

The Commissioners

- 2 -

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] the attached Board Notification advises that new allegations have been submitted, but does not provide the allegations themselves or the details that have been provided in this memorandum.

[REDACTED]

James M. Taylor
Executive Director for Operations

Enclosure: As Stated

Information in this record was deleted
in accordance with the Freedom of Information
Act, exemptions 5
FOIA- 95-81 :

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PRESENTATION OUTLINE

SYNOPSIS OF ISSUES

SUMMARY OF VIOLATIONS

BACKGROUND

Vogtle Site Area Emergency
Complainant/Alleger

TIME FRAME/CHRONOLOGY

ORGANIZATIONAL STRUCTURE

CASE THEORY/VIOLATION FLOW CHART

MAIN PLAYERS

SUMMARY OF VIOLATIONS VS. TIME

DISCUSSION/QUESTIONS

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Act, exemptions 5
FOIA 93-87

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SYNOPSIS OF ISSUES

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-
- NRC Must be able to Rely on Complete and Accurate Information from Licensees

• [REDACTED]

VOGTLE SITE AREA EMERGENCY

March 20, 1990

- Vogtle in Refueling Outage
- Switchyard Accident Causes Loss of Offsite Power
- Offsite Power required for Core Heat Removal Systems
- Emergency Diesel Generator Fails to Perform Until Manually Started After 36 Min. w/o Power
- Diesel Generator Reliability Important for Core Heat Removal in Event of Loss of Offsite Power

COMPLAINANT/ALLEGER ALLEN L. MOSBAUGH

- Formerly Asst. General Manager at Vogtle
Employed w/GPC at Vogtle 8/84 - 10/90
Prior Nuclear experience at Plant Zimmer
[REDACTED]
- Graduate of Univ. of Cincinnati, Ohio
[REDACTED]
- Has Made Prior allegation against Vogtle Operations
[REDACTED]
- Was OI Confidential Source until fired by GPC for
non-consensual audio taping at Vogtle without GPC or
NRC knowledge, *AND WENT PUBLIC WITH ALLEGATIONS. ~~AND~~*
- Went public with 2.206, Confidentiality terminated
Has pending Whistleblower Actions w/DOL
- Volunteered tapes to OI for review prior to GPC
Assisted OI with many hours of tape review,

3/20/80 VEGP SAE -A- EDG failure;B- out for maint

3/22/90 HI Lube Oil Temp Trip-EDG -B-

3/23/90 Low Jckt Wtr Press Trip-B-

3/27/90 Successful UV Run EDG -B-

3/28/90 EDG -B- Declared Operable

4/7-8/90 VEGP Prep Oral EDG Present

4/8/90 GPC Oral EDG Present to NRC;

