

DOCKETED
USNRC

'95 JUL 27 A9:56

OFFICE OF SECRETARY
DOCKETING & SERVICE
BRANCH

Need to push to find FW ISOLATION resolved
so Gidding can make Couplings and Stroke MFTU's

check valves 035, 036 why do we not want to
Weld these valves, They checked OK as far as Finish,
Bet you the Mortgage they leak.

0700

ALB asked if Transfer Tube Flanges were on
and if Sump Flanges are removed. Need to
ck on.

7:30 AM

Tension Head

Made 5' cuts

Set with WRA after Wind Blind

Cut Diesel Tanks

unsp everything from Round Room (projector Close of Gyp' Hatch Thursday)

Continue studying activities

continue large activities

Blinds on SIFC, restrictions

Unit 2 Re Trip at 9:22 AM ^{EST}. Dumb Truck Driver Cracked
into signpost in scrubyard - DONNIE WILLHITE

Head tensioning on Re Vessel was stopped at 9:15 am by Ops. A question
as to the operability of A Diesel came up. Ops looking into this

Site Area Alert DECLARED AT \approx 9:50 AM ^{EST} 'A' DIG failed to Run on
Unit 2. WAS MANUALLY
DE-Graded to ALERT at \approx 10:30 ^{EST} STARTED AFTER 15 minute

Unit 2 'B' DIG started up and ran as designed.

As of 3:30 pm, CL. Coursey was relieved as dayshift outage
superintendent. MR. HARVEY HANDFINGER assumed his duties.
MR. Coursey is assigned to the ~~***~~ CRITIQUE committee.

When Site Area Alert was declared, immediate action was taken on the following
items:

- 1) All contract / non essential personnel were evacuated from PESB.
- 2) 1-AV8808D - Valve was ~~not~~ already re-assembled, but not torqued. Went
down and tightened bonnet bolts.

NUCLEAR REGULATORY COMMISSION
EXHIBIT NO. In + 123

Docket No. 50-424/425-OLA-3

In the matter of Georgia Power Co. et al., Vogtle Units 1 & 2

Staff
 Applicant
 Identified
 Intervenor
 Other
 Received
 Rejected
 Reporter
 Witness
 Date 05-17-95
 Strucked

- 4
- holds → (1) why did the relay to
- (2) evaluate "B" RAT
- (3) double test on "C" p
- (4) noise on thrust bag

Kiss Stewart
3/20/90

- Chemistry is a problem to extract
- Need to see how long turb needs + off lube oil and pulling
- Uncouple "B" Ccc w/te pump, check left, then run motor & check vibration

see before shutting

Unit 1

- why alignment of "A" bus before open up alignment hatch w 035 ck valve
- Don't do any troubleshooting on "A" D/G until get "B" operable
- Run "B" tonight (8 hr run)
need following chs released to do special test on "B" (load D/G)
Chk 15021 "CS B"
Chk 15496 "ESF Chiller B"
Chk 15665 "SI B"
- Will need to run "A" D/G to reconfigure "A" bus to "A" RAT
- Sequence locking & jacket w/te pass needs to be checked before opening equip hatch and resuming midloop work
- Wait w operable D/G and "A" & "B" RAT's back before resuming midloop work
- Need 1 D/G operable to enter Mode 5 (tension head)
down to hot pass on tensioning head
- Try to contact sequence vendor tonight, also try to get Steve Stewart tonight (HWH/MSC)
- Focus on "A" D/G jacket w/te problem

• Run "A" D/G for long period of time (over 30 minutes). Everything looked good. Run it 3 times, no indication of a problem either time

• Got "A" RAT lined back up to "A" bus and "B" RAT is lined up to "B" bus (12:30 pm). Released to go back to work on midloop. Ops says no more problems. Need Chk 15499 released (HWH-8080) and Chk 15021 being (1-1204-04-104). Notified burbankes to tension #2 & 3 rollers and remove #2 cold leg, replace gasket and tension. Told them to have Ops make sure there is no w/te on the channel head before commencing movement

108 Tuesday Night
3/20/80

- We're having a real good time tonight trying to get anything out of Ops. We've had to lead them by the hand and persuade them work for them.
- Been trying to get Ops to line up 156A so we can run "18" 2/4 for at least an hour now
- Notified control room @ 3:30 am that the Unit 2 turb could go back on turning gear. Woe room also notified.
- Struck the REP's that were down on Unit 2 at approx 3:00 am
- Gave Ops 156A back @ midnight tonight (released etc) however CPC elect still working on 1507-02 (feeder bkr)
- Everything that can be done on REP 115 is complete until we get the disconnects here
- Augusta Dan & Fred back so pissed about being jacked around that they are going to try the double bit tonight if we can get everything ready. Antwoyed am in to do bit 4:15 am
- AMR talked to Ck & Tiggery @ 4:00 am. They had 15498 in field but it is still a ways from being released. They are trying for end of night shift and let day shift bring 15019 (which is a large etc). Will be lucky if they are ready for us to work 1-1204-04-144 check work when we return tonight
- Talked to MMS about game plan on MOV's. PFF worked HV2628A & HV-2628B tonight. Will be ready for Ron to work HV-2628A and HV-2628B on dayshift. Then we will come in tonight and work HV-8808D. The MOVAT on 8808D is not tied to midhop. We just have to make sure we get the MOVAT done before they full accumulators.
#4

Day 5
Wed. 3/28/90

- Encountered problems trying to weld 007 valve. Need to clean valve seal weld area before weld can be made. Revising pkg. to back out on thread engagement.
- Install C.O. Water - Removing packing to re-check pump lift. Pump checks out O.K. NEED TO SET LIFT AND COUPLE.
- Reconn. Sudo on HPC Batteries at 1:15 pm. This now vertical path for going to MIDE S, working in parallel. - Doing calc. at 4:00 pm. Complete at 4:30 pm.
- U/G '2' will be run with an abbreviated EDFAS type operability test. CR will remain on #1 new pump. NEED TO COMP. Disch. Valve work & maint.
- #3 RCP slow roll alignment check was good. Notified I&C to install press. probes. Working alignment check on #2.
- Ops filling & venting RCS systems. Requested we mark MW's 1890.024 & 25. with, on I&C support. Notified M. Lacey.
- Design for restraints on RHR 'B' Pump are due in tomorrow morning. Mike Chance says parts on site.
- NEED TO Implement MW 1900706 - TEMP MOD on Containment Lighting so INBR can come down for torquing. INBR scheduled to come down at \approx 9:00 pm.
- Containment Purge - Mount's complete on 1HV2626A & 2629A.
- DCP 89-036 - MW 19000159 - Thad Harkins informed me today that there was mech. work involved to install a roller on west wall of containment, THIS work will require a scaffold.
- MW 1900640 - DCP 101 - Returned to WPA wing. Eng. to supply FER to close pkg.
- WAR Room says we can start on Head Tensioning at 6:00 pm. Whug. ops to clean up paperwork.
- MW 18900429 - 112014007 - Tried to Tig weld & stick weld. Unsuccessful. Revising pkg to disassemble valve.

PROB 6 ENTRY THO CANNING
Run 13 Diesel
Mid Loop LWT
HHT-
VAT's Tested good/Return in progress
Relay replacement ON Diesel - urgent work

Activities Tonight

- (1) Get Unit 2 on Line
 - (2) whatever castique committee needs
 - (3) outage
- ? NRC people have brought, 7 more tomorrow
- Restoring surthypod, Unit 2 critical, vacuum pulled

Unit 1

- Head de constated so can restore left pumps on RCP's
- M-455C binding when going into start, probably because system is dry
- When I&C completes surge range cable, will start start tensioning hand
- 036 ⇒ Continental fleet to take out on bariat, then start assembly
- 007 ⇒ disassemble, clamp, reassemble
- 144 ⇒ wty system to drain

• Taking 1468 down @ 9:45 pm to tryon bus. This was planned prior to the outage

• Has everybody lined up to run "B" D/G, now ASAS has duty angle tied up cleaning paperwork for changing modes on Unit 2. Sargey will be at least 10:00 pm before he is free. Hh!
Tokes on us. When we got the duty angle, he gave procedure to PRH and said go ahead. Got into the test, then when we want to start the overspeed test, it would do its thing. Called and called Stokes to no avail, barged and no response. Called Paul Kiching, he said he had some parts in his office, he was too tired to come out, he would see us in the am. Doh Edge was no help - he was the one that gave procedure

Wed Night
3/21/90

to PNH to do. PNH and ITC went back to DFC City and kept looking. Finally found a breaker that was open that should have been closed. Ready to run but will wait till 6:00 when next IMO Delmar crew comes in. Night shift crew was sent home when we ran into trouble and could not get in touch with Stokes

- Unit 2 \Rightarrow went into Mode 1 @ approx 3:40 am
- Was ready to run Unit 2 Core with Pump "B" at approx 2:30 am. Still waiting for ops to run at 4:30 am. Ops has been released (except try on handswitch)
- Manning tomorrow set up on per
- Need DC to go look at equipment lock o-ring issue
- "A" Condenser ^{Hobell} repair complete, need ops to blow so can close it up ^{Clear}
- "B" Condenser ^{Hobell} repair continues today, should complete today
- Core purifiers to weld instrument lines in flow elements in north water room
- Laying off 3 boilermaids (COC) on night shift this morning - 5 remain. Have 9 boilermaids still on dayshift - need a layoff Friday
- Go to 4 Isomolase max on each shift after Friday (3/23)
- DCP 115 has wrong kind of flow installed in containment. EOP has got with engineering and got resolution
- INCR should complete by end of night shift

7:30 AM MEETING

- Unit 2 in Mode 1, 25% pow
- Give water pump in service
- Work Chemistry on Unit 2 today - demins

Unit 1

- 4 hrs behind sched
- Entered Mode 5 @ 0600 CST
- Would like to close "A" condensers today
- Close "B" & "C" Condenser & Manual's Tri or Set
- 166.9 mm Hg
- Mudloop Work
 - 036 valve \Rightarrow final torque complete, RC wanted area where cap was welded cleaned up for PT. Apparently the idert that was grinding it, ground in the body of the valve Mount Engz noticed - NEED TO PUSH RESOLUTION!
 - 007 valve \Rightarrow total cluster, new plan is to clean the threads of the area that is presently exposed (bonnet \approx 1/4 way up), reinstall bonnet and attempt another seal weld
 - 144 valve \Rightarrow still drawing water across seal. Asked GHT to go look at putting an expandable plug in the line to stop water so can top seat

- All MOVATS on containment purge complete - closing paper IAC close to do LLRT's

- Make sure MOVAT on 8808D gets done today
- Push Lacey / Barclay for 8804A MOVAT for night shift tonight
update w/ gbt! - waiting fill & vent of RCS.
- 11:00 NRC Entrance for Augmented Inspection Team today
All members of critique team needs to attend, ~~so does~~ the dept heads also need to attend

→ HATCH CLOSES FOR LAST TIME FRIDAY

- Plan to support a test on the "IA" D/G and sequence
Set to try to recreate the event Tuesday
- LLRT on personnel air lock Thursday night @ 9:30 pm

- ~~CLC 173~~ Jerry try off work for part 83 someone to handle.
- Frank's d. says people write a log fresh each shift in case of a problem. Had Russian people need to stay until done.
- Kube out switched on Serial T. tipped D. direct. Switch problem not in spec.

144 Pufflets

Priorities for tanks

- ① Fill & Vent RCS
- ② A Diesel
- ③ B Diesel

LRT to proceed on personnel Hacks

Engineering wanting to roll over and play dead on Seal weld.

Try get your tools etc. in containment or they will get pulled out.

Dudley crying for help on LRT's

• Decision made on CO2 value \Rightarrow plan to cut valve out and weld in pipe in its place (socket weld). Have located 2" schd 160 pipe, couplings and 90's if needed.

Having pig 17000429 to cut CO2 valve out. Cucci & Coughlin here in the room and laid out the plan. Had conference call with Shom at 2:00 am to make sure they were getting the job together in such a manner as to support one plan.

Second pig @ 2:30 am to cut valve out. Sent man to KARA sleeping at 3:00 am to cut valve out.

