

2013 W.K.M.I. EXAMINERS PRE-SHIFT

DATE OF EXAMINATION		SECTION OR AREA EXAMINED		#2 Unit & #1 Seal	
(-1) 5/23/2013		SECTION OR AREA EXAMINED		(-1) #2 Unit & #1 Seal	
TIME OF EXAMINATION	FROM:	O2	VIOLATION OR HAZARDOUS CONDITION		ACTION TAKEN
			CH4	O2	
			(-2) #1 ENTRY	(-2) LOOSE ROOF BETWEEN A & B X-CUT	(-2) PULLED
			(-2) #1 ENTRY	(-2) NO LIFELINE	(-2) DANGERED OUT
			(-2) #1 ENTRY	(-2) REGULATOR IN WRONG PLACE	(-2) DANGERED OUT
			(-2) #1 ENTRY	(-2) SCOOP CHARGER IN THE RETURN	(-2) LOCK & TAG OUT
		20.8	(-2) #1 FACE	(-2) 1.1% CH4, (-2) LINE CURTAIN SHORT	(-2) EXTENDED LINE CURTAIN (+2) CLEARED CH4
			(-2) #1 ENTRY	(-2) CUT OVER 40' FROM INBY RIB	(-2) DANGERED OUT
			(-2) #2 ENTRY	(-2) BELT AIRLOCK DOWN	(-2) REPLACED / HUNG
			#2 ENTRY	CHARGER CABLE UNGUARDED	DANGERED OUT
			(-2) #2 ENTRY	(-2) LIFELINE IN WRONG ENTRY	(-2) DANGERED OUT
			(-2) #2 RIGHT	(-2) CHECK CURTAIN DOWN	(-2) REPLACED / HUNG
			(-2) #2 RIGHT	(-2) LOCC NOT BOLTED	(-2) DANGERED OUT
			(-2) #2 RIGHT	(-2) CUT OVER 25'	(-2) DANGER OUT/REPORTED
		20.8	(-2) #2 FACE	(-2) 1.1% CH4, (-2) NO LINE CURTAIN	(-2) REPLACED / HUNG (-2) CLEARED CH4
			(-2) #2 FACE	(-2) MINER INBY UNBOLTED X-CUT	(-2) DANGERED OUT OR LOCK & TAG
		20.8	(-2) #2 LEFT	(-2) NOTCHED LEFT & RIGHT	(-2) DANGERED OUT/REPORTED
			(-2) #3 ENTRY	(-2) B X-CUT NO BELT REGULATOR	(-2) DANGERED OUT
		20.8	(-2) #3 RIGHT	(-2) NO LINE CURTAIN	(-2) REPLACED / HUNG
			(-2) #3 ENTRY	(-2) RAM CAR ON BOLTER CABLE	(-2) LOCK & TAG OUT BOLTER
			(-2) #3 LEFT	(-2) LOCC NOT BOLTED	(-2) DANGERED OUT
		20.8	(-2) #3 FACE	NONE OBSERVED	
			(-2) POWER CENTER	NONE OBSERVED	
		20.8	(-2) #1 SEAL	(-2) NO POGO STICK	(-2) DANGERED OUT/REPORTED
TOTAL=		Total=	TOTAL =		TOTAL =
AIR MEASUREMENTS (MUST BE CORRECT)					
LOCATION		CFM	LOCATION		CFM
INTAKE		13,500	(-2) RETURN		(-1) 13,065
			Total=		Total=
REMARKS					
(-2) WHERE THE RETURN AIR REDAING WAS TAKEN THE ENTRY IS TOO WIDE EITHER #1 ENTRY OR #1 RIGHT. (-2) DANGERED OUT					
TOTAL =		TOTAL =			
(-1) <i>Wanna B Examiner</i>		(-1) 5/23/2013		(-1) A-24-48	
SIGNED BY THE CERTIFIED EXAMINER DATE CERTIFICATION NUMBER					
TOTAL =		TOTAL =			
CONTESTANT'S TOTAL DISCOUNT =					
JUDGE:			JUDGE:		

