Lat. 37.17
Hs 1.92 M No. 46



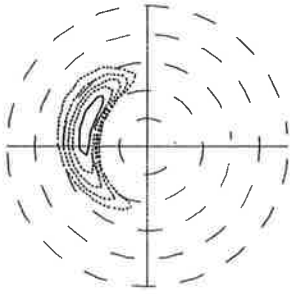
91/ 3/ 3 0: 2 Long. -74.83 Lat. 37.25
Hs 1.59 M No. 47



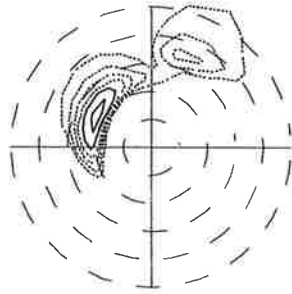
91/ 3/ 3 0: 2 Long. -74.92 Lat. 37.25
Hs 0.70 M No. 48



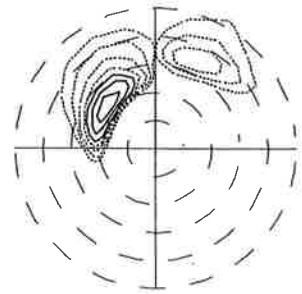
91/ 3/ 3 1: 10 Long. -74.92 Lat. 37.33
Hs 1.12 M No. 49



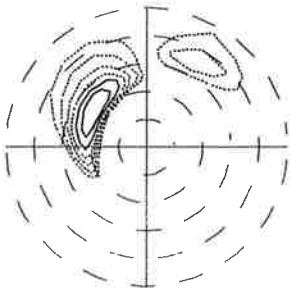
91/ 3/ 3 1: 12 Long. -75.00 Lat. 37.42
Hs 1.25 M No. 50



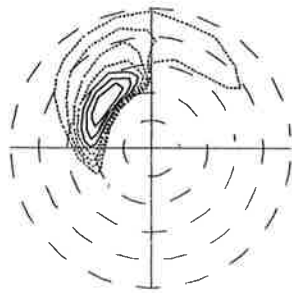
91/ 3/ 3 0: 12 Long. -74.92 Lat. 37.50
Hs 1.44 M No. 51



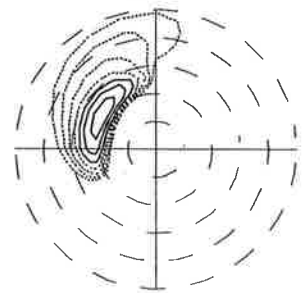
91/ 3/ 3 0: 12 Long. -74.92 Lat. 37.42
Hs 1.33 M No. 52



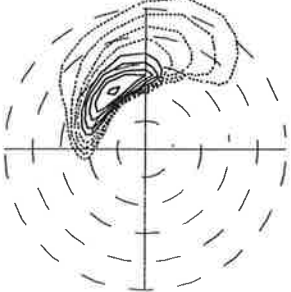
91/ 3/ 3 0: 14 Long. -74.83 Lat. 37.42
Hs 1.53 M No. 53



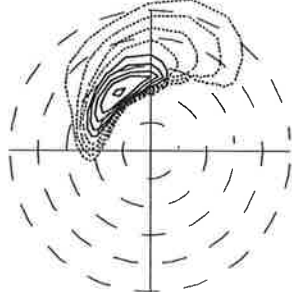
91/ 3/ 3 0: 14 Long. -74.83 Lat. 37.33
Hs 1.53 M No. 54



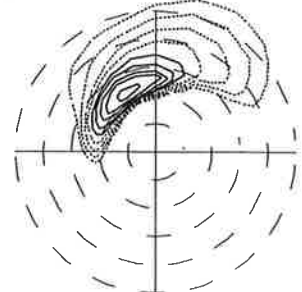
91/ 3/ 3 0: 16 Long. -74.75 Lat. 37.25
Hs 1.86 M No. 55



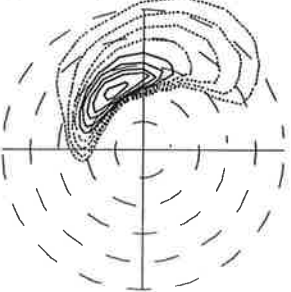
91/ 3/ 3 0: 16 Long. -74.75 Lat. 37.25
Hs 1.86 M No. 56



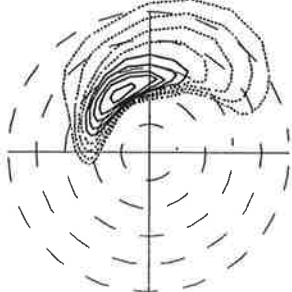
91/ 3/ 3 0: 18 Long. -74.67 Lat. 37.17
Hs 2.00 M No. 57



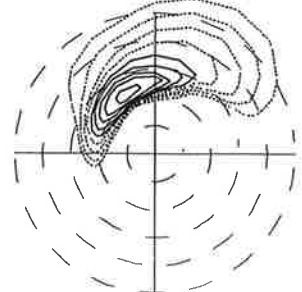
91/ 3/ 3 0: 20 Long. -74.67 Lat. 37.08
Hs 2.01 M No. 58



91/ 3/ 3 0: 20 Long. -74.58 Lat. 37.08
Hs 2.06 M No. 59



91/ 3/ 3 0: 22 Long. -74.58 Lat. 37.00
Hs 2.07 M No. 60



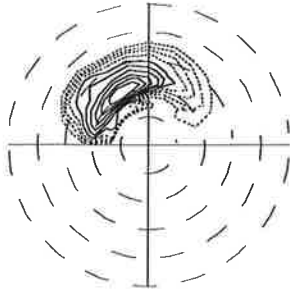
DASHED LINES: -1.00 -.800 -.600 -.400

SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

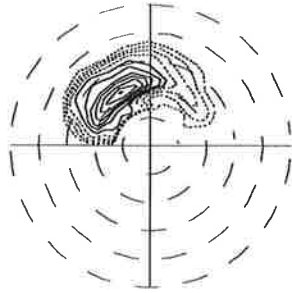


SRA

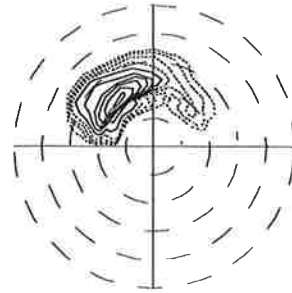
91/ 3/ 3 0: 0 Long. -74.79 Lat. 37.15
Hs 2.20 m No. 46



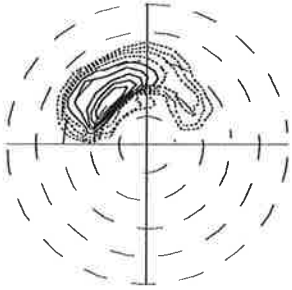
91/ 3/ 3 0: 2 Long. -74.84 Lat. 37.21
Hs 2.10 m No. 47



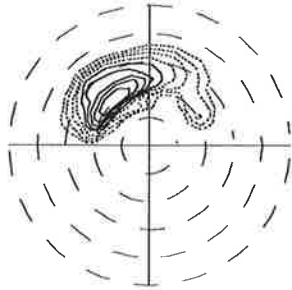
91/ 3/ 3 0: 3 Long. -74.89 Lat. 37.27
Hs 1.88 m No. 48



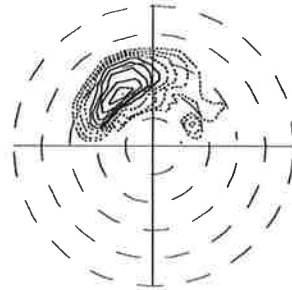
91/ 3/ 3 0: 4 Long. -74.94 Lat. 37.33
Hs 1.92 m No. 49



91/ 3/ 3 0: 5 Long. -74.99 Lat. 37.39
Hs 1.89 m No. 50



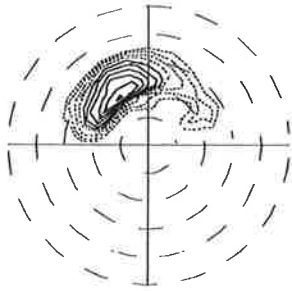
91/ 3/ 3 0: 12 Long. -74.94 Lat. 37.53
Hs 1.73 m No. 51



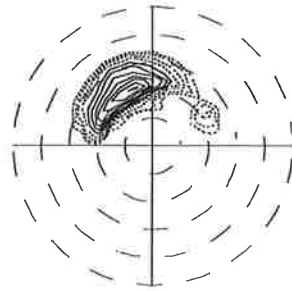
91/ 3/ 3 0: 13 Long. -74.88 Lat. 37.45
Hs 1.70 m No. 52



91/ 3/ 3 0: 14 Long. -74.84 Lat. 37.40
Hs 1.87 m No. 53



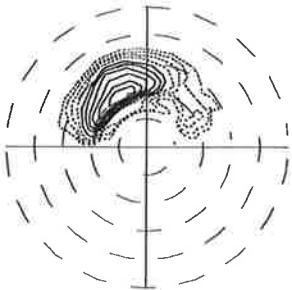
91/ 3/ 3 0: 15 Long. -74.80 Lat. 37.34
Hs 2.04 m No. 54



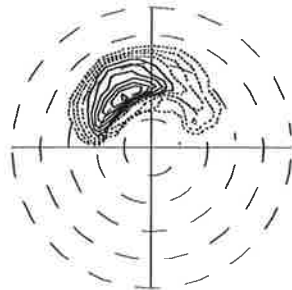
91/ 3/ 3 0: 16 Long. -74.75 Lat. 37.28
Hs 2.14 m No. 55



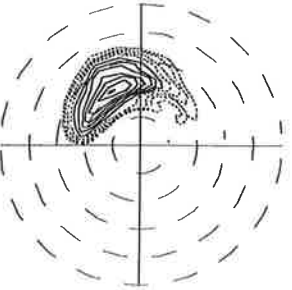
91/ 3/ 3 0: 17 Long. -74.72 Lat. 37.23
Hs 2.17 m No. 56



91/ 3/ 3 0: 18 Long. -74.67 Lat. 37.17
Hs 2.21 m No. 57



91/ 3/ 3 0: 20 Long. -74.63 Lat. 37.11
Hs 2.23 m No. 58



91/ 3/ 3 0: 21 Long. -74.59 Lat. 37.08
Hs 2.18 m No. 59



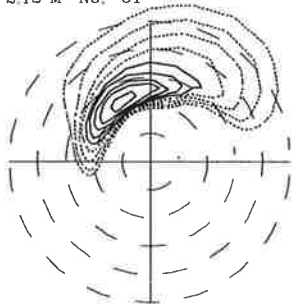
91/ 3/ 3 0: 22 Long. -74.56 Lat. 37.00
Hs 2.04 m No. 60



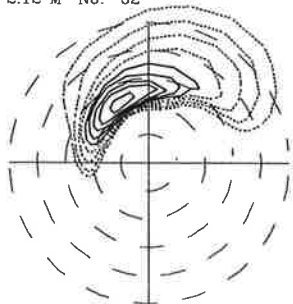
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess

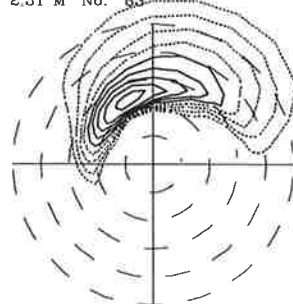
91/ 3/ 3 0:24 Long. -74.50 Lat. 36.92
Hs 2.12 M No. 61



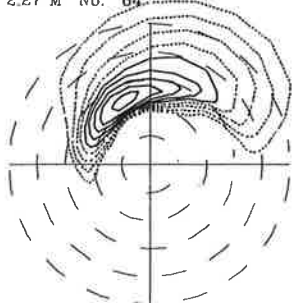
91/ 3/ 3 0:24 Long. -74.50 Lat. 36.92
Hs 2.12 M No. 62



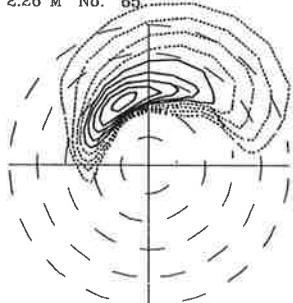
91/ 3/ 3 0:52 Long. -74.17 Lat. 36.33
Hs 2.31 M No. 63



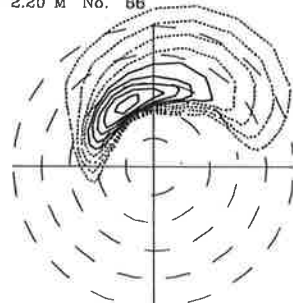
91/ 3/ 3 0:54 Long. -74.25 Lat. 36.42
Hs 2.27 M No. 64



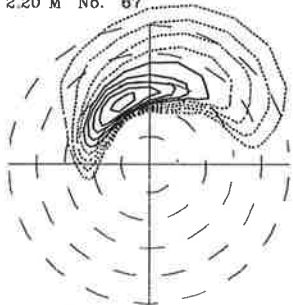
91/ 3/ 3 0:54 Long. -74.25 Lat. 36.50
Hs 2.26 M No. 65



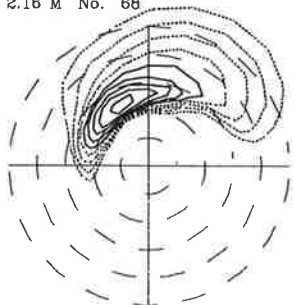
91/ 3/ 3 0:56 Long. -74.33 Lat. 36.58
Hs 2.20 M No. 66



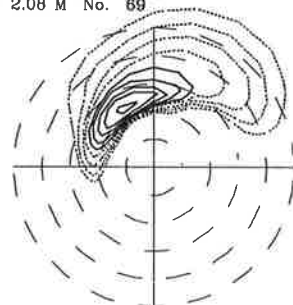
91/ 3/ 3 0:56 Long. -74.33 Lat. 36.58
Hs 2.20 M No. 67



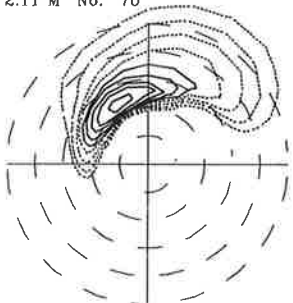
91/ 3/ 3 0:58 Long. -74.42 Lat. 36.67
Hs 2.16 M No. 68



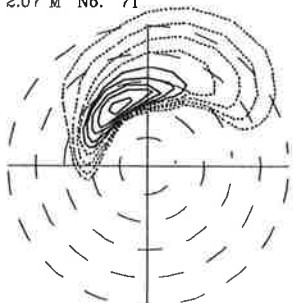
91/ 3/ 3 2:16 Long. -74.50 Lat. 36.75
Hs 2.08 M No. 69



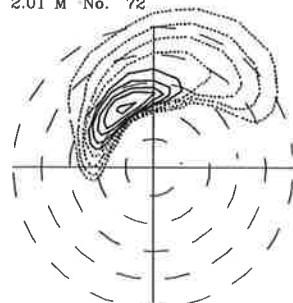
91/ 3/ 3 1: 0 Long. -74.50 Lat. 36.83
Hs 2.11 M No. 70



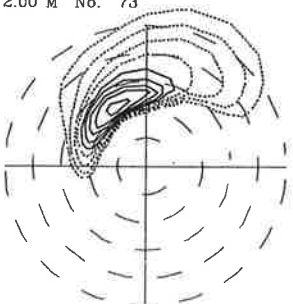
91/ 3/ 3 1: 2 Long. -74.58 Lat. 36.83
Hs 2.07 M No. 71



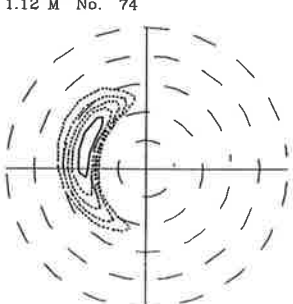
91/ 3/ 3 2:46 Long. -74.58 Lat. 36.92
Hs 2.01 M No. 72



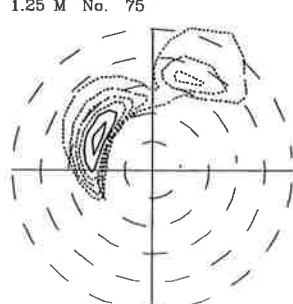
91/ 3/ 3 1: 4 Long. -74.87 Lat. 37.00
Hs 2.00 M No. 73



91/ 3/ 3 1:10 Long. -74.92 Lat. 37.33
Hs 1.12 M No. 74



91/ 3/ 3 1:12 Long. -75.00 Lat. 37.42
Hs 1.25 M No. 75

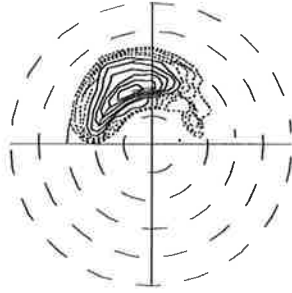


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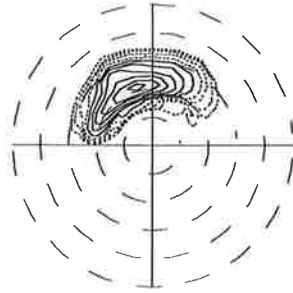


SRA

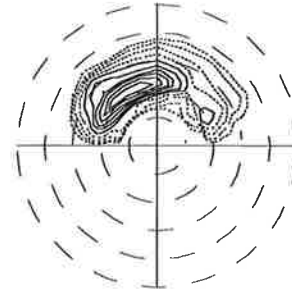
91/ 3/ 3 0:23 Long. -74.51 Lat. 36.94
Hs 2.17 m No. 61



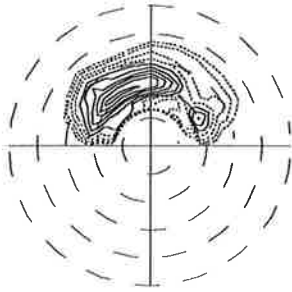
91/ 3/ 3 0:24 Long. -74.47 Lat. 36.89
Hs 2.17 m No. 62



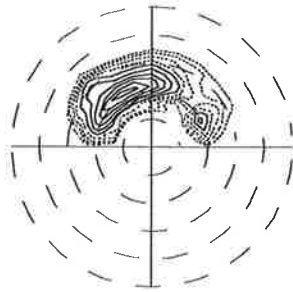
91/ 3/ 3 0:53 Long. -74.15 Lat. 36.35
Hs 2.32 m No. 63



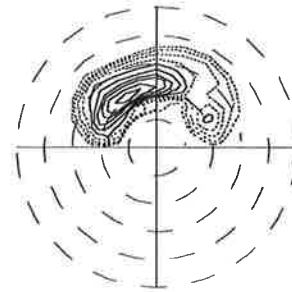
91/ 3/ 3 0:54 Long. -74.21 Lat. 36.43
Hs 2.28 m No. 64



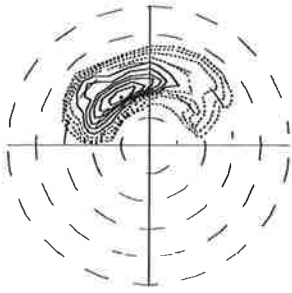
91/ 3/ 3 0:55 Long. -74.28 Lat. 36.49
Hs 2.08 m No. 65



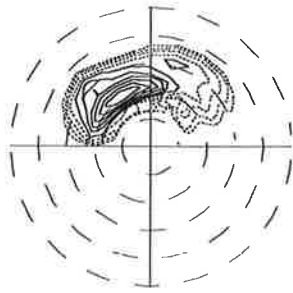
91/ 3/ 3 0:56 Long. -74.31 Lat. 36.56
Hs 2.16 m No. 66



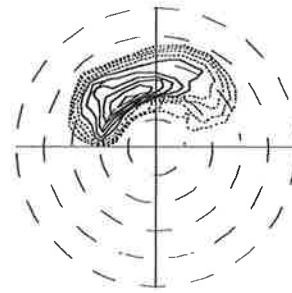
91/ 3/ 3 0:57 Long. -74.38 Lat. 36.61
Hs 2.15 m No. 67



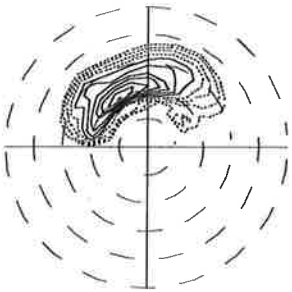
91/ 3/ 3 0:58 Long. -74.41 Lat. 36.68
Hs 2.22 m No. 68



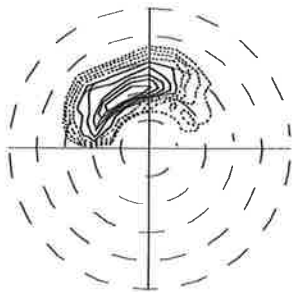
91/ 3/ 3 1: 0 Long. -74.46 Lat. 36.74
Hs 2.20 m No. 69



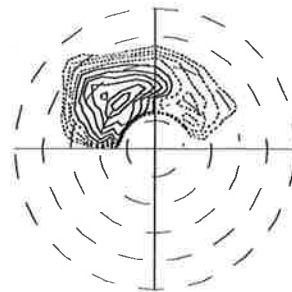
91/ 3/ 3 1: 1 Long. -74.51 Lat. 36.80
Hs 2.19 m No. 70



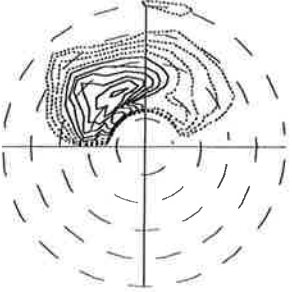
91/ 3/ 3 1: 2 Long. -74.56 Lat. 36.86
Hs 1.99 m No. 71



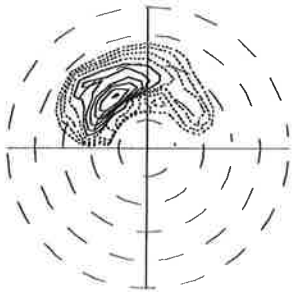
91/ 3/ 3 1: 3 Long. -74.61 Lat. 36.93
Hs 2.50 m No. 72



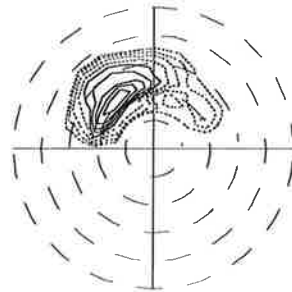
91/ 3/ 3 1: 4 Long. -74.66 Lat. 36.98
Hs 2.56 m No. 73



91/ 3/ 3 1:11 Long. -74.95 Lat. 37.33
Hs 1.87 m No. 74



91/ 3/ 3 1:12 Long. -75.00 Lat. 37.40
Hs 1.79 m No. 75

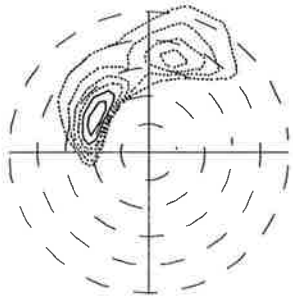


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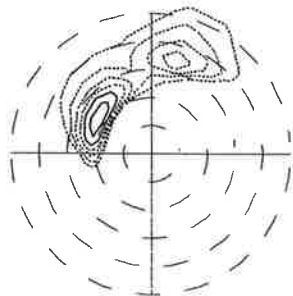


WAM first guess

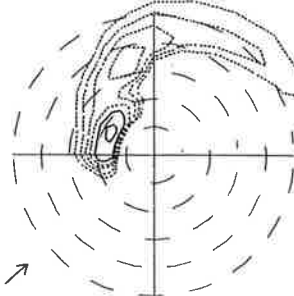
91/ 3/ 3 1:14 Long. -75.08 Lat. 37.50
Hs 1.26 M No. 76



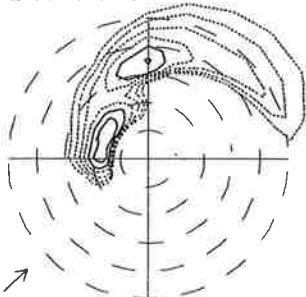
91/ 3/ 3 1:14 Long. -75.08 Lat. 37.50
Hs 1.26 M No. 77



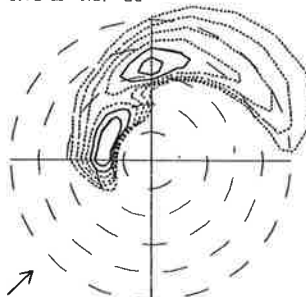
91/ 3/ 4 20:26 Long. -75.67 Lat. 36.92
Hs 1.36 M No. 78



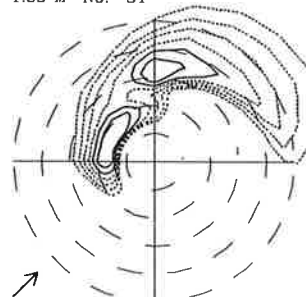
91/ 3/ 4 20:26 Long. -75.50 Lat. 36.92
Hs 1.63 M No. 79



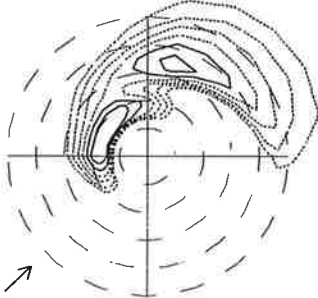
91/ 3/ 4 20:28 Long. -75.42 Lat. 36.92
Hs 1.75 M No. 80



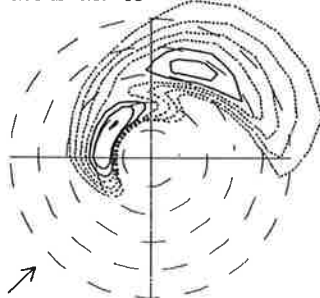
91/ 3/ 4 20:28 Long. -75.33 Lat. 36.92
Hs 1.68 M No. 81



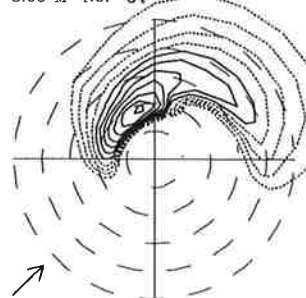
91/ 3/ 4 20:30 Long. -75.25 Lat. 36.92
Hs 1.95 M No. 82



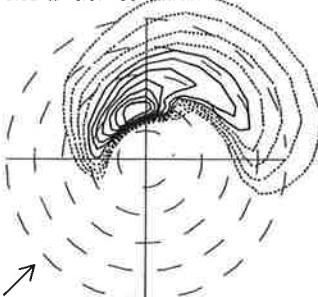
91/ 3/ 4 20:32 Long. -75.17 Lat. 36.92
Hs 2.03 M No. 83



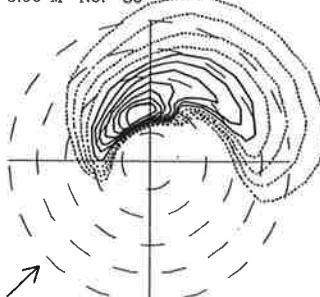
91/ 3/ 4 20:38 Long. -74.75 Lat. 36.92
Hs 3.05 M No. 84



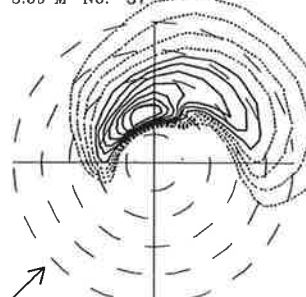
91/ 3/ 4 20:38 Long. -74.67 Lat. 36.92
Hs 3.38 M No. 85



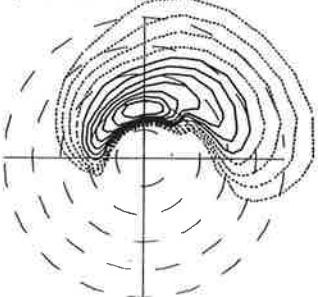
91/ 3/ 4 20:40 Long. -74.58 Lat. 36.92
Hs 3.50 M No. 86



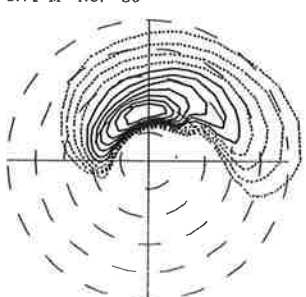
91/ 3/ 4 20:40 Long. -74.50 Lat. 36.92
Hs 3.59 M No. 87



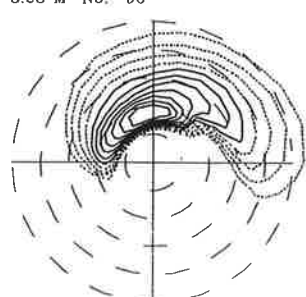
91/ 3/ 4 21: 4 Long. -73.50 Lat. 37.50
Hs 3.93 M No. 88



91/ 3/ 4 22:58 Long. -73.68 Lat. 37.50
Hs 3.71 M No. 89



91/ 3/ 4 22:58 Long. -73.87 Lat. 37.50
Hs 3.68 M No. 90

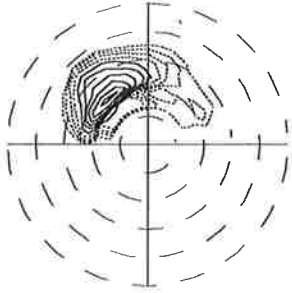


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SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

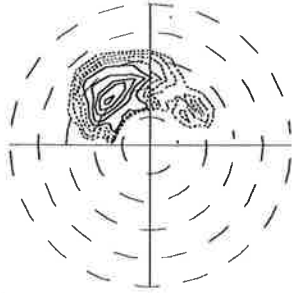


SRA

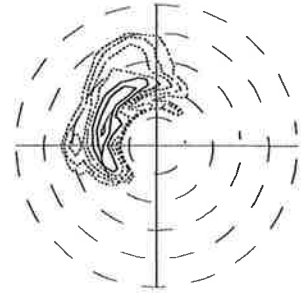
91/ 3/ 3 1:14 Long. -75.04 Lat. 37.47
Hs 1.88 m No. 76



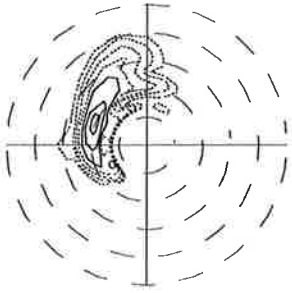
91/ 3/ 3 1:15 Long. -75.08 Lat. 37.53
Hs 1.61 m No. 77



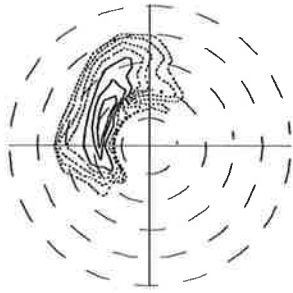
91/ 3/ 4 20:26 Long. -75.65 Lat. 36.92
Hs 1.40 m No. 78



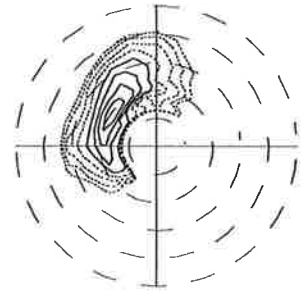
91/ 3/ 4 20:27 Long. -75.53 Lat. 36.92
Hs 1.36 m No. 79



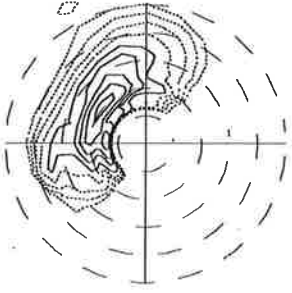
91/ 3/ 4 20:28 Long. -75.45 Lat. 36.92
Hs 1.58 m No. 80



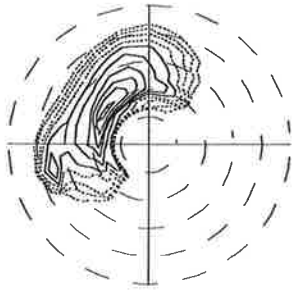
91/ 3/ 4 20:29 Long. -75.37 Lat. 36.92
Hs 1.85 m No. 81



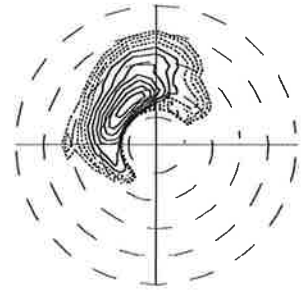
91/ 3/ 4 20:31 Long. -75.28 Lat. 36.92
Hs 2.59 m No. 82



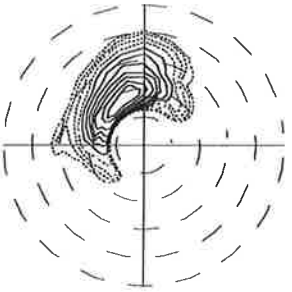
91/ 3/ 4 20:32 Long. -75.19 Lat. 36.92
Hs 2.57 m No. 83



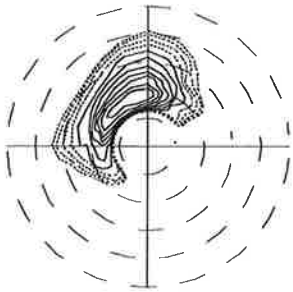
91/ 3/ 4 20:38 Long. -74.76 Lat. 36.92
Hs 3.05 m No. 84



91/ 3/ 4 20:39 Long. -74.64 Lat. 36.92
Hs 3.24 m No. 85



91/ 3/ 4 20:40 Long. -74.56 Lat. 36.92
Hs 3.46 m No. 86



91/ 3/ 4 20:41 Long. -74.49 Lat. 36.92
Hs 3.86 m No. 87



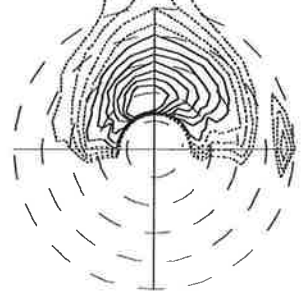
91/ 3/ 4 21: 4 Long. -73.51 Lat. 37.49
Hs 3.99 m No. 88



91/ 3/ 4 21: 5 Long. -73.60 Lat. 37.50
Hs 3.83 m No. 89



91/ 3/ 4 21: 6 Long. -73.67 Lat. 37.50
Hs 4.35 m No. 90

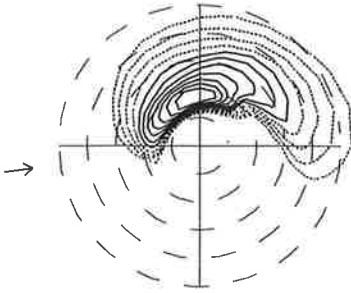


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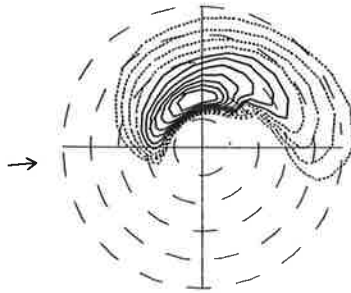
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WAM first guess

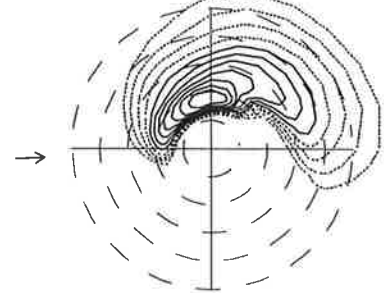
91/ 3/ 4 23: 0 Long. -73.75 Lat. 37.50
Hs 3.64 M No. 91



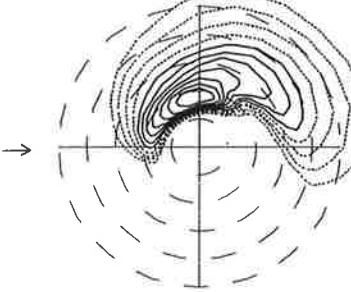
91/ 3/ 4 23: 0 Long. -73.83 Lat. 37.50
Hs 3.61 M No. 92



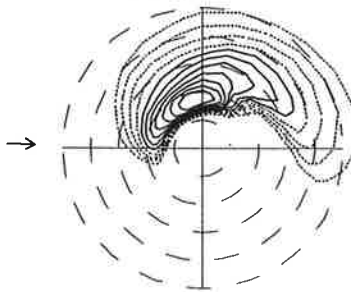
91/ 3/ 4 21:10 Long. -73.92 Lat. 37.50
Hs 3.73 M No. 93



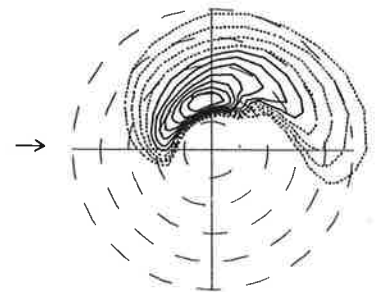
91/ 3/ 4 21:10 Long. -74.00 Lat. 37.50
Hs 3.69 M No. 94



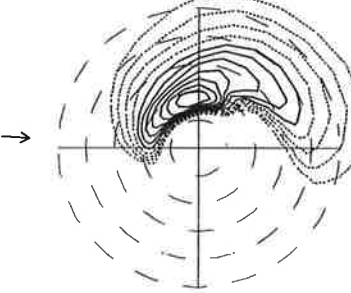
91/ 3/ 4 22:10 Long. -74.08 Lat. 37.50
Hs 3.53 M No. 95



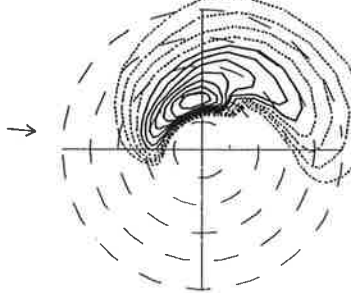
91/ 3/ 4 22:10 Long. -74.08 Lat. 37.50
Hs 3.53 M No. 96



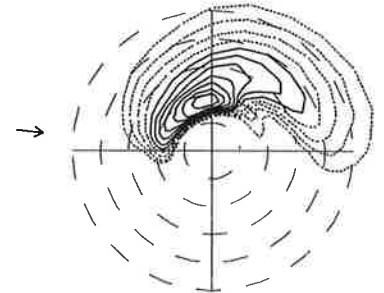
91/ 3/ 4 21:14 Long. -74.17 Lat. 37.50
Hs 3.57 M No. 97



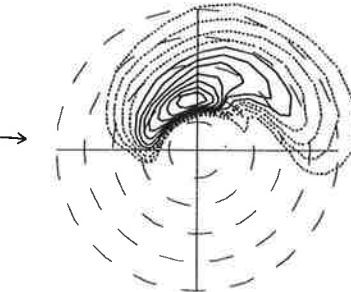
91/ 3/ 4 21:14 Long. -74.25 Lat. 37.50
Hs 3.50 M No. 98



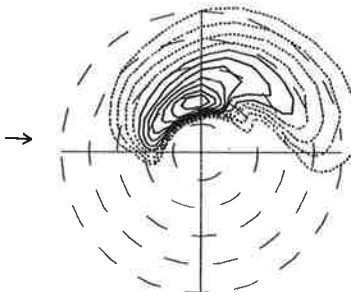
91/ 3/ 4 21:24 Long. -74.17 Lat. 37.83
Hs 3.32 M No. 99



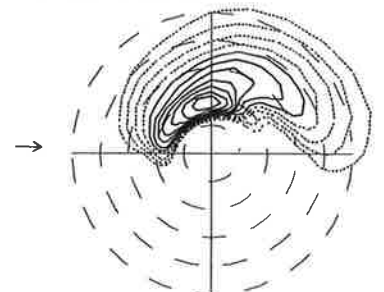
91/ 3/ 4 21:26 Long. -74.08 Lat. 37.83
Hs 3.42 M No. 100



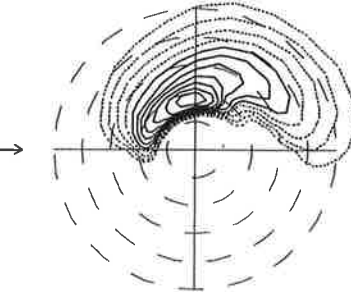
91/ 3/ 4 21:26 Long. -74.08 Lat. 37.92
Hs 3.33 M No. 101



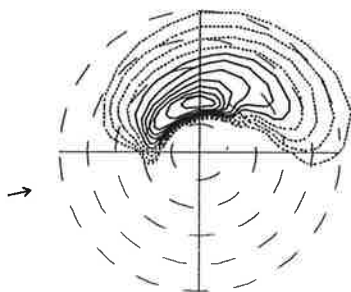
91/ 3/ 4 21:28 Long. -74.00 Lat. 38.00
Hs 3.36 M No. 102



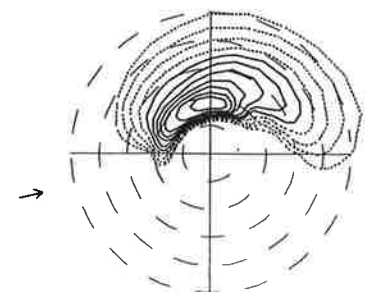
91/ 3/ 4 21:28 Long. -73.92 Lat. 38.08
Hs 3.43 M No. 103



91/ 3/ 4 21:46 Long. -73.42 Lat. 38.50
Hs 3.48 M No. 104



91/ 3/ 4 21:48 Long. -73.42 Lat. 38.42
Hs 3.59 M No. 105



DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

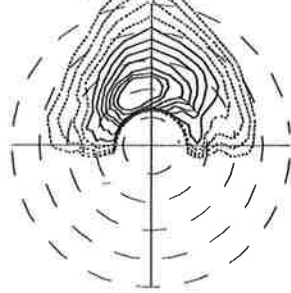


SRA

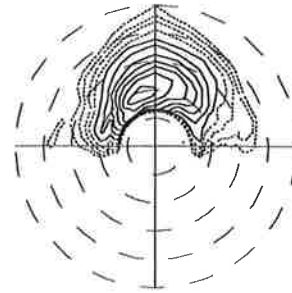
91/ 3/ 4 21: 7 Long. -73.75 Lat. 37.50
Hs 4.00 m No. 91



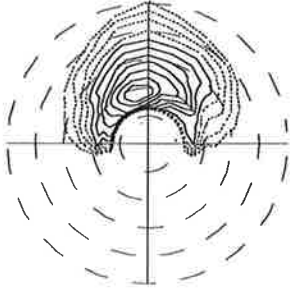
91/ 3/ 4 21: 8 Long. -73.83 Lat. 37.51
Hs 4.45 m No. 92



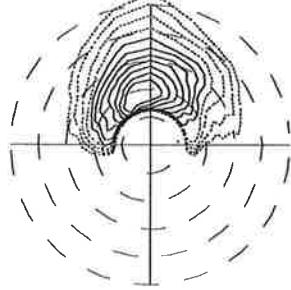
91/ 3/ 4 21:10 Long. -73.90 Lat. 37.51
Hs 3.59 m No. 93



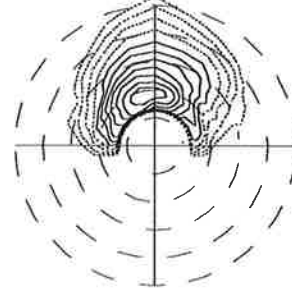
91/ 3/ 4 21:11 Long. -73.98 Lat. 37.52
Hs 3.51 m No. 94



