

ORIGINAL

07-108A-96

OFFICIAL TRANSCRIPT OF PROCEEDINGS

Agency: Nuclear Regulatory Commission
Incident Investigation Team

Title: Nine Mile Point Nuclear Power Plant
Interview of: JIM BURR

Docket No.

LOCATION: Scriba, New York

DATE: Thursday, August 22, 1991

PAGES: 1 - 13

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UNITED STATES
NUCLEAR REGULATORY COMMISSION
REGION I
475 ALLENDALE ROAD
KING OF PRUSSIA, PENNSYLVANIA 19206

September 27, 1991

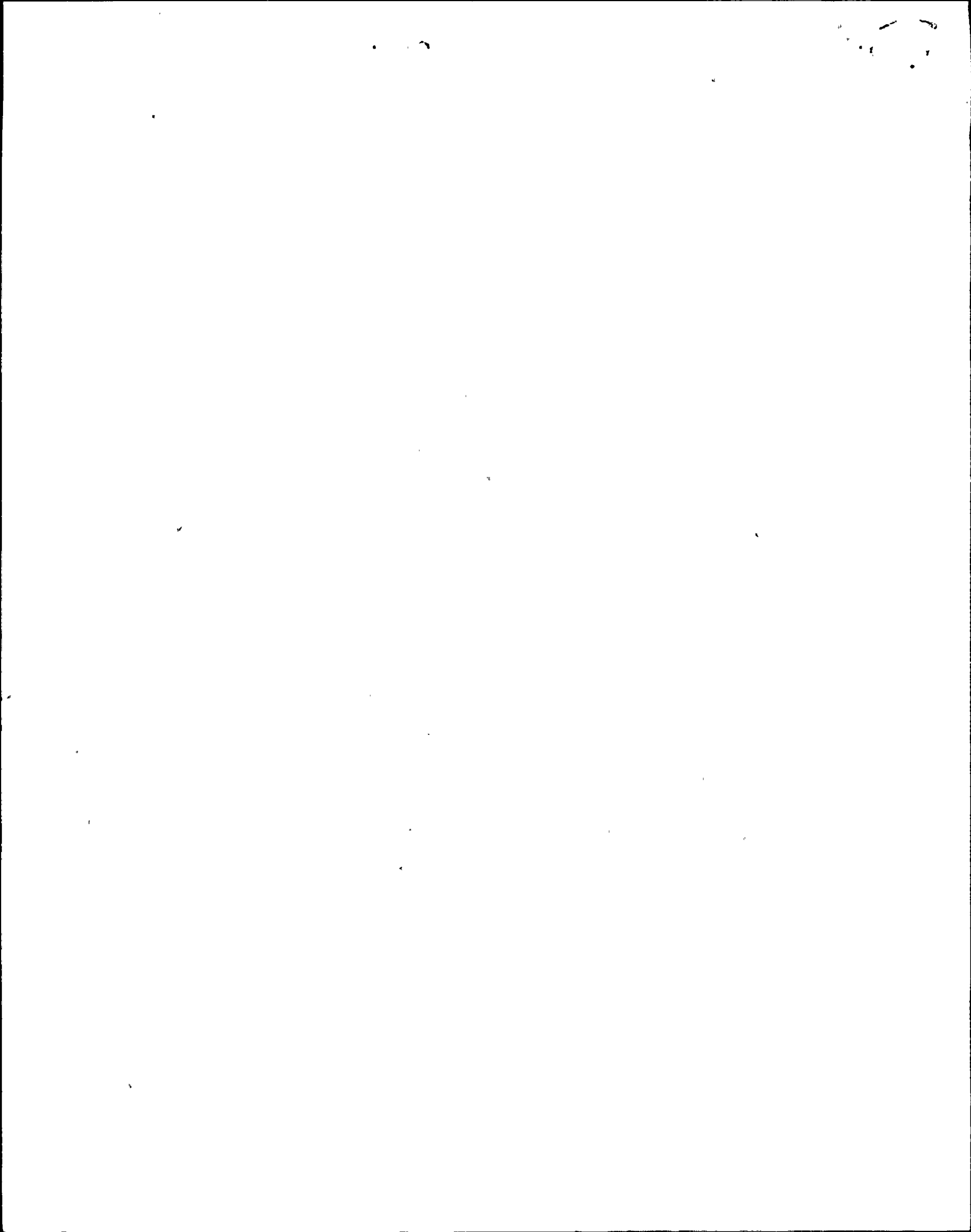
MEMORANDUM FOR: Martin J. McCormick, Plant Manager, Nine Mile Point Unit 2
FROM: Wayne L. Schmidt, Senior Resident Inspector, Nine Mile Point
SUBJECT: Review of IIT Interview Transcripts

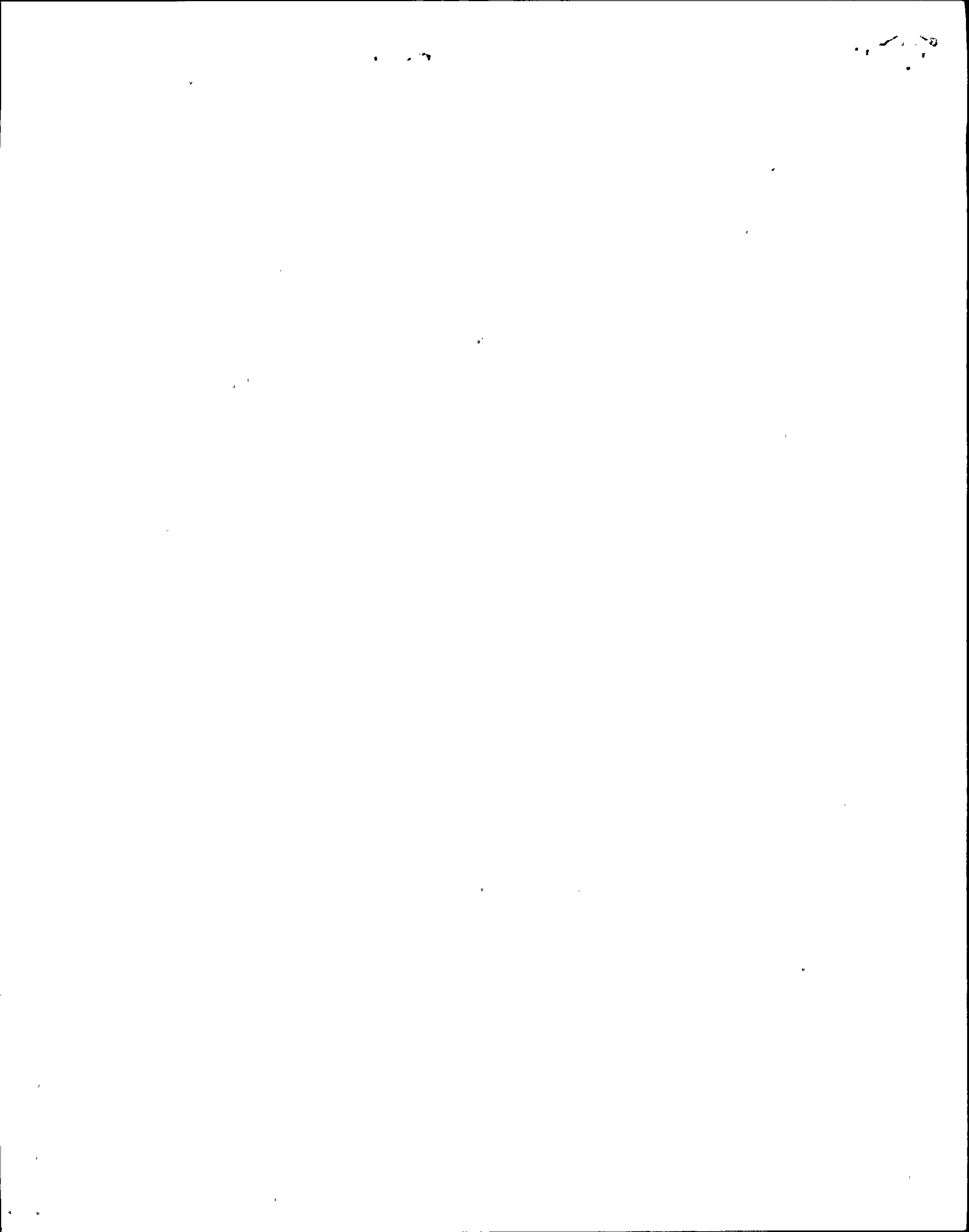
The IIT has sent the transcripts of interviews conducted with the personnel listed below to the resident inspector's office. If any of the listed individuals wish to review the transcripts they should do so at the resident inspector's office by October 4, 1991. Guidelines for the review of transcripts are provided in the enclosure. If an individual does not review his transcript by that date we will assume that he did not wish to do so and that the statement is correct to the best of his knowledge.

Alan DeGarcia, Steve Doty, Dave Barrett, Jerry Helker, Jim Burr, Bob Crandall, Robert Brown, Anil Julka, Perry Bertsch, James Spadafore, Joe Savoca, Mike Colomb, James Kinsley, Marty McCormick, Chris Kolod, Irineo Ferrer, Fred Gerardine, Anthony Petrelli, Jim Reid, Fred White, Rick Slade, Bruce Hennigan, and Tom Tomlinson.

Thank you for your help. If there are any questions please contact me.

Wayne L. Schmidt
Wayne L. Schmidt
Senior Resident Inspector
Nine Mile Point





UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION
INCIDENT INVESTIGATION TEAM

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Interview of :
JIM BURR :
(Closed) :

Conference Room B
Administration Building
Nine Mile Point Nuclear
Power Plant, Unit Two
Lake Road
Scriba, New York 13093
Thursday, August 22, 1991

The interview commenced, pursuant to notice,
at 6:45 p.m.

PRESENT FOR THE IIT:
Michael Jordan, NRC
Rich Conte, NRC



P R O C E E D I N G S

[6:45 p.m.]

MR. JORDAN: Let's go on the record. It's August 22nd, 1991 at approximately 6:45 in the p.m.

We are at the Nine Mile Point Unit Two in the P Building.

We are conducting interviews concerning a transient that occurred on August 13th, 1991.

My name is Mike Jordan. I am with the U.S. NRC out of Region III.

MR. CONTE: Rich Conte, NRC, Region I.

MR. BURR: Jim Burr, Chief Shift Operations, NMPC.

MR. JORDAN: Okay, Jim. Why don't you give us your experience and your background?

MR. BURR: I was electronics specialist in the United States Marine Corps. I joined the company in 1980, April of 1980.

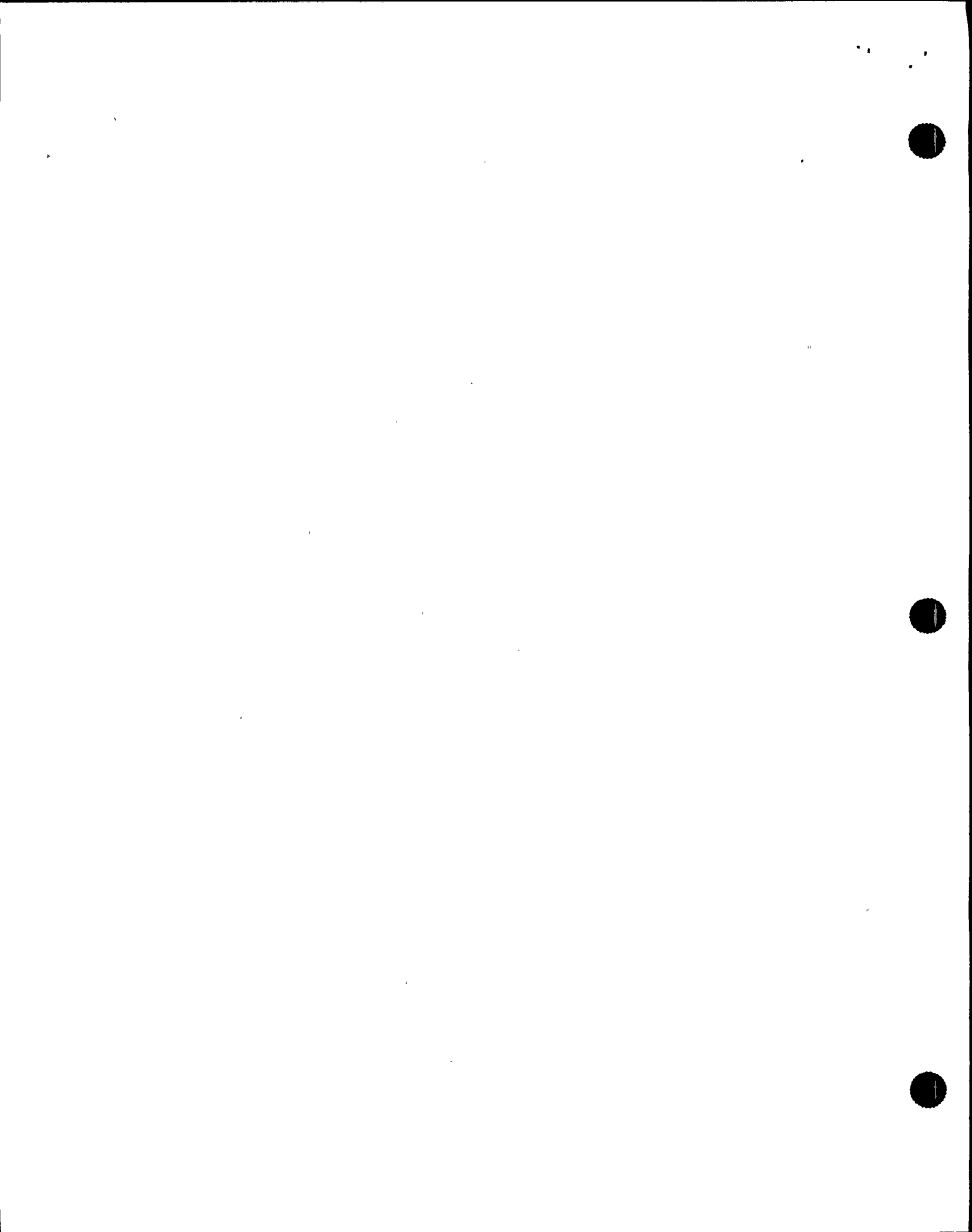
I was a janitor then. Then I came into operations in 1982 and have been there up till now.

