

LOADING AND BRACING[⊕] IN END OPENING ISO CONTAINERS OF VOLCANO MINE CANISTERS, M87, M87A1, M88, AND M89, PACKED IN PA113 CYLINDRICAL METAL CONTAINERS, ON WOODEN PALLETS

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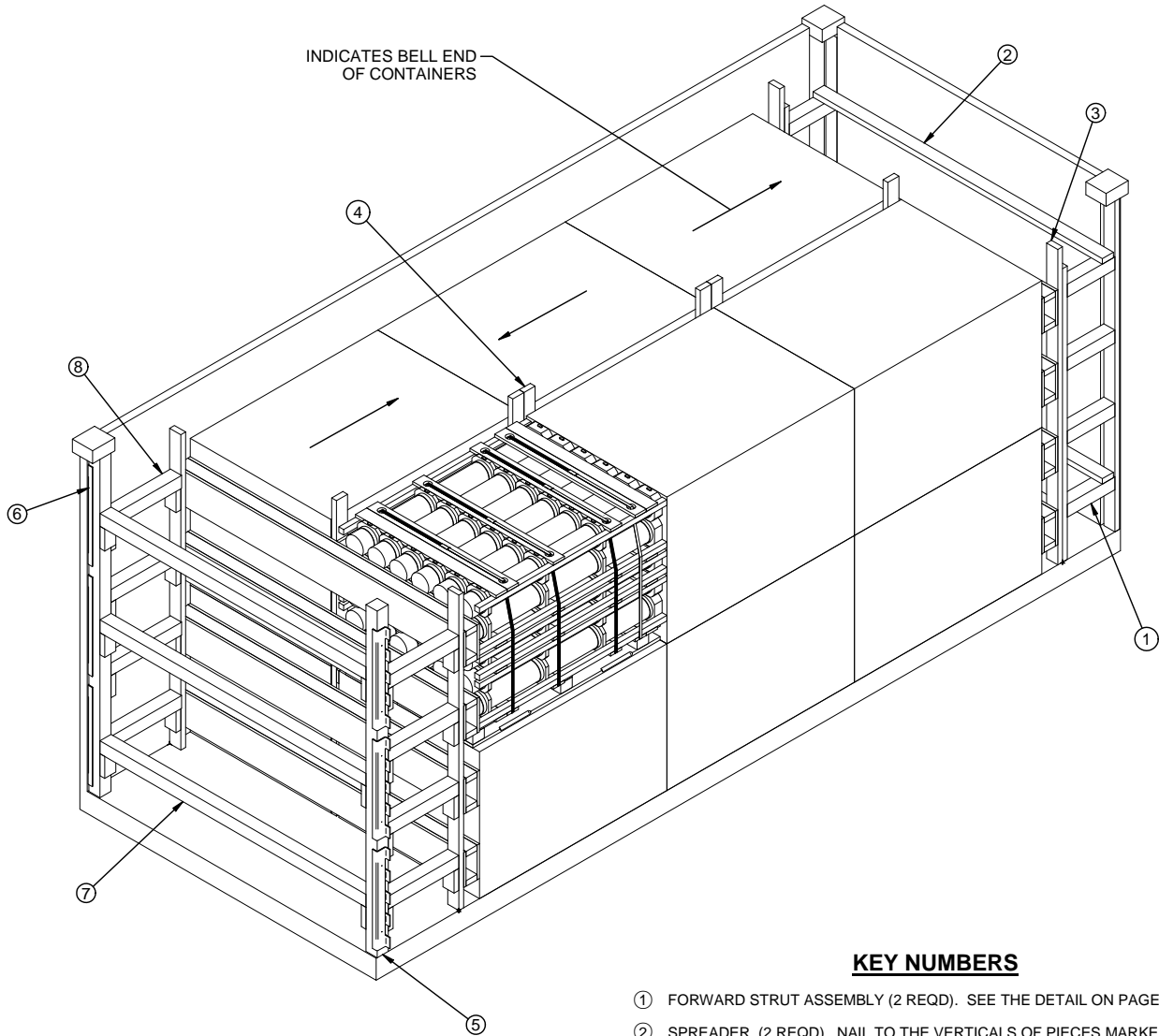
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® THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL, MOTOR, OR WATER CARRIERS.

