

Caltrans Project: 04-0120F4 SAS
Fabricator: ZPMC
Location: Caltrop Office, Pudong, China
Date & Time: 11/15/09 - 09:00 am
Caltrans Attendees: Rick Land, Tony Anziano, Peter Siegenthaler, Don Rager (via conference phone), Ken Terpstra, John Kinsey, Dave Saber, Mazen Wahbeh.
AB/Flour attendees: Stave Lawton, Dave McQuaid (via conference phone), Mike Flower (via conference call), Peter Ferguson, Gong Jiao, Thomas Nielson,
Meeting minutes by: Caltrans

Meeting Topic:

This meeting was held to discuss the following two issues:

1. The ultrasonic testing procedures to evaluate the transverse indications.
2. The unloading of lift 3 and 4 to perform the additional ultrasonic testing.

Summary of Issues Discussed:

1. THE ULTRASONIC PROCEDURE:

Mr. McQuaid and Mr. Lawton discussed the validity of the current ultrasonic testing procedures. They indicated that several of the indication were evaluated by both ABFJV and ZPMC and found to be an acceptable porosity and lack of fusion type of indications. Mr. McQuaid and Mr. Lawton further indicated that the UT procedure over sensitive that the findings are above and beyond the code level, and it is to the level that you can get a walking type indication with the calibration block. They further discussed the need to revisit the discipline level (dp level) utilized in the procedure.

Caltrans acknowledged that some of the indications discovered with the current procedures were porosity and lack of fusion. Mr. McQuaid further indicated that the 6 dp above level B indication is sensitive enough for the purpose of the identifying transverse cracks. In addition, ABFJV obtained a sample from the OBG and send it to Dr. John Barsom to perform fracture mechanics testing and crack propagation on any indications beyond the +6dp above class B.

Both parties agreed to proceed with revising the UT procedure to incorporate the revised procedure from Mr. McQuaid.

2. THE UNLOADING OF LIFT 3 AND 4:

Mr. Terpstra discussed the status of the unloading of lift three and four from the ship to perform the ultrasonic testing on the transverse and longitudinal welds. Mr. Flower indicated that the project specifications do not require the longitudinal welds to be ground flush and therefore if Caltrans wants them ground then they need to direct ABFJV to do so. Both McQuaid and Rager agreed that AWS D1.5 does not require the welds to be ultrasonically testing with scanning pattern D if they are not ground flush.

Mr. Terpstra reviewed the history of finding the transverse indications, the further investigation by ABFJV, and the scope of the repair that both McQuaid and Rager agreed to.

Mr. Flower indicated that they will unload the ship to do the additional testing as requested by Caltrans. And agreed to the scope of the UT testing.

Action Items:

Caltrans to provide ABFJV with direction letter to grind flush the longitudinal welds.
ABFJV to direct ZPMC to unload the ship for further testing.

Meeting adjourned around 10:30 pm.