I am a Chief Shift Operator at this time.

MR. CONTE: When did you get your license?

MR. BURR: I got my license on Unit One, 1985, I believe is the approximate time and on Unit Two, 1988, I believe. I'm not sure.

MR. JORDAN: Okay, that's close enough. If we need



1 the actual date we can get that from our records. We're
2 just getting a general background and your experience.

3 Your are a licensed RO or SRO?

4 MR. BURR: RO. Licensed RO.

5 MR. JORDAN: Okay, Jim, were you on days, mids,
6 what shift were you on?

7 MR. BURR: I was on midshift but on the day of the
8 accident I had to come in first thing in the morning for a
9 meeting so I came in at the day, the 13th, at 6:30 in the
10 morning.

11 MR. JORDAN: So you arrived on site around 6:30?

12 MR. BURR: That's correct.

13 MR. JORDAN: Okay, so somebody had replaced you on
14 the shift, is that correct?

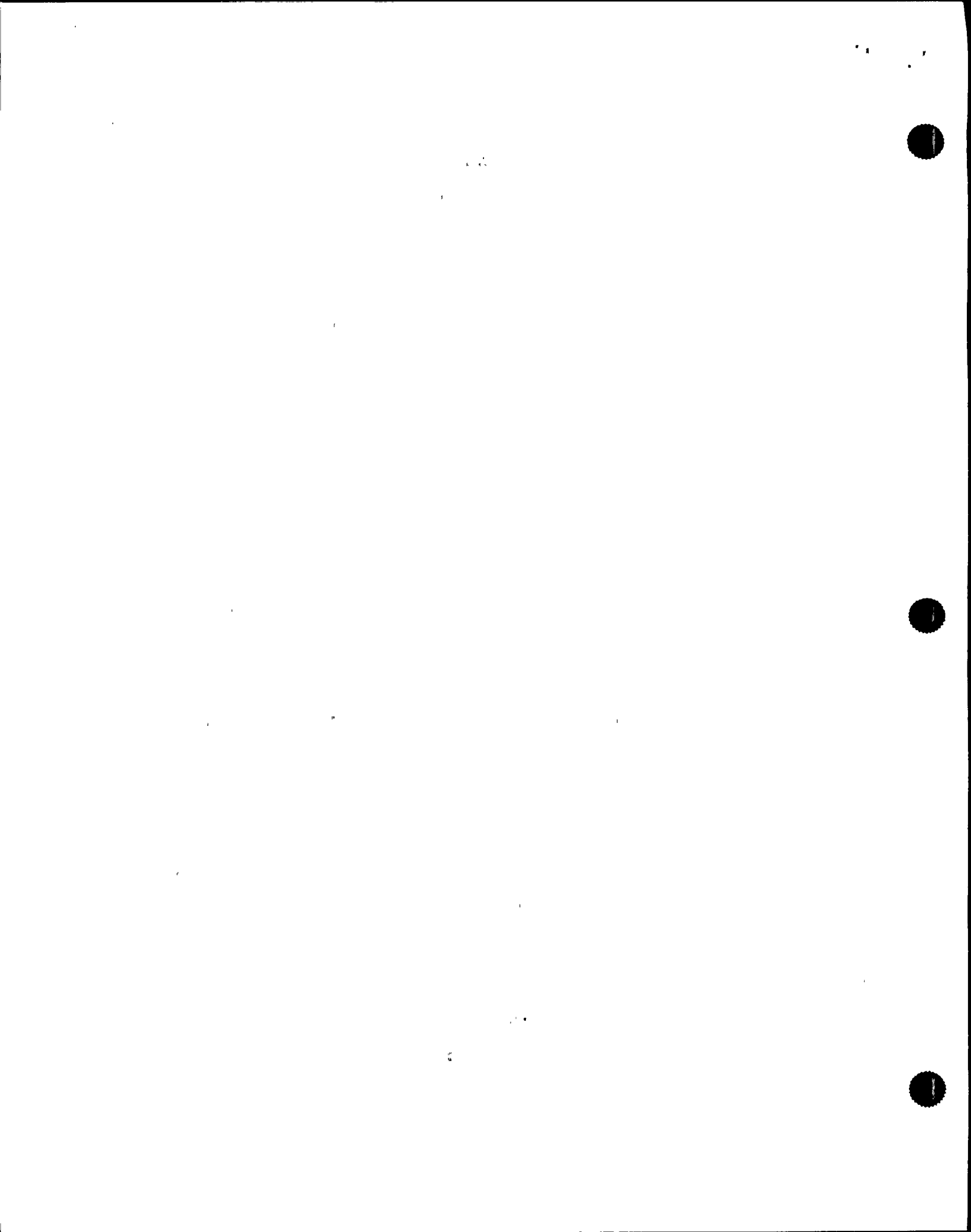
15 MR. BURR: For that day, they had, yes.

16 MR. JORDAN: That day. Who replaced you for that
17 shift?

18 MR. BURR: That was Mike Garbus came in on the
19 evening..

20 MR. JORDAN: Okay. Okay, so you arrived on site
21 around 6:30. Tell us what transpired as you came through
22 the gates.

23 MR. BURR: First thing I noticed is everybody was
24 standing in the parking lot and the closer I got to Security
25 I heard the evacuation alarm and I was looking, wondering



1 why it was going off early in the morning. It wasn't a
2 normal time for us to test it. The next thing I heard was
3 this is not a drill, so I ran inside and then they wouldn't
4 let me in Security so I had to wait in Security until the
5 control room authorized all operations people to come
6 through Security.

7 MR. JORDAN: Okay.

8 MR. CONTE: How many people were gathered out
9 there?

10 MR. BURR: It's hard for me to tell but when the
11 time that I came through at 6:30 people were lined up and
12 sitting down all over the place, so at the time I came
13 through I would estimate there were probably a good 75
14 people waiting to get in but once I came in I went right to
15 the front of the line and waited right there for them to let
16 me in so like I say, I really don't know after that.

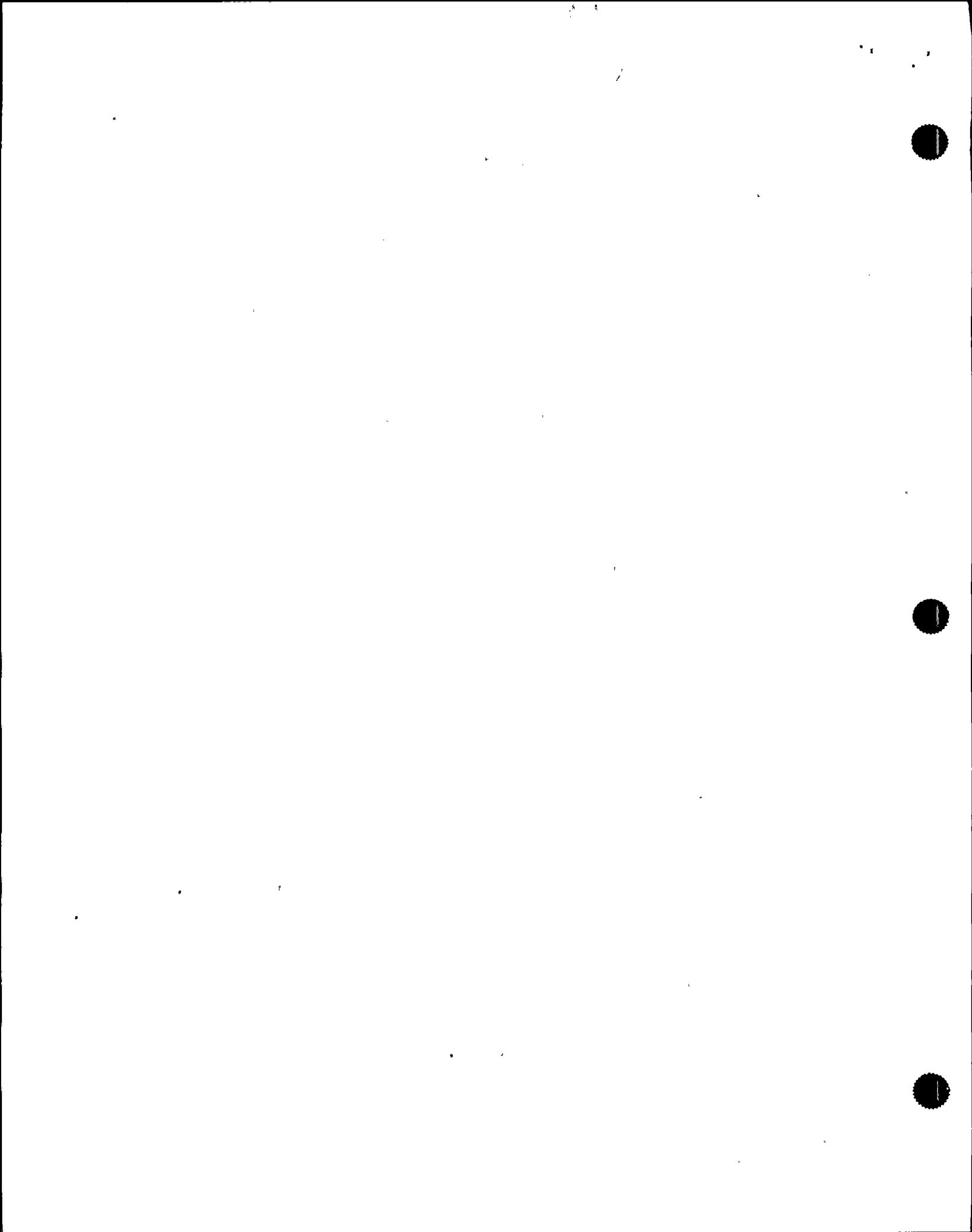
17 MR. CONTE: Okay, why don't you take us in through
18 when you got in.

19 MR. JORDAN: Was there a lot of operators there at
20 the front of the line waiting to get in along with yourself?

21 MR. BURR: There was at least six operators that I
22 can remember at the front of the line.

23 MR. JORDAN: Okay.

24 MR. BURR: And then they finally let us go through
25 and we went -- I went right straight to the control room. I



1 went to the Beehive and dropped off my lunch and everything
2 and then I went back to the control room and as soon as I
3 got in the control room I just stood back --

4 MR. JORDAN: Any lighting problem between --

5 MR. BURR: None.

6 MR. JORDAN: The lights were no problem?

7 MR. BURR: Didn't have any problems.

8 MR. JORDAN: No lighting problems?

9 MR. BURR: No, I didn't, other than what I had
10 heard in the Security Building that had happened, I --

11 MR. JORDAN: You experienced --

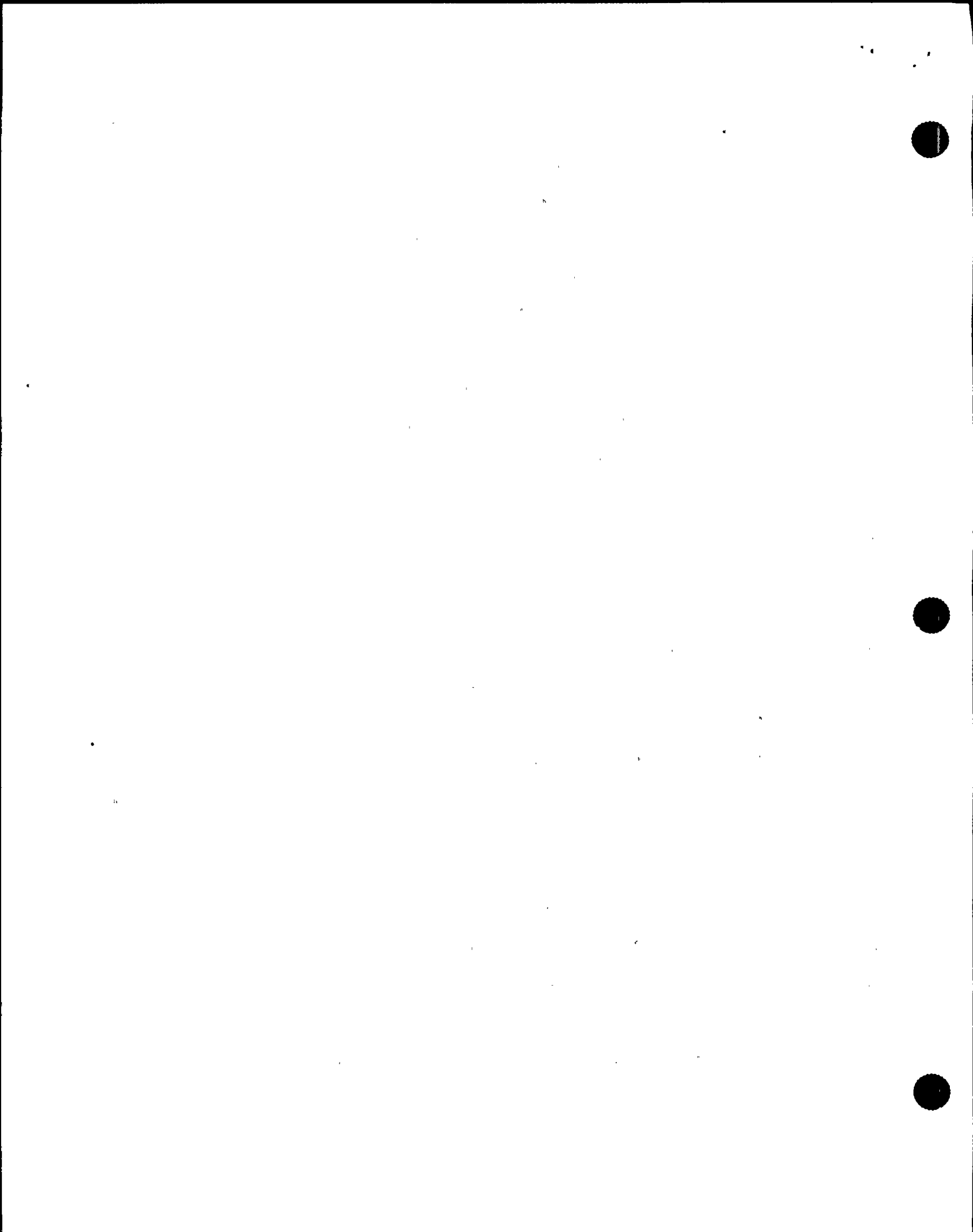
12 MR. BURR: -- experienced nothing unusual coming
13 through the plant.

