

**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-000278**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 13-Sep-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** 1 / 1**HSR's:** 0 / 2**NCR's:** 0 / 3

Item	Title	Detail
1	Logistics	Dave McClary, Ady Velasco, and I again used a cab to travel to the ferry dock in order to verify a secondary route. We found this route took approximately 40 minutes and the fare was 71 RMB (approximately \$9.45 USD).
2	Other important observations	At 1000 hours today I performed a walk-through of the Tower mock-up fabrication. During the walk-through the following items were observed: 1. ZPMC was performing the weld repairs to the longitudinal stiffeners on Skin Plates A & E of the 77-m mock-up 2. ZPMC performing welding of Stiffener plates to Skins C (upper) and B (Lower) of the 114-m mock-up 3. The drilling of holes into the longitudinal stiffener splice plates for the 114-m mock-up 4. The cutting of plates on the CNC machine (plates unknown as they did not show markings for a particular mock-up).
3	Meetings attended	At 1330 hours I attended the Fabrication Issues meeting with ABF/ZPMC. Highlights from the meeting were: 1. METS clarified the definition of a CWR for ABF and ZPMC. ZPMC asked if a CWR was required for cracked tack welds and root passes. METS stated that the Department is still reviewing this request and should have an answer by tomorrow. 2. METS highlighted the specification in Section 10-1.59 of the Special Provisions which outlines the requirements for mock-up acceptance. Of note, the specification states that the defects that are found by UT or RT which greater than 10 percent of the cumulative length of any weld shall be considered unacceptable. The Department stated that while the defects found in Skins A and E of the 77-m would not be cause for rejection at this time, it would be beneficial for ABF/ZPMC to investigate the issue in order to prevent possible rejection of subsequent material. ABF and ZPMC indicated they understood. 3. ABF indicated they have 16 heats of material (material types unknown during the meeting) where the Material Test Reports show high yield strength but the mill did not account for this and thus the Charpy Impact tests were performed at the wrong temperature. ABF requested the Department allow them to take samples from each heat

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and perform the CVN testing at the correct temperature. METS is considering the proposal and requested an RFI be submitted to document the question.

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**Inspected By:**     Smith,Ryan

Quality Assurance Inspector

**Reviewed By:**     Wahbeh,Mazen

QA Reviewer

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