4/10/90 GPC COA Response Letter to NRC

4/12/90 Scheduled VEGP Return to Mode 1

4/19/90 NRC Authorizes Restart

8/11-28/90 LER re:VEGP SAE issued to NRC

8/29/90 Rev to LER issued

8/30/90 GPC LR corr

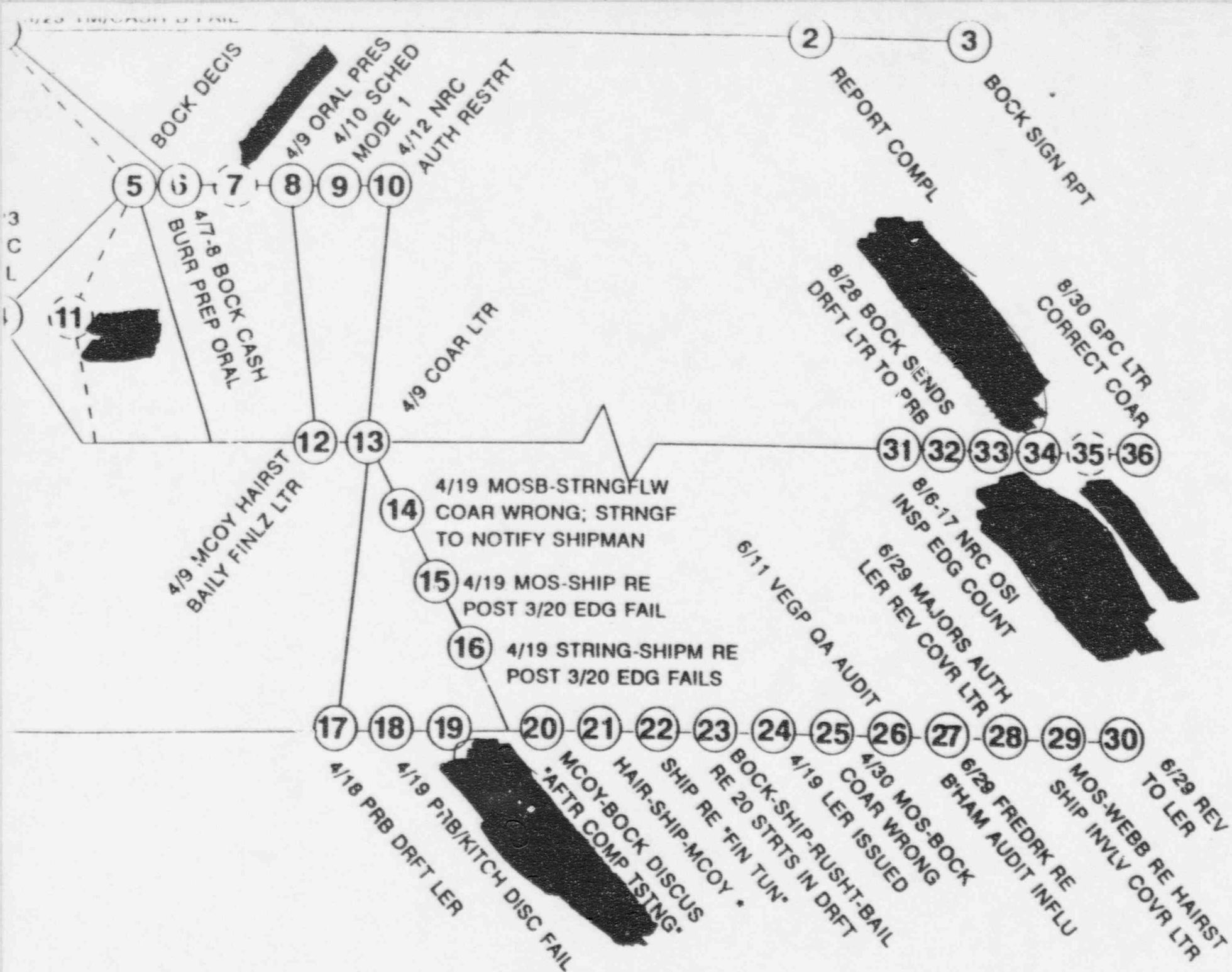
COA Response



NRC AIT/IIT
3/20/90-4/2/90

NRC OSI
8/6-17/90

RII OPBLTY OBSRV
"A"&"B"
3/26/90-4/7/90



MAIN PLAYERS

<u>NAME</u>	<u>POSITION Mar-Aug '90</u>	<u>POSITION Jan '92</u>
HAIRSTON	Sr. V-P, Nuc., GPC	Same
McCOY	V-P, Vogtle, GPC	Same
SHIPMAN	GM, Nuc. Suppt., SONOPCO	GM, Vogtle, GPC
BOCKHOLD	GM, Vogtle, GPC	EPRI
CASH	Ops. Supt., Vogtle, GPC	Strategic Analysis, GPC, B'ham
STRINGFELLOW	Lic. Engr., SONOPCO	Same
MAJORS	Lic. Engr., SONOPCO	Same
GREENE	Asst. GM, Plnt. Supp Vogtle, GPC	Mgr., Nuc. Suppt., SONOPCO
BAILEY	Mgr. Lic., SONOPCO	Same
FREDERICKS	QA Mgr., Vogtle, GPC	Ops., Vogtle, GPC
RUSHTON	Mgr., Lic.& Engr.SON	Same

EMERGENCY DIESEL GENERATOR RELIABILITY
2-90-020

- [REDACTED] 4/9/90 oral presentation re: Successful Starts.
- [REDACTED] 4/9/90 COAR letter re: EDG starts w/o failures.
- [REDACTED] 4/19/90 LER re: comprehensive test program/starts.
- [REDACTED] 6/29/90 letter of transmittal to the Rev to 4/19/90 LER. RE: REASONS FOR INACCURATE EDG START DATA IN 4/19/90 LER
(1) START RECORD KEEPING PRACTICES & (2) DEF. OF END OF TEST PROGRAM
- [REDACTED] 8/30/90 letter correcting 4/9/90 COAR letter and LER.
RE: REASONS FOR INACCURATE EDG START DATA (CONVERSION BETWEEN 4/9 LTR & 4/19 LER)
CONVERSION BETWEEN SYCC. START & VALID TEST, & (2) ERROR MADE BY INDIVID WHO DID ORIG. START COUNT.
- [REDACTED] 2.206 Response re: HAIRSTON'S participation in conference call regarding wording of LER.
- [REDACTED] 2.206 Response re: HAIRSTON'S belief in accuracy of LER.