14 MR. JORDAN: I'm sorry. You went to the Beehive,
15 dropped off your lunch and then you --

16 MR. BURR: Right. I made it to the control room.
17 When I got in there I just kind of stood back looking
18 around, seeing if anything noticeably could be done, waiting
19 to be used by the onshift CSOs and see if anybody -- I was
20 looking to see if anybody needed help and if everything
21 looked like it was being taken care of.

22 Then I started clearing people out of the control
23 room that weren't necessary or, you know, keeping the noise
24 down.

25 Things appeared to be going or things appeared to



1 be taken care of by the licenses that were in there,
2 licensed ROs in there, so then I started assisting the
3 onshift CSO with phone calls, acknowledging annunciators,
4 checking up on annunciators that were coming in, then just
5 pretty much helping out the CSOs because two of them were
6 trying to turn over and I just kind of helped out while
7 they made their turnovers, filled out their paperwork.

8 Later on I got a specific duty of getting the
9 turbine on the turning gear, since another operator was
10 having difficulty. I have experienced trouble getting it
11 out previous so I took over.

12 MR. JORDAN: Do you have any idea what time this
13 is?

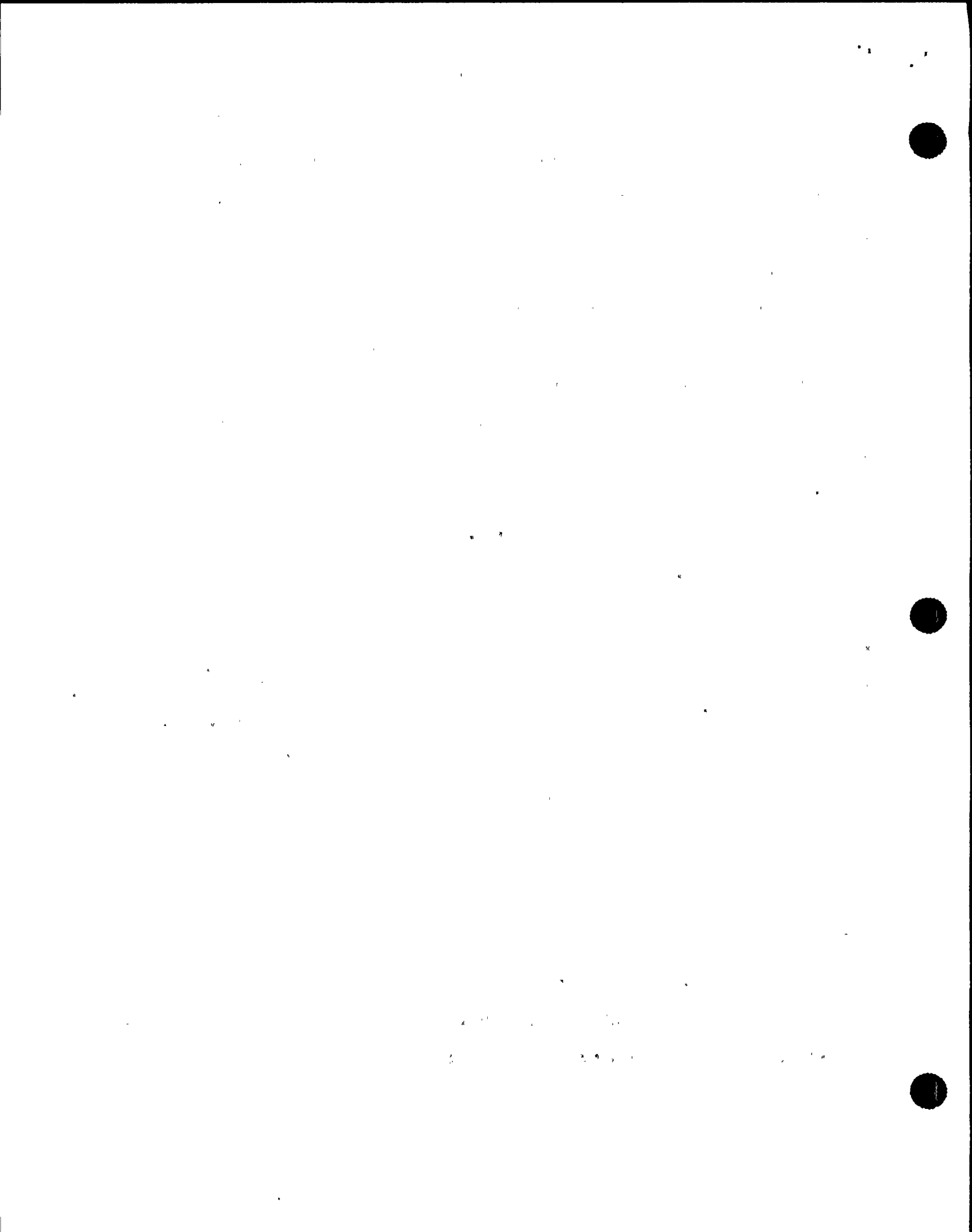
14 MR. BURR: No.

15 MR. JORDAN: Even an hour? Seven o'clock, eight
16 o'clock? I don't want to put words in your mouth. If you
17 have no idea that's fine, if you have no idea, but if you
18 think it's between 7:00 and 8:00, 8:00 and 9:00 or you have
19 no idea, that's fine also.

20 I was curious about it. Do you have any idea when
21 it was?

22 MR. BURR: I have no idea but I would estimate
23 maybe somewhere between 8:00 and 9:00.

24 MR. JORDAN: Did you experience problems putting
25 on the turning gear?



1 MR. BURR: Yes. The breaker kept tripping on the
2 turning gear. We got a hold of the GE specialist, Craig
3 Shawcross and pretty much used his assistance throughout the
4 day and I believe I finally got it on the turning gear
5 somewhere in the vicinity of twelve o'clock.

6 MR. CONTE: All morning you were working on that?

7 MR. BURR: Well, like I said, I had the trouble
8 and once I knew that the trouble wasn't what we have had
9 previous, I went to the SSS, one of the SSS's that were
10 there -- I can't remember who I went to right now. They got
11 a hold of Craig Shawcross. He came to the control room,
12 talked about it.

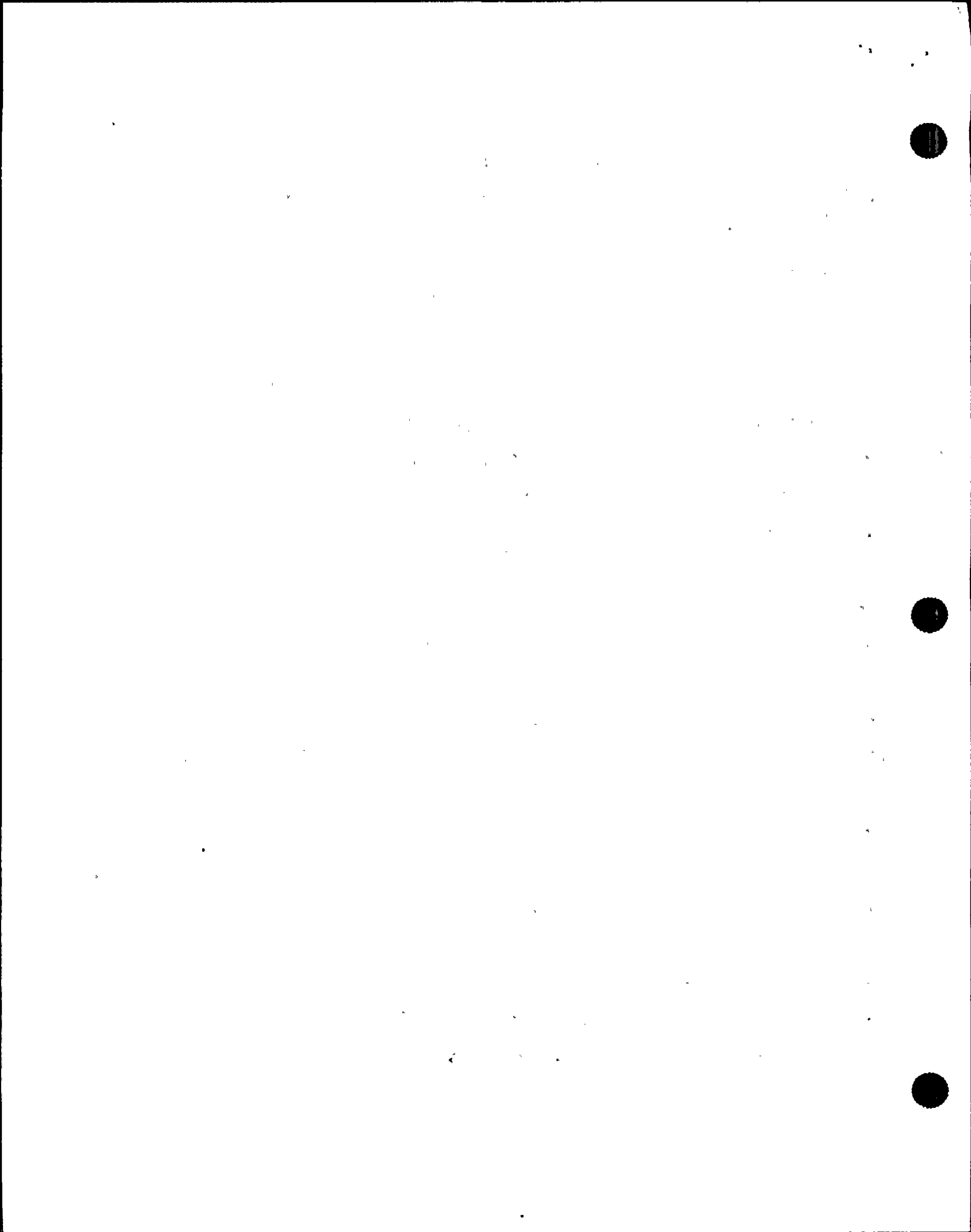
13 I sent him out in the plant with an operator. They
14 looked at the turning gear. We tried to start -- put it on
15 the turning gear with him and the operator and maintenance
16 out at the turning gear. Then he had to go look up some
17 information in his manuals, he said, and then he got back to
18 me and then we tried it again.

19 There is a few lapse in times where he was
20 checking on things or trying to get help.

21 MR. JORDAN: Okay, at some time around 12:00
22 o'clock you got on the turning gear?

23 MR. BURR: Yes.

24 MR. CONTE: Before we go on to the turning gear,
25 what were the symptoms and do you know what the problem was?



1 Symptoms of the turning gear?

2 What were the symptoms of the other than the
3 breaker tripping? Do you know why it wouldn't, why the
4 breaker kept tripping?