Then back to work for "rest of the day" of day: days for opening camp hatch

Working full shift of maintenance and structural staff, only two of end Sunday on end shift

Est estimate will take 3 days with 15 times rotations on end shift to clear all the "A" from maintenance of possibility so that we have no report of covering that is suggest to come down staff. No hard questions of possibility so that we have no report of covering we will start maintenance early staff. As of 4:00 pm, have not had back from him. He is also checking to see if the "A" is planning to clear the "A" area. Since we can work the difficulty when the estimate will take 2 days with 15 times/shift of we past then to the limit. Probably should tell him from 3 days to be on safe side

18906455
Might shift Friday before we report. Also need to work on end of weekend, include pre morning and clear hatch by end of night shift after today. Need to push to clear @ end of weekend
Might Mike Dye that we want to cut maintenance to 0 on

Alford Mike Dye that we want to cut maintenance to 0 on end shift after today (Friday). Will not be maintenance this weekend

As of 3:30 pm, still have no the support for clearing MSIV's, assuming "A" OK on the "B" OK. Also suggest to run "A" @ 3:00 pm to check for back, then take the operator over to "B" and run it (7:00 am) Update: Start "A" @ 4:00 pm

18905286 => OSL check when, DT bought off. see reports

- Told Mike Dye to layoff all backwashers on day shift except 4. Work all 4 of them Sat, zero on Sunday. Keeping these 4 to do the Cagle story over the hatch
- 19001493 → man for DCP 90-132 fix OOT valve in field for pre-fab at 6:00 AM. Valve is cut out. Will start ^{on} day shift crew on pre-fab, another crew will be sent to ALARA briefing for field welds
- Temp Mod is in place for "B" train outgases (19000378)
- DCP 115 → Fix, cleaning grease
- Starting "B" D/K @ 6:07 AM
- Found 3 10 minute leaks on "A", IFC repairing
- All 4 RCP Lift Pumps back on permanent gear
Scaffolds needs to come down on RCP's 1,3,4
Still need to RLL RCP's when seal injection in service
- Need cles on mov's ladder ⇒ need 15522, 15523, 15479, 15478
- Layoff ~~Sammy~~ Jack at end of shift today
Layoff Steve Young at end of day shift today
Layoff Mike Dye at end of night shift tonight } **NOTIFY REANDTREE THIS AM !!**
- Need to bring in 4 Insulators / 4 backwashers on day shift to clean hatch

7:30 AM MEETING

- Out processing available 5:00 am - 10:00 pm 7 days/week
- * • ILRT meeting in white Rm @ 10:00 am - ALL DEPTS TO ATTEND
- DCP 90-132 due in by 8:00 am
- DCP 90-130 RHR Struts

NOTICE

- Does not look like we will get "B" switchgear until Sat night. WORK NORMAL SHIFT SAT - 1/2 PERSONNEL RED
- Need to suggest last 2 problems with the drain pumps

PRIORITIES

- (1) OOT James Earl Gapsche
- (2) Fill & vent
- (3) Run "A" D/K
- (4) ILRT Support

Thursday Night
3/22/90

- GPC Points of Contact for NRC Review
 - Joe D'Amico
 - Kew Holmes
 - George Fedorick
 - Jim Roberts
 - Robert Payne
 - Paul Kochary
 - Jim Swartzwelder

If you get contacted by the NRC, be sure you notify the appropriate GPC people of your conversation with the NRC

- Should have DCP 90-152 ready for PRB by 10:00 am. Need to get Billy Baker to ensure the mat'l is suitable for this DCP before it is installed
- Unit 1 "A" D/G
 - replaced all 3 lube oil press units last night
 - found approx 10 very minor leaks
- NEED Randy Black to sign off circ. 190-15198 re: MWO 18900007. SO CIRC. WATER PUMP CAN RUN. (fill system).
- NEXT TIME 'A' D/G (unit 1) RUNS, NOTIFY CLC PRIOR. Critique ~~committee~~ committee is to be present.
- Released to install ~~the~~ PRESSURIZER MANWAY AT 12:00 noon.
- MWO 18906359 - Access to NSCW Doghouse - IFC would like to work ~~Monday~~ ^{Sunday} - We need to grind welds on barrier early in morning & have Security Comp. Post established.
- Per Burwister, 1BA03 will come down tomorrow. Hinges on completion of A/B D/G TEST. PLAN TO BRING Elects. in on Sun. 12 hrs.
- NSCW 'B' TRN. - IFC and Security are lined up for work Sun. morning. (MWO 18900462) will require GPC mech. support to remove barrier. NO I/W's will be here.

- DEP for UCN valve deletion not received until 2:35pm. MWD in revision & pkg'ing. Found indication on pipe (for fab). Checking to see if cracked. Pipe was cracked. Getting new pipe & couplings.
- Plan to determine Cont. Equip. Hatch Hoist last item before closing Hatch. NEED to get B/M's to drop Hoist and removed from Containment. NOTE: ELECT TO DE-TERM MOTORS PRIOR TO REMOVING.
- ~~Need to ^{WORK}ELECT. CREW THAT HAS BEEN WORKING SIGMA CONSOLE DEP. (W) vendor rep is working Amping~~
- Mark Seymore is working on ILRT pre req's.
- 1PV3000 - need to weld repair press. seal area & re-machine. MWD getting letter from vendor for concurrence. NEED TO HAVE ~~machine~~ work ~~at~~ welding completed this weekend so Cont. Field can machine this coming MONDAY.
- NEED OPS to release Back Feed clearance & restore to normal configuration.
- Seal Inj. on RCP's should happen sometime tonight. NEED TO Roll Paps. to flush seals.
- NEED OPERATOR FOR MSIU STROKING.

7:30p MITG.

Unit 1 will not go critical until Regional NCC gives go ahead. LESP testing will not be conducted until NCC is notified and concurs. Since Av Logic Board testing, Sequencer testing. Expect interviews and re-interviews of plant staff associated with event.

Verify OSIS prior to starting weld on 007

Fill / ~~Start~~

Directs

ILRT / ILRT

11511

Meeting 10:00a / 1:00p LRT/ILRT
Rep from E-4 Dept

- Passenger manway is on & tensioned, insulators going in
- Did hot torque on "1B" D/G. Had one air start valve both to move. Plan to start D/G back up at 2:00 am and shutdown at 6:00 am. Dayshift IMO will be standing with torque wrench in hand at 6:00 am
- Straked "1B" again 2:00 am. Got "Hi Jacket Wt Temp" alarm in. Sent Scott Operator to jacket w/ heat each temp's, inlet and outlet was both well within spec. Checked engine cetal panel and found P3 valve venting. When P3 ^{side} vents, engine should start trip, when P3 vents IT DIDN'T TRIP. MM had control room shut engine down. Now we've really got a mess. Both D/G's are questionable!
- DCP 90-130 on "B" SHR motor sitting in WKS collecting dust. MAX is with DCP, but nobody up there knows anything about it and was not pursuing it. Must not be important any more!
- Straked a third MSIV. This one was one that we didn't bring to the shop during IRE. It has the something. Activate the pump side from the cetal on and the non-pump side activate in the field and vice-versa
- Will not be early to receive railroad from agrop hotel at 5:30 am. Still have several things need to get out of containment. They hold the ironworkers over till 2:00 am. If not early by then, will let GC machines pull the railroad out, and day shift backworkers close hatch
- Having a hard time getting 11V-²⁷⁹⁰¹ (See Attention Value) to pass LLRT. Has forked twice. ISC trying to shoot stroke value and see if it will pass. 3rd LLRT I/P - IT FAILED! ^{MMO to AMS this time (instead of SAC each)} 11V-10950 (VALVES MISS) failing LLRT unbeknownst to us. ~~MMO back~~ ~~to AMS~~ Doing LLRT from back side to see if pass. If it does, it is a good indication the valve is welded in the line backwards, which is what ^{that was a big difference} had us a big difference
- Spring coil on SHR "B" hanger installed, set and brought off by SC @ 4:15 am

- Need to get rid of the 3 grounds on the test deck. Everything is buttoned up. Don't need controlled access any more

Don't need any poplocks on night shift no more, GE was told to lay them off tonight but they didn't. I'm having Security pull these badges. GE has been told to bring them back in Monday morning and layoff

Also, DEC is telling GE to terminate on ADA night shift at end of shift Sunday night. Remaining work can be done on days

Ops needs to start filling lube oil reservoir Sunday morning

- On the D/K problems, RCH, PAM, James Sutphen and myself suggest you get Sheldon Ouyang back in here. He had already been released and is in Calif. Lance Black trying to locate him this morning. Lance wants us to use word Bob Johnson and call Sheldon for advice as needed. We will recommend Sheldon. I believe Enge should issue a change order to one PO to get Sheldon to help them. They need him whether they admit it or not

- Control Rm called - having problems with BKA 1NA04-05. Found broken secondary disconnect \Rightarrow rolling to days

- Back feed complete, need to reinstall grounds

- Press suit's on N_2 are used backward. ART has MW0 going there. Should be ready for crew Sunday night

7:30 AM MEETING

- 12 hrs behind sched, last 16 hrs in last 24 hrs
- Need to hand roll RCP's today
- Fill + vent in progress, sched to last 24 hrs
- Expect to close aging hatch this morning
- ILRT meeting @ 10:00 AM
- Look at the long pin boards still in containment, need to come out aging deck before it closes

Breakouts

- Bandlett may stake, Bandlett now uses Cont 5 (one closest to Simulator). No one else should use gate 5 until further notice
- Security D/S \Rightarrow GB wants garden hose run to it so if need to start, can fill it with water

Must

- 'B' Logic Based - get Shablon & Marcus Lowrey on site
- Calib jacket w/ temp probes - in shop IFF now
- Test "B" sequencer with vendor, notify NRC first, don't work till after fill & vent

NOTICE

- Then LOSP on "B" D/S
- Street working favorably on "B" AAR struts
- DCP coming that will make LOSP signal to D/S the same as SI signal

• We have a lot of equipment that come out of the cow and is in keaculite outside the hatch. This needs to be moved around to the railroad bay before it starts raining. Forecast is for rain this weekend (so I've been told)

• The 3 MWOs which core filters had were issued to ~~IFE~~, NNI. Only 3 NNI TECHS here today, Rowell said if dayshift couldn't work them, his people would.

• MWO 18905022 - received PER's for H610 & H625 about eleven o'clock.

• MWO 18906163 - Ops using hose for venting, would not allow us to remove at this time.

• Contacted AAJ and got permission to release air's 15000, 01, & 03 on RCP's for hand roll/flush and prep. for run.

Dusty,

Please ask HUNT to write a brief letter to maint personnel explaining the events (as they are known) that took place Tuesday, the events since that time, the NEC inspection team, etc. People in the shop are very concerned and have little info. They are being asked a lot of questions by their neighbors and friends and they feel embarrassed because they can't have any answers. I think this is very important that we give them some answers. Otherwise, they will start feel we are hiding things from them.

SAP
3/24/90

- Sched. to close. Equip. Hatch at 1:00pm.
- I've heard Leak Repair is coming in to repair leak on Unit 2 A Hic. Den. Pmp. - if so, we may want to I.D. any other leaks we may want them to work while they are here. If we know of any, we NEED to let WPG know to prep pkgs. for them.
- Mike Lackey requested we take a look at the switch gear we have sched. to clean and see if we can delete any of these. He feels our present sched. will run into Critical Path.
- After conversation with Tom Green, 1BA03 will not come down tomorrow. My feelings after this conversation are that it won't come down at all. We are scrounging up electrical work now.
- MWD 19001358 - Found problem with leakage to ~~be~~ be at bonnett, trying to free up Monty Edwards to make weld. If not, may use Cimac pipe. HERS.
- • Paul Kochery is the man to notify before my work is done on Directs. (Buoper 126) 4 hrs. PRIOR NOTICE is required.

FSP 100 complete.

Equipment hatch closed.

May need cert. available (Call Home Type) for I CRT software.

Restoration in progress on pen 83. Pen 84 complete
No word yet on I&C set up & test of F.P. Valve
on pen 40.

No extra electrical personnel needed as B train
SWGR Not coming Down.

MWD 1-90-0330 for restoration of temp MOD
on Backfeed is with MOB, Not a mad Rush
but he is working it.

Wesley wrote HMM a memo explaining that
there's no problem with MSIV circuitry.
Copy attached. →

Memo also attached from Lance Block detailing
Coopers terms and pricing for Investigation
Support. IF any of the shit were going thru
turns out to be the result of their activities
do we have any recourse? Yes →

MWD 1-90-00541 / 14U-843R (Leakage between charging pumps)
Saying water was spraying from packing. RMR has looked
at this valve and there is very little leakage. There
is plenty of adjustment left but it is a MOVAT Valve
Not worth the additional Testing Not to mention
it will be a bitch to get charging taken out
of service.

Weld complete on sample valve at 11.55p. QC must buy
off. I&C notified to start their retest. We may have
to cut this valve out as I&C is telling me it
test's good in reverse. IF this is the case
we need to get engineering concurrence and
wake J. Davis up

1-1204-04-077 - still can't get water to stop. Ops
trying to get it to stop.

Memo—Long Form

PAGE 1 of 2

DATE 3/24/90

| | |
|------|------------------------------------|
| FROM | LANCE R. BLOCK (COOPER INDUSTRIES) |
| TO | RAY HOWARD |
| TO | HARVEY HANDFINGER |
| TO | |
| TO | |

- | | |
|---|--|
| <input type="checkbox"/> NOTE AND FILE | <input type="checkbox"/> PRIORITY REPLY FOR MY SIGNATURE |
| <input type="checkbox"/> NOTE AND RETURN TO ME | <input type="checkbox"/> TAKE APPROPRIATE ACTION |
| <input type="checkbox"/> RETURN WITH MORE DETAILS | <input type="checkbox"/> PER YOUR REQUEST |
| <input type="checkbox"/> NOTE AND SEE ME ABOUT THIS | <input type="checkbox"/> SIGNATURE |
| <input type="checkbox"/> PLEASE ANSWER | <input type="checkbox"/> FOR YOUR INFORMATION |
| <input type="checkbox"/> FOR YOUR APPROVAL | <input type="checkbox"/> INVESTIGATE AND REPORT |

COMMENTS

FOLLOWING ARE THE COOPER INDUSTRIES TERMS FOR THE SERVICES OF CONTROL ENGINEERS S. OWYOUNG AND D. PESOUT FOR THE PURPOSE OF INVESTIGATING THE UNIT 1 DIESEL/GENERATOR CONTROL SYSTEM;

① FOR 72 HOUR EMERGENCY CALLOUT:

- * \$187.00 PER HOUR FOR FIRST 72 HOURS AND THEN
- * \$125.00 PER HOUR FOR EACH ADDITIONAL HOUR.

