Mr. William T. Cottle Group Vice-President, Nuclear Houston Lighting & Power Company South Texas Project Electric Generating Station P. O. Box 289 Wadsworth, TX 77483

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION (RAI) REGARDING GENERIC LETTER (GL) 92-08, "THERMO-LAG 330-1 FIRE BARRIERS," SOUTH TEXAS PROJECT, UNITS 1 AND 2 (TAC NOS. M85606 AND M85607)

Dear Mr. Cottle:

The NRC staff has reviewed Houston Lighting & Power Company's (HL&P's) responses of December 19, 1994, March 28, and April 24, 1995, to the staff's RAIs of September 19, December 29, 1994, and March 1, 1995, respectively. HL&P was required, pursuant to Section 182a of the Atomic Energy Act of 1954, as amended, and 10 CFR 50.54(f), to submit written reports, under oath or affirmation, that contained the information specified in the RAIs.

Based on its review, the staff has determined that the responses are incomplete from an ampacity derating standpoint. The specific areas where the responses are incomplete are discussed in the enclosure. It is requested that you submit a revised response that addresses the areas discussed in the enclosure, within 60 days from the date of this letter.

The reporting requirements contained in this letter affect fewer than ten respondents; therefore, OMB clearance is not required under Public Law 96-511.

Sincerely,

Original Signed By:

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UNITED STATES NUCLEAR REGULATORY COMMISSION WASHINGTON, D.C. 20555-0001

October 23, 1995

Mr. William T. Cottle Group Vice-President, Nuclear Houston Lighting & Power Company South Texas Project Electric Generating Station P. O. Box 289 Wadsworth, TX 77483

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Sincerely,

Thomas W. allefin

Thomas W. Alexion, Project Manager Project Directorate IV-1 Division of Reactor Projects III/IV Office of Nuclear Reactor Regulation

Docket Nos. 50-498 and 50-499

Enclosure: Request for Additional Information

cc w/encl: See next page

cc:

4

Mr. David P. Loveless Senior Resident Inspector U.S. Nuclear Regulatory Commission P. O. Box 910 Bay City, TX 77414

Mr. J. C. Lanier/M. B. Lee City of Austin Electric Utility Department 721 Barton Springs Road Austin, TX 78704

Mr. K. J. Fiedler Mr. M. T. Hardt Central Public Service Board P. O. Box 1771 San Antonio, TX 78296

Mr. C. A. Johnson Central Power and Light Company P. O. Box 289 Mail Code: N5012 Wadsworth, TX 74483

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Regional Administrator, Region IV U.S. Nuclear Regulatory Commission 611 Ryan Plaza Drive, Suite 1000 Arlington, TX 76011

Mr. Joseph M. Hendrie 50 Bellport Lane Bellport, NY 11713

Judge, Matagorda County Matagorda County Courthouse 1700 Seventh Street Bay City, TX 77414

Mr. Lawrence E. Martin General Manager, Nuclear Assurance Licensing Houston Lighting and Power Company P. O. Box 289 Wadsworth, TX 77483

South Texas, Units 1 & 2

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Joseph R. Egan, Esq. Egan & Associates, P.C. 2300 N Street, N.W. Washington, DC 20037

Office of the Governor ATTN: Andy Barrett, Director Environmental Policy P. O. Box 12428 Austin, TX 78711

Arthur C. Tate, Director Division of Compliance & Inspection Bureau of Radiation Control Texas Department of Health 1100 West 49th Street Austin, TX 78756

J. W. Beck Little Harbor Consultants, Inc. 44 Nichols Road Cohasset, MA 02025-1166

SOUTH TEXAS PROJECT. UNITS 1 AND 2 DOCKET NOS. 50-498 AND 50-499 FOLLOWUP REQUEST FOR ADDITIONAL INFORMATION REGARDING GENERIC LETTER 92-08 "THERMO-LAG 330-1 FIRE BARRIERS"

Sections 1.0 and 2.0 contain background information. Section 3.0 contains the followup request for additional information.

1.0 REQUEST FOR ADDITIONAL INFORMATION (RAI) OF SEPTEMBER 19, 1994

In the RAI of September 19, 1994, the NRC staff requested information regarding important barrier parameters, Thermo-Lag barriers outside the scope of the Nuclear Energy Institute (NEI) program, ampacity derating, alternatives, and schedules.

In its submittal of December 19, 1994, the licensee indicated that sitespecific ampacity derating tests had been conducted by the Underwriters Laboratories (UL) Inc. for the South Texas Project. The licensee considered the subject test results directly applicable to the plant design. In addition, the licensee stated that they would respond in further detail when the technical issues with respect to ampacity derating factors have been resolved.

During a public meeting on March 14, 1995, with the licensees for the four lead plants for the resolution of Thermo-Lag issues, the staff responded to the question, "Will the resolution of the ampacity derating concern be deferred until agreement is reached on the appropriate testing protocol (i.e., IEEE P848)?" The staff reiterated its position, which was previously stated in the September 1994 RAI, that the ampacity derating concern could be resolved independently of the fire endurance concerns. After a review of the tests performed under the draft Institute of Electrical and Electronic Engineers (IEEE) Standard P848, the staff transmitted comments that were designed to ensure the repeatability of test results to the IEEE working group responsible for the test procedure.

On May 18, 1995, members of the NRC staff held a telephone conference call with NEI representatives concerning ampacity derating issues for Thermo-Lag fire barriers. The staff indicated that the latest IEEE P848 draft procedure can be used by licensees or NEI as the basis for an ampacity derating test program. NEI agreed to review the Comanche Peak Steam Electric Station Unit 2 Safety Evaluation (SE) in order to develop a generic test program. The memorandum dated May 22, 1995, which documents the subject telephone conference meeting, is attached for your information (Attachment 1). In addition, a copy of the subject SE dated June 14, 1995, was sent to those licensees who rely on Thermo-Lag installations.

2.0 REQUEST FOR ADDITIONAL INFORMATION OF DECEMBER 29, 1994

In the RAI of December 29, 1994, the staff requested information describing the examinations and inspections that will be performed to

obtain the important barrier parameters for the Thermo-Lag configurations installed at the South Texas Project. In its response of March 28, 1995, the licensee did not provide any further information in the ampacity derating area.

3.0 REQUEST FOR ADDITIONAL INFORMATION OF MARCH 1, 1995

In the RAI of March 1, 1995, the staff requested that the licensee submit the applicable UL test reports being used to demonstrate the validity of the existing ampacity derating parameters as well as any other documents which support these determinations.

In its submittal of April 24, 1995, the licensee provided the subject test report. After a review of the subject UL report identified as Project 86NK23826, File R6802, entitled "Special Services Investigation of Ampacity Ratings For Power Cables in Steel Conduits and In Open-Ladder Cable trays With Field Applied Enclosures," the licensee is requested to address the following concerns and questions regarding the applicability of those test results for the South Texas Project (STP), Units 1 and 2:

1. In Attachment 1 of the subject licensee submittal entitled "Ampacity Testing in UL," Bechtel Log No. 14926-C042-00017-B3M, there are comments (pages 8 and 9 of Attachment 1) on the deviations from the specification requirements that were noted in the subject UL report. Specifically, Comment 6 reads "Spec. Para 5.4.3 - Linear regression analysis is not used for conductor temperature measurements as specified because of the close tolerances achieved in maintaining the steady state temperature of conductor at 90°C." This statement appears to be inconsistent with the stated purpose cf the ampacity test (i.e., maintain a steady state temperature while measuring the current).

The linear regression method allows several thermocouple readings to be averaged over time in order to determine the slope or rate of temperature change. A small slope value (for example, IEEE P848 specifies) denotes the desired thermal equilibrium condition for the current measurement.

- The subject UL report provides an ampacity value (i.e. 34.8 amperes) for the conduit with the ½-inch Thermo-Lag fire barrier which is higher than the ampacity value reported for the baseline conduit (i.e. 34.1 amperes). Please provide a technical basis for this discrepancy.
- 3. Please identify any deviations in the construction of Thermo-Lag installations at SIP with respect to the tested UL configurations. An evaluation should analyze any deviations of the installed configuration with respect to the test configuration for potential impact on the applicability of the subject test results.