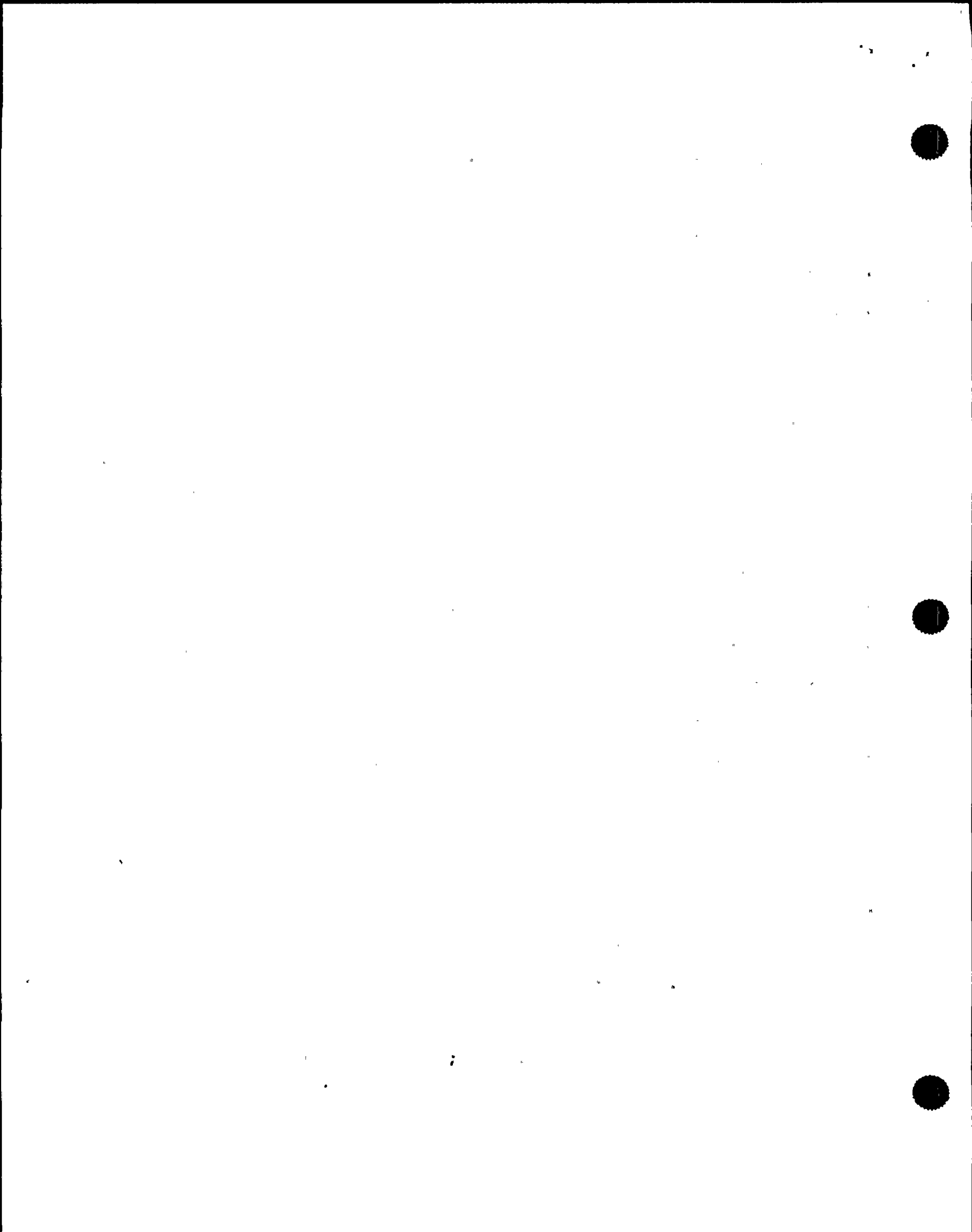
5 MR. BURR: Initially it was an indication that we
6 have had before is that the piggyback motor kicks in and
7 drives the Bull gear in. Once that's in, the turning gear
8 starts and if the turbine won't roll, it trips the breaker.

9 This time I did notice that I was getting
10 different indications and that by driving the piggyback
11 motor in I was getting an indication that the turbine was
12 rolling but then when the turning gear kicked in, it would
13 trip, which I told Craig Shawcross and the SSS that if I had
14 indication that the turbine was rolling, the turning gear
15 should not be tripping.

16 That is what eventually they found out was that
17 piggyback motor was kicking in but it wasn't fully engaging.
18 It was just sitting there turning and it was believing that
19 it was turning the turbine so when the turning gear kicked
20 in, it was just overspeeding and tripping.

21 MR. CONTE: This is a new problem? You've never
22 seen this symptom?

23 MR. BURR: No. This is all due to what I have
24 been told by SSS, the next time I came back on shift what
25 they found was a limit switch was picking up, telling the



1 piggyback it was engaged, letting it drive when it really
2 wasn't.

3 It's been -- I have been told it's been WRed to be
4 looked at.

5 MR. CONTE: Okay. Then where did you go from
6 12:00 o'clock or thereabouts?

7 MR. BURR: I believe for the rest of the day I
8 just stayed in the control room and monitored the control
9 room for excess people, noise, assisted the CSO.

10 I can't remember having any other specific duties
11 other than primarily just coordination of people and stuff
12 like that.

13 MR. CONTE: For some reason the list here has you
14 clearing the tags on RHR. They must have you confused with
15 -- they have got Lawrence, turbine on the jack.

16 MR. BURR: He is the one who originally started.
17 Then I took over for Lawrence.

18 MR. CONTE: Ah. I see. Do you happen to know who
19 cleared the tags on the RHR system?

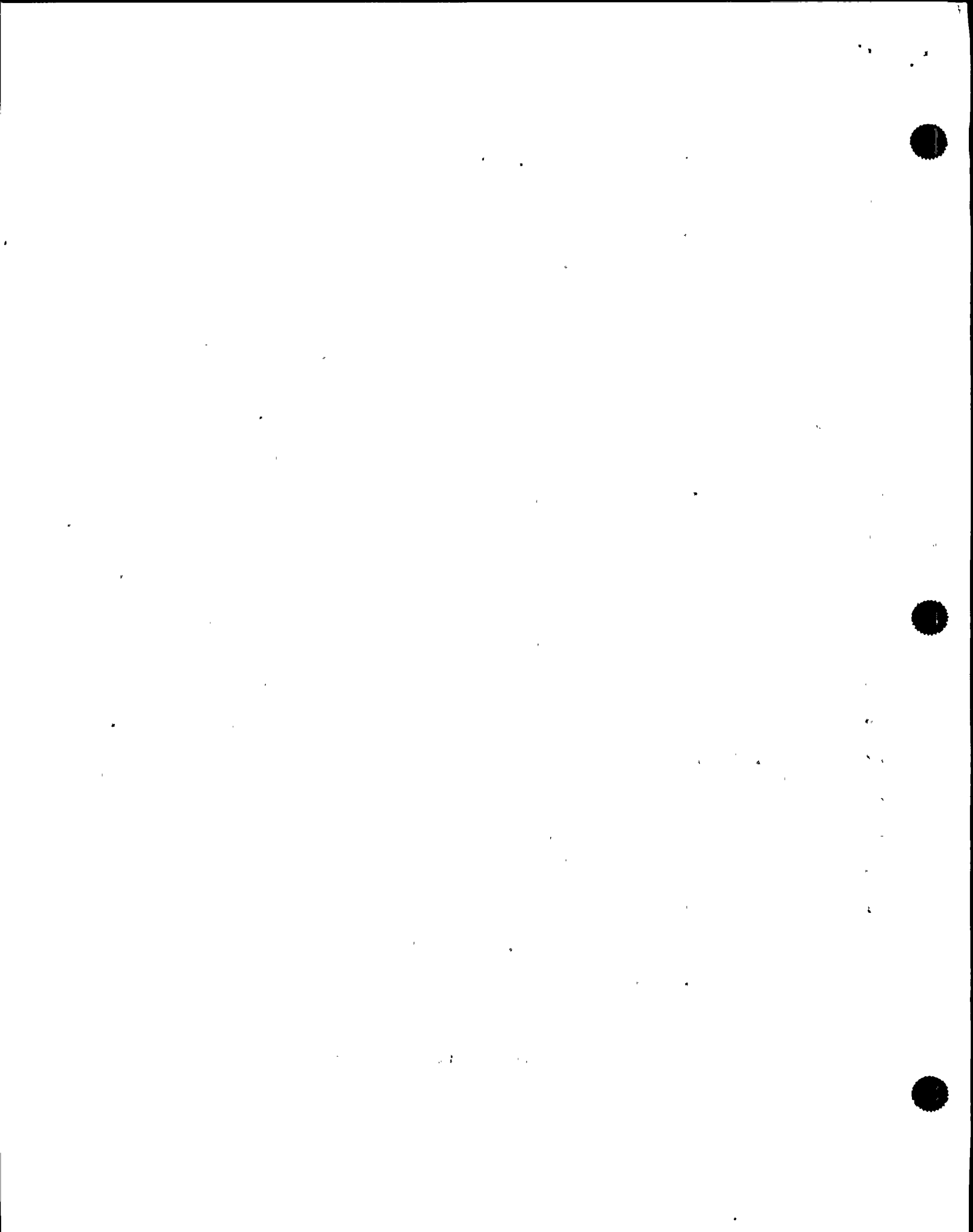
20 MR. BURR: RHR system, for shutdown cooling?

21 MR. CONTE: Yes.

22 MR. JORDAN: No, B and C.

23 MR. BURR: RHR --

24 MR. JORDAN: I think they use B or C for shutdown
25 cooling. Do they use A for shutdown cooling?



1 MR. BURR: B was in shutdown cooling.

2 MR. JORDAN: B was? Okay.

3 MR. BURR: We were getting ready to put B into
4 steam condensing. No.

5 MR. JORDAN: That wasn't you?

6 MR. BURR: Wasn't me for -- I remember someone
7 coming up and saying I cleared the tabs and now I need a
8 second verifier for these, but I can't remember who it was.

9 The conversation was carried on beside me. That's
10 all I remember now.

11 MR. CONTE: Okay, so the problem with the turning
12 gear was a new symptom, different from what you have seen in
13 the past?

14 MR. BURR: Correct.

15 MR. CONTE: Okay.

16 MR. BURR: The problem we have had in the past is
17 the turbine wants to turn too fast and kicks out. We have
18 never had it not move.

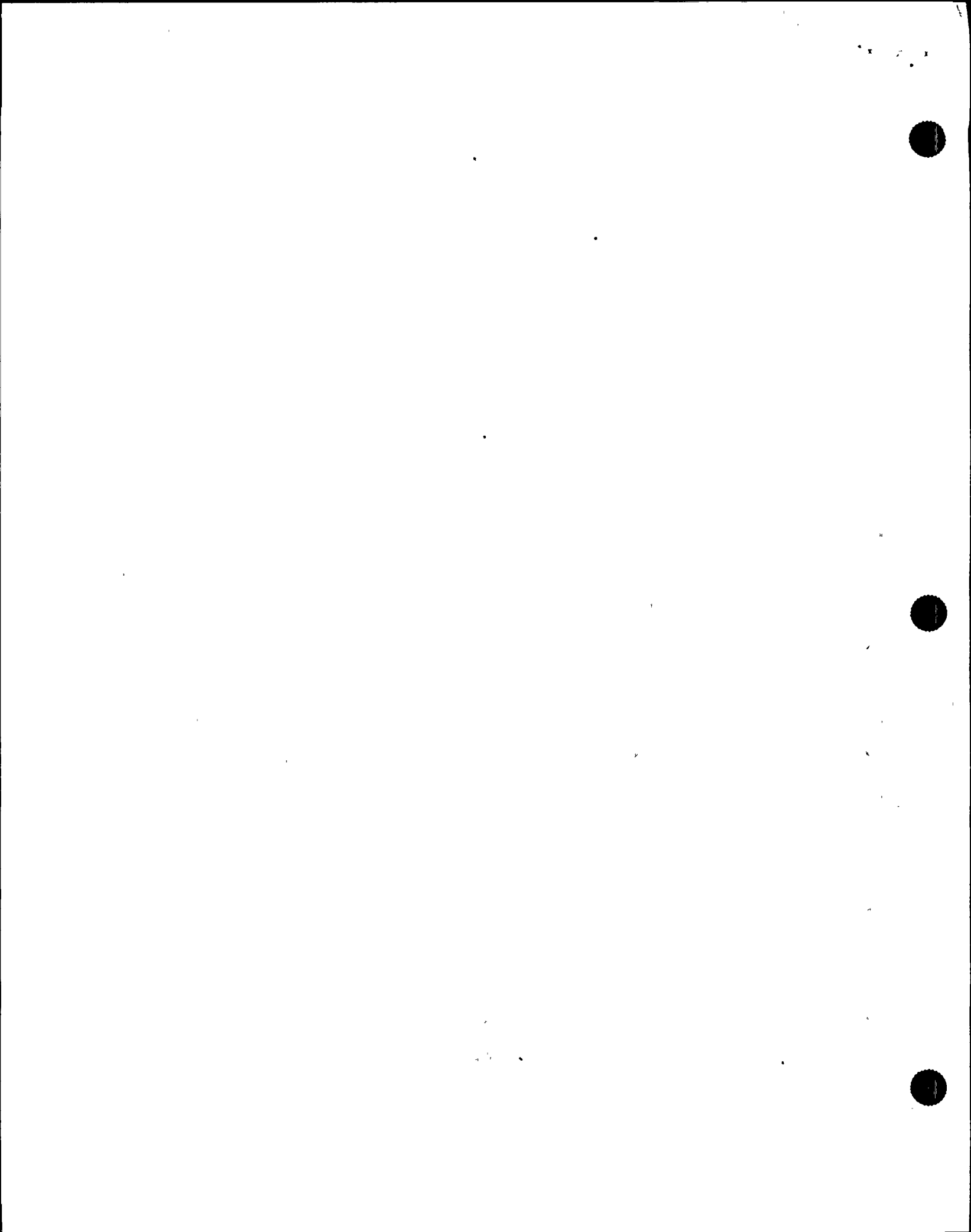
19 MR. CONTE: Okay. A work request has been
20 written?

21 MR. BURR: Yes.

22 MR. CONTE: To look at the problem?

23 MR. BURR: That is what I have been told, yes.

24 MR. CONTE: How did you eventually get it on, the
25 gear? Did you have to do something extraordinary? Manual?



1 MR. BURR: They manually engaged the turning gear.
2 There is a lever on the side. You put it on and you can
3 assist the piggyback motor in driving the Bull gear into the
4 turbine shaft.

5 MR. CONTE: Is there a procedure to adorn what
6 when you normally do these evolutions, bring in the, putting
7 the main turbine on the turning gear? Is there a procedure
8 that you use to do that locally?

