

I-MOSBA-170A

Intervenor Exhibit II-170A (Staff version)

Tape 207 (7/17/90)

DOCKETED
USNRC

[Words in bold reflect differences from Intervenor version]

[Tape begins with discussion already in progress.
Aufdenkampe participating by telephone]

'95 OCT 20 P5:13

AUFDENKAMPE: . . . **design** tolerances or whatever or even if the **design**, if it was **machined to the design tolerances**, but the tolerance **was specified incorrectly**, if that is in fact a difference, **deficient condition**, beyond the diesel starting, then we should write a DC.

STOKES: Yeah.

ODOM: Okay.

STOKES: In any event it's probably, you know, a DC. I think **the thing** was and is an old machine practice on the way they chuck the part up to do the boring of the hole, and also the flat machining work, **if** they might have clamped it on the outside part of the cap which might have caused some deformation in there on the inside plus, you know, **on the flat surface**; um, I don't know, it's just a speculation when Bob was out here.

AUFDENKAMPE: You know, Rick, I would argue that since Kenny, uh, at least until this point and time wasn't sure it was deficient condition until we had this discussion.

ODOM: Okay.

AUFDENKAMPE: And that the time of discovery is at this point and time.

ODOM: Okay, that's fine, I just wanted to be sure you understood **that** there is exposure there.

STOKES: Is that, is that what you guys would prefer that I put today as the . .

ODOM: Yeah, what . . . what, **about the date is today** and uh, go ahead and write a DC **if you would**.

AUFDENKAMPE: Unless you felt it was a DC before, Kenny, and if it was, **then** you need to put that time.

ODOM: That's correct.

NUCLEAR REGULATORY COMMISSION

Docket No. 50-424/425-OLA-3 EXHIBIT NO. II-170A
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 _____

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PDR ADOCK 05000424
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AUFDENKAMPE: If you felt that it was before, you should've written the DC by now. You know what I'm saying? I'm not trying to be . . . **I not trying to be coy or anything, I'm just trying to be realistic.**

STOKES: [Laughs] Yeah.

AUFDENKAMPE: If you thought it was a deficient condition before you should've wrote the DC, but you

STOKES: Well . . .

AUFDENKAMPE: (inaudible) **to answer this question . . .**

STOKES: Well, also consider, **you know**, uh, I think the other DC was written at that time and um . . .

ODOM: Right.

STOKES: . . . **and why you couldn't be covered under that one particular DC, so . . .**

AUFDENKAMPE: **But** you understand it from that aspect, I think the point of discovery is right now (inaudible).

STOKES: Yeah, okay.

ODOM: Hey, I've got one more thing to bring to your attention, John, and, uh, that's the, uh, I just came **under . . . understanding . . .** understanding that 7-5 we had another diesel failure. Kenny, you're aware of that already, I know.

STOKES: Yes, yes, just prior to talking to you I talked to George Frederick, and Glen McCarley was in the room there too, and **yeah, on 7-5 at 9:38 DG 1B apparently had this same thing.** I'm not sure that I have the sheet for it, that's what I'm going to . . .

ODOM: **Okay, if you do will you write me a DC on that too, and I'll tell you why, that's probably another diesel special report.**

STOKES: Yeah, yeah it is, **Herb.**

ODOM: Okay, so if you're not having, I need something to trigger me on that.

STOKES: Yeah, valid or invalid.

ODOM: Right, right.

STOKES: The question right now is I don't know if it's uh, you know, from what I have, from the information I have right now it had to be determined to be a valid failure.

BEECHER: (inaudible) got that one?

ODOM: Okay.

AUFDENKAMPE: Operations should have written a DC, that's another problem.

ODOM: Well, yeah, what they thought was, from my understanding, this is only second-hand. My understanding now is that, uh, they thought it was a push problem . . . a push-button type problem.

AUFDENKAMPE: It doesn't matter.

ODOM: Operator . . ., I agree. I'm just trying to say that's where it's coming from, I think.

STOKES: Yeah, I think I had a problem too that I didn't use . . . a screw-up on my part back in April right after all this other stuff was happening, and I went through and I noticed. They filled me out a sheet of a failure on the 2A engine, and as a matter of fact they didn't even have a separate sheet filled out for that one particular try, they just had a sheet filled out with a valid test on it, but on the comments of that one sheet they said that the first initial attempt had failed due to operator error, you know, not holding the button in long enough; and um, I should've noted that at the time and had them fill out another sheet and, uh, then made a report, I think an invalid failure report. At that time we actually, it turns out, it should be a valid failure report, and that's going to put us into an increased starting frequency, so . . .

