

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.yy**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000241**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 27-Aug-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Key conversations	At 9:00 am, I met with Keith Devonport, Stanley Ku and Robert Cuellar to discuss methods of tracking work in progress. We discussed ways of helping Construction track the Contractor's work completion and material on hand using data that METS would normally collect during routine inspections. Robert showed his method of tracking inspectors' hours and tying it into the Contractor's projected schedule. It was decided that Keith would take the Contractor's schedule and produce a breakout of activities per schedule item. We will meet again later to discuss Keith's list and see if we are able to easily track the activities during normal METS inspections.
2	Meetings attended	At 10:00 am, I conducted the Fabrication Update Brief for Jason Tom, Keith Devonport and Stanley Ku. We discussed the current operations and talked about updates and briefing points for the Tuesday morning conference call.
3	Meetings attended	At 1:00 pm, I attended a meeting with Dave Williams, Steve Lawton, Jason Tom and Keith Devonport. We discussed the closed rib weld trials and other fabrication issues.

We first discussed the issue of having Caltrans presence during ZPMC's internal weld trials. Dave said that ZPMC "gets nervous" when Caltrans personnel are present, and that was the reason why Caltrans was originally asked to stay clear of ZPMC's internal weld trials. Dave and Steve agreed with us that there would be benefit to allowing Caltrans to observe ZPMC's welding in progress. It was decided that if we wanted to observe ZPMC's internal trials, that we would do so with one of ABF's representatives present.

We discussed the development of the UT procedure. Steve said that he is in the process of drafting a procedure for ZPMC to use. He said that he would have the draft by the end of the week, but he also said that it is likely that the procedure will remain a work in progress until it can be field tested on actual welds.

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Dave raised the issue of the requirement to perform UT on the closed rib weld monitoring tests. UT on SPCMs must be performed 24 hours after the weld has cooled. If the WMTs are SPCMs, then the 24-hour cooling off period defeats the purpose of using the WMTs to validate the welds for that work shift. Dave proposed waiving the requirement to UT the WMTs since they will be destructively tested anyway.

We talked about the status of the closed rib welds, and Dave said that the macroetches of the panels that they have welded so far look good. He invited us to examine the macroetches that were on the shop floor. Dave also said that the biggest hurdle for the closed rib weld trial was the UT procedure.

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4 Meetings attended

The Daily Stand-up Meeting was conducted at 2:00 pm. ZPMC said that they wanted to go into 24-hour operations starting tomorrow. Dave Williams said that there was too little notice, and that ZPMC could start 24-hour operations on Wednesday. ZPMC agreed.

ZPMC said that they would start cutting check samples tomorrow. Five samples that were CVN tested at the ZPMC facility failed. ABF will look into the requirements for retesting the samples.

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**Inspected By:** Velasco, Abifhram

Quality Assurance Inspector

**Reviewed By:** Lowry, Patrick

QA Reviewer

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