

OCTOBER 1985

Construction Division reaches its highest point of workload in terms of contractual activity; and with Amex, all major contracts have been tendered. The schedule problems persist as computer projections predict as many as 13 pavilions in danger of being unready for opening day. Final energizing and landscaping are hindered by late participants. Kevin Murphy warns that for nations committing late or not yet committed, budget becomes a problem as it is more expensive to meet tight deadlines. Commitment is also critical to Expo because it is too late to pursue alternatives. With this in mind, the freeze stays theoretically intact as it is considered essential to budget and schedule control. The "No Committee" continues to oppose change at the management level. A primary objective is to assure no construction on site after January 1. Nonetheless, an offer of Swiss play clocks and the Russian ANT25 aircraft are added as site elements while the proposed double-decker London bus is dropped.

Areas of heavy activity include theme plazas; fit-out of 26 international modules; the UFO-H20; the Monorail; Amex; Ramses II; the site-wide power system; the McDonald's floating restaurant; the HSST; the Pavilion of Promise; the beer garden; the CN, Ontario, and Quebec pavilions; and the Expo Centre dome leaks.

Besides the dome leaks, considerable leakages in the international modules are receiving criticism from participants about to begin exhibit installation. The problem, caused by a combination of roofing system, flashing, and type of glue employed, creates confrontational situation with design engineer. Month-end is established as final extension for cutoff of international participant commitment.

NOVEMBER 1985

Despite increasing resistance to change by Kevin Murphy, the WAF count stands at 920 and the rate of change for Expo has reached a peak. Three participants have been given commitment extensions, and 29 are predicted to finish construction only after January 1. Additional international participation is being pursued despite Murphy's advice to the contrary. He presses Board to further tighten schedule. Many of the committed internationals are still without design direction. Food and merchandise cart development runs late. The van Dusen lighter-than-air, expected for so long, is looking very