

DOCKETED
USNRC

Need to push to find FW ISOLATION resolved
so Girdley can make Couplings and Stroke MFLV's

'95 MAY -3 P5:09

OFFICE OF SECRETARY
DOCKETING & SERVICE
BRANCH

check values 135, 136 why do we not want to
Weld these valves, they checked OK as far as Finish,
Bet you the Airgase they leak.

0700

ALB asked if Transfer Tube Flanges were on
and if Sump Flanges are removed, Need to
ck on.

7:30 AM

Tension Head

MODE 5 start

Get with WCH after Wind Blind

Get Diesel Tanker

wrap everything thru Round Room (projected Close of Equip' Hold Thursday)

Continue stacking activities

continue purge activities

Blinds on S/F/C, restrictions

Unit 2 Re Tep at 9:22 AM EST. Dumb Truck Driver Crashes
into signpost in scrubland - DONNIE WILHITE

Head tensioning on Re Vessel was stopped at 9:15 am by Ops. A question
as to the operability of 'A' Diesel came up. Ops looking into this

Site Area Alert DECLARED AT ≈ 9:50 AM EST 'A' D/G failed to Run on
Unit 2, was manually
DE-Graded to ALERT at ≈ 10:30 EST STARTED AFTER 15 minutes

Unit 2 'B' D/G started up on 1 RAW as designed.

As of 3:30 pm, CL. COURSEY was relieved as dayshift outage
superintendent. MR. HARVEY HANDLINGER assumed his duties.
MR. COURSEY is assigned to the *O* critique committee.

When Site Area Alert was declared, immediate action was taken on the following
items:

- 1) All Contract/own essential personnel were evacuated from PESB.
- 2) 1-NV880SD - Valve was ~~not~~ already re-assembled, but not torqued. Went
down and tightened bowwet bolts.

92 PROJECT
030467

NUCLEAR REGULATORY COMMISSION

50-424-OLA-5
Docket No. 50-424-OLA-3 Official Exh. No. Int. 123
In the matter of Vogtle Units 1 & 2

Staff	IDENTIFIED	✓
Applicant	RECEIVED	
Intervenor	REJECTED	✓
Cont'g Offr		
Contractor	DATE	04-18-95
Other	Witness	Mc Coy
Reporter		J. Z. ...

3/20/90

- 4
- holds → (1) why did the relay to
- (2) evaluate "B" RAT
- (3) ~~about~~ double test on "C"
- (4) noise on thrust bag

Kris Stewart
154-2354

- Chemistry is a problem to resist
- Need to see how long turb needs to
off like oil and pulling
- Unsample "B" Crec with pump, check left, then run motor & check vibration

proc before shutting

Unit 1

- why alignment of "A" bus before open up equipment hatch or O35 chamber
- Don't do any troubleshooting on "A" D/G until get "B" operable
- Run "B" tonight (8 hr run)
need following chs released to do special test on "B" (and D/G)
Chk 15021 "CS B"
Chk 15496 "ESF Chkline B"
Chk 15463 "ST B"
- Will need to run "A" D/G to reconfigure "A" bus to "A" RAT
- Sequence looking & jacket with pass needs to be resolved before
opening equip hatch and resuming midloop work
- Want no operable D/G and "A" & "B" RAT's back before resuming
midloop work
- Need 1 D/G operable to enter Mode 5 (tension head)
down to hot pass on tensioning head
- Try to contact sequence vendor tonight, also try to get Steve Stewart tonight
(HWH/ASB)
- Focus on "A" D/G jacket with problem

• Run "A" D/G for long period of time (over 30 minutes). Everything looked good. Ran it 3 times, no indication of a problem within time

• Got "A" RAT lined back up to "A" bus and "B" RAT is lined up to "B" bus (12:30 pm). Relieved to go back to work on midloop. Gps says unique problems. Need Chk 15499 released (HW-208D) and Chk 15319 hung (1-1204-24-114). Attended breakdowns to tension #2 & 3 rollers and remove #2 cold leg, replace jacket and tension. Told them to have Gps make sure there is no wobble on the channel head before resuming tomorrow

