

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
690 Walnut Ave. St. 150
Vallejo, CA 94592-1133
(707) 649-5453
(707) 649-5493

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-000280**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 11-Sep-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** 0 / 0**HSR's:** 1 / 2**NCR's:** 0 / 3

Item	Title	Detail
1	Other important observations	Yesterday one of our inspectors informed me of two welds on the 77-m mock-up (Longitudinal stiffeners on Skin Plates A & E) which had indications that were in excess of 50% of the total weld length. At approximately 1030 hours, I investigated this issue and found ZPMC is planning to backgouge these areas and remove almost the entire length of the weld for repair. The longitudinal stiffeners are 75mm thick and are joined to the skin plates with a CJP weld. It is estimated that these welds took in excess of a week to deposit and will likely take as long to re weld. METS intends to address this with the Contractor during the Fabrication Issue meeting today and will continue to monitor the welding of these plates in order to assess the cause of the large indications.
2	Meetings attended	At 0900 hours I attended the conference call between Pier 7 and Team China regarding the status of fabrication at ZPMC. During the meeting the following was discussed: 1. Tower mock-up fabrication status, OBG closed rib UT procedure and weld trials, OBG bottom and side plate fabrication, material check sampling status, ABF/ZPMC's request to be bend the Tower Diaphragm flange plates at Changxing Island in lieu of Wuxi Boiler facility.
3	Meetings attended	At 1330 hours I attended the Fabrication Issues meeting with ABF/ZPMC. Highlights from the meeting were: <ol style="list-style-type: none"> 1. HSR 002 was submitted and approved as noted during the meeting. METS noted several items which should be reflected on HSR's in the future. ABF/ZPMC concurred with these comments and agreed to comply. 2. ZPMC requested METS to provide an inspector to green tag the Tower diaphragm flanges to be heated and bent at the Wuxi Boiler facility. 3. ABF again brought up the possibility of an alternative method to heat and form the diaphragm flange plates. The Department again stated that no alternative method would be reviewed until ZPMC proposes a plan that will address the Department's concerns and ABF has reviewed and agrees with it. <p>3. ZPMC requested clarification of the NDT requirements for finished welds where the torch cut holes through the weld after the final NDT had</p>

DAILY PROJECT JOURNAL

(Continued Page 2 of 2)

been performed. METS stated that additional NDT would be required if the weld was not found to be clean in the area where the torch cut was made.

Inspected By:	Smith,Ryan		Quality Assurance Inspector
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Reviewed By:	Wahbeh,Mazen		QA Reviewer
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