

DATE 7-17-90

TAPE 207 SIDE A

'95 SEP -8 P4:05

Aufden- Any tolerances or whatever or even if the design, if the
kampe machine was designed tolerances, but the tolerance were
(JGA): [inaudable] if that is in fact a difference, a condition,
beyond the diesel starting then we should write a DC.

STOKES: Yes, okay. In any event it's probably, you know, a DC.
I think there was and is an old machine practice on the
way they chuck the part up to do the boring on the hole
and also the flat machining work that they might have
clamped it on the outside part of the cap which might
have caused some deformation in there on the inside plus
you know the flat surface, um, I don't know it's just a
speculation when Bob was out here.

JGA: You know Rick I would argue that since Kenny, uh, at
least until this point and time wasn't sure it was
deficient condition until we had this discussion.

ODOM: Okay.

JGA: And that the time of discovery is at this point and time.

ODOM: Okay, that's fine, I just wanted to be sure you
understood there is, there's some exposure there.

STOKES: Is that, is that what you guys would prefer that I put
today as the...

ODOM: Let that be the date and uh go ahead and write a DC?

JGA: Unless you felt like it was a DC before Kenny and if it
was there you need to put that time.

JGA: That's right and if you felt that it was before you
should've written the DC by now.

STOKES: Laughs.

JGA: You know what I'm saying?

STOKES: Yeah.

JGA: I'm not trying to be coy or anything, I'm just trying to
be realistic.

STOKES: Yeah.

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NUCLEAR REGULATORY COMMISSION

Docket No. 50-424-425-OLA-3 EXHIBIT NO. JNT. II-170

In the matter of Sa. Poun/Vogtle

Staff Applicant Intervenor Other

Identified Received Rejected Reporter WJW

Date 8-10-95 Witness MOSBAUGH

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JGA: If you thought it was a deficient condition before you should've wrote the DC, but you....

STOKES: Well...

JGA: [inaudible] (transmitted?) the question...

STOKES: Well also consider the uh, I think the other DC was written at that time an um...

ODOM: Right.

STOKES: That could be why it couldn't be covered under that one in particular DC so...

JGA: Since you understand it from that aspect I think the point of discovery is right now .

STOKES: Yeah, Okay.

ODOM: Hey, I've got 1 more thing to bring to your attention John and , uh, that's the, uh, I just came (to an?) understanding that 7-5 we had another diesel failure. Kenny you're aware of that already I know.

STOKES: Yes, yes just prior to talking to you I talked to one George Frederick and Glen McCarley was in the room there too and 7-5 and 9:38 you and DG 1B apparently had the same thing, I'm not sure that I have the sheet for it that's what I'm going to.

ODOM: When you do write me a DC for that I'll tell you why, that's probably another diesel special report.

STOKES: Yeah, yeah it is.

ODOM: Okay so if you're not having ... I need something to trigger me on that.

STOKES: Yeah, valid or invalid.

ODOM: Right, right.

STOKES: The question right now is I don't know if it's's uh, you know, from what I have , from the info I have right now it had to be determined to be a valid failure.

ODOM: Okay.

JGA: Operations should have written a DC, that's another problem.

ODOM: Well, yeah, what they thought was from my understanding, this is only second-hand. My understanding now is that, uh, they thought it was a push-button type problem.

JGA: It doesn't matter.

ODOM: Operator.

ODOM: Operator, I agree. I'm just trying to say that's where it's coming from I think.

STOKES: Yeah, I think I had a problem too that I didn't use.. a screwup on my part back in April right after all this other stuff was happening and I went through and noticed. They filled me out a sheet of a failure on the 2A engine and as a matter of fact they didn't even have the separate sheet filled out for that one particular try, they just had a sheet filled out with a valid test on it, but on the comments of that one sheet they said the first initial attempt had failed due to operator error, you

know, not holding the button in long enough and um I should've noted it at the time and had them fill out another sheet and , uh, then made a report I think an invalid failure report at that time we are actually , it turns out should be a valid failure report and that's going to put us into an increase starting frequency so.

ODOM: Hey, uh, Al's saying something. Al Mosbaugh walked in. What do you got?

MOS-
BAUGH
(ALM): Yeah, what I was just saying I think, I think if we now know what we know, some of those old ones may need to be resurrected.

STOKES: Yeah.

ALM: Yeah.

ODOM: And when you find that Kenny, if you would for me, I know it's a pain in the butt, but we've got to write DC's on some of that stuff even though it's after the fact.

STOKES: Okay. So You want one on that one too then?

ODOM: I hate to tell ya, yeah.

STOKES: So how did she write that darn thing out?

ODOM: What do you mean how did she write it out?

STOKES: I mean it's old one.

ODOM: Just [inaudible]

STOKES: The old 2A problem.

JGA: Point of discovery for you Kenny is when you determine that we miss.

STOKES: I'll still determine that to be now and I'll just go ahead and check that other one out in Unit One and uh probably end up initiating your 3 of these.

ODOM: Okay Guys.

ALM: Is that one on 7-5 the one that uh...

ODOM: Push button yeah.

ALM: ...that, uh, uh, sky puppy, so was referring to...

STOKES: We must have been Al, I don't know that for sure, but he

didn't mention either one in part then he didn't remember which one so...

ALM: What was that when you said it one, the diesel?

STOKES: Yeah, that was , uh, the one I was talking about was on 2A back in April.

ALM: Oh, but the 7-5 one was on one what?

ODOM: 1B.

STOKES: 1B.

ALM: 1B, okay.

STOKES: I've still got to find that sheet on that, I'm not sure if I have that sheet or not.

ODOM: Alright thanks Kenny.

STOKES: Okay

ODOM: Anything else John ?

JGA: Naw.

ODOM: Okay, I appreciate it guy.

STOKES: Yeah, thanks alot.

ODOM: Bye.

STOKES: Bye.

ODOM: It's all happening.

ALM: We've got a problem, them not writing DC cards in the control room. They've got to write them in the control room, you know, they are the only people that are here 24 hours a day.

ODOM: Especially on the diesels.

ALM: They are the only people here 24 hours a day. They are the only people that have first hand knowledge of successes and failures and first hand problems . They've got to write them out in the control room. We can't have support organizations reviewing logs second hand after the fact trying to cover their butts.

ODOM: I agree.

ODOM: They trigger the DC. That's what bothers me.

ALM: They got to be the source of the whole program if they're not

ODOM: They're triggering the DC too.

ALM: The key people, the key groups that ought to be writing DC's is the maintenance worker and foreman and the operators. You know the rest of us are just covering.

ODOM: All we're doing.

ALM: Based on a second hand review.

ODOM: And the only way we get informed usually is by the DC.

ALM: You know I mean if it weren't for what's his face speaking up in the meeting and saying, "Oh yeah we had one in Unit One too."

ODOM: This guy, who, Hargis?

ALM: Yeah, Hargis.

ODOM: He said this when, today?

ALM: No, uh, it was the end of last week, Wednesday, Thursday. He said yeah this is the fourth time and three have been on Unit 2. I remember one on Unit 1.

ODOM: Might not be the same one.

ALM: Might not be but if it weren't for that, if it weren't for that.

ODOM: Might've said Hank Williams was on the shift.

ALM: If it weren't for that I wouldn't have thought of, I mean, that just affects everything, just think all what that affects, that affects you as being root cause, as being just confined to one diesel, or maybe broader, you know it affects your special reports.

ODOM: Same type then that they had the other day on the PORV.

ALM: Yeah.