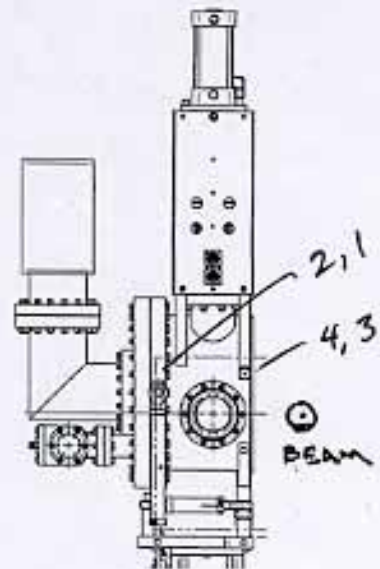
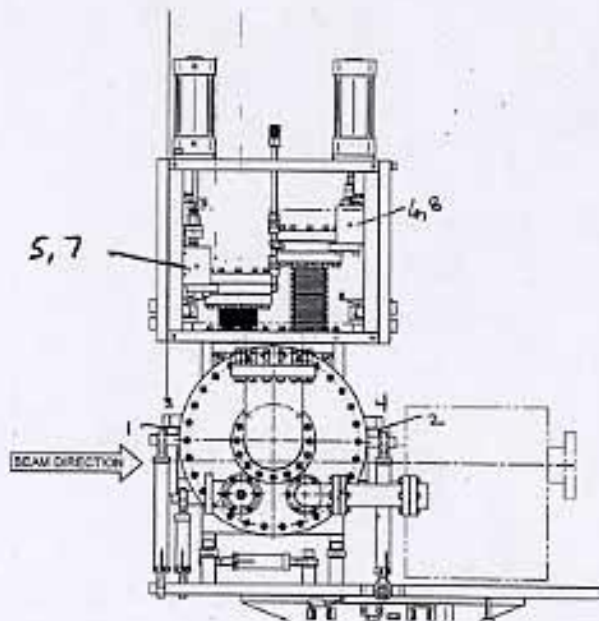


SSRL  
BL 4-1 HUTCH STOPPER

SCANNED



	X	Y	Z
1	-3.824	+3.368	-7.030
2	-3.849	+3.371	+7.064
3	+2.089	+2.798	-8.760
4	+2.128	+2.836	+8.750
5	-2.960	+13.680	—
6	-3.028	+13.691	—
7	+3.052	+13.661	—
8	+2.984	+13.700	—

5-7 STOPPER IN BEAM

\* WELD ON T/B"1" BROKE REWELDED  
AND T/B"2" REINFORCED NEW  
"X" & "Y" VALUES FOR T/B"1".

SSRL  
BL 4-1 HUTCH STOPPER

4-10-06  
J.M., L.G.

check

(X) -23.757 LOS

$$\begin{array}{r} 1) \ 18.915 \\ \quad 1.000 \\ \hline 19.915 \\ \setminus 23.757 \\ \hline \boxed{-3.842} \end{array}$$

$$\begin{array}{r} 2) \ 18.908 \\ \quad 1.000 \\ \hline 19.908 \\ \setminus 23.757 \\ \hline \boxed{-3.849} \end{array}$$

$$\begin{array}{r} 3) \ 24.846 \\ \quad 1.000 \\ \hline 25.846 \\ \setminus 23.757 \\ \hline \boxed{+2.089} \end{array}$$

$$\begin{array}{r} 4) \ 24.885 \\ \quad 1.000 \\ \hline 25.885 \\ \setminus 23.757 \\ \hline \boxed{+2.128} \end{array}$$

$$\begin{array}{r} 5) \ 19.797 \\ \quad 1.000 \\ \hline 20.797 \\ \setminus 23.757 \\ \hline \boxed{-2.960} \end{array}$$

$$\begin{array}{r} 6) \ 19.729 \\ \quad 1.000 \\ \hline 20.729 \\ \setminus 23.757 \\ \hline \boxed{-3.028} \end{array}$$

$$\begin{array}{r} 7) \ 6.512 \\ \quad .500 \\ \hline 6.012 \\ \setminus 2.960 \\ \hline \boxed{+3.052} \end{array}$$

$$\begin{array}{r} 8) \ 6.512 \\ \quad .500 \\ \hline 6.012 \\ \setminus 3.028 \\ \hline \boxed{+2.984} \end{array}$$

SSRL  
BL 4-1 HUTCH STOPPER

4-10-06  
J.M., L.G.

LAB DATA

check

$$\begin{array}{r} \textcircled{Y} \quad 2.980 \text{ READ} \\ \quad 2.313 \text{ RAD} \\ \hline 5.293 \text{ HI} \end{array}$$

$$\begin{array}{r} 1) \quad .922 \\ \quad 1.000 \\ \hline 1.922 \\ \quad 5.293 \\ \hline \end{array}$$

+3.371

$$\begin{array}{r} 2) \quad .922 \\ \quad 1.000 \\ \hline 1.922 \\ \quad 5.293 \\ \hline \end{array}$$

+3.371

$$\begin{array}{r} 3) \quad 1.495 \\ \quad 1.000 \\ \hline 2.495 \\ \quad 5.293 \\ \hline \end{array}$$

+2.798

$$\begin{array}{r} 4) \quad 1.457 \\ \quad 1.000 \\ \hline 2.457 \\ \quad 5.293 \\ \hline \end{array}$$

+2.836

$$\begin{array}{r} 9.940 \text{ REF} \\ \quad 5.293 \text{ HI} \\ \hline 4.647 = \text{¢} \end{array}$$

$$\begin{array}{r} 29.962 \\ \quad 4.647 \text{ ¢} \\ \hline +25.315 \text{ HI} \end{array}$$

$$\begin{array}{r} 5) \quad 10.635 \\ \quad 1.000 \\ \hline 11.635 \\ \quad 25.315 \\ \hline \end{array}$$