91/ 3/ 4 21:12 Long. -74.05 Lat. 37.52
Hs 3.91 m No. 95



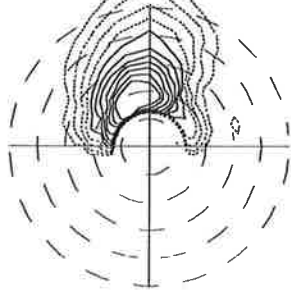
91/ 3/ 4 21:13 Long. -74.12 Lat. 37.52
Hs 3.64 m No. 96



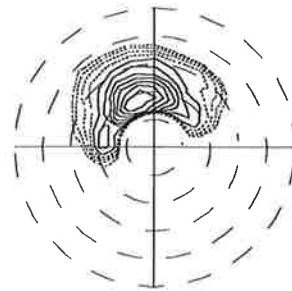
91/ 3/ 4 21:14 Long. -74.18 Lat. 37.53
Hs 2.80 m No. 97



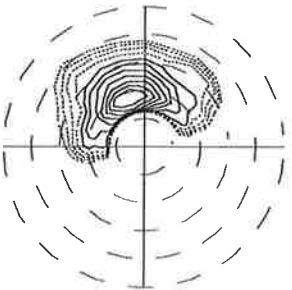
91/ 3/ 4 21:15 Long. -74.26 Lat. 37.53
Hs 4.38 m No. 98



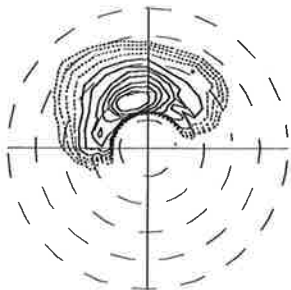
91/ 3/ 4 21:25 Long. -74.19 Lat. 37.81
Hs 3.13 m No. 99



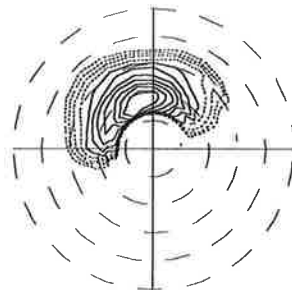
91/ 3/ 4 21:26 Long. -74.11 Lat. 37.87
Hs 3.20 m No. 100



91/ 3/ 4 21:27 Long. -74.05 Lat. 37.92
Hs 3.46 m No. 101



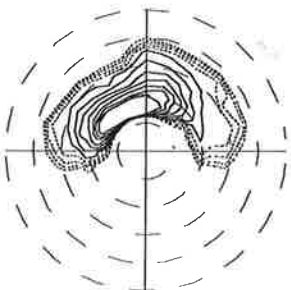
91/ 3/ 4 21:28 Long. -73.99 Lat. 37.99
Hs 3.47 m No. 102



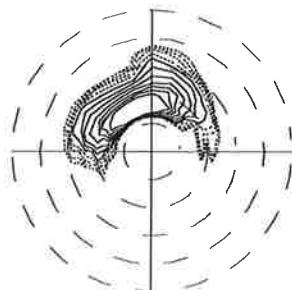
91/ 3/ 4 21:29 Long. -73.93 Lat. 38.05
Hs 3.85 m No. 103



91/ 3/ 4 21:46 Long. -73.38 Lat. 38.49
Hs 5.01 m No. 104



91/ 3/ 4 21:48 Long. -73.38 Lat. 38.42
Hs 4.51 m No. 105

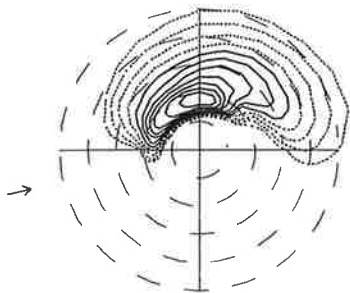


DASHED LINES: -1.00 -.80 -.60 -.40

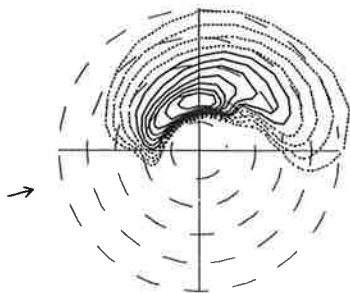
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM first guess

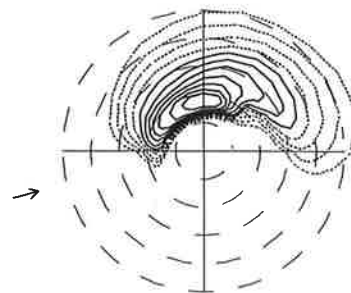
91/ 3/ 4 21:48 Long. -73.42 Lat. 38.42
Hs 3.59 M No. 106



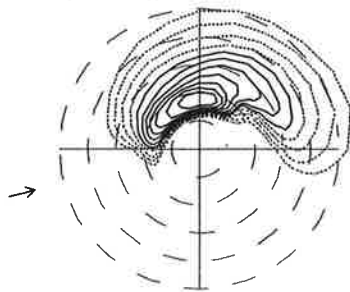
91/ 3/ 4 21:54 Long. -73.42 Lat. 38.17
Hs 3.67 M No. 107



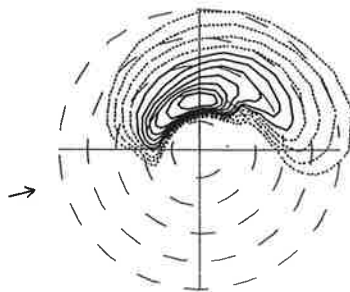
91/ 3/ 4 21:54 Long. -73.42 Lat. 38.08
Hs 3.69 M No. 108



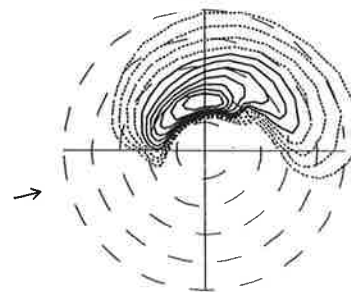
91/ 3/ 4 21:56 Long. -73.42 Lat. 38.00
Hs 3.71 M No. 109



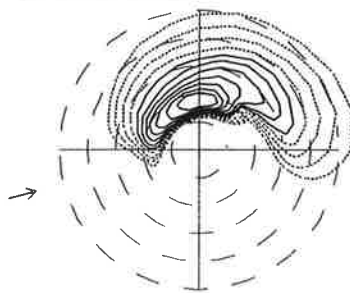
91/ 3/ 4 21:56 Long. -73.42 Lat. 38.00
Hs 3.71 M No. 110



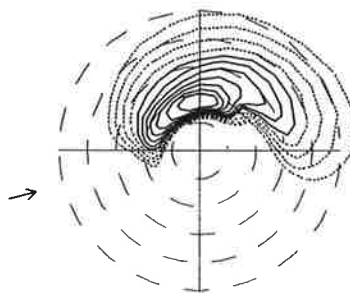
91/ 3/ 4 21:58 Long. -73.42 Lat. 37.92
Hs 3.73 M No. 111



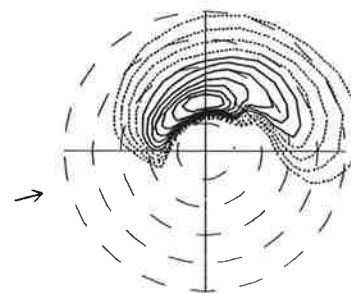
91/ 3/ 4 22: 0 Long. -73.42 Lat. 37.83
Hs 3.75 M No. 112



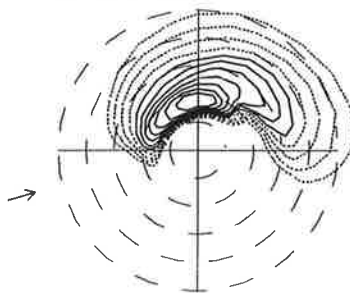
91/ 3/ 4 22: 0 Long. -73.42 Lat. 37.83
Hs 3.75 M No. 113



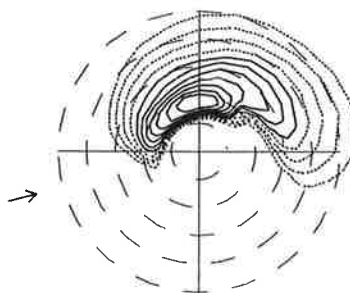
91/ 3/ 4 22: 2 Long. -73.42 Lat. 37.75
Hs 3.77 M No. 114



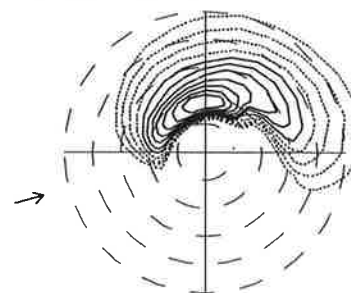
91/ 3/ 4 22: 2 Long. -73.42 Lat. 37.75
Hs 3.77 M No. 115



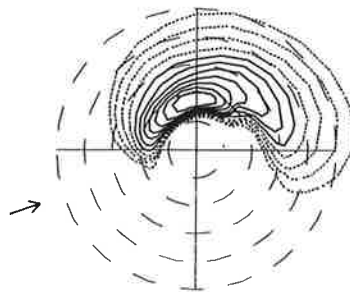
91/ 3/ 4 22: 2 Long. -73.42 Lat. 37.67
Hs 3.80 M No. 116



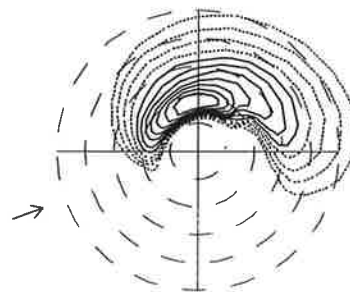
91/ 3/ 4 22: 4 Long. -73.42 Lat. 37.58
Hs 3.82 M No. 117



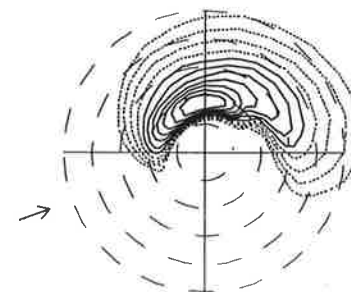
91/ 3/ 4 22:10 Long. -73.42 Lat. 37.33
Hs 3.90 M No. 118



91/ 3/ 4 22:12 Long. -73.42 Lat. 37.25
Hs 3.92 M No. 119



91/ 3/ 4 22:12 Long. -73.42 Lat. 37.25
Hs 3.92 M No. 120

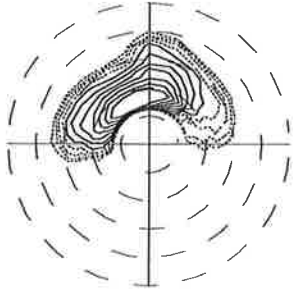


DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

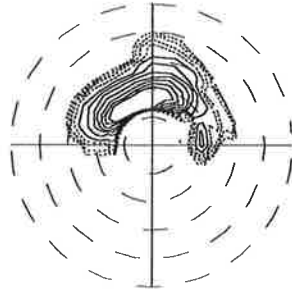


SRA

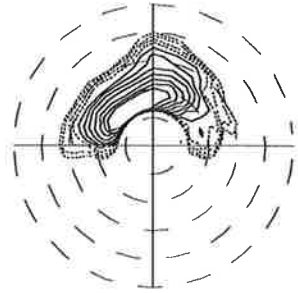
91/ 3/ 4 21:49 Long. -73.38 Lat. 38.38
Hs 4.10 m No. 106



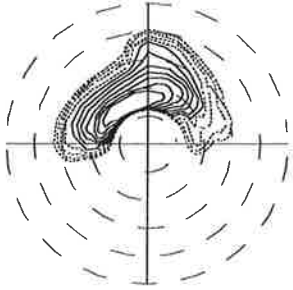
91/ 3/ 4 21:54 Long. -73.38 Lat. 38.15
Hs 4.57 m No. 107



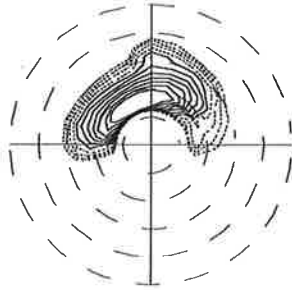
91/ 3/ 4 21:55 Long. -73.39 Lat. 38.08
Hs 4.58 m No. 108



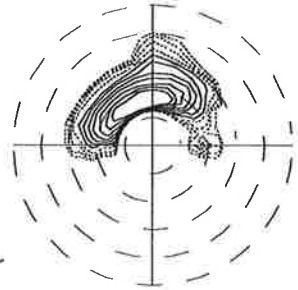
91/ 3/ 4 21:56 Long. -73.39 Lat. 38.03
Hs 4.27 m No. 109



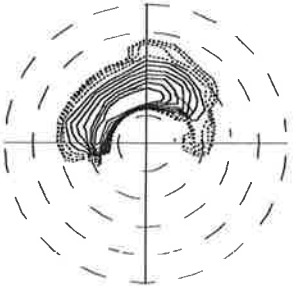
91/ 3/ 4 21:57 Long. -73.39 Lat. 37.98
Hs 4.21 m No. 110



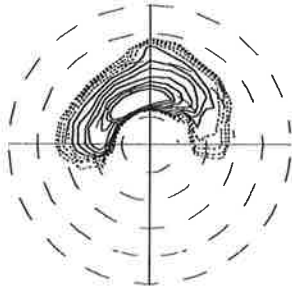
91/ 3/ 4 21:58 Long. -73.39 Lat. 37.92
Hs 4.46 m No. 111



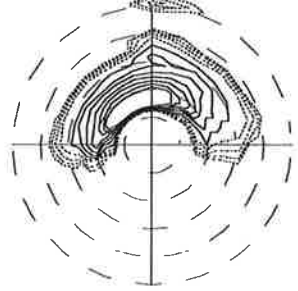
91/ 3/ 4 21:59 Long. -73.39 Lat. 37.87
Hs 4.43 m No. 112



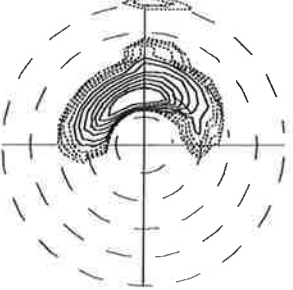
91/ 3/ 4 22: 0 Long. -73.39 Lat. 37.82
Hs 4.44 m No. 113



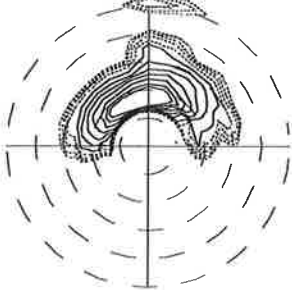
91/ 3/ 4 22: 1 Long. -73.39 Lat. 37.77
Hs 4.97 m No. 114



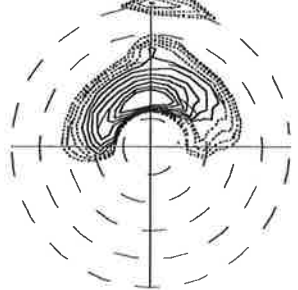
91/ 3/ 4 22: 2 Long. -73.39 Lat. 37.71
Hs 3.87 m No. 115



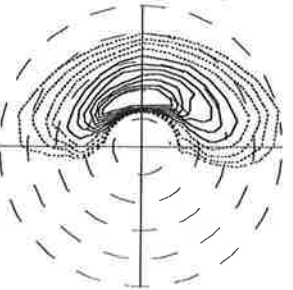
91/ 3/ 4 22: 3 Long. -73.39 Lat. 37.66
Hs 4.47 m No. 116



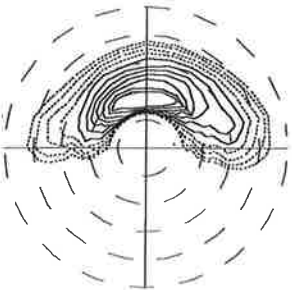
91/ 3/ 4 22: 5 Long. -73.40 Lat. 37.61
Hs 3.92 m No. 117



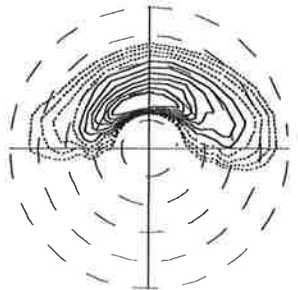
91/ 3/ 4 22:11 Long. -73.40 Lat. 37.34
Hs 4.32 m No. 118



91/ 3/ 4 22:12 Long. -73.40 Lat. 37.27
Hs 4.29 m No. 119



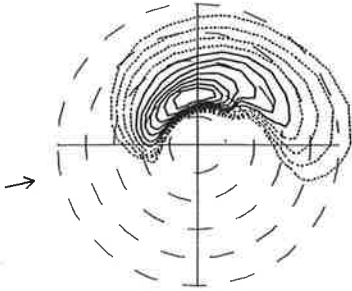
91/ 3/ 4 22:13 Long. -73.41 Lat. 37.22
Hs 4.30 m No. 120



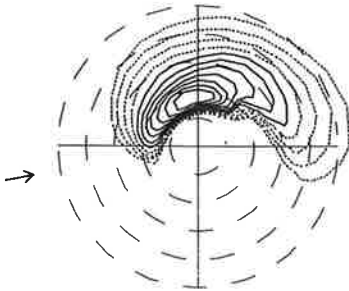
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM first guess

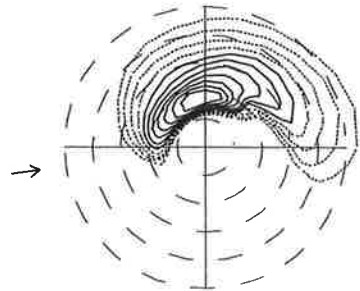
91/ 3/ 4 22:58 Long. -73.58 Lat. 37.50
Hs 3.71 M No. 121



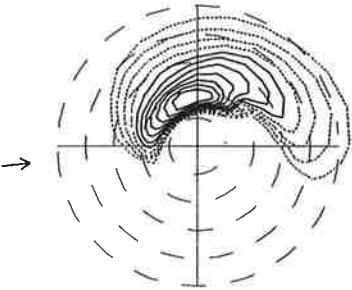
91/ 3/ 4 22:58 Long. -73.67 Lat. 37.50
Hs 3.68 M No. 122



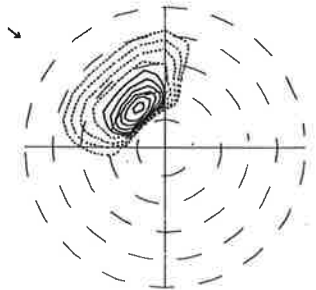
91/ 3/ 4 23: 0 Long. -73.75 Lat. 37.50
Hs 3.64 M No. 123



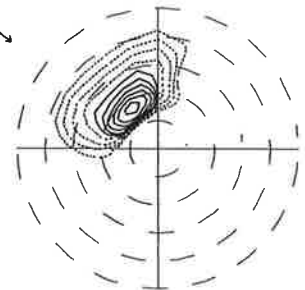
91/ 3/ 4 23: 0 Long. -73.83 Lat. 37.50
Hs 3.61 M No. 124



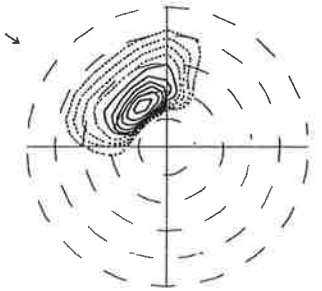
91/ 3/ 5 17:16 Long. -74.50 Lat. 38.75
Hs 2.01 M No. 125



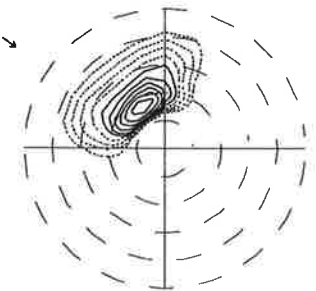
91/ 3/ 5 17:16 Long. -74.42 Lat. 38.75
Hs 2.08 M No. 126



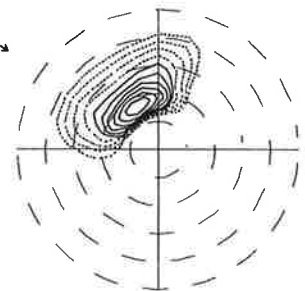
91/ 3/ 5 17:18 Long. -74.33 Lat. 38.87
Hs 2.19 M No. 127



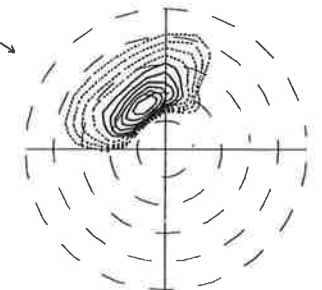
91/ 3/ 5 17:20 Long. -74.25 Lat. 38.67
Hs 2.22 M No. 128



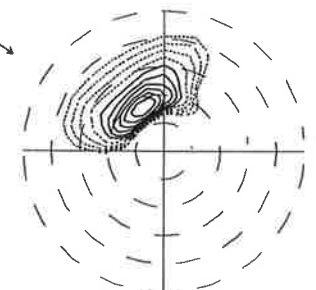
91/ 3/ 5 17:20 Long. -74.17 Lat. 38.67
Hs 2.33 M No. 129



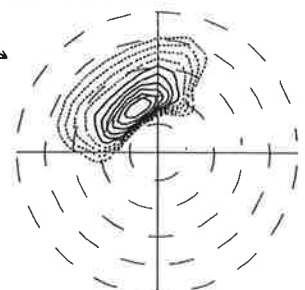
91/ 3/ 5 17:22 Long. -74.08 Lat. 38.58
Hs 2.33 M No. 130



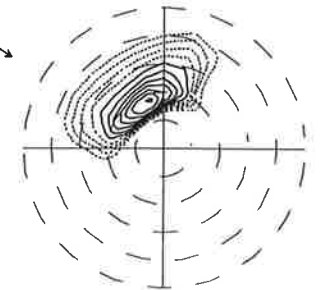
91/ 3/ 5 17:22 Long. -74.08 Lat. 38.58
Hs 2.33 M No. 131



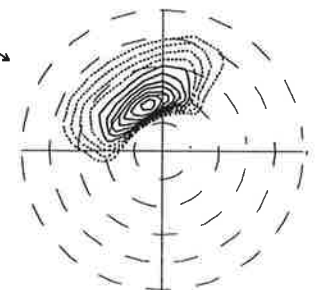
91/ 3/ 5 17:24 Long. -74.00 Lat. 38.50
Hs 2.40 M No. 132



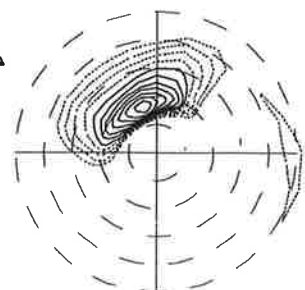
91/ 3/ 5 17:24 Long. -73.92 Lat. 38.50
Hs 2.45 M No. 133



91/ 3/ 5 17:26 Long. -73.83 Lat. 38.50
Hs 2.58 M No. 134



91/ 3/ 5 17:28 Long. -73.75 Lat. 38.42
Hs 2.67 M No. 135



DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

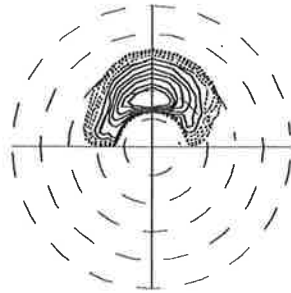


SRA

91/ 3/ 4 22:58 Long. -73.55 Lat. 37.49
Hs 3.89 m No. 121



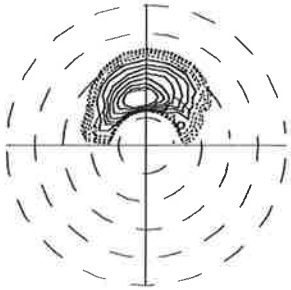
91/ 3/ 4 22:59 Long. -73.65 Lat. 37.49
Hs 3.61 m No. 122



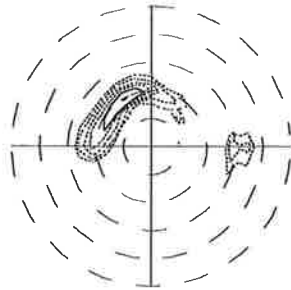
91/ 3/ 4 23: 0 Long. -73.73 Lat. 37.50
Hs 3.39 m No. 123



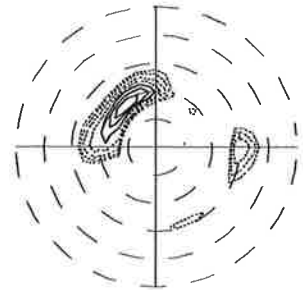
91/ 3/ 4 23: 1 Long. -73.81 Lat. 37.51
Hs 3.35 m No. 124



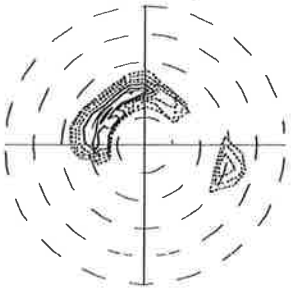
91/ 3/ 5 17:16 Long. -74.53 Lat. 38.74
Hs 0.93 m No. 125



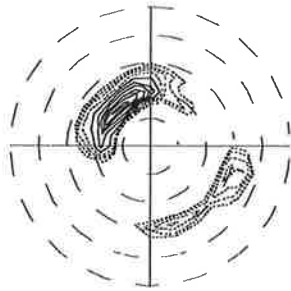
91/ 3/ 5 17:17 Long. -74.43 Lat. 38.72
Hs 1.17 m No. 128



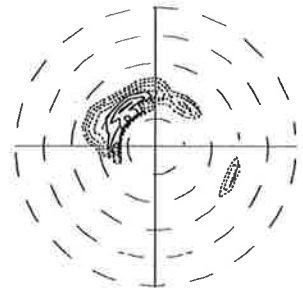
91/ 3/ 5 17:19 Long. -74.34 Lat. 38.70
Hs 1.27 m No. 127



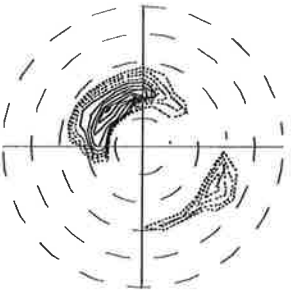
91/ 3/ 5 17:20 Long. -74.26 Lat. 38.67
Hs 1.76 m No. 128



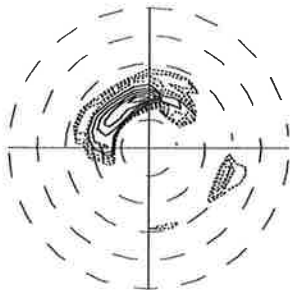
91/ 3/ 5 17:21 Long. -74.19 Lat. 38.64
Hs 1.15 m No. 129



91/ 3/ 5 17:22 Long. -74.12 Lat. 38.60
Hs 1.81 m No. 130



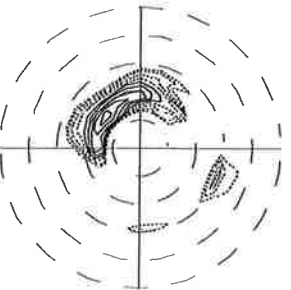
91/ 3/ 5 17:23 Long. -74.05 Lat. 38.57
Hs 1.75 m No. 131



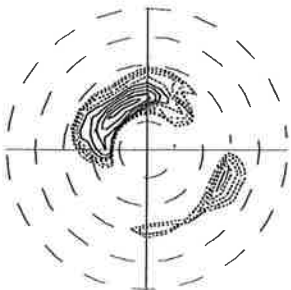
91/ 3/ 5 17:24 Long. -73.97 Lat. 38.54
Hs 1.50 m No. 132



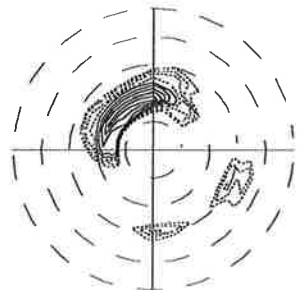
91/ 3/ 5 17:25 Long. -73.89 Lat. 38.50
Hs 1.71 m No. 133



91/ 3/ 5 17:26 Long. -73.83 Lat. 38.47
Hs 1.87 m No. 134



91/ 3/ 5 17:27 Long. -73.78 Lat. 38.44
Hs 1.83 m No. 135

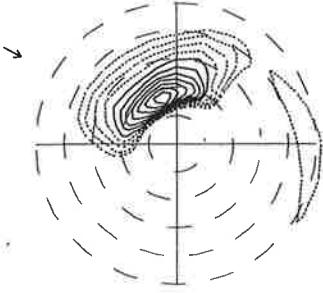


DASHED LINES: -1.00 -.800 -.600 -.400

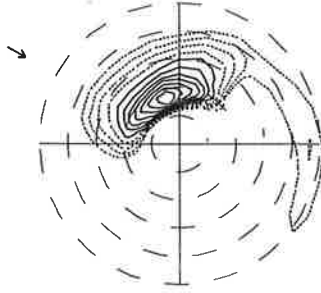
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess

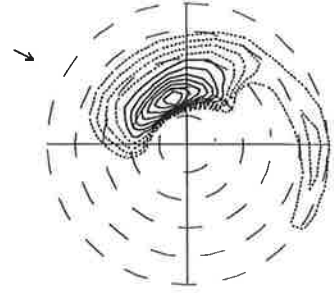
91/ 3/ 5 17:28 Long. -73.67 Lat. 38.42
Hs 2.71 M No. 136



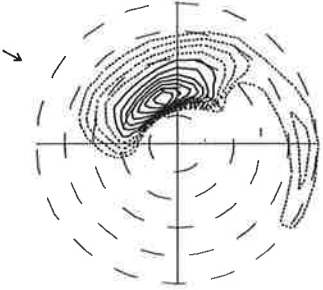
91/ 3/ 5 17:28 Long. -73.68 Lat. 38.33
Hs 2.79 M No. 137



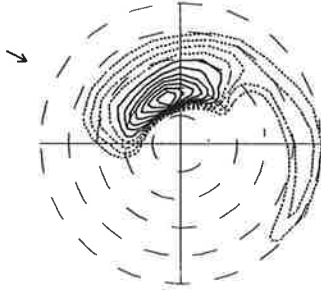
91/ 3/ 5 17:32 Long. -73.50 Lat. 38.33
Hs 2.81 M No. 138



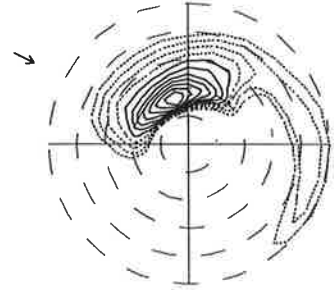
91/ 3/ 5 17:32 Long. -73.50 Lat. 38.33
Hs 2.81 M No. 139



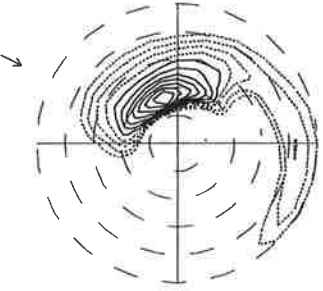
91/ 3/ 5 17:32 Long. -73.42 Lat. 38.25
Hs 2.83 M No. 140



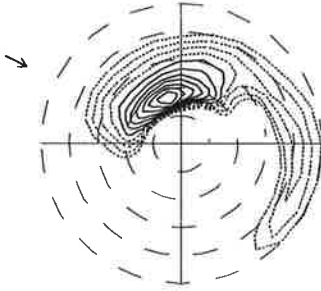
91/ 3/ 5 17:34 Long. -73.33 Lat. 38.25
Hs 2.84 M No. 141



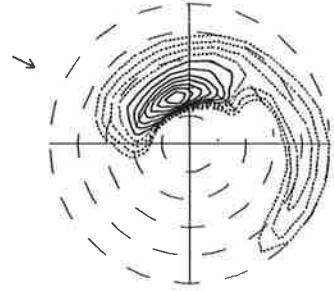
91/ 3/ 5 17:34 Long. -73.25 Lat. 38.25
Hs 2.85 M No. 142



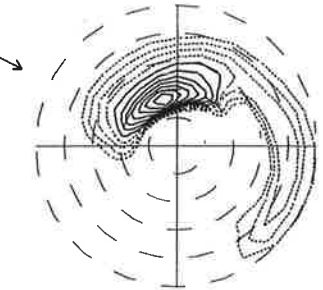
91/ 3/ 5 17:36 Long. -73.17 Lat. 38.17
Hs 2.84 M No. 143



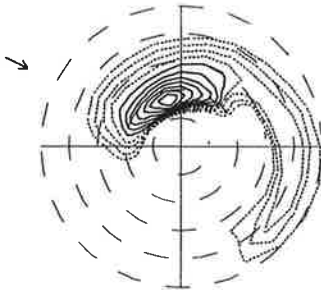
91/ 3/ 5 17:36 Long. -73.08 Lat. 38.17
Hs 2.83 M No. 144



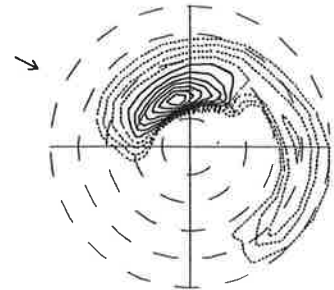
91/ 3/ 5 17:38 Long. -73.00 Lat. 38.08
Hs 2.82 M No. 145



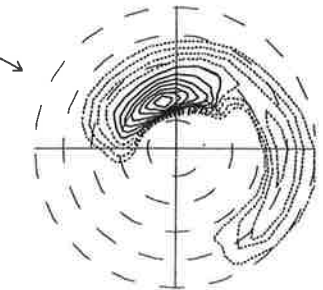
91/ 3/ 5 17:38 Long. -72.92 Lat. 38.08
Hs 2.81 M No. 146



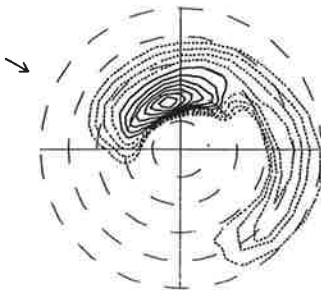
91/ 3/ 5 17:40 Long. -72.92 Lat. 38.00
Hs 2.81 M No. 147



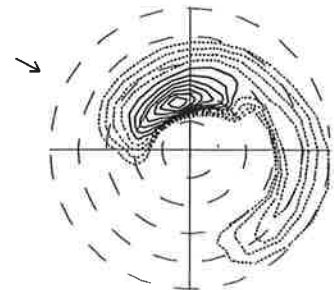
91/ 3/ 5 17:40 Long. -72.83 Lat. 38.00
Hs 2.81 M No. 148



91/ 3/ 5 17:42 Long. -72.75 Lat. 38.00
Hs 2.82 M No. 149



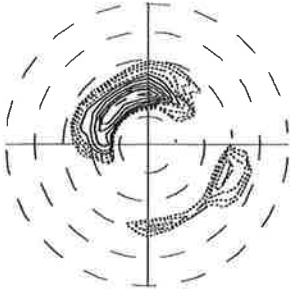
91/ 3/ 5 17:42 Long. -72.67 Lat. 37.92
Hs 2.84 M No. 150



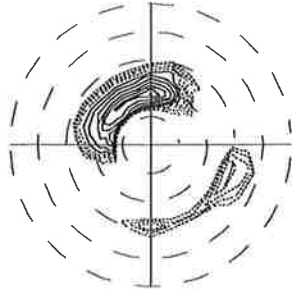
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

SRA

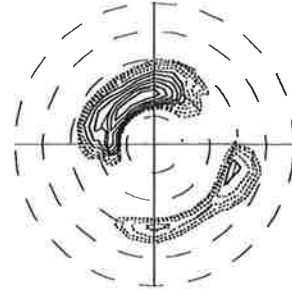
91/ 3/ 5 17:28 Long. -73.69 Lat. 38.41
Hs 2.20 m No. 136



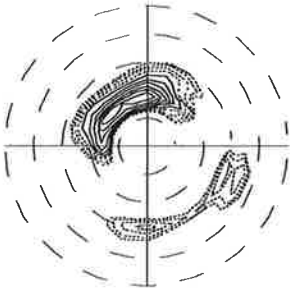
91/ 3/ 5 17:29 Long. -73.61 Lat. 38.37
Hs 2.40 m No. 137



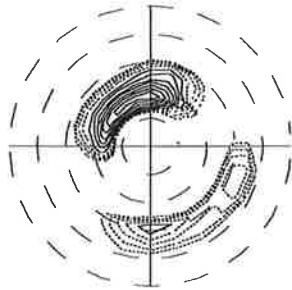
91/ 3/ 5 17:30 Long. -73.53 Lat. 38.34
Hs 2.58 m No. 138



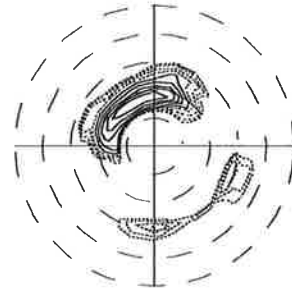
91/ 3/ 5 17:32 Long. -73.47 Lat. 38.31
Hs 2.44 m No. 139



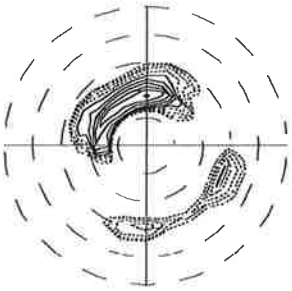
91/ 3/ 5 17:33 Long. -73.40 Lat. 38.27
Hs 2.66 m No. 140



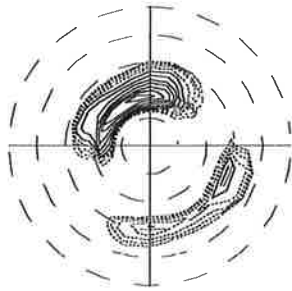
91/ 3/ 5 17:34 Long. -73.33 Lat. 38.24
Hs 2.12 m No. 141



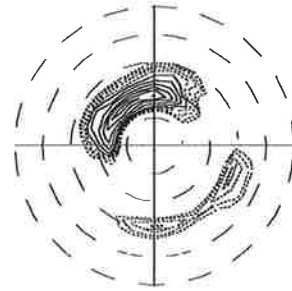
91/ 3/ 5 17:35 Long. -73.26 Lat. 38.21
Hs 2.26 m No. 142



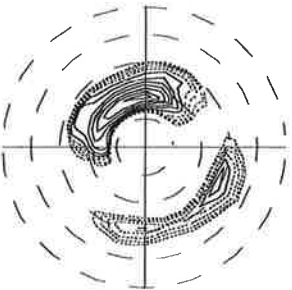
91/ 3/ 5 17:36 Long. -73.18 Lat. 38.17
Hs 2.80 m No. 143



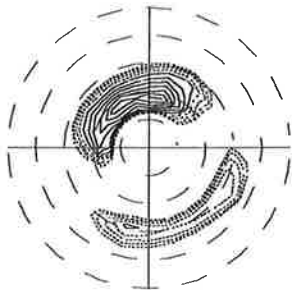
91/ 3/ 5 17:37 Long. -73.09 Lat. 38.13
Hs 2.24 m No. 144



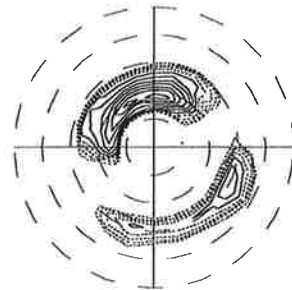
91/ 3/ 5 17:38 Long. -73.02 Lat. 38.10
Hs 2.82 m No. 145



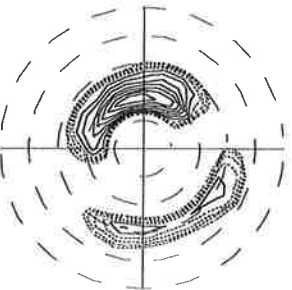
91/ 3/ 5 17:39 Long. -72.95 Lat. 38.07
Hs 2.64 m No. 146



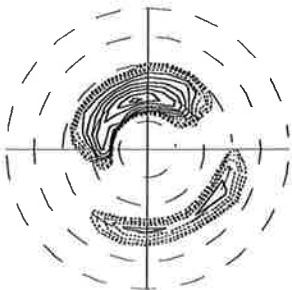
91/ 3/ 5 17:40 Long. -72.88 Lat. 38.04
Hs 2.95 m No. 147



91/ 3/ 5 17:41 Long. -72.80 Lat. 38.00
Hs 3.03 m No. 148



91/ 3/ 5 17:42 Long. -72.72 Lat. 37.96
Hs 2.77 m No. 149



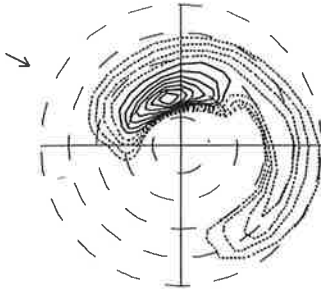
91/ 3/ 5 17:43 Long. -72.65 Lat. 37.92
Hs 2.77 m No. 150



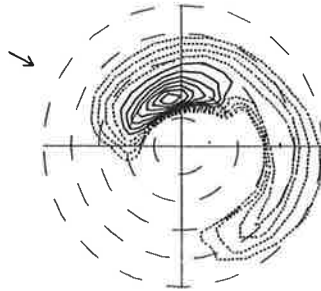
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM first guess

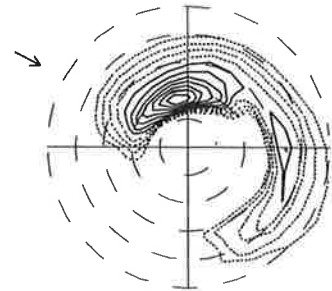
91/ 3/ 5 17:44 Long. -72.58 Lat. 37.92
Hs 2.85 M No. 151



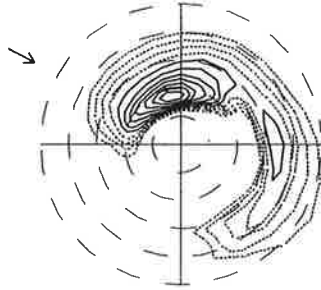
91/ 3/ 5 17:46 Long. -72.50 Lat. 37.83
Hs 2.88 M No. 152



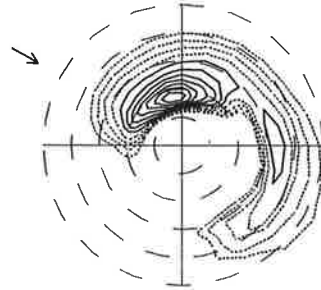
91/ 3/ 5 17:48 Long. -72.25 Lat. 37.75
Hs 2.93 M No. 153



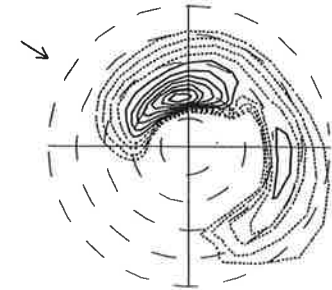
91/ 3/ 5 17:50 Long. -72.17 Lat. 37.87
Hs 2.94 M No. 154