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ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6.
- ② SPREADER, (2 REQD). NAIL TO THE VERTICALS OF PIECES MARKED ① W/2-10d NAILS AT EACH END.
- ③ FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECES OF THE FORWARD STRUT ASSEMBLIES W/8-10d NAILS. **NOTE:** STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.
- ④ CENTER FILL ASSEMBLY (3 REQD). SEE THE DETAIL ON PAGE 6.
- ⑤ DOOR POST VERTICAL (2 REQD) (ONE LEFT AND ONE RIGHT HAND). SEE THE "DOOR POST VERTICAL" DETAIL AND "DETAIL A" ON PAGE 7 AND GENERAL NOTE "P" ON PAGE 3.
- ⑥ UNIVERSAL LOAD RETAINER (6 REQD, 3 PER SIDE). NAIL THROUGH THE HOLES INTO THE DOOR POST VERTICAL W/2-10d NAILS. SEE DEPARTMENT OF ARMY DRAWING DA-116, "DETAIL A" ON PAGE 7, AND GENERAL NOTE "P" ON PAGE 3.
- ⑦ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF:7'-1-3/8") (3 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7.
- ⑧ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 22-1/4") (8 REQD). TOENAIL TO THE BUFFER PIECES OF THE REAR BLOCKING ASSEMBLY AND TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	59	20
2" X 4"	205	137
4" X 4"	46	61
NAILS	NO. REQD	POUNDS
6d (2")	400	2-1/2
10d (3")	128	2-1/4
12d (3-1/4")	76	1-1/2
PLYWOOD, 3/4"	- 96.06 SQ FT REQD	- 198.11 LBS
UNIVERSAL LOAD RETAINER	- 6 REQD	- 39 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT	12	32,892 LBS
DUNNAGE		678 LBS
CONTAINER		4,700 LBS
TOTAL WEIGHT		38,270 LBS (APPROX)

GENERAL NOTES

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE SPECIFIED OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF VOLCANO MINE CANISTERS PACKED IN PA113 SERIES METAL CONTAINERS. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 4 AND AMC DRAWING 19-48-4079/12-20PM1002 FOR DETAILS OF THE PALLET UNIT. **CAUTION:** REGARDLESS OF THE QUANTITY OF CONTAINERS TO BE SHIPPED, THE "MAXIMUM GROSS WEIGHT" OF THE END OPENING ISO CONTAINER MUST NOT BE EXCEEDED.
- C. THE LOAD AS SHOWN IS BASED ON A 4,700 POUND 20' LONG BY 8' WIDE BY 8'-6" HIGH END OPENING ISO CONTAINER WITH INSIDE DIMENSIONS OF 19'-4" LONG BY 92" WIDE BY 93" HIGH, WITH A MAXIMUM GROSS WEIGHT OF 52,910 POUNDS. OLDER/OTHER CONTAINERS MAY HAVE A TOTAL INSIDE HEIGHT OF 95", BUT A CLEAR HEIGHT UNDER THE ROOF BOWS OF 93". VERIFY INSIDE CONTAINER HEIGHT PRIOR TO FABRICATING DUNNAGE. THE LOAD IS DESIGNED FOR TRAILER/CONTAINER-ON-FLATCAR (T/COFC) SHIPMENT, HOWEVER, THE LOAD AS DESIGNED CAN ALSO BE MOVED BY OTHER SURFACE MODES OF TRANSPORT. **NOTICE:** OTHER CONTAINERS OF THE SAME DESIGN CONFIGURATION CAN BE USED.
- D. WHEN LOADING PALLET UNITS, THEY ARE TO BE POSITIONED SO AS TO ACHIEVE A TIGHT LOAD (TIGHT AGAINST THE DUNNAGE ASSEMBLIES). THE UNBLOCKED SPACE ACROSS THE WIDTH OF A LOAD BAY IS NOT TO EXCEED 1-1/2". EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY LAMINATING ADDITIONAL PIECES OF APPROPRIATE THICKNESS TO THE VERTICAL OR HORIZONTAL PIECES ON THE CENTER FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE THICKNESS AND/OR QUANTITY OF THE VERTICAL OR HORIZONTAL PIECES ON THE CENTER FILL ASSEMBLIES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE PALLET UNIT.
- E. DUNNAGE LUMBER SPECIFIED IS OF NOMINAL SIZE. FOR EXAMPLE, 1" X 4" MATERIAL IS ACTUALLY 3/4" THICK BY 3-1/2" WIDE AND 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE.
- F. A STAGGERED NAILING PATTERN WILL BE USED WHENEVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES OR WHEN LAMINATING DUNNAGE. ADDITIONALLY, THE NAILING PATTERN FOR AN UPPER PIECE OF LAMINATED DUNNAGE WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL FOR THAT PIECE WILL NOT BE DRIVEN THROUGH ONTO OR RIGHT BE-SIDE A NAIL IN A LOWER PIECE.
- G. IN SOME CONTAINERS THERE IS A SLOT AT THE CORNERS OF THE FORWARD WALL. PIECES OF DUNNAGE MATERIAL MUST BE LAMINATED TO THE BUFFER PIECES ON THE FORWARD BLOCKING ASSEMBLY TO PROVIDE A FLAT SURFACE FOR THE BUFFER PIECES. A PIECE OF 2" X 4", 2" X 3" OR A SPECIAL WIDTH PIECE CUT-TO-FIT CAN BE USED. THIS FILL PIECE WILL BE NAILED WITH ONE APPROPRIATELY SIZED NAIL EVERY 12". NOTE THAT SOME CONTAINERS ARE EQUIPPED WITH "TIE-BARS" IN THE CORNER SLOT, WHICH PRECLUDE THE USE OF A FULL HEIGHT FILL PIECE. WHEN "TIE-BARS" ARE PRESENT, THE FILL PIECE MUST BE INSTALLED IN SEGMENTS DESIGNED TO FIT BETWEEN THE "TIE-BARS" VERTICALLY. THE FILL PIECE(S) IS NOT REQUIRED WHEN THE CORNER PORTIONS OF THE CONTAINER FORWARD WALL ARE SMOOTH AND FLAT. DO NOT ALLOW ANY DUNNAGE ASSEMBLY TO CONTACT THE CONTAINER FORWARD WALL, ONLY THE CORNER POSTS OF THE CONTAINER SHOULD BE USED FOR FORWARD LONGITUDINAL BLOCKING.
- H. WHETHER A CONTAINER IS FULL OR IS LOADED WITH A REDUCED QUANTITY OF LADING UNITS, THE LENGTHWISE CENTER OF GRAVITY OF THE LOAD MUST BE WITHIN 12", IN EITHER DIRECTION, OF THE MID-POINT OF THE CONTAINER.
- J. **CAUTION:** DO NOT NAIL DUNNAGE MATERIAL TO THE CONTAINER WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.
- K. PORTIONS OF THE CONTAINER DEPICTED WITHIN THIS DRAWING, SUCH AS THE SIDEWALL, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- L. **MAXIMUM LOAD WEIGHT CRITERIA:**
- THE MAXIMUM LOAD WEIGHTS ARE CONTROLLED BY EQUIPMENT CAPABILITY FACTORS. ALTHOUGH THE HEAVIEST MAXIMUM LOADS ARE DELINEATED IN THE LOAD VIEWS, PROVISIONS ARE INCLUDED WITHIN THIS DRAWING SO THAT THE BASIC LOADS CAN BE ADJUSTED TO SATISFY A LESSER QUANTITY OF LADING UNITS. DEPENDING ON TRANSPORTATION ROUTING, IT MAY BE NECESSARY TO REDUCE THE LOAD WEIGHT TO SATISFY "WEIGHT LAWS" OF CERTAIN STATES. ALSO, IT MAY BE NECESSARY TO REDUCE THE LOAD WEIGHT TO SATISFY OTHER WEIGHT RESTRICTIONS IMPOSED ON THE INTERMODAL CONTAINER SYSTEM.
- M. REQUIREMENTS CITED WITHIN THE ASSOCIATION OF AMERICAN RAILROADS (AAR) INTERMODAL LOADING GUIDE APPLY WHEN THE SHIPMENT MOVES BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC). SPECIAL T/COFC NOTES FOLLOW:
1. A LOADED CONTAINER MUST BE ON A CHASSIS EQUIPPED WITH TWO BOGIE ASSEMBLIES WHEN BEING MOVED IN TOFC SERVICE.
 2. THE LOAD LIMIT OF A T/COFC RAILCAR MUST NOT BE EXCEEDED, NOR WILL A CAR BE LOADED SO THAT THE TRUCK UNDER ONE END OF THE CAR CARRIES MORE THAN ONE-HALF OF THE LOAD LIMIT FOR THAT CAR.

