

I-MOSBA-19A

DOCKETED
USNRC

NUCLEAR REGULATORY COMMISSION

Docket No. 50-424/425-OLA-3

EXHIBIT NO. II - 19A

In the matter of Georgia Power Co. et al., Vogtle Units 1 & 2

☐ Staff ☐ Applicant ☒ Intervenor ☐ Other

☐ Identified ☒ Received ☐ Rejected Reporter St

Date 9/28/95 Witness

INT. EX. 19 A
'95 OCT 20 P5:18 TAPE 25

Date: 3-30-90

Joint version

OFFICE OF SECRETARY
DOCKETING & SERVICE
SEGMENT #1
TR. 2

BOCKHOLD: We're going to come up with the most probable scenario. Okay, what caused the problem out there.

MOSBAUGH: Hopefully, we can come up with just the actual real right root cause.

BOCKHOLD: If we can come up with the actual real root cause, that would be wonderful. I don't think that's going to happen, my gut reaction.

MOSBAUGH: Well, George, you know the NRC is going to write a NUREG on this.

BOCKHOLD: I understand.

MOSBAUGH: When you write a NUREG--

BOCKHOLD: If you don't have a probable cause--

MOSBAUGH: --you kind of need--you kind of need an actual real root cause.

BOCKHOLD: I understand exactly, but I don't think its going to happen. I think we're going to blame it on -- from what I heard the expert say in that meeting in there is that we're going to blame it on air leakage and one of the lube oil sensors being vented continuously--

BOCKHOLD: -- and therefore, low air pressure gave some spurious trips and there were three of them. Low-turbo lube oil pressure, low jacket water pressure, and high jacket water temperature is what the people say they saw come in on the engine

1 panel, okay. The thing -- the thing that to me is real important
2 is if we pin it on that, is there any way that we can measure by
3 installing a little flow meter, do we have too much leakage in the
4 engines?

5 MOSBAUGH: Well, yeah.

6 BOCKHOLD: You know, so that needs to be the corrective
7 action, and we need to kind of figure out how to do it along with
8 the, determining what the root cause is or at least look at that.

9 MOSBAUGH: Well, when you -- when you blame it on leakage,
10 okay, you're going to draw into this orifices. There's little
11 bitty orifices that range from 6,000ths to 14,000ths, okay, in the
12 pneumatic logic. And you draw in cleanliness, in-line filters,
13 instrument air quality.

14 BOCKHOLD: NRC has asked specifically about air quality
15 and I committed that we would go run a test to whatever standard
16 was that we were going to do it. And, I think Paul Kochery was
17 [GPC: off] [NRC: offered] to make that happen or at least Ken
18 Holmes was in the meeting. I don't know who was in the particular
19 lead to make that happen (inaudible).

20 MOSBAUGH: Okay.

1 SEGMENT #2
2 TR. 4
3

4 BOCKHOLD: See the flavor is--NRC is chasing every loose
5 dangling end out there right now.

6 MOSBAUGH: Yeah.

7 BOCKHOLD: And I'm concerned that come tomorrow, okay,
8 they're going to be more frustrated when we've done all the testing
9 and the engine's running great, you know.

10 MOSBAUGH: It certainly is frustrating when we can't find
11 the root cause.

12 MOSBAUGH: Okay, so -- so what do you want specifically?
13 Figure out something to look at air leakage, (inaudible) leakage,
14 or --

15 BOCKHOLD: I -- I think the people involved, after they do
16 the testing, are going to need to say -- just not rub their hands
17 and say, gee, we're done, okay.

18 MOSBAUGH: (Inaudible.)

19 BOCKHOLD: I think -- I think tomorrow is the crisis day
20 in this thing. You know, so that's my concern is getting ready and
21 -- we need to talk to them.

22 MOSBAUGH: I'm not going to be here tomorrow, George.

23 BOCKHOLD: I know you're going to take some time off.

24 MOSBAUGH: I'm [GPC: driving to] [NRC: in] Cincinnati. I
25 am flying back.

26 BOCKHOLD: Maybe Horton needs to --.

27 MOSBAUGH: Let me talk to Horton.

1 BOCKHOLD: You know, I'll be here. I think Paul's got
2 enough going, and I think we need somebody like Horton to help us.
3 MOSBAUGH: Okay. Let me talk that over with him.
4 BOCKHOLD: Okay.
5 MOSBAUGH: Okay?
6 BOCKHOLD: Thanks.

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