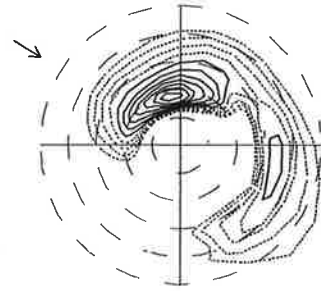
91/ 3/ 5 17:52 Long. -72.08 Lat. 37.87
Hs 2.96 M No. 155



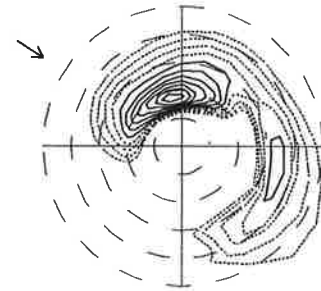
91/ 3/ 5 18:10 Long. -72.08 Lat. 37.33
Hs 2.91 M No. 156



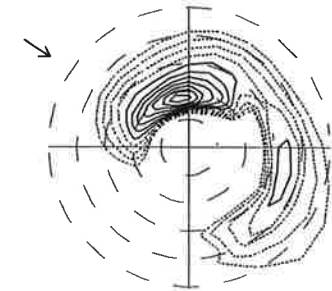
91/ 3/ 5 18:12 Long. -72.17 Lat. 37.25
Hs 2.89 M No. 157



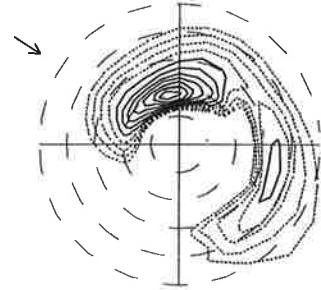
91/ 3/ 5 18:12 Long. -72.17 Lat. 37.25
Hs 2.89 M No. 158



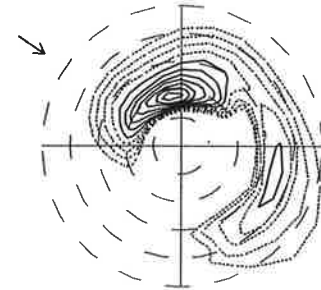
91/ 3/ 5 18:12 Long. -72.17 Lat. 37.17
Hs 2.89 M No. 159



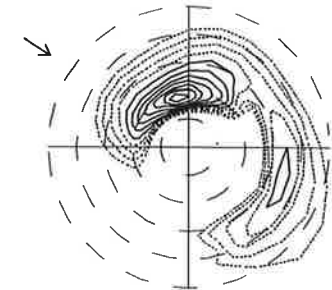
91/ 3/ 5 18:14 Long. -72.25 Lat. 37.17
Hs 2.87 M No. 160



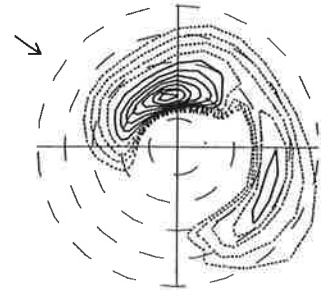
91/ 3/ 5 18:14 Long. -72.25 Lat. 37.08
Hs 2.87 M No. 161



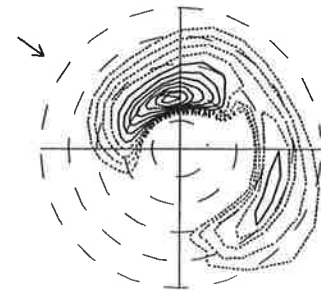
91/ 3/ 5 18:16 Long. -72.33 Lat. 37.08
Hs 2.85 M No. 162



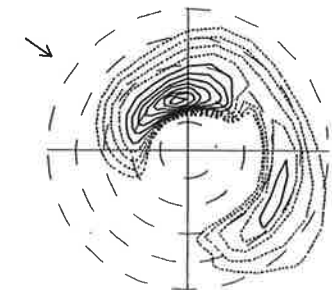
91/ 3/ 5 18:18 Long. -72.33 Lat. 37.00
Hs 2.85 M No. 163



91/ 3/ 5 18:18 Long. -72.33 Lat. 37.00
Hs 2.85 M No. 164



91/ 3/ 5 18:20 Long. -72.42 Lat. 36.92
Hs 2.82 M No. 165

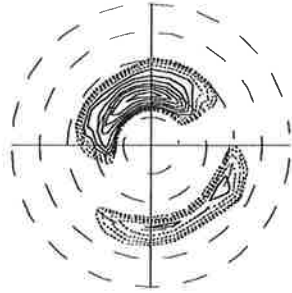


DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

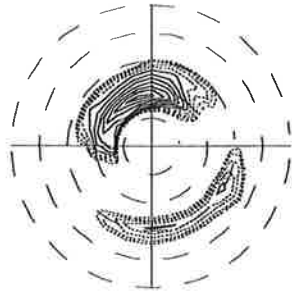


SRA

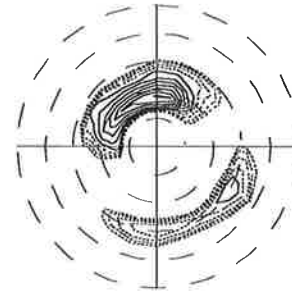
91/ 3/ 5 17:45 Long. -72.57 Lat. 37.89
Hs 2.88 m No. 151



91/ 3/ 5 17:46 Long. -72.50 Lat. 37.86
Hs 2.61 m No. 152



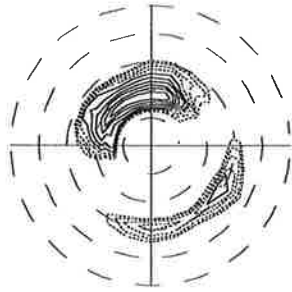
91/ 3/ 5 17:49 Long. -72.24 Lat. 37.73
Hs 2.56 m No. 153



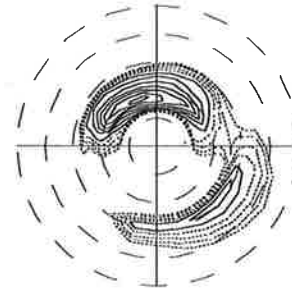
91/ 3/ 5 17:51 Long. -72.15 Lat. 37.69
Hs 2.65 m No. 154



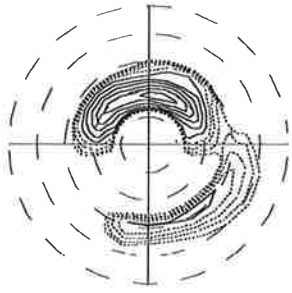
91/ 3/ 5 17:52 Long. -72.08 Lat. 37.66
Hs 2.57 m No. 155



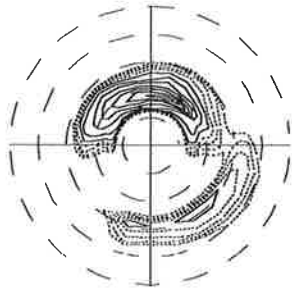
91/ 3/ 5 18:10 Long. -72.09 Lat. 37.35
Hs 2.93 m No. 156



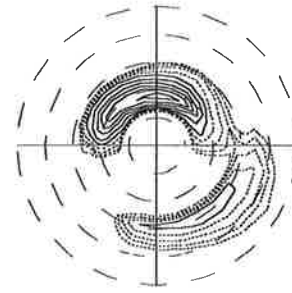
91/ 3/ 5 18:11 Long. -72.13 Lat. 37.29
Hs 2.82 m No. 157



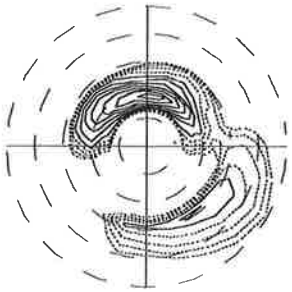
91/ 3/ 5 18:12 Long. -72.16 Lat. 37.24
Hs 2.68 m No. 158



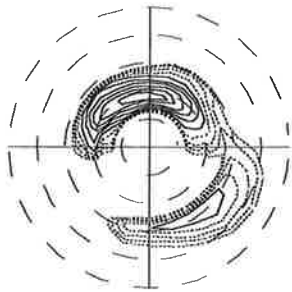
91/ 3/ 5 18:13 Long. -72.20 Lat. 37.19
Hs 2.76 m No. 159



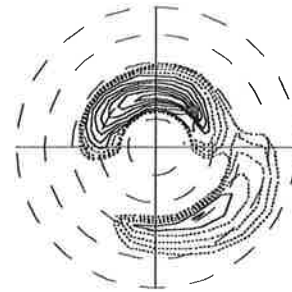
91/ 3/ 5 18:14 Long. -72.23 Lat. 37.14
Hs 3.03 m No. 160



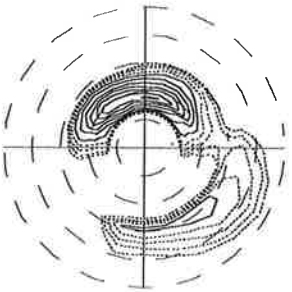
91/ 3/ 5 18:15 Long. -72.26 Lat. 37.10
Hs 2.78 m No. 161



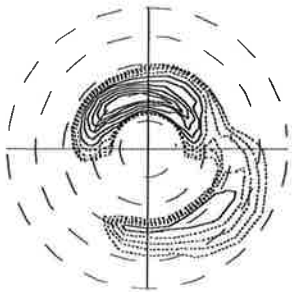
91/ 3/ 5 18:16 Long. -72.30 Lat. 37.05
Hs 3.16 m No. 162



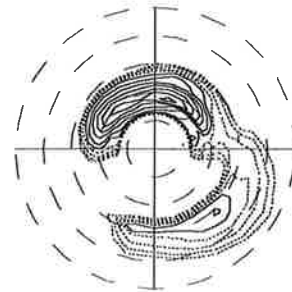
91/ 3/ 5 18:18 Long. -72.33 Lat. 37.01
Hs 2.98 m No. 163



91/ 3/ 5 18:19 Long. -72.36 Lat. 36.98
Hs 2.96 m No. 164



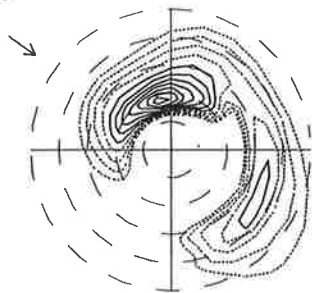
91/ 3/ 5 18:20 Long. -72.40 Lat. 36.91
Hs 3.10 m No. 165



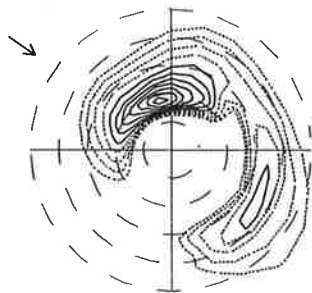
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

WAM first guess

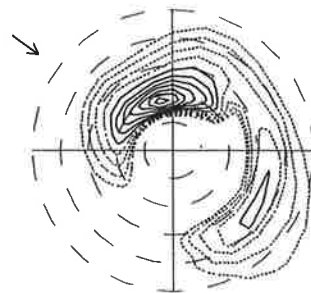
91/ 3/ 5 18:20 Long. -72.42 Lat. 36.83
Hs 2.80 M No. 166



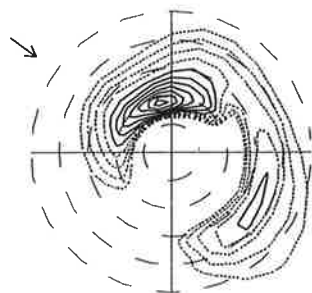
91/ 3/ 6 18:22 Long. -72.60 Lat. 36.83
Hs 2.79 M No. 167



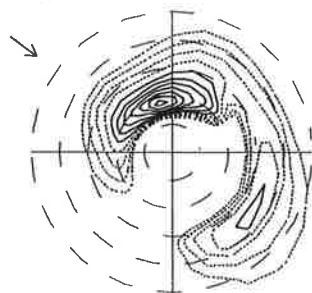
91/ 3/ 5 18:24 Long. -72.50 Lat. 36.75
Hs 2.77 M No. 168



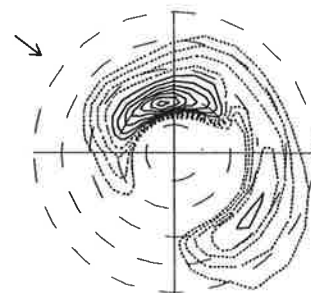
91/ 3/ 5 18:24 Long. -72.50 Lat. 36.75
Hs 2.77 M No. 169



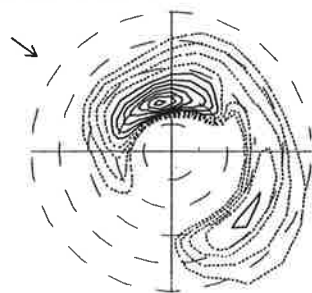
91/ 3/ 5 18:24 Long. -72.58 Lat. 36.67
Hs 2.73 M No. 170



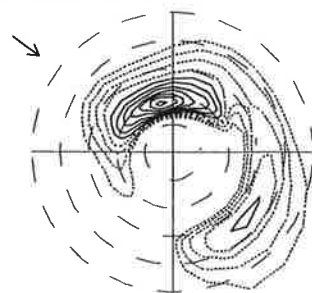
91/ 3/ 5 18:26 Long. -72.58 Lat. 36.58
Hs 2.69 M No. 171



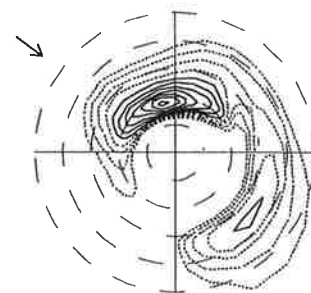
91/ 3/ 5 18:26 Long. -72.67 Lat. 36.58
Hs 2.68 M No. 172



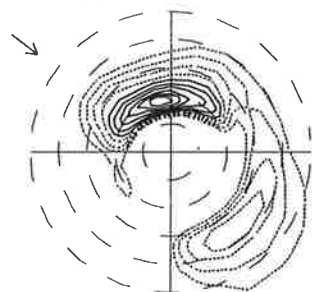
91/ 3/ 5 18:28 Long. -72.67 Lat. 36.50
Hs 2.66 M No. 173



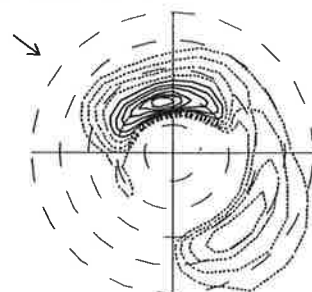
91/ 3/ 5 18:28 Long. -72.67 Lat. 36.50
Hs 2.66 M No. 174



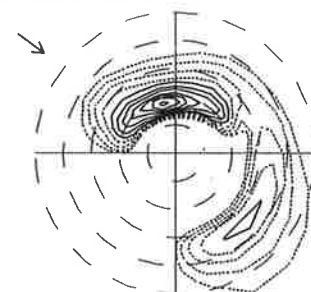
91/ 3/ 5 20:22 Long. -72.75 Lat. 36.42
Hs 2.46 M No. 175



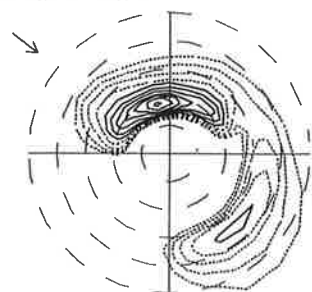
91/ 3/ 5 20:22 Long. -72.75 Lat. 36.42
Hs 2.46 M No. 176



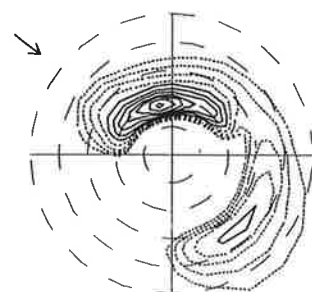
91/ 3/ 5 18:32 Long. -72.75 Lat. 36.33
Hs 2.61 M No. 177



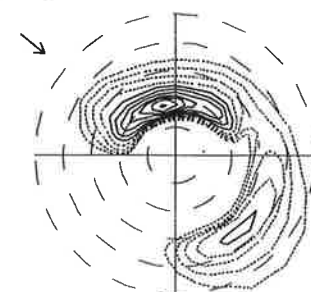
91/ 3/ 5 18:34 Long. -72.83 Lat. 36.26
Hs 2.60 M No. 178



91/ 3/ 6 18:34 Long. -72.83 Lat. 36.25
Hs 2.60 M No. 179



91/ 3/ 5 18:36 Long. -72.92 Lat. 36.17
Hs 2.58 M No. 180

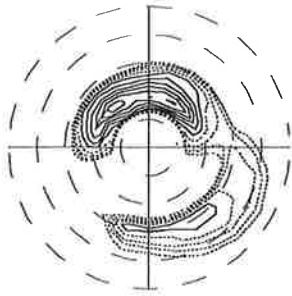


DASHED LINES: -1.00 -0.80 -0.60 -0.40
SOLID LINES: -0.20 0 .20 .40 .60 .80 1.00

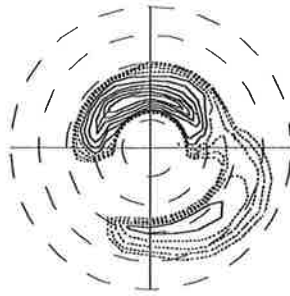


SRA

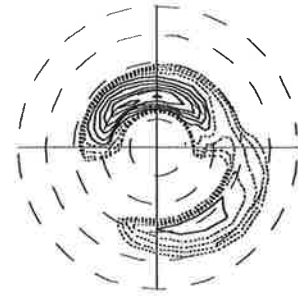
91/ 3/ 5 18:21 Long. -72.43 Lat. 36.86
Hs 2.78 m No. 166



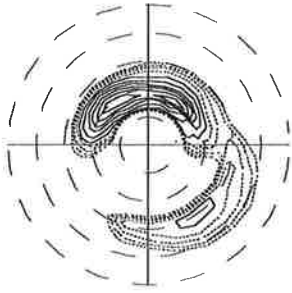
91/ 3/ 5 18:22 Long. -72.46 Lat. 36.81
Hs 3.00 m No. 167



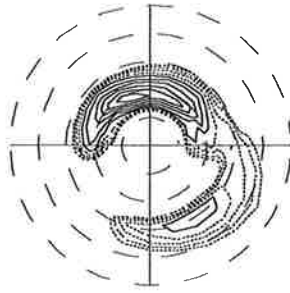
91/ 3/ 5 18:23 Long. -72.49 Lat. 36.77
Hs 2.84 m No. 168



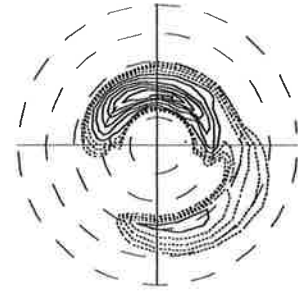
91/ 3/ 5 18:24 Long. -72.52 Lat. 36.72
Hs 2.85 m No. 169



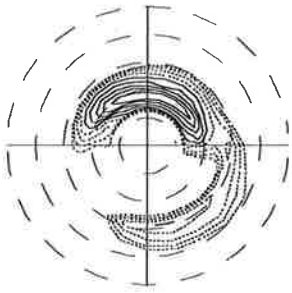
91/ 3/ 5 18:25 Long. -72.58 Lat. 36.67
Hs 2.65 m No. 170



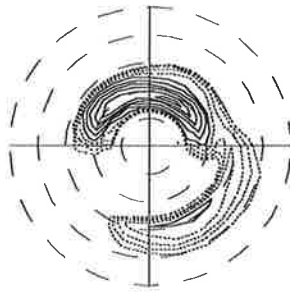
91/ 3/ 5 18:26 Long. -72.59 Lat. 36.62
Hs 2.85 m No. 171



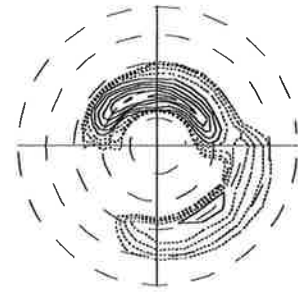
91/ 3/ 5 18:27 Long. -72.63 Lat. 36.57
Hs 2.45 m No. 172



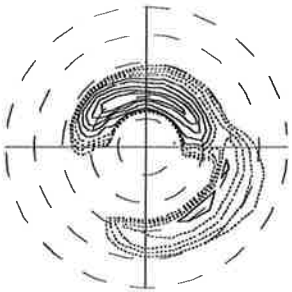
91/ 3/ 5 18:28 Long. -72.66 Lat. 36.53
Hs 2.66 m No. 173



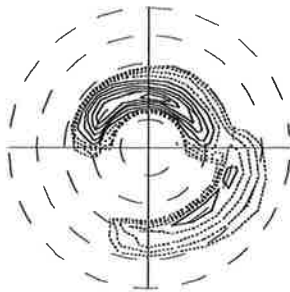
91/ 3/ 5 18:29 Long. -72.69 Lat. 36.48
Hs 2.68 m No. 174



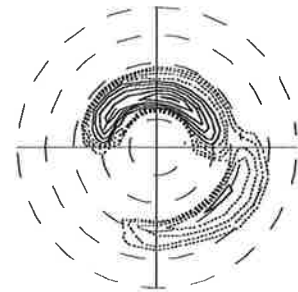
91/ 3/ 5 18:31 Long. -72.72 Lat. 36.43
Hs 2.66 m No. 175



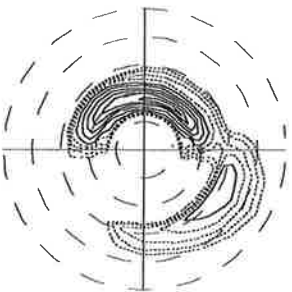
91/ 3/ 5 18:32 Long. -72.76 Lat. 36.38
Hs 2.68 m No. 176



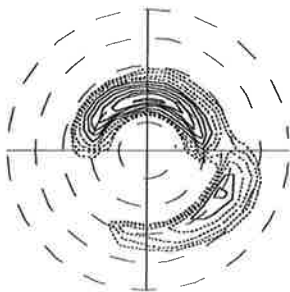
91/ 3/ 5 18:33 Long. -72.79 Lat. 36.33
Hs 2.43 m No. 177



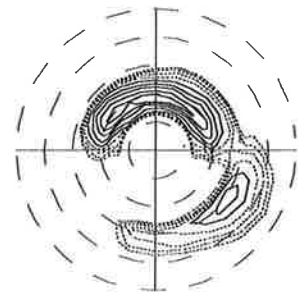
91/ 3/ 5 18:34 Long. -72.82 Lat. 36.28
Hs 2.64 m No. 178



91/ 3/ 5 18:35 Long. -72.86 Lat. 36.23
Hs 2.52 m No. 179



91/ 3/ 5 18:36 Long. -72.90 Lat. 36.18
Hs 2.67 m No. 180

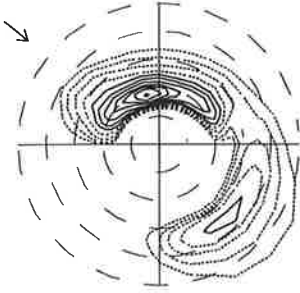


DASHED LINES: -1.00 -.800 -.600 -.400

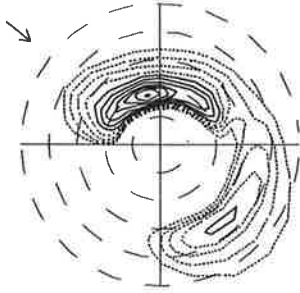
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess

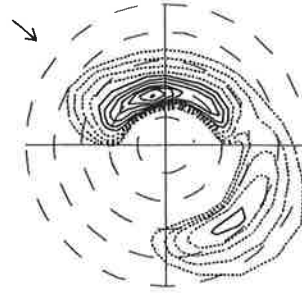
91/ 3/ 5 18:36 Long. -72.92 Lat. 36.08
Hs 2.61 M No. 181



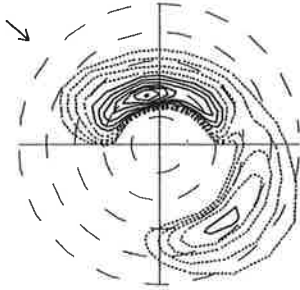
91/ 3/ 5 18:38 Long. -73.00 Lat. 36.08
Hs 2.57 M No. 182



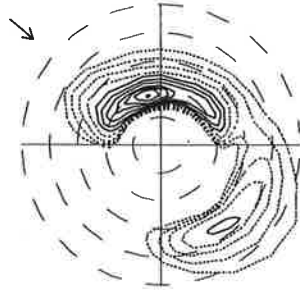
91/ 3/ 5 18:40 Long. -73.00 Lat. 36.00
Hs 2.60 M No. 183



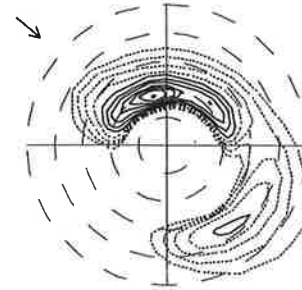
91/ 3/ 5 18:40 Long. -73.00 Lat. 36.00
Hs 2.60 M No. 184



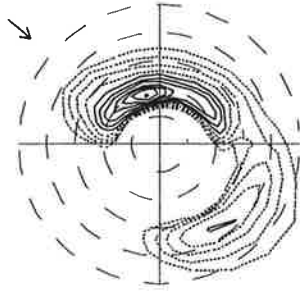
91/ 3/ 5 18:40 Long. -73.08 Lat. 35.92
Hs 2.59 M No. 185



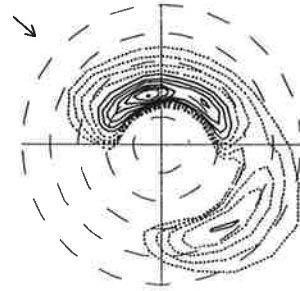
91/ 3/ 5 18:42 Long. -73.08 Lat. 35.83
Hs 2.63 M No. 186



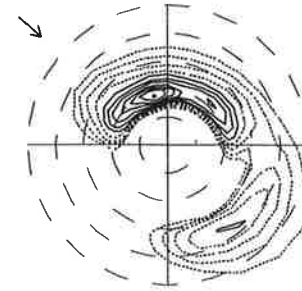
91/ 3/ 5 18:44 Long. -73.17 Lat. 35.83
Hs 2.59 M No. 187



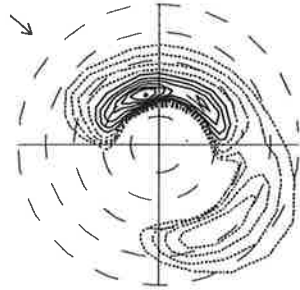
91/ 3/ 5 18:46 Long. -73.17 Lat. 35.75
Hs 2.62 M No. 188



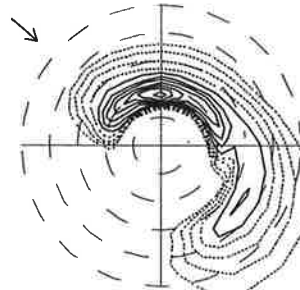
91/ 3/ 5 18:46 Long. -73.17 Lat. 35.75
Hs 2.62 M No. 189



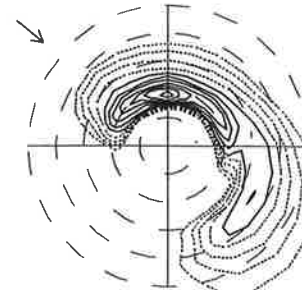
91/ 3/ 5 18:46 Long. -73.25 Lat. 35.67
Hs 2.61 M No. 190



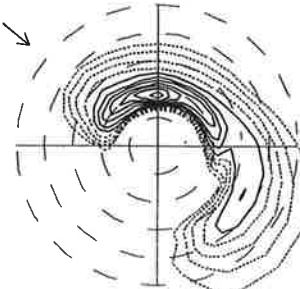
91/ 3/ 5 19:30 Long. -71.75 Lat. 36.17
Hs 2.97 M No. 191



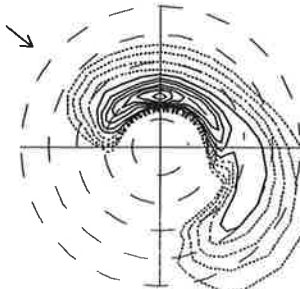
91/ 3/ 5 19:30 Long. -71.67 Lat. 36.17
Hs 2.98 M No. 192



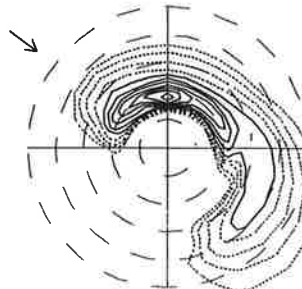
91/ 3/ 5 19:32 Long. -71.68 Lat. 36.25
Hs 2.98 M No. 193



91/ 3/ 5 19:32 Long. -71.60 Lat. 36.25
Hs 3.00 M No. 194



91/ 3/ 5 20: 0 Long. -71.33 Lat. 36.33
Hs 2.99 M No. 195

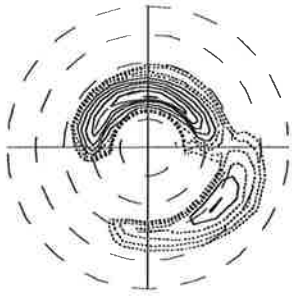


DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

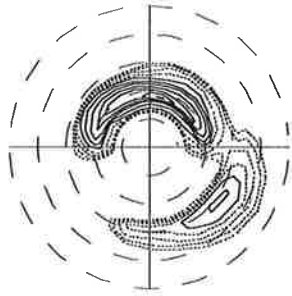


SRA

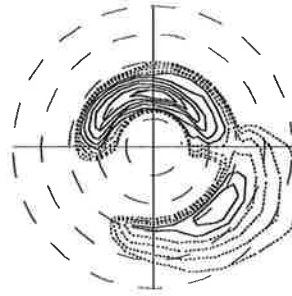
91/ 3/ 5 18:37 Long. -72.93 Lat. 36.12
Hs 2.59 m No. 181



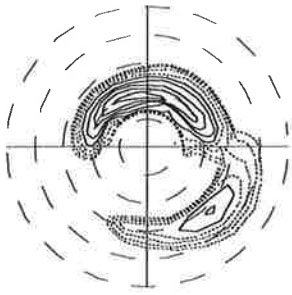
91/ 3/ 5 18:38 Long. -72.96 Lat. 36.07
Hs 2.77 m No. 182



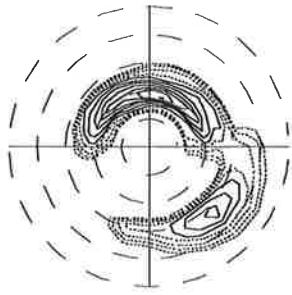
91/ 3/ 5 18:39 Long. -73.00 Lat. 36.03
Hs 3.04 m No. 183



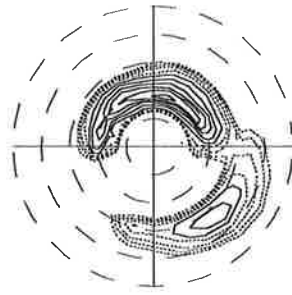
91/ 3/ 5 18:40 Long. -73.03 Lat. 35.98
Hs 2.46 m No. 184



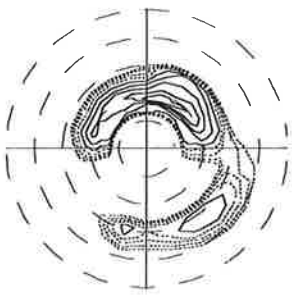
91/ 3/ 5 18:41 Long. -73.06 Lat. 35.93
Hs 2.74 m No. 185



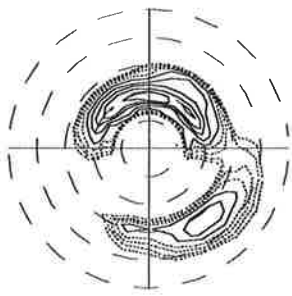
91/ 3/ 5 18:42 Long. -73.10 Lat. 35.87
Hs 2.70 m No. 186



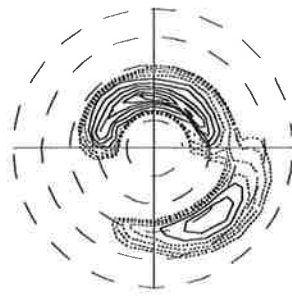
91/ 3/ 5 18:44 Long. -73.13 Lat. 35.83
Hs 2.52 m No. 187



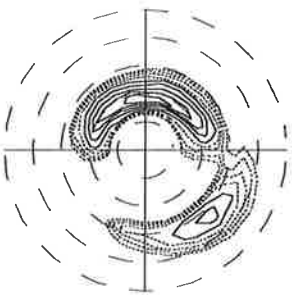
91/ 3/ 5 18:45 Long. -73.16 Lat. 35.78
Hs 2.66 m No. 188



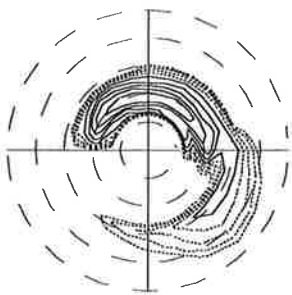
91/ 3/ 5 18:46 Long. -73.19 Lat. 35.73
Hs 2.63 m No. 189



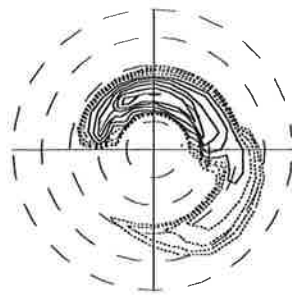
91/ 3/ 5 18:47 Long. -73.23 Lat. 35.68
Hs 2.41 m No. 190



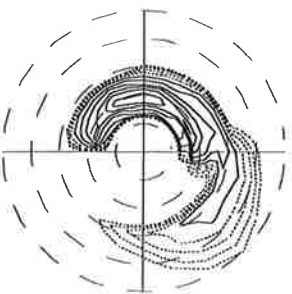
91/ 3/ 5 19:30 Long. -71.73 Lat. 36.14
Hs 2.89 m No. 191



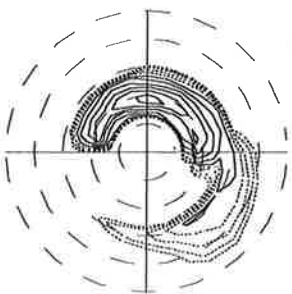
91/ 3/ 5 19:31 Long. -71.64 Lat. 36.19
Hs 2.86 m No. 192



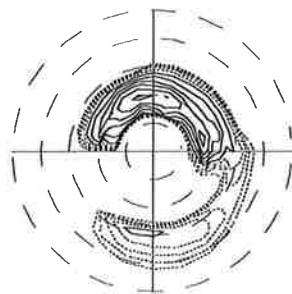
91/ 3/ 5 19:32 Long. -71.57 Lat. 36.23
Hs 3.27 m No. 193



91/ 3/ 5 19:33 Long. -71.50 Lat. 36.28
Hs 3.12 m No. 194



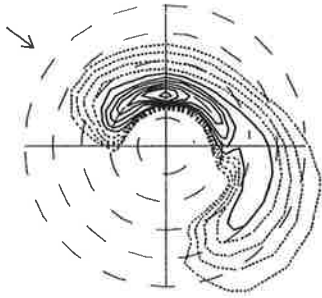
91/ 3/ 5 20: 1 Long. -71.34 Lat. 36.37
Hs 2.98 m No. 195



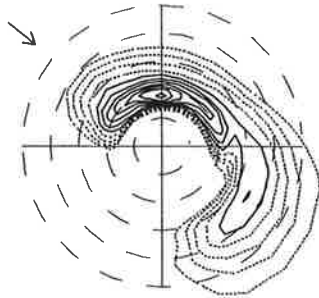
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess

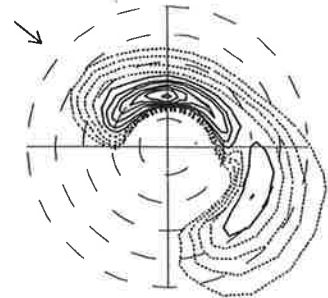
91/ 3/ 5 20: 2 Long. -71.42 Lat. 36.33
Hs 2.97 M No. 196



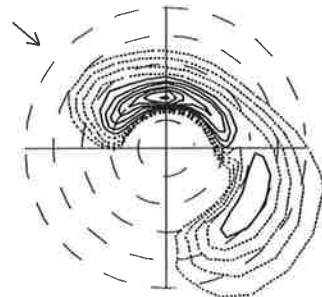
91/ 3/ 5 20: 6 Long. -71.67 Lat. 36.33
Hs 2.90 M No. 197



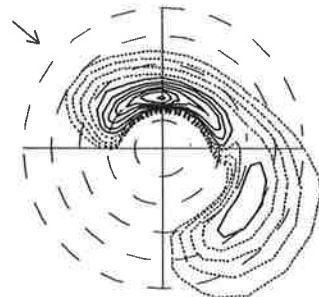
91/ 3/ 5 20: 8 Long. -71.75 Lat. 36.33
Hs 2.87 M No. 198



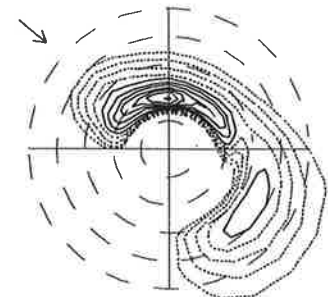
91/ 3/ 5 20: 8 Long. -71.83 Lat. 36.33
Hs 2.84 M No. 199



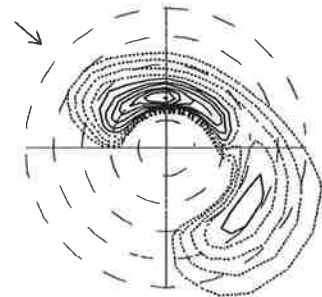
91/ 3/ 5 20:10 Long. -71.92 Lat. 36.33
Hs 2.81 M No. 200



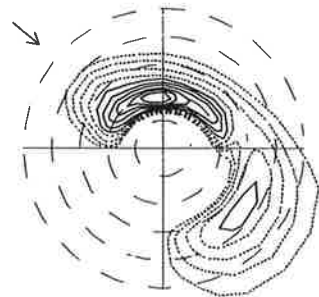
91/ 3/ 5 20:10 Long. -72.00 Lat. 36.33
Hs 2.78 M No. 201



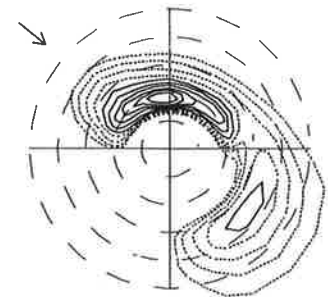
91/ 3/ 5 20:12 Long. -72.08 Lat. 36.33
Hs 2.74 M No. 202



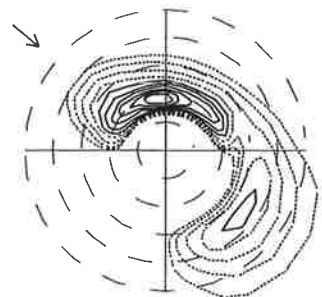
91/ 3/ 5 20:14 Long. -72.17 Lat. 36.33
Hs 2.70 M No. 203



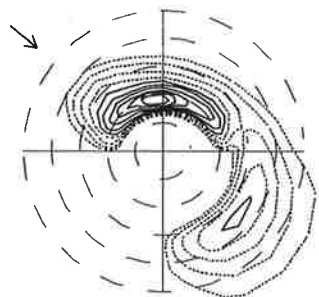
91/ 3/ 5 20:14 Long. -72.17 Lat. 36.33
Hs 2.70 M No. 204



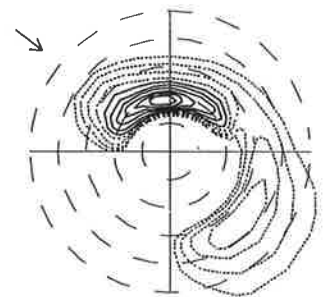
91/ 3/ 5 20:14 Long. -72.25 Lat. 36.33
Hs 2.68 M No. 205



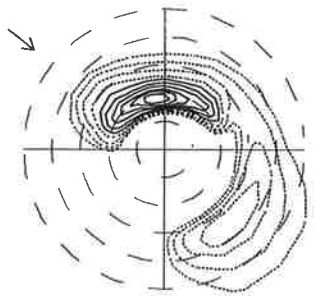
91/ 3/ 5 20:16 Long. -72.33 Lat. 36.33
Hs 2.62 M No. 206



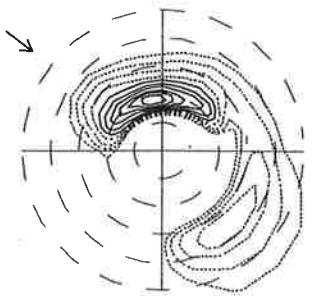
91/ 3/ 5 20:18 Long. -72.42 Lat. 36.42
Hs 2.55 M No. 207



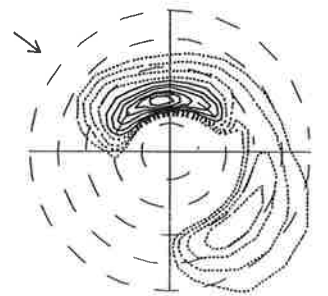
91/ 3/ 5 20:18 Long. -72.50 Lat. 36.42
Hs 2.52 M No. 208



91/ 3/ 5 20:20 Long. -72.58 Lat. 36.42
Hs 2.50 M No. 209



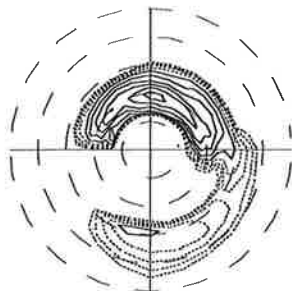
91/ 3/ 5 20:20 Long. -72.58 Lat. 36.42
Hs 2.50 M No. 210



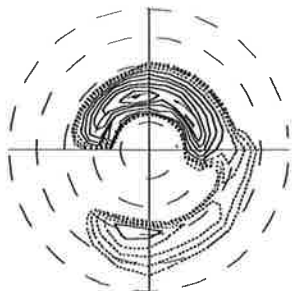
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

SRA

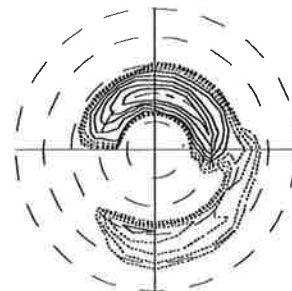
91/ 3/ 5 20: 2 Long. -71.43 Lat. 36.37
Hs 3.01 m No. 196



91/ 3/ 5 20: 7 Long. -71.87 Lat. 36.37
Hs 3.19 m No. 197



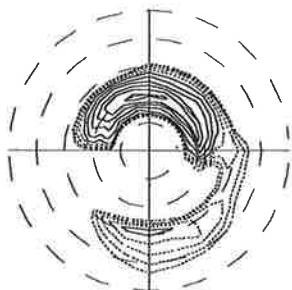
91/ 3/ 5 20: 8 Long. -71.75 Lat. 36.37
Hs 2.90 m No. 198