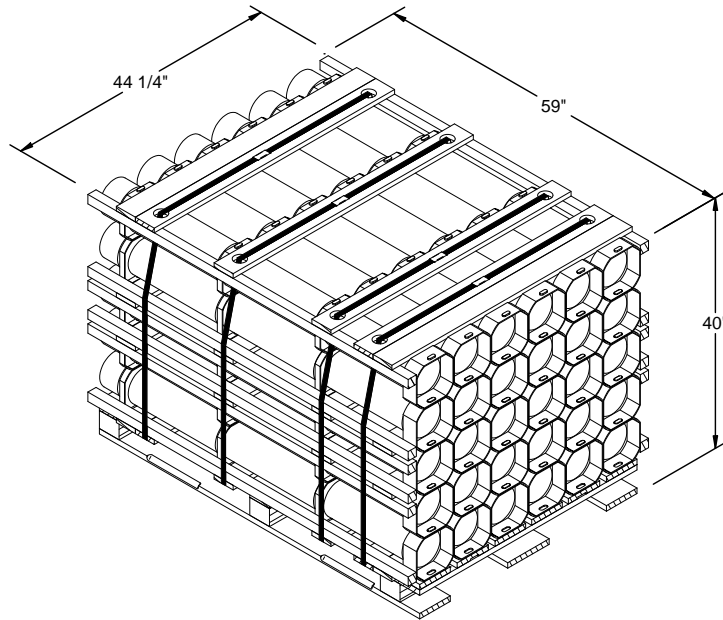
(CONTINUED AT RIGHT)

