

**Keith Devonport**

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**From:** "Keith Devonport" <kdevonport@sasoverseasteam.com>  
**To:** "Mazen Wahbeh" <mwahbeh@sasbridge.com>  
**Cc:** "Rick Morrow" <rick\_morrow@dot.ca.gov>; "Doug Coe" <doug\_coe@dot.ca.gov>  
**Sent:** Thursday, November 12, 2009 2:33 AM  
**Subject:** Re: Signed Letter

Mazen,

Thanks for the copy of the Rager letter. This is the first sight I have had of this letter and I have some comments:  
 Quote from letter in italic.

1) *"it is the decision of the team"* - Can someone tell me who was a member of the team, can we have names of those party to the decision? In a meeting on the island (20th Oct 09) Dave McQuaid told us that everywhere this type of flux cored wire has been used, transverse cracks have been found when using UT scanning pattern 'D'. Longitudinal welds have been deposited using this same flux cored wire and a similar welding procedure to the one used for welding the bottom panel of the transverse seam where a good proportion of the transverse cracks have been identified. The decision not to check longitudinal weld seams appears to go against what might be considered prudent checking unless Dave McQuaid acquired more information after the meeting to which I refer.

2) *"the contractor has run overchecks on Sections (segments?) 6 and 7 - - - - rate of rejectable defects are well below that seen in the transverse welds"*. Were these longitudinal welds checked with scanning pattern 'D' by ABF and were these welds deposited before or after the initial transverse cracking problem had been identified and following investigation, a higher pre-heat recommended. The rate of rejectable defects on sections of the transverse seam was so high that even a rate well below that seen in the transverse welds could still be significant enough to cause concern. If the contractors checks on longitudinal welds was only on the deck welds and if it was not done using scanning pattern 'D' and if the welds checked were deposited after the pre-heat had been increased, the logic for not checking longitudinal weld seams on lifts 3 and 4 could be flawed.

Keith

----- Original Message -----

**From:** Mazen Wahbeh  
**To:** Rick Morrow ; Tony Anziano ; Doug Coe ; Peter Siegenthaler ; ken\_terpstra ; Jason Tom ; gary.pursell ; Keith Devonport  
**Sent:** Monday, November 09, 2009 4:00 PM  
**Subject:** Fwd: Signed Letter

Rich;  
 Please find revised corrected letter as requested

Regards

Mazen

Sent from my iPhone

Begin forwarded message:

**From:** "steve lawton" <slawton@cn.abfjv.com>  
**Date:** November 9, 2009 4:06:23 PM GMT+09:00  
**To:** "Wahbeh, Mazen" <mwahbeh@sasbridge.com>  
**Subject:** FW: Signed Letter

**Mazen**