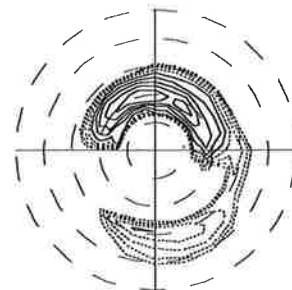
91/ 3/ 5 20: 9 Long. -71.83 Lat. 36.37
Hs 3.30 m No. 199



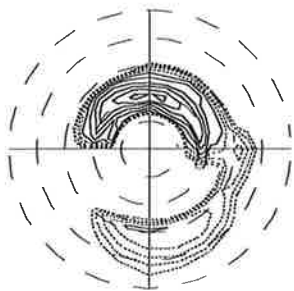
91/ 3/ 5 20:10 Long. -71.91 Lat. 36.37
Hs 2.94 m No. 200



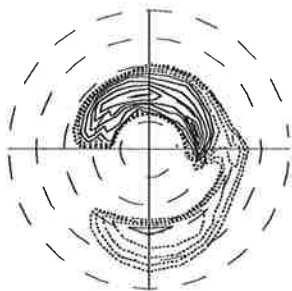
91/ 3/ 5 20:11 Long. -71.98 Lat. 36.37
Hs 2.66 m No. 201



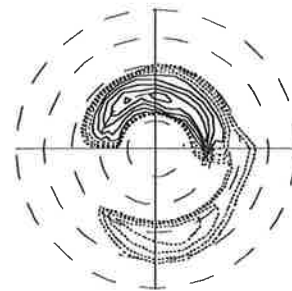
91/ 3/ 5 20:12 Long. -72.06 Lat. 36.37
Hs 2.86 m No. 202



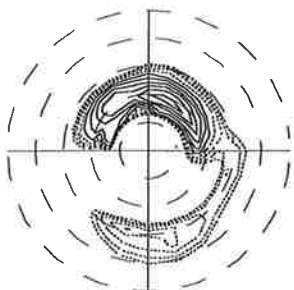
91/ 3/ 5 20:13 Long. -72.13 Lat. 36.37
Hs 2.78 m No. 203



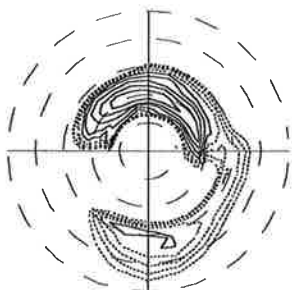
91/ 3/ 5 20:14 Long. -72.19 Lat. 36.37
Hs 2.49 m No. 204



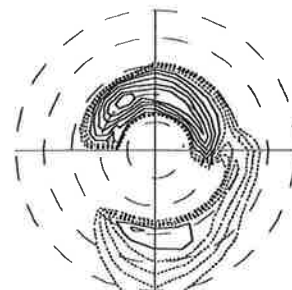
91/ 3/ 5 20:15 Long. -72.28 Lat. 36.37
Hs 2.64 m No. 205



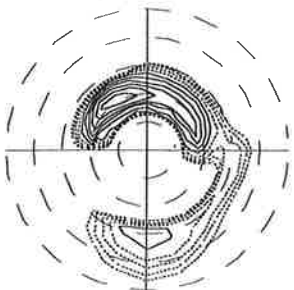
91/ 3/ 5 20:16 Long. -72.34 Lat. 36.37
Hs 2.70 m No. 206



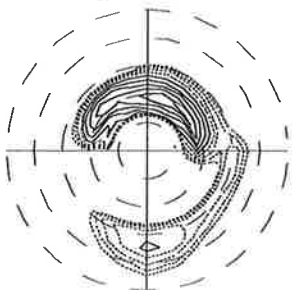
91/ 3/ 5 20:18 Long. -72.42 Lat. 36.38
Hs 3.06 m No. 207



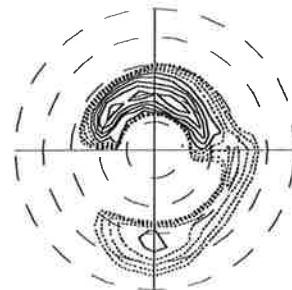
91/ 3/ 5 20:19 Long. -72.48 Lat. 36.38
Hs 2.83 m No. 208



91/ 3/ 5 20:20 Long. -72.55 Lat. 36.38
Hs 2.62 m No. 209



91/ 3/ 5 20:21 Long. -72.62 Lat. 36.38
Hs 2.84 m No. 210

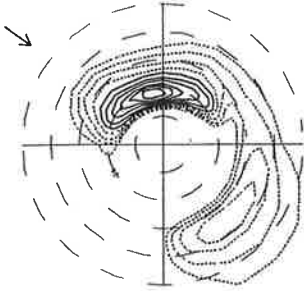


DASHED LINES: -1.00 -0.800 -0.600 -0.400

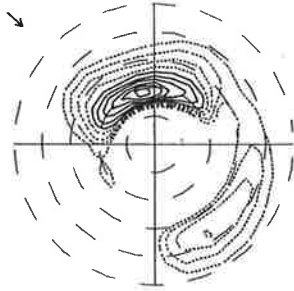
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM first guess

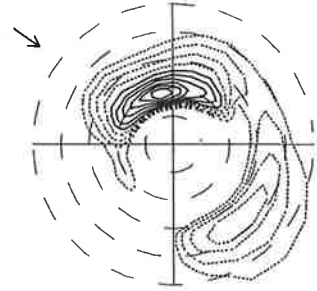
91/ 3/ 5 20:22 Long. -72.67 Lat. 36.42
Hs 2.48 M No. 211



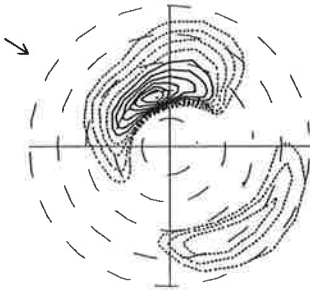
91/ 3/ 5 22:16 Long. -72.75 Lat. 36.42
Hs 2.29 M No. 212



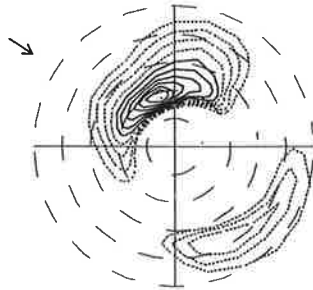
91/ 3/ 5 20:24 Long. -72.83 Lat. 36.42
Hs 2.45 M No. 213



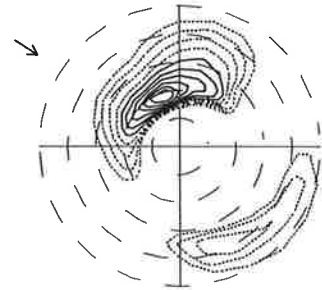
91/ 3/ 5 20:38 Long. -73.75 Lat. 36.33
Hs 2.38 M No. 214



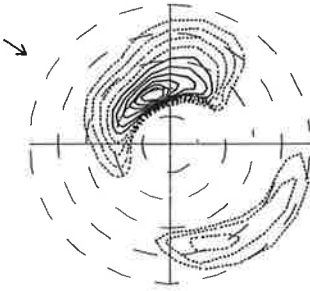
91/ 3/ 5 20:40 Long. -73.83 Lat. 36.33
Hs 2.37 M No. 215



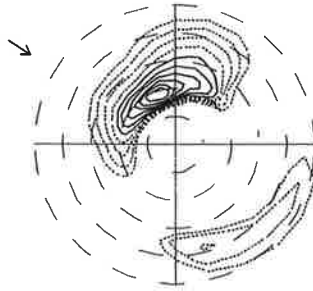
91/ 3/ 5 20:40 Long. -73.92 Lat. 36.33
Hs 2.36 M No. 216



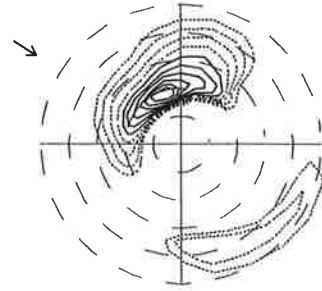
91/ 3/ 5 20:42 Long. -74.00 Lat. 36.33
Hs 2.35 M No. 217



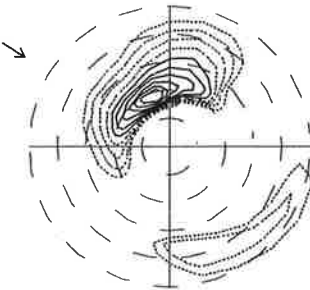
91/ 3/ 5 20:42 Long. -74.08 Lat. 36.33
Hs 2.34 M No. 218



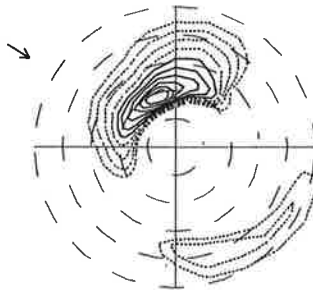
91/ 3/ 5 20:44 Long. -74.17 Lat. 36.33
Hs 2.33 M No. 219



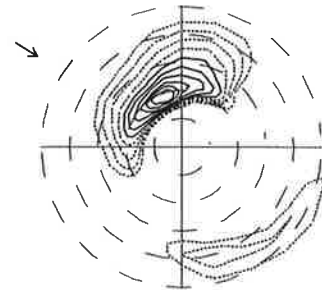
91/ 3/ 5 20:44 Long. -74.17 Lat. 36.33
Hs 2.33 M No. 220



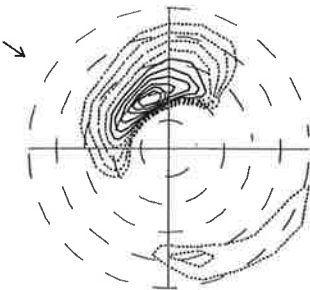
91/ 3/ 5 20:46 Long. -74.25 Lat. 36.33
Hs 2.32 M No. 221



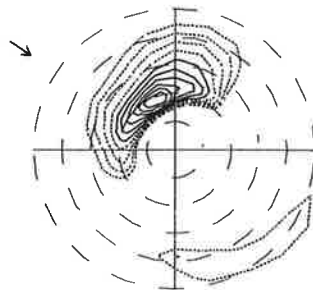
91/ 3/ 5 20:46 Long. -74.33 Lat. 36.33
Hs 2.30 M No. 222



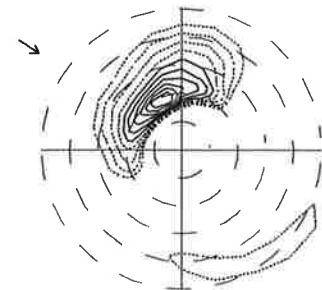
91/ 3/ 5 20:48 Long. -74.42 Lat. 36.33
Hs 2.28 M No. 223



91/ 3/ 5 20:48 Long. -74.50 Lat. 36.33
Hs 2.26 M No. 224



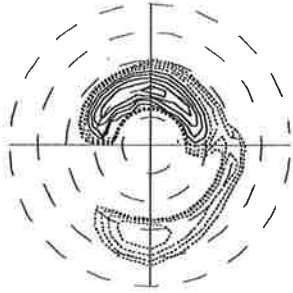
91/ 3/ 5 20:56 Long. -74.58 Lat. 36.33
Hs 2.23 M No. 225



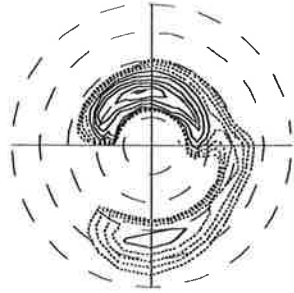
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

SRA

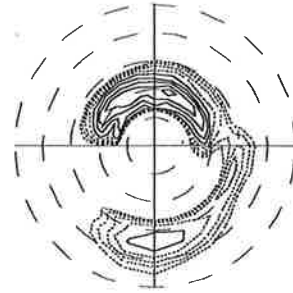
91/ 3/ 5 20:22 Long. -72.70 Lat. 36.38
Hs 2.33 m No. 211



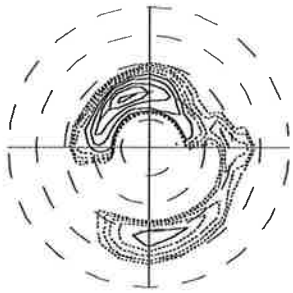
91/ 3/ 5 20:23 Long. -72.77 Lat. 36.38
Hs 2.67 m No. 212



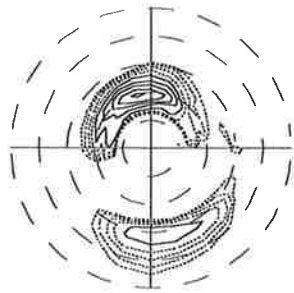
91/ 3/ 5 20:24 Long. -72.83 Lat. 36.38
Hs 2.40 m No. 213



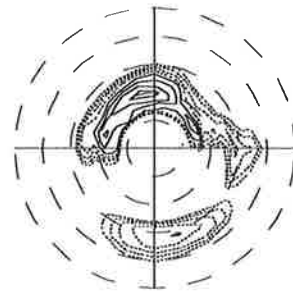
91/ 3/ 5 20:39 Long. -73.75 Lat. 36.37
Hs 2.16 m No. 214



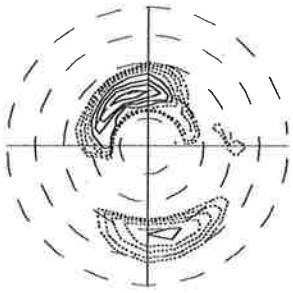
91/ 3/ 5 20:40 Long. -73.85 Lat. 36.37
Hs 1.96 m No. 215



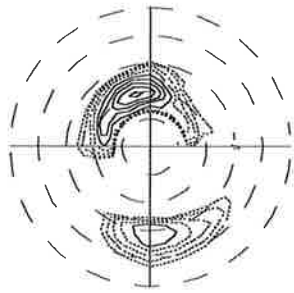
91/ 3/ 5 20:41 Long. -73.93 Lat. 36.37
Hs 1.94 m No. 216



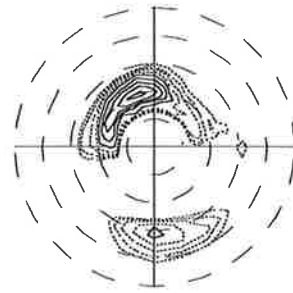
91/ 3/ 5 20:42 Long. -74.00 Lat. 36.37
Hs 1.76 m No. 217



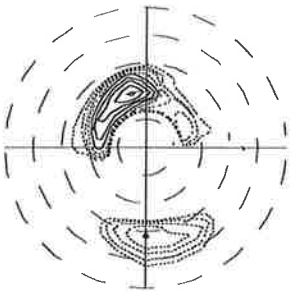
91/ 3/ 5 20:43 Long. -74.07 Lat. 36.37
Hs 1.84 m No. 218



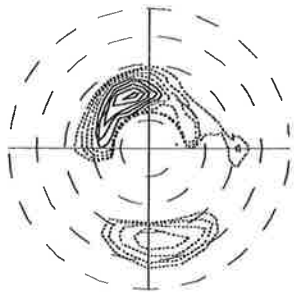
91/ 3/ 5 20:44 Long. -74.14 Lat. 36.37
Hs 1.82 m No. 219



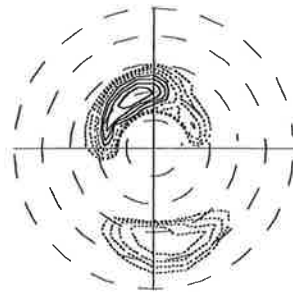
91/ 3/ 5 20:45 Long. -74.20 Lat. 36.37
Hs 1.70 m No. 220



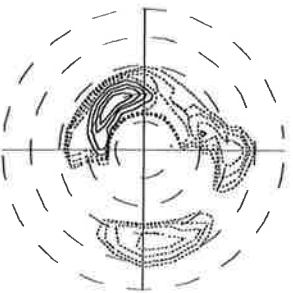
91/ 3/ 5 20:46 Long. -74.28 Lat. 36.37
Hs 1.73 m No. 221



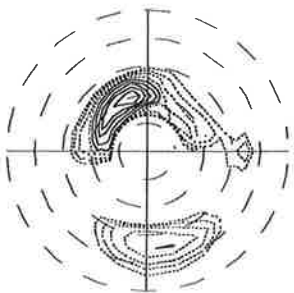
91/ 3/ 5 20:47 Long. -74.36 Lat. 36.37
Hs 1.78 m No. 222



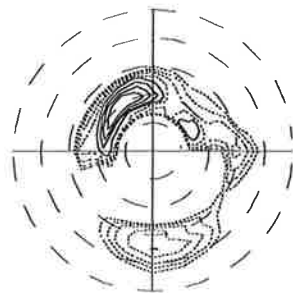
91/ 3/ 5 20:48 Long. -74.43 Lat. 36.37
Hs 1.84 m No. 223



91/ 3/ 5 20:49 Long. -74.49 Lat. 36.37
Hs 1.98 m No. 224



91/ 3/ 5 20:51 Long. -74.58 Lat. 36.38
Hs 1.87 m No. 225

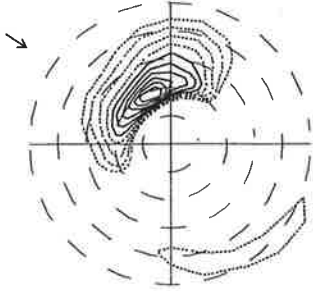


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

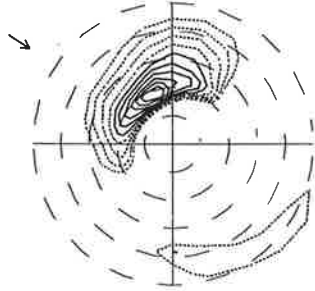


WAM first guess

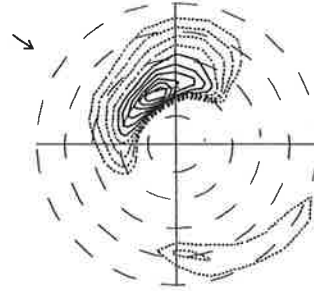
91/ 3/ 5 20:56 Long. -74.68 Lat. 36.33
Hs 2.23 M No. 226



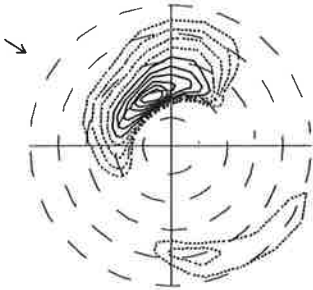
91/ 3/ 5 20:48 Long. -74.60 Lat. 36.33
Hs 2.26 M No. 227



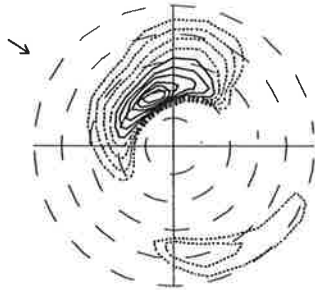
91/ 3/ 5 20:58 Long. -74.50 Lat. 36.25
Hs 2.24 M No. 228



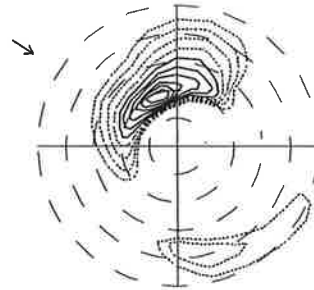
91/ 3/ 5 20:58 Long. -74.42 Lat. 36.25
Hs 2.26 M No. 229



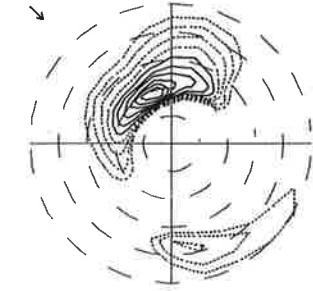
91/ 3/ 5 21: 0 Long. -74.33 Lat. 36.17
Hs 2.27 M No. 230



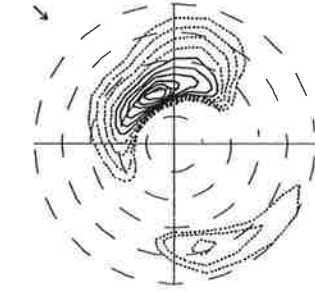
91/ 3/ 5 21: 0 Long. -74.33 Lat. 36.17
Hs 2.27 M No. 231



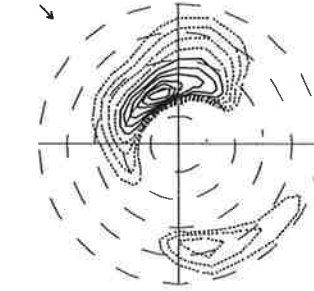
91/ 3/ 5 21: 2 Long. -74.25 Lat. 36.08
Hs 2.27 M No. 232



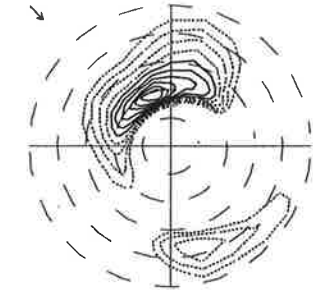
91/ 3/ 5 21: 2 Long. -74.17 Lat. 36.08
Hs 2.28 M No. 233



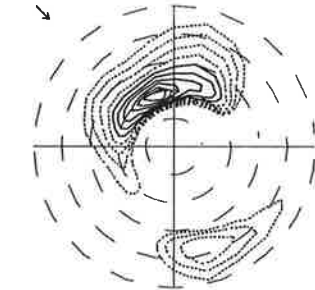
91/ 3/ 5 21: 4 Long. -74.17 Lat. 36.00
Hs 2.27 M No. 234



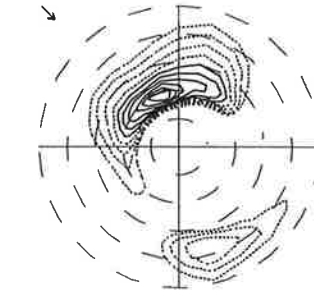
91/ 3/ 5 21: 4 Long. -74.08 Lat. 36.00
Hs 2.28 M No. 235



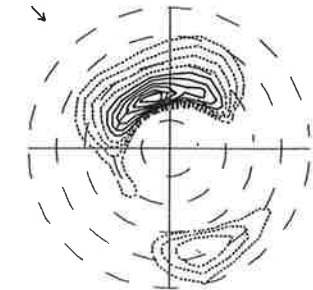
91/ 3/ 5 21: 6 Long. -74.00 Lat. 35.92
Hs 2.27 M No. 236



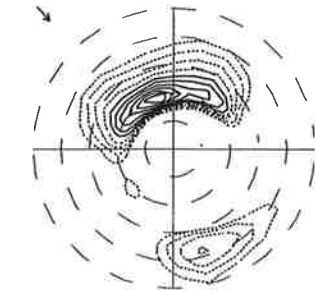
91/ 3/ 5 21: 6 Long. -74.00 Lat. 35.92
Hs 2.27 M No. 237



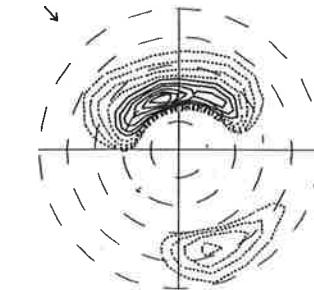
91/ 3/ 5 21: 8 Long. -73.92 Lat. 35.83
Hs 2.28 M No. 238



91/ 3/ 5 21:10 Long. -73.83 Lat. 35.83
Hs 2.26 M No. 239



91/ 3/ 5 21:12 Long. -73.75 Lat. 35.75
Hs 2.27 M No. 240

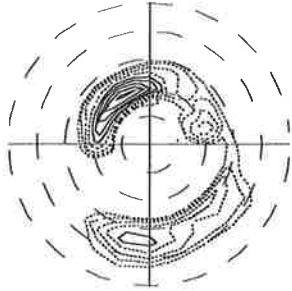


DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

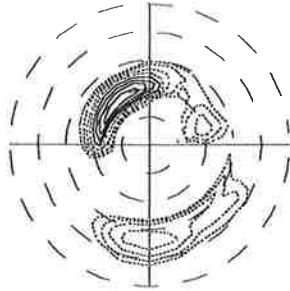


SRA

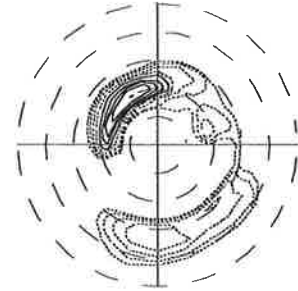
91/ 3/ 5 20:56 Long. -74.60 Lat. 36.35
Hs 1.76 m No. 226



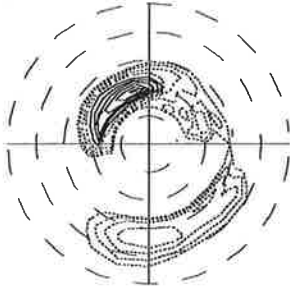
91/ 3/ 5 20:57 Long. -74.52 Lat. 36.29
Hs 1.62 m No. 227



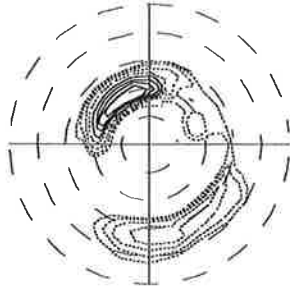
91/ 3/ 5 20:58 Long. -74.47 Lat. 36.26
Hs 1.78 m No. 228



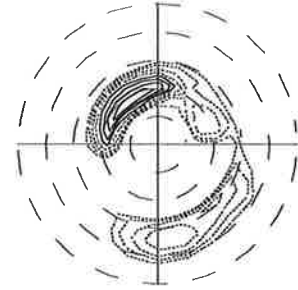
91/ 3/ 5 20:59 Long. -74.42 Lat. 36.22
Hs 1.81 m No. 229



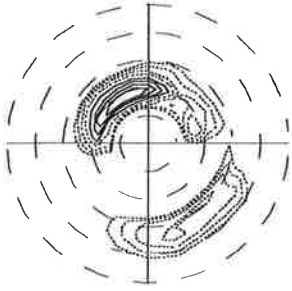
91/ 3/ 5 21: 0 Long. -74.37 Lat. 36.18
Hs 1.71 m No. 230



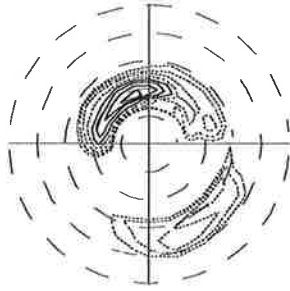
91/ 3/ 5 21: 1 Long. -74.31 Lat. 36.14
Hs 1.72 m No. 231



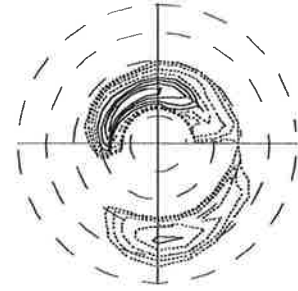
91/ 3/ 5 21: 2 Long. -74.25 Lat. 36.09
Hs 1.74 m No. 232



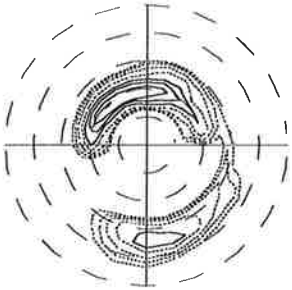
91/ 3/ 5 21: 3 Long. -74.19 Lat. 36.05
Hs 1.60 m No. 233



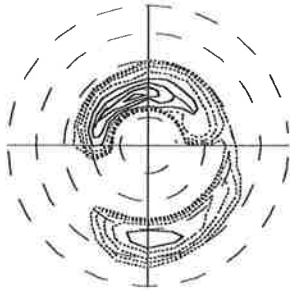
91/ 3/ 5 21: 4 Long. -74.14 Lat. 36.02
Hs 1.96 m No. 234



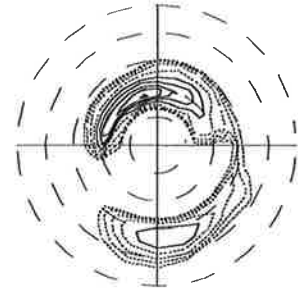
91/ 3/ 5 21: 5 Long. -74.08 Lat. 35.98
Hs 1.88 m No. 235



91/ 3/ 5 21: 7 Long. -74.02 Lat. 35.93
Hs 1.89 m No. 236



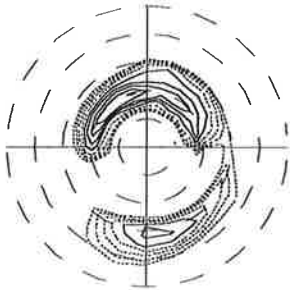
91/ 3/ 5 21: 8 Long. -73.96 Lat. 35.89
Hs 2.00 m No. 237



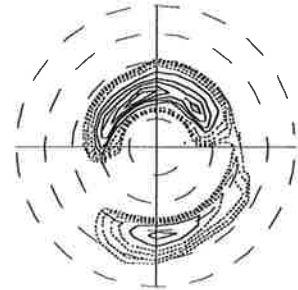
91/ 3/ 5 21: 9 Long. -73.90 Lat. 35.85
Hs 2.17 m No. 238



91/ 3/ 5 21:10 Long. -73.86 Lat. 35.82
Hs 2.17 m No. 239



91/ 3/ 5 21:11 Long. -73.79 Lat. 35.78
Hs 2.24 m No. 240

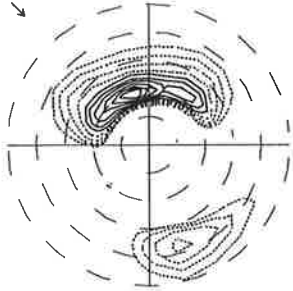


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

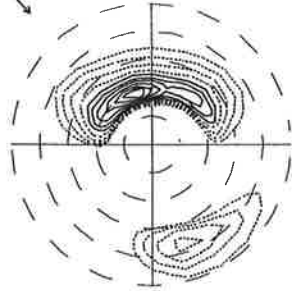


WAM first guess

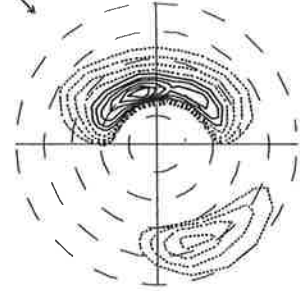
91/ 3/ 5 21:12 Long. -73.75 Lat. 35.75
Hs 2.27 M No. 241



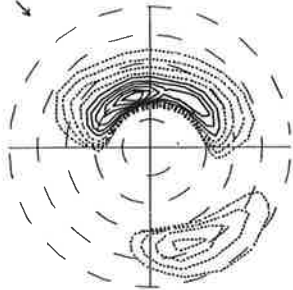
91/ 3/ 5 21:12 Long. -73.67 Lat. 35.67
Hs 2.31 M No. 242



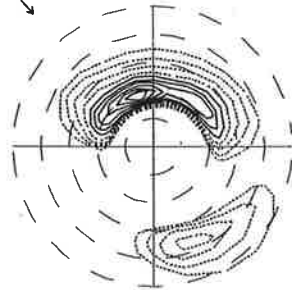
91/ 3/ 5 21:14 Long. -73.58 Lat. 35.67
Hs 2.33 M No. 243



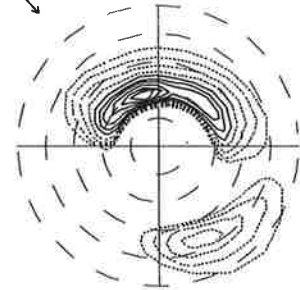
91/ 3/ 5 21:14 Long. -73.58 Lat. 35.58
Hs 2.37 M No. 244



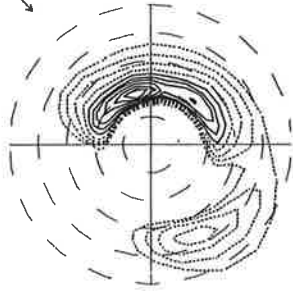
91/ 3/ 5 21:16 Long. -73.50 Lat. 35.58
Hs 2.39 M No. 245



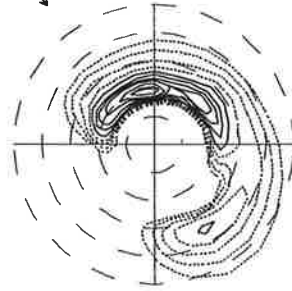
91/ 3/ 5 21:16 Long. -73.42 Lat. 35.58
Hs 2.41 M No. 246



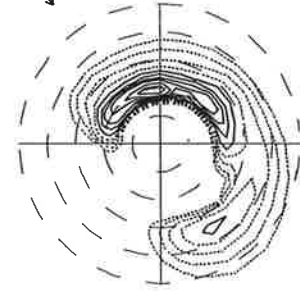
91/ 3/ 5 21:18 Long. -73.33 Lat. 35.50
Hs 2.45 M No. 247



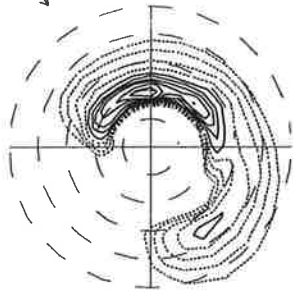
91/ 3/ 5 21:30 Long. -72.50 Lat. 35.33
Hs 2.62 M No. 248



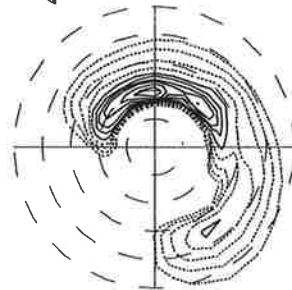
91/ 3/ 5 21:32 Long. -72.42 Lat. 35.33
Hs 2.63 M No. 249



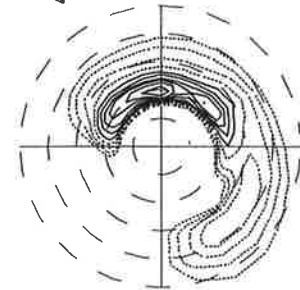
91/ 3/ 5 21:36 Long. -72.17 Lat. 35.25
Hs 2.67 M No. 250



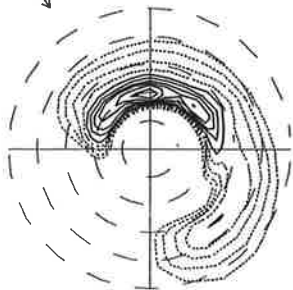
91/ 3/ 5 21:38 Long. -72.08 Lat. 35.17
Hs 2.67 M No. 251



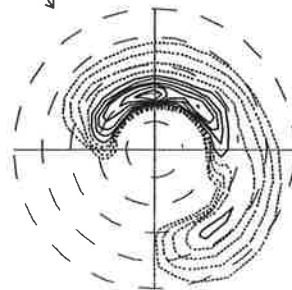
91/ 3/ 5 21:48 Long. -71.83 Lat. 35.08
Hs 2.68 M No. 252



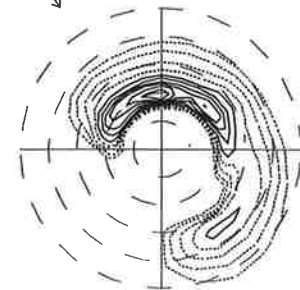
91/ 3/ 5 21:50 Long. -71.83 Lat. 35.17
Hs 2.69 M No. 253



91/ 3/ 5 21:52 Long. -71.92 Lat. 35.25
Hs 2.70 M No. 254



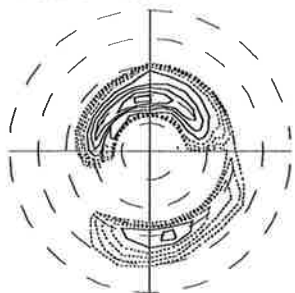
91/ 3/ 5 21:52 Long. -71.92 Lat. 35.25
Hs 2.70 M No. 255



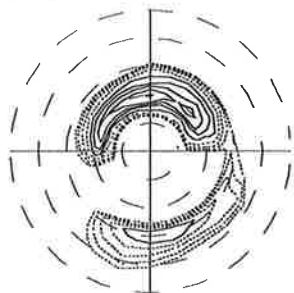
DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

SRA

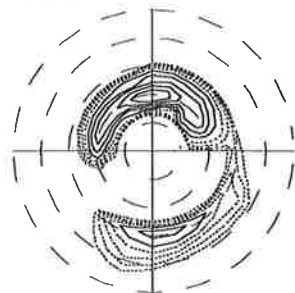
91/ 3/ 5 21:12 Long. -73.73 Lat. 35.73
Hs 2.28 m No. 241



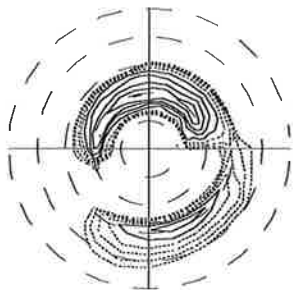
91/ 3/ 5 21:13 Long. -73.66 Lat. 35.69
Hs 2.26 m No. 242



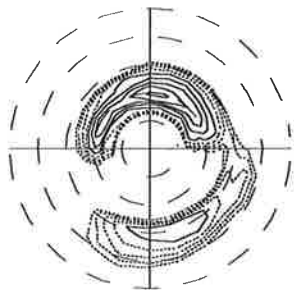
91/ 3/ 5 21:14 Long. -73.61 Lat. 35.65
Hs 2.46 m No. 243



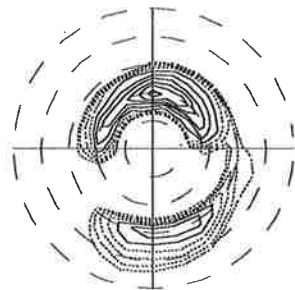
91/ 3/ 5 21:15 Long. -73.55 Lat. 35.61
Hs 2.49 m No. 244



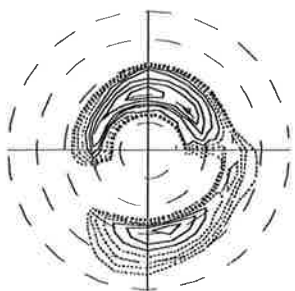
91/ 3/ 5 21:16 Long. -73.50 Lat. 35.58
Hs 2.30 m No. 245



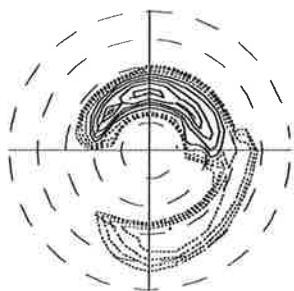
91/ 3/ 5 21:17 Long. -73.42 Lat. 35.55
Hs 2.55 m No. 246



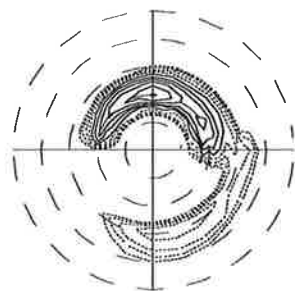
91/ 3/ 5 21:19 Long. -73.34 Lat. 35.53
Hs 2.70 m No. 247



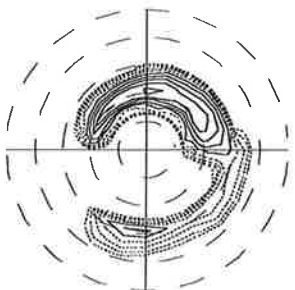
91/ 3/ 5 21:31 Long. -72.52 Lat. 35.35
Hs 2.48 m No. 248



91/ 3/ 5 21:32 Long. -72.43 Lat. 35.34
Hs 2.47 m No. 249



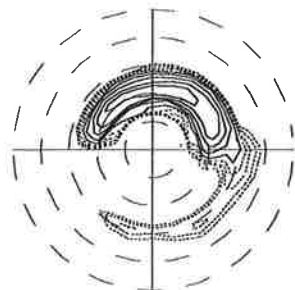
91/ 3/ 5 21:36 Long. -72.18 Lat. 35.25
Hs 2.51 m No. 250



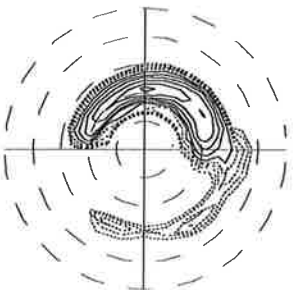
91/ 3/ 5 21:38 Long. -72.11 Lat. 35.20
Hs 2.76 m No. 251



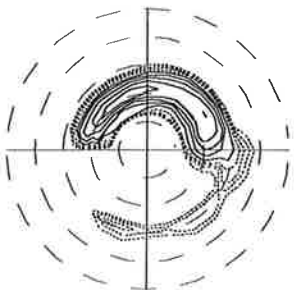
91/ 3/ 5 21:48 Long. -71.82 Lat. 35.10
Hs 2.62 m No. 252



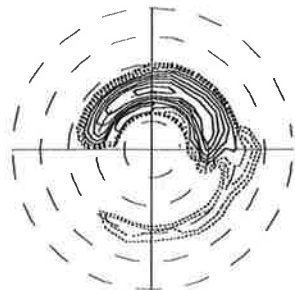
91/ 3/ 5 21:50 Long. -71.85 Lat. 35.18
Hs 2.78 m No. 253



91/ 3/ 6 21:51 Long. -71.89 Lat. 35.21
Hs 2.72 m No. 254



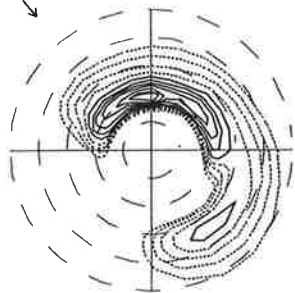
91/ 3/ 5 21:52 Long. -71.93 Lat. 35.28
Hs 2.97 m No. 255



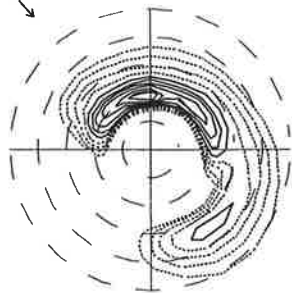
DASHED LINES: -.100 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess

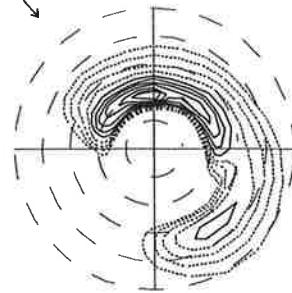
91/ 3/ 5 22: 0 Long. -72.17 Lat. 35.67
Hs 2.69 M No. 256



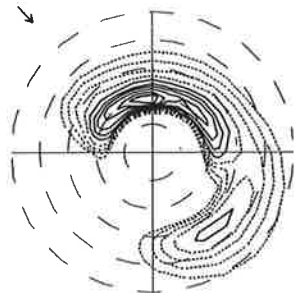
91/ 3/ 5 22: 2 Long. -72.25 Lat. 35.75
Hs 2.67 M No. 257



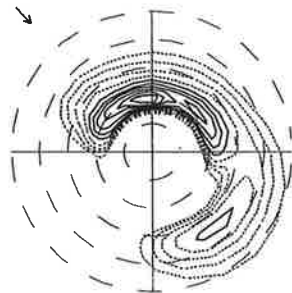
91/ 3/ 5 22: 2 Long. -72.25 Lat. 35.75
Hs 2.67 M No. 258



