

I-MOSBA-8A

DOCKETED
USMRC

'95 OCT 20 P5:08/MT INT. EXH. 8A

TAPE 8 SIDE B

Date: 3-23-90

OFFICE OF SECRETARY
DOCKETING & SERVICE
BRANCH

LOCATION: Engineering Conference Room
3rd Floor Service Building

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HOLMES: Let me ask you a question on the run last night. They checked the lube oil pressure switches prior to running the diesel.

P. KOCHERY: That's correct.

HOLMES: O.K., and they replaced -- one did not reset so they replaced all three of them, two out of three logic.

P. KOCHERY: That's correct.

HOLMES: While they were running the diesel they also found the line for the logic for the lube oil pressure switches was leaking.

P. KOCHERY: A minor leak.

HOLMES: A minor leak.

P. KOCHERY: I didn't get a chance to read through the work order, I just came straight here so

[INAUDIBLE - DISCUSSION ABOUT WORK ORDER]

MOSBAUGH: How'd, how'd that work get initiated last night, because half the people in the 7:30 meeting didn't know it was supposed to happen?

P. KOCHERY: I agree, right.

CASH: I'm not able to run this down yet.

P. KOCHERY: I'll tell you this is exactly what happen. Around 7:30 yesterday Jim Swartzwelder and, who is that guy -- Barney Beasley -- said that "where is that plan for testing the 1A

1 diesel." I said that I have the plan, this is the plan, we are
2 making it and my understanding is that we are not supposed to do
3 anything until we have fill & vent done above mid loop. "No, we
4 need to have that one right away," and an, they said to go on.

5 MOSBAUGH: 7:30.

6 VOICE: P.M.

7 MOSBAUGH: P.M., last night.

8 HOLMES: I guess, personally, I'm kind of upset at this.
9 Uh, I asked yesterday morning after the morning break out. I said
10 "we need to talk about the diesel, we need to decide what we're
11 going to do." And I said "we need to decide if I'm going to
12 control the testing or if the outage group is going to control the
13 testing." George Bockhold said, "Ken Holmes will control the
14 retest on the diesel."

15 MCCARLEY: "And they will support you."

16 HOLMES: They will support me. That diesel was tested
17 last night and I knew nothing about it.

18 P. KOCHERY: That's exactly what happened. And I put
19 a note on this, starting this engine, I would prefer to do it this
20 morning.

21 HOLMES: I'm not saying we shouldn't have done it, but
22 I should have known about it. Before we do any further testing on
23 the diesels, please make sure, if you know it's going to happen,
24 let me know about it.

25 MOSBAUGH: I'm afraid that there could develop some issues
26 with this. The team is here and they discuss their quarantine

1 authorities and so forth. You know, we've gone in in a kind of
2 uncontrolled, at least under you, Ken, manner and done some testing
3 and replaced some parts. And, that starts getting into the very
4 thing that --

5 MCCARLEY: -- would cause them to want to quarantine --

6 MOSBAUGH: -- would cause them to want to --

7 P. KOCHERY: [Inaudible] Hey, the parts are not thrown
8 out (inaudible).

9 D'AMICO: But that's not the issue, Paul. The issue is
10 diesel quarantine (inaudible) test surveillance to look at it.

11 MOSBAUGH: They've not asked for that. All I'm saying is,
12 they had that authority. They're going to see an activity going
13 on, and they're going to wonder, you know --

14 MCCARLEY: -- where the controls are --

15 MOSBAUGH: -- what the status is.

16 HOLMES: We led them to believe yesterday's 1:00 o'clock
17 meeting that we would run the diesel on Saturday about 9:00 and
18 that we would make sure that they knew about it and that they were
19 there. They're going to be upset that we ran this diesel without
20 telling them. They're here.

21 D'AMICO: They're going to go to you and say they want to
22 do something. You're going to think that they can do it because
23 it's the only thing being done. (Inaudible) not going to know
24 anything happened (inaudible) going to come back and say I didn't
25 have control of the situation (inaudible).

26

1 I. KOCHERY: Did you tell the outage management people
2 that NRC wanted (inaudible) information (inaudible). I mean, you
3 know, it's a two-way communication.

4 HOLMES: Jim Swartzwelder was at that meeting when that
5 was said.

6 P. KOCHERY: Jim is the one that wanted to do it.

7 HOLMES: Jim is the one that said we had to do it.
8 After this meeting, I think Jim and Skip and I need to go talk with
9 the AIT leader. We need to explain what happened.

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