

RESIDENT ENGINEER'S DAILY REPORT
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 Contract #: 04-0120F4
 SAS Superstructure
 04-SF-80-13.2 / 13.9

Report No: DR-000058	Working Day Calendar: 260	Date: 30-Aug-2007
Fabricator: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island	Fabricator Shift Hour: 0700 to 0700	
Location: Shanghai, China	RE Shift Hour: to	
Weather: overcast	Temperature: 80 F/ 90 F	
Material Description:		

Summary:

Two meetings today on changing island w/ABF & ZPMC

First meeting 9am:

Attendees:

ABF: Thomas Nillson, Dave Williams, Doug Fuller, Gang Jiao, Kevin Carpenter + 1

ZPMC: Chen Bin, Liu Jin Hwa, Mr Li, Mr Liu, Mr Wu, Mr Ding, + 12 more others

CT: Jason Tom, Keith Devonport, Stanley Ku, Jim Merrill, Ady Velasco

Dave/Thomas opened up the meeting stating that they are here to work out things before the start of production/fabrication. He stressed the need for a reliable schedule. I also commented on how important it was and for us to be able to plan out our resources so we can do our QA without hindering progress on production and we are here to support ABF & ZPMC.

Points of discussion:

- Shop drawings
- Fab procedures
- UT procedure

Shop drawings: discussion went back and forth for awhile between ABF/ZPMC. It hinged around the need to comply with the specs that all NDT must be noted on the working drawings and how they go about doing this. TN pointed out that about 6 months ago ZPMC requested to NOT show NDT on the shop drawings and now they do want it there. TN pointed out that it will have a huge impact both schedule and financial. ABF kept asking ZPMC what they wanted and ZPMC kept asking ABF what they want them to do. As far as NDT on working drawings they are debating about whether it should be on shop drawings or weld maps. Per our specs either one complies so CT stayed silent. TN agreed that not all the shop drawings can be issued now due to their own issues but requested ZPMC to prioritize which ones they needed first. TN acknowledged that the original plan to ship out certain lifts first has changed since the start of the job but ABF provided ZPMC with their preference, lifts 1-6 east then lifts 1-6 west (for OBG). Since ZPMC did not respond formally to their letter ABF assumes they accepted it.

Fab procedures: it was brought up that ZPMC needed the fab procedures for the OBG to be approved soon so they can start work. TN, Jim and I, stressed that we are working on it but we highly suggest that ZPMC plan properly,

Daily Report

(Continued Page 2 of 2)

DR-000058

with ABF, and come up with a checklist of approved documents required for each element way in advance so approvals will be done by the time they want to start production. This went back and forth for awhile. ZPMC finally agreed to put together a team of 6-8 people to meet this afternoon at 1pm to come up with a checklist. This took about ½ hr.

UT procedure: Chen Bin expressed that ZPMC was confused about the status of the UT procedure. Has it been approved and do they need it approved before starting weld trials. ZPMC showed me a letter (letter #?) that was written referencing the WQCP and in there it says that the UT procedure was not reviewed but the results must be accurate before the weld trial is approved. This was confusing to ZPMC. TN told them that both the UT procedure and the weld trials must pass before they are approved. I commented that the UT procedure was taken out of the WQCP review since it was still in progress. CT did not want to reject the WQCP knowing that the UT procedure was not satisfactory so that's what the letter says. ABF agreed that that was what happened. I explained that the UT procedure needs to be performed along with the weld trials so if both passes the weld trials pass. They understood.

Second meeting: 1pm (checklist)

Attendees:

ABF: Gang Jiao, Nate Lindell

ZPMC: Mr Ding, Liu Jin Hwa, Mr Wu, + 5

CT: Dave McClary, Ady Velasco, Jim Merrill, Jason Tom, Keith Devonport, Stanley Ku

Gang lead the meeting and ZPMC handed out a proposed schedule for the OBG fabrication. It was a very general schedule and had no details. ZPMC asked Gang to ask CT when the fab procedures would be approved so they can start. Jim, Keith and I all chimed in that we thought this meeting was going to address a checklist for certain elements. It was intended to help ZPMC plan out the list of approved submittals and documents prior to start of fabrication. It went back and forth for awhile with ZPMC attempting to discuss the details of outstanding documents today. Jim asked Dave McClary to go over a rough list that QA folks expect to see prior to fabrication. Gang agreed that the checklist is needed and in fact they had met with ZPMC twice already and they have minutes of a meeting that has somewhat of a list. Gang went through this. I asked Gang to get with ZPMC and come up with a checklist that they can sit down with us and go over. We left the meeting with this understanding.

Prepared By:	Tom,Jason	Sup. Transportation Engineer	30-Aug-2007
Reviewed By:	Tom,Jason	Sup. Transportation Engineer	30-Aug-2007