- 4. During the course of the investigation into Thermal Sciences Inc. (TSI) Thermo-Lag fire barrier issues, the staff received a UL letter dated December 30, 1986, to TSI, which put into question the validity of the test results associated with the subject UL report. The subject UL test report documents an ampacity test conducted on October 11, 1986. The subject UL letter described a duplicate ampacity test completed on October 25, 1986, which was conducted by UL personnel independent of the Bechtel and TSI representatives. A significant difference between the two tests were the longer time period (15 minutes versus 4 hours) used to establish thermal equilibrium in the October 25, 1986, test. Please comment on the following technical issues raised in the attached December 30, 1986, UL letter (Attachment 2) to TSI:
 - (a) The observation made by the UL Senior Engineering Associate that the TSI panels provided for both tests were uncured and the test specimens were not representative of installed field conditions.
 - (b) The adequacy of the stabilization time (i.e., 15 minutes) used by Bechtel and TSI personnel as documented in UL Report Project 86NK23826, File R6802.

NOTE TO: Brian W. Sheron, Director, DE, NRR

FROM: Carl H. Berlinger, Chief, EELB, DE, NRR

SUBJECT: MEMORANDUM OF RECORD

On May 18, 1995, members of the NRC staff (B. Sheron, C. Berlinger, P. Gill, M. Gamberoni and R. Jenkins) held a telephone conference call with Mr. Alex Marion and Mr. Biff Bradley of the Nuclear Energy Institute (NEI) on ampacity derating issues for Thermo-Lag fire barriers. Mr. Marion contacted the staff regarding two topics: (1) Status of the Safety Evaluation (SE) on the Comanche Peak Steam Electric Station (CPSES), Unit 2 Ampacity Derating Test Program; and (2) Staff Acceptance of the IEEE Standard P848, "Procedure for the Determination of the Ampacity Derating of Fire Protected Cables."

Dr. Berlinger stated that the subject SE for CPSES 2 had been completed and we expected that it will be transmitted to the licensee within the next two weeks. Dr. Berlinger agreed to notify Mr. Marion by phone after the SE had been issued by the staff. Due to potential generic applications the staff will provide a copy of the CPSES, Unit 2 SE to licensees with Thermo-Lag fire barriers.

The staff has been interfacing with the IEEE Task Force responsible for IEEE P848 over the last 2 years to improve the subject procedure. This effort has resulted in recent revisions to the subject procedure which addressed the majority of the concerns raised by EELB (reference: Letter dated 10/13/94 from C. Berlinger to A. K. Gwal). Although not all of the concerns were addressed by the IEEE Task Force Dr. Berlinger indicated that the latest IEEE P848 draft procedure can be used by licensees or NEI as the basis for an ampacity derating test program. The latest procedure revision (Draft 16) addresses the major test concerns regarding inductive heating and conduit surface emissivities effects.

The staff emphasized that licensees should submit the actual test procedures or plans to the staff for comment. After discussion of the various options to develop a generic test program NEI agreed to review the CPSES 2 SE and then contact the staff as necessary for further discussions or questions on this matter.

cc: Alex Marion, NEI

CONTACT: Ronaldo Jenkins, EELB/DE 415-2985

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ATTACHMENT 1

R6802 Page 2 December 30, 1986

The duplicate ampacity test on the cable tray with the corrugated steel cover was completed on Saturday, October 25, 1986. In this test, the electrical current required to attain a steady-state of the cable tray configuration was 28.8 A with the ambient temperature at 39.6°C. For this test, the time period to attain the steady-state condition was approximately 48 h. A 4 h time period was allowed to elapse between the final current adjustment tray configuration.

The only significant difference between the two ampacity tests conducted on the cable tray configuration with the corrugated steel cover was the time allowed for stabilization following the final current adjustment (15 min vs 4 h). Based on the disparity between the currents required to obtain steady state conditions in the two tests (24.9A vs 28.8A), it is plausible that the time period required to ensure steady-state conditions within the cable tray may be considerably greater than the time which had been allowed during the October 11, 1986 test.

The cable tray "baseline" ampacity test was conducted on September 30, 1986. The electrical current required to attain a steady-state temperature of 90°C on the hottest cable conductor at the center of the cable tray configuration was 32.1A with the allowed for attainment of the steady-state condition was approximately 5 h. A 15 min time period was allowed to elapse between the final current adjustment and initiation of the 1 h scan of temperatures within the cable tray configuration.

In light of the findings from the duplicate ampacity test on the cable tray configuration with the corrugated steel cover, we (UL) decided that we would rerun the cable tray baseline test to verify that the 15 min time period between the final current adjustment and initiation of the 1 h scan of temperatures had been sufficient time for stabilization. Accordingly, immediately following the duplicate ampacity test on the cable tray configuration with the corrugated steel cover, the cover was removed and the current loading on the cables on the cable tray was adjusted to 32.1 A. The current loading was left on the cable tray over the weekend. On checking the cable tray sample on the morning of Monday, October 27, it was noted that the maximum cable conductor temperature at the center of the cable tray configuration was 82.5°C although the current had remained steady at 32.1 A. Accordingly, the electrical current was increased to attain the desired cable conductor temperature of 90°. The current adjustments were made over a 30 h period. A 4 h time period was allowed to elapse between the final current

R6802 Page 3 December 30, 1986

adjustment and initiation of the 1 h scan of temperatures within the cable tray configuration. The results of the ampacity test indicated that a current of 36.15 A was required to attain a steady-state temperature of 90.0°C (Thermocouple No. 16) at an ambient temperature of 40.2°C.

The ampacity investigation was conducted for you under an application for Special Services. In our application, we agreed to conduct the ampacity tests in accordance with the test method; outlined by Bechtel Power Corp. with the understanding that the information developed in the investigation would be submitted only to Bechtel Power Corp. for their consideration as to the acceptability of the various field-applied coverings on redundant safety trains at the South Texas Project nuclear power plant. Representatives from Bechtel Power Corp. and Houston Lighting and Power Co. were present for the initial cable tray baseline ampacity test, the initial corrugated steel cover test and each test which employed your company's panels. It should be noted that the representative of Bechtel Power Corp. made the determination as to when the steady-state condition was reached in each of the above-mentioned ampacity test configuration on the cable tray system.

The duplicate test on the cable tray system with the corrugated steel cover and the duplicate cable tray baseline test were not requested by you and were conducted at our expense using a longer stabilization period following the final current adjustment than that which had been deemed adequate by the representative of Bechtel Power Corp. The duplicate tests were conducted in the interest of providing supplemental test data when it was noted that the accelerated conduct of the ampacity test investigation may have an impact on the test results. We are available to discuss these results and methodology with you or representatives of Bechtel Power Corporation if you so desire.

. .

Very truly yours,

Reviewed by:

C. J. JORNSON Senior Engineering Associate Fire Protection Department

R. M. Berhinig Associate Managing Engineer Fire Protection Department

CJJ/KDR:mjw LTR5 cc: File NFF - Writer (3)

December 30, 1986

Thermal Science Inc. Mr. Rubin Feldman 2200 Cassens Dr. St. Louis, MO 63026

Our Reference: 86NK23826, R6802

Subject:

"Baseline" Ampacity For Cable Tray Configuration Used In Special Services Investigation

Dear Mr. Feldman:

This is to confirm my telephone conversations with you and Mr. Jim Rippe concerning the above subject.

On October 11, 1986, an ampacity test was conducted on the cable tray configuration with a corrugated steel cover secured to the top surface of the cable tray with stainless steel banding straps. The test was supervised by Mr. Mohan Bali of Bechtel Power Corp. and Mr. Jim Rippe of your company. The electrical current required to attain a steady-state temperature of 90°C on configuration was 24.9 A with the center of the cable tray For this test, the time period allowed for attainment of the steady-state condition was approximately 5 h. A 15 min time period was allowed to elapse between the final current adjustment tray configuration.

On October 17, 1986, we conducted the ampacity test on the cable tray configuration with a flat No. 16 gauge galvanized steel plate cover secured to the top surface of the cable tray with attain a steady-state temperature of 90°C on the hottest cable conductor at the center of the cable tray configuration was 27.35 A with the ambient temperature at 40.1°C. For this test, the time period to attain the steady-state condition was approximately 48 h. A 4 h time period was allowed to elapse between the final current adjustment and initiation of the 1 h scan of temperatures within the cable tray configuration.

Since it seemed illogical that the cable tray configuration with the flat steel cover would have a higher ampacity than the cable tray configuration with the corrugated (vented) steel cover, we (UL) decided to rerun the test on the cable tray with the corrugated steel cover to verify the October 11, 1986 test data.