GENERAL NOTES CONTINUED

- N. DURING INTRASTATE AND/OR INTERSTATE MOVES BY MOTOR CARRIER, A PROPER CHASSIS OR MODIFIED FLATBED TRAILER MUST BE USED TO PRECLUDE VIOLATION OF ONE OR MORE "WEIGHT LAWS" APPLICABLE TO THE STATE OR STATES INVOLVED.
- O. CONVERSION TO METRIC EQUIVALENTS: DIMENSIONS WITHIN THIS DOCUMENT ARE EXPRESSED IN INCHES AND WEIGHTS ARE EXPRESSED IN POUNDS. WHEN NECESSARY, THE METRIC EQUIVALENTS MAY BE COMPUTED ON THE BASIS OF ONE INCH EQUALS 25.4MM AND ONE POUND EQUALS 0.454 KG.
- P. SIX UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOADS ON PAGES 2 AND 8, ARE REQUIRED WHEN LOADING SEVEN TO TWELVE PALLETS, AND FOUR ARE REQUIRED WHEN LOADING ONE TO SIX PALLETS. REFER TO DAC DRAWING ACV00682 FOR DETAILS OF THE UNIVERSAL LOAD RETAINER CONSTRUCTION, AND TO DEPARTMENT OF THE ARMY DRAWING DA-116 FOR DETAILS FOR INSTALLATION TO THE DOOR POST VERTICAL, PLACEMENT INTO THE CONTAINER, AND FOR OTHER METHODS OF REAR-OF-LOAD RESTRAINT.
- Q. LOAD-BLOCKING STRUTS WHICH ARE 48" OR LONGER MUST BE STIFFENED BY THE APPLICATION OF HORIZONTAL AND VERTICAL STRUT BRACING AS SHOWN IN THE "LESS-THAN-FULL-LOAD PROCEDURES" ON PAGE 8. BRACING IS NOT REQUIRED IF THE STRUTS FOR THE LOAD BEING SHIPPED ARE SHORTER THAN 48". THE LENGTH OF THE LOAD-BLOCKING STRUTS SHOULD BE KEPT AS SHORT AS POSSIBLE (APPROX 18" MINIMUM), BUT IN THE EVENT IT IS NECESSARY TO USE STRUTS WHICH ARE 8'-0" OR MORE IN LENGTH, IT WILL BE NECESSARY TO APPLY AN ADDITIONAL SET OF HORIZONTAL AND VERTICAL STRUT BRACING PIECES. STRUT BRACING SHOULD BE APPLIED SO AS TO PROVIDE NEARLY EQUAL SPACES BETWEEN THE BRACING PIECES AND THE CENTER GATES AND/OR BETWEEN ADJACENT STRUT BRACING PIECES. NOTE THAT HORIZONTAL STRUT BRACING PIECES FOR THE UPPER LEVEL OF STRUTS FOR ALL BUT THE UPPERMOST TIER OF A LOAD MAY BE DIFFICULT TO APPLY TO THE TOP SURFACES OF THE STRUT AS DEPICTED. STRUT BRACING WILL BE EQUALLY EFFECTIVE IF APPLIED TO THE UNDER SIDE OF THOSE STRUTS.
- R. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN PALLET UNITS, IF DESIRED, TO PREVENT CHAFING DAMAGE TO PAINT AND MARKINGS.
- S. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:
1. PREFABRICATE TWO FORWARD STRUT ASSEMBLIES, TWO FORWARD/REAR BLOCKING ASSEMBLIES, AND THREE CENTER FILL ASSEMBLIES.
 2. INSTALL FORWARD STRUT ASSEMBLIES, SPREADERS, AND FORWARD BLOCKING ASSEMBLY.
 3. LOAD FOUR PALLET UNITS AND ONE CENTER FILL ASSEMBLY.
 4. REPEAT STEP 3 TWO TIMES.
 5. INSTALL ONE END BLOCKING ASSEMBLY.
 6. INSTALL TWO DOOR POST VERTICAL ASSEMBLIES (ONE RIGHT HAND AND ONE LEFT HAND) AND SIX UNIVERSAL LOAD RETAINERS.
 7. INSTALL THE STRUTS BETWEEN THE REAR BLOCKING ASSEMBLY AND THE DOOR POST VERTICALS.
 8. INSTALL THE DOOR SPANNER PIECES.

MATERIAL SPECIFICATIONS

- LUMBER** - - - - - -: SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS** - - - - - -: ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS).
- PLYWOOD** - - - - - -: COMMERCIAL ITEM DESCRIPTION A-A-55057, INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR GLUE, GRADE C-D. IF SPECIFIED GRADE IS NOT AVAILABLE, A BETTER INTERIOR OR AN EXTERIOR GRADE MAY BE SUBSTITUTED.
- STAPLE** - - - - - -: ASTM F1667; STFCs-189 OR STFCs-207, 15/16" OR 1" CROWN WIDTH X 3/4" LEG LENGTH FOR 3/4" STRAPPING, OR STFCs-224, 1-17/32" CROWN WIDTH X 3/4" LEG LENGTH FOR 1-1/4" STRAPPING.
- ANTI-CHAFING MATERIAL** - - - - - -: MIL-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.
- STEEL STRUCTURAL** - - - - - -: ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.