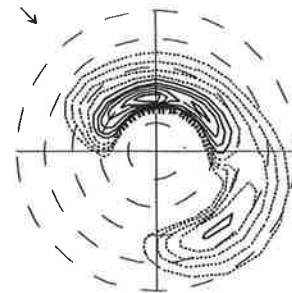
91/ 3/ 5 22: 4 Long. -72.33 Lat. 35.83
Hs 2.63 M No. 259



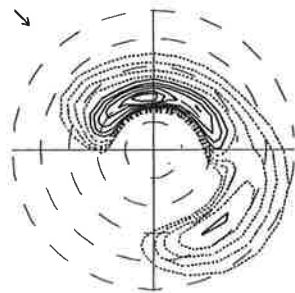
91/ 3/ 5 22: 4 Long. -72.33 Lat. 35.92
Hs 2.62 M No. 260



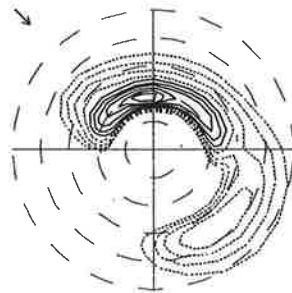
91/ 3/ 5 22: 6 Long. -72.42 Lat. 35.92
Hs 2.59 M No. 261



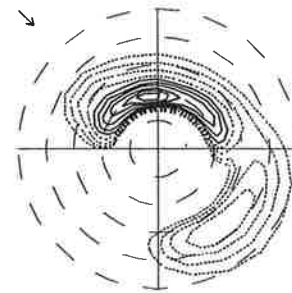
91/ 3/ 5 22: 6 Long. -72.42 Lat. 36.00
Hs 2.56 M No. 262



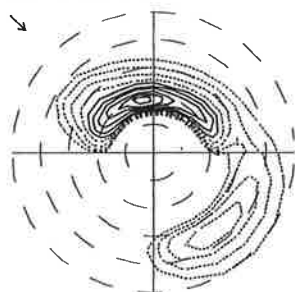
91/ 3/ 5 22: 8 Long. -72.50 Lat. 36.00
Hs 2.53 M No. 263



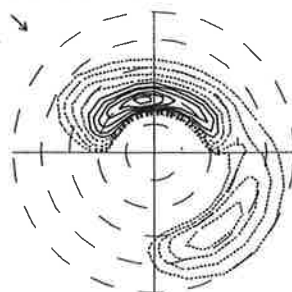
91/ 3/ 5 22: 8 Long. -72.50 Lat. 36.08
Hs 2.49 M No. 264



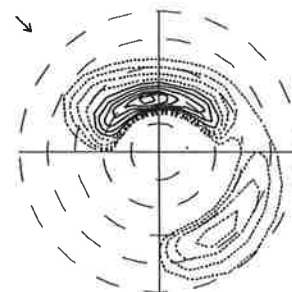
91/ 3/ 5 22:12 Long. -72.58 Lat. 36.17
Hs 2.41 M No. 265



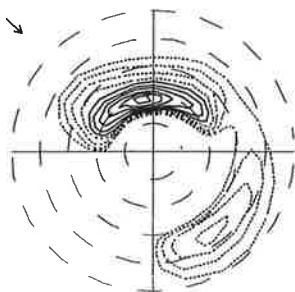
91/ 3/ 5 22:12 Long. -72.58 Lat. 36.17
Hs 2.41 M No. 266



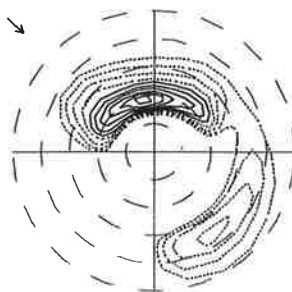
91/ 3/ 5 22:12 Long. -72.67 Lat. 36.25
Hs 2.35 M No. 267



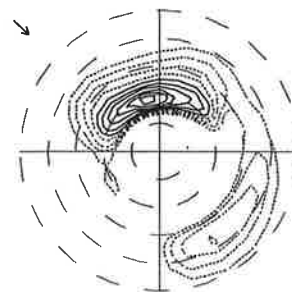
91/ 3/ 5 22:14 Long. -72.67 Lat. 36.33
Hs 2.31 M No. 268



91/ 3/ 5 22:14 Long. -72.67 Lat. 36.33
Hs 2.31 M No. 269



91/ 3/ 5 22:16 Long. -72.75 Lat. 36.42
Hs 2.29 M No. 270



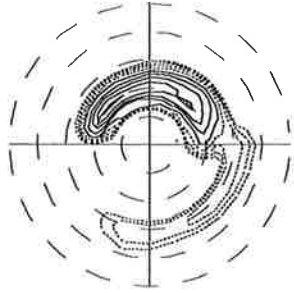
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

SRA

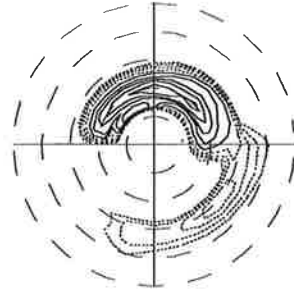
91/ 3/ 5 22: 0 Long. -72.20 Lat. 35.66
Hs 2.29 m No. 256



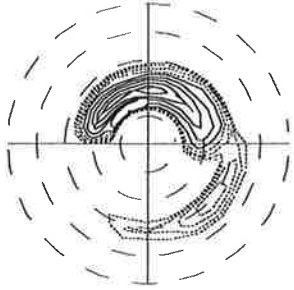
91/ 3/ 5 22: 2 Long. -72.28 Lat. 35.73
Hs 2.28 m No. 257



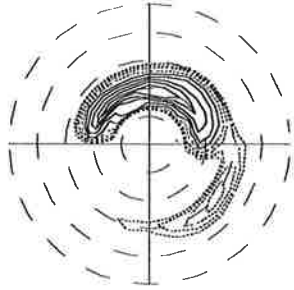
91/ 3/ 5 22: 3 Long. -72.29 Lat. 35.78
Hs 2.57 m No. 258



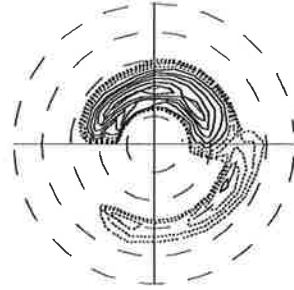
91/ 3/ 5 22: 4 Long. -72.33 Lat. 35.83
Hs 2.41 m No. 259



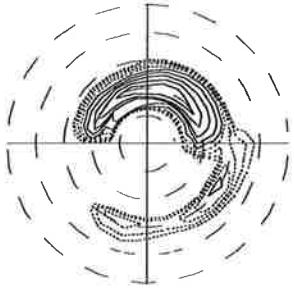
91/ 3/ 5 22: 5 Long. -72.37 Lat. 35.88
Hs 2.40 m No. 260



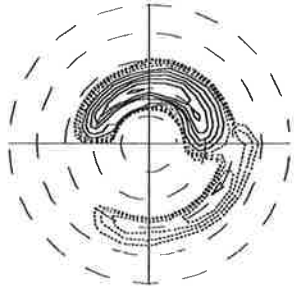
91/ 3/ 5 22: 6 Long. -72.41 Lat. 35.94
Hs 2.91 m No. 261



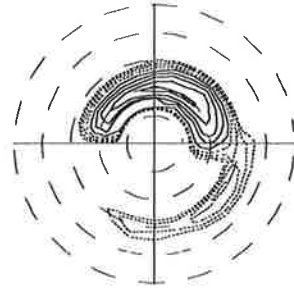
91/ 3/ 5 22: 7 Long. -72.44 Lat. 35.98
Hs 2.66 m No. 262



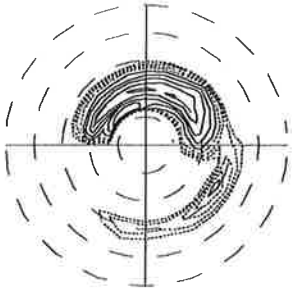
91/ 3/ 5 22: 8 Long. -72.48 Lat. 36.04
Hs 2.85 m No. 263



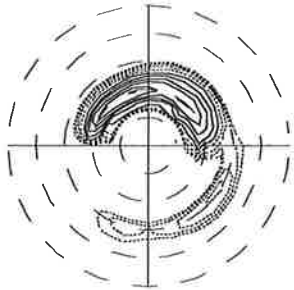
91/ 3/ 5 22: 9 Long. -72.52 Lat. 36.09
Hs 2.49 m No. 264



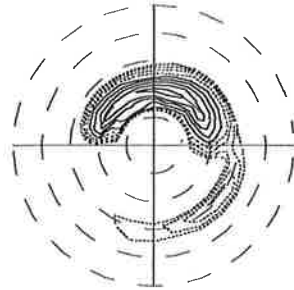
91/ 3/ 5 22:10 Long. -72.55 Lat. 36.14
Hs 2.48 m No. 265



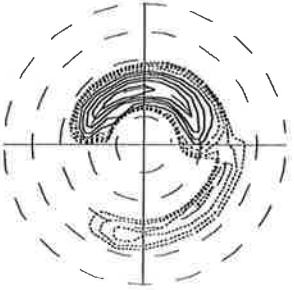
91/ 3/ 5 22:12 Long. -72.59 Lat. 36.19
Hs 2.56 m No. 266



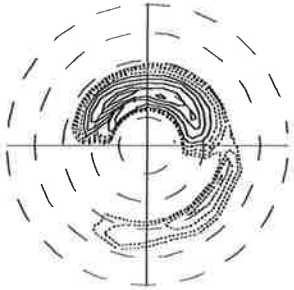
91/ 3/ 5 22:13 Long. -72.63 Lat. 36.25
Hs 2.33 m No. 267



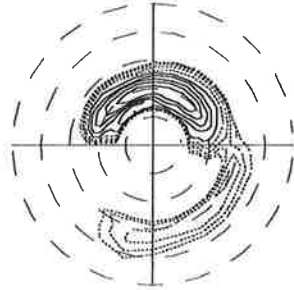
91/ 3/ 5 22:14 Long. -72.67 Lat. 36.30
Hs 2.49 m No. 268



91/ 3/ 5 22:15 Long. -72.70 Lat. 36.35
Hs 2.32 m No. 269



91/ 3/ 5 22:16 Long. -72.73 Lat. 36.39
Hs 2.82 m No. 270

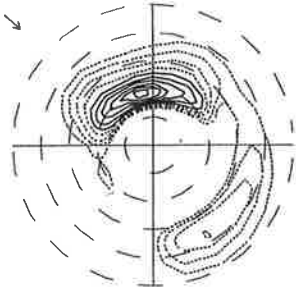


DASHED LINES: -1.00 -0.800 -0.600 -0.400

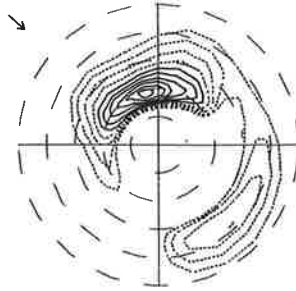
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM first guess

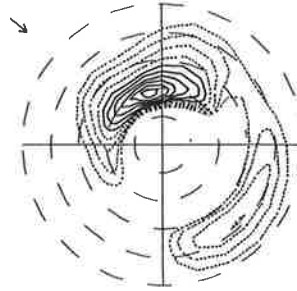
91/ 3/ 5 22:16 Long. -72.75 Lat. 36.42
Hs 2.29 M No. 271



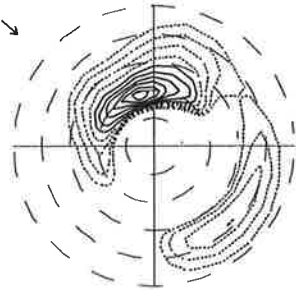
91/ 3/ 5 22:18 Long. -72.83 Lat. 36.50
Hs 2.30 M No. 272



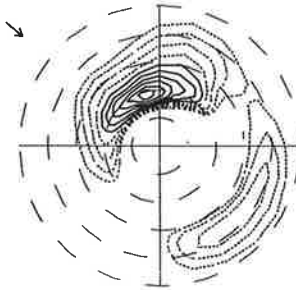
91/ 3/ 5 22:18 Long. -72.83 Lat. 36.58
Hs 2.32 M No. 273



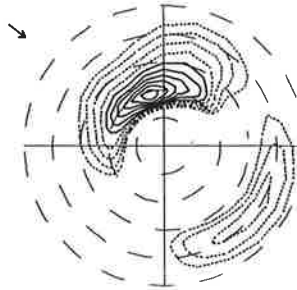
91/ 3/ 5 22:20 Long. -72.92 Lat. 36.58
Hs 2.32 M No. 274



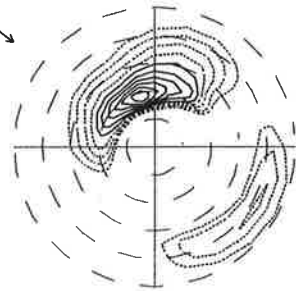
91/ 3/ 5 22:20 Long. -72.92 Lat. 36.67
Hs 2.33 M No. 275



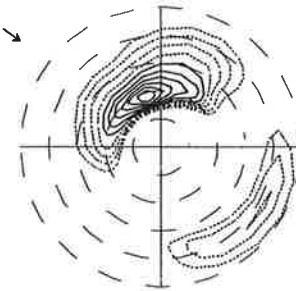
91/ 3/ 5 22:26 Long. -73.08 Lat. 36.75
Hs 2.32 M No. 276



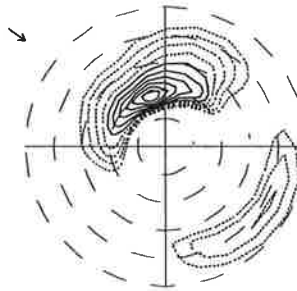
91/ 3/ 5 22:26 Long. -73.25 Lat. 36.83
Hs 2.30 M No. 277



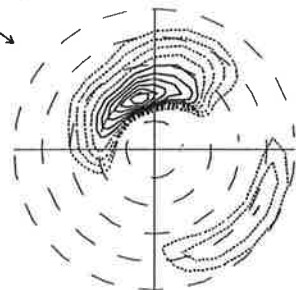
91/ 3/ 5 22:28 Long. -73.33 Lat. 36.83
Hs 2.29 M No. 278



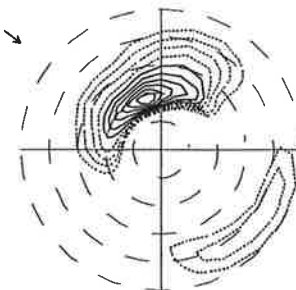
91/ 3/ 5 22:28 Long. -73.33 Lat. 36.83
Hs 2.29 M No. 279



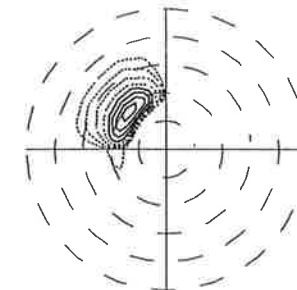
91/ 3/ 5 22:30 Long. -73.42 Lat. 36.83
Hs 2.28 M No. 280



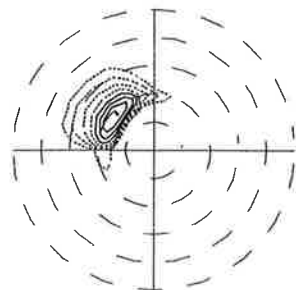
91/ 3/ 5 22:30 Long. -73.50 Lat. 36.83
Hs 2.28 M No. 281



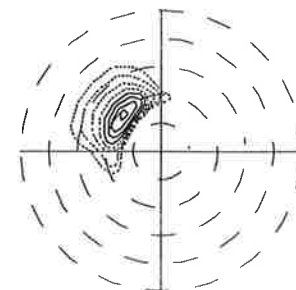
91/ 3/ 5 22:56 Long. -74.92 Lat. 37.58
Hs 1.34 M No. 282



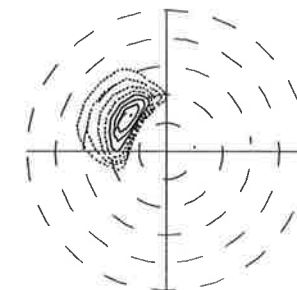
91/ 3/ 5 22:58 Long. -75.00 Lat. 37.58
Hs 1.24 M No. 283



91/ 3/ 5 22:58 Long. -75.00 Lat. 37.67
Hs 1.27 M No. 284



91/ 3/ 5 23: 0 Long. -75.08 Lat. 37.75
Hs 1.21 M No. 285

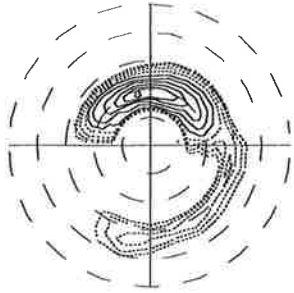


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

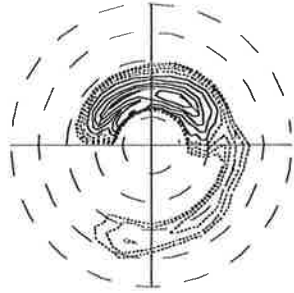


SRA

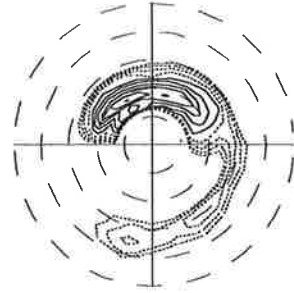
91/ 3/ 5 22:17 Long. -72.77 Lat. 36.45
Hs 2.38 m No. 271



91/ 3/ 5 22:18 Long. -72.81 Lat. 36.50
Hs 2.48 m No. 272



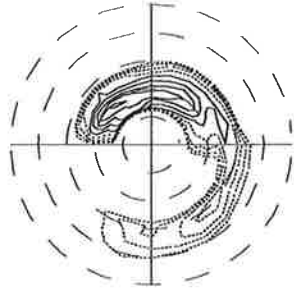
91/ 3/ 5 22:19 Long. -72.85 Lat. 36.55
Hs 2.38 m No. 273



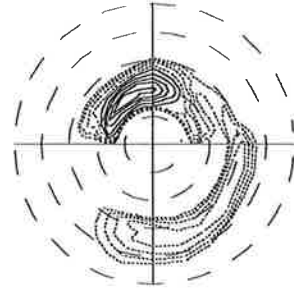
91/ 3/ 5 22:20 Long. -72.88 Lat. 36.60
Hs 2.67 m No. 274



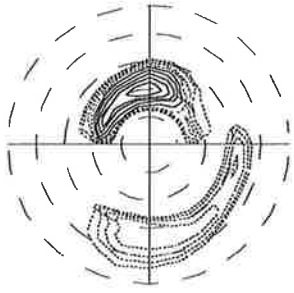
91/ 3/ 5 22:21 Long. -72.92 Lat. 36.65
Hs 2.26 m No. 275



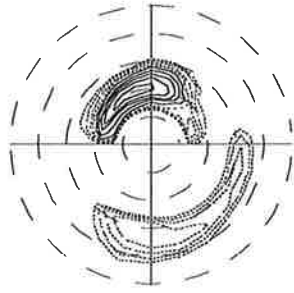
91/ 3/ 5 22:26 Long. -73.12 Lat. 36.78
Hs 2.06 m No. 276



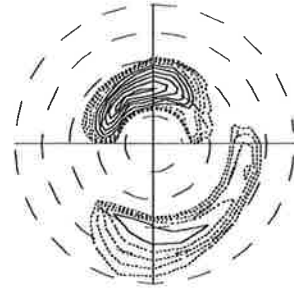
91/ 3/ 5 22:27 Long. -73.22 Lat. 36.80
Hs 2.17 m No. 277



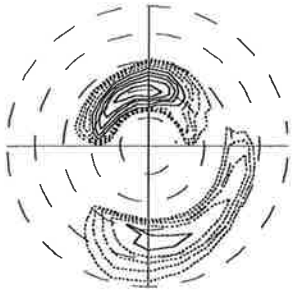
91/ 3/ 5 22:28 Long. -73.30 Lat. 36.81
Hs 2.13 m No. 278



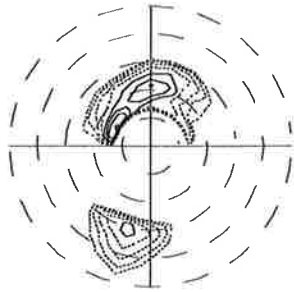
91/ 3/ 5 22:29 Long. -73.37 Lat. 36.83
Hs 2.49 m No. 279



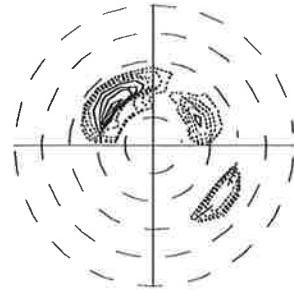
91/ 3/ 5 22:30 Long. -73.43 Lat. 36.84
Hs 2.27 m No. 280



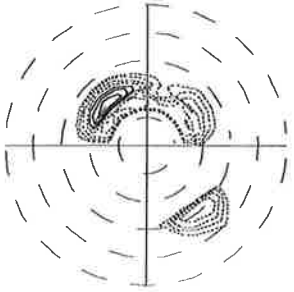
91/ 3/ 5 22:31 Long. -73.50 Lat. 36.85
Hs 1.52 m No. 281



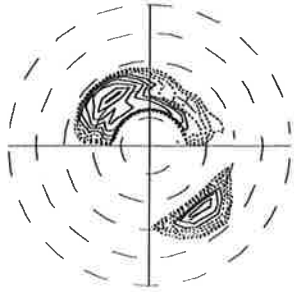
91/ 3/ 5 22:57 Long. -74.92 Lat. 37.55
Hs 1.31 m No. 282



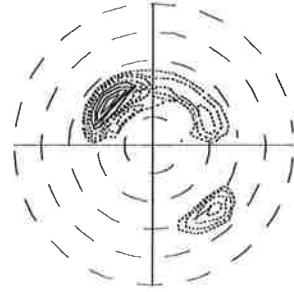
91/ 3/ 5 22:58 Long. -75.00 Lat. 37.62
Hs 1.25 m No. 283



91/ 3/ 5 22:59 Long. -75.04 Lat. 37.67
Hs 2.25 m No. 284



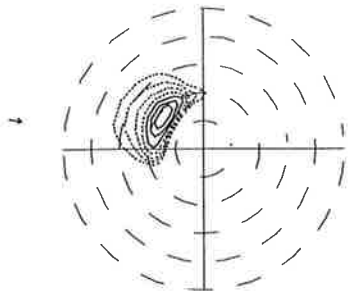
91/ 3/ 5 23: 0 Long. -75.09 Lat. 37.72
Hs 1.21 m No. 285



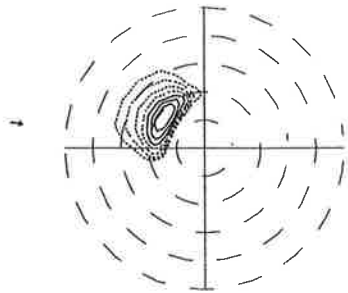
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM first guess

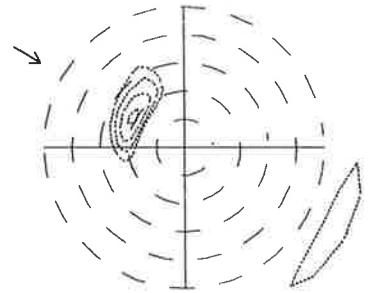
91/ 3/ 5 23: 0 Long. -75.17 Lat. 37.75
Hs 1.13 M No. 286



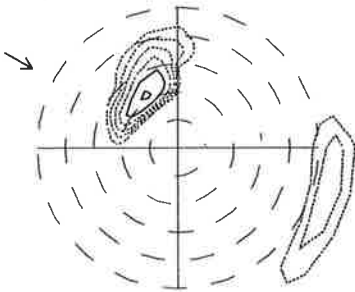
91/ 3/ 5 23: 2 Long. -75.17 Lat. 37.83
Hs 1.16 M No. 287



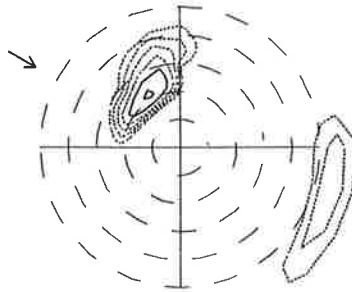
91/ 3/ 7 20:24 Long. -75.00 Lat. 38.75
Hs 0.83 M No. 288



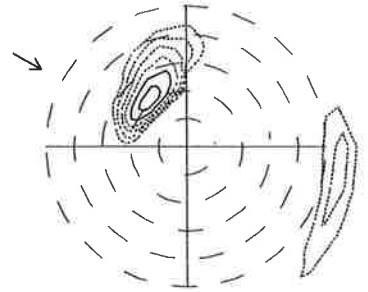
91/ 3/ 7 20:26 Long. -74.83 Lat. 38.83
Hs 1.18 M No. 289



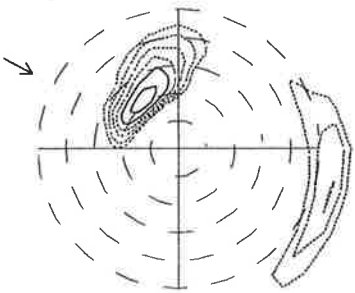
91/ 3/ 7 20:26 Long. -74.83 Lat. 38.83
Hs 1.18 M No. 290



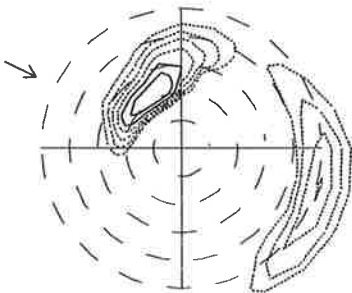
91/ 3/ 7 20:26 Long. -74.75 Lat. 38.92
Hs 1.21 M No. 291



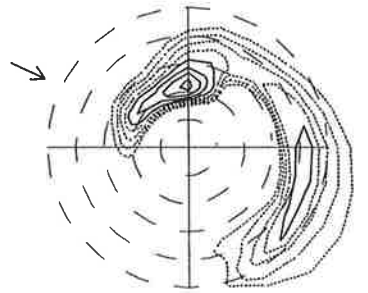
91/ 3/ 7 20:28 Long. -74.67 Lat. 38.92
Hs 1.32 M No. 292



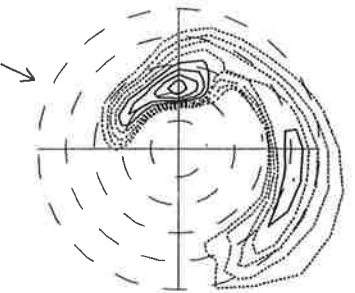
91/ 3/ 7 20:32 Long. -74.42 Lat. 39.00
Hs 1.54 M No. 293



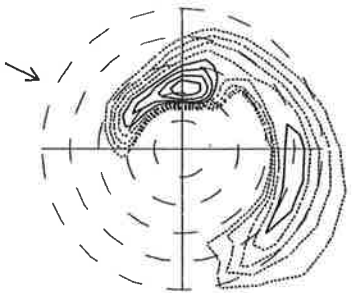
91/ 3/ 7 20:40 Long. -73.92 Lat. 38.67
Hs 1.97 M No. 294



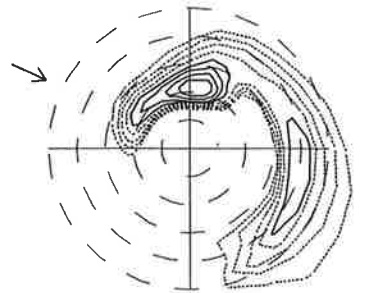
91/ 3/ 7 20:40 Long. -73.83 Lat. 38.58
Hs 2.03 M No. 295



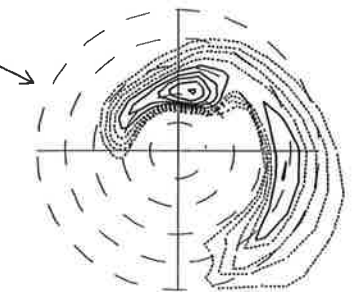
91/ 3/ 7 20:42 Long. -73.75 Lat. 38.50
Hs 2.11 M No. 296



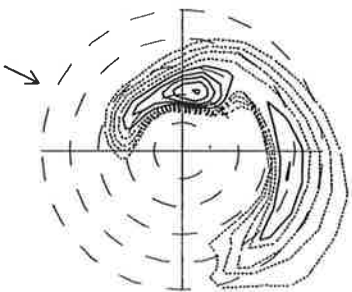
91/ 3/ 7 20:42 Long. -73.67 Lat. 38.50
Hs 2.16 M No. 297



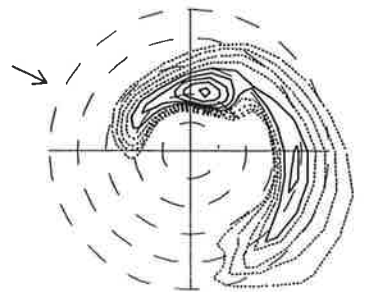
91/ 3/ 7 20:44 Long. -73.68 Lat. 38.42
Hs 2.22 M No. 298



91/ 3/ 7 20:44 Long. -73.68 Lat. 38.42
Hs 2.22 M No. 299



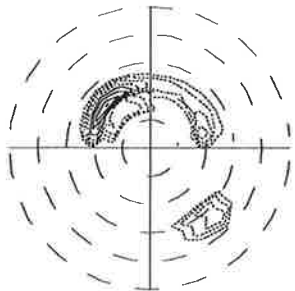
91/ 3/ 7 20:46 Long. -73.50 Lat. 38.33
Hs 2.27 M No. 300



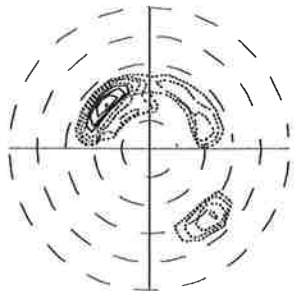
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

SRA

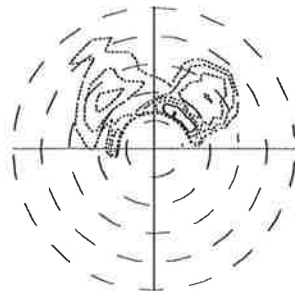
91/ 3/ 5 23: 1 Long. -75.13 Lat. 37.77
Hs 1.12 m No. 286



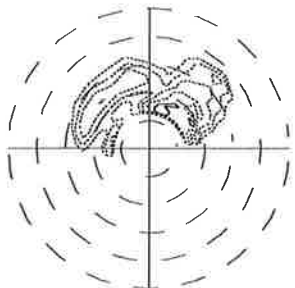
91/ 3/ 5 23: 2 Long. -75.17 Lat. 37.82
Hs 1.14 m No. 287



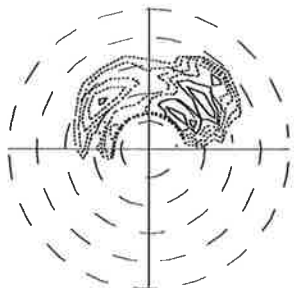
91/ 3/ 7 20:24 Long. -74.97 Lat. 38.76
Hs 1.14 m No. 288



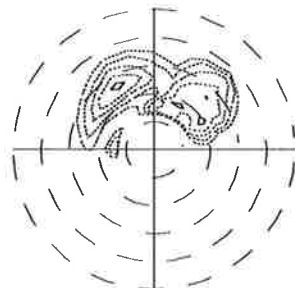
91/ 3/ 7 20:25 Long. -74.86 Lat. 38.81
Hs 1.14 m No. 289



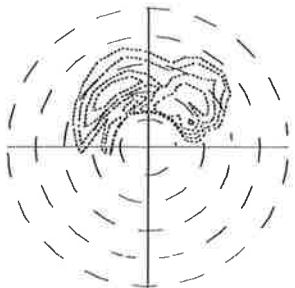
91/ 3/ 7 20:26 Long. -74.80 Lat. 38.85
Hs 1.42 m No. 290



91/ 3/ 7 20:27 Long. -74.73 Lat. 38.88
Hs 1.21 m No. 291



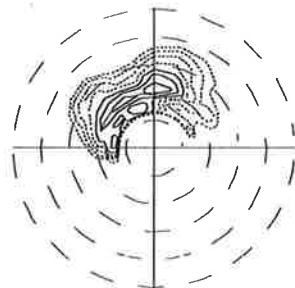
91/ 3/ 7 20:28 Long. -74.66 Lat. 38.92
Hs 1.16 m No. 292



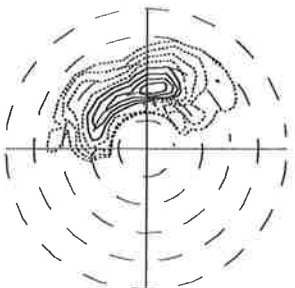
91/ 3/ 7 20:33 Long. -74.38 Lat. 38.96
Hs 1.35 m No. 293



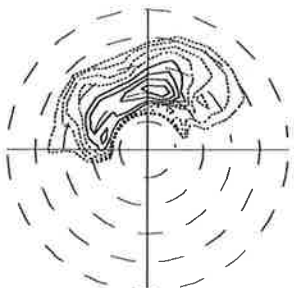
91/ 3/ 7 20:40 Long. -73.93 Lat. 38.84
Hs 1.61 m No. 294



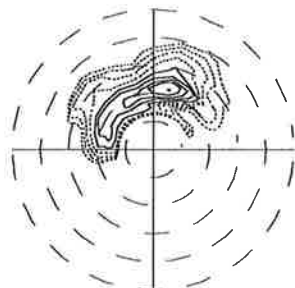
91/ 3/ 7 20:41 Long. -73.84 Lat. 38.58
Hs 1.71 m No. 295



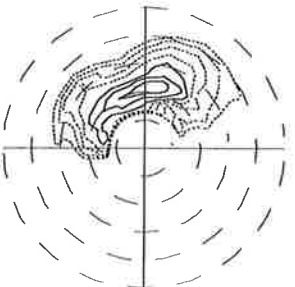
91/ 3/ 7 20:42 Long. -73.76 Lat. 38.53
Hs 1.88 m No. 296



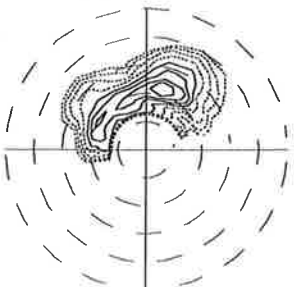
91/ 3/ 7 20:43 Long. -73.68 Lat. 38.48
Hs 1.78 m No. 297



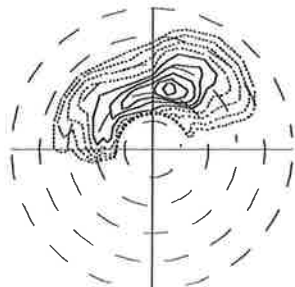
91/ 3/ 7 20:44 Long. -73.61 Lat. 38.43
Hs 1.88 m No. 298



91/ 3/ 7 20:46 Long. -73.54 Lat. 38.39
Hs 1.89 m No. 299



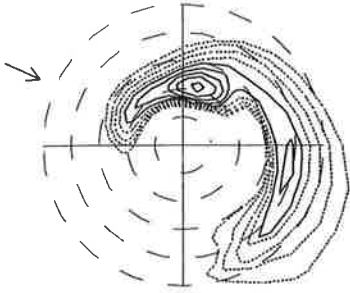
91/ 3/ 7 20:47 Long. -73.48 Lat. 38.35
Hs 2.08 m No. 300



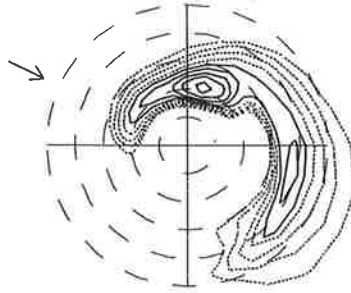
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

WAM first guess

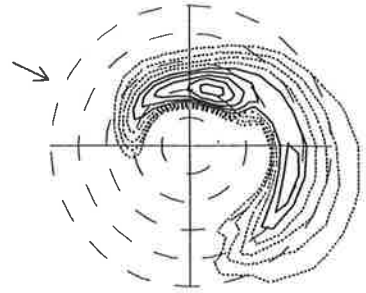
91/ 3/ 7 20:48 Long. -73.42 Lat. 38.33
Hs 2.30 M No. 301



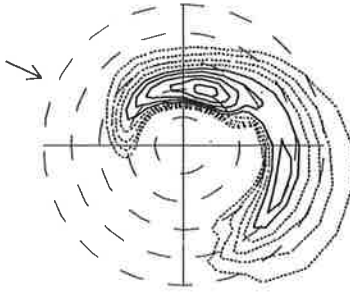
91/ 3/ 7 20:48 Long. -73.33 Lat. 38.25
Hs 2.36 M No. 302



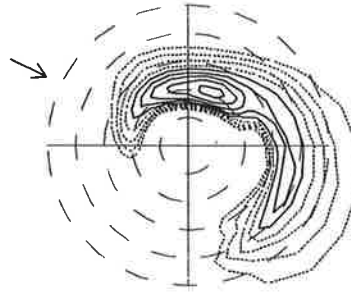
91/ 3/ 7 20:54 Long. -73.00 Lat. 38.08
Hs 2.51 M No. 303



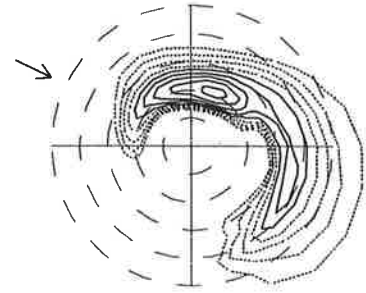
91/ 3/ 7 20:54 Long. -72.92 Lat. 38.00
Hs 2.55 M No. 304



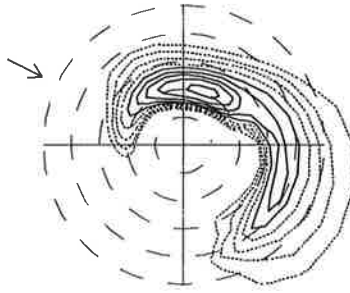
91/ 3/ 7 20:56 Long. -72.83 Lat. 37.92
Hs 2.59 M No. 305



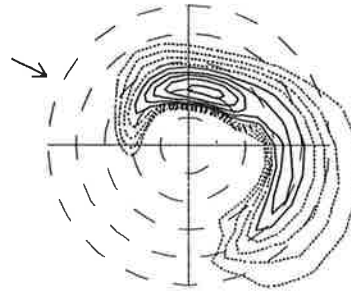
91/ 3/ 7 20:56 Long. -72.83 Lat. 37.92
Hs 2.59 M No. 306



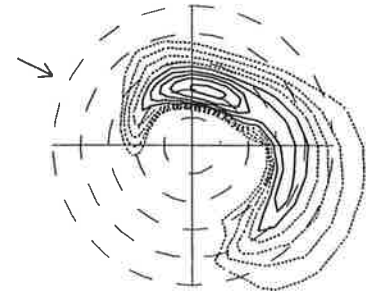
91/ 3/ 7 20:58 Long. -72.75 Lat. 37.83
Hs 2.66 M No. 307



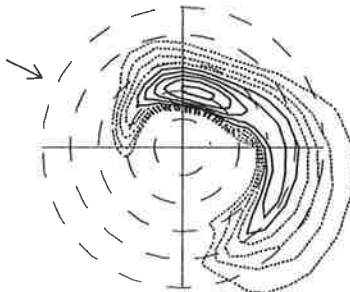
91/ 3/ 7 20:58 Long. -72.67 Lat. 37.83
Hs 2.65 M No. 308



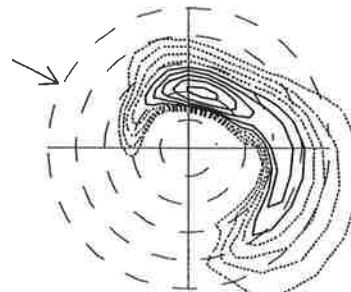
91/ 3/ 7 21: 0 Long. -72.58 Lat. 37.75
Hs 2.66 M No. 309



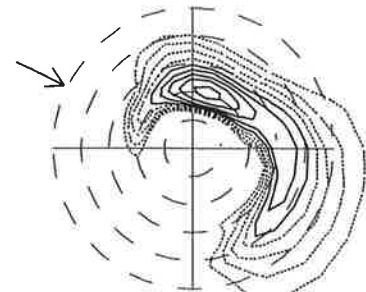
91/ 3/ 7 21: 0 Long. -72.50 Lat. 37.75
Hs 2.64 M No. 310



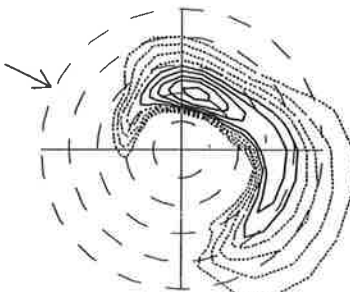
91/ 3/ 7 21: 2 Long. -72.42 Lat. 37.67
Hs 2.65 M No. 311



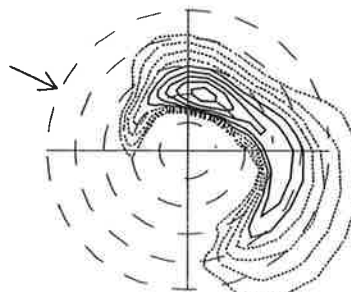
91/ 3/ 7 21: 4 Long. -72.33 Lat. 37.58
Hs 2.66 M No. 312



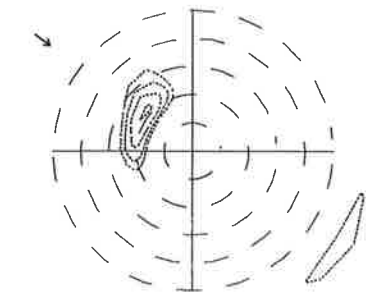
91/ 3/ 7 21: 4 Long. -72.33 Lat. 37.58
Hs 2.66 M No. 313



91/ 3/ 7 21: 6 Long. -72.25 Lat. 37.50
Hs 2.69 M No. 314



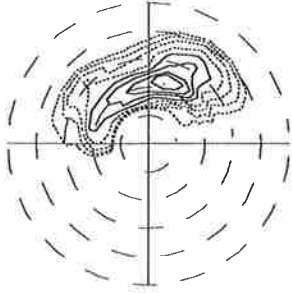
91/ 3/ 7 21: 6 Long. -75.25 Lat. 38.00
Hs 0.90 M No. 315



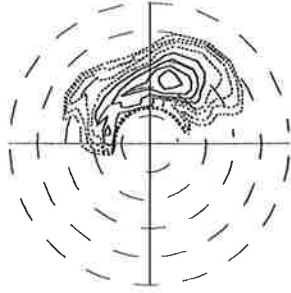
DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .2000 .4000 .6000 .8000 1.000

SRA

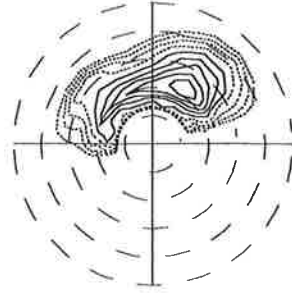
91/ 3/ 7 20:48 Long. -73.40 Lat. 38.30
Hs 1.88 m No. 301



