2.1 : 12-20. F.E.T.A. Bridge welder prepped rocker plate ready to receive fabricated pad-eye as per DR. 60-01-04.

2.2 : 12-40. F.E.T.A. Bridge welder began welding operations to locate as specified fabricated pad-eye as specified on DR. No 60 -01-15. To Rocker- plate.(Plates pre-heated to a temperature of 52c, (Temple - stik used to determine correct temperature) Pre-heated 3.2 low hydrogen rods(as per jobcard No 8254) taken as required from Rod ovens & used on all welds.

2.3 : 13.45. Welding to Rocker plate completed.

2.4 : 13.50. F.E.T.A. Bridge welder prepped sliding plate No 2. ready to receive fabricated pad-eye as per DR. 60-01-04.

2.5 : F.E.T.A. Bridge Inspectors carried out 100% visual inspection of all welds on Rocker plate pad-eye. All welds produced satisfactory results.

2.6 : 14. 00. F.E.T.A. Bridge Inspectors carried out L.P.I. in accordance to BS.EN. 571-1. On Rocker plate. Contact or Dwell time of penetrant – 30mins. All welds produced satisfactory results. Temperatures recorded at time of inspection. Surface temp – 16.c. Air temp – 8c. All welds produced satisfactory results. Information recorded from structure sensors and relayed from F.E.T.A. Bridge Control. Permission given by F.E.T.A. Bridge inspector to proceed.

2.7 : 14.05. : Bridge welder began welding operations to locate as specified fabricated pad-eye as specified on DR. No 60-01-15. To sliding plate N2. (Plates pre-heated to a temperature of 52c, (Temple - stik used to determine correct temperature) Pre-heated 3.2 low hydrogen rods(as per jobcard No 8254) taken as required from Rod ovens & used on all welds.

2.8: 14.55 : Welding to sliding plate No 2. plate completed.

2.9 : 15.00 : F.E.T.A. Bridge Inspectors carried out 100% visual inspection of all welds on Tongue plate No2. plate pad-eye. All welds produced satisfactory results.

3.0 : 15.05. F.E.T.A. Bridge Inspectors carried out L.P.I. in accordance to BS.EN.
571-1. On Tongue plate No 2. plate. Contact or Dwell time of penetrant – 30mins. All welds produced satisfactory results. Temperatures recorded at time of inspection.
Surface temp – 15.c. Air temp – 7c. All welds produced satisfactory results. Information recorded from structure sensors and relayed from F.E.T.A. Bridge Control. Permission given by F.E.T.A. Bridge inspector to proceed.

3.1 : 15.35. Rocker plate & Sliding plates lifted out as per DR. No 60-01-19. From radius arm girders And laid down as specified on supporting pieces of wood. Minor problems releasing plate on west side.

3.2 : 15.40. Plates turned to allow Bridge Inspectors to record dimensional checks & record all relevant information required.

- **This concludes times recorded of actual sequence of operations performed to allow the <u>removal only</u> of the Demag expansion joint**
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- **Bridge inspectors :.**

DEMAG EXPANSION JOINT REMOVAL
N/E MAIN TOWER. SIDE SPAN.
Week-end of 23rd / 24th October 2004.

1.0 : 07-10. F.E.T.A. Bridge Inspector marked location for positioning of crane as per drawing No 60-01-06.

1.1: 07-50. F.E.T.A. Bridge Inspectors on site to record Pre-removal measurements, dimensional checks etc, of spring lengths, pins and any other relevant details which could be obtained.

1.2: 08-20. F.E.T.A. Bridge Inspectors finished recording relevant information.

1.3 : 08-50. Crane arrived on site and was positioned as specified as per DR. No. 60 -01-06.

1.4 : 09.00. F.E.T.A. Bridge operator appointed began removal of required areas of anti-skid material (SAFE-TRACK 1000 H.W.) from plates using power tool (Hilti T.E. 74) to allow Bridge welder to mark, locate & begin welding operations. As per DR. No. 60 -01-15.

1.5 : 09.35. F.E.T.A. Bridge operator appointed finished removal of surface from plates (No damage to plates.) recorded. Bridge welder prepped plate ready to receive fabricated pad-eye as per DR. No. 60 -01-14.

1.6 : 10.17. F.E.T.A. Bridge welder began welding operations to locate as specified fabricated pad-eye as specified on DR. No. 60 -01-15. To Tongue plate.(Plates pre-heated to a temperature of 52c, (Temple - stik used to determine correct temperature) Pre-heated 3.2 low hydrogen rods(as per job - card No 8254) taken as required from Rod ovens & used on all welds.

1.7 : 11.30. Welding to Tongue plate completed.

1.8 : 11.35. F.E.T.A. Bridge Inspectors carried out 100% visual inspection of all welds on Tongue plate pad-eye. All welds produced satisfactory results.

1.9 : 11.40. F.E.T.A. Bridge Inspectors carried out L.P.I. in accordance to BS.EN. 571-1 on Tongue plate. Contact or Dwell time of penetrant – 30mins. All welds produced satisfactory results. Temperatures recorded at time of inspection.
Surface temp - 11.4c. Air temp – 6.c. All welds produced satisfactory results. Information recorded from structure sensors and relayed from F.E.T.A. Bridge Control. Permission given by F.E.T.A. Bridge inspector to proceed.

2.0 : 12.15. F.E.T.A. Bridge operators carried out necessary procedures & operations to allow removal of Tongue plate Tongue plate removed successfully as per method statement Ms. 016 & DR. No 60-01-23, 60-01-16,60-01-17 & 60-01-18.