100 Tuesday Night
3/20/90

- We're having a real good time tonight trying to get anything out of Opi. We've had to load them by the hand and privilege these work for them.
- Been trying to get Opi to line up NSCW so we can run "B" O/K for at least an hour now
- Notified control room @ 3:30 am that the Unit 2 turbos could go back on turbine gear. Wke room also notified.
- Checked the CCP's that were down on Unit 2 at approx 3:00 am
- Gma Opi 106A back @ midnight tonight (restarted etc) however CPC elct still working on 1507-02 (feeder etc)
- Everything that can be done on DEP 115 is attempted until we get the disconnects here
- Augusta Div & First Peak so pissed about being jacked around that they are going to try the double bit tonight if we can get everything ready. Anticipated am in to do bit 4:15 am
- AMR talked to Oke & Tiggery @ 4:00 am. They had 15498 in field but it is still a ways from being released. They are trying for end of night shift and let dayshift bring 15019 (which is a large etc). Will be lucky if they are ready for us to work 1-1204-04-144 check with who we release tonight
- Talked to MAG about game plan on MOV's. PEF worked HV-2628A & HV-2628B tonight. Will be ready for Ron to work HV-2628A and HV-2628B on dayshift. Then we will come in tonight and work HV-8808D. The MOVAT on 8808D is not tied to midday. We just have to make sure we get the MOVAT done before they full accumulate.
24

Day 5
Wed. 3/24/90

- Encountered problems trying to weld 007 valve. Need to clean valve seat weld area before weld can be made. Revising pkg. to back out on thread engagement.
- Unit 2 C.20 Water - Removing packing to re-check pump lift. Pump checks out O.K. NEED TO SET LIFT AND COUPLE.
- Reconn. S. on R.F.C. Batteries at 1:15 pm. This was critical path for going to MODE 5. Working in parallel. - Doing calcs. at 4:00 pm. Complete at 4:30 pm.
- U/G '3' will be run with an abbreviated ESFAS type operability test. Cle. will remain on #6 MSEC Amp. NEED TO COMP. Disch. Unit with #1 mount.
- #3 RCP slow roll alignment check was good. Notified I&C to install pres. probes. Working alignment check on #2.
- Cps filling & venting RCS systems. Requested we work Mike's 1890.024 F 25. with on site support. Notified M. Lacey.
- Design flow restraints on RHR 'B' Pump ARE due in tomorrow morning. Mike Chance says parts on site.
- NEED TO Implement MWO 1900706 - TEMP DIB on Containment Lighting SO INBR CAN COME DOWN FOR TORQUING. INBR scheduled to come down at \approx 9:00 pm.
- Containment Purge - Mount's complete on 1 HV 2026A F 2629A.
- DCP 89-036 - MWO 1900159 - Thad Harting informed me today that there was MECH. work involved to install a roller on WEST WALL OF CONTAINMENT. THIS WORK WILL REQUIRE A Scaffolding.
- MWO 1900640 - DEP 101 - Returned to WPA wing. Eng. to supply FER to close pkg.
- WAR Room says we can start on Head Tensioning at 6:00 pm. Wkg. ops to clean up paperwork.
- MWO 18900429 - 1120144007 - Tried to TIG weld. STICK WELD. C. on unsuccessful. Revising pkg to disassemble valve.

92 PROJECT
030470

Wed night
3/21/90

173

NOTE 6 Entry the evening
Run 1B Diesel
Midloop work
HHTs
VATs Tested good/Return in progress
Relay replacement on Diesel - urgent work

Activities Tonight

- (1) Get Unit 2 on line
 - (2) Whatever cleanup committee needs
 - (3) outage
- ? NRC people here tonight, 7 area tomorrow
- Restoring switched, Unit 2 critical, vacuum pulled

Unit 1

- Need die reworked so can restore left pumps on RCP's
 - A-455C bonding when going into seat, probably because system is dry
 - When ITC completes surge range cables, will start about tensioning head
 - 036 \Rightarrow Continental fuel to take out on format, then start assembly
 - 007 \Rightarrow disassemble, clean, reassemble
 - 144 \Rightarrow why system to drain
- Taking 1A&H down @ 9:45 pm to drop bus. This was cleared prior to the outage

Here everybody lined up to see "B" JG, was used for duty outage tied up cleaning paperwork for changing modes on Unit 2. Jimmy will be at least 10:00 pm before he is free. He!
Takes on us. When we got the duty outage, he gave procedure to PRH and said go ahead. Got into the test, there when we want to start the overspeed test, it would do its thing. Called and called Stokes to no avail, begged and we compounded. Called Paul Kochary, he said he had some guests in his office, he was too tied to come out, he would see us in the am. Duke Eng was no help - he was the one that gave procedure