4/9/90 OVAL PRESENT.

DIESEL TESTING

• NORMAL 36 MONTH OVERHAUL AND INSPECTION

• SPECIAL TESTING

1A

3/20 EVENT

5 STARTS, TROUBLESHOOTING

1B

IN OVERHAUL

SENSOR CALIBRATION

LOGIC TESTING

E-RUN BUBBLE TESTING

MULTIPLE STARTS (14)

UV RUN TEST

6 MONTH RUN SURVEILLANCE

DIESEL OPERABLE

UV RUN TEST

SENSOR CALIBRATION

LOGIC TESTING

E-RUN BUBBLE TESTING

MULTIPLE STARTS (5)

UV RUN TEST

6 MONTH SURVEILLANCE

DIESEL OPERABLE

HI JACKET WATER RUNS (3)

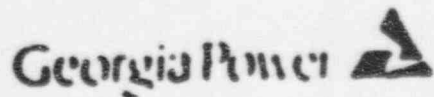
DCP UV RUN TEST

LUBE OIL DCP RUN

DCP UV RUN FUNCTIONAL

18 SUCCESSFUL STARTS

19 SUCCESSFUL STARTS



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9. Since March 20, 1990, GPC has performed numerous sensor calibrations (including jacket water temperatures), extensive logic testing, special pneumatic leak testing, and multiple engine starts and runs under various conditions. Since March 20, the 1A DG has been started 18 times, and the 1B DG has been started 19 times. No failures or problems have occurred during any of these starts. In addition, an undervoltage start test without air roll was conducted on April 6, 1990 and the 1A D/G started and loaded properly.

9. { Since March 20, 1990, GPC has performed numerous sensor calibrations (including jacket water temperatures), extensive logic testing, special pneumatic leak testing, and multiple engine starts and runs under various conditions. Since March 20, the 1A DG has been started 18 times, and the 1B DG has been started 19 times. No failures or problems have occurred during any of these starts. In addition, an undervoltage start test without air roll was conducted on April 6, 1990 and the 1A D/G started and loaded properly. ||

4/19 { Numerous sensor calibrations (including jacket water temperatures), special pneumatic leak testing, and multiple engine starts and runs were performed under various conditions. After the 3-20-90 event, the control systems of both engines have been subjected to a comprehensive test program. Subsequent to this test program, DG1A and DG1B have been started at least 18 times each and no failures or problems have occurred during any of these starts. In addition, an undervoltage start test without air roll was conducted on 4-6-90 and DG1A started and loaded properly.

