

Job Stamp
04-0120F4
SFOBB SAS

Const. Calendar Day No. 527
Project Work Day No. 737
Date 05/23/2008
Shift Hours Start 0630 Stop 15:00
Inspector Shift 7:30 AM to 5:30 PM

Assistant Structures Representative **CONTRACTOR – ABFJV**

EQUIPMENT AND/OR LABOR:		HOURS - ITEM NO.										REMARKS		
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)											Name	Contractor
	1	Pile driver – Foreman	8										Ben Neal	ABF
	2	Pile Driver – Journeyman	8										Alan Briney	
	3	Pile Driver – Journeyman	8										Luke Paulk	
	4	Pile Driver – Journeyman	8										Jason Matlock	
	5	Pile Driver – Journeyman	8										Josh Mechaca	
	6	Pile Driver – Journeyman	8										Edward Mendoza	
	7	Operator	8										Kevin Fitzgerald	
	8	Oiler	8										Kevin Alger	
4100	1	Crane "Ringer"	8										Manitowac	
MQ Power 25	1	Generator	8											
Vantage 500	1	Welding Machine	8											
P185R	1	Compressor									x		Ingersoll Rand	
481-93-4002	1	Man-lift	8										Hertz Rental – Genie S-125	
972279-549		Grout Mixer									x			

- At E2: Mark Baker & I were at the site at 9:00 AM to meet ABF's QC but did not see him. At around 9:45, I called M. Macdonold to let him know that his QC is a no-show. He told me that he would try to get a hold of him. At 10:30, since I had not heard from Mark, I called him again and he told me that the inspection is now cancelled as he could not get a hold of his QC. Mark & I left the site shortly thereafter.
- Following two windy days, the crew finally had an opportunity to get back to work. By 10:30, all the remaining four pieces of HSS were attached. The one connecting the center of the frame to the stiffener ring around falsework post #6 was the last piece to go in. Right prior to my departure, the bolts had been sunnged around FW post #6 but were not lining up at the center connection. Talking to Ben, he said that he would ream the holes to make this happen. I left the site, but asked Ben to let the QC know that we CT had been waiting for him for a long time and that the inspection has to be re-scheduled.
- I spoke to Mark MacDonald later in the day and he told me that the inspection of the fillet welds on the Fin Plates & the Stiffener Rings is going to happen at 6:30 on Tuesday. He told me that the QC person showed up to the site later in the day, but was told to leave and show-up on Tuesday.
- Once at the office, Gil told me that hr got on the footing shortly following my departure and saw that the connection to the middle bracing was not bolted, rather welded. It is apparent the reaming of the bolt holes would

have been more time-consuming to say the least; hence welding of the middle connection. Gil emphasized that we need to remind the Contractor that they need to revise their falsework plan to reflect this change and provide us with the calculations that justifies the soundness of this connection. I mentioned that such revision should also include the cutting of the knife plates leading ABF to depart from the original plan by not using the 1"x1"x6" bars that connect the knife plates to the stiffener rings. Instead, I added, they used 12"x12" plates where the knife plates were cut. He agreed.

- I spent the rest of the day studying plans and searching PMIV for more documents;
- The following photos were taken today at Pier E2 while the crew were placing the last connection of the lower bracing (HSS 10"x10"x1/2") in to place;



Inspector: Saman Soheili
Saman Soheili _____ Trans Engineer (D)/Asst. Struct. Rep__