Wed night
3/21/70

to PNH to do. PNH and ITC went back to D/S sky and kept looking. Finally found a breaker that was open that should have been closed. Ready to run but will wait till 6:00 when next ITC Debirol crew comes in. Night shift crew not sent home when we ran into trouble and could not get in touch with Stokes

Unit 2 \Rightarrow went into Mode 1 @ approx 3:40 am

Was ready to run Unit 2 Core with Pump "B" at approx 2:30 am. Still waiting for ops to run at 4:30 am. Cle has been released (except try on handswitch)

Manumy transducer set up on per

Need OC to go look at equipment lock o-ring was

"A" Condenser ^{Hobart} repair complete, need eng to blow so can close it up ^{Clear}

"B" Condenser ^{Hobart} repair continues today, should complete today

COE purifiers to with instrument lines on flow elements in north water room

Laying off 3 balancers (COE) on night shift this morning - 5 remain. Have 9 balancers still on dayshift - need a layoff Friday

Go to 4 Isomarkers max on each shift after Friday (3/23)

DCP 115 has many kind of flow installed in containment. Eng has got with engineering and got resolution

INAR should complete by end of night shift

7:30 AM MEETING

- Unit 2 in Mode 1, 25% pow
- Cice wtr pump in service
- watch Chemistry on Unit 2 today - demins

Unit 1

- 4 hrs behind sched
- Enkard Mode 5 @ 0VES CST
- Would like to close "A" condensers today
- Close "B" & "C" Condenser & Hotwells Tri or Set
- 166.9 manRem
- Mudloop Work
 - 036 valve \Rightarrow final torque complete, RC wanted area where cap was welded cleaned up for PT. Apparently the idiot that was grinding it, ground in the body of the valve Mount Engie noticed - NEED TO PUSH RESOLUTION!
 - 007 valve \Rightarrow total cluster, new plan is to clean the threads of the area that is presently exposed (bonnet \approx 1/4 way up), reinstall bonnet and attempt another seal weld
 - 144 valve \Rightarrow still draining water ~~seal~~ seal seat. Asked GHT to go look at putting an expandable plug in the line to stop water so can lap seat

- All MOVATS on containment purge complete - closing papers IAC clause to do LLRT's

- Make some MOVAT on 8808D gets done today
- Push Lacey/Bansley for 8808A MOVAT for night shift tonight
update - no 6! - waiting fill & vent of RCS.
- 11:00 NRC Entrance for Augmented Inspection Team today
All members of contingency team needs to attend, ~~so does the~~ dept heads also need to attend

→ HATCH CLOSURES FOR LAST TIME FRIDAY

- Plan to support a test on the "1A" D/Ks and sequences
Set to try to recreate the event Tuesday
- LLRT or personnel are lock Thursday night @ 9:30 pm

Thursday Day Flight
3/22/90

- ~~CR 173~~ Jerry trying off work paper & 3 someone to handle.
- Frank & I safe people. write a log for each check in 100% in line. after work in line. Had Russian people need to stay until done.
- Mike out switched a direct Tapped D. direct. Switch problem not Tapped in.

144 Complete

Priorities for tonight

- ① Fill & Vent RCS
- ② H Diesel
- ③ B Diesel

• LRET to proceed on Personnel Hatch.

Engineering wanting to roll over and play dead on Seal welds.

Tag all your tools etc. in containment or they will get pulled out.

• Duffrey crying for help on LLRT's

- Decision made on CO2 valve \Rightarrow plan to cut valve out and weld in pipe in its place (socket welds). Have located 2" sched 160 pipe, couplings and 90's of needed.

Received pkg 19000429 to cut CO2 valve out. Cucci & Coughlin were in the room and laid out the plan. Had conference call with O'Brien at 2:00 am to make sure they were putting the CO2 together in such a manner as to support one flow.

Received pkg @ 2:30 am to cut valve out. Sent man to K&M company at 3:00 am to cut valve out.

110 Thursday Night
3/22/90

• 18905286 ⇒ 036 check valve, PT brought off. Fix to work

• As of 3:30 am, still have no ops support for starting MSIV's, running "A" Dks on the "B" Dks. What suppose to run "A" @ 3:00 am to check for leaks, then take the operator over to "B" and run it (8:00 am)
Update: Started "A" @ 4:00 am

• Notified Mike Cloud that we want to cut nonworkers to 4 on each shift after today (Friday). Will work as nonworkers this weekend

• Notified Mike Dye that we want to cut Contractors to 0 on ~~night~~ ^{night} shift after today. Need to push to close "B" enclosure hotwell, install pre morning and close hatch by end of night shift Friday before we layoff. Also, need to work 18906455

