\TE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 485
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 685
Form HC-10A (Rev. 6/80)	04-0120F4	Date	**4/11/2008**

Inspectors Hours	Start	0600	Stop	1700
Shift Hours	Start	0630	Stop	1700

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

EQUIPMENT AND/OR LABOR:

Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	REGULAR	OVERTIME								IDLE OR DOWN	REMARKS Name	Contractor
		Traylor Dutra												

Weather: Partly cloudy, cold, and breezy

Description of Operation:

Bill O'Sullivan called me yesterday to set up a meeting to go over our concern with some of the welds on the D driving frame. It did not happen yesterday because their quality control manager, Jim Bowers, did not have marine safety training. By this morning he was certified and he came out to the barge with Bill, and I came out there with Thanh Le. I told Jim that the welds looekd like they were of acceptable quality, but there were areas of inconsistency that brought up some questions. If there is some inconsistency in weld geometry and weld size, then we would need to see some documentation verifying that their quality control in the fabrication shop knew of them, and that they were acceptable. Jim agreed and said that they had a number of RFI's from the fabricator letting ABF know of these changes. Later in the conversation he said that if we came up with a list of the welds we were concerned with, then he would get the paperwork together for those welds.
Speaking with Bill about a letter of compliance, as called out in 51-1.06A(2) under Manufactured Assemblies, he said that some of the people at ABF may be under the impression that this letter should be given once the entire structure is erected, and ABF has verified that it has been built to all applicable codes and requirements of the contract. Thanh and I said that it is possible that it would be too late to inspect the assembly once it has already been erected, and that once it is erected, the amount of time given to ispect the entire structure prior to loading is too small. We left this conversation to be discussed into more detail at a later time. However, it was agreed by all parties that Thanh and I will make a list of concerned welds and give it to ABF so they can gather the appropriate paperwork.

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The crew out on the DB-5 crane are assembling the boom for the Manitowoc crane that is on the Big Digger barge. The DB-5 is being used to pick and place the boom pieces. Thanh Le has the detailed diary for this operation.

Out at YBI, the scaffolding has been completed by Patenet, so this means that the pieces that have been in the way are now gone and the Traylor workers can begin forming the rat slab for A1. Ron Lindsey said that they plan on having a concrete pour next Monday around 1100 hours. Seong-Hyeok Song and I got together to fax the testing lab the proper paperwork so that they have someone out here to take cylinders.

Inspector:

Jason Wilcox _____ Trans Engineer (D)/Asst. Struct. Rep