

DOCKETED  
USNRC

INT. EXH. 38  
TAPE 127  
Date: 5-24-90

95 JUL 14 A9:55

OFFICE OF SECRETARY  
DOCKETING & SERVICE  
BRANCH

SEGMENTS 1 AND 2  
TR. 7-11

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MOSBAUGH: The sequence that I was able to put together so far was that, that they replaced them with new ones and then we did a normal surveillance I guess and it tripped after 60 seconds. And that time I don't think the operators got all the alarms the first --

STOKES: Well, I didn't think the local ones did but the guys in the control room did they, they, found the same 3 which was the high temperature jacket water, low turbo, and low jacket water.

MOSBAUGH: Okay. Then we did another normal right?

STOKES: Yeah.

MOSBAUGH: And it ran for 60 seconds or so and then it tripped again.

STOKES: Tripped again.

MOSBAUGH: Same ---. Now that one we got different annunciations.

STOKES: Different annunciations, we got I think uh turbo charger low pressure, and jacket water low pressure and then just a high jacket water sensor malfunction. That's what led us to think the -- I thought right off the bat, the darn temperature sensors but then Ken Burr and I were talking about it, well, we

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NUCLEAR REGULATORY COMMISSION

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 50-424-01A-3  
 Docket No. Official Exh. No. II-38  
 In the matter of See below  
 Staff IDENTIFIED ☒  
 Applicant RECEIVED ☒  
 Intervenor REJECTED ☒  
 Config. Offr. DATE 6-5-95  
 Contractor Witness STOKES  
 Other BW  
 Reporter BW

DOCK, LTD

05 JUN 14 10:52

1 can't really explain the second one and not having a high jacket  
2 water trip in, so the only other thing that probably could have  
3 done it was P3.

4 MOSBAUGH: Yeah. Then we did an emergency after  
5 that.

6 STOKES: Yeah, and no alarms.

7 MOSBAUGH: It started and ran, right?

8 STOKES: Right, with no alarms.

9 MOSBAUGH: And, what did we do after that?

10 STOKES: We did one more normal start.

11 MOSBAUGH: A normal -- a successful normal start?

12 STOKES: Yeah -- no problems.

13 MOSBAUGH: And what did we do after that?

14 STOKES: Okay. Then we had a lot of meetings and  
15 stuff.

16 MOSBAUGH: We had a bunch of meetings?

17 STOKES: Yeah. And then we went out and  
18 instrumented the thing with some pressure gauges on each of the  
19 sensors and also on P3. Didn't like the things on the pressure  
20 gauges, once we started putting them in, because the way they had  
21 to do it, they ran long lengths of one-quarter inch tygon tubing to  
22 make them up, so, you know, our analysis saying well, P, it takes  
23 a while for P to, you know, to charge the lines up, it just added  
24 more tubing.

25 MOSBAUGH: Half the volume, yeah.

26 STOKES: Well so, anyway, that's what we saw, it

1 tripped. We put that stuff in and it tripped. But, the pressure  
2 gauges never --

3 MOSBAUGH: What kind of start did you do then?

4 STOKES: Well that was a normal start.

5 MOSBAUGH: A normal start and it tripped after 60  
6 seconds. Same type of thing?

7 STOKES: Yeah. But no pressure built up there  
8 (laughing). It was like four, five pounds was all the pressure  
9 that built up. So I was ready to take them off because I figured  
10 they had leaks in their fittings or whatever and everybody wanted  
11 to just go ahead and do one more to see if it built up any more.  
12 So we did that ---