HOURS NOT TO EXCEED 16 HOURS PER DAY OR 72 HOURS PER WEEK.

ADDITIONALLY, CUSTOMER TO PAY TRAVEL EXPENSES (INCLUDING AIRLINE, RENTAL CAR), TRAVEL TIME WHICH SHALL NOT EXCEED 8 HOURS PER DAY, HOTEL ACCOMMODATIONS, AND MEALS WHICH SHALL NOT EXCEED \$25.00 PER DAY.

IF GEORGIA POWER WISHES THE SUPPORT SERVICES OF MECHANICAL ENGINEER, ROBERT JOHNSTON, THE FOLLOWING TERMS SHALL APPLY:

- * \$125.00 PER HOUR, HOURS NOT TO EXCEED 16 HOURS PER DAY OR 72 HOURS PER WEEK.

ADDITIONALLY, CUSTOMER TO PAY TRAVEL EXPENSES (IF SEPERATE FROM S. OWYOUNG AND D. PESOUT), TRAVEL TIME WHICH SHALL NOT EXCEED 8 HOURS PER DAY, HOTEL ACCOMMODATIONS

Memo—Long Form

PAGE 1 of 2

DATE 3/24/90

| | |
|------|------------------------------------|
| FROM | LANCE A. BLOCK (COOPER INDUSTRIES) |
| TO | RAY HOWARD |
| TO | HARVEY HANDFINGER |
| TO | |
| TO | |

- | | |
|---|---|
| <input type="checkbox"/> NOTE AND FILE | <input type="checkbox"/> MESSAGE REPLY FOR MY SIGNATURE |
| <input type="checkbox"/> NOTE AND RETURN TO ME | <input type="checkbox"/> TAKE APPROPRIATE ACTION |
| <input type="checkbox"/> RETURN WITH MORE DETAILS | <input type="checkbox"/> PER YOUR REQUEST |
| <input type="checkbox"/> NOTE AND SEE ME ABOUT THIS | <input type="checkbox"/> SIGNATURE |
| <input type="checkbox"/> PLEASE ANSWER | <input type="checkbox"/> FOR YOUR INFORMATION |
| <input type="checkbox"/> FOR YOUR APPROVAL | <input type="checkbox"/> INVESTIGATE AND REPORT |

FOLLOWING ARE THE COOPER INDUSTRIES TERMS FOR THE SERVICES OF CONTROL ENGINEERS S. OWYOUNG AND D. PESOUT FOR THE PURPOSE OF INVESTIGATING THE UNIT 1 DIESEL/GENERATOR CONTROL SYSTEM;

FOR 72 HOUR EMERGENCY CALLOUT:

\$187.00 PER HOUR FOR FIRST 72 HOURS AND THEN \$125.00 PER HOUR FOR EACH ADDITIONAL HOUR.

HOURS NOT TO EXCEED 16 HOURS PER DAY OR 72 HOURS PER WEEK.

ADDITIONALLY, CUSTOMER TO PAY TRAVEL EXPENSES (INCLUDING AIRLINE, RENTAL CAR), TRAVEL TIME WHICH SHALL NOT EXCEED 8 HOURS PER DAY, HOTEL ACCOMMODATIONS, AND MEALS WHICH SHALL NOT EXCEED \$25.00 PER DAY.

IF GEORGIA POWER WISHES THE SUPPORT SERVICES OF MECHANICAL ENGINEER, ROBERT JOHNSTON, THE FOLLOWING TERMS SHALL APPLY:

\$125.00 PER HOUR, HOURS NOT TO EXCEED 16 HOURS PER DAY OR 72 HOURS PER WEEK.

ADDITIONALLY, CUSTOMER TO PAY TRAVEL EXPENSES (IF SEPERATE FROM S. OWYOUNG AND D. PESOUT), TRAVEL TIME WHICH SHALL NOT EXCEED 8 HOURS PER DAY, HOTEL ACCOMMODATIONS,

Memo—Long Form

PAGE 2 OF 2

DATE 3/24/90

FROM LANCE R. BLOCK (COOPER INDUSTRIES)

TO RAY HOWARD

TO HARVEY HANDFINGER

TO

TO

TO

TO

- NOTE AND FILE
- NOTE AND RETURN TO ME
- RETURN WITH NEAR DETAILS
- NOTE AND SEE ME ABOUT THIS
- PLEASE ANSWER
- FOR YOUR APPROVAL
- PROVIDE REPLY FOR MY SIGNATURE
- TAKE APPROPRIATE ACTION
- PER YOUR REQUEST
- SIGNATURE
- FOR YOUR INFORMATION
- INVESTIGATE AND REPORT

AND MEALS WHICH SHALL NOT EXCEED \$25.00 PER DAY.

COOPER INDUSTRIES PERSONNEL SHALL PRESENT ALL EXPENSE REPORTS AND TIME SHEETS TO GEORGIA POWER FOR APPROVAL.

ABOVE TERMS ARE PER VERBAL DISCUSSION WITH DUSTY ADAMS.

Lance R. Block
LANCE R. BLOCK
PROJECT MANAGER

DATE
3-24-90

TO: *James [unclear]*

TO: *Harvey [unclear]*

TO:

TO:

- NOTE AND FILE
- RETURN WITH MORE DETAILS
- NOTE AND SEE ME ABOUT THIS
- PLEASE ANSWER
- FOR YOUR APPROVAL
- RECEIVED REPLY PER BY
- PER YOUR REQUEST
- SIGNATURE
- FOR YOUR INFORMATION
- INVESTIGATE AND REPORT

COMMENTS

During functional testing of Unit 2 MSIV's it was noted that the control room test switch labelled "Main" operated the non-pump side test solenoid and the switch labelled "Back-Up" operated the pump-side test solenoid. Although somewhat confusing, this is the correct function of the test switches. The MSIV non-pump side hydraulic manifold is considered the "Main" system. This can be verified by cross-referencing the junction box numbers feeding the solenoids in the field to the elementary diagrams. The non-pump side solenoids are shown in the "Main System" portion of the elementary.

Drive B5/ Rep/Alter

MOB - Loaned security a gas weller to be used at Bartlett entrance. Security has been told they a not to leave it unattended

- Need to limit traffic in containment ~~today~~
- Still trying to drain #3 accumulators to work on 1-1204-04-077
be careful when you go in to do this work

Containment

- Fuel Truck driver for air compressors (ILRT) was sent home at 9:00 AM and told to come back at 4:30 AM, unless notified otherwise. Beep 391 if this changes.
- Finally got to start on INB02 at 11:15 AM.
- Decision has been made to give the Diesels precedence over ILRT. 'B' D/G troubleshooting sequence will be as follows:

'B' Diesel

- 1) Logic testing 'B' 10-12 hrs.
- 2) Emergency start 'B', Leak checks of various switches 6-8 hrs.
- 3) UV test on 'B' 6-8 hrs.

'B' Sequences

- 1) Sequence test 2 hrs.
- 2) Operability test 1 hr.
- 3) UV test on 'B' sequencer 6-8 hrs. (work in conjunction with Dies.)
- 4) DCP functional test (Dead bus) 1 hr.

Appears ILRT could be delayed by 2 days or more. Also, work in Containment will be minimize due to ILRT equip. in place.

- Reducing actual seating area on fire protection valve to try to increase pressure on mating surfaces. Did not work.
- INB11 is supposed to come down as soon as INB02 comes back up. This is for surge arrester work. We have staged a temp. pump to take water from south sump to north sump. This is because south sump will be down during time INB11 is down. ^{update} Change in plan, now we need to pump to waste water retention basin. DAS is setting up temp. pump.

- MWO 19000395 - INB02. Ready for Funct. Test. Also need to work MWO 18804321 before bringing INB02 Back up.
- Logic Testing in progress on IB Dig. Plan to work to 12:00pm midnight if necessary. If not completed, will work again tomorrow.
- Going down to tighten J-7 on seal table again. If leakage can't be stopped, secondary plan is to freeze seal. B. Baker/Hoaned Davis working on paper end. Mike Cagle came in around 4:30p and should be of assistance on this. He has gone down and identified leak. Leak has appeared to have stopped after tightening. May want to check again later this evening.

7:30 pm. MEETING

- Clean up IERT Prep activities
- B-Diesel testing
- IERT Valve pin 40
- Met tower Barrier Taped per HMTT Request.
- Venting of Casings on Sigma, Polar Crane
- 077 Valve still Draining Ops to expand CLR Bramby

Diesel Logic testing on B is through for the night. Consensus is PB is problem and I&C is to change out this am MWO 1-90-1511. PRH had door to B Deactivated RCH or Hawk can have it activated this am. Logic testing MWO "1537"

Seal table has been inspected by Cagle and Withrow. Last inspection was at approx. 350 psi. No Leak. Decan is supposed to start, they are to use hot water per HMTT. This has been relay'd to that supervision thru Curtis Peters.

The following is a list of recommended inspections for both Train A and B D/W's to achieve operability status. These items are recommended by Cooper Energy Services personnel and myself:

- 1) I+C to obtain from the Warehouse all replacement parts (due to O-Ring Service Life) and calibrate.
- 2) Test main bearing temperature detector lines for air leakage.
- 3) Change out eutectic trip devices, verify rod is even with the top of guide tube.
- 4) Repeat Step 2.
- 5) Perform Engine Logic Test per 27563-C
- 6) Run engine in Emergency Mode, Check for leakage on each line to eng. trips.
- 7) Replace other required engine components (due to O-Ring Service Life)
- 8) Repeat Step 6
- 9) Perform 3 engine normal Control Room Starts and on the 3rd run engine ~~run~~ at 6 kW for ~ 1 hr.
- 10) Perform U.V.

* AIT * 8465 written by AIT on annunciator problems on MSIV's. MW0 will go to I+C. Should be out by 3:00 am. MW0 going to Phil Linberger

* when IDW gets off clk for OTT valve, need functional on 1 valve. JAS is on clk

* Ops (Christian Sutter) won't hang clk for 5/6 wet lay up pumps. Why on this to vent for IRT. Arranged meeting between Rick Wright and Jeff Gower to resolve. No resolution \Rightarrow need Jeff Dno to resolve

* MW0 continue to work restoration of nitrogen bus. Only have 2 clat working. Inhibit 6.11. need 4 clat 11.11. MW L. Sutter

202
Monday
Days
3/26/90

- Need I.D. welds to expand clearance points on Clearance 15007. We need to disassemble valve 1-1301-44-264 to perform hydro on Bennett. Right now this valve is tagged as a boundary point. (REF. MW0 18905995)
- 'B' Condensate Water Box - 2 Lower Manways on South side NEED to stay open until re-coating of area where anodes were recently welded in is repaired. Bill Lampkin has pkg. and is now waiting on coating material.
- Keith Hedsett, Jerry Attky, Monty Edwards assigned to "B" ECR party on drystuff. WKH has been talking to engs a lot about different ways to accomplish this. Maybe he make some progress. ECR needs to assign a foreman and two welders to this tonight. According to Mike Chance, George Kaplan is your man on rights to issue P.I.'s as needed. Probably will need two welders and two mechanics on each shift to help
- 19001398 (DAS) ⇒ etel needs status (has something to do with Pectolus)
Called MES, he hasn't checked → ACS has in field now
As of 1:30 pm
- Pat ~~was~~ ^{was} PB switch in "B" D.K. and did logic test, it tripped. Changed out shutdown logic board, repeated logic test, ^{it tripped} ~~but~~ ~~loop trips. Had searching time. Tried to make it fail, it didn't~~
- ~~Pat~~ Dury to call DPB around 3:00 pm and tell him to come in on drystuff tomorrow and be ready to hand up work on split mechanical seal on TRCU pump and bag replacement. Called DPB at 4:00 pm.
- Benkley called about outstanding work on SGSD. Dury said open against the ckr he was interested in was 18708630. Benkley has relief when pulled. All other work is complete against that ckr.

Days 3/26/90

Monday

- Apparently Keith was able to locate 11:30 guys from B'ham. Now we can install more suitable restraints. We can fab what we want and get an ABN from Vince Stewart.
- Main Feed Pmp A/C oil Pump High Press. Discharge Flange was found to be cracked 180° around. Johnny has found one and should be on site tomorrow.
- INBF & INBE CAN COME DOWN DURING ILRT FOR CLEANING. ALSO INBOS CAN COME DOWN FOR ARRESTORS.

