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07/03/2007 09:45 AM

To Faleteine Bell/D04/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Report: 07/03/2007

----- Forwarded by Timothy Daszko/D04/Caltrans/CAGov on 07/03/2007 09:44 AM -----



Stanley
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07/03/2007 09:28 AM

To Jason Tom/D04/Caltrans/CAGov@DOT, Rick
Morrow/D04/Caltrans/CAGov@DOT, Gary
Pursell/D02/Caltrans/CAGov@DOT, Peter
Siegenthaler/HQ/Caltrans/CAGov@DOT, Doug
Coe/D04/Caltrans/CAGov@DOT, Keith
Devonport/D04/Caltrans/CAGov@DOT
cc Timothy Daszko/D04/Caltrans/CAGov@DOT
Subject Report: 07/03/2007

- I worked on Changxing Island.
- After daily meeting with ABF and ZPMC, Robert, Ady, and I went to site to observe U rib bending. Dave Williams was at the site but none of ABF's Mandarin speaking engineers was at the site. After the first plate, U1, was bent, ZPMC workers checked dimensions along the rib. Dave Williams and other engineers noticed that ZPMC tried to use jack to make adjustment on the rib. Dave stopped ZPMC from jacking and told ZPMC that using jack to make adjustment was not part of the fabrication procedure and was unlikely that designers would allow jacking after bending. While Dave talking to ZPMC, Robert and I went next door to observe a 75mm thick plate being mechanically flatten (rolling). Before rolling, the plate had a +3.5mm unevenness at the worst spot. After first rolling, the plate had a +3.5mm unevenness at a different spot. The plate was rolled for another time. Robert and I left the site.
- Robert, Ady, Bruce, and I went to the bending site to perform some geometry check. We saw a team of ZPMC's workers performed some checking but only one ABF staff at the site. Robert performed some geometry check and notified ABF and ZPMC about measured tolerance exceeded acceptable tolerance on fabrication procedure. The worst location was at the ends of ribs (two plates were bent). One of the reasons could be due to cutting handhole on the plate before bending. After cutting, the ends of rib are like free ends and bending did not effectively control the shape or dimensions at those locations. I noticed that U ribs bent for practice were not totally cut off at the ends. It turned out that ZPMC knew that not totally cut off at the ends of plate would give better tolerance values after bending. To achieve that ZPMC needs to cut off the extended sections and grind the cut off sections. This is a lot of work for ZPMC. Because I was the only Mandarin speaking engineer for Caltrans or ABF, ZPMC's fabrication engineer started talking to me about what he liked to do to lower tolerance. I related the ideas to ABF's staff at the site and keep reminding ZPMC's engineer that he should discuss the problems and solutions with ABF because we would only discuss issues after ABF presented to us. The possible solutions proposed by ZPMC are: 1. increase acceptable tolerance at ends; 2. use jack to lower tolerance; 3. bend ribs with extended section.
- Robert and I will visit the lab that performed radiograph for ZPMC tomorrow to see the film.
- ABF has at least four Mandarin speaking engineers on the island but I have not seen one at daily meeting or fabrication sites when I was there. I plan to stay off the island for the rest of the week, hoping ABF will use its Mandarin speaking engineers to communicate with ZPMC.
- I will take Thursday off in exchange for July 4th holiday. I will also take Friday off for working Sunday. Although I will take those day offs, I will stay in Pudong area.

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U Rib Plate.jpg



U Rib.jpg



U Rib Extended Section.jpg



U Rib Free End.jpg