

Project: National Heatsheet Printing Site - Off-Site - Site Management  
 Contractors: AECOM and Preferred Environmental Services  
 AECOM Job No: \_\_\_\_\_  
 Site No: \_\_\_\_\_  
 AECOM Project Manager: Walt Howard

AECOM  
 40 British American Boulevard  
 Airport Park  
 Latham, NY 12110  
 Telephone: 518.7951.2242

**DAILY REPORT**

Day: 

S	M	T	W	TH	F	S
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 Date: 10-Oct-12  
 REPORT No. \_\_\_\_\_  
 PAGE No. 1  
 PREPARED BY: Thomas Fitzpatrick TITLE: Site Rep.

<b>WEATHER</b>	Bright Sun	Partly Cloudy	Overcast	Rain	Clear
<b>TEMP</b>	To 32	32-50	50-70	70-85	85 and up
<b>WIND</b>	Light	Moderate	High		
<b>HUMIDITY</b>	Dry	Moderate	Humid		
<b>WIND DIR</b>	NE	NW	SE	SW	
	N	S	E	W	

**AVERAGE FIELD FORCE**

Name of Contractor	Title	Hours Worked	Remarks
Thomas Fitzpatrick	Technician	8:25 - 11:30	Preferred
Frank Gehrling	Senior Project Manager	10:07 - 11:00	Preferred

**VISITORS**

Name	Time (From - To)	Representing	Remarks
NA	NA	NA	NA

**EQUIPMENT AT THE SITE**

I = Idle W = Working

1. Camera - W	3. Pressure Gauges - W	5. Vacuum Pump - W	7. VelociCalc - TSI 9555/9 - W
2. PID - W	4. Interface Probe - W	6. Four Gas Meter - W	

**OPERATION & MAINTENANCE ACTIVITIES**

<b>AECOM/Preferred Site Representative:</b> Thomas Fitzpatrick - Preferred	
<b>DESCRIPTION OF WORK PERFORMED AND OBSERVED</b>	
8:25 - Preferred arrived on-site. Both systems are up with no alarms triggered.	
8:30 - Weekly O&M started.	
10:07 - Frank Gehrling on-site to assist in the gauging of the DDC wells along Benjoe Drive.	
11:00 - Frank Gehrling off-site	
12:43 - Chiller unit pump pressure reading 35 PSI. Pump was turned off and the air valve was bled until the pressure dropped down to 5 PSI. The chiller was then restarted and the pressure reading went up to 21 PSI upon departure.	
11:25 O&M completed	
11:30 - Preferred locked both sheds and all parties off-site. Blower B-501 & B-502 up upon departure.	

- Designates report is continued on additional pages

AECOM/Preferred Site Representative: Thomas Fitzpatrick (Preferred) Project Manager: W. Howard

# O&M DATA SHEET - NATIONAL HEATSET - OFF-SITE SYSTEM

Date: 10/10/2012      Time: 8:25      Weather: 60° F - Rain -High Hum - Med East Wind

B-501 Status on Arrival: **Up** / Down / Off      B-502 Status on Arrival: **Up** / Down / Off

Alarm Light Status on Arrival: ON / **OFF**      Alarm Light Reset on Arrival: YES / **NO**

## SYSTEM OPERATING DATA

ID	B-501	TP-211	B-502	TP-212	B-503	TP-213	Time
Hours	2,770.10	0.1	3,043.10	0.3	0	0	@ 8:29
Hz	31	Hz	31		Separator ID	Water Level (IN)	Drained
PI-511	5.4	PI-512	6.9				
TSH-511	105	TSH-512	160				
					ST-201	0	YES / <b>NO</b>
					ST-202	0	YES / <b>NO</b>
VI-201	-2.0	IWC	VI-202	-2.0	IWC		
TI-201	64	°F	TI-202	66	°F		
DPT-201	0.56	IWC (6" Pipe)	DPT-202	0.60	IWC (6" Pipe)		
V-DLH5-6	<b>Open</b> / Closed		V-DLH5-6	<b>Open</b> / Closed			
VI-401	-4.0	IWC	VI-402	-5.0	IWC		
TI-401	64	°F	TI-402	64	°F		
VI-401B	-6.0	IWC	VI-402A	-22	IWC		
SP-401B	0.1	ppb / ppm	SP-402A	0.0	ppb / ppm		
VI-401A	-24	IWC	VI-402B	-8.0	IWC		
SP-401A	0.0	ppb / ppm	SP-402B	0.7	ppb / ppm		
VI-403B	-16	IWC	VI-403A	-16	IWC		
SP-403B	0.0	ppb / ppm	SP-403A	0.1	ppb / ppm		
VI-501	-30	IWC	VI-502	-30	IWC		
SP-501	0.0	ppb / ppm	SP-502	0.0	ppb / ppm		
TI-501	66	°F	TI-502	68	°F		
VI-501A	-31	IWC	VI-502A	-32	IWC		
DPT-301	0.41	IWC (6" Pipe)	DPT-302	0.37	IWC (6" Pipe)		
PI-301	5.5	PSI	PI-302	-6	PSI		
TI-301	80	°F	TI-302	85	°F		
FM-601	82.7 gal	Electric Meter Reading:		2,600 kW/h @	9:39 AM		

B-501 Status on Departure: **UP** / DOWN / OFF      B-502 Status on Departure: **UP** / DOWN / OFF

Alarm Light Status on Departure: **ON** / OFF      Alarm Light Reset on Departure: YES / **NO**



**PHOTOGRAPHIC LOG**

**Date: 10-10-12**

**AECOM Job No.**

**National Heatset Printing Site - Off-Site**

<b>PHOTO</b>	<b>DATE</b>	<b>TIME</b>	<b>DESCRIPTION</b>	<b>COMMENTS</b>
Picture 303	10/10/2012	8:30	Both blower were up, with no alarms were triggered upon arrival.	
Picture 309	10/10/2012	10:55	No access to DDC-10 well due to vehicle obstruction.	

## Photos (10.10.12)



**Picture 303-** Both blower were up, with no alarms were triggered upon arrival.



**Picture 309-** No access to DDC-10 well due to vehicle obstruction.