

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 #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000564**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 20-Dec-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Other important observations	<p>At 0900 I went on a Fabrication Shop Walkthrough, I observed the following:</p> <p>77m Mockup: ZPMC personnel were removing mill scale from skin "A" in preparation of moving the type 3B diaphragm on to the skin. I noticed that only one side of the diaphragm had been cleaned in preparation for QA final MT and VT inspection. QA Inspector John Tracy pointed out that the other side of the diaphragm was still covered in grease thus inaccessible for QC personnel to perform VT and MT as required. I called Nate Lindell and asked him to send one of his tower inspectors to the bay so we could point out the issue. See Key Conversations for additional detail. Before I left the bay, the type 3B diaphragm had been positioned onto skin "A".</p> <p>89m Mockup: The first pass of the weld between the doubler plate on skin "A" has been completed. QC personnel were conducting inspections of the weld when I was observing. Welding of skin "E" to the doubler plate was ongoing. ZPMC anticipated that the welding on skin "E" would be complete by 12/21/07. The internal splice plates have been welded onto skin "C". At the time of the walkthrough, the skin "D" internal splice plates had not been welded into place as indicated by ZPMC's fabrication schedule.</p> <p>No work was being done on the double diaphragm. Mr. Tracy pointed out that the 8" diameter access area had flame gouges on the interior surface. Mr. Tracy pointed that out to ABFJV QC personnel at the time.</p> <p>114m Mockup: The upper section of the 114m mockup was in the welding jig in "Weld Position 6" in accordance with step 12 of the 114m Mockup Fabrication Plan. Welders had completed the first SAW pass of the groove weld between skin "A" and "E". No internal welding was being done inside the upper section. The skin "E" of lower section of the 114m mockup was being measured using a laser level to verify that it was plumb.</p>

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2 Key conversations

Mike Williams, ABFJV Construction QA Supervisor, met me in Bay 7 so I could point out the issue regarding the condition of the type 3B diaphragm. I summarized that on 12/19/07, QA Inspector John Tracy had shown ZPMC personnel that the surfaces of the diaphragm were needed to be cleaned and free of grease in order to perform final MT and VT. ZPMC personnel cleaned one side of the diaphragm but did not clean the other. Today Mr. Tracy and I observed the diaphragm being positioned, and we observed that the other side of the diaphragm was not clean and thus unable to have final VT and UT performed. I pointed out to Mr. Williams that in order for QC to have done the required NDT verification the surfaces had to have been cleaned. If QC NDT had not been done yet then QA inspectors could not conduct the required final NDT verification. Mr. Williams concurred and directed ZPMC to cease work until the issue could be resolved.

Inspected By: Ishibashi,Josh

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer
