

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-000369**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 18-Oct-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Meetings attended	The METS internal weekly SAS conference call was conducted today at 06:00.
2	Other important observations	Welding for the closed rib weld trials started at approximately 08:30 today. The GMAW root pass welds were performed first, and welds were stopped and started every 2 meters. One of the welding heads on the Gantry welding machine was producing root pass welds with porosity that would have required repair in production. This issue was seen on the first two 2-meter passes. ZPMC purged the line containing the gas shielding after the second 2-meter pass. After purging, the remainder of the root pass welds from that welding head did not appear to have porosity.
3	Meetings attended	The ZPMC daily meeting was conducted at 13:00 today. ZPMC stated that there were still issues with bent tower diaphragm flange plates that matched the templates at Wuxi but did not match the diaphragm at Changxing Island. ZPMC raised the proposal of performing cold bending of the flange plates on Changxing Island. ABF stated that ZPMC should research the issue of bending at Wuxi further before proposing to cold bend at Changxing Island. ABF asked if material that are marked as A572 and are certified as A709 on MTRs can be presented as A709 for inspection. CT stated that the material may be presented for acceptance as A709. The material in question contains rolled shapes needed for the T-stiffeners in the fabrication of the OBG bottom and side plates.
4	Other important observations	ZPMC performed the welding of the SAW fill pass for the closed rib weld trials at approximately 14:00. ZPMC did not repair the areas with porosity observed during the root pass welds. On three occasions, the welding wire continued to spool forward after welding had been stopped. This occurred on two of the welding heads and caused the weld to burn through the base metal.

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QA Reviewer
