

Time

I-MOSBA-217

Date 4-5/4-6

Surphin

Int. Exh. II-217

DOCKETED

USNRC

95 OCT 20 05:14

OFFICE OF SECRETARY

NAVY & MARINE CORPS SERVICE

06-18 1A Diesel : Dew Point did not change during the night read +85°F.

: Called Hatch they only have an info only Dew Point Meter.

: Took U2 (Turbine Bldg) Air Compressor Dew Points /PM/ read > -80°F

: 2 ALNOR's offsite for Cal, the one we have goes out of cal tonight!!

: Trying to use EG:G Dew Point Analyzer to get comparison data. *CK Read 84°F

: Per Eng - K Stokes could possibly take a day and a half to get dew point down.

: Operations has blown down continually since last night.

Pressurizer Spray Valve 455C - Per Maint Mech appears to have problem inside valve. Management to decide if they are going to drain down??

Note. H. Grimes assisted with containment entry and valve /actuator check out.

1B Diesel : Dew Point was checked on B diesel also - Read +83°F. DC was generated and WRT.

MFIV : R. Bell worked - Found pressure switch out of cal and regulators needing reset.

MWO For I:C is complete but Mech needs to reset.

Escape Hatch ALHRT: Failing inside seal failed acceptance criteria. Rolling to day shift.

92 PROJECT
010821

9512290266 951006
PDR ADOCK 05000424
G PDR

NUCLEAR REGULATORY COMMISSION

EXHIBIT NO. II-217

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

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

☐ Staff ☐ Applicant ☒ Intervenor ☐ Other

☐ Identified ☐ Received ☐ Rejected

Date 10/6/95

Witness

Reporter SP

7/8/03 HT

Time

Date 4-6-90 Day

MD

checked Dumpouts on all receivers, Unit 1 and Unit 2 all were not in spec. Getting another Dumpout indicator from G.E. to arrive at 5:30pm.

Ran Jacket Water Temp Test on 1A Diesel.
Jacket Water Temp dropped 7°F when Diesel started.

RVLIS fill is complete; restoring housings at this time.

CH

Escape Air Lock is having door seal replaced at this time. IIC should be ready to LLRT sometime tonight.

A pressurizer sample line valve is being reworked at this time. I'm not sure which one but we will have to perform a Post-LLRT after MEDP completes rework.

PRZR. Spray valve to be reworked by MEDP.

Time

Date 4-6/4-7

04.25a Dew Point Readings

	Diesel	Dryer #	FEALNOR	ZIG EGIG	GERMTEL ALNOR (*)
	1A	K01	75°F	75°F	15°F
	1A	K02	80°F	78°F	33°F
	1B	K01	85°F	80°F	18°F
	1B	K02	75°F	82°F	18°F
	2A	K01	85°F	82°F	30°F
	2A	K02	95°F	85°F	30°F
	2B	K01	75°F	85°F	-10°F
	2B	K02	80°F	80°F	-10°F

(* Readings taken took From 1min to 4min.)

RVLIS: Rx Head sensors installed. Inspected orings and install other four sensors. Revised MWC to hydrazine four sensors since o-ring were not replaced. static press. test in progress.

Escape Air lock: first Attempt in air lock failed. Worked with maint. until ≈ 5am before air lock repaired. LLRT in progress

Diesel 1A Tests: UV Test - FWC SAT

: DCP 133 - FWC SAT

: High Crankcase Trip - FWC SAT

* ESFAS/ENG Recorder is removed. Temp Med Recorder still installed

Unit 1 Recombiner Surveillances will be late "4-9-90" - Talked with S. Douglas and he said he would not release it to do the surveillances because he was depending on it for UI or control.

CRDM K10 - PGL initiating parts request for tools to repair connector. w/w T. Riggerback 1901769-38

DRPI MWO's - Need Rx Eng Support Roll to days.

CRDM Step Counter MWO - S. Douglas will not sign on due to activities in the control room.

Time

Date

4-7-90

Escape Air Lock is FWC, paper is gone to WPG.

SA

ACOT's on H₂ RECOMBINER are late on 4-9. Try to start these ASAP and we will pick them up tomorrow if you don't finish.

RVLIS-RER written to address 1% error on upper Range Knitter. Hydrostatic check not performed.

Dewpoint checks are ~~being~~ being taken on D/G with readings on Receivers at $\pm 33^{\circ}\text{F}$ to 37°F .

1LV-4334 is in Maintenance Shop and needs IIC to check for proper open & close operation before being reinstalled in field.

Monitor VCT valves that went closed last night ops to call if problem occurs.

TCP on 1LV-8220 should be ready for night shift.

Seal Leak off Flow (1900180W) is calibrated & FWC.

Time

S. Boutwell

Date 4-7/4-8

RVLIS - Did not need to TSP procedure. All six (6) Xmitters calibrated. AC 1-90-193 dispositioned - use as is.

Diesel Dewpoint - Continued dewpoint checks. All values within acceptable limits. See attach sheet for readings and test method used.

ILV-4334 - set-up and stroked valve in maint. shop. Note V-ball goes past it seat with >15 psi applied. Need to set stop

19001811 - Target rock 943 FWC.

19001755 - stroke valve 1HV-3513 and perform LLRT on pen 47A. MLD I/P will roll to day shift.

~~1900~~ 19001723 - 1LT-527 FWC

Worked ACOTs on H₂ Recombiner will roll to day.
24543-102 FWC 24545-102 FWC

18807131 - back flushable filter valve 1HV4130 received from maint. will work tonight R.R.

Chemistry was able to get a RCS sample. Need to check with them and see if we need to leak check 2HV-8220

Did not hear from ops on VCT valves. Dayshift would like to look at hooking up recorders. Need to get with Barney Brady

Time

Date

4-8-90

*** Recorder to be hooked up to VCT Valve circuit.
(Loop 112 and 185). Need to monitor for 7 days.

* LLRT on U-2 8220 Valve needs to be performed
to close LCO per GB. TCP approved at 2:30. Ops to do.

SH MWD Seismic LCO. MWO to be worked ASAP due to
Today PLCO, ~~many~~ need parts.

Dew Points on U-2 and Diesels were checked:
RGLV 2A: VP1114 FS 3529
K02 60.9°F 61.4°F
K02 43.9°F 39.7°F

2B:
K01 33.7°F 39.5°F
K02 44.4°F 44.6°F

Talked to Bill Dunn about blowing down 2A, K02.

LLRT on U-1 per 67A is FWC & Satisfactory.

Seismic Alarm's PROBLEMS may stem from TRIGGER Assembly
inside Containment on LUL if people bump it or set
something on it.

* U-2 LLRT on ~~P185~~ Hot Leg Sample Line is being
lined up at this time.

*** MWO # 19001809 on VCT Valve Recorder needs to be
revised to include 1 op # 185.

TLW H₂ Recombiner. Replace 2 cells, should be purging at
this time. Per LPN, this is all that is left on these
ACOT's.

Billy M^s Sweeney rolling some items to be rolled to days
since he is off for 2 days. RB work whatever roll
rest to days

Time

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SH

I beeped G. Bockhold at 6:15 to inform him of the problems with 2A K02 D/G excessive dewpoint reading. He wants ops to start a feed and bleed on this tank for 24 hrs. I notified Bill Dunn of this at 6:30.