9 MR. BURR: To do it locally? No.

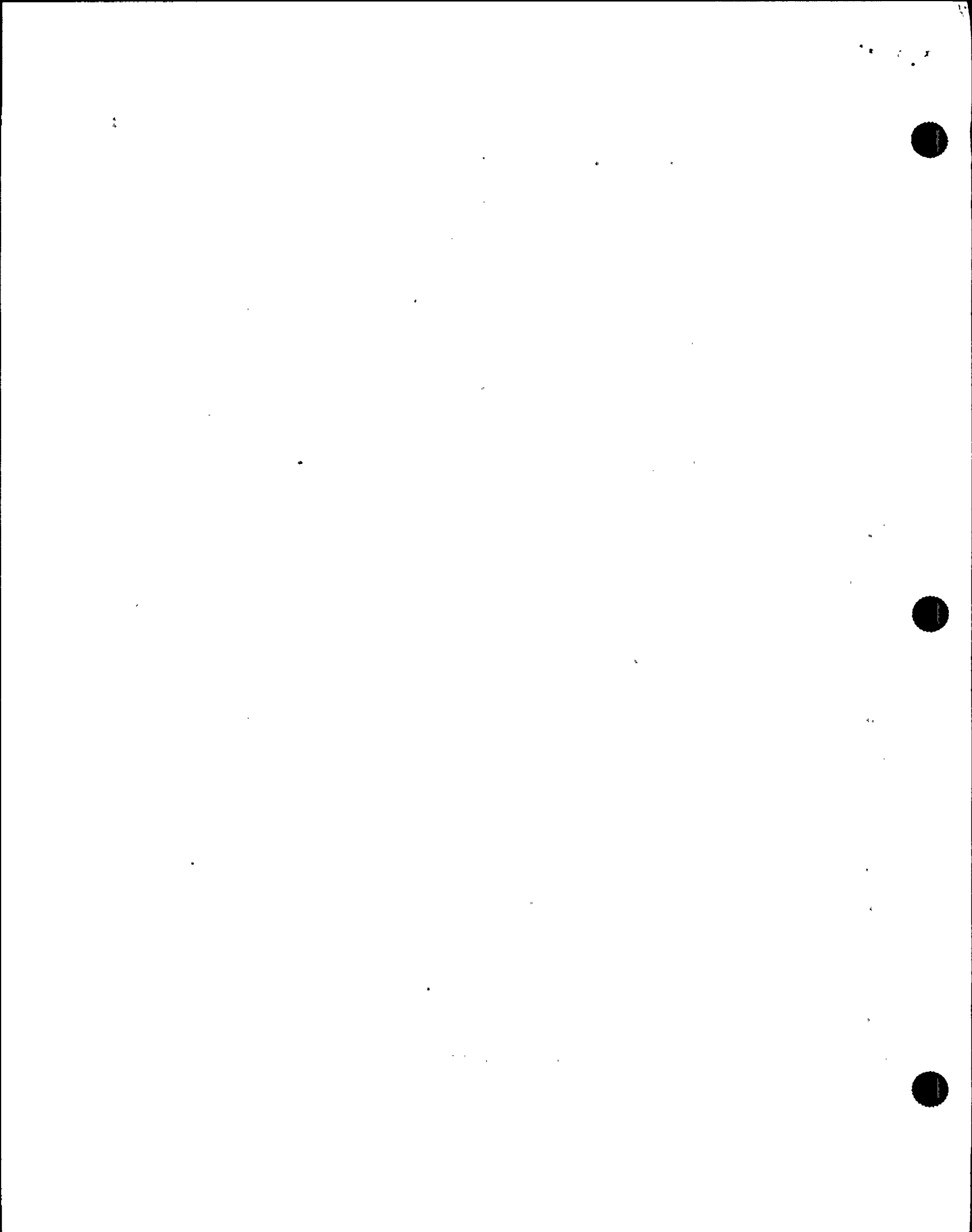
10 MR. CONTE: Do you do it from memory? Just know
11 how to do it?

12 MR. BURR: Pretty much from memory.

13 MR. CONTE: Okay. Okay, who thought of the manual
14 engagement? This Mr. Shawcraft?

15 MR. BURR: No. Jay Lawrence thought of it
16 initially or he suggested it when I took over so he went out
17 to do it while I was in the control room. He could not get
18 it to go in any farther, he said, so he believed that
19 everything was working and that we didn't have a problem
20 with the piggyback motor but later when Mr. Shawcross was
21 out there, he had maintenance and the operator help him do
22 it and at that time it was successful.

23 MR. CONTE: How complicated is this evolution?
24 When you go up to the panel, you want to turn it on, got a
25 couple of verifications to make?



1 MR. BURR: It's not complicated but it just seems
2 in my opinion that every time we go to start up the turbine
3 it's different. Like I've said we have had trouble with the
4 turbine rolling off the gear. That's a problem.

5 Now this time it didn't kick in. Now this is not
6 really a problem. This is a mechanical problem at this time
7 but we --

8 MR. CONTE: So what do you do? Can you recount
9 the steps of what you do to get it on turning gear?

10 Is there a control panel of some sort?

11 MR. BURR: There is a --

12 MR. CONTE: Push some buttons?

13 MR. BURR: At the turbine or in the control room?

14 MR. CONTE: Either place. Is that where you are
15 doing it? From the control room?

16 MR. BURR: I was starting the turning gear from
17 the control room.

18 MR. CONTE: Okay.

19 MR. BURR: They could do the same thing -- no,
20 they can't do the same thing. They can jog the turbine,
21 which is basically just engaging the piggyback and Bull gear
22 and slowly turning the turbine locally. That's all they can
23 do locally or they have like I said the lever to manually
24 engage it, to assist it, but starting the turbine gear is
25 from a switch in the control room.



1 MR. CONTE: That's all you need to do?

2 MR. BURR: Yes.

3 MR. CONTE: Okay. Any other questions, Mike?

4 MR. JORDAN: No.

5 MR. CONTE: If not, let's close the record.

6 [Whereupon, at 7:00 p.m., the taking of the
7 interview was concluded.]

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REPORTER'S CERTIFICATE

This is to certify that the attached proceedings before the United States Nuclear Regulatory Commission

in the matter of:

NAME OF PROCEEDING: Int. of JIM BURR

DOCKET NUMBER:

PLACE OF PROCEEDING: Scriba, N.Y.

were held as herein appears, and that this is the original transcript thereof for the file of the United States Nuclear Regulatory Commission taken by me and thereafter reduced to typewriting by me or under the direction of the court reporting company, and that the transcript is a true and accurate record of the foregoing proceedings.



JON HUNDLEY

Official Reporter
Ann Riley & Associates, Ltd.

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Incident Investigation Team

Title: Nine Mile Point Nuclear Power Plant
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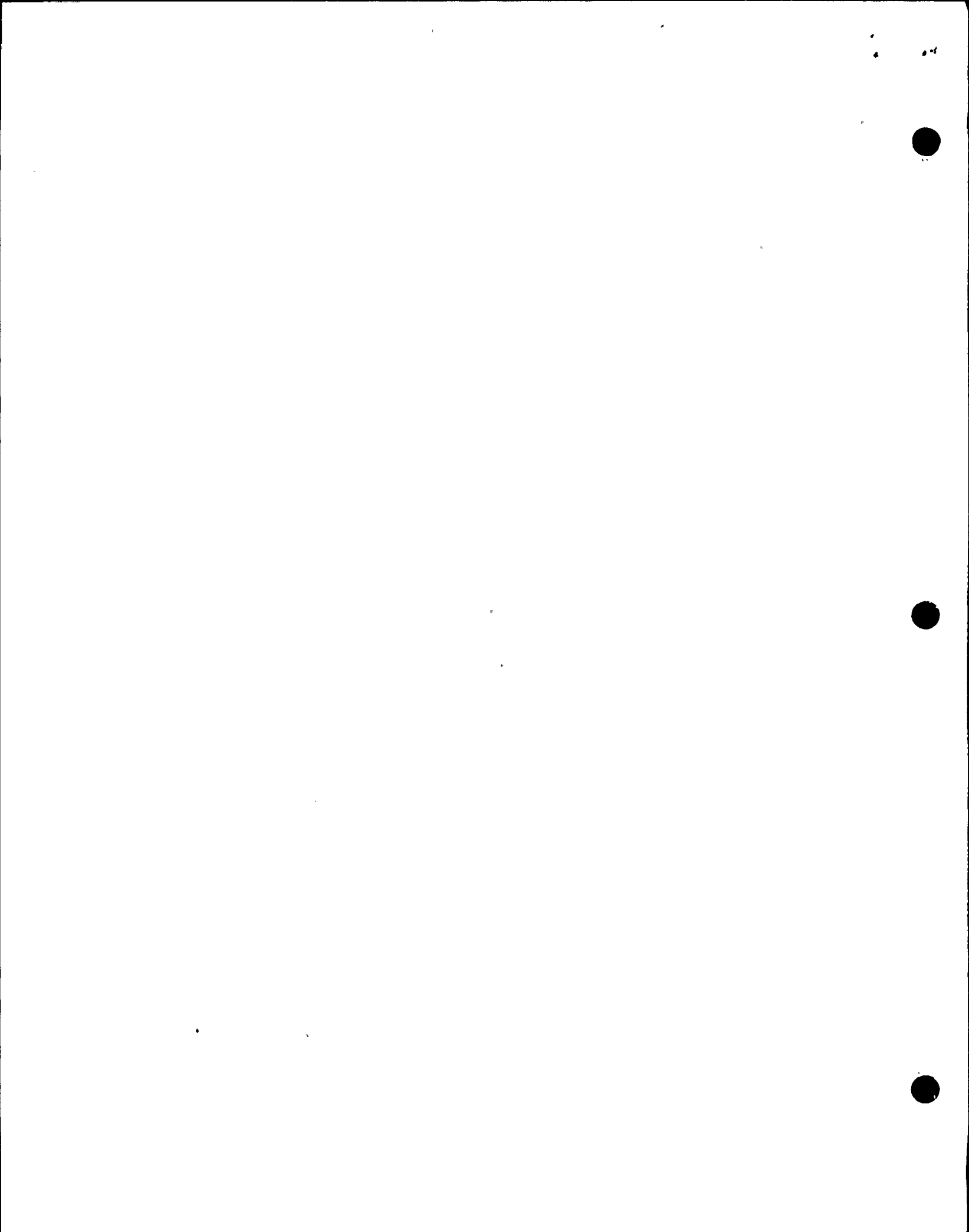
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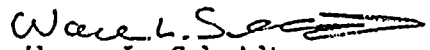
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FROM: Wayne L. Schmidt, Senior Resident Inspector, Nine Mile Point
SUBJECT: Review of IIT Interview Transcripts

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Thank you for your help. If there are any questions please contact me.


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Senior Resident Inspector
Nine Mile Point

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INCIDENT INVESTIGATION TEAM

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JIM BURR :
(Closed) :

Conference Room B
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Thursday, August 22, 1991

The interview commenced, pursuant to notice,
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PRESENT FOR THE IIT:
Michael Jordan, NRC
Rich Conte, NRC

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P R O C E E D I N G S

[6:45 p.m.]

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2
3 MR. JORDAN: Let's go on the record. It's August
4 22nd, 1991 at approximately 6:45 in the p.m.

5 We are at the Nine Mile Point Unit Two in the P
6 Building.

7 We are conducting interviews concerning a
8 transient that occurred on August 13th, 1991.

9 My name is Mike Jordan. I am with the U.S. NRC
10 out of Region III.

11 MR. CONTE: Rich Conte, NRC, Region I.

12 MR. BURR: Jim Burr, Chief Shift Operations, NMPC.

13 MR. JORDAN: Okay, Jim. Why don't you give us
14 your experience and your background?

15 MR. BURR: I was electronics specialist in the
16 United States Marine Corps. I joined the company in 1980,
17 April of 1980.