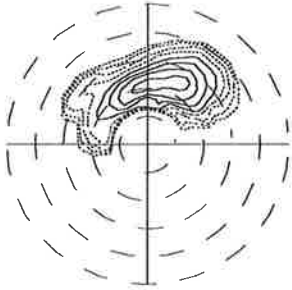
91/ 3/ 7 20:49 Long. -73.32 Lat. 38.24
Hs 1.89 m No. 302



91/ 3/ 7 20:54 Long. -73.03 Lat. 38.06
Hs 2.39 m No. 303



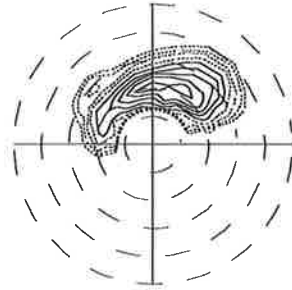
91/ 3/ 7 20:55 Long. -72.94 Lat. 38.00
Hs 2.06 m No. 304



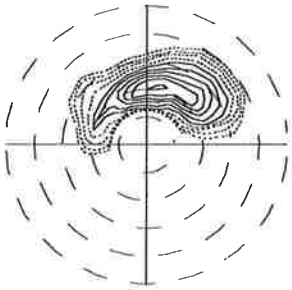
91/ 3/ 7 20:56 Long. -72.88 Lat. 37.95
Hs 2.14 m No. 305



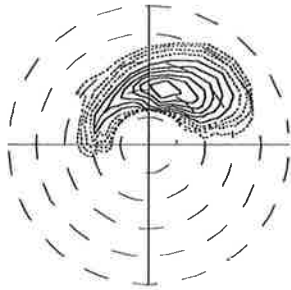
91/ 3/ 7 20:57 Long. -72.80 Lat. 37.90
Hs 2.31 m No. 306



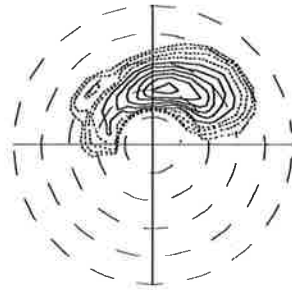
91/ 3/ 7 20:58 Long. -72.72 Lat. 37.85
Hs 2.52 m No. 307



91/ 3/ 7 20:59 Long. -72.65 Lat. 37.80
Hs 2.66 m No. 308



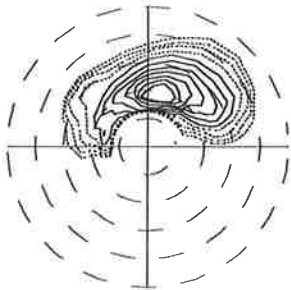
91/ 3/ 7 21: 0 Long. -72.59 Lat. 37.76
Hs 2.56 m No. 309



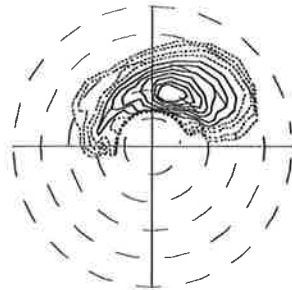
91/ 3/ 7 21: 1 Long. -72.52 Lat. 37.71
Hs 3.21 m No. 310



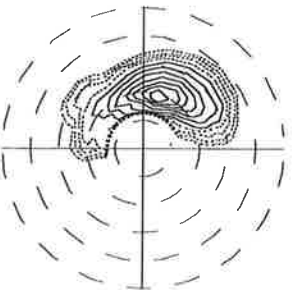
91/ 3/ 7 21: 2 Long. -72.45 Lat. 37.67
Hs 3.33 m No. 311



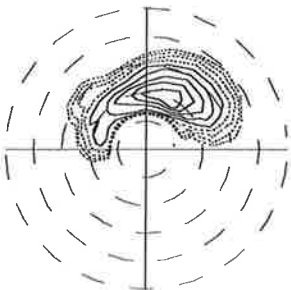
91/ 3/ 7 21: 3 Long. -72.38 Lat. 37.62
Hs 3.05 m No. 312



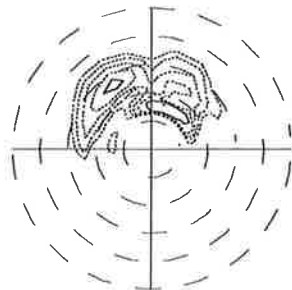
91/ 3/ 7 21: 4 Long. -72.30 Lat. 37.66
Hs 2.79 m No. 313



91/ 3/ 7 21: 6 Long. -72.23 Lat. 37.51
Hs 2.38 m No. 314



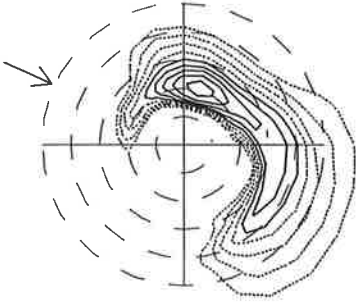
91/ 3/ 7 21: 8 Long. -75.24 Lat. 37.97
Hs 1.19 m No. 315



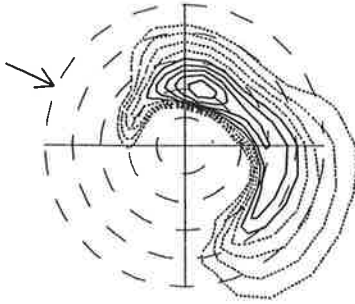
DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

WAM first guess

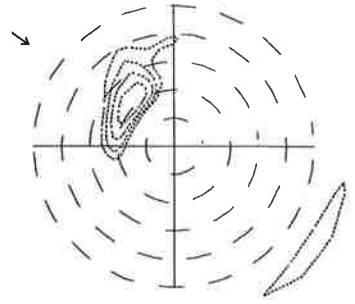
91/ 3/ 7 21: 8 Long. -72.17 Lat. 37.50
Hs 2.70 M No. 316



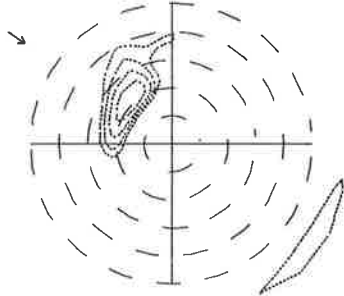
91/ 3/ 7 21: 8 Long. -72.08 Lat. 37.42
Hs 2.73 M No. 317



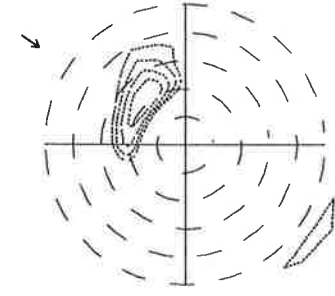
91/ 3/ 7 21: 8 Long. -75.17 Lat. 38.08
Hs 0.97 M No. 318



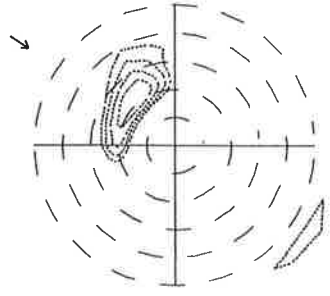
91/ 3/ 7 21: 8 Long. -75.17 Lat. 38.08
Hs 0.97 M No. 319



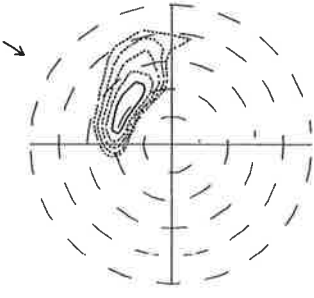
91/ 3/ 7 21:10 Long. -75.08 Lat. 38.17
Hs 1.01 M No. 320



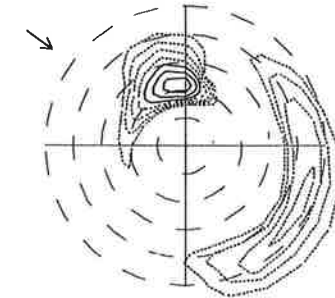
91/ 3/ 7 21:10 Long. -75.08 Lat. 38.17
Hs 1.01 M No. 321



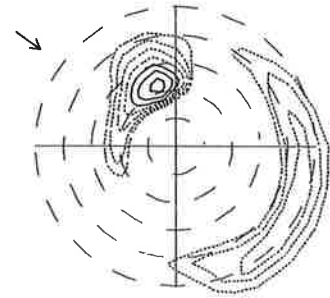
91/ 3/ 7 21:16 Long. -74.92 Lat. 38.42
Hs 1.12 M No. 322



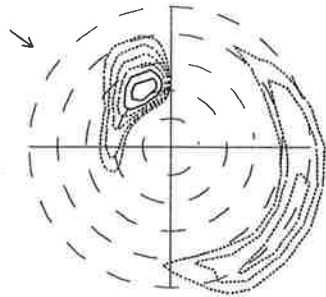
91/ 3/ 7 22:16 Long. -74.67 Lat. 37.67
Hs 1.66 M No. 323



91/ 3/ 7 22:18 Long. -74.75 Lat. 37.75
Hs 1.54 M No. 324



91/ 3/ 7 22:18 Long. -74.83 Lat. 37.75
Hs 1.38 M No. 325



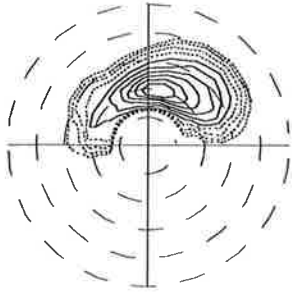
DASHED LINES: -1.00 -0.800 -0.600 -0.400

SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

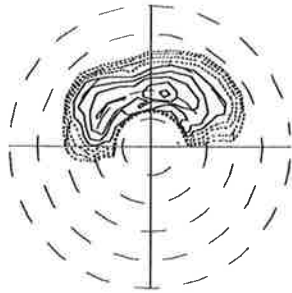


SRA

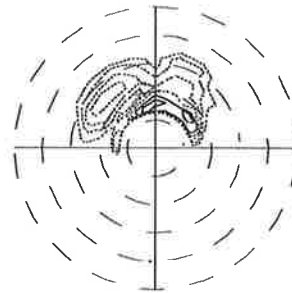
91/ 3/ 7 21: 7 Long. -72.16 Lat. 37.47
Hs 2.66 m No. 316



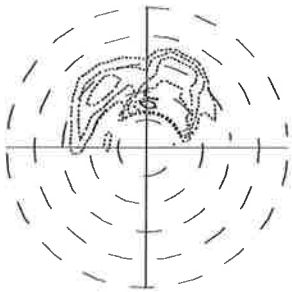
91/ 3/ 7 21: 8 Long. -72.10 Lat. 37.42
Hs 2.43 m No. 317



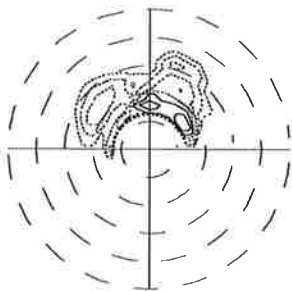
91/ 3/ 7 21: 8 Long. -75.17 Lat. 38.04
Hs 1.19 m No. 318



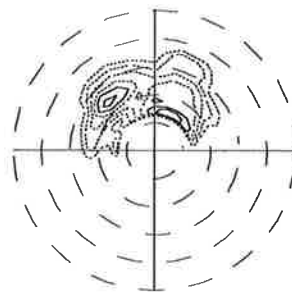
91/ 3/ 7 21: 9 Long. -75.13 Lat. 38.10
Hs 1.09 m No. 319



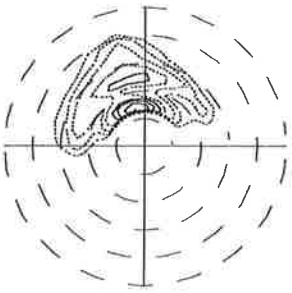
91/ 3/ 7 21:10 Long. -75.08 Lat. 38.15
Hs 1.19 m No. 320



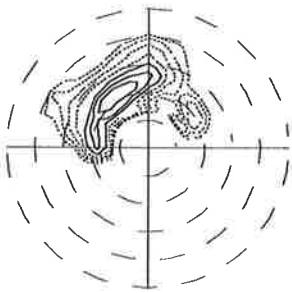
91/ 3/ 7 21:11 Long. -75.04 Lat. 38.20
Hs 1.28 m No. 321



91/ 3/ 7 21:16 Long. -74.93 Lat. 38.43
Hs 1.38 m No. 322



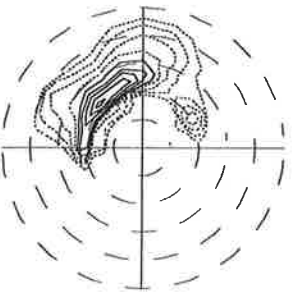
91/ 3/ 7 22:17 Long. -74.70 Lat. 37.68
Hs 1.60 m No. 323



91/ 3/ 7 22:18 Long. -74.78 Lat. 37.71
Hs 1.65 m No. 324



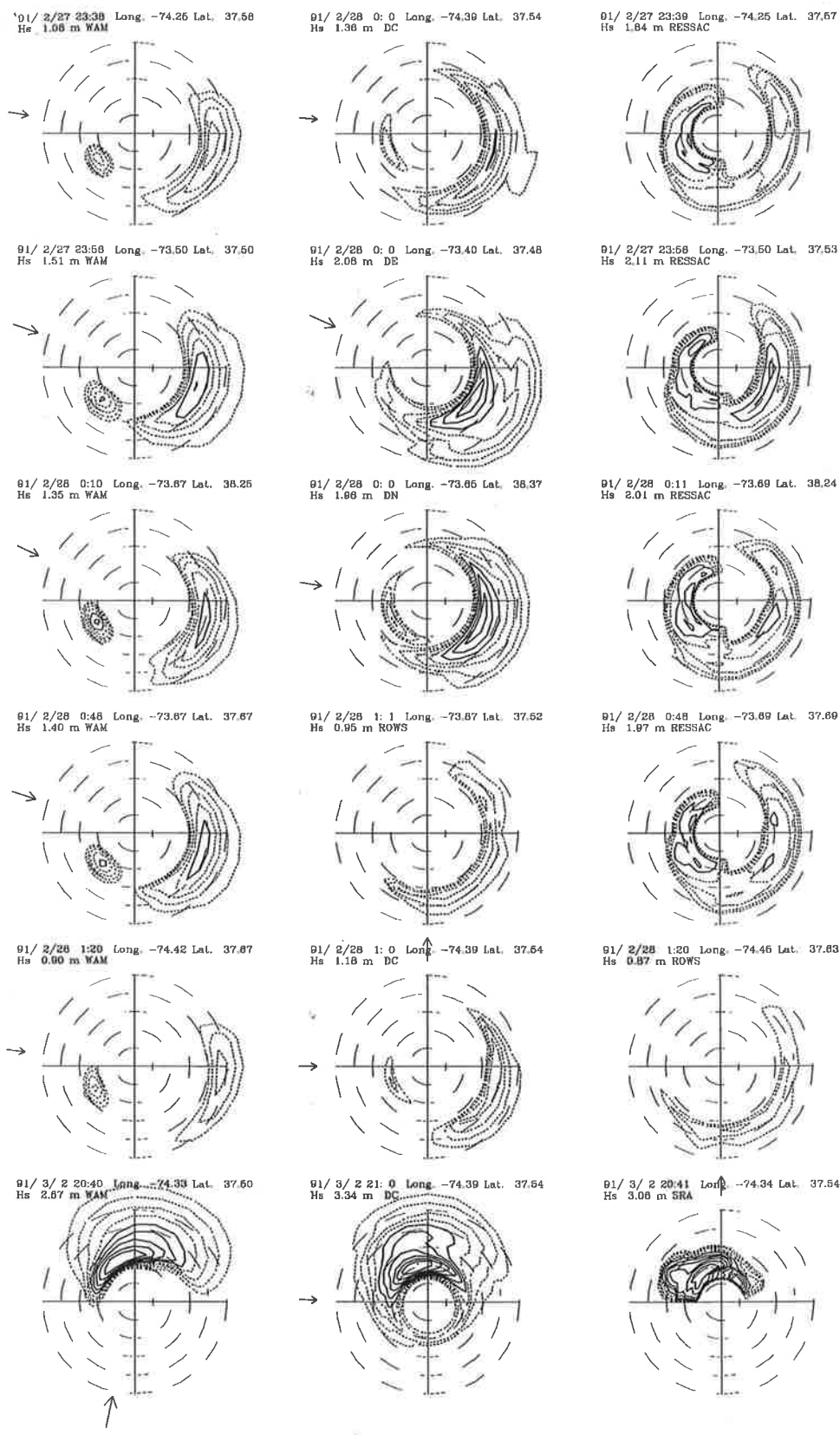
91/ 3/ 7 22:19 Long. -74.84 Lat. 37.74
Hs 1.73 m No. 325



DASHED LINES: -1.00 -.800 -.600 -.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

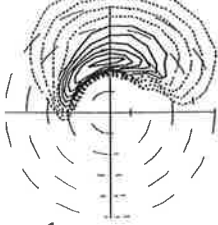


8. Collocated wave spectra from all instruments

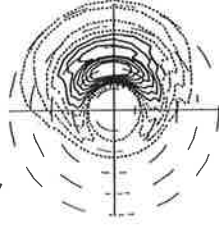


DASHED LINES: -1.00 -0.80 -0.60 -0.40
SOLID LINES: -0.20 0 .20 .40 .60 .80 1.00

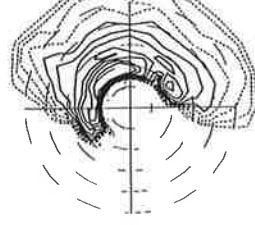
01/ 3/ 2 21: 4 Long. -73.68 Lat. 38.17
Hs 2.91 m WAM



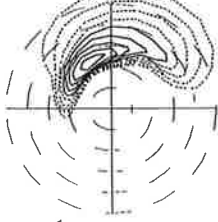
01/ 3/ 2 21: 0 Long. -73.66 Lat. 38.37
Hs 4.24 m DN



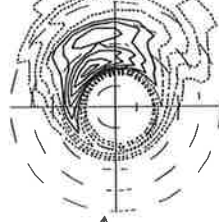
01/ 3/ 2 21: 6 Long. -73.54 Lat. 38.02
Hs 5.28 m ROWS



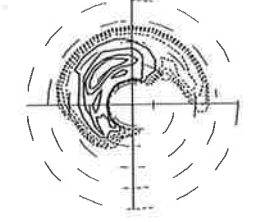
01/ 3/ 2 21:38 Long. -74.75 Lat. 38.87
Hs 2.24 m WAM



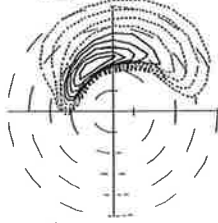
01/ 3/ 2 22: 0 Long. -74.83 Lat. 38.68
Hs 3.12 m CPKC



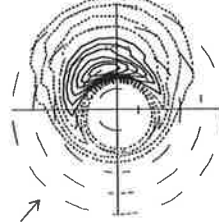
01/ 3/ 2 21:38 Long. -74.78 Lat. 38.04
Hs 2.40 m RESSAC



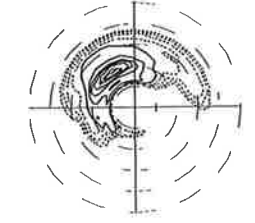
01/ 3/ 2 22: 4 Long. -74.42 Lat. 37.68
Hs 2.30 m WAM



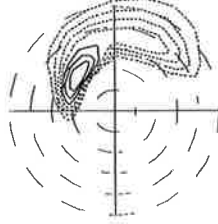
01/ 3/ 2 22: 0 Long. -74.39 Lat. 37.54
Hs 3.07 m DC



01/ 3/ 2 22: 4 Long. -74.44 Lat. 37.58
Hs 2.40 m RESSAC



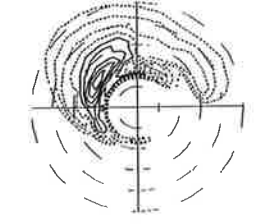
01/ 3/ 2 22:38 Long. -75.08 Lat. 38.58
Hs 1.83 m WAM



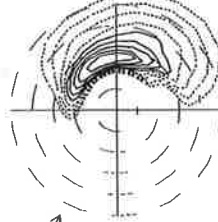
01/ 3/ 2 23: 0 Long. -74.83 Lat. 38.58
Hs 3.18 m CPKC



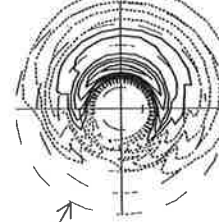
01/ 3/ 2 22:38 Long. -75.08 Lat. 38.58
Hs 2.18 m ROWS



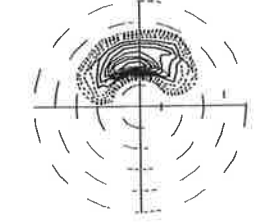
01/ 3/ 2 22:50 Long. -73.60 Lat. 37.33
Hs 2.50 m WAM



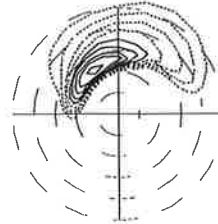
01/ 3/ 2 23: 0 Long. -73.40 Lat. 37.48
Hs 3.82 m DE



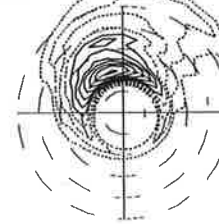
01/ 3/ 2 22:51 Long. -73.63 Lat. 37.34
Hs 2.95 m SRA



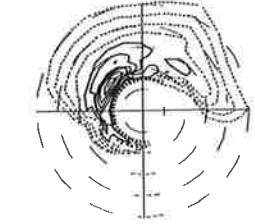
01/ 3/ 2 23: 6 Long. -74.58 Lat. 37.50
Hs 2.03 m WAM



01/ 3/ 2 23: 0 Long. -74.39 Lat. 37.54
Hs 3.05 m DC

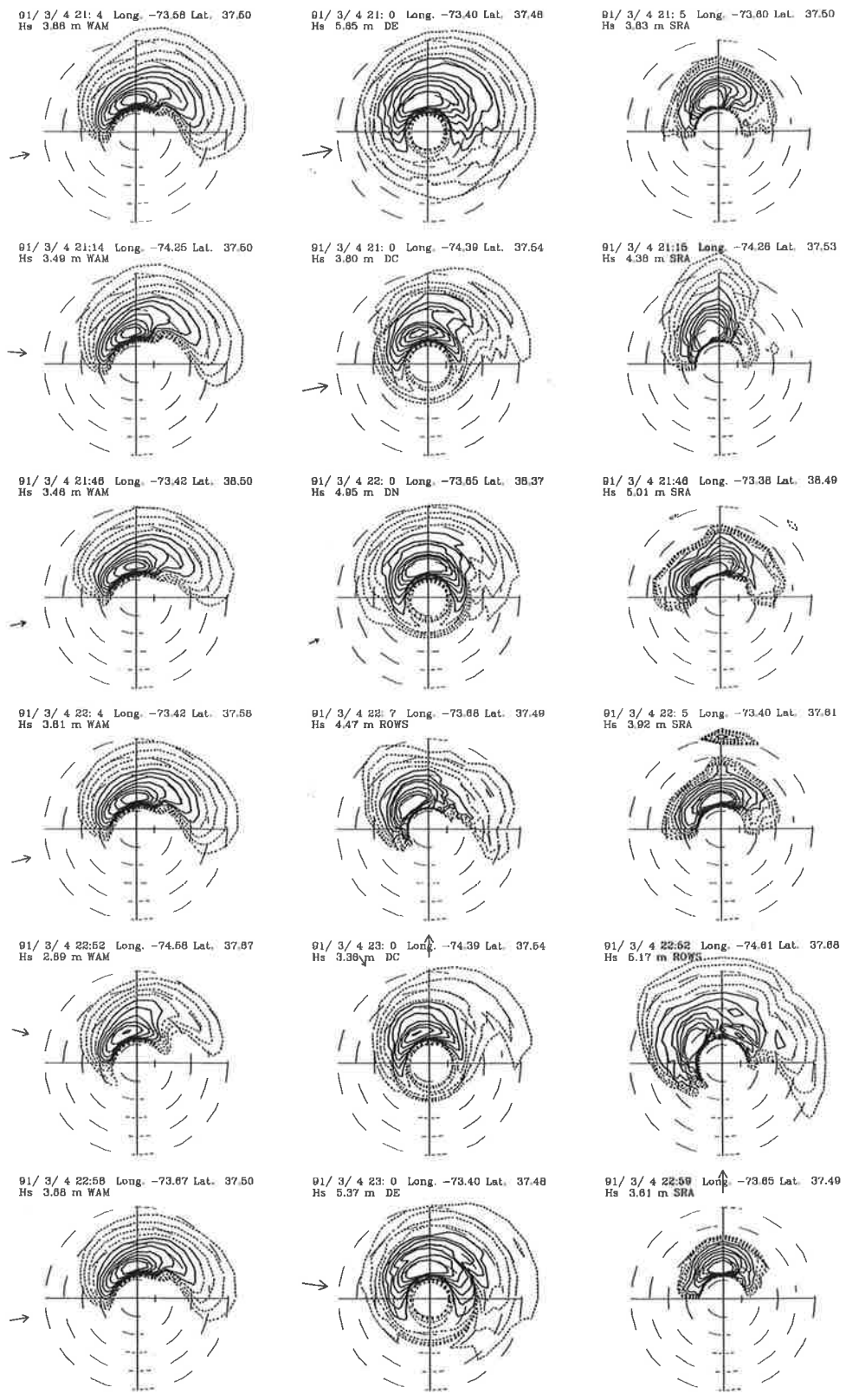


01/ 3/ 2 23: 5 Long. -74.59 Lat. 37.53
Hs 2.57 m ROWS



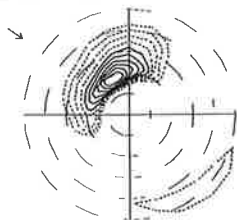
DASHED LINES: -1.00 -0.800 -0.600 -0.400

SOLID LINES: -0.200 0 .200 .400 .600 .800 1.000

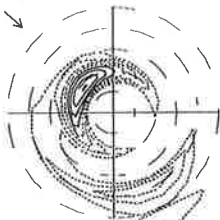


DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

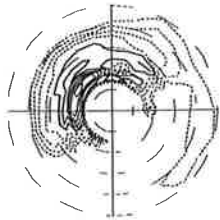
01/ 3/ 5 18: 6 Long. -74.75 Lat. 36.42
Hs 2.35 m WAM



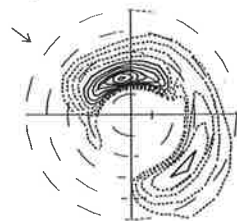
01/ 3/ 5 18: 0 Long. -74.83 Lat. 36.58
Hs 1.88 m CERC



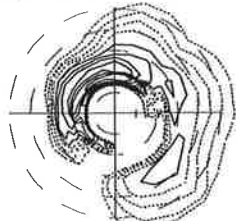
01/ 3/ 5 18: 4 Long. -74.75 Lat. 36.42
Hs 2.66 m ROWS



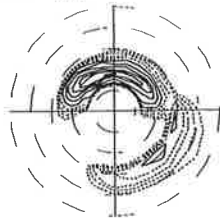
01/ 3/ 5 18:30 Long. -72.75 Lat. 36.42
Hs 2.60 m WAM



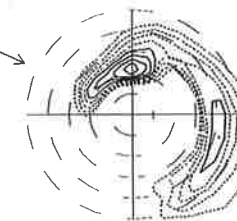
01/ 3/ 5 18:35 Long. -73.00 Lat. 36.39
Hs 4.01 m ROWS



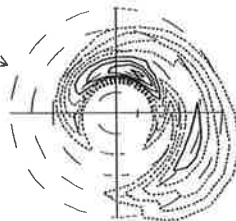
01/ 3/ 5 18:31 Long. -72.72 Lat. 36.43
Hs 2.66 m SRA



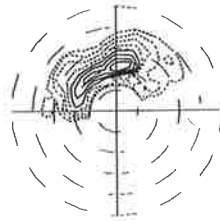
01/ 3/ 7 20:40 Long. -73.83 Lat. 36.58
Hs 2.00 m WAM



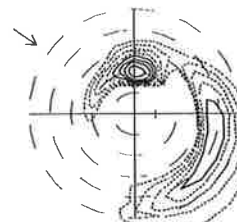
01/ 3/ 7 21: 0 Long. -73.65 Lat. 36.37
Hs 2.27 m DN



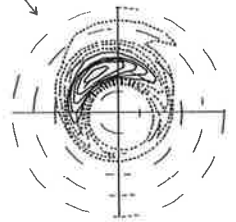
01/ 3/ 7 20:41 Long. -73.84 Lat. 36.58
Hs 1.71 m SRA



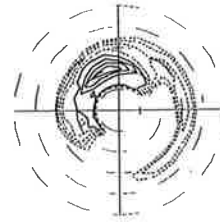
01/ 3/ 7 22:12 Long. -74.33 Lat. 37.50
Hs 1.02 m WAM



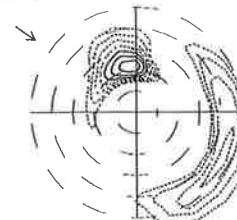
01/ 3/ 7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 m DC



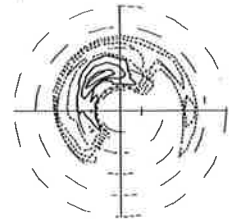
01/ 3/ 7 22:12 Long. -74.35 Lat. 37.52
Hs 2.03 m RESSAC



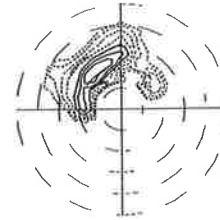
01/ 3/ 7 22:16 Long. -74.87 Lat. 37.87
Hs 1.83 m WAM



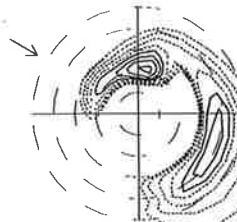
01/ 3/ 7 22:43 Long. -74.66 Lat. 37.80
Hs 1.86 m RESSAC



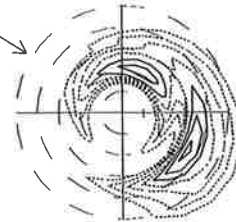
01/ 3/ 7 22:17 Long. -74.70 Lat. 37.88
Hs 1.80 m SRA



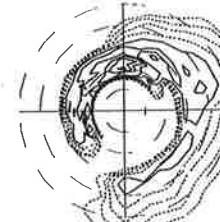
01/ 3/ 7 22:48 Long. -73.75 Lat. 38.42
Hs 2.15 m WAM



01/ 3/ 7 23: 0 Long. -73.85 Lat. 38.37
Hs 2.16 m DN

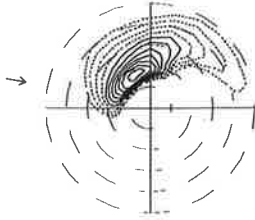


01/ 3/ 7 22:48 Long. -73.74 Lat. 38.43
Hs 3.04 m ROWS

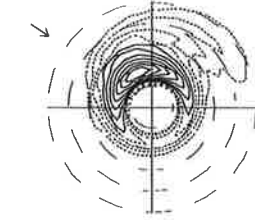


DASHED LINES: -1.00 -0.800 -0.600 -0.400
SOLID LINES: -.200 0 .200 .400 .600 .800 1.000

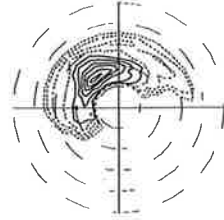
01/ 3/ 5 0:54 Long. -74.42 Lat. 37.50
Hs 2.92 m WAM



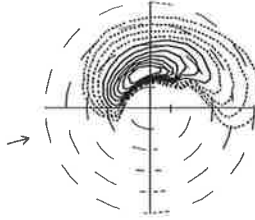
01/ 3/ 5 1: 0 Long. -74.30 Lat. 37.54
Hs 3.82 m DC



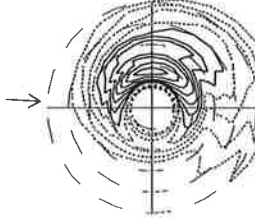
01/ 3/ 5 0:54 Long. -74.43 Lat. 37.58
Hs 2.34 m RESSAC



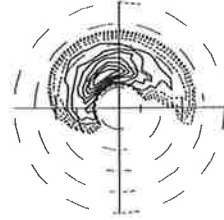
01/ 3/ 5 1: 4 Long. -73.50 Lat. 37.50
Hs 3.71 m WAM



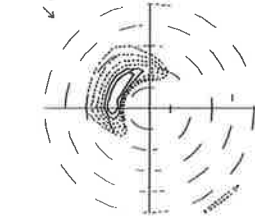
01/ 3/ 5 1: 0 Long. -73.40 Lat. 37.48
Hs 4.34 m DE



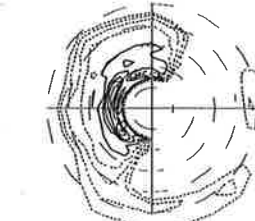
01/ 3/ 5 1: 5 Long. -73.48 Lat. 37.54
Hs 3.28 m RESSAC



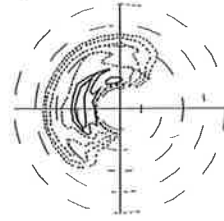
01/ 3/ 5 16:50 Long. -76.26 Lat. 36.92
Hs 1.38 m WAM



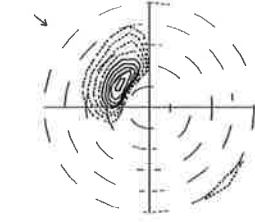
01/ 3/ 5 17: 6 Long. -75.32 Lat. 36.91
Hs 2.68 m ROWS



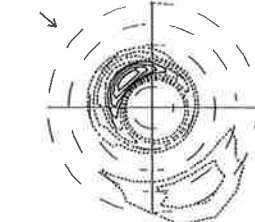
01/ 3/ 5 16:50 Long. -75.28 Lat. 36.91
Hs 1.71 m RESSAC



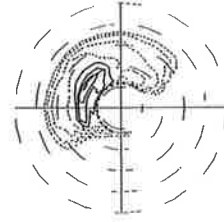
01/ 3/ 5 16:56 Long. -75.00 Lat. 36.67
Hs 1.75 m WAM



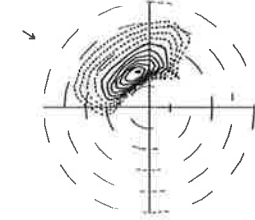
01/ 3/ 5 17: 0 Long. -74.83 Lat. 36.58
Hs 2.00 m CERC



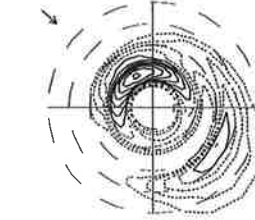
01/ 3/ 5 16:56 Long. -74.96 Lat. 36.65
Hs 1.81 m RESSAC



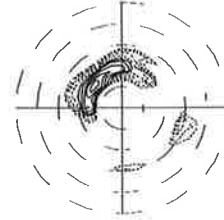
01/ 3/ 6 17:24 Long. -73.92 Lat. 36.50
Hs 2.44 m WAM



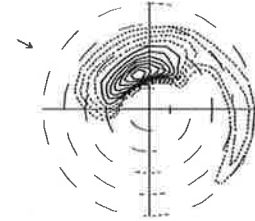
01/ 3/ 6 17: 0 Long. -73.66 Lat. 36.37
Hs 3.26 m DN



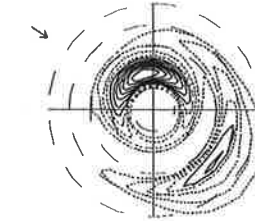
01/ 3/ 6 17:26 Long. -73.89 Lat. 36.50
Hs 1.71 m SRA



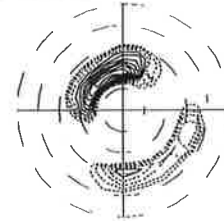
01/ 3/ 5 17:32 Long. -73.42 Lat. 38.25
Hs 2.82 m WAM



01/ 3/ 6 18: 0 Long. -73.65 Lat. 38.37
Hs 3.40 m DN

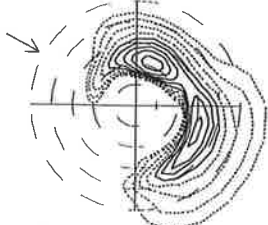


01/ 3/ 6 17:33 Long. -73.40 Lat. 38.27
Hs 2.89 m SRA

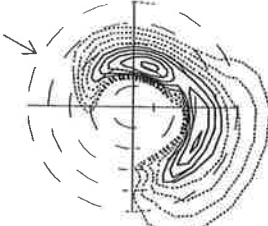


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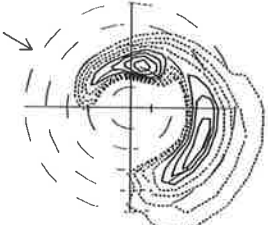
01/ 3/ 7 22:58 Long. -72.92 Lat. 37.06
Hs 2.93 m WAM



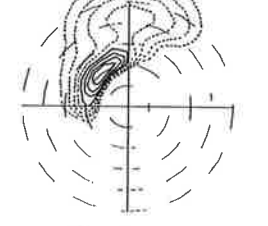
01/ 3/ 7 22:58 Long. -72.83 Lat. 37.58
Hs 2.92 m WAM



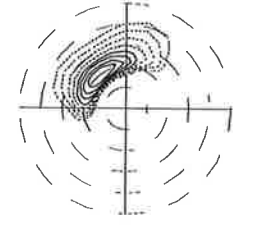
01/ 3/ 7 23:32 Long. -73.50 Lat. 38.33
Hs 2.34 m WAM



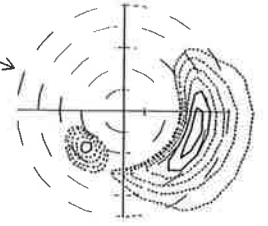
01/ 3/ 8 19:32 Long. -74.50 Lat. 38.92
Hs 1.89 m WAM



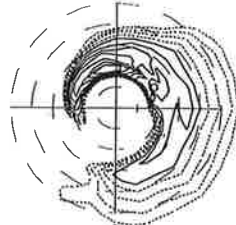
01/ 3/ 8 20:16 Long. -73.17 Lat. 38.08
Hs 1.79 m WAM



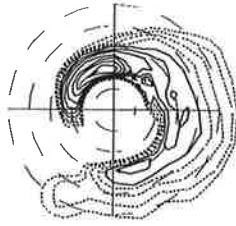
01/ 2/28 0:54 Long. -73.33 Lat. 37.50
Hs 1.59 m WAM



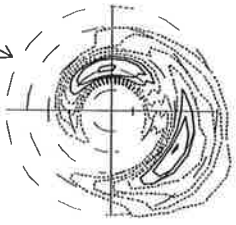
01/ 3/ 7 23: 3 Long. -72.83 Lat. 37.13
Hs 3.72 m ROWS



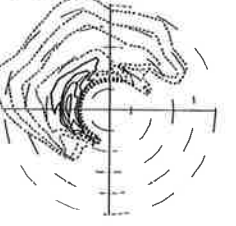
01/ 3/ 7 22:58 Long. -72.83 Lat. 37.80
Hs 3.74 m ROWS



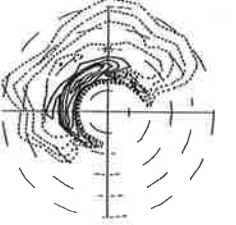
01/ 3/ 8 0: 0 Long. -73.65 Lat. 38.37
Hs 2.33 m DN



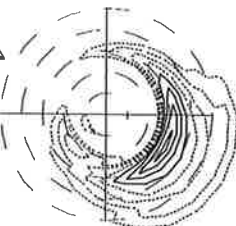
01/ 3/ 8 19:32 Long. -74.48 Lat. 38.85
Hs 2.10 m ROWS



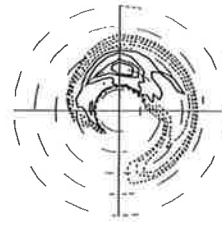
01/ 3/ 8 20:16 Long. -73.13 Lat. 38.07
Hs 2.39 m ROWS



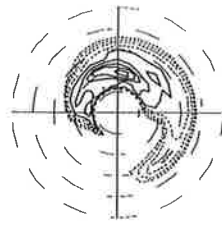
01/ 2/28 1: 0 Long. -73.40 Lat. 37.48
Hs 2.12 m DE



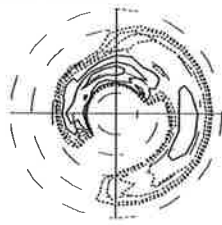
01/ 3/ 7 22:58 Long. -72.05 Lat. 37.10
Hs 2.26 m RESSAC



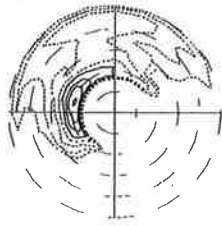
01/ 3/ 7 23: 7 Long. -72.70 Lat. 37.37
Hs 2.41 m RESSAC



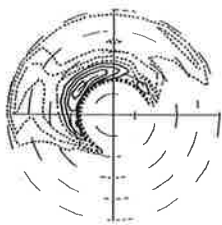
01/ 3/ 7 23:33 Long. -73.48 Lat. 38.31
Hs 2.38 m RESSAC



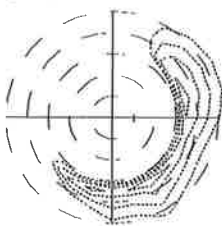
01/ 3/ 8 19:35 Long. -74.49 Lat. 38.81
Hs 1.88 m RESSAC



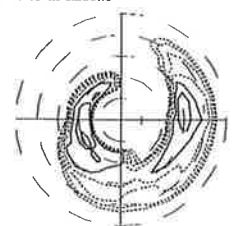
01/ 3/ 8 20:34 Long. -73.12 Lat. 38.12
Hs 1.84 m RESSAC



01/ 2/28 0:55 Long. -73.30 Lat. 37.49
Hs 1.12 m ROWS

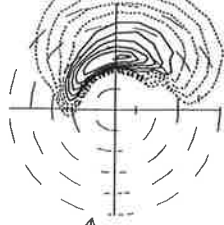


01/ 2/28 1: 0 Long. -73.51 Lat. 37.54
Hs 2.21 m RESSAC

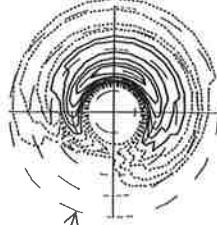


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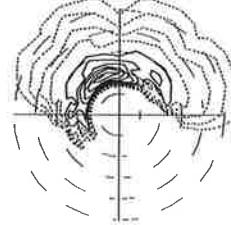
91/3/2 20:48 Long. -73.57 Lat. 37.50
Hs 2.81 m WAM



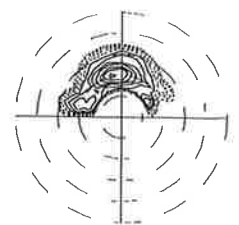
91/3/2 21:00 Long. -73.40 Lat. 37.48
Hs 4.11 m DE



