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OFFICE OF SECRETARY
DOCKETING & SERVICE
BRANCH

SEGMENT #1
TR. 20-21

CASH: I know that on the 1B, when we got the, er. high lube oil temperature trip, it was about five to ten seconds before the trip actually occurred, even though we had these annunciators.

MOSBAUGH: YA.

CASH: So there was some time lag. And Bruce and them are writing it up, but that's how they determined it. They were looking at the annunciator and they had people out there and they asked them what the pressure was, and the pressure was fine, you know. People were watching the pressure. They were watching general local parameters.

CASH: I feel comfortable that it's that, but I don't think -- it's too early to say for sure that we have a common mode failure between 1A and 1B. And but I think that everything preliminarily indicates that we have some type of problem either with the air logic or with the pressure switches and their calibration and they're holding calibration. Because it looks like to me we've had two trips due to --, two spurious trips that were not related, the two trips that we know and feel that we can identify.

CASH: The 1B, we know why it tripped.

MOSBAUGH: Two trips on A and now a trip on B.

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NUCLEAR REGULATORY COMMISSION
Docket No. 50-424/425-OLA-3 EXHIBIT NO. 4 - 51A
In the matter of Georgia Power Co. et al., Vogtle Units 1 & 2
 Staff Applicant Intervenor Other
 Identified Received Rejected Reporter SD
Date 10/6/95 Witness

1 CASH: The first trip on A, we don't know why it
2 tripped. To be honest, we weren't there.

3 MOSBAUGH: We weren't there.

4 CASH: The second trip, we feel confident, though we
5 can't say it's not near as clear as this trip on B was, because
6 there was a lot more activity and a lot more -- (inaudible).

7 MOSBAUGH: That's what I thought it was.

1 SEGMENT #2
2 TR. 29-31

3 MOSBAUGH: Okay? Unit 1 we just finished up the six
4 o'clock outage meeting. We ran the B diesel, as I told you a
5 little earlier, and it tripped on low lube oil -- I'm sorry -- on
6 high lube oil temperature. This was the Unit 1B diesel. And it
7 tripped around noon or so, and I & C was in there doing a cal on
8 that switch, and we think it's a bad switch or set at a bad point
9 or something. I've asked that we check the Unit 1 switch as well
10 if we think there's any commonality, like bad calibration
11 procedure or anything like that that could have the unit -- if it
12 turns out to be an out of cal problem, I think we need to check
13 Unit 1 the "A" diesel for any similar problem. But it thought,
14 you know, that's definitely what tripped it, and we're going to
15 have to check the cal on it. And there's a reasonable
16 probability that that's the kind of problem it is. We may have a
17 failed switch. That's a possibility, too.

18 SHIPMAN: Do we have a visual indication of --

19 MOSBAUGH: The actual temperature was never high. We
20 checked that.

21 SHIPMAN: Okay.

22 MOSBAUGH: It's a misreading or or misactuation of the
23 switch. The temperature was never threatening, was never high.

24 SHIPMAN: That was going to be my next question. Was a
25 maintenance run when somebody must have been watching it if we
26 have visual indication, how did it happen. Okay.

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