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Text BASELINE (NEW ENCL) 9-25-86 32.1 69.9 17 40.3 32.3 CMY - * REG. DEN. PMLS. 0-20-86 34.15 90.0 16 40.2 31.2 CMY - * REG. DEN. PMLS. 0-20-86 34.15 90.0 16 40.2 31.2 CMY - * REG. DEN. PMLS. 0-20-86 34.15 90.0 18 40.0 31.2 CMY - * LEED DEN. PMLS. 0-11-86 19.5 90.3 17 40.2 33.2 CMY - * LEED DEN. PMLS. 0-11-86 19.5 90.3 17 40.1 32.4 CMY - * LOW DEN. PMLS. 0-11-86 21.7 90.3 17 40.1 32.4 CMY - * LOW DEN. PMLS. 0-2-586 28.5 90.3 17 40.1 11.2 AV - * PLAT STL. TOP PLT. 0-17-86 28.5 90.3 18 40.1 11.2 AV - * PLAT STL. TOP PLT. 0-15-86 28.5 90.3 18 40.2 33.6 AV - * PLAT STL. TOP PLT. 0-15-86 28.5 90.3 18 40.2 33.6 AV - * PLAT STL. TOP PL	Tent 89.55-86 21.0 90.1 39(19) 40.0 32.3 Tent Ensecute (new ewc.) 9-30-86 32.1 69.9 17 40.3 31.2 CNY-1*REG. DEM. PNUS. 9-30-86 32.1 69.9 17 40.2 31.2 CNY-1*REG. DEM. PNUS. 9-30-86 32.1 90.0 18 40.2 31.2 CNY-1*REG. DEM. PNUS. 9-30-86 23.1 90.0 18 40.0 31.2 CNY-1*LEW DEM. PNUS. 0-27-86 23.1 90.0 18 40.0 33.3 CNY-1*LEW DEM. PNUS. 10-11-86 17 90.3 17 40.0 32.4 AV-0 Fair STL. TOP PUT. 10-11-86 28.5 90.3 17 40.2 22.4 AV- Plant STL. TOP PUT. 10-12-66 28.5 90.1 17 40.2 33.6 AV- Plant STL. TOP PUT. 10-23-86 28.5 90.2 18 40.2 33.6 AV- Plant STL. TOP PUT. 10-20-86 28.5 90.2 18 40.2 33.6 AV- Plant STL. TOP PUT. <td< td=""><td>TLAY BASELINE (NEW ENCL) 9-25-86 32.1 69.9 17 40.3 32.3 CAY BASELINE (NEW ENCL) 9-30-86 32.1 69.9 17 40.3 31.2 CAY ERSELINE (NEW ENCL) 9-30-86 32.1 69.9 17 40.3 31.2 CAY EREC. DEUL FNUS. 9-29-86 23.1 90.0 18 40.0 31.2 CAY EREC. DEUL FNUS. 0-11-86 19.5 90.3 17 40.3 32.4 CAY ERV FREC. DEUL FNUS. 0-11-86 23.4 90.3 17 40.2 32.4 CAY CORRUG. STL. TOP PUT. 0-1-86 28.5 90.3 17 40.2 22.4 AV<- DARLON FUL</td> 0-1-86 28.5 90.1 17 40.2 32.4 AV<- PLAT STL. TOP PUT.</td<>	TLAY BASELINE (NEW ENCL) 9-25-86 32.1 69.9 17 40.3 32.3 CAY BASELINE (NEW ENCL) 9-30-86 32.1 69.9 17 40.3 31.2 CAY ERSELINE (NEW ENCL) 9-30-86 32.1 69.9 17 40.3 31.2 CAY EREC. DEUL FNUS. 9-29-86 23.1 90.0 18 40.0 31.2 CAY EREC. DEUL FNUS. 0-11-86 19.5 90.3 17 40.3 32.4 CAY ERV FREC. DEUL FNUS. 0-11-86 23.4 90.3 17 40.2 32.4 CAY CORRUG. STL. TOP PUT. 0-1-86 28.5 90.3 17 40.2 22.4 AV<- DARLON FUL	TRAY - 1" REG. DEN. PALS.		30.2	106	40.2	32.3	-
TAY BASELINE (NEW EWL) 9-30-86 32.1 69.9 17 40.3	TAY BASELINE (NEW ENC.) 9-30-86 32.1 89.9 17 40.3 31.2 CAY - EREC. DEN. PNLS. 9-29-86 22.1 90.2 16 40.2 31.2 CAY - EREC. DEN. PNLS. 9-29-86 22.1 90.2 18 40.0 28.0 CAY - EREC. DEN. PNLS. 0-11-86 195 90.3 17 40.2 31.2 CAY - EREC. DEN. PNLS. 10-11-86 23.1 90.0 18 40.0 28.0 CAY - FLOW DEN. PNLS. 10-11-86 28.8 90.1 17 39.6 10.3 CORRUGE STL. TOP PLT. 10-12-86 28.8 90.1 17 40.2 22.4 AV - PLOT STL. TOP PLT. 10-17-86 28.8 90.1 17 40.2 33.6 AV - PLOT STL. TOP PLT. 10-17-86 28.5 90.2 18 40.2 23.9 AV - PLOT STL. TOP PLT. 10-15-86 39.3 17 40.2 33.6 11.2 AV - PLOT STL. TOP PLT. 10-15-86 39.3 17 40.2 33.6 11.2 AV - PLOT STLEPARM. PLT.	TLAY BASELINE (NEW ENKL) 9-30-86 32.1 89.9 17 40.3 31.2 CMY - * REG. DEN. PNLS. 9-29-86 22.1 90.2 18 40.0 31.2 CMY - * REG. DEN. PNLS. 9-30-86 23.1 90.0 18 40.0 28.0 CMY - * REG. DEN. PNLS. 10-11-86 19.5 90.3 17 40.2 31.2 CMY - * PLAN DEN. PNLS. 10-11-86 21.7 90.3 17 40.0 28.0 CMY - * PLAN DEN. PNLS. 10-11-86 28.5 90.3 17 40.1 32.4 AV - PLAT STL. TOP PLT 10-11-86 28.5 90.3 18 40.1 32.4 AV - PLAT STL. TOP PLT 10-17-86 28.5 90.3 17 40.1 32.4 AV - PLAT STL. TOP PLT 10-17-86 28.5 90.3 17 40.1 32.4 AV - PLAT STL. TOP PLT 10-17-86 28.5 90.3 17 40.2 33.6 10.2 AV - PLAT STL. TOP PLT 10-17-86 28.5 90.3 17 40.2 38.0 AV - PL	g- 8 8	4	90.1	9	40.0	32.3	1
CAY-/* REG. DEAL FNUS. 10-28-86 36.15 90.0 16 40.2 CAY - Erec. DEAL FNUS. 9-29-86 22.1 90.2 18 40.0 31.2 CAY - Erec. DEAL FNUS. 9-20-86 23.1 90.0 18 40.0 31.2 CAY - Erec. DEAL FNUS. 0-11-86 19.5 90.3 17 40.2 31.2 CAY - Erec. DEAL FNUS. 10-11-86 23.1 90.0 18 40.0 28.0 CAY - Erec. DEAL FNUS. 10-11-86 28.5 90.3 17 40.5 32.4 A'-CORRUG. STL. TOP PLT. 10-11-86 28.5 90.1 17 33.6 10.2 A'-CORRUG. STL. TOP PLT. 10-25-86 28.5 90.1 17 33.6 10.2 A'-PLAT STL. TOP PLT. 10-25-86 28.5 90.2 18 40.1 11.2 A'-PLAT STL. TOP PLT. 10-25-86 28.5 90.2 18 40.1 11.2 A'-PLAT STL. TOP PLT. 10-25-86 28.5 90.2 18 40.1 11.2 A'-PLAT STL. TOP PLT. 10-15-86 38.2 </td <td>CAY-1* REG. DEM. PNLS. 10-28-56 36.15 90.0 16 40.2 31.2 CAY - 2* REG. DEM. PNLS. 9-29-86 22.1 90.2 18 40.0 28.0 CAY - 2* REG. DEM. PNLS. 9-30-86 23.1 90.0 18 40.0 28.0 CAY - 2* REG. DEM. PNLS. 10-11-86 19.5 90.3 17 90.3 17 39.3 CAY - 2* LOW DEM. PNLS. 10-11-86 21.7 90.3 17 40.0 28.0 CAY - 2* LOW DEM. PNLS. 10-11-86 24.7 90.3 17 40.1 32.4 AY - 700 PLT. 10-11-86 28.5 90.3 17 40.1 11.2 AY - 700 PLT. 10-11-86 28.5 90.0 17 40.1 11.2 AY - 700 PLT. 10-17-86 28.5 90.1 17 40.2 33.3 AY - 700 PLT. 10-17-86 28.5 90.2 18 40.2 22.4 AY - 700 PLT. 10-17-86 28.5 90.2 18 40.2 33.3 AY - 700 