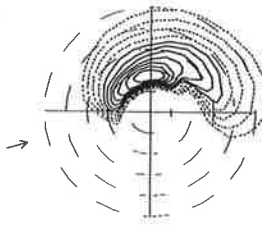
91/3/2 21:30 Long. -73.43 Lat. 37.62
Hs 2.82 m ROWS



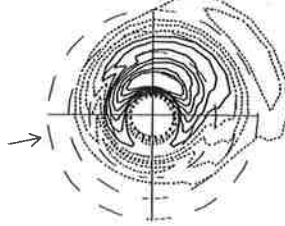
91/3/2 20:49 Long. -73.70 Lat. 37.50
Hs 2.52 m SRA



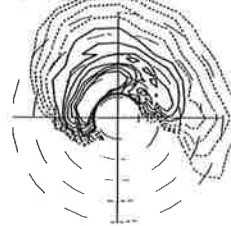
91/3/4 22:00 Long. -73.42 Lat. 37.76
Hs 3.77 m WAM



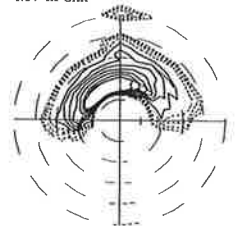
91/3/4 22:00 Long. -73.40 Lat. 37.48
Hs 5.61 m DE



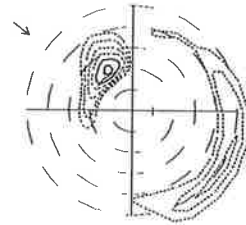
91/3/4 22:29 Long. -73.30 Lat. 37.68
Hs 7.11 m ROWS



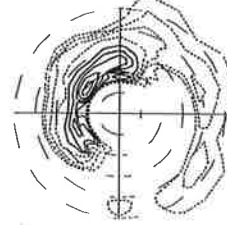
91/3/4 22:10 Long. -73.30 Lat. 37.77
Hs 4.97 m SRA



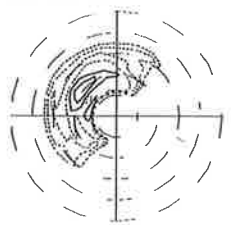
91/3/7 22:04 Long. -74.92 Lat. 37.76
Hs 1.26 m WAM



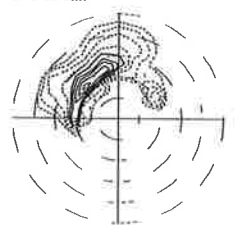
91/3/7 22:04 Long. -74.77 Lat. 37.72
Hs 2.46 m ROWS



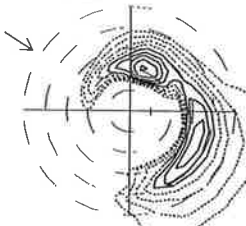
91/3/7 22:04 Long. -74.80 Lat. 37.71
Hs 1.57 m RESSAC



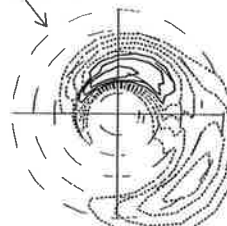
91/3/7 22:19 Long. -74.84 Lat. 37.74
Hs 1.73 m SRA



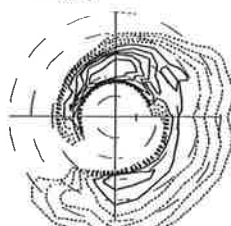
91/3/7 22:52 Long. -73.58 Lat. 37.25
Hs 2.46 m WAM



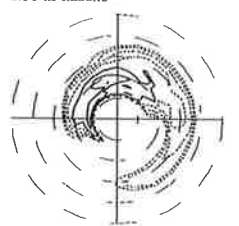
91/3/7 23:00 Long. -73.40 Lat. 37.48
Hs 2.35 m DE



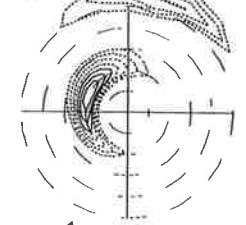
91/3/7 23:20 Long. -73.75 Lat. 37.21
Hs 3.26 m ROWS



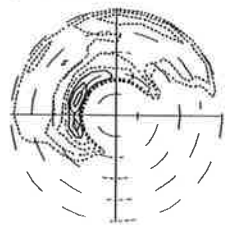
91/3/7 22:53 Long. -73.62 Lat. 37.26
Hs 1.94 m RESSAC



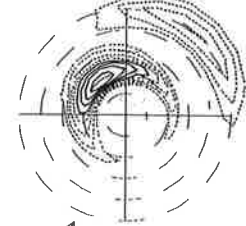
91/3/8 19:00 Long. -74.83 Lat. 38.68
Hs 1.59 m CERC



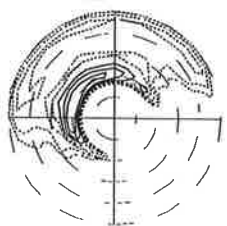
91/3/8 19:28 Long. -74.78 Lat. 38.72
Hs 1.65 m RESSAC



91/3/8 20:00 Long. -73.40 Lat. 37.48
Hs 2.04 m DE

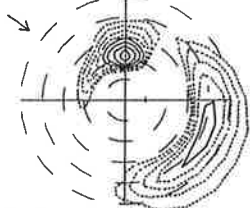


91/3/8 20:13 Long. -73.39 Lat. 37.51
Hs 2.05 m RESSAC

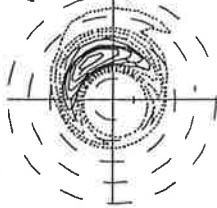


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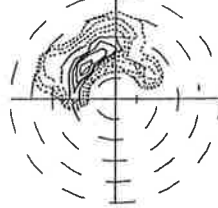
91/3/7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M fg DC 249



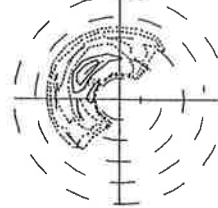
91/3/7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 M DISC C 249



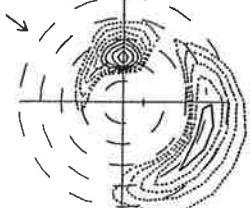
91/3/7 22:18 Long. -74.78 Lat. 37.71
Hs 1.85 M SRA 324



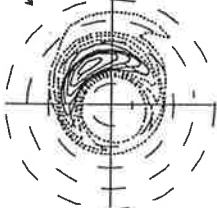
91/3/7 22: 4 Long. -74.89 Lat. 37.71
Hs 1.57 M RESSAC 44



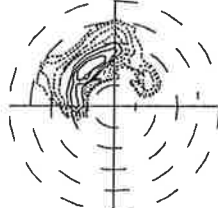
91/3/7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M fg DC 249



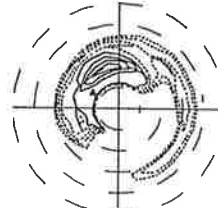
91/3/7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 M DISC C 249



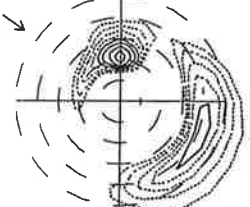
91/3/7 22:17 Long. -74.70 Lat. 37.88
Hs 1.80 M SRA 323



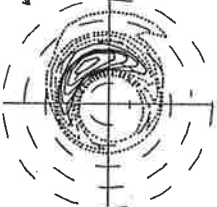
91/3/7 22:12 Long. -74.35 Lat. 37.52
Hs 2.03 M RESSAC 45



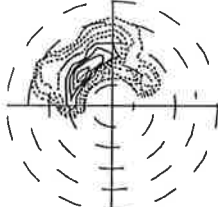
91/3/7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M fg DC 249



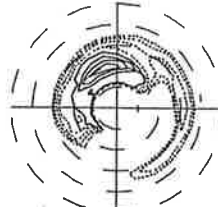
91/3/7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 M DISC C 249



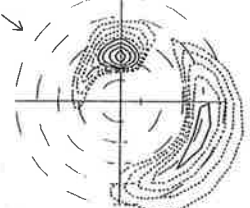
91/3/7 22:18 Long. -74.78 Lat. 37.71
Hs 1.85 M SRA 324



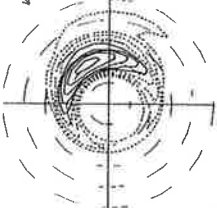
91/3/7 22:12 Long. -74.35 Lat. 37.52
Hs 2.03 M RESSAC 45



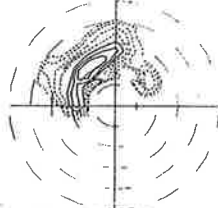
91/3/7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M fg DC 249



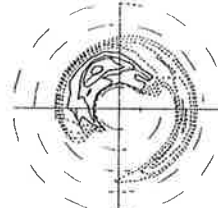
91/3/7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 M DISC C 249



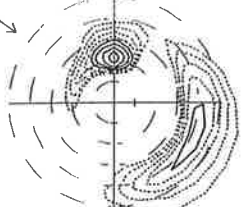
91/3/7 22:17 Long. -74.70 Lat. 37.88
Hs 1.80 M SRA 323



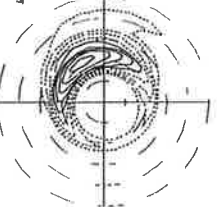
91/3/7 22:26 Long. -74.28 Lat. 37.47
Hs 2.14 M RESSAC 47



91/3/7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M fg DC 249



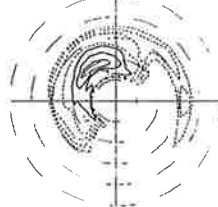
91/3/7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 M DISC C 249



91/3/7 22:17 Long. -74.70 Lat. 37.88
Hs 1.80 M SRA 323



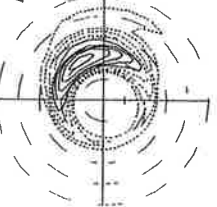
91/3/7 22:43 Long. -74.58 Lat. 37.60
Hs 1.88 M RESSAC 49



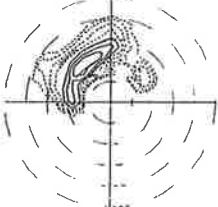
91/3/7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M fg DC 249



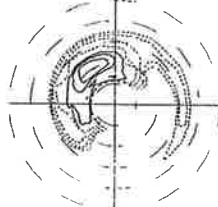
91/3/7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 M DISC C 249



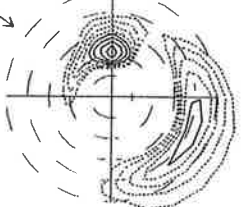
91/3/7 22:17 Long. -74.70 Lat. 37.88
Hs 1.80 M SRA 323



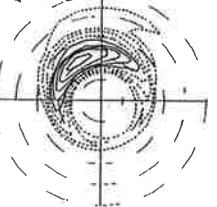
91/3/7 22:30 Long. -74.49 Lat. 37.56
Hs 1.93 M RESSAC 48



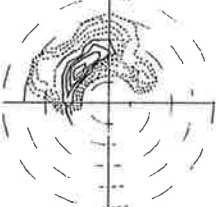
91/3/7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M fg DC 249



91/3/7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 M DISC C 249



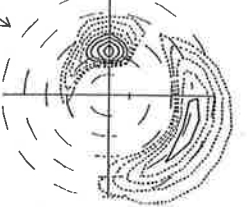
91/3/7 22:18 Long. -74.78 Lat. 37.71
Hs 1.85 M SRA 324



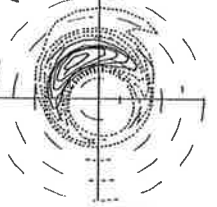
91/3/7 22:30 Long. -74.49 Lat. 37.56
Hs 1.93 M RESSAC 48



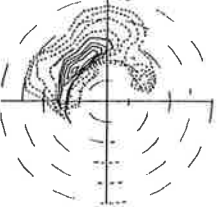
91/3/7 22: 0 Long. -74.42 Lat. 37.50
Hs 1.88 M fg DC 249



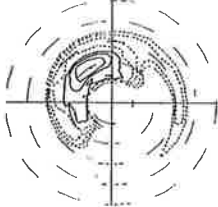
91/3/7 22: 0 Long. -74.39 Lat. 37.54
Hs 2.37 M DISC C 249



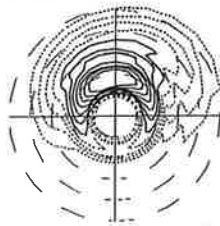
91/3/7 22:19 Long. -74.84 Lat. 37.74
Hs 1.73 M SRA 325



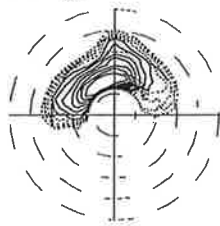
91/3/7 22:30 Long. -74.49 Lat. 37.56
Hs 1.93 M RESSAC 48



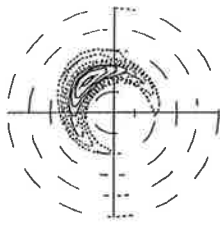
01/ 3/ 4 22: 0 Long. -73.65 Lat. 38.37
Hs 4.05 m DN



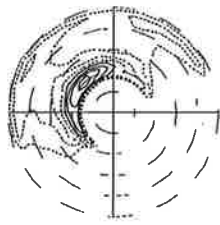
01/ 3/ 4 21:49 Long. -73.38 Lat. 38.38
Hs 4.10 m SRA



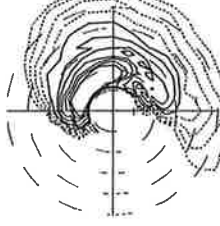
01/ 3/ 6 21: 0 Long. -73.86 Lat. 38.37
Hs 1.80 m DN



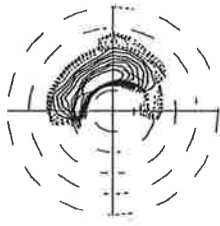
01/ 3/ 8 20:45 Long. -73.68 Lat. 38.48
Hs 1.79 m RESSAC



01/ 3/ 4 22:28 Long. -73.30 Lat. 37.98
Hs 7.11 m ROYAL



01/ 3/ 4 21:59 Long. -73.39 Lat. 37.87
Hs 4.43 m SRA

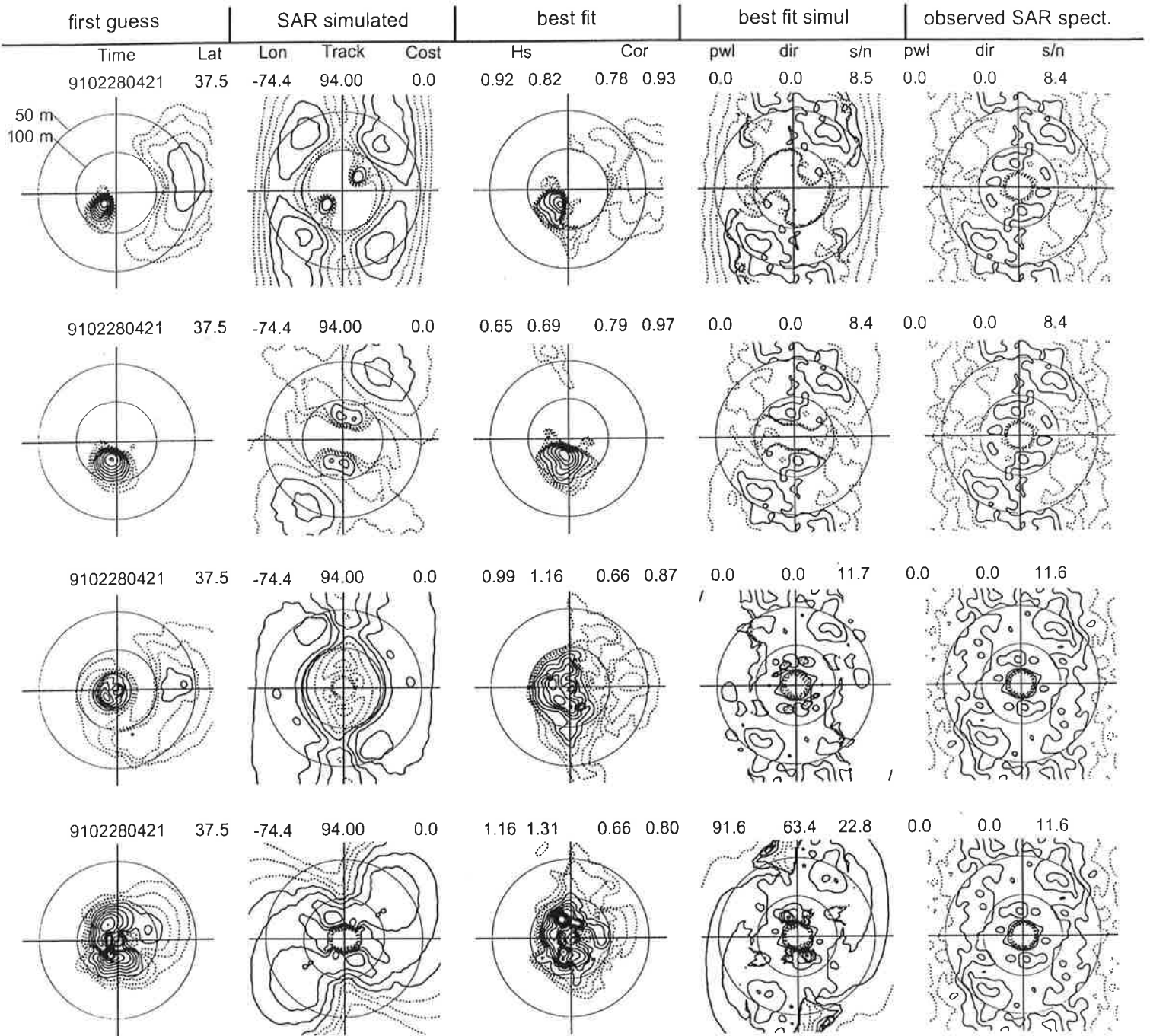


DASHED LINES: -1.00 -.80 -.60 -.40
SOLID LINES: -.20 0 .20 .40 .60 .80 1.00

9. Comparison of SAR inversion algorithm for first guess WAM and buoy spectra.

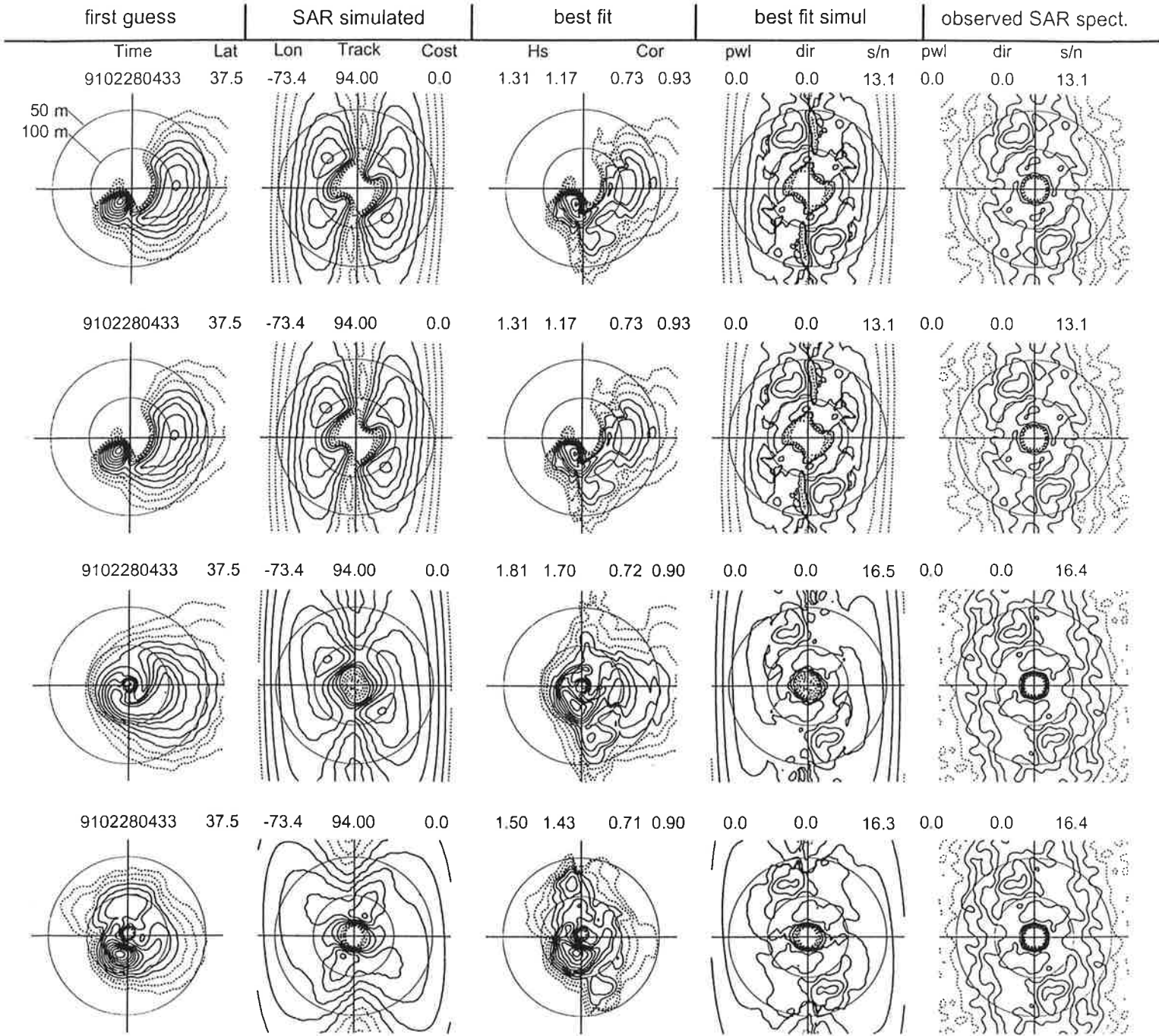
Column 1-5 : Two dimensional first guess wave spectra, SAR spectra computed from first guess spectra, inverted wave spectra, SAR spectra computed from inverted spectra, observed SAR spectra. First row: WAM first guess spectra, second row: last inversion cycle, third row: wave spectra from SWADE buoys, fourth row: last inversion cycle.

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



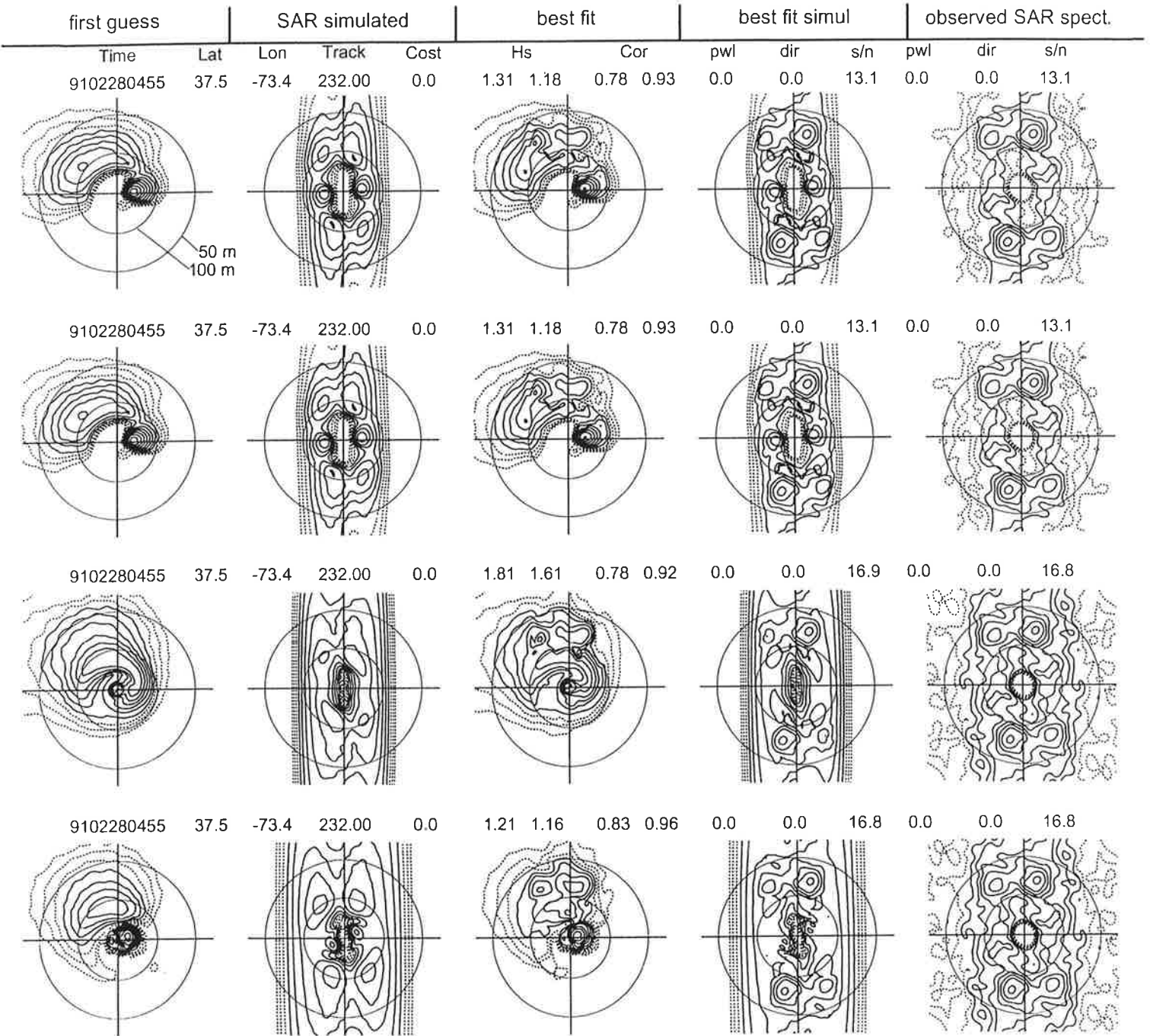
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



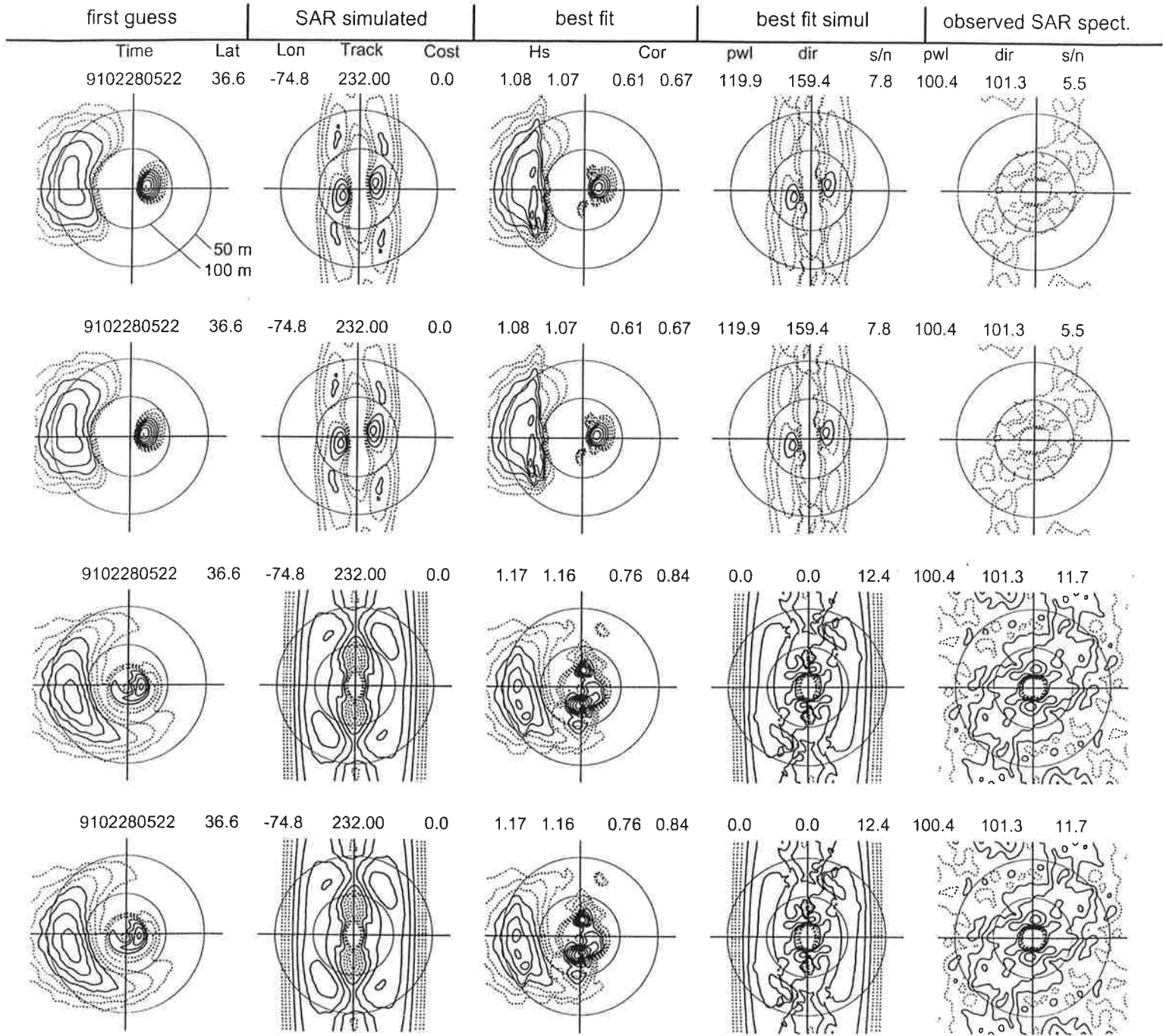
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



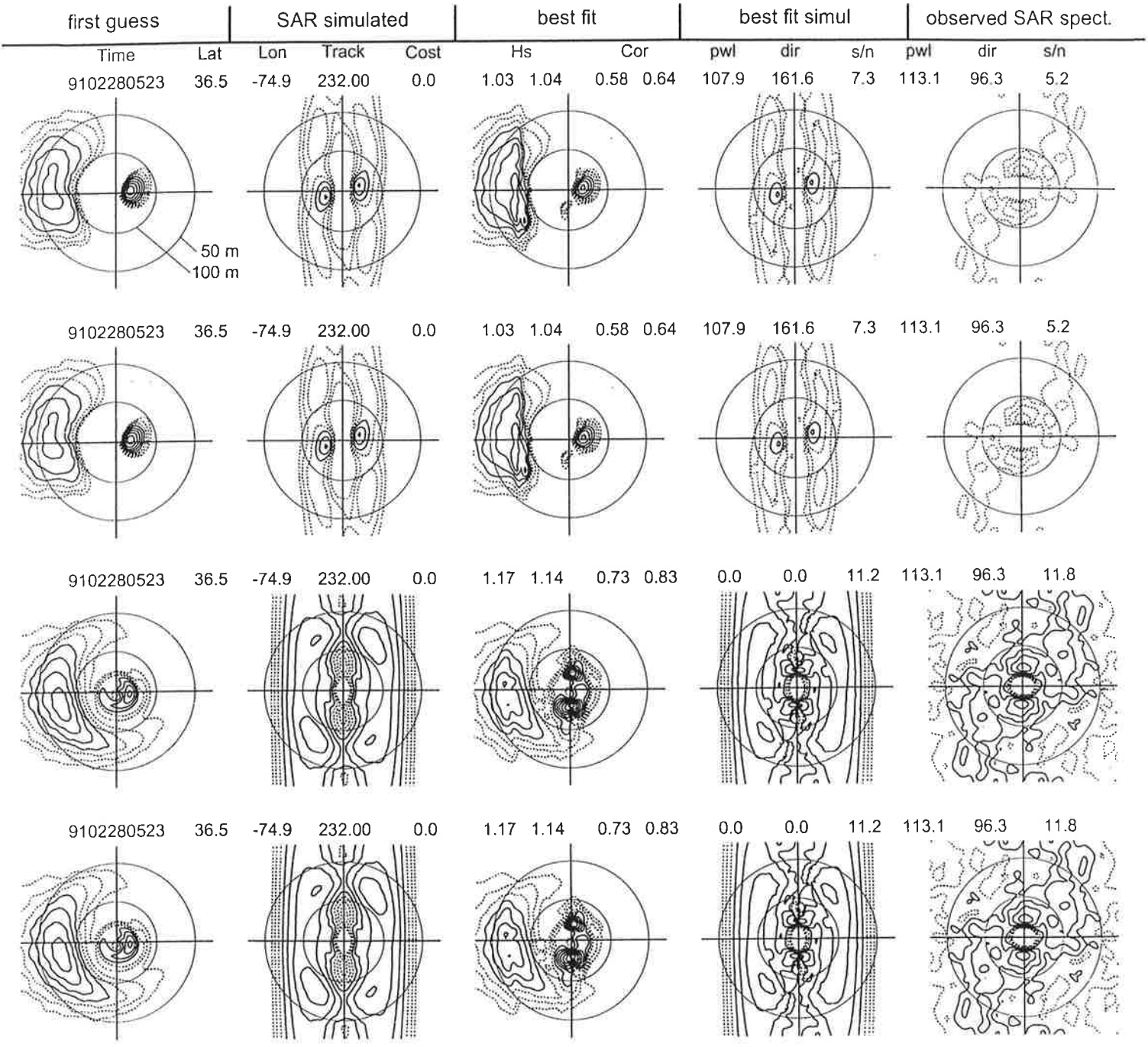
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



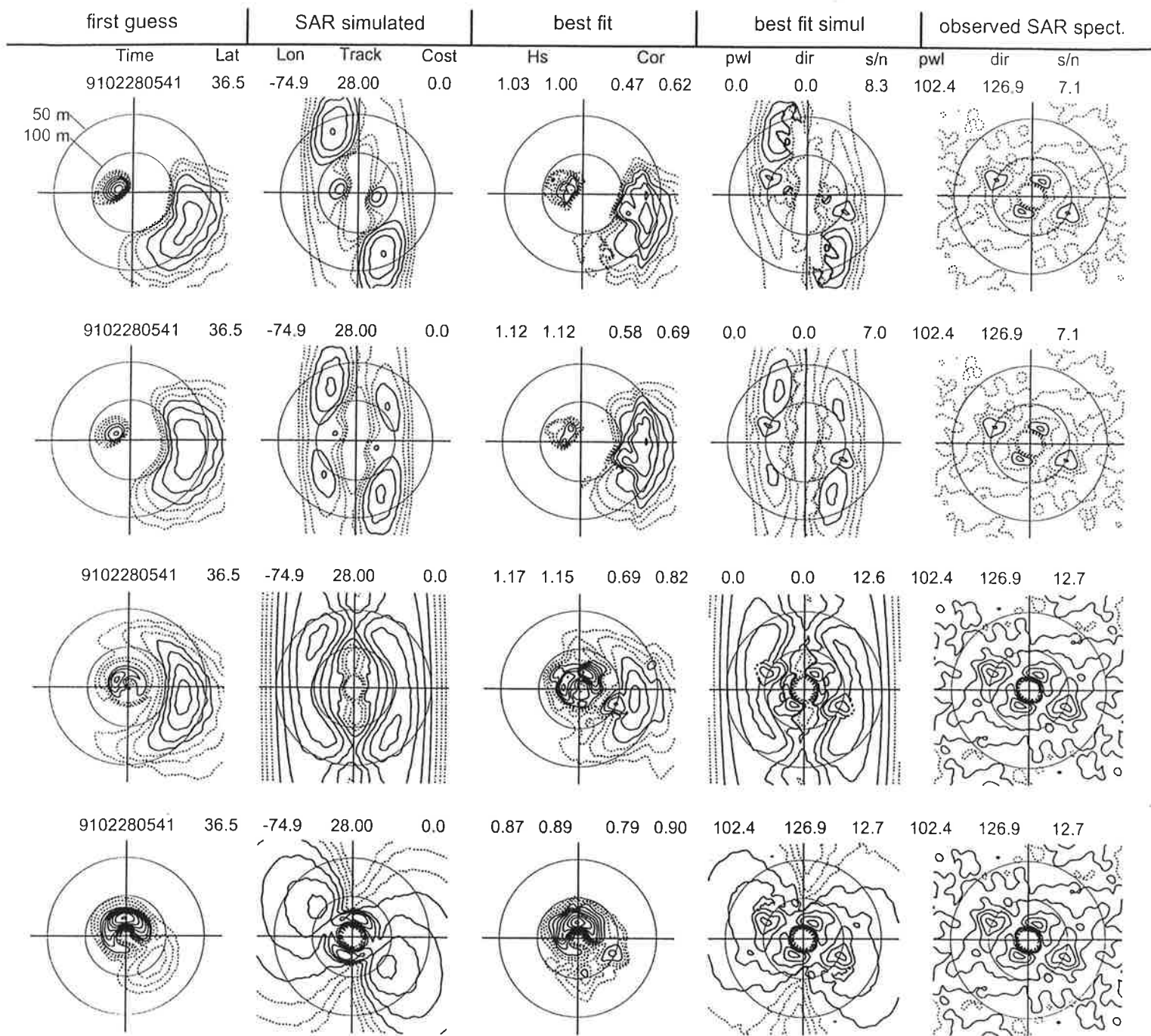
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



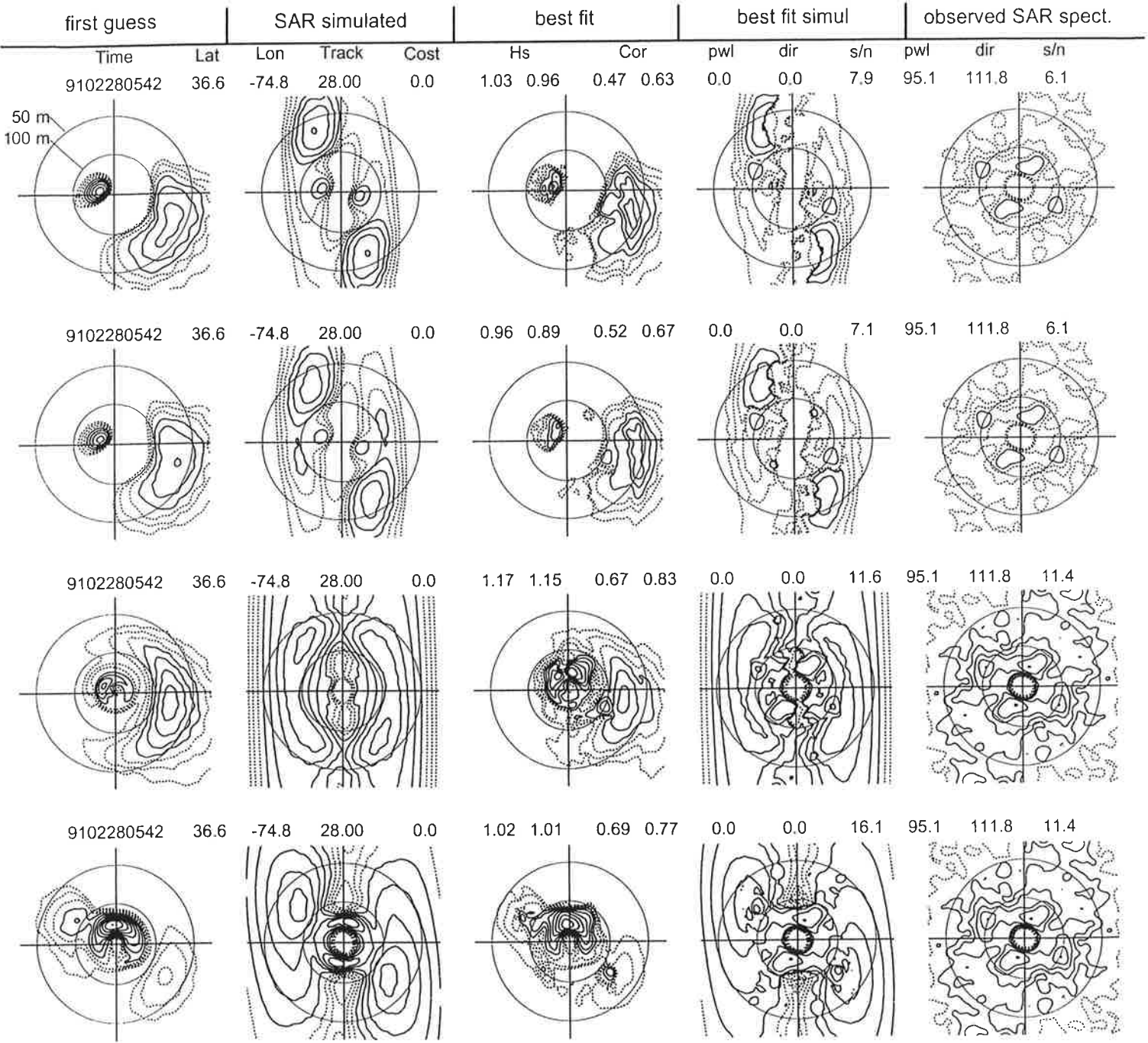
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



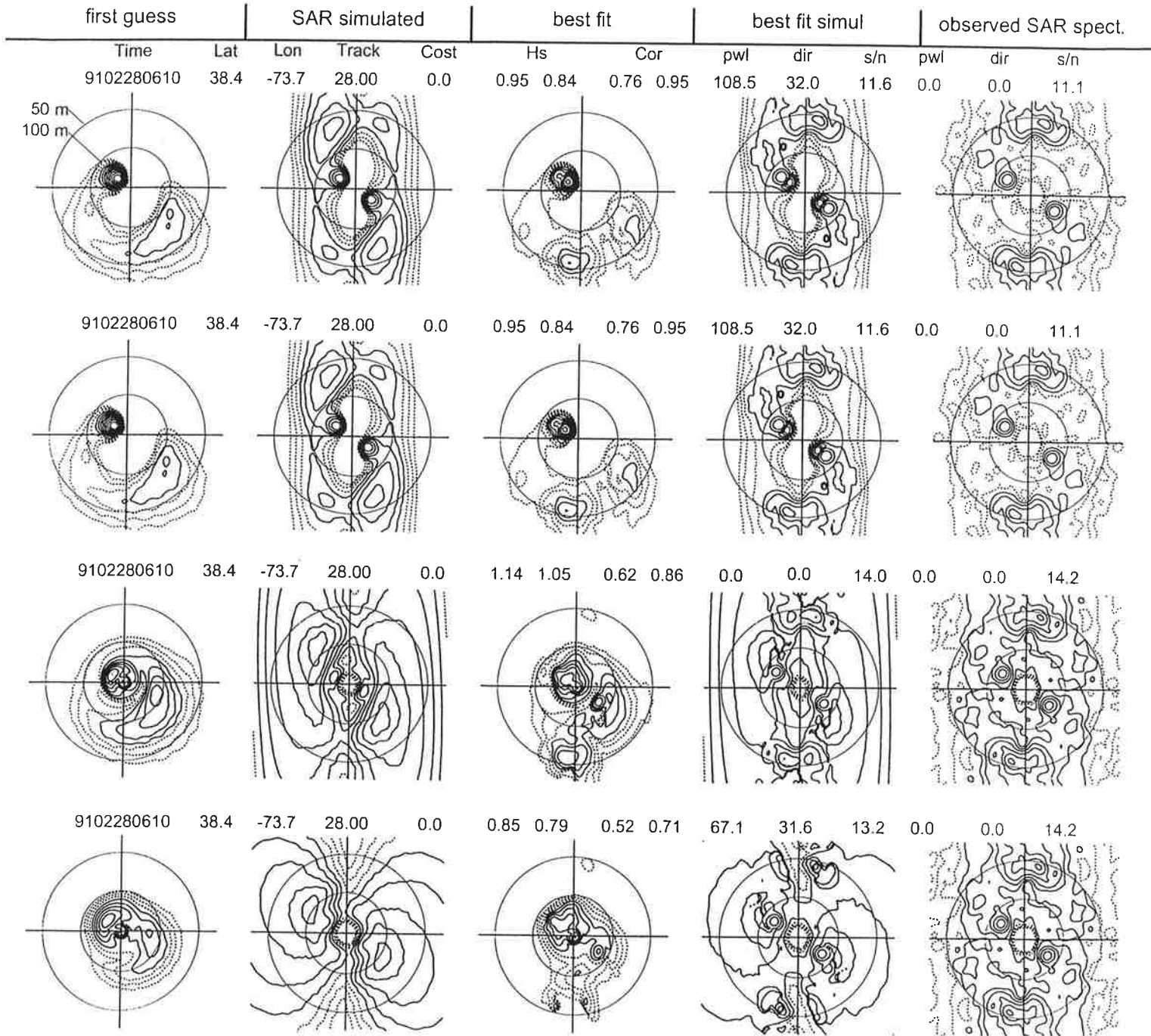
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 -0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