4/19/90 LFR

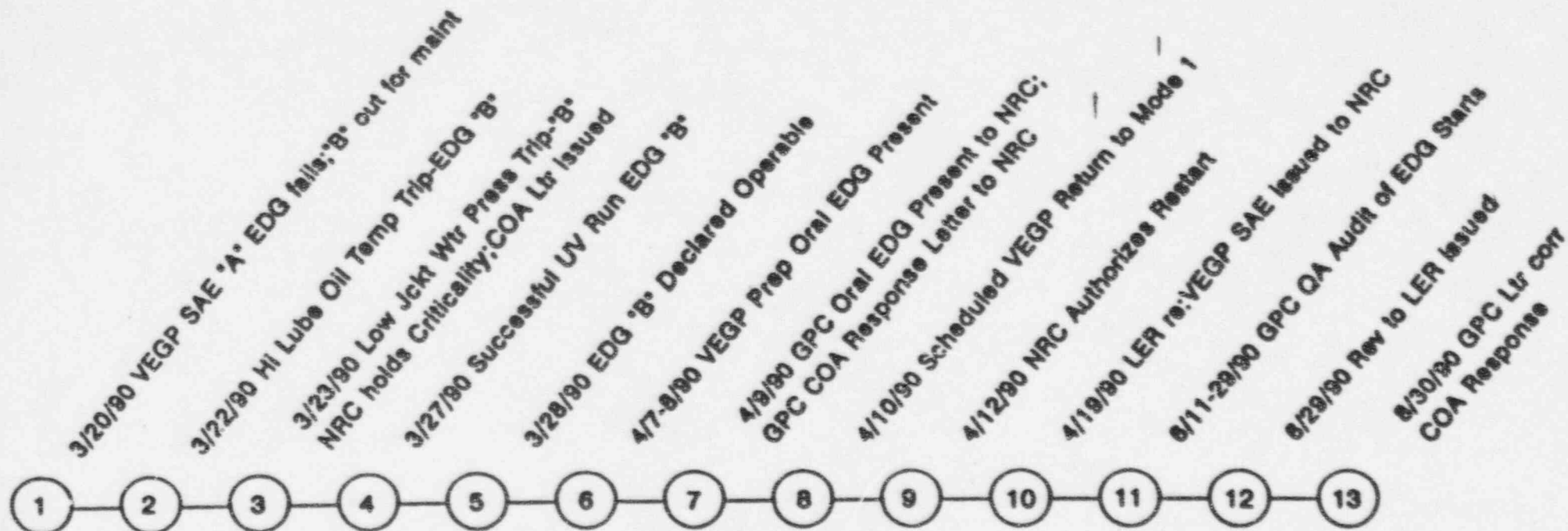
Numerous sensor calibrations (including jacket water temperatures), special pneumatic leak testing, and multiple engine starts and runs were performed under various conditions. After the 3-20-90 event, the control systems of both engines have been subjected to a comprehensive test program. Subsequent to this test program, DG1A and DG1B have been started at least 18 times each and no failures or problems have occurred during any of these starts. In addition, an undervoltage start test without air roll was conducted on 4-6-90 and DG1A started and loaded properly.

The number of successful starts included in the original LER included some of the starts that were part of the test program. The difference is attributed to diesel start record keeping practices and the definition of the end of the test program.

The confusion in the April 9th letter and the original LER appear to be the result of two factors. First, there was confusion in the distinction between a successful start and a valid test. For the purpose of this letter, a start was considered successful when the DG was started and either ran or was intentionally shut down due to testing in progress, as identified on the attached tables. Our use of the term "successful" was never intended to imply a "valid successful test" in the context of Regulatory Guide 1.108. Many start attempts were made to test the DG's 1A and 1B using applicable operating procedures. These procedures and data sheets do not contain criteria for determining if a start is successful which resulted in determinations of success which were inconsistent with the above definition. Second, an error was made by the individual who performed the count of DG starts for the NRC April 9th letter.

³The wording was reviewed by corporate and site representatives in a telephone conference call late on April 19, 1990. Although Mr. Hairston was not a participant in that call, he had every reason to believe the final draft LER presented to him after the call was accurate and complete.

The June 29, 1990 0755 (Exhibit 18) draft and 1142 draft (Exhibit 19) of the same date are each longer than the preceding draft, accurately describe the substance of the April 9, 1990 letter and focus on the wording "subsequent to the test program" in the original LER. In both instances, the draft transmittal letter explains that if the report had stated "subsequent to the event," rather than "subsequent to the test program," the LER would have been consistent with the April 9 COAR and the "18" and "19" numbers included in the transparencies provided by GPC to the NRC on April 9. This is a correct statement of fact.



18&19 Successful Starts (oral).

Started 18&19 times. No problems or failures
assoc. with any of these starts (COA Response Ltr).

After complet of comprehen test program, at least
18 starts on each diesel. No problems
or failures. (LER)

The difference (between COAR Ltr and LER) is attributed to EDG
start record keeping practices and defin of end of test program.
(Cover Letter to Rev to LER)

Confusion between
succ vs valid starts.

Mistake by
individual who
did counts.