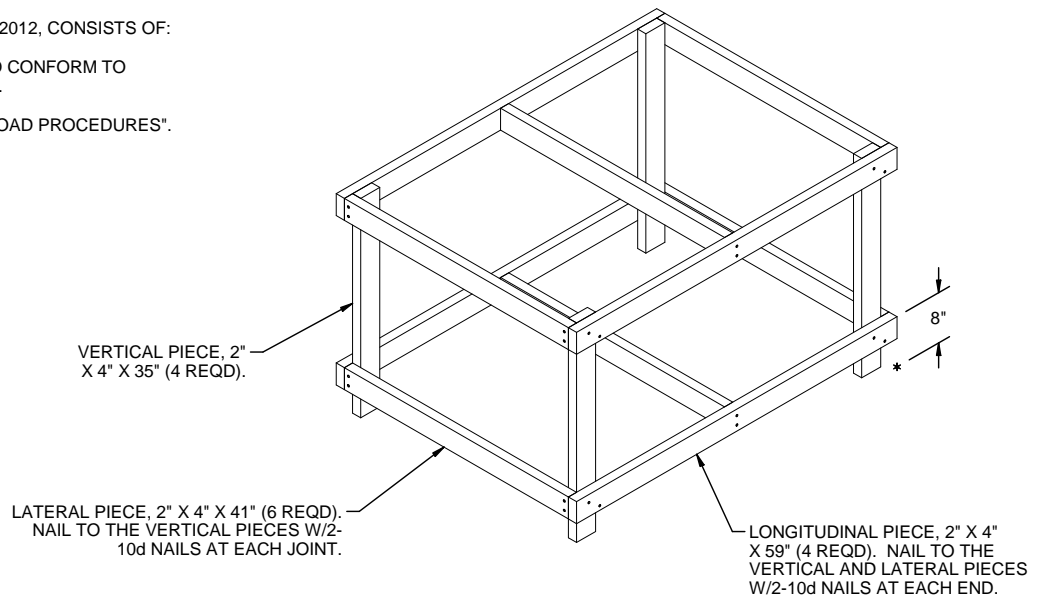
PALLET UNIT DATA

GROSS WEIGHT - - - - - 2,741 LBS
 CUBE - - - - - 60.4 CU FT

REVISION

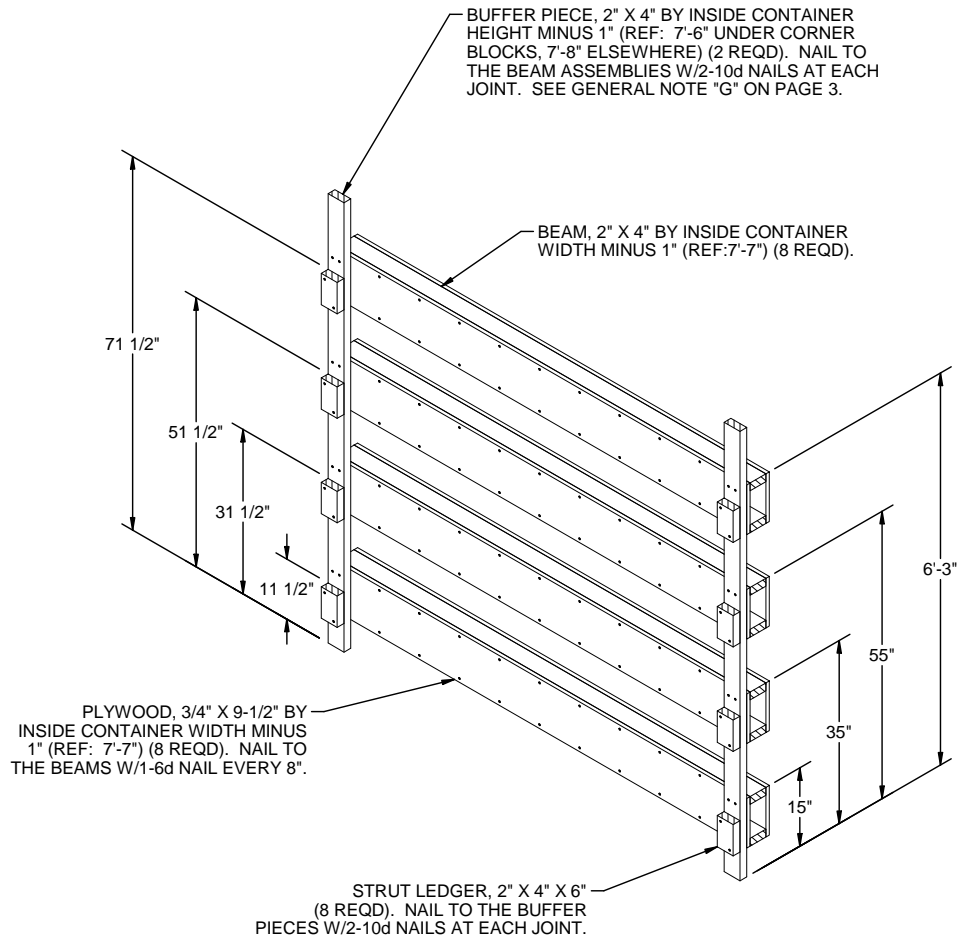
REVISION NO. 1, DATED APRIL 2012, CONSISTS OF:

