

Contract No. 04-0120F4
04-SF-80-13.4, 13.8
ACBRIM-080-(094)N

Report No. 698
Date 4/15/2008
M T W Th F S S Circle Day
Shift Hr Start 0630 Stop 1530

ASSISTANT RESIDENT ENGINEER'S DAILY

E2 Crossbeam

REPORT

Location & Description of Operation

Continue assembly of E2 falsework middle brace frame

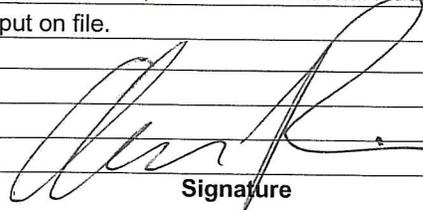
EQUIPMENT AND/OR LABOR:			HOURS - ITEM NO.								WEATHER	
EQPT. NO.	No. Men	DESCRIPTION (of Equipment or Labor)	Regular Hours	OT							Cloudy 45-50 deg	
											REMARKS for Idleness or remarks)	(Reason other)
ABF		Pile Driver- Foreman	4								Leo Vega	
ABF		Pile Driver- Foreman	4								Ben Neal	
ABF		Pile Driver-Journeyman	4								Henry Wheat	
ABF		Pile Driver-Journeyman	4								Richard Yambao	
ABF		Pile Driver-Journeyman	4								Paul Eckstrom	
ABF		Pile Driver-Apprentice	4								Edward Mendoza	
ABF		Pile Driver-Journeyman	4								Jason Matlock	
ABF		Pile Driver-Journeyman	4								Luke Paulk	
ABF		Operator	2								Tim Campbell	
ABF		Oiler	2								Mel Thompson	
4100W		Crawler Crane	2								Manitowac 4100W	
767-06		Hoist							8		Pseries	
768504009		Welding Machine	4								Lincoln Electric - Vantage 500	
006184297		Compressor							8		Ingersoll-Rand	

In the morning I met with Mark MacDonald to tell him about the crack in the weld in pipe colmn C45 of the E2 falsework. He agreed to take a look at it. Later on Both Mark and I went out to the pipe columns and took a look at it. He saw the crack and agreed that it would be fixed. While at the pipes we spoke about our difference in measurements and Mark suggested that we meet with their surveyor and figure what was wrong. We met with Terry Dennis out at the site and discovered that their tape measured correctly, and that our tape had some error in it.

In the morning, Ed Mendoza, Paul Eckstrom and Richard Yambao were continuing the erection of the access platforms. Leo Vega informed me that ABF is going back to their original plan for the erection of the frame and they will be separating the pieces of the frame to meet their original plan. As a result of this, Ed Mendoza welded a large W section beam underneath the segment of beam that will not be braced against the E2 column in order to keep the frame straight and square.

At 10 am the whole crew switched over to prepping the Ringer Barge for departure on Wednesday out to the E2 footing in order to begin the placing of the sandjacks.

Finished the analysis of the B1 spoils platform. All members are sound, even with additional loading that 1 more foot of soil would apply. G. Rizzardo is checking my numbers and it will be put on file.



Aaron J. Prchlik T.E.
Signature Title