I-MOSBA-Z3A

DOCKETED USNRC

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195 OCT 20 P5:09 TAPE 29, SIDE B Date: 4-3-90

6PC/NRC Version

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4	NEC AND SEGRETA POWER INSERT (NOT YET AGREED TO BY INTERVENOR
567	DOCK MOSBAUGH: (inaudible) vendor test (inaudible) and
	the sensor did not really show any great sensitivity,
8	you know, and all this claim, right? I mean, they beat it around
9	a bit and it was fairly reproducible and the only problem was
10	a bit and it was failing topposed that a factory assembly problem that looks like somebody may have had a factory assembly problem
11	
12	with this shaft.
13	With this shalt. VOICE: Okay. It wasn't Tight. It didn't tighten up
14	(inaudible).
15	MOSRAUGH: Yeah. Right. It sounded like somebody,
	ither lock-tight didn't work or it wasn't, you know, assembled
16	under near conditions or whatever and the shaft was on 100se.
17	That would explain that one switch's problem. (Inaudible)
18	That would explain that one switch a re-
19	problem.
20	VOICE: (inaudible) I was wondering any of those
21	switches are (inaudible).
22	voice: That's one of those inspections you'll have do
23	all over (inaudible).
24	MOSBAUGH: Yup. Is that the root cause.
25	VOICE: You know Allen. The problem is, we don't have
	a problem with the diesel run only the 18 month (inaudible).
26	Lock at the trend we have. We have a trend of the problem
27	
28	immediately after calibration.
29	VOICE: Right.
30	VOICE: That's what Briney has got to resolve.

NUCLEAR REGULATORY COMMISSION
Docket No. 50-424/425-OLA-3 EXHIBIT NO. 77. 73 A
In the matter of Georgia Power Co. et al., Vogtle Units 1 & 2
Staff Applicant Intervenor Other
Staff Applicant Rejected Reporter Sy
Date 10/6/97 Witness

9512280215 951006 PDR ADOCK 05000424 PDR

VOICE: That's right. I mean --1 VOICE: Well --2 VOICE: He doesn't like the fact that his handling of 3 these instruments is involved in this problem. But the facts 4 clearly show that it starts reliably during -- between outages 5 and when we go in and do work on them we have problems 6 immediately after that or (inaudible) problems with calibration 7 (inaudible). 8 VOICE: That's what the problem is, you know --9 VOICE: George picked up on that real quick. 10 VOICE: I mean, you can see -- look at the (inaudible) 11 when these problems happen -- 18 months its pretty clean and then 12 immediately the problem right after the calibration. 13 MOSBAUGH: You know --14 VOICE: (inaudible) it's not that straight forward. 15 MOSBAUGH: You know you have take that with -- in 16 context. You know, frequently when you don't touch the equipment 17 you don't have much maintenance record okay when you start 18 handling the equipment and doing things with equipment then all 19 of the sudden there is maintenance record and, you know, in the 20 MWO system. 21 Does that mean that your maintenance is causing that or 22 does that merely mean --23 VOICE: No. You see we are basically doing the same 24 test every month. I mean like we start the diesel, run it 100% 25

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power and trip it -- I mean shut down the engine, we never trip 1 the engine because (inaudible) parameters, you know. 2 VOICE: Yeah. 3 VOICE: We trip the engine (inaudible). 4 We are doing the same thing after the test --VOICE: Oops. Does that mean we're (inaudible) for the 5 6 9:00 --7 VOICE: That's in George's office. 8 MOSBAUGH: -- phone call. Okay. 9 I'll need to head over there. 10 [break -- walking sounds] 11 * * * * 12 13

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BURR: I don't think we had a trip when we started that engine.

HOLMES: That's right.
BURR: We did not have a trip. And as you started it
it timed out at the end of 70 seconds everything was normal and

5 it timed out at the end of the branches. 6 then 10 seconds later our trip came in.

HOLMES: You are saying the temperature went up. I don't know what time that is. We got to trend that and we got to know these other numbers, too, in order to say and that's why we tripped at 80, that's why the engine tripped at 80 seconds.

BURR: And then at the second start it was already tripped at the end 70 seconds when it timed out and down it went. BOCKHOLD: Let me tell everybody my feeling at this

13 point. My feeling is that we have the current best postulated 14 way the engine tripped on the first start was that potentially a 15 higher temperature than the normal running temperature of jacket 16 water was seen by the temperature switches, okay. After a period 17 of time and because we had an intermittent failure of one so it 18 was venting and we had a potential calibration problem with one 19 or more of the other ones, thus the trip. Today we believe that 20 the calibration is correct with the new switches, we don't have 21 that problem today. We are going to do a test that will prove or 22 disprove this theory. 23

[pause in discussion]

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BOCKHOLD: Are the diesels still operable? Yes, all 1 four diesels are still operable. We asked that every time we 2 3 went to the NRC. HORTON: (Inaudible) 4 HOLMES: What difference in the way that the calibrated 5 sensors that resulted in --6 BOCKHOLD: The calibration, sensor calibration this 7 time was done with close scrutiny, and (inaudible) I think much 8 more consistent sensor calibration. I mean, you could 9 (inaudible) in the response there was a lot of real close 10 (inaudible) by a lot of people. 11 BURR: One thing other that supports this high 12 temperature jacket water theory is the switches that were taken 13 out at the outage, the as-found data on those switches, they were 14 found to be at 210 degrees. The reason they didn't trip was 15 because they were calibrated higher. Now you set them back down 16 to where they are supposed to be. And now we have a tripping 17 18 problem. KOCHERY: Do we have the copy of the (inaudible) data? 19 20 21 22 (penland)1:\wpdocs\ltp\license.pro\tapes.int\29-ex.23 23

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