PLT. 10-17-86 28.3</td> <td>CMY-1* REG. DEN. PNUS. 10-28-86 34.15 90.0 16 40.2 31.2 CMY-1* REG. DEN. PNUS. 9-29-86 23.1 90.0 18 40.0 31.2 CMY-1* REG. DEN. PNUS. 9-30-86 23.1 90.0 18 40.0 28.0 CMY-1* LOW DEN. PNUS. 10-11-86 19.5 90.3 17 40.1 31.2 CMY-2* REG. DEN. PNUS. 10-11-86 23.1 90.0 18 40.0 28.0 CMY-2* REG. DEN. PNUS. 10-11-86 23.7 90.3 17 40.1 32.4 CO-10-86 28.8 90.1 17 40.1 32.6 10.3 AV-2 PLAT STL. TOP PLT. 10-11-86 28.5 90.3 17 40.2 28.0 AV-2 PLAT STL. TOP PLT. 10-15-86 28.5 90.3 17 40.2 28.0 AV-2 PLAT STL. TOP PLT. 10-15-86 28.3 90.1 17 40.2 38.6 11.2 AV-2 PLAT STL. TOP PLT. 10-15-86 28.3 90.1 17 40.2 38.0 AV-2 PLAT STL. TOP PLT. 10-</td> <td>BASELINE (NEW ENL) 9-</td> <td></td> <td>89.9</td> <td>2</td> <td>40.2</td> <td></td> <td></td>	CAY-1* REG. DEM. PNLS. 10-28-56 36.15 90.0 16 40.2 31.2 CAY - 2* REG. DEM. PNLS. 9-29-86 22.1 90.2 18 40.0 28.0 CAY - 2* REG. DEM. PNLS. 9-30-86 23.1 90.0 18 40.0 28.0 CAY - 2* REG. DEM. PNLS. 10-11-86 19.5 90.3 17 90.3 17 39.3 CAY - 2* LOW DEM. PNLS. 10-11-86 21.7 90.3 17 40.0 28.0 CAY - 2* LOW DEM. PNLS. 10-11-86 24.7 90.3 17 40.1 32.4 AY - 700 PLT. 10-11-86 28.5 90.3 17 40.1 11.2 AY - 700 PLT. 10-11-86 28.5 90.0 17 40.1 11.2 AY - 700 PLT. 10-17-86 28.5 90.1 17 40.2 33.3 AY - 700 PLT. 10-17-86 28.5 90.2 18 40.2 22.4 AY - 700 PLT. 10-17-86 28.5 90.2 18 40.2 33.3 AY - 700 PLT. 10-17-86 28.3	CMY-1* REG. DEN. PNUS. 10-28-86 34.15 90.0 16 40.2 31.2 CMY-1* REG. DEN. PNUS. 9-29-86 23.1 90.0 18 40.0 31.2 CMY-1* REG. DEN. PNUS. 9-30-86 23.1 90.0 18 40.0 28.0 CMY-1* LOW DEN. PNUS. 10-11-86 19.5 90.3 17 40.1 31.2 CMY-2* REG. DEN. PNUS. 10-11-86 23.1 90.0 18 40.0 28.0 CMY-2* REG. DEN. PNUS. 10-11-86 23.7 90.3 17 40.1 32.4 CO-10-86 28.8 90.1 17 40.1 32.6 10.3 AV-2 PLAT STL. TOP PLT. 10-11-86 28.5 90.3 17 40.2 28.0 AV-2 PLAT STL. TOP PLT. 10-15-86 28.5 90.3 17 40.2 28.0 AV-2 PLAT STL. TOP PLT. 10-15-86 28.3 90.1 17 40.2 38.6 11.2 AV-2 PLAT STL. TOP PLT. 10-15-86 28.3 90.1 17 40.2 38.0 AV-2 PLAT STL. TOP PLT. 10-	BASELINE (NEW ENL) 9-		89.9	2	40.2		
CMY-I*REG. DEAL PNLS. 9-29-86 22.1 90.2 18 40.0 31.2 CMY - E*REG. DEAL PNLS. 9-30-86 23.1 90.0 18 40.0 28.0 CMY - E*REG. DEAL PNLS. 10-11-86 19.5 90.3 17 40.0 28.0 CMY - E*LOW DEN. PNLS. 10-11-86 21.7 90.3 17 40.0 33.3 CMY - E*LOW DEN. PNLS. 10-22-86 28.8 90.1 17 40.5 22.4 AV - FLAT STL. TOP PLT. 10-15-86 28.5 90.3 18 40.1 11.2 AV - FLAT STL. TOP PLT. 10-25-86 28.5 90.3 18 40.1 11.2 AV - FLAT STL. TOP PLT. 10-25-86 28.5 90.3 18 40.2 23.4 AV - FLAT STL. TOP PLT. 10-25-86 28.5 90.1 17 40.2 23.4 AV - FLAT STL. TOP PLT. 10-15-86 19.5 90.2 18 40.2 23.3 AV - FLAT STL. TOP PLT. 10-15-86 19.5 90.2 18 40.2 33.6 AV - FLAT STL. TOP PLT. 10	CMY-1 ReG. DEd. PNUS. 9-29-86 22.1 90.0 18 40.0 31.2 CMY-1 ReG. DEd. PNUS. 9-30-86 23.1 90.0 18 40.0 31.2 CMY-1 Lew DED. PNUS. 0-11-86 19.5 90.3 17 40.1 33.5 CMY-1 Low DED. PNUS. 00-286 28.5 90.3 17 40.1 32.4 CMY-1 Low DED. PNUS. 00-11-86 21.7 90.3 17 40.1 32.4 CMY-1 Low DED. PULS. 00-286 28.5 90.3 17 40.2 22.4 AV-1 PLMT STL. TOP PLT 00-11-86 28.5 90.3 17 40.2 22.4 AV-1 PLMT STL. TOP PLT 00-12-86 28.5 90.3 17 40.2 22.4 AV-1 PLMT STL. TOP PLT 00-12-86 28.5 90.3 18 40.2 22.4 AV-1 PLMT STL. TOP PLT 00-12-86 28.5 90.1 17 40.2 33.6 11.2 AV-1 PLMT STL. TOP PLT 00-12-86	CMY-1"REG. DEM. PNLS. 9-29-86 22.1 90.2 18 40.0 31.2 CMY-1"LEG. DEM. PNLS. 9-30-86 23.1 90.0 18 40.0 28.0 CMY-1"LEDW DED. PNLS. 10-11-86 23.1 90.0 18 40.0 28.0 CMY-2"REG. DEM. PNLS. 10-11-86 21.7 90.3 17 40.3 33.2 CMY-2"LEDW DED. PNLS. 10-25-86 28.8 90.3 17 40.2 32.4 AV- PLAT STL. TOP PLT. 10-125-86 28.5 90.3 18 40.1 11.2 AV- PLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.1 11.2 AV- PLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.2 33.6 AV- PLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.2 33.6 AV- PLAT STL. TOP PLT. 10-25-86 28.5 90.2 18 40.2 33.6 AV- PLAT STL. TOP PLT. 10-15-86 79.5 90.1 17 40.2 39.6 AV- PLAT STL. TOP PLT. 10-25-86	*		90.0	16	40.2	1	
MY - E REG. DEN. PMLS. 9-30-86 23.1 90.0 18 40.0 28.0 MY - F LOW DED. PNLS. 10-11-86 19.5 90.3 17 40.3 37.3 MY - F LOW DED. PNLS. 10-11-86 21.7 90.3 17 40.3 37.5 MY - F LOW DEN. PNLS. 10-11-86 24.9 90.3 17 40.3 32.4 MY - FULW DEN. PNLS. 10-11-86 24.9 90.3 17 40.2 22.4 AV - FLAT STL. TOF PLT. 10-11-86 27.5 90.3 17 40.2 22.4 AV - FLAT STL. TOF PLT. 10-17-86 28.5 90.3 17 40.2 23.6 AV - FLAT STL. TOF PLT. 10-17-86 27.55 90.0 17 40.2 33.6 AV - FLAT STL. TOF PLT. 17 17 39.6 10.5 33.6 11.2 AV - FLAT STL. TOF PLT. 10-17-86 27.55 90.0 17 40.1 11.2 AV - FLAT STL. TOF PLT. 10-17-86 28.5 90.1 15 40.2 33.3 AV - FLAT STL. TOF PLT. 10-17-86 <td>MY - E REG. DEVI. PNLS. 9-30-86 23.1 90.0 18 40.0 28.0 MY - FLOW DEVI. PNLS. 10-11-86 19.5 90.3 17 40.1 32.4 MY - FLOW DEVI. PNLS. 10-11-86 21.7 90.3 17 40.1 32.4 MY - CORRUG. STL. TOP PLT. 10-11-86 28.6 90.3 17 40.2 22.4 AV - PLAT STL. TOP PLT. 10-12-86 28.5 90.3 17 40.2 22.4 AV - PLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.1 11.2 AV - PLAT STL. TOP PLT. 10-15-86 28.5 90.0 17 40.2 23.6 AV - PLAT STL. TOP PLT. 10-15-86 79.5 90.1 17 40.2 33.6 AV - PLAT STL. TOP PLT. 10-15-86 79.5 90.1 17 40.2 33.6 AV - PLAT STL. TOP PLT. 10-15-86 79.5 90.1 17 40.2 33.6 AV - PLAT STL. TOP PLT. 10-15-86 74.6 90.2 18 40.2 34.6 BLE IN PLAT STLIPLIC 1</td> <td>MY - E REG. DEM. PALS. 9-30-86 23.1 90.0 18 40.0 28.0 MY - FLOW DED. PALS. 10-11-86 19.5 90.3 17 40.1 32.4 MY - E LOW DED. PALS. 10-11-86 24.9 90.3 17 40.1 32.4 MY - CORRUG. STL. TOP PLT. 10-11-86 24.9 90.3 17 40.1 32.4 MY - PLAT BTL. BOTTOM PLT. 10-11-86 27.9 90.3 17 40.2 28.0 AV - CORRUG. STL. TOP PLT. 10-11-86 27.85 90.3 17 40.2 33.6 AV - PLAT BTL. BOTTOM PLT. 10-17-86 28.5 90.3 17 40.2 38.0 AV - PLAT STL. TOP PLT. 10-17-86 28.5 90.3 17 40.2 38.0 AV - PLAT STL. TOP PLT. 10-15-86 98.3 99.2 18 40.2 38.0 AV - PLAT STL. TOP PLT. 10-15-86 98.3 90.1 17 40.2 38.0 AV - PLAT STL. TOP PLT. 10-15-86 98.3 89.2 18 40.1 11.2 AV - PLAT SUPPLIED</td> <td>•</td> <td>_</td> <td>90.2</td> <td>18</td> <td>40.0</td> <td>31.2</td> <td>583</td>	MY - E REG. DEVI. PNLS. 9-30-86 23.1 90.0 18 40.0 28.0 MY - FLOW DEVI. PNLS. 10-11-86 19.5 90.3 17 40.1 32.4 MY - FLOW DEVI. PNLS. 10-11-86 21.7 90.3 17 40.1 32.4 MY - CORRUG. STL. TOP PLT. 10-11-86 28.6 90.3 17 40.2 22.4 AV - PLAT STL. TOP PLT. 10-12-86 28.5 90.3 17 40.2 22.4 AV - PLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.1 11.2 AV - PLAT STL. TOP PLT. 10-15-86 28.5 90.0 17 40.2 23.6 AV - PLAT STL. TOP PLT. 10-15-86 79.5 90.1 17 40.2 33.6 AV - PLAT STL. TOP PLT. 10-15-86 79.5 90.1 17 40.2 33.6 AV - PLAT STL. TOP PLT. 10-15-86 79.5 90.1 17 40.2 33.6 AV - PLAT STL. TOP PLT. 10-15-86 74.6 90.2 18 40.2 34.6 BLE IN PLAT STLIPLIC 1	MY - E REG. DEM. PALS. 9-30-86 23.1 90.0 18 40.0 28.0 MY - FLOW DED. PALS. 10-11-86 19.5 90.3 17 40.1 32.4 MY - E LOW DED. PALS. 10-11-86 24.9 90.3 17 40.1 32.4 MY - CORRUG. STL. TOP PLT. 10-11-86 24.9 90.3 17 40.1 32.4 MY - PLAT BTL. BOTTOM PLT. 10-11-86 27.9 90.3 17 40.2 28.0 AV - CORRUG. STL. TOP PLT. 10-11-86 27.85 90.3 17 40.2 33.6 AV - PLAT BTL. BOTTOM PLT. 10-17-86 28.5 90.3 17 40.2 38.0 AV - PLAT STL. TOP PLT. 10-17-86 28.5 90.3 17 40.2 38.0 AV - PLAT STL. TOP PLT. 10-15-86 98.3 99.2 18 40.2 38.0 AV - PLAT STL. TOP PLT. 10-15-86 98.3 90.1 17 40.2 38.0 AV - PLAT STL. TOP PLT. 10-15-86 98.3 89.2 18 40.1 11.2 AV - PLAT SUPPLIED	•	_	90.2	18	40.0	31.2	583
MY - 1' LOW DEN. PNLS. 10-11 - 86 19.5 90.3 17 40.3 33.3 MY - 2"LOW DEN. PNLS. 10-22-86 21.7 90.3 17 40.1 32.4 MY - CORRUG. STL. TOP PLT. 10-11-86 24.9 90.3 17 40.1 32.4 AV - FLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.2 22.4 AV - FLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.2 23.4 AV - FLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.2 33.6 AV - FLAT STL. TOP PLT. 10-25-86 19.9 90.2 18 40.2 33.3 AV - FLAT STL. TOP PLT. 10-15-66 19.9 90.2 18 40.2 39.3 AV - FLAT STL. TOP PLT. 10-15-66 19.5 90.1 18 40.2 39.3 AV - FLAT STL. TOP PLT. 10-15-66 38.3 19 40.2 39.3 AV - FLAT STL. TOP PLT. 10-15-66 39.3 18 40.2 39.3 AV - FLAT STL. TOP PLT. 10-15-66 39.3	MY - 1" LOW DED. PNLS. 10-11-86 19.5 90.3 17 40.1 32.4 MY - E"LOW DEN. PNLS. 10-25-86 21.7 90.3 17 40.1 32.4 MY - CORRUG. STL. TOP PLT. 10-25-86 28.8 90.1 17 40.2 32.4 AV - FLAT STL. TOP PLT. 10-25-86 28.8 90.1 17 40.2 32.4 AV - FLAT STL. TOP PLT. 10-25-86 28.5 90.3 18 40.1 11.2 AV - FLAT STL. TOP PLT. 10-25-86 28.5 90.3 18 40.1 11.2 AV - FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.2 39.6 10.3 AV - FLAT STL. TOP PLT. 10-20-86 19.9 90.2 18 40.2 39.6 11.2 AV - FLAT STL. TOP PLT. 10-20-86 19.5 90.1 17 40.1 11.2 AV - FLAT STL. TOP PLT. 10-15-86 98.2 90.2 18 40.2 39.3 ALE END. N V FLETER N. PLTS. 10-15-86 38.2 90.1 2 40.2 39.3	MY - FLOW DEOL FNLS. 10-11 - 86 19.5 90.3 17 40.1 32.4 MY - E-LOW DEN. FNLS. 10-22-86 21.7 90.3 17 40.1 32.4 MY - CORRUG. STL. TOP PLT 10-11-86 28.8 90.1 17 40.2 32.4 AV - CORRUG. STL. TOP PLT 10-25.86 28.5 90.3 17 40.2 22.4 AV - FLAT STL. TOP PLT 10-25.86 28.5 90.3 17 40.2 22.4 AV - FLAT STL. TOP PLT 10-17-86 28.5 90.3 17 40.1 11.2 AV - FLAT STL. TOP PLT 10-15-86 98.3 99.2 18 40.1 11.2 AV - FLAT STL. TOP PLT 10-15-86 98.3 89.2 90.1 17 40.2 38.0 AV - FLAT STL. TOP PLT 10-15-86 98.3 89.2 18 40.2 39.3 AV - FLAT STL. TOP PLT 10-15-86 98.3 89.2 90.1 18 40.2 39.3 AV - FLAT STL 10-15-86 34.1 90.2 18 40.2 39.3 BLE IN FRE	TRAY - Z"REG. DEN. PNLS. 9		90.0	00	40.0	28.0	34.1