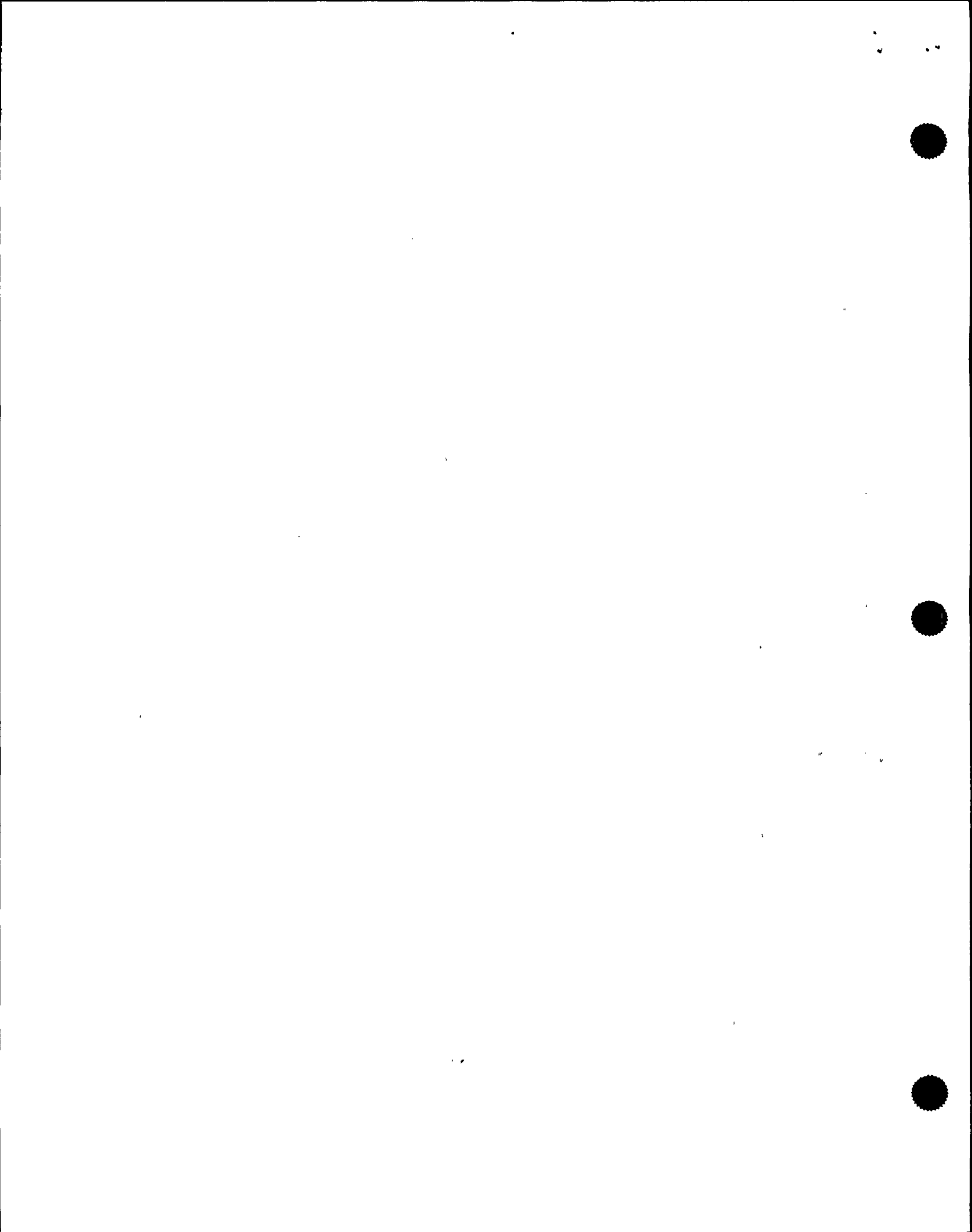
18 I was a janitor then. Then I came into operations
19 in 1982 and have been there up till now.

20 I am a Chief Shift Operator at this time.

21 MR. CONTE: When did you get your license?

22 MR. BURR: I got my license on Unit One, 1985, I
23 believe is the approximate time and on Unit Two, 1988, I
24 believe. I'm not sure.

25 MR. JORDAN: Okay, that's close enough. If we need



1 the actual date we can get that from our records. We're
2 just getting a general background and your experience.

3 Your are a licensed RO or SRO?

4 MR. BURR: RO. Licensed RO.

5 MR. JORDAN: Okay, Jim, were you on days, mids,
6 what shift were you on?

7 MR. BURR: I was on midshift but on the day of the
8 accident I had to come in first thing in the morning for a
9 meeting so I came in at the day, the 13th, at 6:30 in the
10 morning.

11 MR. JORDAN: So you arrived on site around 6:30?

12 MR. BURR: That's correct.

13 MR. JORDAN: Okay, so somebody had replaced you on
14 the shift, is that correct?

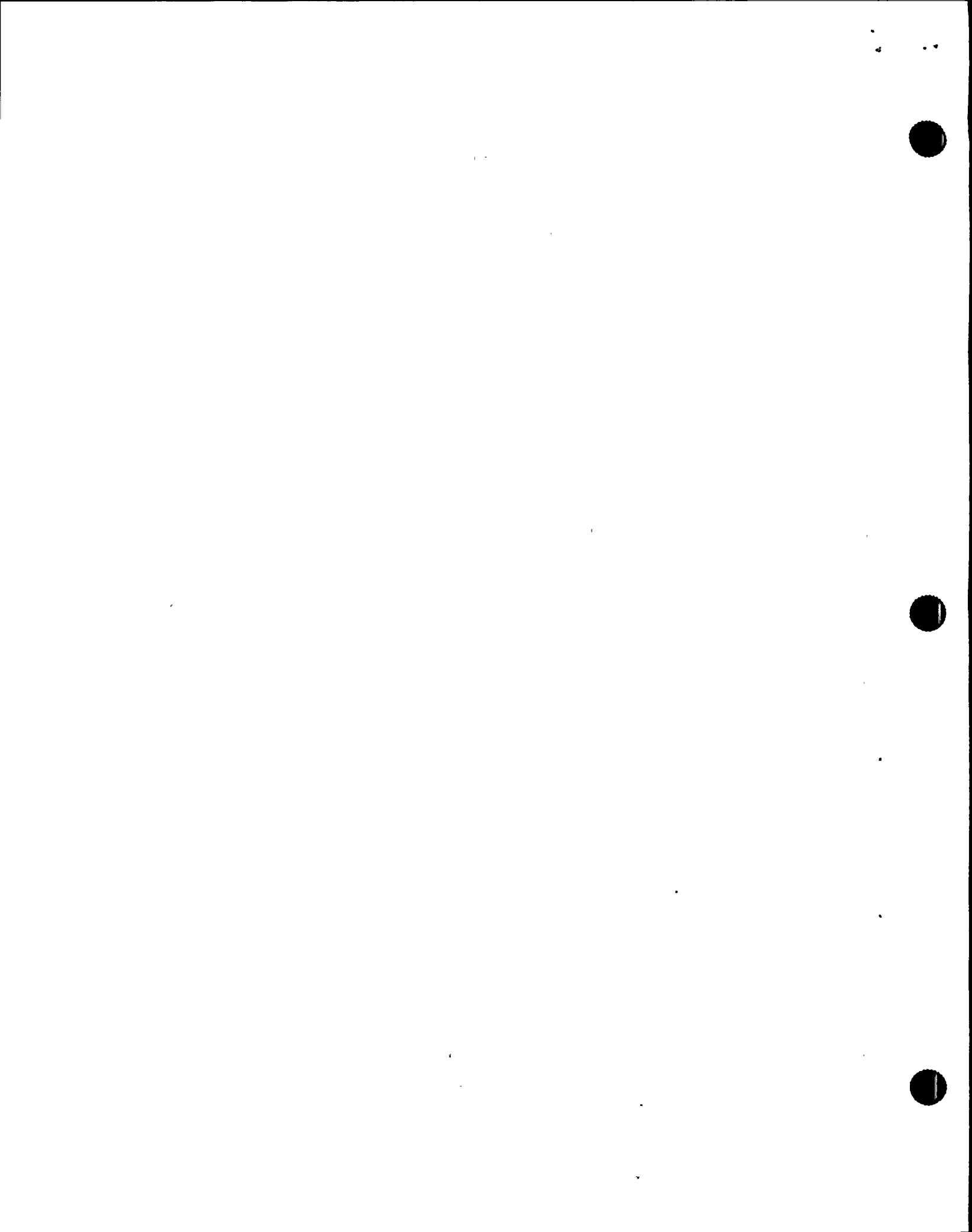
15 MR. BURR: For that day, they had, yes.

16 MR. JORDAN: That day. Who replaced you for that
17 shift?

18 MR. BURR: That was Mike Garbus came in on the
19 evening.

20 MR. JORDAN: Okay. Okay, so you arrived on site
21 around 6:30. Tell us what transpired as you came through
22 the gates.

23 MR. BURR: First thing I noticed is everybody was
24 standing in the parking lot and the closer I got to Security
25 I heard the evacuation alarm and I was looking, wondering



1 why it was going off early in the morning. It wasn't a
2 normal time for us to test it. The next thing I heard was
3 this is not a drill, so I ran inside and then they wouldn't
4 let me in Security so I had to wait in Security until the
5 control room authorized all operations people to come
6 through Security.

7 MR. JORDAN: Okay.

8 MR. CONTE: How many people were gathered out
9 there?

10 MR. BURR: It's hard for me to tell but when the
11 time that I came through at 6:30 people were lined up and
12 sitting down all over the place, so at the time I came
13 through I would estimate there were probably a good 75
14 people waiting to get in but once I came in I went right to
15 the front of the line and waited right there for them to let
16 me in so like I say, I really don't know after that.

17 MR. CONTE: Okay, why don't you take us in through
18 when you got in.

19 MR. JORDAN: Was there a lot of operators there at
20 the front of the line waiting to get in along with yourself?

21 MR. BURR: There was at least six operators that I
22 can remember at the front of the line.

23 MR. JORDAN: Okay.

24 MR. BURR: And then they finally let us go through
25 and we went -- I went right straight to the control room. I



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2 and then I went back to the control room and as soon as I
3 got in the control room I just stood back --

4 MR. JORDAN: Any lighting problem between --

5 MR. BURR: None.

6 MR. JORDAN: The lights were no problem?

7 MR. BURR: Didn't have any problems.

8 MR. JORDAN: No lighting problems?

9 MR. BURR: No, I didn't, other than what I had
10 heard in the Security Building that had happened, I --

11 MR. JORDAN: You experienced --

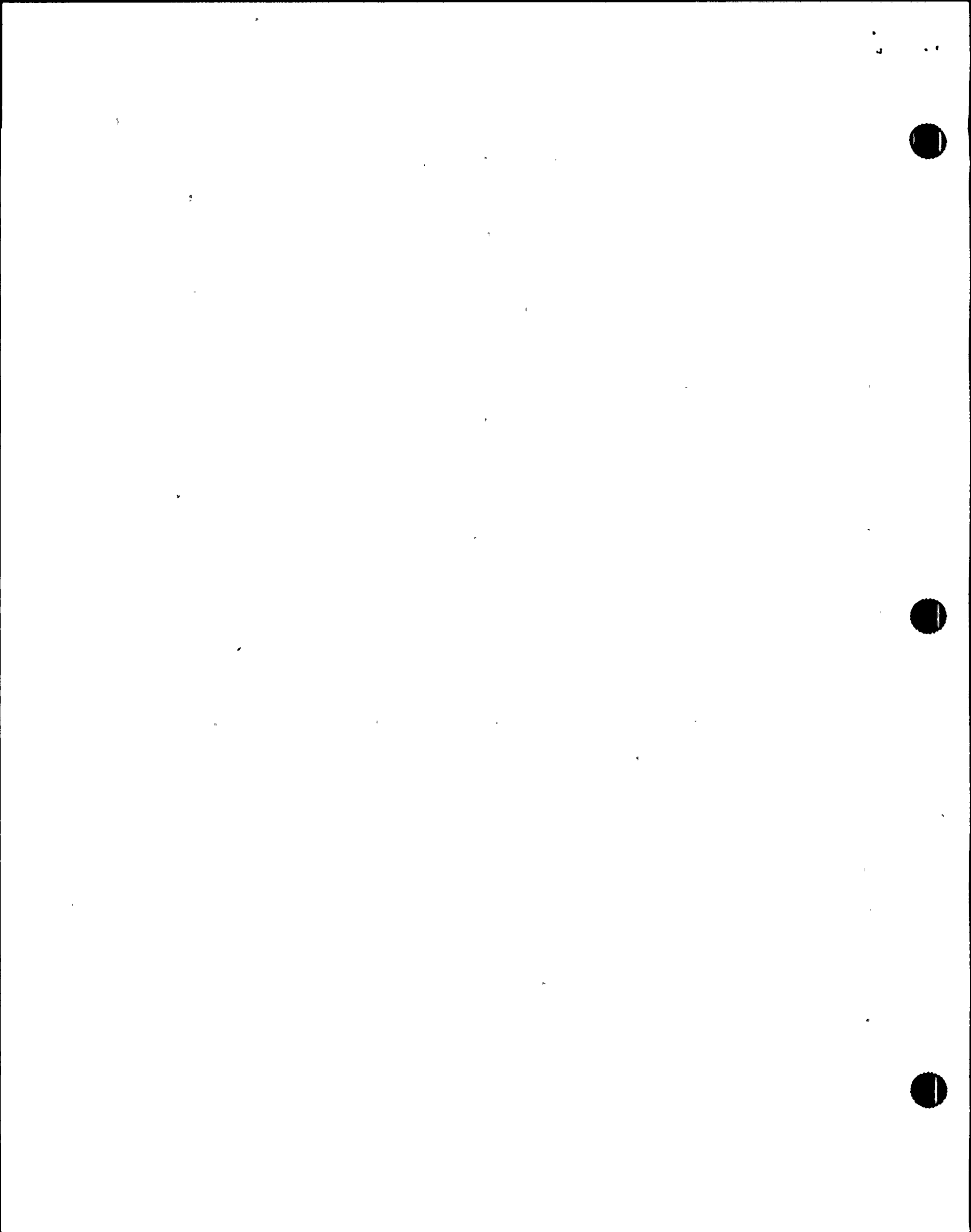
12 MR. BURR: -- experienced nothing unusual coming
13 through the plant.

14 MR. JORDAN: I'm sorry. You went to the Beehive,
15 dropped off your lunch and then you --

16 MR. BURR: Right. I made it to the control room.
17 When I got in there I just kind of stood back looking
18 around, seeing if anything noticeably could be done, waiting
19 to be used by the onshift CSOs and see if anybody -- I was
20 looking to see if anybody needed help and if everything
21 looked like it was being taken care of.

22 Then I started clearing people out of the control
23 room that weren't necessary or, you know, keeping the noise
24 down.

25 Things appeared to be going or things appeared to



1 be taken care of by the licenses that were in there,
2 licensed ROs in there, so then I started assisting the
3 onshift CSO with phone calls, acknowledging annunciators,
4 checking up on annunciators that were coming in, then just
5 pretty much helping out the CSOs because two of them were
6 trying to turn over and I just kind of helped out while
7 they made their turnovers, filled out their paperwork.

8 Later on I got a specific duty of getting the
9 turbine on the turning gear, since another operator was
10 having difficulty. I have experienced trouble getting it
11 out previous so I took over.