1. UPDATING PROCEDURES TO CONFORM TO CURRENT DESIGN CRITERIA.
2. ADDING "LESS-THAN-FULL-LOAD PROCEDURES".



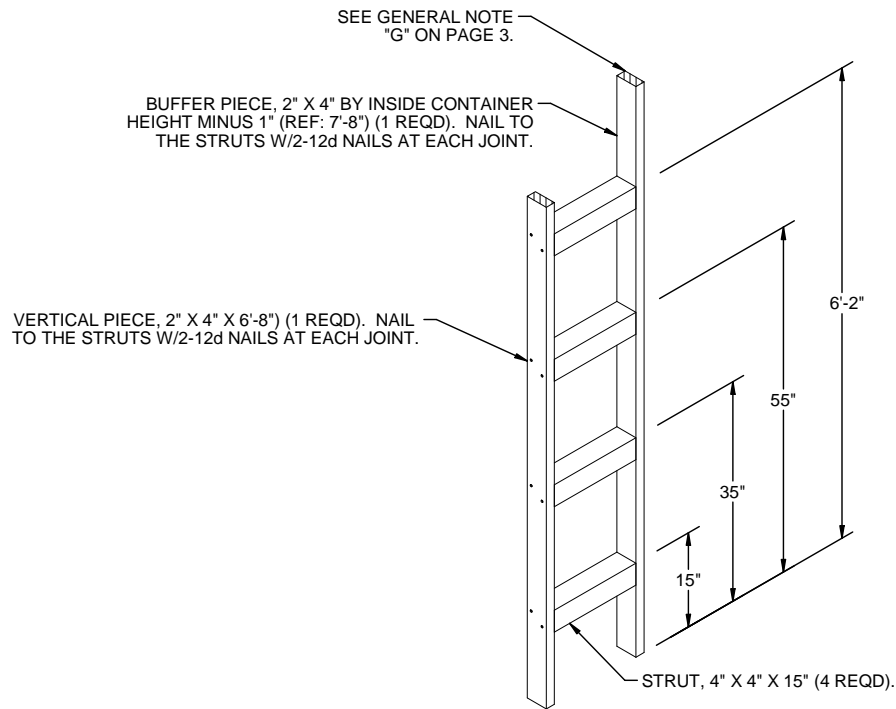
FILLER ASSEMBLY

THE ASSEMBLY DEPICTED ABOVE IS FOR USE IN PLACE OF AN OMITTED PALLET UNIT AS SHOWN IN THE "LESS-THAN-FULL LOAD PROCEDURES" ON PAGE 8. FILLER ASSEMBLIES MUST BE WIRE TIED TO ADJACENT DUNNAGE TO PREVENT UNDUE MOVEMENT. NO MORE THAN ONE FILLER ASSEMBLY WILL BE USED IN ANY LAYER.



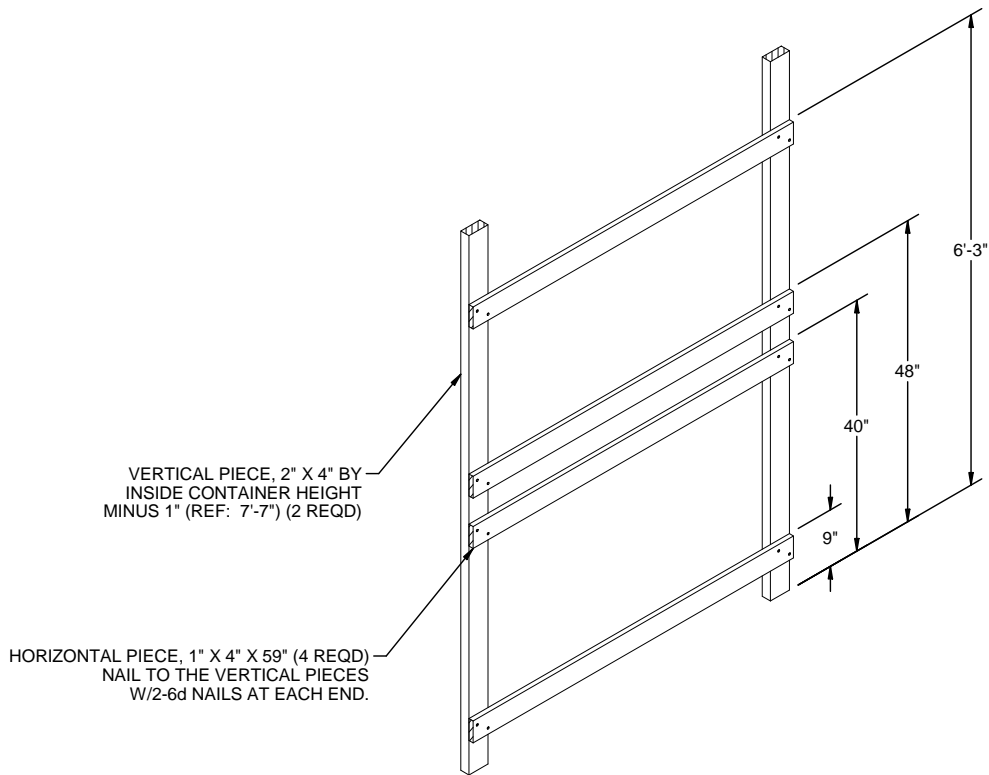
FORWARD/REAR BLOCKING ASSEMBLY

STRUT LEDGERS ARE REQUIRED ON THE REAR BLOCKING ASSEMBLY ONLY. FOR A ONE HIGH LOAD, ELIMINATE THE UPPER TWO BEAM ASSEMBLIES AND UPPER FOUR STRUT LEDGERS.