+13.680

$$\begin{array}{r} 6) \quad 10.624 \\ \quad 1.000 \\ \hline 11.624 \\ \quad 25.315 \\ \hline \end{array}$$

+13.691

$$\begin{array}{r} 7) \quad 10.654 \\ \quad 1.000 \\ \hline 11.654 \\ \quad 25.315 \\ \hline \end{array}$$

+13.661

$$\begin{array}{r} 8) \quad 10.615 \\ \quad 1.000 \\ \hline 11.615 \\ \quad 25.315 \\ \hline \end{array}$$

+13.706

SSRL  
BL 4-1 HUTCH STOPPER

4-10-06  
J.M., C.G

②

$$\begin{array}{r} 8.825 \\ - 8.255 \text{ w/s FL (COVERED)} \\ \hline - 17.080 \text{ LOS} \end{array}$$

1)  $\begin{array}{r} 9.050 \\ 1.000 \\ \hline 10.050 \end{array}$

$\begin{array}{r} 10.050 \\ 17.080 \end{array}$

$\boxed{-7.030}$

2)  $\begin{array}{r} 14.594 \\ 1.500 \\ \hline 14.094 \end{array}$

$\begin{array}{r} 14.094 \\ 7.030 \end{array}$

$\boxed{+7.064}$

3)  $\begin{array}{r} 7.320 \\ 1.000 \\ \hline 8.320 \end{array}$

$\begin{array}{r} 8.320 \\ 17.080 \end{array}$

$\boxed{-8.760}$

4)  $\begin{array}{r} 18.010 \\ 1.500 \\ \hline 17.510 \end{array}$

$\begin{array}{r} 17.510 \\ 8.760 \end{array}$

$\boxed{+8.750}$

SSRL  
BL 4-1 HUTCH STOPPER

4-10-06  
J.M., L.G.

BRICKS

check  
off

Ⓚ +5.293 HI

<u>u/s</u>	<u>Roll</u>	<u>D/S</u>
(+) 5.293 1.625 <u>3.668 s/r</u> 3.668	(-) 3.668 s/r 3.670 <u>-002</u>	(+) 3.668 s/r (-) 3.668 s/r 3.663 <u>+005</u>
<u>0</u>		<u>+010</u>

TRAVEL

Ⓚ 21.444  
2.313 R  
-23.757 COS

7) 10.654 3. — <u>7.654 s/r</u> 7.636 <u>+018</u>	8) 10.615 down 3. — <u>7.615 s/r</u> 7.600 <u>+015</u>
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YAW

<u>u/s</u>	<u>D/S</u>	<u>u/s</u>	<u>D/S</u>
(u/s) 23.757 1.625 <u>22.132 s/r</u> 22.135 <u>+003</u>	(d/s) 22.132 s/r 22.133 <u>+001</u>	(u/s) 22.132 s/r 22.140 <u>+008</u>	(d/s) 22.132 s/r 22.140 <u>+008</u>

PITCH

<u>u/s</u>	<u>D/S</u>
T) <del>0</del> B) <del>0</del>	T) <del>0</del> B) -004

SSRL  
BL 4-1 HUTCH STOPPER

H-10-06  
J.M., L.G.

(Y)

LEVEL BOTTOM OF

check

$\begin{array}{r} 39.610 \text{ REAR} \\ 1.000 \text{ ft} \\ \hline 40.610 \\ 35.000 \text{ TO BL} \\ \hline 5.610 \text{ HI} \end{array}$	$\begin{array}{r} 5.610 \text{ HI} \\ 8.500 \text{ TOP PLATE} \\ \hline 14.110 \text{ S/R} \\ 13.796 \\ \hline +.314 \end{array}$	$\begin{array}{r} 13.796 \text{ REAR} \\ - 8.500 \text{ TOP PLATE} \\ \hline +5.296 \text{ HI} \end{array}$
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FLANGES

$\begin{array}{r} u/s) 5.296 \\ 2.313 \text{ R} \\ \hline 2.983 \text{ S/R} \\ 2.980 \\ \hline \boxed{+.003} \end{array}$	$\begin{array}{r} d/s) 2.983 \text{ S/R} \\ 2.980 \\ \hline \boxed{+.003} \end{array}$
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(X)

SSRL  
BL 4-1 HUTCH  
STOPPER

6-26-07  
J.M., L.G.

(Y)

CHECKING AFTER WELD BROKE  
ON T/B 1. REINFORCED T/B 2

1) $\begin{array}{r} 3,428 \\ 1,000 \\ \hline 4,428 \\ 7,796 \\ \hline \boxed{+3,368} \end{array}$	2) $\begin{array}{r} 3,371 \\ 3,425 \\ 1,000 \\ \hline 4,425 \\ 3,371 \\ \hline 7,796 \end{array}$	3) $\begin{array}{r} 2,798 \\ 3,997 \\ 1,000 \\ \hline 4,997 \\ 2,798 \\ \hline 7,795 \end{array}$	4) $\begin{array}{r} 2,834 \\ 3,960 \\ 1,000 \\ \hline 4,960 \\ 2,834 \\ \hline 7,794 \end{array}$
	$7,796 \text{ HF}$		

(X)

3) +2,089	#2	#1
4) +2,128	13,978 +1	14,000 +1
- 15,000 +1	$\boxed{-3,846}$	$\boxed{-3,824}$
- 15,932 +1		
- 19,000 +1		
- 19,205 +1		
- 20,913 -1		
- 20,952 -1		
- 18,824 WOS		