12 MR. JORDAN: Do you have any idea what time this
13 is?

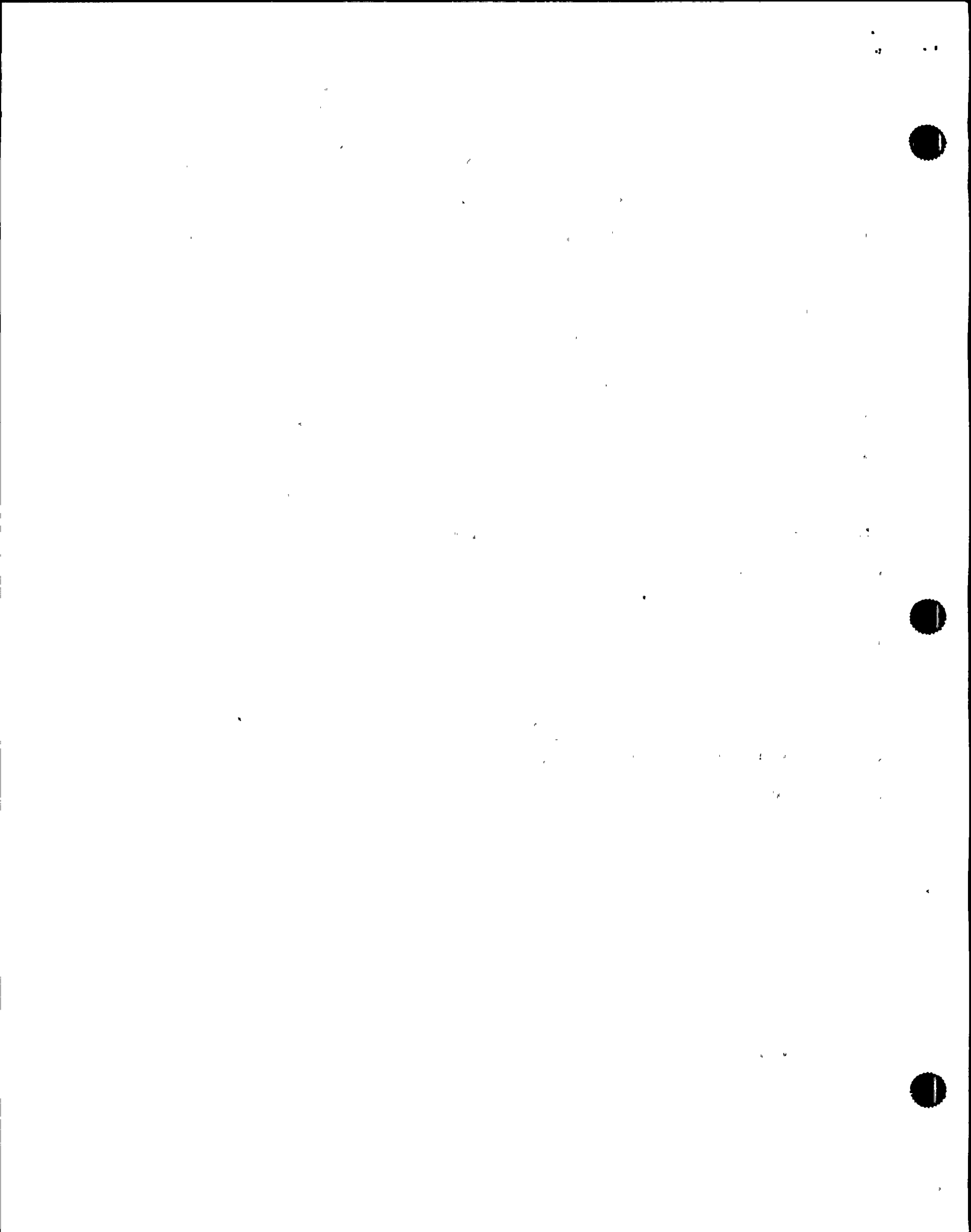
14 MR. BURR: No.

15 MR. JORDAN: Even an hour? Seven o'clock, eight
16 o'clock? I don't want to put words in your mouth. If you
17 have no idea that's fine, if you have no idea, but if you
18 think it's between 7:00 and 8:00, 8:00 and 9:00 or you have
19 no idea, that's fine also.

20 I was curious about it. Do you have any idea when
21 it was?

22 MR. BURR: I have no idea but I would estimate
23 maybe somewhere between 8:00 and 9:00.

24 MR. JORDAN: Did you experience problems putting
25 on the turning gear?



1 MR. BURR: Yes. The breaker kept tripping on the
2 turning gear. We got a hold of the GE specialist, Craig
3 Shawcross and pretty much used his assistance throughout the
4 day and I believe I finally got it on the turning gear
5 somewhere in the vicinity of twelve o'clock.

6 MR. CONTE: All morning you were working on that?

7 MR. BURR: Well, like I said, I had the trouble
8 and once I knew that the trouble wasn't what we have had
9 previous, I went to the SSS, one of the SSS's that were
10 there -- I can't remember who I went to right now. They got
11 a hold of Craig Shawcross. He came to the control room,
12 talked about it.

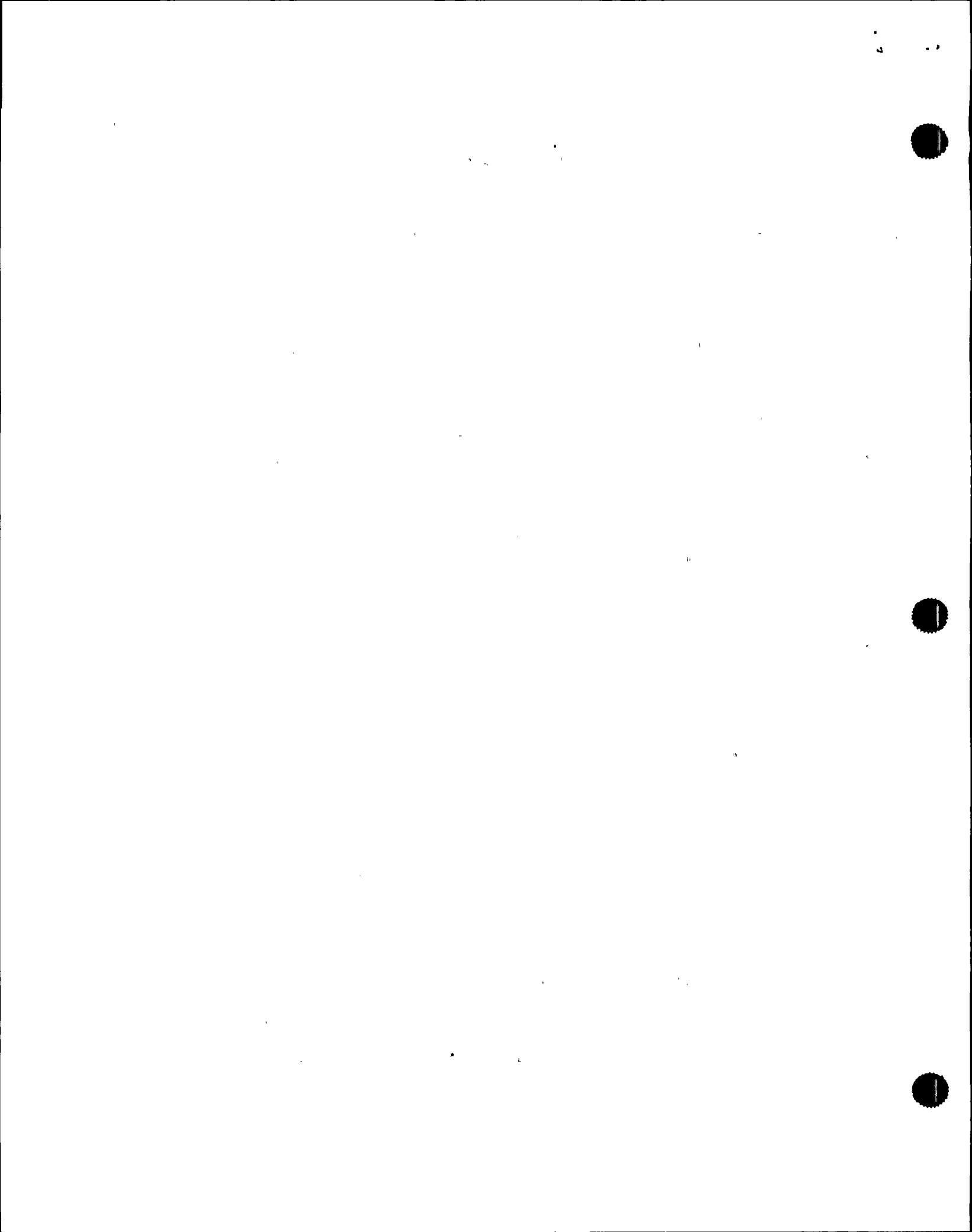
13 I sent him out in the plant with an operator. They
14 looked at the turning gear. We tried to start -- put it on
15 the turning gear with him and the operator and maintenance
16 out at the turning gear. Then he had to go look up some
17 information in his manuals, he said, and then he got back to
18 me and then we tried it again.

19 There is a few lapse in times where he was
20 checking on things or trying to get help.

21 MR. JORDAN: Okay, at some time around 12:00
22 o'clock you got on the turning gear?

23 MR. BURR: Yes.

24 MR. CONTE: Before we go on to the turning gear,
25 what were the symptoms and do you know what the problem was?



1 Symptoms of the turning gear?

2 What were the symptoms of the other than the
3 breaker tripping? Do you know why it wouldn't, why the
4 breaker kept tripping?

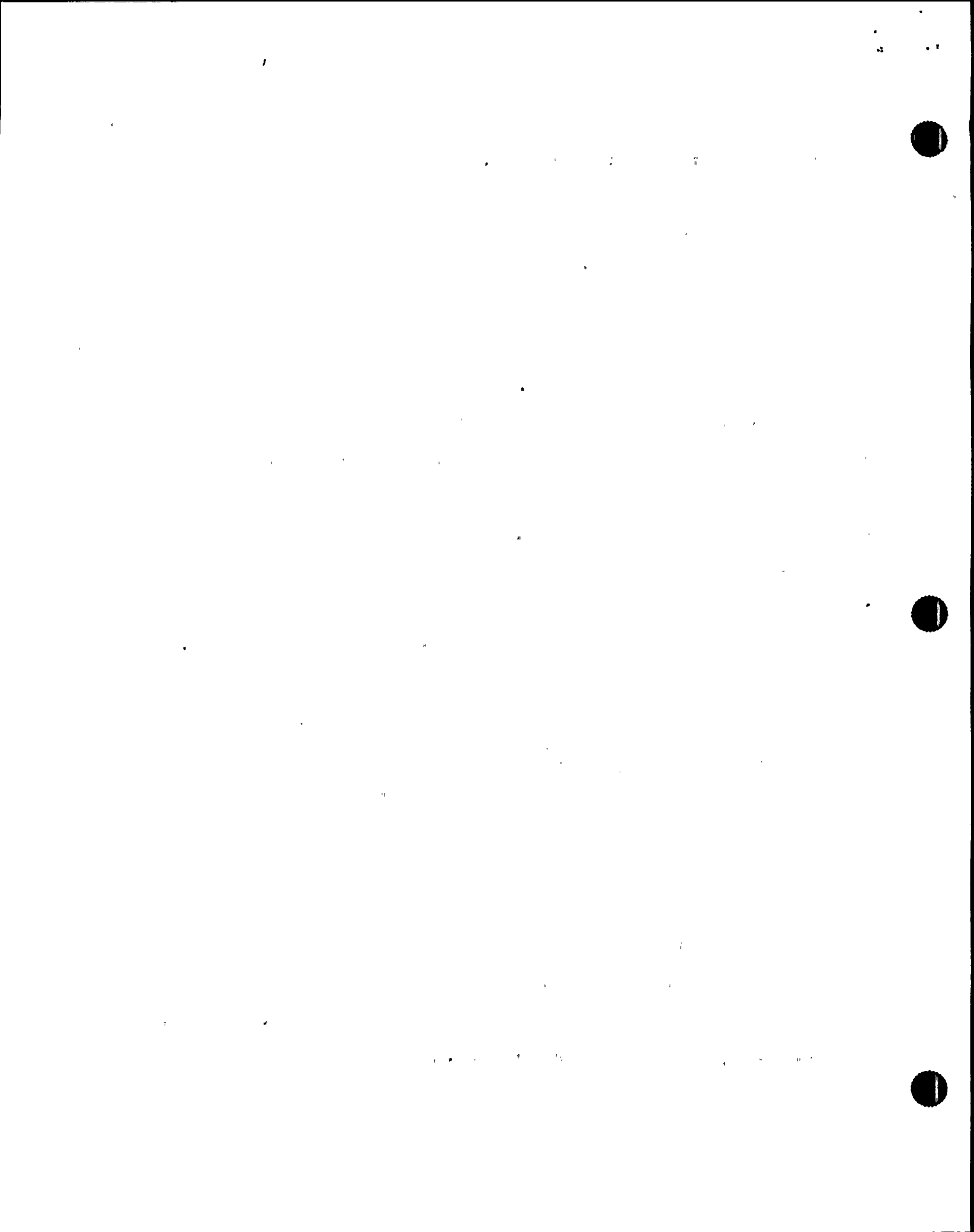
5 MR. BURR: Initially it was an indication that we
6 have had before is that the piggyback motor kicks in and
7 drives the Bull gear in. Once that's in, the turning gear
8 starts and if the turbine won't roll, it trips the breaker.

