To satisfy this requirement for the future, Greg will be documenting the equipment configuration on arrival at the project, discussing installation concerns with Government experts, correspond with me on it, and then we will prepare a proper installation, setup, calibration, maintenance and operation manual for the Winter Kennedy manifold and transducer.
This will go better after some observations and experience with this equipment are accumulated.

These shall also be provided.

2. Government Clarification: None

ITB Software related findings/comments:

1. There is extraneous information and tabs such as the Units A, B, C. The extraneous information not required by the contract should be removed from the various screens. No. They stay. If you don't understand why they are there, and how useful the knowledge they will impart will be in an analysis of Unit#5, then don't speak; **look & listen**, grasshopper, you might learn something.

Government Clarification: Doug, we can't accept a response such as this. It is unacceptable. Please don't assume you are always talking to Ed. The rest of us would also like to know the answers to why we saw what we saw. OK? No offense intended. Request again to remove the extraneous information, please.

I've heard many stories about the effect on a Test Unit's efficiency performance from the operation of adjacent units. A prudent engineer performing an index test would note whether or not the adjacent units were running, and at what levels. If the data is free and available, as it is to us now, why not just collect it and be sure you've got all the information before going home?

An example of this is the arrangement of the forebay and tailwater sensors. These instruments are not immediately adjacent to the unit under test; they are on the other side of the adjacent turbine, on both sides.

The accuracy of the head measurement has a direct impact on the efficiency calculations.

When we started working on this over a year ago, we were told there were sensors installed directly in the inlet and discharge of Unit 5, or if not, they would have been installed by the time the test was started. They didn't happen, so we've got to make do with what is there already.

It has been said that one goal for this first pass is to get absolute efficiency within 1%.