2013 W.K.M.I. EXAMINERS PRE-SHIFT

DATE OF EXAMINATION		SECTION OR AREA EXAMINED		#2 Unit & #1 Seal	
(5+5+5) 5/23/2013					
TIME OF EXAMINATION	FROM:	A.M. P.M.	TO:	A.M. P.M.	
	(5+5) '00:00			(5+5) '00:00	
TOTAL POSSIBLE POINTS = 40					
LOCATION	CH4	O2	VIOLATION OR HAZARDOUS CONDITION	ACTION TAKEN	
(+5) #1 ENTRY			(+5) LOOSE ROOF BETWEEN A & B X-CUT	(+5)	PULLED
(+5) #1 ENTRY			(+5) NO LIFELINE	(+5)	DANGERED OUT
(+5) #1 ENTRY			(+5) REGULATOR IN WRONG PLACE	(+5)	DANGERED OUT
(+5) #1 ENTRY			(+5) SCOOP CHARGER IN THE RETURN	(+25)	LOCK & TAG OUT
(+5) #1 FACE	(+5) '0.0	(+5) 20.8	(+5) 1.1% CH4, (+5) LINE CURTAIN SHORT	(+5)	EXTENDED LINE CURTAIN (+5) CLEARED CH4
(+5) #1 ENTRY			(+5) CUT OVER 40' FROM INBY RIB	(+5)	DANGERED OUT
(+5) #2 ENTRY			(+5) BELT AIRLOCK DOWN	(+10)	REPLACED / HUNG
(+5) #2 ENTRY			(+5) CHARGER CABLE UNGUARDED	(+5)	DANGERED OUT
(+5) #2 ENTRY			(+5) LIFELINE IN WRONG ENTRY	(+5)	DANGERED OUT
(+5) #2 RIGHT			(+5) CHECK CURTAIN DOWN	(+5)	REPLACED / HUNG
(+5) #2 RIGHT			(+5) LOCC NOT BOLTED	(+5)	DANGERED OUT
(+5) #2 RIGHT			(+5) CUT OVER 25'	(+5)	DANGER OUT/REPORTED
(+5) #2 FACE	(+5) '0.0	(+5) 20.8	(+5) 1.1% CH4, (+5) NO LINE CURTAIN	(+5)	REPLACED / HUNG (+5) CLEARED CH4
(+5) #2 FACE			(+5) MINER INBY UNBOLTED X-CUT	(+5)	DANGERED OUT OR LOCK & TAG
(+5) #2 LEFT	(+5) '0.0	(+5) 20.8	(+5) NOTCHED LEFT & RIGHT	(+5)	DANGERED OUT/REPORTED
(+5) #3 ENTRY			(+5) B X-CUT NO BELT REGULATOR	(+10)	DANGERED OUT
(+5) #3 RIGHT	(+5) '0.0	(+5) 20.8	(+5) NO LINE CURTAIN	(+5)	REPLACED / HUNG
(+5) #3 ENTRY			(+5) RAM CAR ON BOLTER CABLE	(+25)	LOCK & TAG OUT BOLTER
(+5) #3 LEFT			(+5) LOCC NOT BOLTED	(+5)	DANGERED OUT
(+5) #3 FACE	(+5) '0.0	(+5) 20.8	NONE OBSERVED		
POWER CENTER			NONE OBSERVED		
(+5) #1 SEAL	(+5) '0.0	(+5) 20.8	(+5) NO POGO STICK	(+5)	DANGERED OUT/REPORTED
TPP= 105	TPP= 30	TPP= 30	TOTAL POSSIBLE POINTS = 110	TOTAL POSSIBLE POINTS = 160	
TPA=	TPA=	TPA=	TOTAL POINTS AWARDED =	TOTAL POINTS AWARDED =	
AIR MEASUREMENTS (MUST BE CORRECT)					
LOCATION		CFM	LOCATION	CFM	
(15) INTAKE		(15) 13,500	(15) RETURN	(15) 13,065	
TOTAL POSSIBLE POINTS = 60		TOTAL POINTS AWARDED =			
REMARKS					
(10) WHERE THE RETURN AIR REDAING WAS TAKEN THE ENTRY IS TOO WIDE EITHER #1 ENTRY OR #1 RIGHT. (10) DANGERED OUT					
TOTAL POSSIBLE POINTS = 20					
(25) Wanna B Examiner		(10) 5/23/2013	(10) A-24-48	CERTIFICATION NUMBER	
SIGNED BY THE CERTIFIED EXAMINER			DATE		
TOTAL POSSIBLE POINTS = 45		TOTAL POINTS AWARDED =			
TOTAL POSSIBLE POINTS = 600		CONTESTANT'S TOTAL SCORE =			
JUDGE:					