9 This time I did notice that I was getting
10 different indications and that by driving the piggyback
11 motor in I was getting an indication that the turbine was
12 rolling but then when the turning gear kicked in, it would
13 trip, which I told Craig Shawcross and the SSS that if I had
14 indication that the turbine was rolling, the turning gear
15 should not be tripping.

16 That is what eventually they found out was that
17 piggyback motor was kicking in but it wasn't fully engaging.
18 It was just sitting there turning and it was believing that
19 it was turning the turbine so when the turning gear kicked
20 in, it was just overspeeding and tripping.

21 MR. CONTE: This is a new problem? You've never
22 seen this symptom?

23 MR. BURR: No. This is all due to what I have
24 been told by SSS, the next time I came back on shift what
25 they found was a limit switch was picking up, telling the



1 piggyback it was engaged, letting it drive when it really
2 wasn't.

3 It's been -- I have been told it's been WRed to be
4 looked at.

5 MR. CONTE: Okay. Then where did you go from
6 12:00 o'clock or thereabouts?

7 MR. BURR: I believe for the rest of the day I
8 just stayed in the control room and monitored the control
9 room for excess people, noise, assisted the CSO.

10 I can't remember having any other specific duties
11 other than primarily just coordination of people and stuff
12 like that.

13 MR. CONTE: For some reason the list here has you
14 clearing the tags on RHR. They must have you confused with
15 -- they have got Lawrence, turbine on the jack.

16 MR. BURR: He is the one who originally started.
17 Then I took over for Lawrence.

18 MR. CONTE: Ah. I see. Do you happen to know who
19 cleared the tags on the RHR system?

20 MR. BURR: RHR system, for shutdown cooling?

21 MR. CONTE: Yes.

22 MR. JORDAN: No, B and C.

23 MR. BURR: RHR --

24 MR. JORDAN: I think they use B or C for shutdown
25 cooling. Do they use A for shutdown cooling?



1 MR. BURR: B was in shutdown cooling.

2 MR. JORDAN: B was? Okay.

3 MR. BURR: We were getting ready to put B into
4 steam condensing. No.

5 MR. JORDAN: That wasn't you?

6 MR. BURR: Wasn't me for -- I remember someone
7 coming up and saying I cleared the tabs and now I need a
8 second verifier for these, but I can't remember who it was.

9 The conversation was carried on beside me. That's
10 all I remember now.

11 MR. CONTE: Okay, so the problem with the turning
12 gear was a new symptom, different from what you have seen in
13 the past?

14 MR. BURR: Correct.

15 MR. CONTE: Okay.

16 MR. BURR: The problem we have had in the past is
17 the turbine wants to turn too fast and kicks out. We have
18 never had it not move.

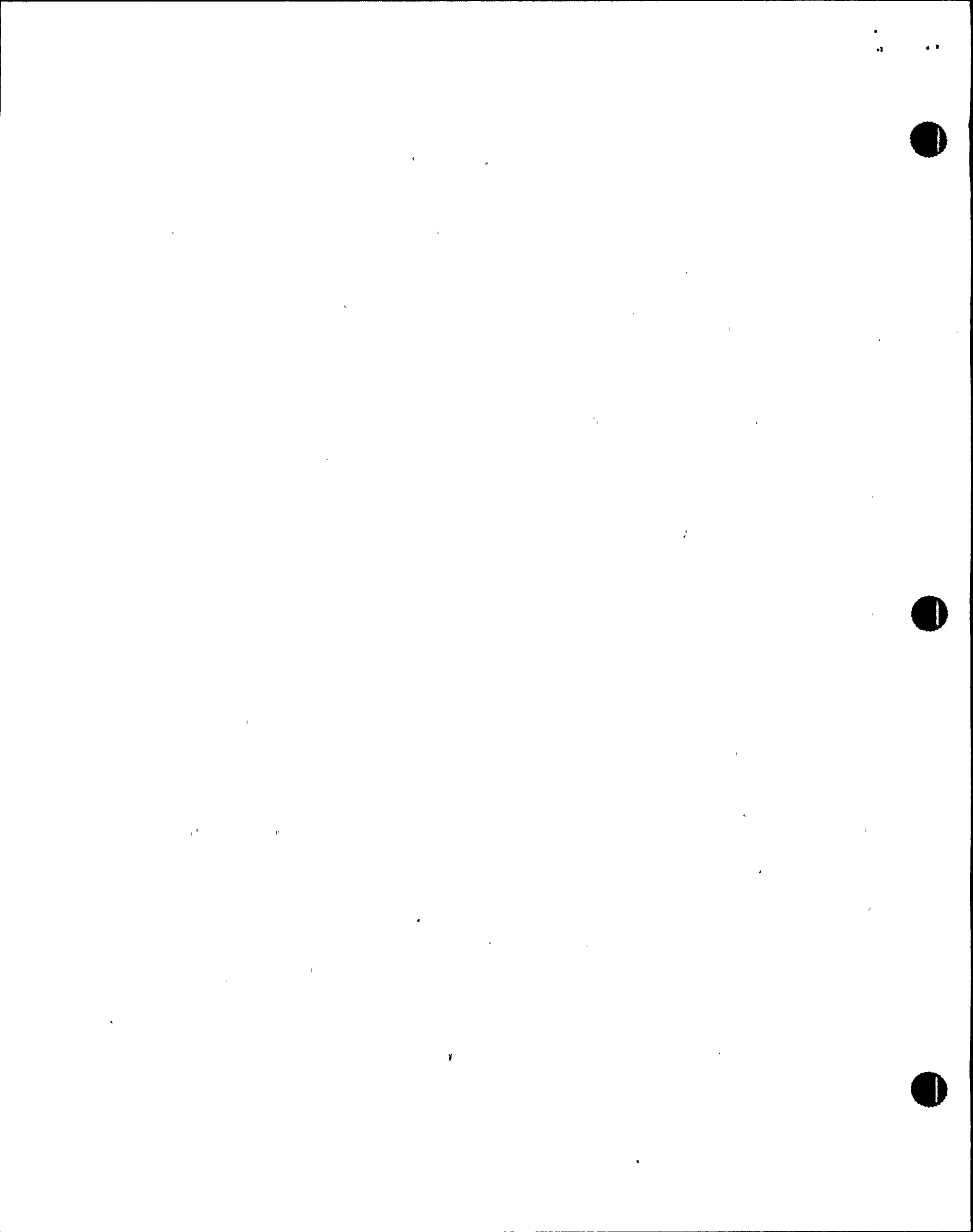
19 MR. CONTE: Okay. A work request has been
20 written?

21 MR. BURR: Yes.

22 MR. CONTE: To look at the problem?

23 MR. BURR: That is what I have been told, yes.

24 MR. CONTE: How did you eventually get it on, the
25 gear? Did you have to do something extraordinary? Manual?



1 MR. BURR: They manually engaged the turning gear.
2 There is a lever on the side. You put it on and you can
3 assist the piggyback motor in driving the Bull gear into the
4 turbine shaft.

5 MR. CONTE: Is there a procedure to adorn what
6 when you normally do these evolutions, bring in the, putting
7 the main turbine on the turning gear? Is there a procedure
8 that you use to do that locally?

9 MR. BURR: To do it locally? No.

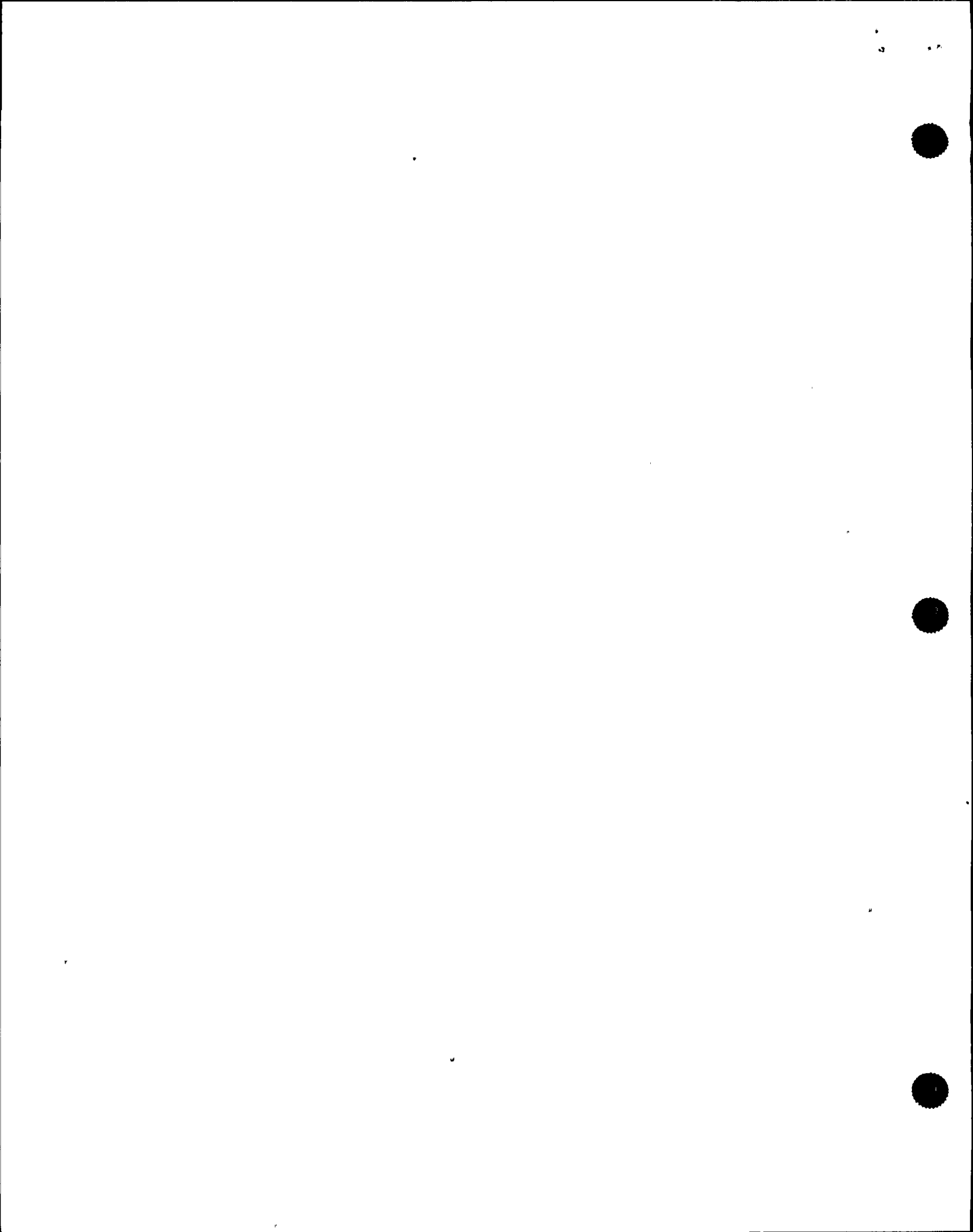
10 MR. CONTE: Do you do it from memory? Just know
11 how to do it?

12 MR. BURR: Pretty much from memory.

13 MR. CONTE: Okay. Okay, who thought of the manual
14 engagement? This Mr. Shawcraft?

15 MR. BURR: No. Jay Lawrence thought of it
16 initially or he suggested it when I took over so he went out
17 to do it while I was in the control room. He could not get
18 it to go in any farther, he said, so he believed that
19 everything was working and that we didn't have a problem
20 with the piggyback motor but later when Mr. Shawcross was
21 out there, he had maintenance and the operator help him do
22 it and at that time it was successful.

23 MR. CONTE: How complicated is this evolution?
24 When you go up to the panel, you want to turn it on, got a
25 couple of verifications to make?



1 MR. BURR: It's not complicated but it just seems
2 in my opinion that every time we go to start up the turbine
3 it's different. Like I've said we have had trouble with the
4 turbine rolling off the gear. That's a problem.

5 Now this time it didn't kick in. Now this is not
6 really a problem. This is a mechanical problem at this time
7 but we --

8 MR. CONTE: So what do you do? Can you recount
9 the steps of what you do to get it on turning gear?

10 Is there a control panel of some sort?

11 MR. BURR: There is a --

12 MR. CONTE: Push some buttons?

13 MR. BURR: At the turbine or in the control room?

14 MR. CONTE: Either place. Is that where you are
15 doing it? From the control room?

16 MR. BURR: I was starting the turning gear from
17 the control room.

18 MR. CONTE: Okay.

19 MR. BURR: They could do the same thing -- no,
20 they can't do the same thing. They can jog the turbine,
21 which is basically just engaging the piggyback and Bull gear
22 and slowly turning the turbine locally. That's all they can
23 do locally or they have like I said the lever to manually
24 engage it, to assist it, but starting the turbine gear is
25 from a switch in the control room.



1 MR. CONTE: That's all you need to do?

2 MR. BURR: Yes.

3 MR. CONTE: Okay. Any other questions, Mike?

4 MR. JORDAN: No.

5 MR. CONTE: If not, let's close the record.

6 [Whereupon, at 7:00 p.m., the taking of the
7 interview was concluded.]

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REPORTER'S CERTIFICATE

This is to certify that the attached proceedings before the United States Nuclear Regulatory Commission

in the matter of:

NAME OF PROCEEDING: Int. of JIM BURR

DOCKET NUMBER:

PLACE OF PROCEEDING: Scriba, N.Y.

were held as herein appears, and that this is the original transcript thereof for the file of the United States Nuclear Regulatory Commission taken by me and thereafter reduced to typewriting by me or under the direction of the court reporting company, and that the transcript is a true and accurate record of the foregoing proceedings.



JON HUNDLEY

Official Reporter
Ann Riley & Associates, Ltd.