MOSBAUGH: Well, that's right, that's (inaudible).

ODOM: Hey, uh, Al's saying something. Allen (inaudible) want to?

MOSBAUGH: Yeah, what I was just saying I think, I think if we now know what we know, some of those old ones may need to be resurrected.

STOKES: Yeah.

MOSBAUGH: Yeah.

ODOM: And when you find that, Kenny, if you would for me, I know it's a pain in the butt, but we've got to write DC's on some of that stuff even though it's after the fact.

STOKES: Yeah. Okay. So you want one on that one too then?

ODOM: I hate to tell ya, yeah. **Because that's . . .**

STOKES: So how **should I** write that darn thing up?

ODOM: What do you mean how **should you** write it up? Describe, describe the . . .

STOKES: I mean it's just an old one, I mean . . . (inaudible) to be now? As in after (inaudible). The old 2A problem?

AUFDENKAMPE: Time of discovery for you Kenny is when you determine that (inaudible) that we miss.

STOKES: Okay, I'll still determine that to be now, and I'll just go ahead and check that other one out in Unit One, and uh, probably end up initiating your three of these.

ODOM: Okay guy.

MOSBAUGH: Is that one on 7-5 the one that uh . . .

ODOM: Push button, yeah.

MOSBAUGH: . . . that, uh, uh, Sky Puppy, so was referring to . . .

STOKES: He must have been Al, I don't know for sure, but he **just mentioned the Unit one in particular.** He didn't remember **exactly** which one so . . .

MOSBAUGH: What was that, when you said **that was one?** The diesel?

STOKES: Yeah, that was, uh, the one I was talking about was on 2A back in April.

MOSBAUGH: Oh, but the 7-5 one was on one what?

ODOM: 1B.

STOKES: 1B.

MOSBAUGH: 1B? Okay.

STOKES: I've still got to find that sheet on that, I'm not sure if I have that sheet or not.

ODOM: Alright, thanks Kenny.

STOKES: Okay.

ODOM: Anything else John?

AUFDENKAMPE: Naw.

ODOM: Okay, I appreciate it guys.

STOKES: Yeah, thanks a lot.

ODOM: Bye.

STOKES: Bye. [Dial tone]

ODOM: Something happening . . .

MOSBAUGH: We've got a problem, them not writing DC cards in the control room. They've got to write them in the control room, you know, if they are the only people that are here 24 hours a day.

ODOM: Especially on the diesels.

MOSBAUGH: They are the only people here 24 hours a day. They are the only people that have first hand knowledge of successes and failures and first hand problems. They've got to write them out in the control room. We can't have support organizations reviewing logs second hand after the fact trying to cover their butts.

ODOM: I agree. (Inaudible) the DC. That's what bothers me.

MOSBAUGH: They got to be the source of the whole program. If they're not . . .

ODOM: It triggers the DC too.

MOSBAUGH: Yeah. The key people, the key groups that ought to be writing DC's is the maintenance worker and foreman and the operators. You know the rest of us are just covering.

ODOM: All we're doing is just (inaudible).

MOSBAUGH: Based on a second-hand review of the whole matter.

ODOM: And the only way we get informed usually is by the DC.

MOSBAUGH: You know, I mean, if it weren't for what's-his-face speaking up in the meeting and saying, "Oh yeah we had one in Unit One too."

ODOM: This guy, who, Hargis?

MOSBAUGH: Yeah, Hargis.

ODOM: He said this when, today?

MOSBAUGH: No, uh, it was the end of last week, Wednesday, Thursday. He said "yeah this is the fourth time and three have been on Unit 2 and I remember one on Unit 1."

ODOM: It might not be the same one.

MOSBAUGH: Might not be, but if it weren't for that, if it weren't for that.

ODOM: Might've said Hank Williams was on the shift.

MOSBAUGH: If it weren't for that I wouldn't have thought of, I mean, that just affects everything, just think all what that affects, that affects **your view of it** being root cause, as being just confined to one diesel, or maybe broader, you know, it affects your special reports.

ODOM: Same type of **thing** that they had the other day on the PORV . . . **push-button problem we're talking about.**

MOSBAUGH: Yeah.