

**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-000264**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 06-Sep-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Logistics	Dave McClary, Ryan Smith and I tested using a taxi cab from the Marriott Executive Apartments to the port. Dave had a strip map from the hotel to the port, and we had a copy of a permit to give us access to the port. The ride went smoothly, and we did not have an issue passing through the gate to the port. Travel time was 44 minutes, and cab fare was 88 RMB.
2	Meetings attended	<p>At approximately 10:45 am, we had a discussion with ABF regarding the dimensional control procedures. Attendees were Jim Merrill, Stanley Ku, Dave Williams, Gang Jiao and myself. Jason Tom joined us via phone. The dimensional control procedures were rejected by Pier 7, and we discussed the major issue that ABF/ZPMC needed to fix in order to get it approved. The requirement of having a rigid template (or equally positive method) to measure alignment in the OBG was the major issue preventing approval. ABF said that they would address it with ZPMC and see how they will try to meet the requirement.</p> <p>Later, ABF asked about the possibility of ZPMC proceeding at their own risk and using material that had not been verified for fine grain practice in production. We had no issues with that, and ABF said that they would like to proceed that way.</p>
3	Key conversations	At 2:30 pm, Alistair Melville told me that Gang Jiao had spoken to him about the dimensional control template that was discussed earlier. ABF and ZPMC feel that their fabrication procedures are adequate to ensure the alignment of stiffeners. They plan to use assembly control lines and to leave the ends of the stiffeners un-welded until panel assembly to achieve proper alignment. ABF/ZPMC will respond that they do not intend to use template for this.

**Inspected By:** Velasco, Abifhram

Quality Assurance Inspector

**Reviewed By:** Lowry, Patrick

QA Reviewer