Nights 3/26/90

7:30pm Mtg.

Unit 1

- Continuing 'B' D/G logic testing - will not complete tonight
- ILRT Prep. continuing - Mtg. sched. for 12:00 midnight
- Main Turb. L.O. - ops will try to fill tonight
- Outage END DATE CHANGED TO 4/11/90 at 12:00 noon.

Leak on Canopy weld on Head. Painter, Withrow and 2 Mechanics going in to look at and determine exactly where leak is coming from.

2A HTR Drain Pump Vibs now at 1.32 in per sec
Maint Engineering wants to shut down.

B Diesel is scheduled to run at 10 AM this morning
IPL doing some recals in prep for this run.

B-RHE Engineering has pkg and they are redesigning and evaluating tying Hard Struts to Mezz structure. WKH got engineering in the room and apparently milked them. If engineering had listened to my ass in the damn first place we could be putting this in instead of waiting on their ass. They say we will have a design by morning. They did not say which Day. I guess this is progress

2103 Monday Night
3/26/90

- Penetration 40 \Rightarrow PASSED! Good Job
- Jacket like Temp Suits - 2 of 3 appeared bad, got 2 out of water and tested, 1 had o-ring seal missing off cap, the other would not stop leaking. Went to get 3 more suit's and am testing them now. NO MORE SPARE JACKET WTR TEMP SUIT'S IN WSNE.
Have also started test tubes of temp switches. Also, setting up recorder's for UV test
- Insulators working 5-8's
Insulators working 6-12's
- CIMCO complete with these part of INB11. MIB working on brackets INB19 will be next
- Need PRR for JCP 45 19000504 Avl/Don King/Steve Berkey
- Need PRR for JCP 290 Bob Blunt
- IHS-1NA0409 Electroswitch 32762M-105
S/N 59070-00015625 GP25-406813
Loc A-57-I
- Changed out 2 of 3 Jacket like Temp Suits yesterday on day shift
Traveled to night shift to calib. See above for night shift details
Engine LO Temp Suit also appears to be leaking. Need PRG to disposition DC's on the two exchanger so can use for parts
FIRST 12:00 to complete calib
- Removing strand on head so can clean up boron deposit, approx 5-10 lbs of boron. Appears to be an old leak by the levels of contamination. Leak is at the 3rd

208 Tuesday Day
3/27/90

- GO wants another team on Calson switches for 3/6 if one exists
- 2 security events in past 24 hrs

Breakout on Canopy Seal with Leak

- Continue to remove shroud so can get to the seal weld
- (W) has a repair technique that would not require draining down
- Need to look at coil stack and connectors closely to ensure beam hasn't affected them
- PCI has a welder qualified to make this weld
- This particular weld is a shop weld, it is not the weld (W) has experienced problems with at other sites
- Need to determine if need to remove coil stack to facilitate welding
- DC inspected lower canopy seal welds and did see beam. Documented in inspection report, reported to Song Lee. He wants MEW to inspect and clean beam and PT 3 canopy seals (lower). Beam that was present was assumed to have been from the conical leak ^{approx 3/6/90}
- In future, even if we find any sulfur acid, we clean all beam (after completing good inspection). Should have done this while head was in stand

- Conference call with (W) from M. LaKey's office at 9:30 AM

Final outcome of call as to needs prior weld repair.

- Remove necessary shroud to access area for Deon and inspection
- After inspections, Remove missile shield and coil stacks in the immediate area of Leaker to allow access by the welder
- (W) recommended drain down below the leak area prior to welding and pretreat to dry out
- (W) also recommended megger test on coils that are removed.

Let Menius know what we intend to do in Cum (Nothing)
② Look expect to be here this AM, Need to ckt with them to determine just exactly what equipment they will need. The use of a foot control would be almost impossible

MSE is proceeding on Freeze Seal on 087 valve still have no parts, MWD still says perform inspection this was not changed as I was told. We will establish Seal and Break into valve. IF problems are encountered it will be interesting

INB19 is down and electrical is working on Arrestors and cleaning Will work them thru to completion. They should be done by 2:30 / 3:00.

Mr. Hudson got a Letter from Caspar saying not a concern that Diesel need not be run continuously in order to perform Hot Retorques.

MARCH 27, 1990


TO: MR. RAY HOWARD
GEORGIA POWER COMPANY
VORTLE ELECTRIC GENERATING PLANT

FROM: ROBERT JOHNSTON
COOPER ENERGY SERVICES
ENTERPRISE ENGINE SERVICES

SUBJECT: ENTERPRISE ENGINES IN 76021/24
HOT FASTENER RETORQUE

REFERENCE: My memo to you dated 3/21/90 regarding hot fastener retorques.

To clarify the referenced memo, the time interval of operation between hot retorques need not be constant operation, it can be satisfied by accumulative operating hours from multiple start-stop cycles. The generator load during these periods of operation is not critical.


PROJECT ENGINEER

C² Ken Stokes
Paul Hudson
Lance Blak

212

Tuesday Night
3/27/90

Got copy of (2) weld procedure for repair of canopy weld. Given to Howard Davis to Review

Diesel testing going good. Cooper personnel gone to motel after normal trip testing completed.

Diesel started and loaded when UV signal given. Running to get time required for Hot torque. 4 hr. cooldowns. Cold start and should be home free.

ILRT could start as early as 6:00AM if Rick Varga can get all the signoffs he needs and Ops don't have any problems with their Surveillance Runt.

Ops has Allowed L.O. Resp. EDW to Roll Spectral Phases

RMR checking on gasket for A HTR DIN PMP on unit. also ~~sc~~ scaffold building should be complete by morning. I figured Better Build scaffold while you can still get close to it.

No gasket on site!

Weld on TEE under Generator in progress. I don't know who has been welding on this job but they need their certs pulled.

Ops Left drain valve open on Accumulator #3. Been filling and draining. at same time. the All and the instrument air clearance looks like will be the hold up to ILRT

Casing Gasket SN 43020-0002212 LOC. H-48-F
Shaw 3 on Hand can not locate

GP 25-906586 5 ordered on 1-29-90

Due date 2-29-90. Need to resolve before we work Heater Drain Pump.

DCP 90-130 B'ham Engineering is supposed to be addressing problems with SIZE Discrepancies of welds. Adding welds which are needed but not shown and including a TSM which has been agreed to but not shown in pkg. Kingston is talking to Horton. FCRs are to be generated here on site and issued by 10:00AM.

INBA is Complete. Paper needs to close; Electricians gone at 3:30. INBOB Remains to be done

- Started "10" D/O at 5:03. Have to gradually load up to 100% for 1hr then gradually decrease load. Should have been completed by 7:30 meeting
- INB:9 complete, Ops being backup
- Need Stuart Euge to help resolve vibration problems on stator cooling fan. And tonight thinks vibration is skid induced, not in bags
- Need to continue work on TPCU tee under generator (CIMCO)
- CIMCO to continue working on M-3000 today
- Need FCR on DCP 89-051 add hanger in ^{3rd} floor (Low Coolidge)
- Still wky on FCR on DCP 89-240 to delete tubing (Bob Stewart)
- " " " FCR on DCP 89-045 (mwd 14000509) (Star Barty)
- Need CIMCO to work valve/pack and on A9000352
- Starting DCP 43 ⇒ 18905282 } Have 4 days from this morning to complete
 DCP 49 ⇒ 18905278 }
 18905280 }
- Still need to get LAC wtr screens installed today (MCS)
- Shut "10" D/O down at approx 6:40 AM. Calvin Vander is supposed to be here this morning
- Got lost MFW 5230 completed yesterday. Need to get stake 5230 today. If get stuck in 5229 can get stake it today. Still having problem with the... ..

Wed. Jmy staff
3/28/70

- North Valve Room
 - 3016B - good
 - 3016A - hrs bad air leak, found solenoid not put together correctly have MWO in ART's hand to repair tonight
 - 3026A - good mech/elect except relief valve. waiting MWO to replace
 - 3026B - bad handout, bad contact (WRT 8944) on relay. will work tonight if get MWO prepared
- South Valve Room
 - 3006B - did not work last night

- Marcus Edison is on ckt for AFW. All that remains is PT from freeze seal. If need be, can sign him off.
- Had another retaining ring on the a balance isolation valve come off last night. Should this happen, on both sides when you close the isolation valve for repair, you would not be able to close the valve. It would not serve its safety function if req'd. Told MWO to write DC I will discuss with HMM before we turn it in.
- Cockey called ^{MWO} ask if we wanted MWF today. I told him yes

7:30 AM MEETING

- 72 hrs behind sched, lost 12 hrs in past 24 hrs
- Filling case w/rt basin today after install screens
- TOTAL SCOPE MWO'S ⇒ 1685
Completed MWO'S ⇒ 1275
- Jaff Davis can take except to recommitter #3 being filled. Ops has been instructed to isolate west area IEC to do URT on personnel air lock Cool x 12:00 noon to start test
- Coming in today to finalize plan for removal of canopy seal Will have to remove 3-x cool stacks to do this repair
- Closing paper on '18" D/S to declare it operable
- Having problem on Unit 2 with 1 phase from generator backing up. Presently @ 175°F, alarm set point is 175°F. will have to reduce load of another 185°F
- Can take MWF down after IURT starts, will have back before take 18A03 down (after it D/S declared operable)
- 184.5 number to date

7:30 am meeting with

NOTICE

NOTICE

- 29000915 "B" powder vessel on Unit 2 needs to be worked
- Another DC on missed DC hold pt's. Second one in 2 days
- ISC needs to continue to work on getting ~~off~~ Net Tower back on the CRF computer
- CB wants all DC's on missed DC hold points completed and re-attached. Then we need to discuss with NRC resident as to what we are doing to correct this
- Need to remove temp mod from INDF to "B" Train reformer and restore. Then install the same temp mod on "A" Train reformer so when do UV test on "A" D/C, the barbers will not come into play. Once work is complete on "A" D/C, we will need to roll temp mod back to "B" Train so can take down "B" Train surge. HSA is pushing me to do this. When take INDF down (after DCT starts), must have back up before take 10A03 down
- Apparent temp problem on Unit 2 isoptone is a thermocouple problem. Mike Duncan should know by 12:00 noon if that is the case. CB wants us to use our infrared equip to determine if we're overheating if ISC takes longer than noon to determine if the problem
- CB called wanting to know if "B" RHR work could be completed by tomorrow. Told him would be Friday at earliest before would complete
- Calkon wants to be on site today at noon
- CORE barbers are being laid off tomorrow. The Cagle design over the equip hatch will have to be completed by GPC welders when we can get back in containment
- CORE Insulators/Sheetmetal go on 10 hrs/day starting tomorrow (Thursday) will lay off 4 Insul/4 sheetmetal Friday
- CORE Ironworkers go will lay off 2 on each shift Friday. Will have
- Mike rearrange with Stanley Pichel on letting GPC craft work 8 hrs every other day (if they want, and depending on the job they are working). This is effective today. See sched on the board behind you

- 'B' D/G is now operable. NRC Quarantine is lifted on 'A' D/G at 3:30 pm today. PKqs ARE being preped to start UV test at 8:00 pm tonight. Next series of testing will be Logic Test, Sensory Test, EMERGENCY STARTS, UV Test, & lastly Ops Surveillance.
- NEED 1 MECH. TO SUPPORT AIR COMPRESSORS FOR ILRT tonight. Day shift MAN NEEDS TO BE RELIEVED IN FIELD.
- Received MODE 4 Restraint List of MWO's -

ILRT - press up shaved Drop in PZR Level
Lube oil up and Running

T-mod - ensure B-train pulled, MWO closed, (Man to ops 1-90-0480)
No A-train Diesel testing can be done until FBF gets ~~8885B~~ (1-88-07879) operable, This valve is discharge B-CLP which is ops Boration Flow Path. This will take until morning / Lunch to complete.

ILRT pressurization in progress. Fuel truck coming in.

Cimco Electricians decided not to show up for work tonite. 2/3 of crew for Nites did not come in.

Shows

- SG Harper
- CT Dugger
- DF WOODS
- BT Williams
- HD Crowell
- HN Toler (Foreman)
- C Coyle (G Foreman)

No-Shows

- GW JACKSON (Foreman)
- FL Washington
- RL Walker
- ML MURPHY
- AR Hammond
- R Goodale
- EM Gleaton
- KB Raspberry
- AG JACKSON
- P.C. King.

This is a help to the Budget but we could have used their help tonite.

RD Phillips Left site with his Badge. He brought it back and completed a report with Security.