AV-ELOW DEN. PULS. 10-Z-86 21.7 90.3 17 40.1 32.4 AV-ELOW DEN. PULS. 10-11-86 24.9 90.3 17 40.2 22.4 AV-FLAT STL. TOP PLT. 10-12-86 28.8 90.1 17 40.2 22.4 AV-FLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.2 22.4 AV-FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.1 11.2 AV-FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.1 11.2 AV-FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.2 33.0 AV-FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.2 33.0 AV-FLAT STL. TOP PLT. 10-17-86 27.35 90.2 18 40.2 33.3 AV-FLAT STL. TOP PLT. 10-17-86 27.35 90.2 18 40.2 33.3 AV-FLAT STL. TOP PLT. 10-15-86 79.2 18 40.2 39.3 ANLE N PLES 70.1 7	AY-ELDW DEN. PNLS. 10-2-86 21.7 90.3 17 40.1 32.4 AY-ELDW DEN. PNLS. 10-12.86 24.9 90.3 17 40.2 22.4 AY-FLOW DEN. PNLS. 10-12.86 24.9 90.3 17 40.2 22.4 AY-FLOW STL. TOP PLT. 10-25.86 28.8 90.1 17 40.2 22.4 AY-FLOW STL. TOP PLT. 10-25.86 28.5 90.3 17 40.1 11.2 AY-FLOT STL. TOP PLT. 10-25.86 28.5 90.3 17 40.1 11.2 AY-FLOT STL. TOP PLT. 10-25.86 28.5 90.3 17 40.1 11.2 AY-FLOT STL. TOP PLT. 10-17.86 29.5 90.2 18 40.2 39.6 ASELINE 10-20-86 17.5 90.1 17 40.2 39.3 BLE IN 'PREE AIR. 10-25-86 78.3 89.2 9 40.2 39.3 BLE IN 'PREE AIR. 10-26-86 78.3 89.2 2 40.1 21.2 BASELINE 10-26-86 34.1 90.2 2 </td <td>CMV-E'LOW DEN. PNLS. 10-2-36 21.7 90.3 17 40.1 32.4 AV-ENAT STL. TOP PLT. 10-11-86 24.9 90.3 17 40.2 22.4 AV-PLAT STL. TOP PLT. 10-11-86 28.5 90.3 17 40.1 33.6 10.3 AV-PLAT STL. TOP PLT. 10-11-86 28.5 90.3 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 27.355 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 27.355 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 27.355 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 28.5 90.2 18 40.2 38.0 AV-PLAT STL. TOP PLT. 10-17-86 28.4 90.2 18 40.2 38.0 AV-PLAT STL. TOP PLT. 10-15-86 38.3 89.2 90.1 17 40.2 38.0 AV-PLAT STL 10-15-86 34.1 90.2 18 40.2 38.0 BLE NULE <td< td=""><td>TRAY - 1" LOW DEN. PNLS.</td><td>÷.</td><td>90.3</td><td>61 1</td><td>40.3</td><td>39.3</td><td>44.1</td></td<></td>	CMV-E'LOW DEN. PNLS. 10-2-36 21.7 90.3 17 40.1 32.4 AV-ENAT STL. TOP PLT. 10-11-86 24.9 90.3 17 40.2 22.4 AV-PLAT STL. TOP PLT. 10-11-86 28.5 90.3 17 40.1 33.6 10.3 AV-PLAT STL. TOP PLT. 10-11-86 28.5 90.3 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 27.355 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 27.355 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 27.355 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 28.5 90.2 18 40.2 38.0 AV-PLAT STL. TOP PLT. 10-17-86 28.4 90.2 18 40.2 38.0 AV-PLAT STL. TOP PLT. 10-15-86 38.3 89.2 90.1 17 40.2 38.0 AV-PLAT STL 10-15-86 34.1 90.2 18 40.2 38.0 BLE NULE <td< td=""><td>TRAY - 1" LOW DEN. PNLS.</td><td>÷.</td><td>90.3</td><td>61 1</td><td>40.3</td><td>39.3</td><td>44.1</td></td<>	TRAY - 1" LOW DEN. PNLS.	÷.	90.3	61 1	40.3	39.3	44.1
NV-CORRUG. STL. TOP PLT. 10-11-86 24.9 90.3 17 40.2 22.4 AV-FLAT STL. TOP PLT. 10-25-86 28.5 90.1 17 39.6 10.3 AV-FLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 39.6 10.3 AV-FLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.1 11.2 AV-FLAT STL. TOP PLT. 10-17-86 27.355 90.0 17 40.1 11.2 AV-FLAT STL. TOP PLT. 10-17-86 27.355 90.0 17 40.2 38.0 AV-FLAT STL. TOP PLT. 10-17-86 27.355 90.2 18 40.2 38.3 AV-FLAT STL. TOP PLT. 10-15-86 98.3 89.2 18 40.2 38.3 ABLE IN FREE N FREE 10-15-86 38.3 89.2 18 40.2 39.3 BASELINE Free JRUN FREPORM PLUS. 10-15-86 36.4 90.1 2 40.1 11.2 Treec JRUN FREPORM PLUS. 10-15-86 34.1 90.2 12 40.1 1.9.4 Treec	NV-FOREUG. STL. TOP PLT. 10-11-86 24.9 90.3 17 40.2 22.4 AV-FLAT STL. TOP PLT. 10-25-86 28.5 90.1 17 39.6 10.3 AV-FLAT STL. TOP PLT. 10-25-86 28.5 90.3 18 40.1 11.2 AV-FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 39.6 10.3 AV-FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.1 11.2 AV-FLAT STL. TOP PLT. 10-17-86 28.5 90.3 18 40.1 11.2 AV-FLAT STL. TOP PLT. 10-17-86 28.5 90.2 17 40.1 11.2 AV-FLAT STL. TOP PLT. 10-15-86 19.9 90.2 18 40.2 39.3 ABLE IN FREE N <free< td=""> 10-15-86 34.1 90.2 22 40.1 11.2 BASELINE FREE AIR 10-15-86 34.8 90.1 22 40.1 21.3 TREG. DEW. FREEBLAN FREE 10-15-86 34.1 90.2 2 40.1 2.1 FREE SUPPLIED BY TSI</free<>	MV-CORRUG. STL. TOP PLT. 10-11-86 24.9 90.3 17 40.2 22.4 AV-PLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.2 22.4 AV-PLAT STL. TOP PLT. 10-25-86 28.5 90.3 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 28.5 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 28.5 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 28.5 90.0 17 40.1 11.2 AV-PLAT STL. TOP PLT. 10-17-86 28.2 90.2 18 40.2 38.0 AV-PLAT STL. TOP PLT. 10-15-86 98.3 89.2 90.1 18 40.2 38.0 AV-PLAT STL. TOP PLT. 10-15-86 98.3 89.2 90.1 18 40.2 38.0 AV-PLAT STL. TOP PLT. 10-15-86 98.3 89.2 90.1 18 40.2 38.0 BLE IN PLTS. PELAL PLAT STLEP STLL 10-15-86 34.1 90.2 18 40.1 21 <td>E TRAY - E LOW DEN. PNLS. 10</td> <td></td> <td>90.3</td> <td>17</td> <td>40.1</td> <td>32.4</td> <td>1400</td>	E TRAY - E LOW DEN. PNLS. 10		90.3	17	40.1	32.4	1400