FORWARD STRUT ASSEMBLY

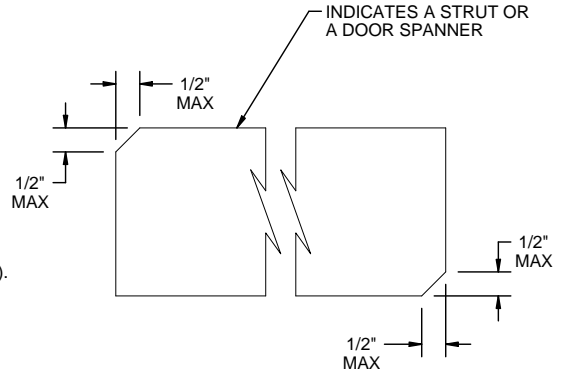
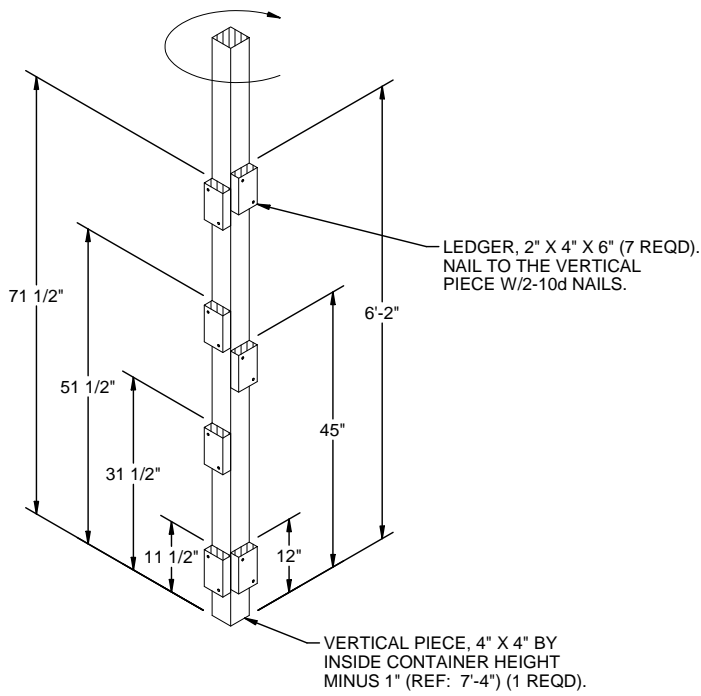
FOR A 1-HIGH PALLET LOAD, ELIMINATE THE UPPER TWO STRUTS AND REDUCE THE HEIGHT OF THE VERTICAL PIECE TO 42".



CENTER FILL ASSEMBLY

FOR A 1-HIGH PALLET LOAD ASSEMBLY, ELIMINATE THE UPPER TWO HORIZONTALS.

ROTATED 90° FROM THE ISOMETRIC VIEWS SHOWN ON PAGES 2 AND 8.

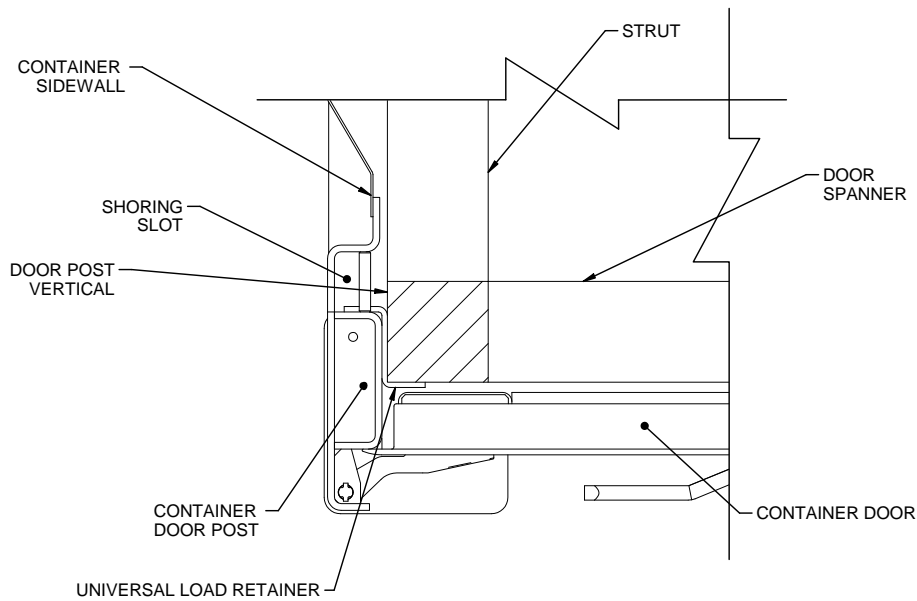


BEVEL CUT

IF DESIRED, EACH END OF A STRUT MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE INSTALLING THE STRUTS WITH A "DRIVE" FIT.

DOOR POST VERTICAL

A LEFT-HAND ASSEMBLY IS DEPICTED ABOVE, A RIGHT-HAND ASSEMBLY IS ALSO REQUIRED. FOR A 1-HIGH PALLET LOAD, ELIMINATE THE UPPER SPANNER LEDGER AND THE TWO UPPER STRUT LEDGERS.



