I-MOSBA-23A

INT. EXH. 23 A GPC/NRC Version
TAPE 29, SIDE B
Date: 4-3-90

NRC AND GEORGIA POWER INSERT (NOT YET AGREED TO BY INTERVENOR

MOSBAUGH: (inaudible) vendor test (inaudible) and basically the sensor did not re lly show any great sensitivity, you know, and all this claim, right? I mean, they beat it around a bit and it was fairly reproducible and the only problem was that looks like somebody may have had a factory assembly problem with this shaft.

VOICE: Okay. It wasn't Tight. It didn't tighten up (inaudible).

MOSBAUGH: Yeah. Right. It sounded like somebody, either lock-tight didn't work or it wasn't, you know, assembled under poor conditions or whatever and the shaft was on loose. That would explain that one switch's problem. (Inaudible) problem.

VOICE: (inaudible) I was wondering any of those switches are (inaudible).

VOICE: That's one of those inspections you'll have do all over (inaudible).

MOSBAUGH: Yup. Is that the root cause.

VOICE: You know Allen. The problem is, we don't have a problem with the diesel run only the 18 month (inaudible). Look at the trend we have. We have a trend of the problem -- immediately after calibration.

VOICE: Right.

VOICE: That's what Briney has got to resolve.

VOICE: That's right. I mean --

VOICE: Well --

VOICE: He doesn't like the fact that his handling of these instruments is involved in this problem. But the facts clearly show that it starts reliably during -- between outages and when we go in and do work on them we have problems immediately after that or (inaudible) problems with calibration (inaudible).

VOICE: That's what the problem is, you know --

VOICE: George picked up on that real quick.

VOICE: I mean, you can see -- look at the (inaudible) when these problems happen -- 18 months its pretty clean and then immediately the problem right after the calibration.

MOSBAUGH: You know --

VOICE: (inaudible) it's not that straight forward.

MOSBAUGH: You know you have take that with -- in context. You know, frequently when you don't touch the equipment you don't have much maintenance record okay when you start handling the equipment and doing things with equipment then all of the sudden there is maintenance record and, you know, in the MWO system.

Does that mean that your maintenance is causing that or does that merely mean --

VOICE: No. You see we are basically doing the same test every month. I mean like we start the diesel, run it 100%

power and trip it -- I mean shut down the engine, we never trip the engine because (inaudible) parameters, you know.

VOICE: Yeah.

VOICE: We trip the engine (inaudible). We are doing the same thing after the test --

VOICE: Oops. Does that mean we're (inaudible) for the 9:00 --

VOICE: That's in George's office.

MOSBAUGH: -- phone call. Okay. I'll need to head over there.

[break -- walking sounds]

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

[pause in discussion]

BOCKHOLD: Are the diesels still operable? Yes, all four diesels are still operable. We asked that every time we went to the NRC.

HORTON: (Inaudible)

HOLMES: What difference in the way that the calibrated sensors that resulted in --

BOCKHOLD: The calibration, sensor calibration this time was done with close scrutiny, and (inaudible) I think much more consistent sensor calibration. I mean, you could (inaudible) in the response there was a lot of real close (inaudible) by a lot of people.

BURR: One thing other that supports this high temperature jacket water theory is the switches that were taken out at the outage, the as-found data on those switches, they were found to be at 210 degrees. The reason they didn't trip was because they were calibrated higher. Now you set them back down to where they are supposed to be. And now we have a tripping problem.

KOCHERY: Do we have the copy of the (inaudible) data?

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