

Job Stamp
 04-0120F4
 SFOBB SAS

Const. Calendar Day No. 488
 Project Work Day No. 698
 Date 04/16/2008
 Shift Hours Start 0630 Stop 15:00
 Inspector Shift 07:00 AM to 17:00 PM

Assistant Structures Representative **CONTRACTOR – ABFJV**

HOURS - ITEM NO.												REMARKS						
Equip. #	N O M E N	DESCRIPTION (Of Equipment or Labor)	8	9	10	11	12	13	14	15	16			17	18	19	20	Name
		EQUIPMENT AND/OR LABOR:																
	1	Pile driver – Foreman	8														Leo Vega	ABF
	2	Pile Driver – Journeyman	8														Ed Mendoza	
	3	Pile Driver – Journeyman	8														Paul Ekstrom	
	4	Pile Driver – Journeyman	8														Richard Yambao	
	5	Pile Driver – Journeyman	8														Henry Wheat	
	6	Operator	8														Tim Campbell	
	7	Oiler	8														Mel Thompson	
4100	1	Crane	8														Manitowac	

- **OWNER's MEETING:** The one issue I brought up here was that ABF needs to transmit the elevation of the sand jacks to us. I also mentioned that Submittal 665 Rev 0 was reviewed by myself & D. Bradd and that it was acceptable. D. Adams said that he would give us the data requested.
- ABF is still working on the assembly of handrails/walkways on the bracing system;
- Terry gave us back the rag tape and said that he determined the taps to be 0.8 in off. I marked the tape with that information.
- The crane barge "Ringer" set sail to the E2 footing this morning. Following the meeting, Gil looked at SUB 665R0 and pointed out that the submittal is not stamped and that the datum is not given as required per the Special Provisions. I called D. Adams and told him that my earlier call on the status of this submittal was wrong and the aforementioned items would be needed before approval is granted. Following further conversations, he conveyed a message from J. Davidson that ABF would include the requested information in a new SUB dubbed as SUB R0 and that CT does not need to write a letter rejecting submittal 665R0.
- Massoud, Aaron & I went to the E2 footing to check the work at this location following the the departure of the "ringer," but there was no activity at this time on the footing and there was not even a gangway to connect the footing to the barge crane.
- A new development took place at Birth 7 in regards to the assembly of the two bracing frames. The Contractor opted to return to the original erection procedure starting with the "Stage 1" of the falsework plan. To that end, they now have to dis-assemble the two frames (as described in stage 3 of the FW plan) and in order to keep the frame in the straight and square position, a "W" section is welded to the free end of each frame.

REC'D 08 MAY 31 #004955

E2/T1

- D. Brown found out some more information on the cut-off lengths and will complete it with as much information as he possibly could gather from his diaries.
- Searching for structural paint information for the dowels and stiffeners painted at T1, in order to complete the paint records;

Inspector:



Saman Soheili

Trans Engineer (D)/Asst. Struct. Rep