Thursday Days

3/29/90

- George wants RHR completed by 7:00 AM. Status is we will do it right.
- TOTAL MINUTE SCORE \Rightarrow 1704
TOTAL COMPLETE \Rightarrow 1322
- Starting Monday, JEL needs 2 millwrights & 1 operating eng. to clean up Turbine Deck & Turbine Test Room. We need to use CIMCO for this.
- HARVEY said to ~~get~~ ^{support} Stoney ^{with} 3 laborers for Containment cleanup after ILRT. If he wants more, and he will, he needs to talk to MR. Finger. These men will report/work for Rusty knows not Stoney.
- It appears we will supply a carpenter (or someone) to log tools in and out of Containment after ILRT. HMM says CORE will cater.
- Fisher Rep. Daniel Watts, is here today. He will be working on re-build of 1LU4333 & 1LU4334.
- Work on 'B' RHR was Suspended by Cps. Concern was due to only cooling flow path available. Harvey tried to help remove this obstacle, but was unsuccessful. It is apparent Cps feels we are a bunch of -yard apes and will disable pump if we are in the room. This will delay completion of the work!
- Clock for 8hr. hold on ILRT will start at 11:30am. Presently, in stabilization period. Blow Down / DEPRESSURIZATION is expected to take 14 hrs. (ie. before re-entry into Containment).
- "A" D/G would like a check when subjected to UV test. Will now go start logic testing.
- HMM says can go back to work on "B" RHR @ 1:30pm working
- Ops will be running 'B' D/G 3 times a week for at least the next 3 wks. We will need to perform Borescope inspection on Heads within 48 hrs. of each of these runs. Ops will run D/G on Sunday, Tuesday, & Friday. We can do our surveillance on Mon, Wed, & Friday afternoon & Saturday.

- She Ran on A' D/G started at 12:00am. Haven't experienced any problems as of yet.
- Finally get release to go back in on "D" LTR @ ^{3:35} 5:05 pm. Radiation paths are higher with pump running. Night shift needs to ensure they have adequate # of people available to suffice in/out of room tonight.
- Dayshift doing INBE & INBOS. Both will be turning to night shift. Also looking at taking down 1A805 (no mistake, this is "A" train) tonight. FOST 2:00 am to complete INBE & INBOS. 5 MW's on 1A805, may decide to also close once you get into gear.
- CIMCO did not finish alignment of stator cooling pump. MW's in BBR on table. Need to get SAC night shift mechanics to work this. PLEASE!
- Laying off 1/2 the CIMCO millwrights tomorrow
- Jewett Kitchens should be bringing you a marked up copy of these Mode 4 restaurants tonight. Have Debbie or Rosanna type these in the "Faceman Comments" of the NAMS file, not the "Plant Activities File". We have a meeting Friday afternoon to discuss all Mode 4 MW's. See pendant on table sorted by Josselyn. Be sure you get updates from night shift people, "FBE, MEE, MEP, MDS, WME".
Already gave these to Edmunds, need updates back and input into NAMS "Faceman Comments".
- Try to keep "2P/1P" box empty.
- Trubenn finally on turning gear at 5:20 pm.
- Bad problems with weld in ANV 3000. PT looked like it city. Having to machine back down and go again. Be sure you have your but try welder on this.

Thursday Day
3/28/90

• Vic talked to IBEW and the International BA. Seems Plant Hatch had a much bigger problem last night and today than we did. SA's are supposed to have our problem resolved. If you have a similar problem tonight, keep me and Vic

• FOST to be depressurized by noon tomorrow from ILRT. Need to ensure we get the cobbles off the polar crane as soon as containment entry is allowed. This will free the polar crane to support the canopy seal weld repair.

DBB is the field prep for the canopy seal weld job. We had tried to assign Stony this position. HAH told we had we have one on field prep. RAM/W. Hearn are the right field prep, however I believe RAM is cleaning on a house in Mason Friday @ 4:30 pm. Suggested to DBB that he get Cogle to come in on night shift Friday night.

• mwo's on DCP 89-049 (18905278/18905280) and DCP 89-043 (18905282) are PWC, city power. These are the DCP's started yesterday that we had paged for system outages.

Trying to milk Ops into letting us start work on DCP's 89-042 (18905537) and 89-058 (18905535/18905536). Steve Chestnut is supposed to write up: LCO's tonight so can start work tomorrow. FOST can have all these mwo's completed by Monday morning (lot of fudge in this, especially if work both shifts).

Thursday Nights
3-29 7:00p

(30x)

Depress ILRT

Check CIL holders on TACW Ops wants to put in Service

Diesel testing

B-RHR

A train surge.

CK on Carpenters to be used for tool accountability

USE 20427C to track.

Get with Rick on when we will be depress'd

So we can free up Polar Crane

22A Thursday Night
3/21/92

INBOB, INBE should complete by ~~5:30~~^{5:30}A. LAB-5 was cleared at midnite. This will probably not complete until lunch or after.

1-90-00942 Hatch Rigging pkg needs to work when can opens.

RMR has all obstructions out of way ON HR DEN APP 2A. This Motor will more than likely have to be rewerked. ARE there any plans to send to Forest Park?

DEP 408 - HP will not allow cutting grinding or welding until Cavity Vent Fans can be placed in service. IFC need to install their Flow Switches so work can progress

I ask you to consider Mr Withrow as Field Pump on Back shift he is more than qualified and this would let the man know we have confidence in his ability. RAM is apparently Not coming back in until Sunday nite. Cagle said that he really didn't want to work Saturday nite.

got go ahead from Ops to proceed on welds on on B-RHR Motor. Should be in short Rows by end of shift.

A-tram Diesel testing should resume at 8:00 AM Per P. Hud

If B-tram SWGR window opens Need to consider Electrical Support for week end.

Containment pressure at 14 psi. Hopefully be completely depressurized by end of shift.

Communications for Polar Crane are in LNTL's Office

230

Friday Night
3/20/90

Weld Filler Material at WASE at 2210 per Har
ATKINS. Per DPB/JW they can process them in at 6.

ARE we going to send HRC DRN PMP motor to
Forest Park? We don't have Bearings and from
Looking at this contraption move the bearings are
going to be shot!

CRDM Coils will have to be replaced per withdraw
No details yet. 39 is eaten up pretty bad. Meggered
bad earlier. IJC making their checks on New Coil
Stack in Shop

Jacket wtr Temp sensor went tits up. IJC has located
a kit to rework leaking sensor. Testing continuing &
will be stopped at UV Test.

Initial Vibration readings taken on B-12HR. Proceed
with Strut installation and tensioning. Will Run
Pump and try and get it operable.

Tygon installed per Bill Dunn floating down. AS soon
as Pressure test can be completed,

- A-Diesel testing suspended when Jacket water to
switches started screwing up. No spares to replace

Work on DEP-408 slowed by Roy Gusters presence
on CR 15152. FANS are now running and work is
finally!

FRF got clearances and shall have a productive
nite

Not Bringing any Electricians in on or Contract or G
since Diesel work will probably drag on well in
SAT Nite / SUN MORN.

Sat Day
3/31/90

23.

RHR room can be cleaned up. No testing remaining

SAP will not be in today. He is going to be out of town but will call in with a # he can be reached at.

Req # For Jacket Water Temp. Sensors

Req GP35-907407

S/N 29200-26237

Due in at 10:00 AM this morning.

Days Sat.
3/31/90

7:00 AM MTG.

- Open Equipment Hatch / CRDM Coils in / Close Equipment Hatch.
- Drain Down to 203 to Support Compy Weld.
- When Jacket WTR SWS. get on site and Calibrated testing can resume on 1A Diesel
- Walday to write and process MWO for Equip Hatch.
- 1A Diesel Critical path.
- DCP-408 - Needs to push
- 11:00 AM MTG. to go over mode 4 punchlist
- Henry asked me to look for MWO to Major Generator His concern was the length of time without Stator Cooling. Could not find, talk to Montgomery cause I feel this is where his concern came from.

B-train outage to start Day shift Sunday.

- Have ask ops to run Stator Cooling Pump 'A'. Mike Edmonds is releasing chr. 15071 so this can happen.
- I/W's Supporting Equip. Hatch opening by rigging. GPC will unbolt Hatch. Don't see any NEED for I/W's or laborers til Monday.
- NEED TO CLOSE MWO ON RHR START WORK TONIGHT. Day shift felt MORE comfortable with nightshift QC buying welds. Welds should be stenciled by nightshift.

Days
Sat. 3/3/90

- Equip. Hatch open at 4:45 pm. Moving CRDM in, bad one out. Bad one will be put into FHB rail bay. Still preping for weld repair.
- NEED CENTRAL WAREHOUSE OPEN TOMORROW - NEED BOLTS FOR DCP 90-098. BEEPED STYSLINGER BUT NO RESPONSE. TRIED TO CALL 2 GUYS ON CALL OUT LIST, BUT NO RESPONSE. WILL CONTINUE TOMORROW.
- CLEARANCE FOR STATOR COOLANT PUMP. WAS RELEASED AT 8:30 AM THIS MORNING. MEGGER TEST ON GENERATOR WAS COMPLETED, AND READINGS WERE GOOD. NOW OPS WANTS TO WAIT 'TIL MONDAY TO RUN STATOR COOLING.
- CALLED P. HUDSON AT 4:45 pm TO HAVE HIM COME IN. TESTING ON D/G TO START WITHIN NEXT HOUR OR SO PER PAUL KOCHERY.
- I/W's spent most of day supporting Equip Hatch & movement of CRDM COIL PACK. Night shift will probably be tied up with Equip. Hatch & MISSILE SHIELD. I TOLD THEM NOT TO WORK ON SUNDAY. THEY CAN WORK ON CABLE DESIGN MONDAY.
- Purge on CANOPY WELD REPAIR WAS STARTED AT 5:15^{EST} PM. MAY HAVE ANOTHER BAD CRDM, waiting J. Greenwood to look at readings. Greenwood says readings will improve if we dry it out. Question now is do we bake this one for 12 hrs. and see if readings improve, or just go ahead and change it.
Decision MADE TO REPLACE CRDM STACK 44. Why. MWD# to buy NEW ONE. Holding off on Equip. Hatch until after swap out. Up Date - (W) looking into buying 44 off AS is. Should know something in 7:30 am.
- MWD 19000381 CAME BACK TO BBR. Coating repair is complete. Water box can be closed up. Doors on South side of 'B' water box ARE THE ONLY ONES WHICH ARE OPEN. THEY CAN BE CLOSED AFTER 10:00 PM. THIS WILL HAVE ALLOWED SUFFICIENT TIME FOR COATING TO CURE.

Sat Day
3/31/90

235

- Jim Montgomery called and requested either Sonny or [unclear] call him tonight. (863-7595).

7:30pm Mtg.

- Steve Chestnut will be replacing MAC - (^{Chestnut}Beeper 302) on nightshift.
- Unit 2 - 100% purg. - Still plan to pur. Htr. Dew Pmp Sun. night
- Testing of A/D/G will continue thru night & tomorrow.
- ANAO2 - TO COME DOWN TONIGHT - PA ANNOUNCEMENT WILL INFORM.
- Purge clock started at 6:00pm - Welders coming in at 7:00am
 - PT after weld (should complete around noon)
 - VT at 40 psi (~~1000~~)
- Beware of presence of ARGW in lower elevation of cavity.
- Will REV. original pkg. for CRDM STACK TO INCLUDE 44. (19001692)
- LLRT will be required after Equip. Hatch closes.
- DCP 134 - should recv. paper tonight - Will be hot! MWO 19001692
now in hand.

Game plan is to get CRDM Rev 44 into Cav and remove questionable one and move it to FHB then start closing the Hatch. DRPI going IN with it.

Welder will be IN at 5:00A

Setting up to do UV Test on 1A Diesel. M Chance and B. Kaplan getting ready at the sequencer.

CLR 15071 pulled at 8:30A Ops doesn't want to run pump and I am not pushing it now. May try later IN shift if manpower comes free.

Waiting to close hatch until IFC can get resistance readings bought off as good. CRDM and DRPI readings were just outside acceptance criteria. This shit is unreal!

UV Test on Diesel-A is SAT. Should start operability run at 5:20A EDT. Tried to milk them into 4:20 after time changed but ops was so smart they lowered it 1.11

A Diesel Running for the money. Ops Surveillance started at 5:25 A.

Electricians (GPC) were not happy about having to work Sunday. I Don't Look for all of them to be here.

Joe Thompson will be in Badge training Monday Morning. They pulled his Badge at the witching hour tonite.

Security did not Reset their alarm when Misste shield was put in place, The Stupid Bastards call in here an hour after all the work is done wanting us to remove it. ~~them~~ them.

1-90-00137 - TO WPG FOR PARTS

1-89-06395 - TO WPG FOR CLR. (Will have to Drain CVCS-B)

A-90-00296 - TO WPG FOR PARTS (ELBOW)

ALL THE OLD CRDMS and DRPE COILS are IN FHS

3-30-90

- ⇒ 8803-01, 04, 09, 10
- ⊙ 8807-01 - Main ✓
- ⊙ 8816-01 - Main ✓
- ⊙ NB10-01 - Main ✓
- ⊙ 8807-05 - BBC ✓
- ⊙ 8816-09 - BBS ✓
- ⊙ NB10-12 - N80 ✓
- ⊙ 8807-09 - ✓
- ⊙ 8807-12 - ✓
- ⊙ 8807-13 - ✓
- ⊙ 8816-04 ✓
- ⊙ 8816-12 ✓
- ⊙ 8816-14 ✓
- ⊙ 1801-01 ✓
- ⊙ 1801-05 ✓
- ⊙ 1801-09 ✓
- ⊙ 1801-11 ✓
- ⊙ 1801-04 ✓
- ⊙ 1801-10 ✓

Follow this scheme for RRR Testing, Dick should also follow this scheme for cleaning and inspecting

GOOD LUCK!