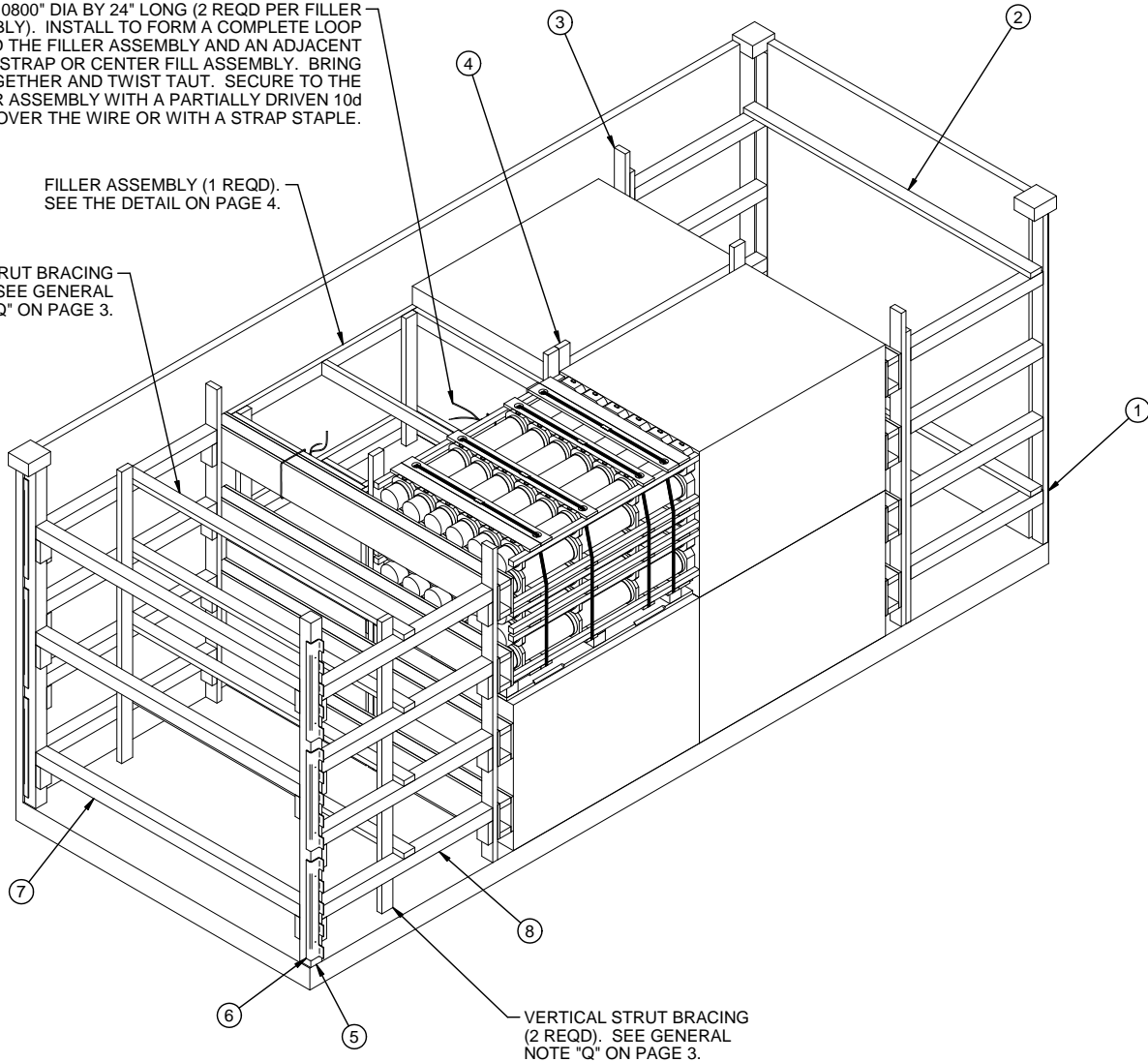
DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER ON PAGE 2 IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL, UNIVERSAL LOAD RETAINER, AND ADJACENT DUNNAGE PIECES.

TIE WIRE, .0800" DIA BY 24" LONG (2 REQD PER FILLER ASSEMBLY). INSTALL TO FORM A COMPLETE LOOP AROUND THE FILLER ASSEMBLY AND AN ADJACENT PALLET UNIT STRAP OR CENTER FILL ASSEMBLY. BRING ENDS TOGETHER AND TWIST TAUT. SECURE TO THE FILLER ASSEMBLY WITH A PARTIALLY DRIVEN 10d NAIL BENT OVER THE WIRE OR WITH A STRAP STAPLE.

FILLER ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 4.

HORIZONTAL STRUT BRACING (4 REQD). SEE GENERAL NOTE "Q" ON PAGE 3.



VERTICAL STRUT BRACING (2 REQD). SEE GENERAL NOTE "Q" ON PAGE 3.

ISOMETRIC VIEW

LESS-THAN-FULL LOAD PROCEDURES

THE DETAIL ABOVE DEPICTS A BLOCKING METHOD TO BE USED IN A LESS-THAN-FULL CONTAINER LOAD. KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. SEE GENERAL NOTES "H" AN "P" ON PAGE 3.