

I-MOSBA-50

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Transcript of audiotape No. 11,
transcribed by J. Renee Landry, Certified Court
Reporter and Notary Public.

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92 PROJECT 056074

NUCLEAR REGULATORY COMMISSION

Docket No. 50-424/425-OLA-3 EXHIBIT NO. I+II-50

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

Staff Applicant Intervenor Other

Identified Received Rejected Reporter CR

Date 07-06-95 Witness Mosbaugh

9508170099 950706
PDR ADOCK 05000424
T PDR

1 BOCKHOLD: Okay. Will you get it to me
2 after and I'll give it to Harvey Handfinger.

3 SHIPMAN: Okay.

4 BOCKHOLD: We're trying to get Ken Burr
5 in touch with Harvey Handfinger. The bottom line on
6 that is that we believe we are running into logic
7 problems on the logic board in the diesel on the "B"
8 diesel and that could have been the cause of the
9 diesel shutting down on the "A" diesel. So we want
10 to get Ken Burr to help us with that and help with
11 the owners group and that kind of stuff and we'll
12 talk about that later.

13 MOSBAUGH: I think we just need manpower,
14 too. We got a lot of tough -- (inaudible).

15 ****.

16 MOSBAUGH: Okay. We were doing an
17 eight-hour run on the diesel yesterday, and, when we
18 shut down the diesel, we went in to check some
19 bolts. We found the bolt - one of the bolts was
20 loose, and that required another four-hour run. On
21 that second four-hour run, several things went
22 wrong. This is 1B diesel. We got several alarms, a
23 high jacket water alarm and I think also a condition
24 that should have tripped it. I think we got some
25 turbo lube oil alarm and one other alarm that I'm

1 not real sure of. At any rate, the control air
2 pressure dropped to 19 pounds. A trip should have
3 occurred, and a trip did not occur. With all that,
4 they shut the diesel down, and I&C is looking at
5 various things on it.

6 BOCKHOLD: The problem -- the feeling is
7 that there is probably something wrong in the logic
8 board. We're going to talk to the NRC when they
9 come in at 10:30 this morning about this particular
10 item, and, basically, we're looking to get the logic
11 board expert back on site and to go ahead and
12 methodically troubleshoot the logic board and go
13 ahead and then rerun the diesel after we
14 troubleshoot the logic board and go ahead and then
15 do the loss of off-site power test on the "B"
16 diesel.

17 McCOY: George, this is one that I think
18 obviously has some potential for being related as
19 Allen is saying and we need to be sure that the NRC
20 and inspection team participate in anything we do in
21 troubleshooting that and documenting it. And before
22 we fix anything or change anything (?) from an as
23 found condition, we need to get Brockman's
24 concurrence.

25 BOCKHOLD: We agree with that. We are