4/1/90

- Need to push Ops to get "S" NISCW drained so NWE can work the return valves to the tower. NWE can go ahead and be working the check valves as soon as a check is being, no draining req'd for this
- Still do not have "S" switchgear at 5:45 pm. They keep saying in 15 minutes
- DAS working on uniscope of "2A" Hte Drain Pump. Having trouble dropping coupling
- General feeling is that if we go ahead and start assembly of BANK PART?
- OK • Did DC buy off weeks for RNR shafts?
- Signed on BAC3 CIR. At 4:15 pm. - THERE IS A GOD.
- RC HOWARD NEEDS to sign off surveillance for borescope inspection of 'A' TRASN DIG. SURV. showed 'B' TRN, should have shown 'A' TRN.
- Ops says can't press up to 400 psi w/o changing modes. Revising procedure to press to 350 psi. Tom Green estimates 7:00 pm to be at 350 psi. After DC completes inspection, need to load the wagon and get everything back on land. Will check comosent @ 400 psi.
- See enclosed list of Mode 3 restraints. Only showing 15 mwd's for mech/split/etc. Need to go ahead and start pushing these now
- Need clerk to update "Foreman's Comments" in notes from Mode 4 Restraint list. Stack of items for clerk to do tonight on Florie's desk (including AI's to disposition several DC's)

25% Wed Days
4/4/90

Get Drain Valve welded in at HTR Drain Pump

Most of our stuff is out of the can. I asked WKH to ensure follow up so we don't get caught with our pants down.

I asked that one welder be left in can to support RWLIS work.

7:30A

B-Diesel testing

B-ESTAS - test exceptions

CK Surveillances and give update at 11:00

- Push Copeland on Trip devices -

- Push pty on Diesel Mod - short time frame

- T-Mod for 1B21-10 -

- Continue to push paper -

RWLIS doc collection

1420
12 " 6:30

19001728 - hot job need to leave valve in closed position will put record and on

15006 - USER/

15281 - FILE
15813 - FILE

Backflowable filter

Access pump used

START

6" Blind Flange on Condensate HTR

DD1-14 inverter 19001707 - ~~Key~~ ~~lock~~

DD1-10 inverter 100 amp coming in 8:55pm 2 amp down

RTD By 19001722

DRRE 69 - bad connection at connector

FT MOV'S

BCP 133 on D/G 19001721

WHD HTR Drain Valve

19001728

19001724

254

Wed Night

4/4/90

- Dsk inserts for mwo A8801133 should be in tonight @ 8:55 pm
- mwo coming out to remove space anchor bolts on containment level C per mwo 90 VM1113. Core will work this Thursday on dayshift (WRT 10129)
- mwo on acid pumps in water treatment bldg is complete - at least this is what I was told, but for some reason I don't feel comfortable with this

DCP-90-133 - B-Train Diesel Complete, need to have
 Tests for parts
 Austin Randall make Annunciator Windows and install them in order to close pkg.

250016 gaskets, OD's and parts for HL Skid are all in our house.

AAJ - setting 1301-10 complete to work.

LNTI - has gaskets and goes to the hole

Parham's Wish List for Electricians

- | | |
|------------------|------------------|
| ① Calvin Coefer | } Definite keeps |
| ② HN Toler | |
| ③ Susan Harper | |
| ④ DF. Wood | |
| ⑤ C.T. Dugger | |
| ⑥ KB Rosberry | |
| ⑦ GW Jackson | |
| ⑧ FL. Washington | |
| ⑨ AP Hammett | |
| ⑩ BT Williams | |

Wed ~~4/4/90~~ 2
4/4/90

7:30 PM MEETING

- EFAS complete on "B" D/G
- Doing try out now for DCP 90-133 → EWP has ply, HBA rounded parts, etc. to do splice
- Do FT on DCP 72 (mwo 18904674) on dayshift tomorrow
- Made 4 vms targeted for 2:00 pm Friday 4/6/90
will need to do containment close out prior to that time

(509 PKG is whole again!
FWC to WPG.

Don't ASK

1-90-1573 - RER that was due at 6:00, did not happen
I pissed an engineer off trying to get him to find out where the hell it was.

RMR needing 7/8" Bellville washers. They should be flown in this morning per RMR.

1BD1-10 is complete and installed in Gear. waiting ops to complete diesel run to remove t-mod so we can be out of this embargement. (1-90-0048 IN BBR)

1-89-04674 - AAI working the 4:4KV BERS. 2 completed will work 2 tonite and complete the FTs. I haven't figured why we were waiting to draw Bubble in P2R.

Diesel is running for the money should shut it down at around 6:30.

1-90-1772 - Cimco swapping people in and out. should complete this morning. (FINAL TORQUE)

Withdraw used 2 pipefitters to remove some bolts and some steel from the cans. This should be all of our material except what has been left to support Rules

92 PROJECT

256 Wed Nights
4/4/90

Wire Room Beard

- 1-88-2456 - to WPG 4-3
- 1-89-6593 - Personnel Air Lock
- 1-90-0207 - FWC to WPG
- 1-90-1762 - 7P to REN Burns
- 1-90-1573 - Need RER
- 1-90-1575 - To WPG (problem Resolved)

Ops will not allow us to Restore T-MOD after 1301-10 was installed. They were running Diesel. MWO 1-90-480.

HBA Needs to resolve paper problems with 1-89-05020 & 28

- 1-90-00480 - when ops gets ready to Support
- 1-90-00207 - Complete to WPG
- 1-90-01372 - FWC to WPG

Sign Req. for ASE and give to Greg Lynn to get #5

HTR DRN PMP 2A - Alignment in progress - Should be complete with no problem.

JEB is scheduled for Vacation 4-14.

Parts for H² skid here. MES should be able to have a party today.

1-89-04771 - To Kerstins to design a F.T.

Telecommunications Cable pulled - Needs to be terminated

1-90-1760 - PRR Flange restoration (RIW)

B Diesel should be down and Operable this AM.

1-88-00823 - Completed - Need to watch the hell out of this pump when it runs. "Terry Turbine"
"Need to hold open until it runs."
- FRG IN BBR -

Is it true that the only reason CLK Don't go to church is He can't stand to see that many people sit on their ass for a whole hour?

7:30A

CLK - They want to work 2A HTR DRN Pump today.

2A - Diesel Run today

RULIS - DCP - will hit today - Cinco walked down last night!

Status MTG at 11:00A

Push to complete removal of TMD 1-90-480 mmo

PIES has pkg to invest. Inverter Problem

- Fisher say will be in @ noon tomorrow MR. DAN FISHER
- Parts for live load packing will be here tomorrow

Ci Water pump #2 Unit 1 tripped and Jimmy sent Jerry Fry investigating.

| CFR | * 19001739 | Pac Steam Sample Valve (1KV-3515) |
|-------------|------------|---|
| File to WPL | * 18904771 | FT RULIS TO WPL 4/5/90 Coming out to FT assigned by Kristian |
| File to WPL | * 19000480 | File 10-210 4/5/90 Temp read 28-004 Cp 2011 mmo work after work |
| File to WPL | * 19001630 | File 10-210 4/5/90 HV-34253 Pac Connector Cap 1st suggest @ 2:00 pm |
| <hr/> | | |
| File to WPL | * 19001931 | (1A) - mme RULIS TO WPL 4/5/90 3 Dfs DCP 90-138 File (copy paper) |
| | * 18905229 | (1A) - |
| | * 19001729 | (1A) - mme "A" Dfs DCP 90-138 (copy to work into log shift) |
| | * 18906593 | (1A) - mme Interlocks on personal books ... 8 hrs prior to start |
| IMG | * 19001758 | (1A) - mme DCP 90-136 RULIS - Jay shift to stay in till work complete |
| File to WPL | * 19001573 | (1A) - mme File to WPL 4/5/90 why RER to close paper - got back @ 11:00 am, GATE closing paper |
| | * 18901517 | (1A) - mme |
| File to WPL | * 18905220 | (1A) - mme returned to WPL 4/5/90 not working on paper work |
| File to WPL | * 18905221 | (1A) - mme returned to WPL 4/5/90 not working on paper work |
| File to WPL | * 1900962 | (1A) - |
| CHK | * 19000721 | (1A) - |
| HAS | * 18904674 | (1A) - |
| | * 18903485 | (1A) - |

253

Thursday, Dmy,
4/5/90

- NRC going through MW0's on "A" D/K. ITC had signed off dew point readings were good. They were in fact high. Should read 35°F - 50°F. Reading taken during ~~normal~~ on 3/29/90 was 60°F & 80°F. This will probably hold up "A" D/K on Out retaking readings at 2:15 pm. UPDATE: Failed again
- NSCW "B" Tine is closed up. Tail bar back in place
- Ok for "3" A/K (MW0 29000613) is supposed to be ready for night shift tonight. Need to work this ~~to~~ to close a plant A.I.
- Live Load picking work should be completed tomorrow on day shift
- 19001616 → MFV press indication in JEL area reading 3 ip. May be parts problem. Op trying to say this is a Mode 4 restriction. It's not. Not having reacte indication should not affect operability of the two MFV's in the north valve room
- There is a lot of talk about a galled fitting on RVLIS. Per Mark Benney, this does not need to be replaced at this time

† MODE 4 RESTRAINTS

| | | |
|------------|----------------|--|
| FWL TO WPG | *18904585 (2P) | Returned to WPG 4/5/90 |
| WKH | *19001719 (2A) | Missing bolt & nut from @ motor & lux stamper, out on 11/16/90 |

Board has been cleaned off - now have 3 columns
 MODE 4 - Green
 MODE 3 - Blue
 MODE 2 - Purple

Please push items on board - people should stop tell they complete these paperwork, especially on Mode 4 items. Make sure person/supv: knows that they have Mode restraints in their possession

2:50 Thursday Night
4/5/90

7:30 AM MEETING

- Hunt 1 @ 180°F, heat up going slow, checking for htc maps
- In dew point checks on 2Ks are excessive. need dew point below 50°F before start test sequence on "A" D/G
- • Need to have all "B" elect MW's closed, before can run "A" D/G
- Status, Desc, Hunt (NRC) to be here for "A" D/G test
- For Spray Values failed FT
19006983 - now ok
- 18710690 ⇒ work tonight
- • Containment cleanup to continue tonight
- • RWIS work will continue into night shift. Day shift paper filler staying over till completion. Make sure paper gets closed
- • DCP 72 18904674 ⇒ work buses INAA, INAB, INACI tonight
FUC
- Mode 4 still sched for 2:00 pm tomorrow
- Mode 4 constraint meeting tonight @ 11:00 pm
- NRC has a hold for going to Mode 2 - issue is the D/G's temp/press switch reliability

⇒ Electricians took average readings on pressure heater. They are performing as designed.

⇒ 19001118 - This MWO is to breach and reveal penetrations on AFW per MCP-45.

The materials, needed for insulating have exceeded their shelf life. Talked to Steve Chestnut and Bruce Rydman and it was decided to wait until day shift to get PRC to extend shelf life or engineering to say it is okay as is.

See you at 11:00 AM

Lee Mansfield checking on extending shelf life. 0800 4/6

⇒ 19000721 - 1-1205-44-123 - IDW - had satisfactory torque on check valve. To WP 0515 by Steve Boring

⇒ 1-1205-44-122 - QC found valve leaking while performing VT. MWO's 18904993 & 19001077 were used to perform corrective work, provisionally. Need Maint. Eng. for torque evaluation. Roped 054 and 250 at 0400 or. No response.

Thursday²¹
4-5

- ⇒ I & C having problems with god control, possible open coil. Think they found problem on bridge cable.
K10 & C11
- ⇒ 18710690 - Per. Spray valve 0455C not stroking
L.V. Wosten
and last page { God actuator off and it stroked fine.
Reinstalled actuator and valve still will not stroke. Packing not believed to be problem.
Package being moved for actuator disassembly.
- Comp. ⇒ 19001767 - AAJ - This MWO is to correct wire problem on 1HV3026B. Complete
- ⇒ 19001771 - WCP - This MWO is to cut off some anchor bolts on a level of Containment.
- ⇒ Cliff Peter found valves 1HV3500 (status of MWO 1890457, ST-203 2A) & 1HV3513 (MWO 19001755) leaking. Torqued body to bonnet bolts on 19001755 on 4-4. Sending to WP for more instructions.
- ⇒ Unit 2 Heater Drain Pump is ready and eye is warming up prior to run. Per Steve White approx. 0800.
- ⇒ 19001772 - Open Spray additive tank system to support chemistry addition of chemicals.
- ⇒ All field work complete on MOVATS. Ron should complete paperwork on day shift.
(MWO 19001772 on 1HV 3502) Flight work to adjust packing on circ. wtr. imp. mod.
- ⇒ Dew point on air has not improved. Checked dryer refrigerant levels and found to be satisfactory. No evidence of dryer problems.
- ⇒ 18904674 - Engineering performing functional test per Bruce Koglan.
- ⇒ Did not resolve QC problem problem on 18905620 & 5629.