13 MOSBAUGH: Normal?

14 STOKES: Yeah, normal, and it did not build up any  
15 more pressure so I had them take them out, uh, we hooked them up  
16 normally, and we left the one in on P3 so we could see what the  
17 pressure was doing there. By the way, on the other two, P3 only  
18 got up to like to 42, 43 pounds. It's required [GPC, INT: 50]  
19 [NRC: 52] to reset. So we took those out, left P3 in, and did a  
20 normal start again and it tripped, although that time P3 that time  
21 got up to about 47. We found some sensors that were leaking, minor  
22 leak we thought at the time and obviously it must have held some  
23 pressure at that time too. Um, so we did another one and the  
24 second one, it was a normal start, and the second one, it worked  
25 fine. There were no trips, there were still minor leakage on the  
26 sensors. Okay, so we said well maybe it looks like it's P3. Looks

1     like that may be the problem. So, we come back in and called and  
2     talked to them, and said well final analysis, we need to make sure  
3     we get an acceptable engine out there so if they drain all the way  
4     down I'm saying P3 is out of the circuit when we do an emergency  
5     start. Okay.

6             VOICE:             Right, okay.

7             STOKES:            So we did an emergency start that when the  
8     sensors (inaudible).

9             MOSBAUGH:          What, so we did how many, two of those?

10            STOKES:           Two of those.

11            MOSBAUGH:          They both failed?

12            STOKES:           They both failed.

13            MOSBAUGH:          Is that the last test run (inaudible).

14            STOKES:           (Inaudible.)

15            MOSBAUGH:          (Inaudible.)

16            STOKES:           I keep (inaudible) we'll get the other two  
17     when we are in an emergency situation like that, you probably would  
18     have got them if they were normal starts but if they were emergency  
19     situations, you don't allow (inaudible). It just locks it out.

20            MOSBAUGH:          What was the real -- what was the actual  
21     jacket water temperature?

22            STOKES:           Oh, it's a 154, 162, somewhere around  
23     there.

24



1 SEGMENT #3  
2 TR. 13-14  
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5 STOKES: The thing that we should have proven,  
6 though, is that once you get an operable set [of sensors] in there  
7 and it works, like these two worked for quite some time, without  
8 touching them, you got, you normally got an operable, a good engine  
9 for a long time. It's only when, so far, is when these guys take  
10 them out and disturb the system that, something, I don't know what  
11 they do to them. I still don't know. I was pretty convinced that  
12 it was, from a long time back, that it was the trash problem  
13 because the engine had failures but now I don't know, who's to say  
14 what it is.

15 MOSBAUGH: It's hard to say with this set of  
16 information.

17 STOKES: Involve them with whoever takes these  
18 apart through and (inaudible).

19 MOSBAUGH: Okay. Thanks a lot.  
20

1 SEGMENT #4

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3 MOSBAUGH: [GPC: (inaudible)] [INT: Tom] [NRC: Tim],  
4 you have all the -- did you get all the diesel -- do you have the -  
5 - IIT call and anything?

6 HERB BEACHER: We had it last night. We called Chaffee.

7 MOSBAUGH: What all, what all ---

8 HERB BEACHER: He came back with uh, "Hum, that's  
9 interesting, very interesting, it appears as though maybe uh, we  
10 still don't know what the root cause is. However did you guys  
11 insure that cleanliness was uh, there, you know the policy  
12 cleanliness. You didn't get [GPC, INT: anything] [NRC: any goop or  
13 anything] in there. And, er, we said we followed the procedure  
14 given to us by Wyle. So what we plan on -- you know -- right now  
15 we're still in (inaudible). So I looking forward today for them to  
16 drill us hard as to what went on. I got copies of the log sheets  
17 and stuff.

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1 SEGMENT #5  
2 Side A, 5%

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5 MOSBAUGH: What was the weather like yesterday?

6 MANSFIELD: Cool. Real cool.

7 MOSBAUGH: You got this change in weather.

8 MANSFIELD: That's right, in fact, it got -- it went  
9 from really hot to really cool windy.

10 MANSFIELD: It was cool on March 20.

11 MOSBAUGH: It sure was, everybody froze their butts  
12 off.

13 MANSFIELD: Yeah, that's right. I remember when I  
14 got--.

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