

Statement of
Eli Holmes

My name is Eli Holmes, and I have been employed by Brown & Root for almost thirteen years. I work as a welder on pipe hangers.

I worked on Robert Messerly's pipe hanger crew for about two years. During that time I welded hanger pieces together and welded hanger pieces to base plates. IF pieces of tube steel in hangers did not fit, I knew that permission could be received through a Component Modification Card (CMC) to off-set predrilled holes and use washer plates welded to the tube steel to make the pieces fit. My job was the welding on hangers, not the enlarging of holes of the hanger pieces.

I have never seen anyone use a cutting torch to enlarge holes in hangers, nor have I ever done it. To my knowledge I have never conducted my work out of procedure. When I worked for Robert Messerly, he always worked within procedure as far as I know.

I have read the foregoing statement consisting of 1 handwritten/
~~typed~~ pages. I have made and initialed any necessary corrections and have signed my name in ink in the margin of each page. I swear that the foregoing statement is true and correct. Signed on 5-10-83 11:05AM
(date) (time)

B410310335 B30602
PDR ADOCK 05000445
G PDR

Eli Holmes
(SIGNATURE: TYPED OR PRINTED)

Subscribed and sworn to before me this 10th day of May, 1983,
at Comanche Peak.

INVESTIGATOR:
(NAME: TYPED OR PRINTED)

WITNESS: Z. P. [Signature]
(NAME & TITLE: TYPED OR PRINTED)

RESULTS OF INTERVIEW WITH JAMES DAVID HULLUM
AS RECORDED BY NRC INVESTIGATOR H. BROOKS GRIFFIN
ON MAY 3, 1983

On May 3, 1983, James HULLUM, a Brown & Root start-up support engineer, was interviewed by NRC Investigator H. Brooks Griffin at the Comanche Peak Steam Electric Station at Glenrose, Texas. HULLUM stated he had been hired by Brown & Root as a general foreman over pipe crews, and had been working at Comanche Peak for about four years.

HULLUM was questioned about his knowledge of the movement of a portion of the main steam line in Unit 1 using the polar crane. HULLUM stated that Texas Utilities Services, Inc. engineers had evaluated and approved the relocation of the pipe. HULLUM said that approval was communicated to the field on a component modification card (CMC). HULLUM stated that on the day the pipe was moved, a dynamometer was placed on the line and the readings during lift were monitored by the engineers. HULLUM stated the polar crane was used to dead lift the spool which was the piece connecting the rest of the main steam line to the steam generator. HULLUM indicated that the line was not connected to the steam generator at the time of the lift, and it was his belief that the line was not "cold sprung" nor that the movement placed the line under tension. HULLUM indicated that the operation was successfully completed.

END OF RESULTS OF INTERVIEW WITH JAMES DAVID HULLUM ON MAY 3, 1983.

Signature: H. Brooks Griffin

H. Brooks Griffin, Investigator
O1 Field Office
Region IV