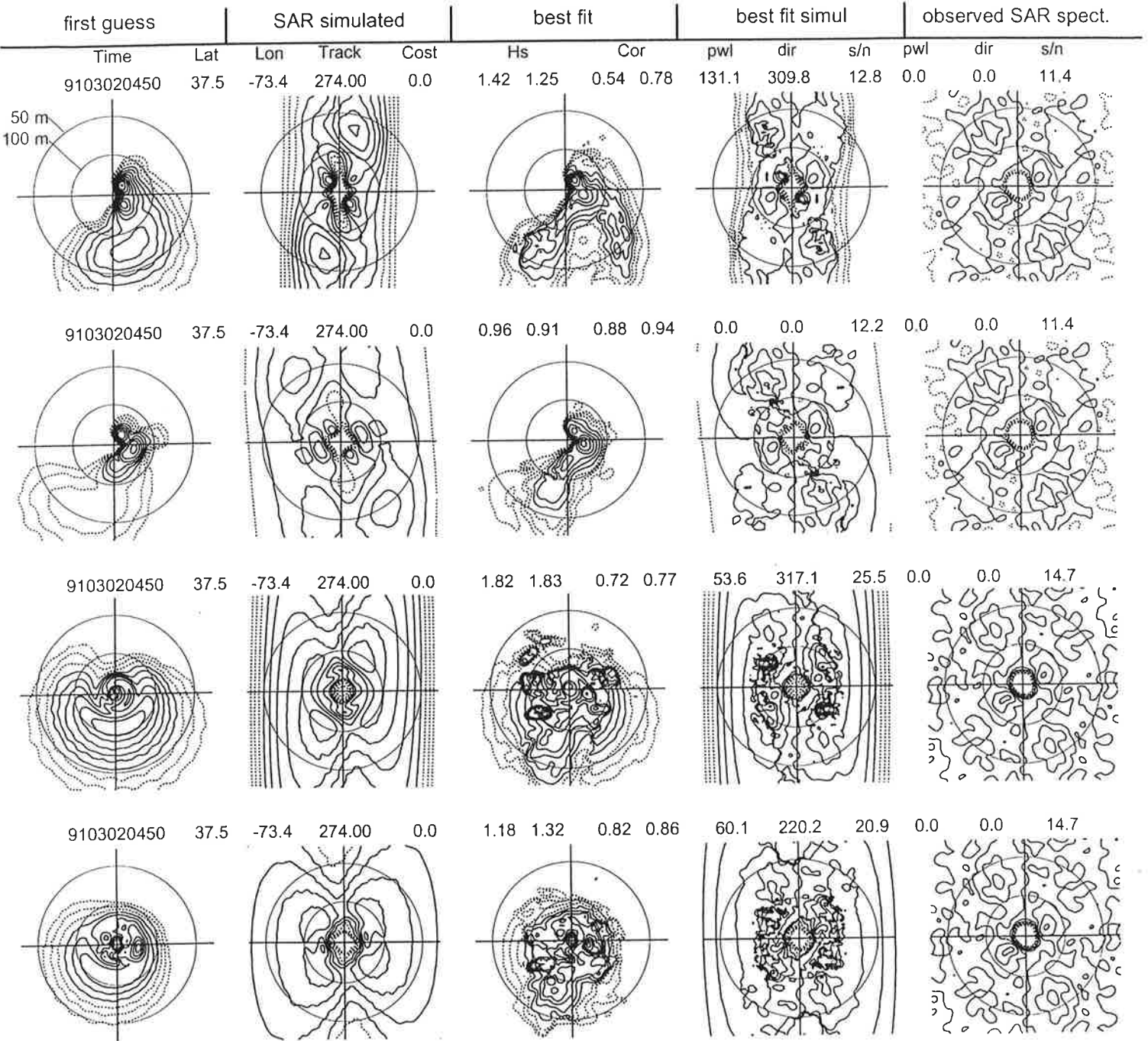
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



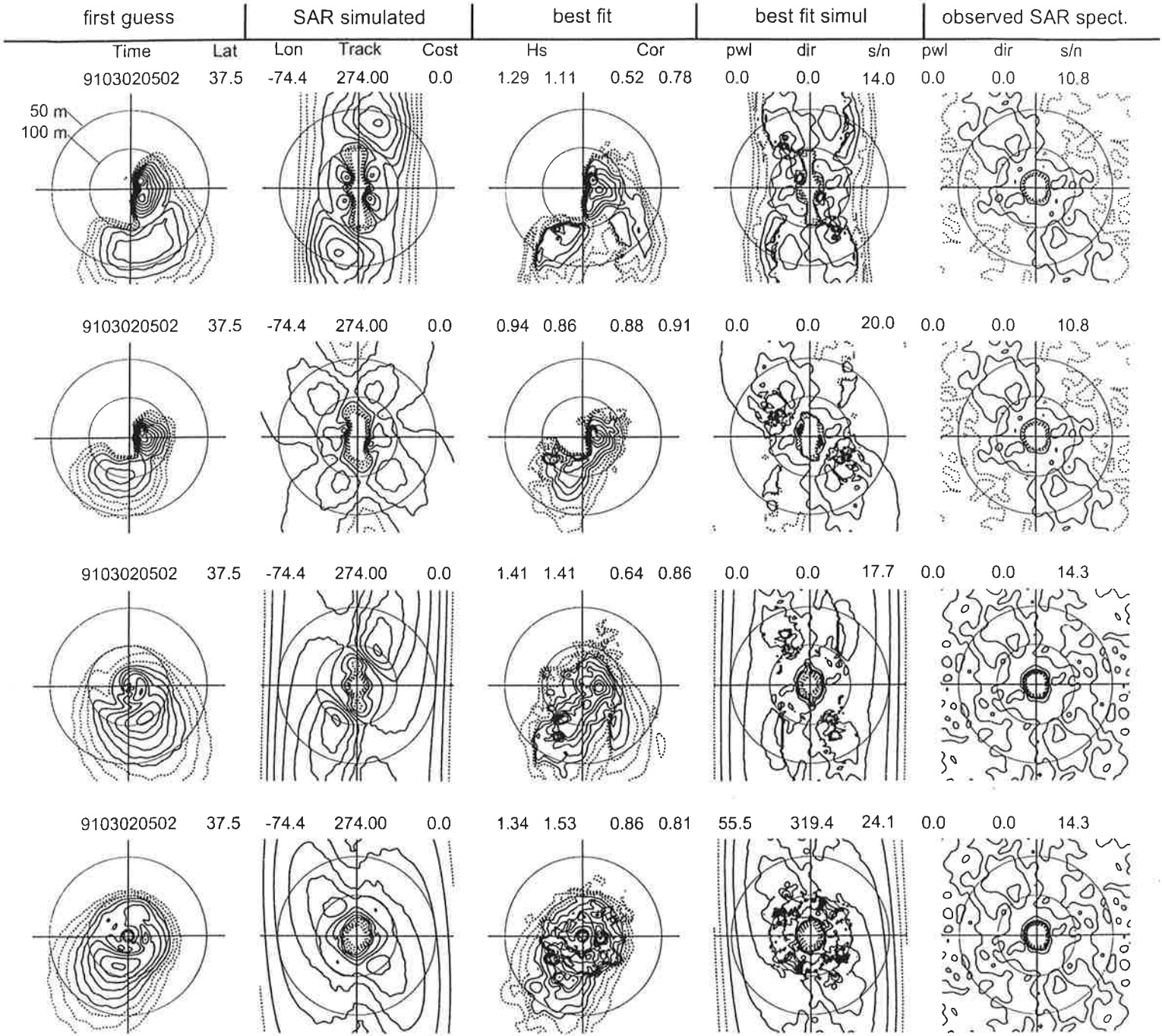
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



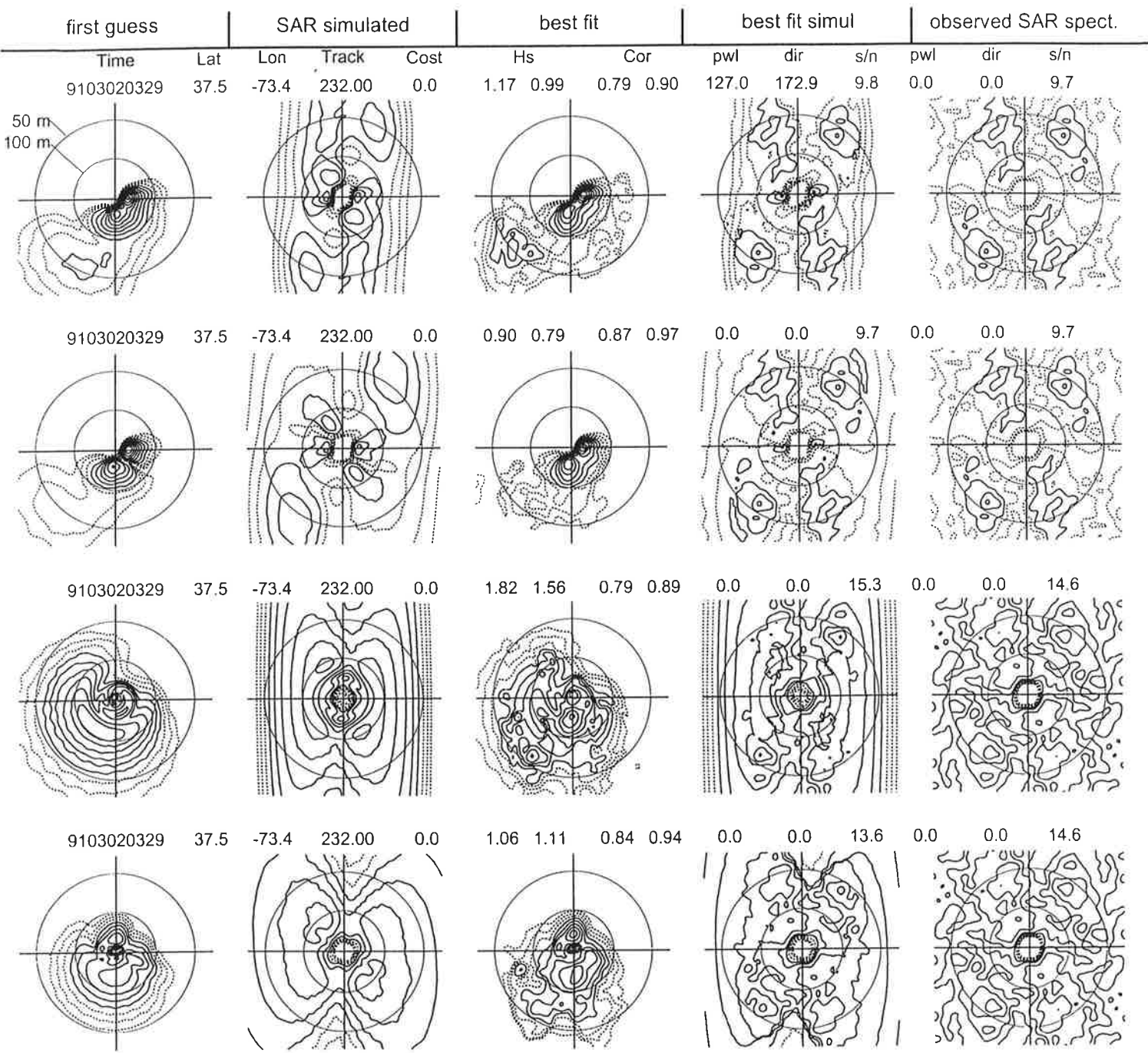
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



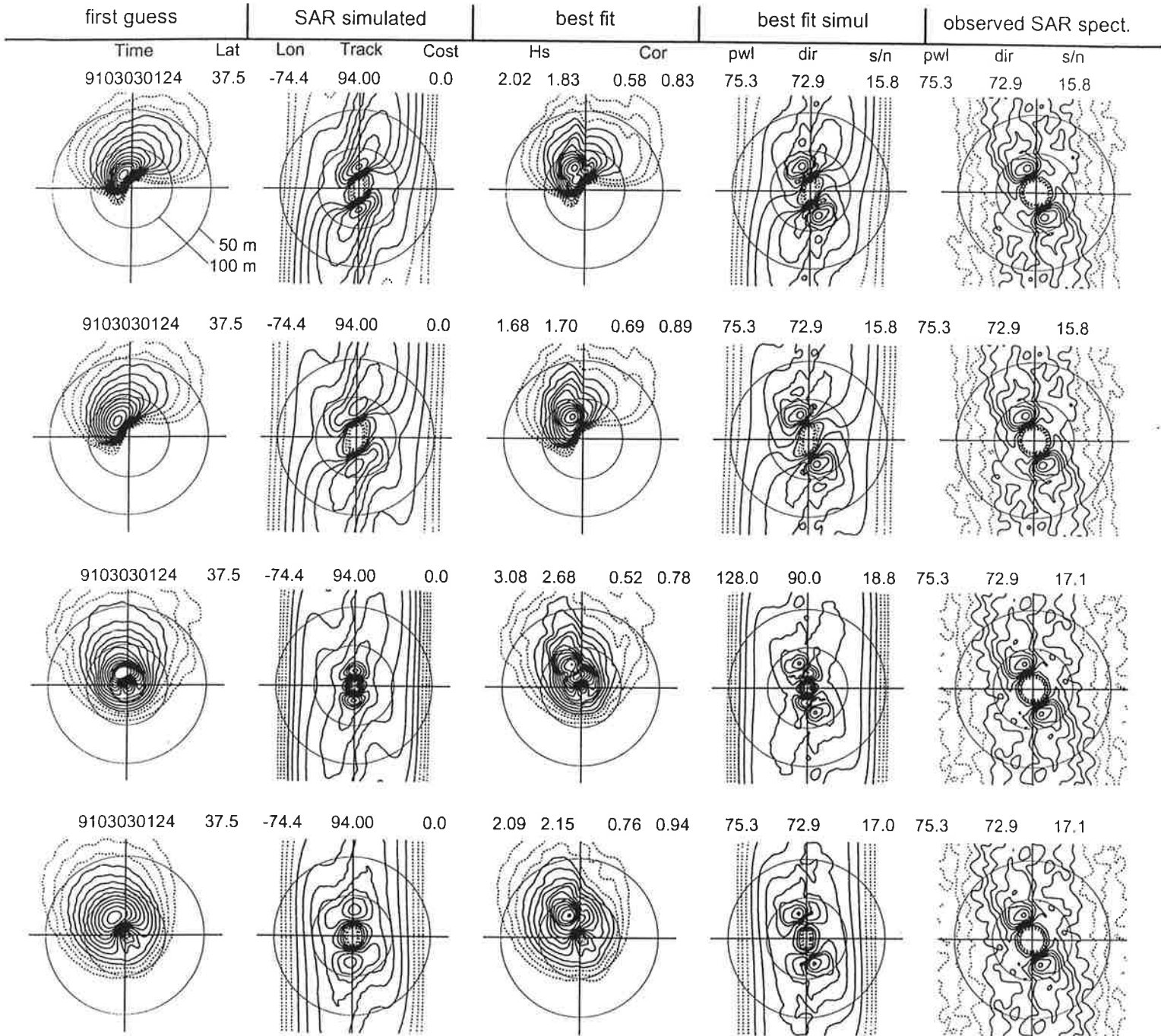
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



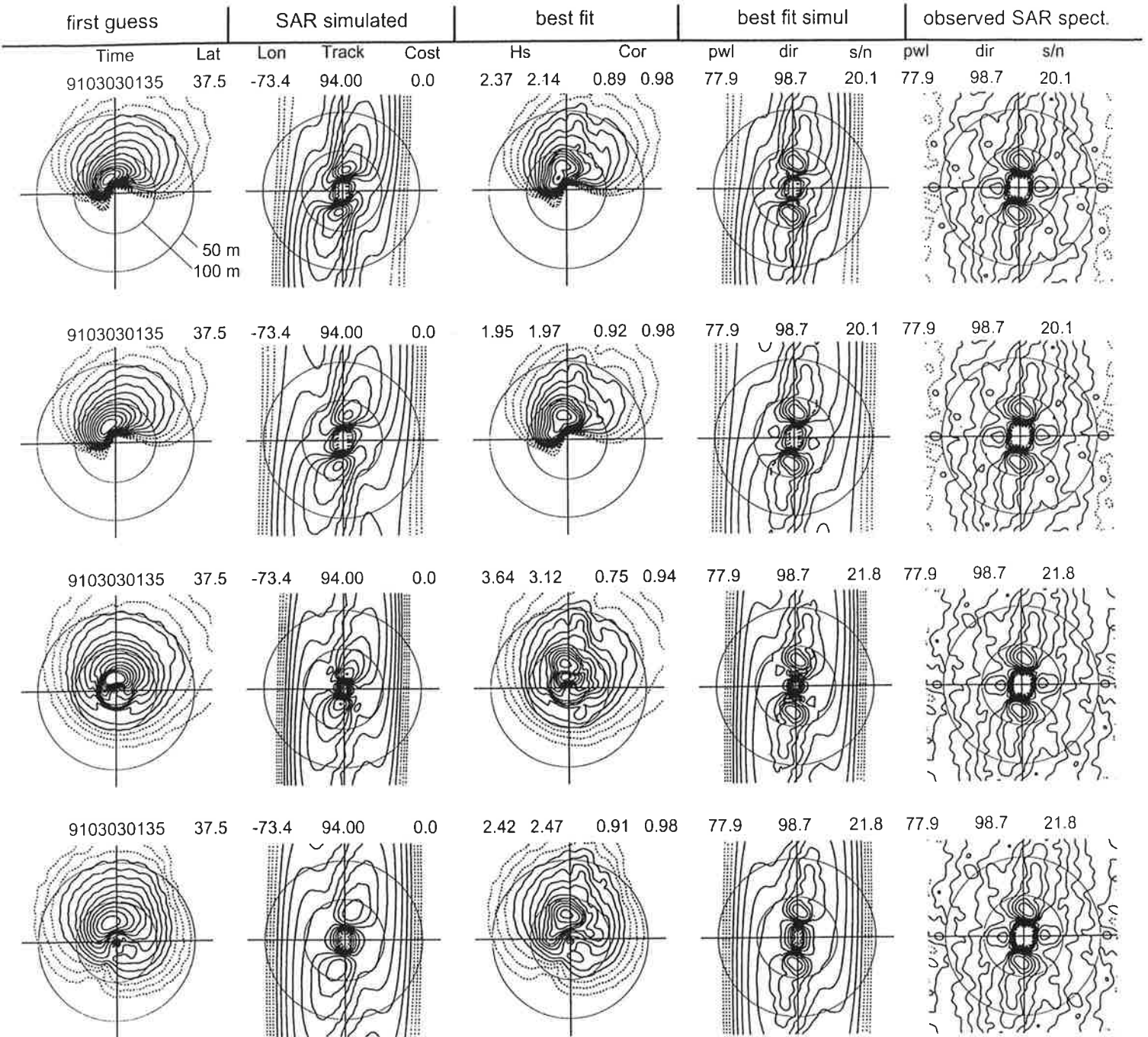
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



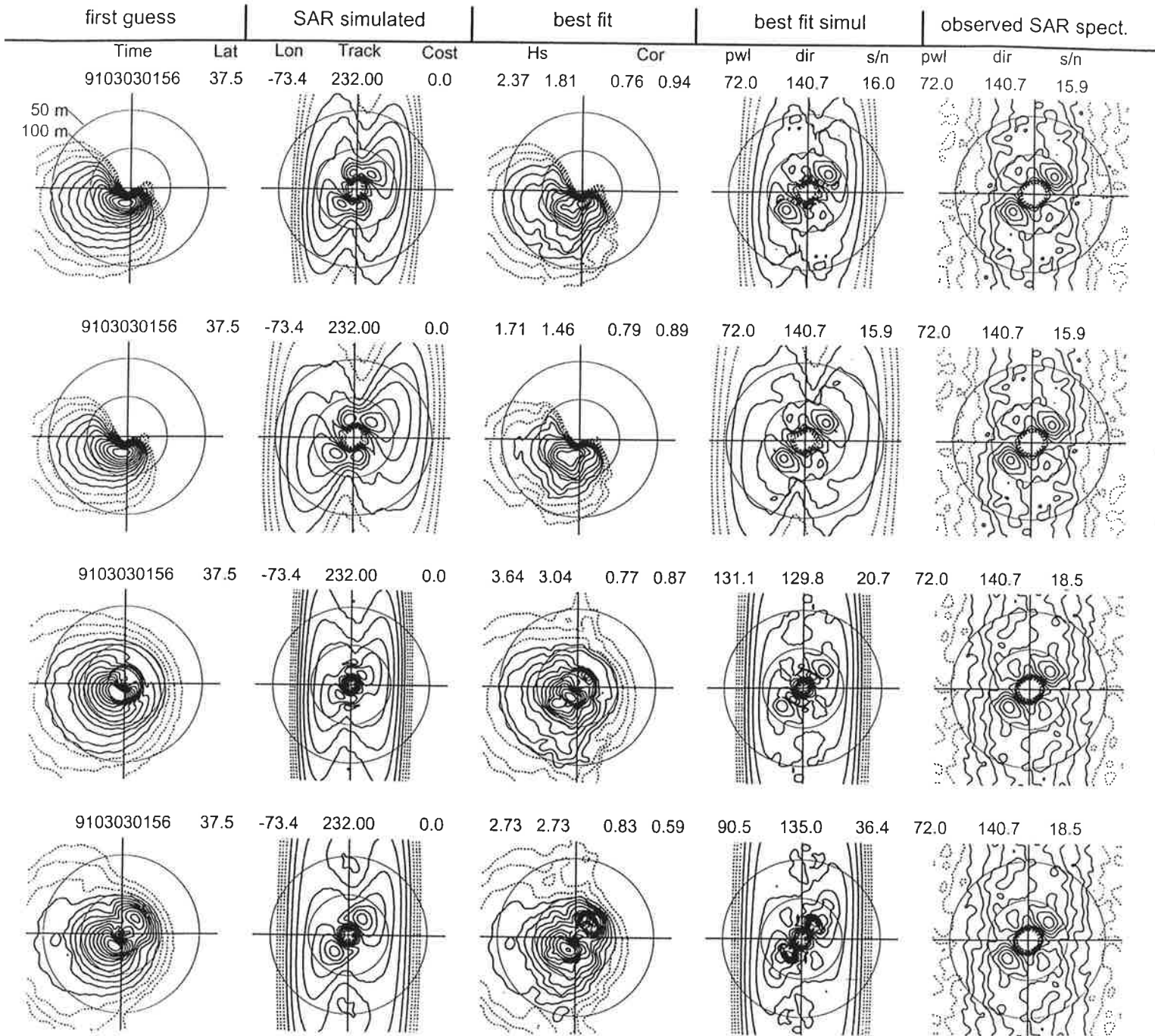
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 -0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



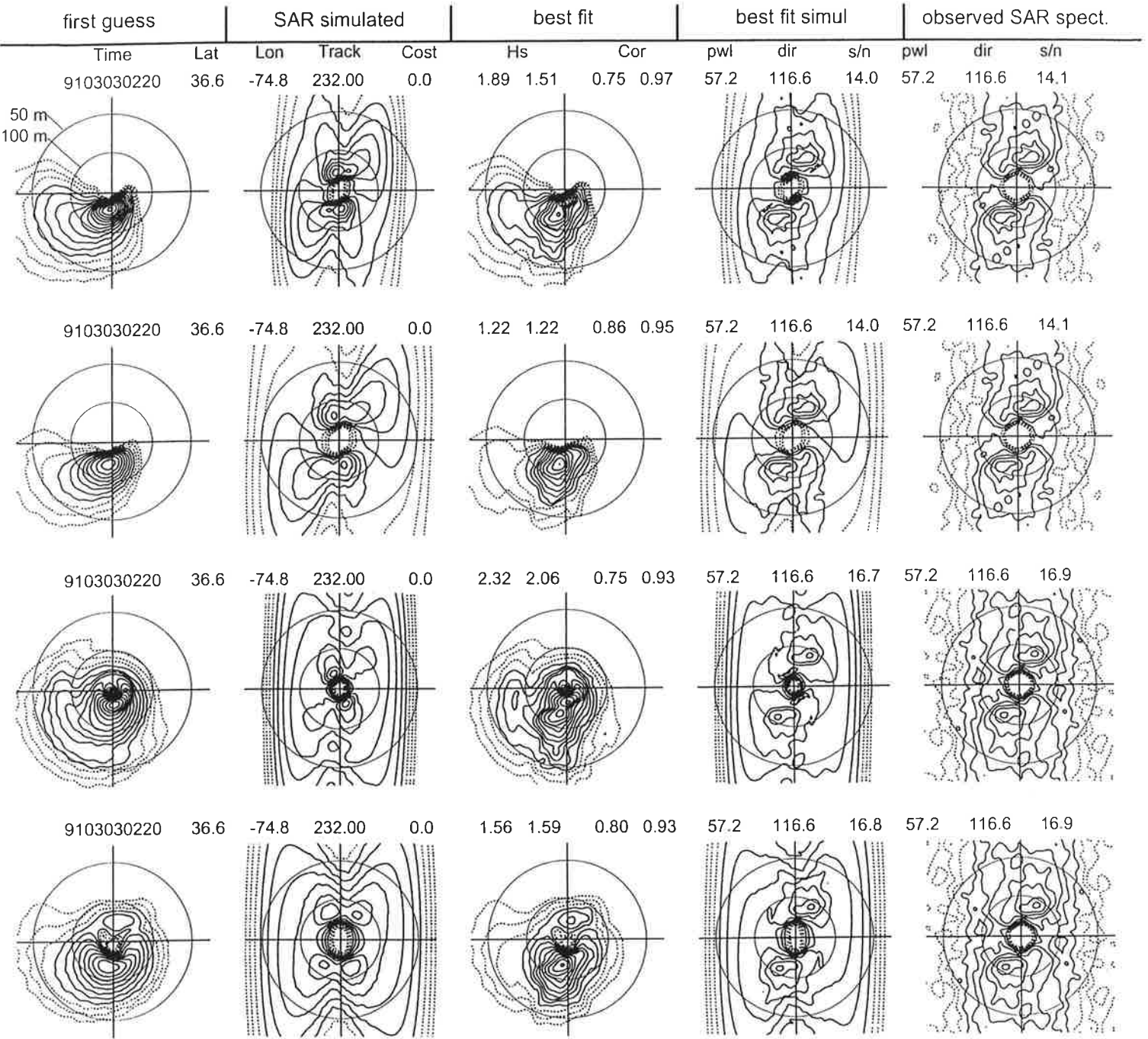
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



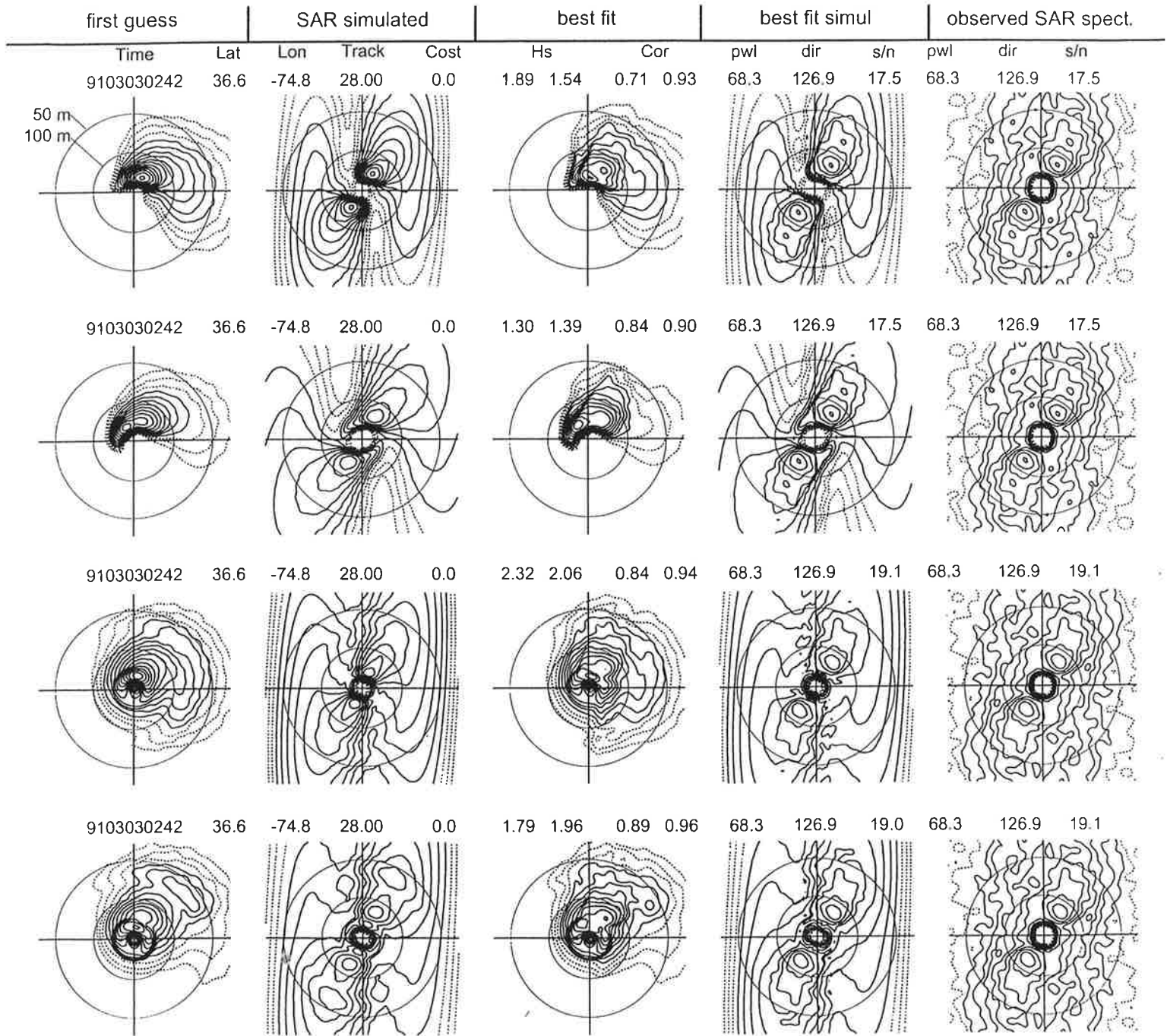
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



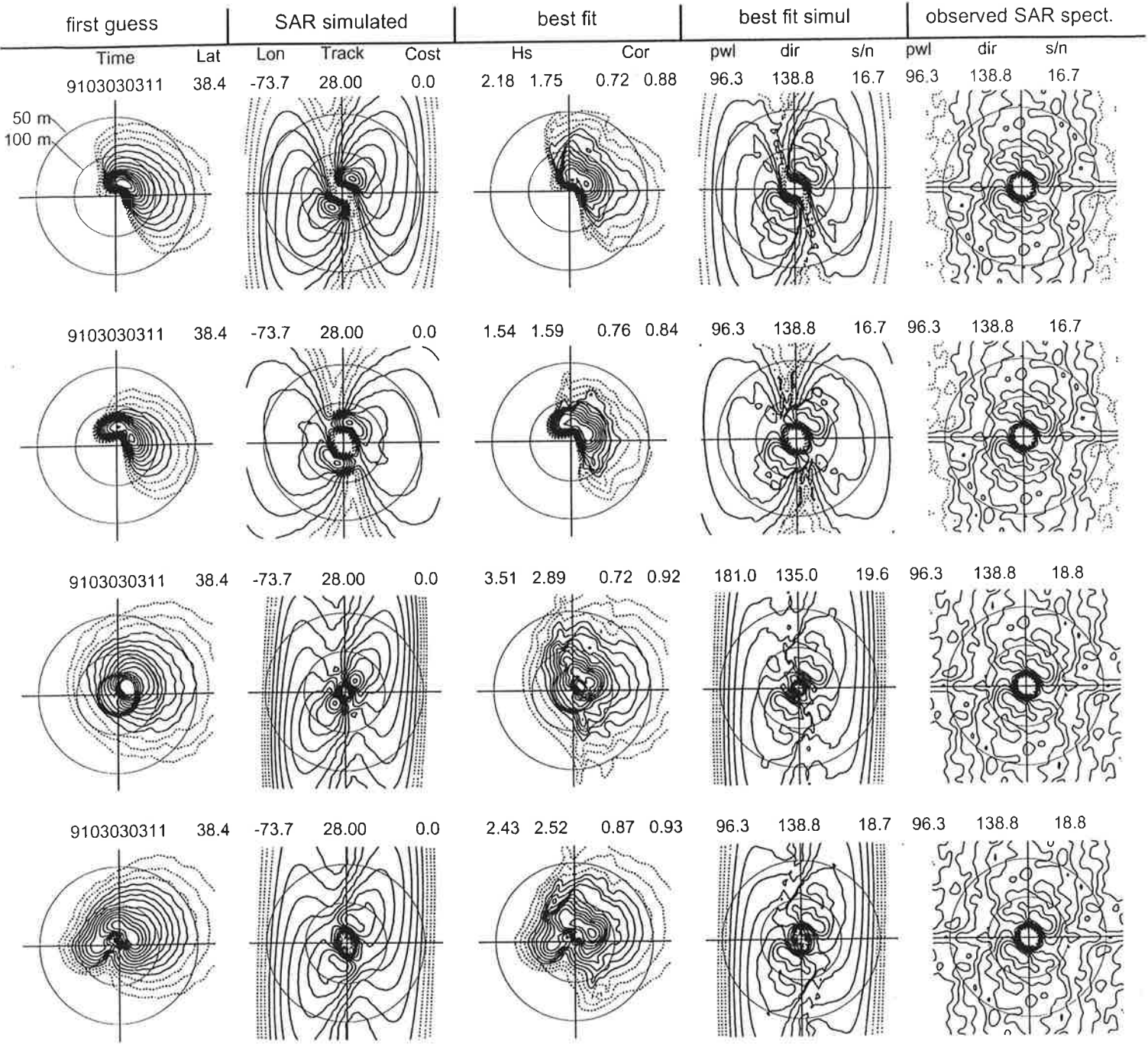
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



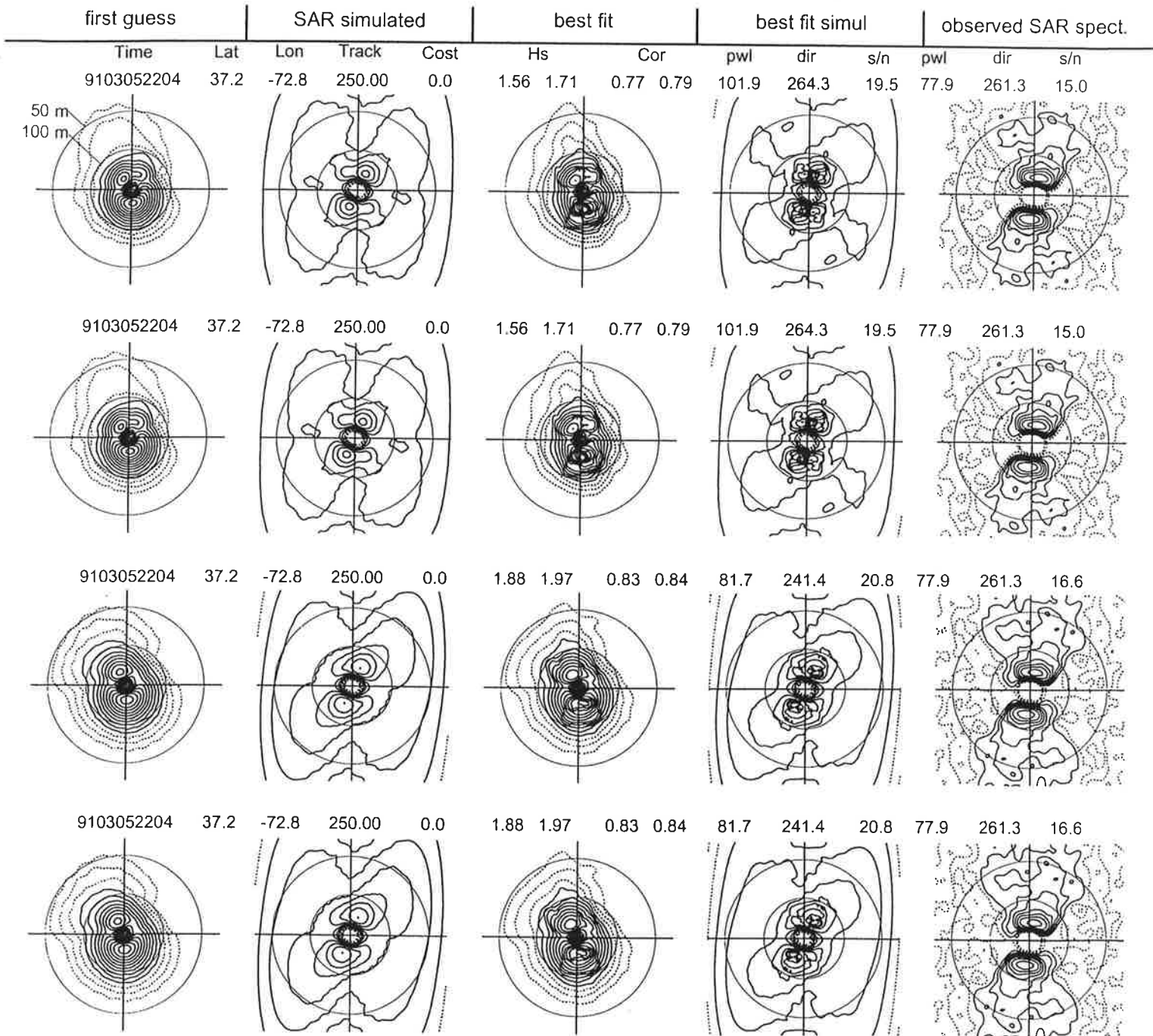
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



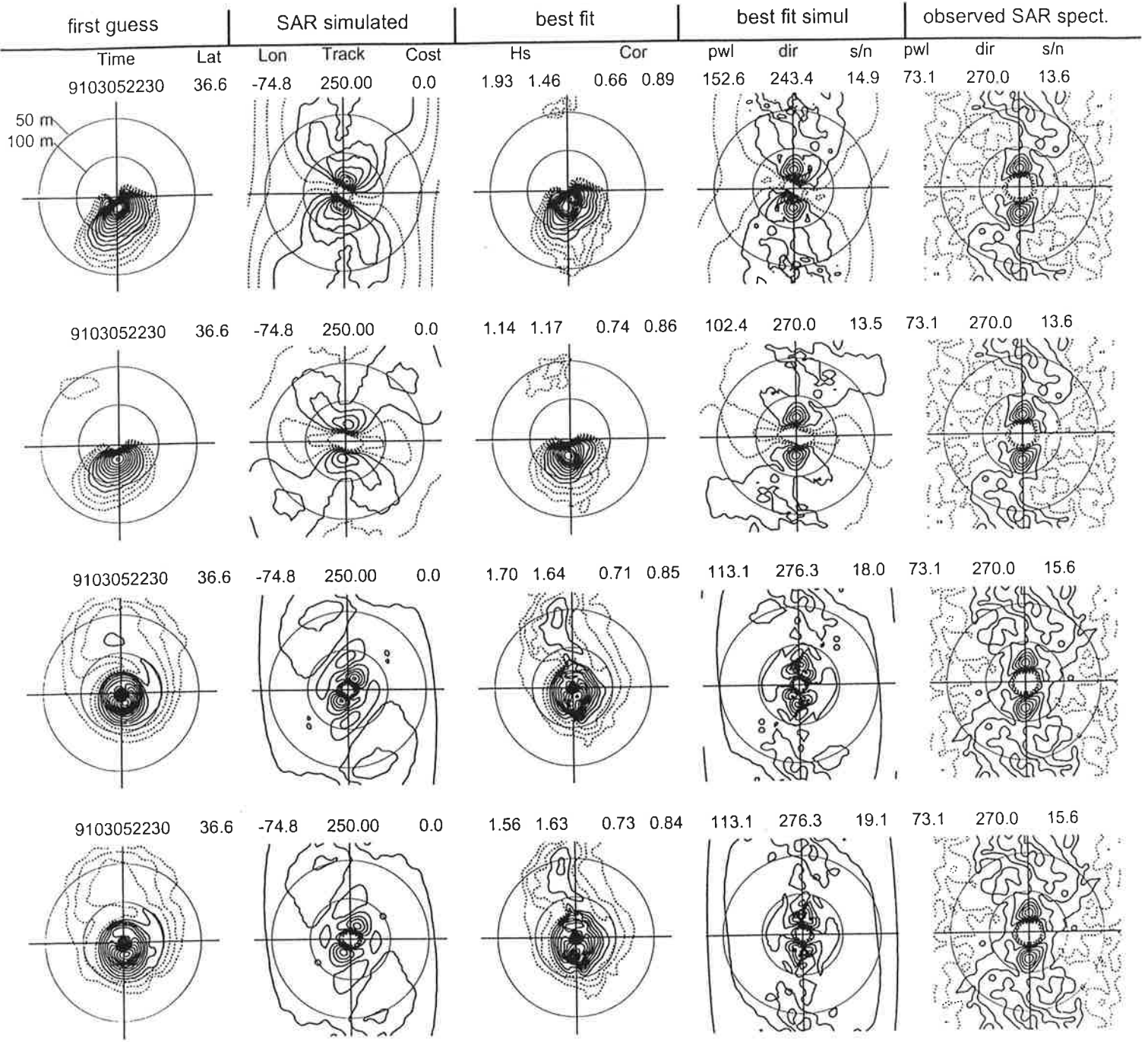
Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 - 0 - 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 -0- 2.0

SWADE SAR invers.: Comparis. of WAM and Buoy retrievals.



Dashed Lines -1.0, -0.8, -0.6
 Solid Lines -0.4 -0- 2.0