Thursday Night

4-5-90

⇒ 19001758 - RVLIS - CIMCO, completed danger change. S.C. to install tubing under MWO 19001268.

Memo - Long Form

DATE 4-5-90

TO: R.M. [redacted]
 C.L. [redacted]
 S.A. [redacted]
 H.M. HARDINGER
 L. [redacted]

- NOTE AND FILE
- NOTE AND RETURN TO ME
- RETURN WITH BIRTH DATES
- NOTE AND SEE ME ABOUT THIS
- PLEASE ANSWER
- FOR YOUR APPROVAL
- INTERNAL ONLY FOR MY INFORMATION
- USE APPROPRIATE ACTION
- FOR YOUR RECORD
- ANSWER
- FOR YOUR INFORMATION
- INVESTIGATE AND REPORT

REF: CHESTERTON LIVE LOAD PAGING
 Problems:
 A. Wrong WARNER: G.P.C. had to call;
 B. Wrong BULLOCK WARNER: CHESTERTON LOW-
 wrong S.I.F. could not remove
 C. CHESTERTON REP. made all MEASUREMENT
 FOR TIME VALUES:
 D. Man power HOURS LOST ON THIS PROJECT IHR
 This needs to be changed to CHESTERTON;
 E. CHESTERTON Eng. said values are live
 load without BULLOCK WARNER; NEED LETTER FROM
 CHESTERTON Eng. TO VERIFY THE STATEMENT.
 F. 10% TO 20% values cannot be live-load
 They should know the values they saw as cannot
 live load.
 G. [redacted] the time I do not believe these
 values are live load paged;
 H. Until above problem can be solved, would
 NOT obtain any more live-load paging from
 CHESTERTON. They need to prove this problem
 to G.A.B.
 R.M. [redacted]
 EX-3053

7:30 AM Meeting

- 119 hrs behind sched, but 0 hrs in part 24 hrs
- RVLIS - Work continuing
- Spray Valve - 0455C
- DG Testing - No change dew point
- 1-1205-44-122 - Body to bonnet leaking
- Spray Additive Tank. 19001772
- Cold Rod Drop Testing
- DCP 072 - 18904674 Coordinate with Ops (Ron Burns)
- Mode 4 Restraints
- 19001630 - 1F - 1HV848513 (Cont. Sim.) • 18906593 - 2A - Personnel Hat
- 19001729 - 1A - Diesel

TOTAL MWO SECS ⇒ 1820
 MWO'S COMPLETED ⇒ 1577

Friday Days 26:
4/6/90

MWO 19001077 RHR Check value 1120504122
Need MWO being ventiler to Tongue
Connect.

Call Craig Thompson in tonight
before we close out containment
so he can pull M/G set for elevation
in containment, Lester Gas Phone #.

• JCL on umcken west wak. JK know how JCL's keeper

• NSSS personnel => Sloop will be here Sat, off Sun

=> WKH, Cagle off both days

=> Withers off both days

=> RAM will be here Fri, Sat, Sun night working IDW's crew

• MWO (19001630) on MV 8485A failed FT, had ground. JCL went in and found punched
wire. FWC TO WAG @ 4:45 pm. Ops needs to remove ckt and do.

• Completed jacket wire press set test on "A" D/G around 5:30 pm. W/ty
Ops to bring ckt so can implement DCP 90-123. Called night shift
CISCO technicians in that did the "15" problem. They should be
in by @ 5:30 pm. Hopefully Ops will have ckt by then

• "A" RHR check value 122 (read 19001780). Mount Edge believes bonnet may
be cocked. Wants us to loosen 4 bolts and try to realign
bonnet. Writing on Ops to shut down "A" RHR. Should shut
pump down by 6:00 pm. Told day shift ^{@ 5:15 pm} to get MORA briefing and
be ready to go in at 6:00 pm.

• Unit 2 put a string of plastic tubes today and put the unit through
a transient. Did not run the chain pump on the "4" today due to this

• Will be ready to do FT on DCP 92 on INAA tonight. RCP's have
been shut down

• Need 65 662 grease or equivalent for escape hatch and need an
equivalent review. ^{19001047 (Paw)} Lewisford trying to get grease in here Sat

92 PROJECT
030520

Friday Days
4/6/90

- Unit 2 "A" SGFP has high vibrations. Data was telecopied to Pacific Pump in Calif @ 6:00 pm. They are to call the down team if they feel we have a serious problem. Need to monitor vibrations once per shift
- Struck "1" RP pump and appears the HV-4558 valve is leaking by. Now have problem with two pex spray valves DEA on hot line with vendors, will probably fly one in tonight if we can get him a flight
- HV-4335 & HV-4334 are back together. Need 1 piece machined by Trow tonight. Smechett has details
- Smechett has valve in backflushable filter put disassembled plug looks kind of rough, valve seat has a burr on it. MGB waiting DC to get dissection on valve seat
- Both HV's 3000 & 3030 are terminated. Why on Op to stroke. Everybody off dc. MGB waiting fundamentals

7:30 am meeting

- RULIS - ITC work continues
- 19001803 ⇒ HV-0455B
- 1870690 ⇒ HV-0455C
- After completion of rod drop test, begin drawing & filling sfg's order 1,2;
- D/G Testing
 - DCP on D/G
 - Op perform 14710
 - do UV Test
 - Gen D/G summary for FT
 - Op perform 14980
 - do high camcasson once portion of DCP FT
- (19001780)
- 1-1205-44-122 Bonnet leak ⇒ why "A" RHC to be shutdown
- DCP 72 (18904674) ⇒ work less INAA

Friday Night Shift
4/6/90

- ⇒ 1A O/G OCP is fine - Ready for ops to pull clearance & run engine 1900 EDT
- ⇒ evolv has MOC's crew tonight. Issued man to investigate Air pump Shudder while shaking on vlv. 3025A, Muv #190001 1920 EDT
- ⇒ Muv 1900780 for RHR ck. vlv. 122 is back in field to measure for cocked seat.
- ⇒ Muv 1900780 for RHR ck. vlv. 122 is back out of field because Ops won't let us touch it while running pump. 2215 EDT
- ⇒ Muv 1900802 for Tygon tubing installation in field at 2250. EDT
- ⇒ A TRN. O/G OCP F/T Comp - Ops Scrv. In Progress.
- ⇒ RHR ck. vlv. 122 (Muv 1900780) Back to field again. 0210 EDT.
- ⇒ Unit L. Htr. Crv. Prp. running fine. on Mini-flow. 0405 EDT.
- ⇒ Replaced gasket on Emerg. Hatch inner door but it still won't seal. L&E looking into. 0400 EDT
- ⇒ "A" TRN. O/G - completed Scrv. & Deck inspection call Sat. - Ops. says it should be operable in about 30 min. - 0435. EDT
- ⇒ RHR ck. vlv. #122 back out of field - w/g. Cr. to rework vlv. bonnet. (looks like bolt holes when they are loosened) Muv to w/p for her 0530 EDT
- ⇒ 1900802 for Tygon Tubing is installed
- ⇒ 1900805 for Hoses for drain down - Had to rec. package to install hose from 115 vlv. to the 084 vlv. 3/8 "Hose installed"
- ⇒ Parts for LV 4333 & 4334 are machined & ready for MOC.

255

-at Days

4/7/90

7:30 mtg. 4-7-90 168 hrs behind sched, lost 48 hrs in past 24 hrs

- VCT outlet valve closed for new season - need to investigate
- 168 hrs behind - 48 lost in past 24 hrs (Learning Press in Az.)
- O/G 1A test + Mod is complete
- Ch. No 122 on RHR inverting by press seal
- Tygon Tube is in place for Brown Run
- 1NAA Funct. Test is complete
- Turbine is on Turb-gear w/ seal oil
- Need to expedite parts for 2455B VC VU's
- Pr2 Cool down - to ?
- Make 4 by same schedule - to 1st Turbine 4-10-90
- 15593 cl. for 1st vlt. (Just written by 2456)

For 1PV-455B VC

1X6AFC6-452-3 Fisher

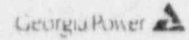
| Fig # | P/N | STEEL |
|-------|-------------|---------------------|
| 30B | 10A5476X012 | SI-L610 |
| 31 | | V-NOTCH GALL |
| 36 | | WASHING |
| 37 | | DRIVE SHAFT |
| 42 | | SEAL LOADING STRAIN |
| 83 | | SHIM |

Terry Lunford trying to get parts

Apparently CC-13 ran for about 6 min. with no suction water. Reformer checking Vils, taking oil samples, checking bearing temperature. Need to get maint eng in to try and off.

Monday Days
4/9/90

Interoffice Correspondence



DATE: April 9, 1990
RE: Dewpoint Readings
FROM: M. D. Duncan
TO: C. L. Coursey

The following dewpoint readings are for Unit 1 and Unit 2 Diesel Generator Air Compressor. Samples were taken from air receiver tanks on 4/8/90.

| Unit 1A Diesel Generator | |
|--------------------------|--------|
| 12403G4001K01 | 34.2°F |
| 12403G4001K02 | 33.2°F |
| Unit 1B Diesel Generator | |
| 12403G4002K01 | 44.5°F |
| 12403G4002K02 | 36.6°F |
| Unit 2A Diesel Generator | |
| 22403G4001K01 | 43.9°F |
| 22403G4001K02 | 60.9°F |
| Unit 2B Diesel Generator | |
| 22403G4002K01 | 33.7°F |
| 22403G4002K02 | 44.4°F |

Unit 2A Diesel Generator Air Receiver K02 is currently out of specification and is being continuously blown down.

M.D. Duncan

MDD/jbc

- DCP 90-115 => cooling water piping for TRW - do not have enough. They ordered 40 ft, DCP calls for almost 200 ft. Ordering another 150 ft of schd 40, 1/2" pipe.
- MWO 19001825 weather last night to adjust limit suits on MS1K's - MWO given to JLF
- Day shift went in on per spray valves and found a bushing broken on the gasting. First impression is that the bushing was left out of 455C. 4555C: No longer an impression, it is true. Beginning to chain back down to take AV-0455C back apart. Will continue back together with AV-0455B. DEA/MWS pulled activities off AV-0455C before they came out @ noon.

• 19001827 => EBOP coming down, however pump would not auto start

Ops released to fill & Vent out 1.5.7

What are we going to do about the Holiday?
When are we coming off shift?

I've been asked this fifty times tonight.

MSE took 1-90-01834 - Cap removed, Valves flushed
closed off with no leakage, Cap restored. Will
close when system is pressurized. Per Palmer
Value Cap only had maybe 6 to 8 drops a minute

RW has 1-89-6377 - ARV-3030 - instructions say to chase
threads and use tube, this will leak again. Need to
see if using a pipe plug will take a act of congress.

This morning WPG dropped a pm. on us for all the
ARV's 1-90-01306. Checklist is just basic checks
of fluid levels and physical damage

IDW worked on Fire inspection report, MSE & JEB started
working Fire protection surveillances

Both Diesels have been run in last 24 hrs. Boroscope
inspections need to be performed. Surveillances are
in duty office. Also LNF says vibration data has
been being taken for Mount Engney for trending purposes.

Got one of the clerks in WPG to input your comments
ON MODE RESTRAINT list. Struck comment on MASIVs.
Those pags should start showing up as in closure cycle

Not getting much response from craft after 8 hrs.
Might have 4-6 people total leaving.

Rawell has 453-C together and packed. at 6:00a
they were torquing actuator. Ops has filled to
90%. Decided not to snatch tygon and fill and
Vent hoses until were sure were out of wands
on 455-D

Days

- Tried to put new hub on tuning gear, bike tugged. After transfer in control room, will get Ops to reset bike and try again. Need to be prepared to troubleshoot problem. Need to get on tuning gear too. Polo, Sanky, Mardach, Montgomery still have until we try again
- Sent MUC 19000997 to control room to allow them to resume & check MUC. MUC logged to Ops. They see to send back when through for us to until made 3
- HV-4533/4354 to ITC to set stroke
- TRW pump has problems, DAS believes coupling not bonded correctly
- ACH completed bearings inspection on both D/G's

7:30 PM MEETING

- Are you the original by Unit 2
- Looking at why bike keeps tugging on main tuning gear
- Per 200°F, 350 psi
- When get finished with 455B/C RT, will start RCP's. Then will take tygon & hoses out of containment
- Continue to clean up containment
- Made 4 MUC's (19001802, 19001805, 19000716, 18905593)
- Target Mode 4 entry @ 8:00 am tomorrow morning
- Plan is to rotate lower arm 1 tooth to get lower arm to line like 455B. Vendor has had past problems with lower arm not being properly notch-matched from 1st y. want to start RCP @ 1.50 am verify ACH went in today and torque consensus value is looking by 200 at 350 psi. He did see movement. Everything was torqued down good and locked. He did see broken at #3 consensus. Decisions have been - L - see also. ACH will continue to monitor as we press up

92 PROJECT
030526

Tues ~~Even~~ Night
4/10/90

• Plan to work 6 elect / 3 mach's , 2 - 12 hr shifts Friday
(Holiday). Rec Stanley Procter, pick shifts by seniority even though
OT involved

• Told MAs to put that the mechanics/electronics will go back on
normal shift beginning Sat morning (5-2, 10-4). This does NOT
apply to Foreman / Supv's / Supt's

RCP started at 12:10, Released to start work 12:30 <sup>No Let
By</sup>
RMIR has moved linkage arm one notch counter clockwise
with No positive Result. This reconfiguration made it
impossible to Hook up actuator to Arm.

DEA Called in per HMM when it was decided that we
needed to go back to original 2 o'clock position
RMIR and Crew are reconfiguring to original
orientation marks per Manual.

DEA here at 4:30

1-90-01836 - Bermet Leaking per Kaplan and
Mechanic. MWC still not out of WFL

1-90-01857 - MS4-306B - Repair made and re-install
in progress - should complete by AM.

A-90-1558 - Valves Swapped. Screwed up valve
is on Mezz for parts.

A-90-458 - Spent resin Dewatering Pump. This is
Hot and the pump they want to work has a
Cracked Casing.

Tuesday Night
4/10/90

The only positive thing that happened tonight on 455-C is that when ops started RCP our valve didn't leak Reg.

Big Swag session on how the hell we're going to get stroke set, without tearing fingers off actuator stem. Looking at lengthing the turnbuckle to gain the $\frac{3}{4}$ " we need.

1-90-1820 - pump draws higher than Design current. Had ops run Sister pump. It also shows higher than nameplate current on Bφ. Per Muro pump motor was pulling 80% of nameplate uncoupled. The vibration readings taken were well within spec. Stokes needs to look at this this am. Bearings only thing that could make motor pull this much current unloaded.

Want to put Foreman working crews on 10-H schedule
Blueships on 5 days a week
Supervisors alternate weekends

Board to your left. Shows craft scheduled to be here this weekend. Red Dots are Blueships

Knock the pins out of the turnbuckle and get your $\frac{3}{4}$ " and to hell with the vendor

7:30 AM MEETING

- Start 1 made Mode 4 @ 17:27
- Heating up to 530°F
- Stacked 3010 & 3020 in ~~work~~ work when soon
3020 has blown seal, WRT being written
3010 stacked ok
- MW0 1880846 (AV-6276) - need this valve back together
to put steam in lines - May have to break
down to install valve
- Inverse work will begin tonight after HT completes assembly
etc. - suggest IFC on this. There is concern
that water that is used
- DC1 (19001836) in 20-450 & 400 must work tonight
- K-100 (19001836) - IFC → must work tonight
- 205 has some
- I-19001836 that cannot be taken
on HCV check - then returned MW0 to WRT after
- Tell OLC next to look at solid fix running DK's over
today weekend and be sure we have the right people
here for the licensee inspections, etc
- ARV 3000 is not when soon stacked good yesterday, G, we
to be affected. Risk for operability. ARV 3050 still has
IFC problem we have noted
- 19001847 → IFC pump #2 has the problem, getting to my

Ops called saying they had an open LCO. (25715-103)
was performed 3-10-90 this should be the paper to
close their LCO.

1-89-01564 - Safety Injection - Passed VT-2 but had a small
Leak. This should not be a made restraint, MWR 1-90-01894
written to rework at next outage or opportunity.
Speci Had already been forged to Max. No response
from Maintenance engineering

1-88-08646 - UV-6276 - Complete closing paper

1-90-1886 - DCP 90-033 - FAX - Holding prog for FOR to address
AS-Bulbs and we can close the paper, Kiplan working
with Ops to get Clearance released so we can strike

Apparently WKH found a slight leak on Condensate today.
Denny Parter looked at it this evening and it is a leak.
We can't do anything about it now because RX Engineering
has us held up. This morning we need to correct this Leak
Door #3, South side. Leak is about Head high.

Anyone going into Com must now live by 14900 and 20427

WPK reving MWR 1-90-1168 to adjust limits on 1HV-9385
Valve, this is a Made 3 Restraint.

Per Bottwell they did not work on K-10 at all this evening. They will work this am.

| | ^T 4-12 | ^F 4-13 | ^S 4-14 | ^S 4-15 | ^M 4-16 | ^F 4-17 | ^W 4-18 | ^T 4-19 | ^F 4-20 | ^S 4-21 |
|-------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| TLH | X | X | X | X | X | X | X | O | O | O |
| RIV | O | O | O | O | X | X | X | X | X | X |
| - FEF | X | X | X | X | X | X | X | O | O | O |
| PRH | | | C | C | X | X | X | X | X | X |
| IDL | X | X | X | X | X | X | X | C | C | C |
| WDL | X | X | X | X | X | X | X | C | C | C |
| RWD | C | C | C | C | X | X | X | X | X | X |
| MSE | C | C | C | C | X | X | X | X | X | X |
| AAS | X | X | X | X | X | X | X | O | O | O |
| MCS | O | O | O | O | X | X | X | X | X | X |
| GFL | X | X | X | X | X | X | X | C | O | O |
| JEB | O | O | C | C | (Year) | (Year) | (Year) | (Year) | (Year) | O |

WPA called me and said ops was getting Dist indication 1-11-9385. They need MIC-116E to allow us to be able troubleshoot and repair the valve.

Clay has tagged the Lima circuit out and there is going to be much extensive trouble shooting going on until they restore power.

Kaplan has 1-90-1880 and is doing the FT with ops.
Still do not have PRR so don't close until we get
it.

CLC - Look at schedule for Running Diesels over the
weekend. Need to ensure appropriate people here to
cover.

ARV-3020 - Seal replaced Alling with Hydraulics and should
be ready to go this morning.

2A41A has been in service since around midnite
LCC cleared. No problems with inverter this morning

IDW ON CHR 15007 Rr Terry Turbine, Do Not sign him
off clearance until we are ready to closely watch
Turbine & Pump. (High potential for magnesium screw up)

1-90-1867 - EHC pump #2 BBR - Breaker Racked in and is
functional. The Gorilla that Racked this BBR in
so tight screwed the cubicle up. This will need
to be corrected when Buss can be deenergized.

Friday
4/13/81

1805 Valve now 1811W 14000995 CCW =
pump leaking and Motor & Pump
PM attached to MICO.

^{note} 1-90-01949 - David Hawkins is scheduled to be in
this AM. He can RESET Gen. Sigs. (Control Knobs)
1 B Diesel. PM 140-01516 shows completed Sat.
Why are we doing this?

AJ Setting LISA Devices / Set up complete - Test

1-90-0669 NSCW Exmett Level ACT value
Retorque - EDW

Press test and VT2 on Breathing Air impregos
going well. Completed without incident

Ops expects to be at NCFRT by morning.

INSTALLED Calibrated pressure gauge on MFV 52
so Ops could stroke valve and derive operable
when they complete. Their stroke will have to m.
Gauge to 5229. Xmitter problems is reason for
shit.

1-90-01787 - 8141C valve - FWC

^{note} CLR 15575 should be hung by morning MWD-C-90-
LV-7913. South FW Storage tank Level control

290

Friday Night 4/13/90
Sat Days 4/14/90
Sat Night 4/14/90

Sunday Morn 4/15/90
Sunday Night 4/15/90
Monday Days 4/16/90

While reviewing paper ^{for clearance} on the famous 036 check valve, it was decided by GC that no one was sure that the studs we asked for on the MER is what the water gave us. GC and two more were set to go in and look at the studs @ 1:00 pm. AMMT call at 1:30 pm and says Headhunter has solved problem. Tom Gear calls @ 1:45 pm and says problem not solved why did I pull insulators back. Sent insulators back to HP. Sandra Kuehling calls at 2:00 pm and starts raising voice. Hold her to call TNG + AMMT after she lets people in restaurant
UPDATE: Studs are 1-OK!

• CDE moving HP trailer out this afternoon

• Unit 2 is the cutting, for tomorrow has been postponed until next week after get Unit 1 up. Don't want to stress out of

• Torqued 1-1001-04-025 to 700 ft-lbs, did not slow down leak. AMMT was to consider Leak Repair. GHT looking into this. If we hit this route, will be the first @ component we have look by. Should be interesting. GHT trying to get leak repair in here +...

Night Shift 4-16-90

• Leak Repair going into crew for measurements on 022 valve. (can't get to 022 valve because of automation) Will have to get Leak Repair Eng. to tell us how heavy & how big clamp will be so our Engr. can do evaluation.

• Will get H. Davis / R. L. Howard to sign data sheets for Lisa (1900026) on 4-17-90.

• Lee Muddak initiated MWO 1901971 to adjust 'B' Frig Turb. control valve linkage (To J. Supton) Jim will try to adjust at P.O.T. Carl Run Turb. till Lee Muddak get in con. ins.

• Leak Repair just left site (0215). They forced the measurements to Texas with ECST of design spec's at 1200 today. This will allow us to make evaluation by our Engr. (They will give us cost at 1200 also. My guess is 450).

• Ups dropped a bank of rods correspondingly (Shut down bank 6) but they reset and are doing fine. It is trouble shooting but hasn't found any clues.

MWO 1901972 issued to Z.C. our thing found was trimmers @ 1 turn loose.

Munday Night Shift
4-16-90

- Ops started D/G 1-A at 0800 - MSE has Surv. when run is complete.
- Discovered leaking blind flange on H₂ Detaining Tank (2nd flange from right side).
¹⁻¹²²⁴⁻³⁴⁻⁵⁰³
Will have to purge H₂ w/ CO₂ for gasket replacement WRT # 6058. MSE is supporting ops. with procedure to roll spools for purge. MWO 19001973 to OBR (MSE)
- Can't locate parts for Droptail vlv. 1-1901-04-366. For 15013 LCO. Need several items or whole new valve to Canabatic.
- Torqued check vlv. 1-1306-04-004 (man 1901968) and nuts moved considerably. Left grating out until Ops. can reassemble.
- Pre-warming still not started. Ice found acceleration Ref. set wrong on control vlv's.

0730 4-17-90

- Turbine warming MSU #2 Bypass
- H₂ seal oil detaining tank gasket repair
MWO 19001973
- 1-1204-04-025 Bonnet leak 19000543
investigate leak repair
- Shutdown Bank E Rod movement
- MFWPT 'B' overspeed test

Nights
Wed. 4/18/90

7:30 AM

- 252 hrs. behind schedule
- 11% Neuter Pwr.
- Need LLRT on personnel hatch by 0400 4/19
- SG-FP "B" Clr. being reinstated
- Need four other extraction valves freed for Turb. roll

⇒ MWO's 19000561, 571, 560, 2054 in full working. MSE
560 & 561 comp. 2030.

Another MWO one from 19002055

⇒ MWC out of can at 2015. 025 not being
Need insulation reinstated. Called to Jim Steele
and he was going to notify Dave Linsky in
Plex. Insulation request in BBR.

⇒ Hopkins says they are getting ready to roll
Tue. 2300. Asked Allen Martin to give BBR
call when actually happens.

- MSE installed 8 MWP spool piece
- Ops was performing a Surv. on U-1 NSCW #6 & 1B O/G Emerg. Started.
The Surv. has three actuators something in the sequencer panel during the test.
When they did, it Emerg. started & set unblocked but available. It started
at approx 0415 EDT. I was in control room at the time for a Turb. Test
briefing. I went to the 1B O/G at approx. 0418 EDT and wrote down all flashing
communicators. They were as follows:
 - 1) Lo Temp. Lubo oil
 - 2) Lo Press. Fuel Oil
 - 3) Hi Δ P Fuel Oil Filter
 - 4) Hi Temp. Jacket Wtr. IN
 - 5) Hi Temp. Lubo Oil O/GT

92 PROJECT
030537

Night Shift 4-18-90

Wed Night
4/18/90

- 6.) H. ΔP Lube Oil Filter
- 7.) Gen. Under Freq.
- 8.) Emerg. Start

All cleared when reset except 'Emerg Start'. Other lights at push buttons on Eng. Control Panel lighted were

- 1) Ready To Load
- 2) Running
- 3) Starting
- 4) Loss of Off Site Pur/or SI sig

It ran for approx. 35 min. before Cps stopped from Control Room
Cps (Control Room) have same communication as B O/O except for LO Start Air come in at Control Room but not at O/O. WRT Tag on window at O/O.

- Engr. has changed Turb test procedure to allow them to Roll Turb. up to 100 RPM's so stop valves can open off of closed limit Sw. that gives SSPS Relay K-42 actuation upon Breaker closure & causes Gen./Turb. Trip. Attempting to Roll Turb. Now (0550). Cps gave announcement
- Check valve Bonnet Gasket replacement on 004 valve at B MFP. Cps setting up functional.
- 252 hrs behind sched, last 15 hrs in past 24 hrs

| | | | |
|-----------------|--------|---|----------|
| Total mwo Scope | ⇒ 1877 | } | WAG's #: |
| muc's Completed | ⇒ 1750 | | |
- Made announcement at 9:35 am that they were commencing turbine roll