AV-FLAT STL. BOTTOM P.T. 10-25-86 28.8 90.1 17 39.6 10.3 AV-FLAT STL. BOTTOM P.T. 10-17-86 28.5 90.3 18 40.1 11.2 AV-FLAT STL. TOP FLT. 10-17-86 27.35 90.0 17 40.1 11.2 AV-FLAT STL. TOP FLT. 10-17-86 27.35 90.0 17 40.1 11.2 AV-FLAT STL. TOP FLT. 10-17-86 27.35 90.0 17 40.1 11.2 AV-FLAT STL. TOP FLT. 10-17-86 27.35 90.0 17 40.1 11.2 ANLE IN FREE THL 10-15-86 98.3 89.2 90.1 18 40.2 39.3 ANLE IN FREE AIR 10-15-86 34.1 90.2 18 40.2 39.3 BASELINE 10-15-86 34.8 90.1 22 40.1 21 FREE DEW. FREFERM PULS. 10-15-86 34.8 90.1 22 40.1 21 Treec. DEW. FREE ANDS. 10-8.86 34.8 90.1 22 40.1 21 Treec. DEW. FREEMAR PULS. 10-8.86	AV- FLAT STL. BOTTOM P.T. 10-25-86 28.8 90.1 17 39.6 10.3 AV- FLAT STL. TOP PLT. 10-17-86 28.5 90.3 18 40.1 11.2 AV- FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.1 11.2 AV- FLAT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.1 11.2 AT- PLAT STL. TOP PLT. 10-17-86 19.9 90.2 18 40.1 11.2 ABLE N PLEE 10-20-86 19.9 90.2 18 40.2 38.3 ABLE N PLEE 10-20-86 34.1 90.2 18 40.2 39.3 ABLE N PLEE 10-20-86 34.1 90.2 18 40.2 39.3 ABLE N PLEE 10-15-86 34.1 90.2 2 40.1 2 40.2 39.3 BASELINE PLEE 10-16-86 34.1 90.2 2 40.1 2 40.1 2 40.1	AV- FLAT STL. BOTTOM PLT. 10-25-86 28.8 90.1 17 39.6 10.3 AV- FLAT STL. TOP PLT. 10-17-86 28.5 90.0 17 40.1 11.2 AV- FLAT STL. TOP PLT. 10-17-86 28.5 90.0 17 40.1 11.2 AV- FLAT STL. TOP PLT. 10-17-86 28.5 90.0 17 40.1 11.2 AV- FLAT STL. TOP PLT. 10-17-86 29.5 90.2 18 40.1 11.2 AV- FLAT STL. TOP PLT. 10-15-86 78.5 90.2 18 40.2 38.0 ABLE IN FREE AIR. 10-20-86 74.1 90.2 18 40.2 39.3 ABLE IN FREE AIR. 10-15-86 74.1 90.2 16 40.2 39.3 BASELINE 10-15-86 34.8 90.1 2 40.1 14.2 39.3 BASELINE 10-15-86 34.8 90.1 2 40.1 2 40.1 2 40.2 21 21 40.2 21 21 40.1 2.4 21 40.2 21 21 21	TRAY - CORRUG. STL. TOP PLT. 10		90.3	17	40.2	22.4	311
AV- FLAT STL. BOTTOM PLT. 10-23-86 28.5 90.3 18 40.1 11.2 AV- FLAT STL. TOF PLT. 10-17-86 27.355 90.0 17 40.1 14.8 AV- FLAT STL. TOF PLT. 10-17-86 27.355 90.0 17 40.1 14.8 AV- FLAT STL. TOF PLT. 10-17-86 27.355 90.0 17 40.1 14.8 AV- FLAT STL. TOF PLT. 10-17-86 29.5 90.2 18 40.2 38.0 AV- FLAT STL. TOF PTL. 10-15-86 98.3 89.2 90.2 18 40.2 38.0 ABLE IN ' FREE AIR 10-15-86 98.3 89.2 9 9 40.2 39.3 ABLE IN ' FREE AIR 10-15-86 34.1 90.2 2 40.1 2 BASELINE 10-15-86 34.8 90.1 2 40.1 2 BASELINE 10-16-86 34.8 90.1 2 40.1 2.1 9.4 '' REGLINE 10-16-86 30.9 90.1 2 40.1 9.4 '' REGLINE 10-8-86	AV- FLAT STL. BOTTOM P.T. 10-12-86 28.5 90.0 17 40.1 11.2 AY-FUNT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.1 14.8 AY-FUNT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.1 14.8 AY-FUNT STL. TOP PLT. 10-17-86 27.35 90.0 17 40.1 14.8 AT-FUNT STL. TOP PLT. 10-20-86 19.9 90.2 18 40.2 38.0 AT-FUNT STL. TOP PLT. 10-15-86 19.9 90.2 18 40.2 39.3 ABLE IN FREE AIR 10-15-86 38.1 90.2 18 40.2 39.3 ASELINE 10-15-86 34.1 90.2 2 40.1 2 40.1 9.4 EASELINE 10-15-86 34.1 90.2 2 40.1 9.4 9.4 9.4 9.2 1 9.4 1 9.4 9.4 9.4 9.4 9.4 1 9.4 1 9.4 9.4 1 9.4 9.4 1 9.4 1 9.4 1	AV- FLAT STL. BOTTOM R.T. 10-13-86 28.5 90.3 18 40.1 11.2 AV- FLAT STL. TOF PLT. 10-17-86 27.35 90.0 17 40.1 14.8 AV- FLAT STL. TOF PLT. 10-17-86 27.35 90.0 17 40.1 14.8 AV- FLAT STL. TOF PLT. 10-17-86 27.35 90.0 17 40.1 14.8 AV- FLAT STL. TOF PLT. 10-15-86 19.9 90.2 18 40.2 38.0 ANE IN FREE AIR. 10-20-86 34.1 90.2 16 40.2 39.3 ANE IN FREE AIR. 10-15-86 34.1 90.2 2 40.1 14.8 BASELINE 10-15-86 34.1 90.2 2 40.1 2 40.1 2 BASELINE 10-15-86 34.1 90.2 2 40.1 2 40.1 2 40.1 2 40.1 2 3.3 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4 3.4	0		90.1	17	39.6	10.3	20.2
AV-FUNTST. TOP PUT. 10-17-86 27.35 90.0 17 40.1 14.8 MT-FUNTST. TOP PUT. 102-86 19.9 90.2 18 40.2 38.0 MT-FUNTST. TOPE PUT. 102-86 19.9 90.2 18 40.2 38.0 ME N'FREE AIR 10-20-86 19.5 90.1 18 40.2 39.3 ABLE N'FREE AIR 10-15-86 98.3 89.2 9 40.2 39.3 BASELINE N'FREE AIR 10-15-86 34.1 90.2 2 40.1 2 BASELINE 10-15-86 34.1 90.2 2 40.1 2 40.1 2 BASELINE 10-15-86 34.1 90.2 2 40.1 2 40.1 2 BASELINE 17.66.04.01 20.9 90.1 2 40.1 2 40.1 2 40.1 2.1 9.4	MY - FUNT STL. TOP FUT. 10-17-66 27.35 90.0 17 40.1 14.8 MY - FUNT STL. TOP FUT. 10-17-66 27.35 90.0 17 40.1 14.8 MY - FUNT STL. TOP FUT. 10-20-86 19.9 90.2 18 40.2 38.0 ABLE IN FREE AIR 10-15-86 98.3 89.2 9 9 40.2 39.3 ABLE IN FREE AIR 10-15-86 98.3 89.2 9 9 40.2 39.3 ABLE IN FREE AIR 10-15-86 98.3 89.2 9 9 40.2 39.3 ABLE IN FREE AIR 10-15-86 34.1 90.2 2 40.1 2 40.1 9.4 EASELINE 10-8-86 30.9 90.1 2 40.1 9.4 9.4 PRUFLED BY TSI APPEARMED WESS 10-8-86 30.9 90.1 2 40.1 9.4 PRUFLED BY TSI APPEARMED WESS 10-8-86 30.9 90.1 2 40.1 9.4	AV- FUNT STL. TOP FUT. 10-17-86 27.35 90.0 17 40.1 14.8 ANT- FUNT STL. TOP FUT. 102-86 19.9 90.2 18 40.2 38.0 ANT- FUNT STL. TOP FUT. 102-86 19.9 90.2 18 40.2 38.0 ANT- FUNT STL. TOP FUT. 102-86 19.5 90.1 18 40.2 38.0 ANTE IN FREE AIR 10-15-86 98.3 89.2 9 9 40.2 39.3 ANTE IN FREE AIR 10-15-86 34.1 90.2 18 40.2 39.3 ANTEL IN FREE AIR 10-15-86 34.1 90.2 2 40.1 2 EASELINE 10-15-86 34.1 90.2 2 40.1 2 EASELINE 10-15-86 34.1 90.2 2 40.1 2 EASELINE 10-15-86 34.1 90.2 2 40.1 2 ERES. DEPUED 10-8 30.9 90.1 2 40.1 2 40.1 Free ADEN. PREFERM PULS. 10-8 30.9 90.1 <td< td=""><td>TEAY- FLAT STL. BOTTOM P.T. 10</td><td></td><td>90.3</td><td>18</td><td>40.1</td><td>11.2</td><td>21.2</td></td<>	TEAY- FLAT STL. BOTTOM P.T. 10		90.3	18	40.1	11.2	21.2
