

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-000696**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 10-Mar-2008**Location:** Changxing Island, Shanghai, PRC**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Key conversations	0900- Discussed with Nate Lindell, the new tracking system that he had created to track weld data. The program is still being beta tested and not ready for implementation.
2	Other important observations	<p>At 0930 I went on a shop floor walkthrough with Dr. Mazen Wahbeh:</p> <p>77m mockup-No work was being performed. I showed Dr. Wahbeh the cracks in the partial joint penetration welds on the diaphragm to stiffener welds.</p> <p>89m mockup- ZPMC was performing weld repair on shear links.</p> <p>114 mockup- ZPMC removed the bolts from exterior splice plates and disassembled the upper and lower sections; the interior splice plates were left in place. While we examining the mockup we observed ZPMC put a spreader in place. We brought this to the attention of Dave Williams, ABF, ZPMC subsequently stopped emplacing the jack. After that we had a discussion with Mr. Williams and Dan Raynor, ABF. Mr. Raynor stated that the corner stiffener connection plates were out of alignment and ZPMC was planning to use jack to get them in alignment.</p> <p>Bay 4</p> <p>At 1045, ZPMC was preheating the 43m elevation diaphragm plate. METS QA inspectors had discovered earlier in the morning that the weld had inconsistent preheat temperatures based which cooperheat panels were functioning properly. I observed ABF/ZPMC checking preheat temperature using temperature indicating crayons. It appeared that ZPMC had reached a consistent preheat and were preparing to weld when I left. I was informed later that the correct preheat temperature was not reached until 1500.</p>

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3 Meetings attended

At 1300 I attended the Daily Meeting.

I asked ZPMC why the 114m mockup had been disassembled and jacks were being put into place. ZPMC confirmed that the corner stiffener connection plates were out of alignment but they were still investigating both the cause and a solution. I discussed the incident involving the 89m mockup and the lack of preheat prior to the air arc gouging. ZPMC was not aware of the issue.

Inspected By: Ishibashi,Josh

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer