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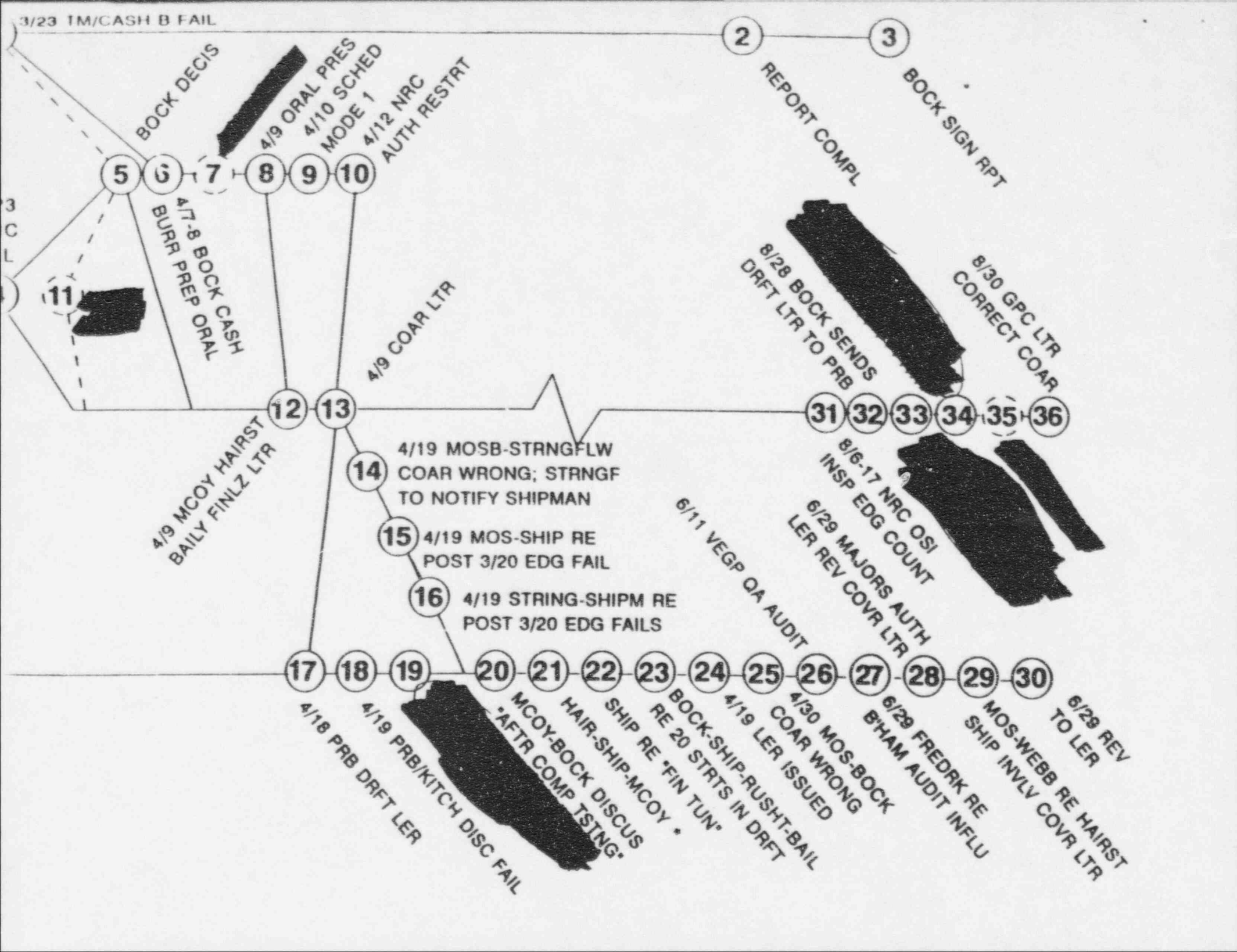
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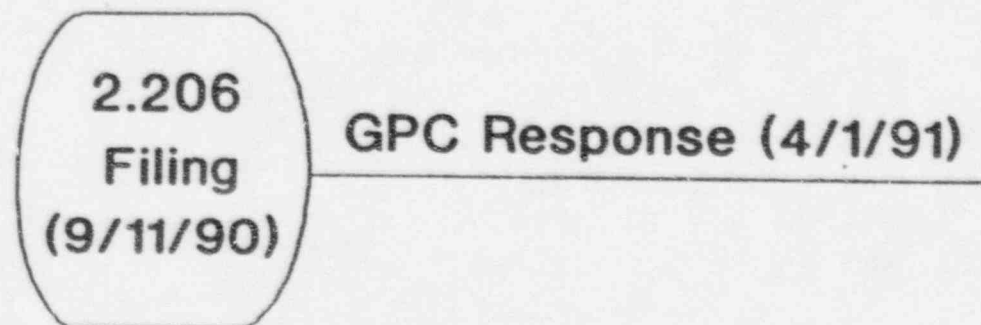
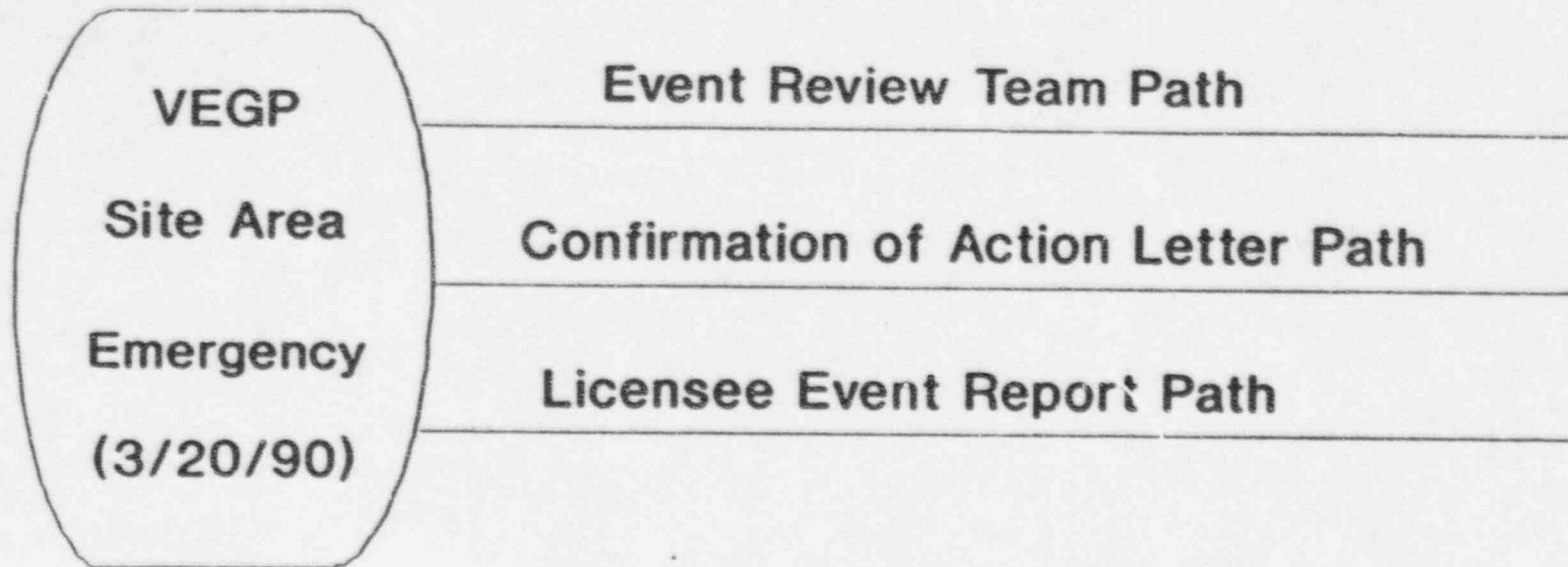
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- 3/20/90 VEGP SAE "A" EDG fails: "B" out for maint
- 3/22/90 HI Lube Oil Temp T-7-EDG "B"
- 3/23/90 Low Jckt Wtr Press Trip-"B"
- 3/27/90 Successful UV Run EDG "B"
- 3/28/90 EDG "B" Declared Operable
- 4/7-8/90 VEGP Prep Oral EDG Present
- 4/9/90 GPC Oral EDG Present to NRC;
- 4/10/90 COA Response Letter to NRC
- 4/12/90 Scheduled VEGP Return to Mode 1
- 4/19/90 NRC Authorizes Restart
- 6/11-29/90 LER re:VEGP SAE issued to NRC
- 6/29/90 Rev to LER issued
- 8/30/90 GPC Ltr corr
- COA Response



NRC AIT/IIT
3/20/90-4/2/90

NRC OSI
8/6-17/90

RII OPBLTY OBSRV
"A" & "B"
3/26/90-4/7/90

3/20/90 VEGP SAE "A" EDG fails; "B" out for maint

3/22/90 Hi Lube Oil Temp Trip-EDG "B"

3/23/90 Low Jckt Wtr Press Trip-"B"
NRC holds Criticality; COA Ltr issued

3/27/90 Successful UV Run EDG "B"

3/28/90 EDG "B" Declared Operable

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GPC COA Response Letter to NRC

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4/12/90 NRC Authorizes Restart

4/19/90 LER re:VEGP SAE issued to NRC

6/11-29/90 GPC QA Audit of EDG Starts

8/30/90 Rev to LER issued
COA Response

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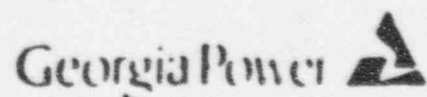
<u>NAME</u>	<u>POSITION Mar-Aug '90</u>	<u>POSITION Current</u>
HAIRSTON	Sr. V-P, Nuc., GPC	Same
McCOY	V-P, Vogtle, GPC	Same
SHIPMAN	GM, Nuc Suprt, SNPCO	GM, Vogtle, GPC
BOCKHOLD	GM, Vogtle, GPC	EPRI
CASH	Ops. Supt., Vogtle, GPC	Strategic Analysis, GPC, B'ham
STRINGFELLOW	Lic. Engr., SONOPCO	Same
MAJORS	Lic. Engr., SONOPCO	Same
GREENE	Asst. GM, Plnt. Supp Vogtle, GPC	Mgr., Nuc. Suppt., SONOPCO
BAILEY	Mgr. Lic., SONOPCO	Same
FREDERICKS	QA Mgr., Vogtle, GPC	Ops., Vogtle, GPC
RUSHTON	Mgr, Lic/Engr SNOPCO	Same
BURR	Sr Proj Engr SONOPCO	Same

The confusion in the April 9th letter and the original LER appear to be the result of two factors. First, there was confusion in the distinction between a successful start and a valid test. For the purpose of this letter, a start was considered successful when the DG was started and either ran or was intentionally shut down due to testing in progress, as identified on the attached tables. Our use of the term "successful" was never intended to imply a "valid successful test" in the context of Regulatory Guide 1.108. Many start attempts were made to test the DG's 1A and 1B using applicable operating procedures. These procedures and data sheets do not contain criteria for determining if a start is successful which resulted in determinations of success which were inconsistent with the above definition. Second, an error was made by the individual who performed the count of DG starts for the NRC April 9th letter.

The number of successful starts included in the original LER included some of the starts that were part of the test program. The difference is attributed to diesel start record keeping practices and the definition of the end of the test program.

4/19/90 LER

Numerous sensor calibrations (including jacket water temperatures), special pneumatic leak testing, and multiple engine starts and runs were performed under various conditions. After the 3-20-90 event, the control systems of both engines have been subjected to a comprehensive test program. Subsequent to this test program, DG1A and DG1B have been started at least 16 times each and no failures or problems have occurred during any of these starts. In addition, an undervoltage start test without air roll was conducted on 4-6-90 and DG1A started and loaded properly.



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- g. Since March 20, 1990, GPC has performed numerous sensor calibrations (including jacket water temperatures), extensive logic testing, special pneumatic leak testing, and multiple engine starts and runs under various conditions. Since March 20, the 1A DG has been started 18 times, and the 1B DG has been started 19 times. No failures or problems have occurred during any of these starts. In addition, an undervoltage start test without air roll was conducted on April 6, 1990 and the 1A D/G started and loaded properly.

4/9/90 OPAL PRESENT.

DIESEL TESTING

* NORMAL 36 MONTH OVERHAUL AND INSPECTION

* SPECIAL TESTING

1A

3/20 EVENT
5 STARTS, TROUBLESHOOTING

UV RUN TEST
SENSOR CALIBRATION
LOGIC TESTING
E-RUN BUBBLE TESTING
MULTIPLE STARTS (5)
UV RUN TEST
6 MONTH SURVEILLANCE
DIESEL OPERABLE
HI JACKET WATER RUNS (3)
DCP UV RUN TEST

18 SUCCESSFUL STARTS

1B

IN OVERHAUL

SENSOR CALIBRATION
LOGIC TESTING
E-RUN BUBBLE TESTING
MULTIPLE STARTS (14)
UV RUN TEST
6 MONTH RUN SURVEILLANCE
DIESEL OPERABLE

LUBE OIL DCP RUN
DCP UV RUN FUNCTIONAL

19 SUCCESSFUL STARTS

Key Management Structure Early-Mid 1990