AT-FUTST. TOPE BTM. PLTS. 10 2-86 19.9 90.2 18 40.2 38.0 ABLE IN FREE AIR 10-15-86 19.5 90.1 18 40.2 39.3 ABLE IN FREE AIR 10-15-86 98.3 89.2 99.2 2 40.1 2 BASELINE 10-10-86 34.1 90.2 2 40.1 2 FREG. DEN. FREFERM FILS. 10-8-86 30.9 90.1 2 40.1 9.4 1"Red. DEN. FREFERM FILS. 10-8-86 30.9 90.1 2 40.1 9.4	MT-FULTST.TOPA BTH. PLTS. 10 2 - 86 19.9 90.2 16 40.2 38.0 ABLE IN FREE AIR 10 - 15 - 86 19.5 90.1 18 40.2 39.3 ABLE IN FREE AIR 10 - 15 - 86 38.3 89.2 9 40.2 39.3 ABLE IN FREE AIR 10 - 15 - 86 34.1 90.2 12 40.2 39.3 BASELINE 10 - 15 - 86 34.1 90.2 2 40.1 2 40.1 - BASELINE 10 - 10 - 86 34.1 90.2 2 40.1 2 40.1 9.4 PRUELS SUPPLIED BY TSI APPEARED WET (UNCURED) 30.9 90.1 2 40.1 9.4	MT-PUNTSR. TOPE BTM. PLTS. 102-86 19.9 90.2 16 40.2 38.0 ABLE N° PREE AIR 10-15-86 98.3 89.2 18 40.2 38.0 ABLE N° PREE AIR 10-15-86 98.3 89.2 19 40.2 39.3 ABLE N° PREE 10-15-86 98.3 89.2 19 40.2 39.3 BASELINE 10-15-86 34.1 90.2 2 40.1 2 40.1 2 BASELINE 10-15-86 34.1 90.2 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 2 40.1 2 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 2 40.1 <	TRAY - FLAT STL. TOP PLT. 10.		30.0	17 1	40.1	14.8	243
ABLE IN FREE AIR 10-15-86 19.5 90.1 18 40.2 39.3 ABLE IN FREE AIR 10-15-86 98.3 89.2 99.2 2 40.1 - EASELINE 10-10-86 34.1 90.2 2 40.1 - FREG. PEU. FREFREM PULS. 10-10-86 34.8 90.1 2 40.1 2, (2.1) FREG. PEN. FREFREM PULS. 10-8-86 30.9 90.1 2 40.1 9.4	ABLE IN FREE AIR 10-15-86 19.5 90.1 18 40.2 39.3 ABLE IN FREE AIR 10-15-86 38.3 89.2 99.2 2 40.1 BASELINE 10-9-86 34.1 90.2 2 40.1 2 FREG. DEN. FREFREM FILLS 10-8-86 30.9 90.1 2 40.1 9.4 1"REG. DEN. FREFREM FILLS 10-8-86 30.9 90.1 2 40.1 9.4	ABLE IN FREE AIR 10-20-86 19.5 90.1 18 40.2 39.3 ABLE IN FREE AIR 10-15-86 98.3 89.2 9 9 40.2 39.3 BASELINE 10-15-86 34.1 90.2 2 40.1 - BASELINE 10-9-86 34.1 90.2 2 40.1 - BASELINE 10-9-86 34.1 90.2 2 40.1 - - BASELINE 10-10-86 34.8 90.1 2 40.1 -	TRAT- PLAT STR. TOPA BTM. PLTS. 10		90.2	18	40.2	38.0	450
ABLE IN FREE AIR. 10-15-86 98.3 89.2 9 40.2 - BASELINE BASELINE FREG. DEW. PREFREM. PNLS. 10-9-86 34.1 90.2 2 40.1 2 40.1 - FREG. DEW. PREFREM. PNLS. 10-8-86 30.9 90.1 2 40.1 9.4	ABLE IN FREE AIR 10-15-86 98.3 89.2 99.2 40.2 - BASELINE 10-9-86 34.1 90.2 2 40.1 - \$ REG. DEN. PREPRIM PULS. 10-10-86 34.8 90.1 2 40.1 2, 40.1 9.4 1"REG. DEN. PREPRIM PULS. 10-8-86 30.9 90.1 2 40.1 9.4 PRIVELS SUPPLIED BY TSI APPEARED WET (UNCURED) & IN THE OPINION OF THE	ABLE IN FREE AIR IO-IS-&6 98.3 89.2 99.2 2 40.1 - BASELINE DEPEN PLUS. 10-9-86 34.1 90.2 2 40.1 2 40.1 - \$ REG. DEN. PREPEN PLUS. 10-8-86 30.9 90.1 2 40.1 9.4 - 90.1 2 40.1 9.4 - 9.4 - 9.	0		90.1	. 81	40.2	39.3	46.1
BASELINE BASELINE * REG. DEN. PREPELM. PNLS. 10-9-86 34.1 90.2 2 40.1 * REG. DEN. PREPELM. PNLS. 10-10-86 34.8 90.1 2 40.1	BASELINE BASELINE * REG. DEN. PREPERM. PNUS. 10-9-86 34.1 90.2 2 40.1 2 40.1 2 (2.1) * REG. DEN. PREFORM. PNUS. 10-8-86 30.9 90.1 2 40.1 9.4 (2.1) PRNELS SUPPLIED BY TSI APPEARED WET (UNCURED) & IN THE OPINION OF THE	BASELINE BASELINE Frequent PLUS 10-9-86 34.1 90.2 2 40.1 2 Frequent PLUS 10-10-86 34.8 90.1 2 40.1 9.4 PRUELS SUPPLIED BY TSI APPEARED WET (UNCURED) A, IN THE OPINION OF THE PR DRUELS SUPPLIED BY TSI APPEARED WET (UNCURED) A, IN THE OPINION OF THE PR DRUELS SUPPLIED BY TSI APPEARED WET (UNCURED) A, IN THE OPINION OF THE PR DRUELS SUPPLIED BY TSI APPEARED WET (UNCURED) A, IN THE OPINION OF THE PR DRUELS SUPPLIED BY TSI APPEARED WET (UNCURED) A, IN THE OPINION OF THE PR DRUELS SUPPLIED BY TSI APPEARED WET CONDITIONS, REPRESENTATIVES	AIR		89.2	6			
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2.1.20.	PANELS SUPPLIED BY TSI APPEARED WET (UNCURED) & IN THE OPINION OF THE	PRIVELS SUPPLIED BY TSI APPEARED "WET" (UNCURED) & IN THE OPINION OF THE PR DEER, WERE NOT REPRESENTATIVE OF NUSTALLED FIELD CONDITIONS, REPRESENTATIVES THE POWERE CORP. DETERMINED THAT SAMPLES WERE OK & TEST COMMENCED IN THE	I REC DEAL PEFFOR A PAILS IN	1	1.02	NI	2.04	(1.2)	1
• • • •	APPEARED "WET" (UNCURED) &, IN THE OPINION OF THE	APPEARED "WET" (UNCURED) & IN THE OPINION OF THE PR ATIVE OF MSTALLED FIELD CONDITIONS, REPRESENTATIVES THAT SAMPLES WERE OF 6 TEST COMMENCED IN THE		3 	1.02	N	40.1	4.6	
	APPEARED "WET" (UNCURED) & IN THE OPINION OF THE	APPEARED "WET" (UNCURED) & IN THE DPINION OF THE PR ATIVE OF MSTALLED FIELD CONDITIONS, REPRESENTATIVES THAT SAMPLES WERE OF & TEST COMMENCED IN THE	•••	-		· • • •			-

Structure 8

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