• Est estimates will take 3 days with 15 CIMCO observations on each shift to clean all the "B" Train switchgear that is suppose to come down Sat. Notified Wheatblom if possible so that we have adequate OC coverage. MAG went to Ctel Rm to see if they really believe with we will start switchgear exchange Sat. As of 4:00 am, have not heard back from Tom. He is also checking to see if Ops is planning to drain the "A" area Tank so we can work the switchgear units

RM estimates will take 2 days with 15 CIMCO/shift if we push them to the limit. Probably should tell we need 3 days to be on safe side

• Working full staff of insulators and structural Sat, only two of each Sunday on each shift

• Have boilerhouse making legs for "rest of the story" of Cg's design for opening up hatch

- Told Mike Dye to layoff all backhoes on day shift except 4. Work all 4 of them Sat, zero on Sunday. Keeping these 4 to do the Cagle story over the hatch
- 19001493 => man for DCP 90-132 for 007 valve in field for pre-fab at 6:00 am. Valve is cut out. Will start ^{on} dayshift crew on pre-fab, another crew will be sent to ALARA briefing for field welds
- Tamp Mod is in place for "B" train outage (19000578)
- DCP 115 => fix, closing gaps
- Starting "B" D/G @ 6:07 am
- Found 3 10 minute leaks on "A", IIC repairing
- All 4 RCP Lift Pumps back on permanent gear
Scaffolds needs to come down on RCP's 1,3,4
Still need to Roll RCP's when seal injection in service
- Need cles on mov's badly => need 15522, 15523, 15479, 15478
- Layoff Banning at end of shift today
Layoff Steve Young at end of day shift today
Layoff Mike Dye at end of night shift tonight
- Need to bring in 4 Ironworkers / 4 Electricians on dayshift to clean hatch

NOTIFY ~~THE~~ REWARD TREE
THIS AM !!

7:30 AM MEETING

- Out processing available 5:00 am - 10:00 pm 7 days/week
- * ILRT meeting in white Rm @ 10:00 am = ALL DEPTS TO ATTEND
- DCP 90-132 due in by 8:00 am
- DCP 90-130 RRK Starts

NOTICE • Does not look like we will get "B" sawtooth until Sat night. WORK NORMAL SHIFT SAT - 1/2 PERSONNEL RED

• Need to suggest that 2 problems with A/E drain pumps

PRIORITIES

- (1) 007 James Bond episode
- (2) Fill & vent
- (3) Run "A" D/G
- (4) ILRT Support

Thursday Night
3/22/90

- GPC Points of Contact for NRC Review
 - Tom D'Amico
 - Ken Holmes
 - Georgy Fedorick
 - Jim Roberts
 - Robert Meye
 - Paul Kochary
 - Jim Suroyackles

If you get contacted by the NRC, be sure you notify the appropriate GPC people of your conversation with the NRC

- Should have DCP 90-152 ready for PRB by 10:00 am. Need to get Lally Baker to ensure the mat'l is suitable for this DCP before it is installed
- Unit 1 "A" D/G
 - replaced all 3 tubes and cross seals last night
 - found approx 10 very minor leaks
 -
- NEED Randy Black to sign off circ. 190-15198 Ref. MW0 18900001. SO circ. water pump can run. (fill system).
- NEXT TIME 'A' D/G (unit 1) RUNS, NOTIFY CLC PRIOR. Critique ~~committee~~ committee is to be present.
- Released to install ~~the~~ PRESSURIZER MANWAY AT 12:00 hrs.
- MW0 18906359 - Access to NSCW Doghouse - IFC would like to work ~~Monday~~ ^{Sunday} - We NEED to grind welds on BARRIER early in morning & have Security Camp. Post established.
- Per Burmister, 18A03 will come down tomorrow. Hinges on completion of A & B D/G TEST. PLAN TO BRING Elects. in on Wed.
- NSCW 'B' TRW. - IEC and Security ARE lined up for work Sun. morning. (MW0 18900462) will require GPC mech. support to rem barrier. NO I/F's will be here.

- DEP for UG valve deletion not received until 2:35pm.
MWO in revision? pking. Found indication on pipe (for fab), checking to see if cracked. Pipe was cracked. Getting new pipe & couplings.
- Plan to detern Cont. Equip. Hatch Hoist last item before closing Hatch.
NEED to get B/M's to drop Hoist and removed from Containment.
NOTE: ELECT TO DE-TENM MOTORS PRIOR TO REMOVING.
- ~~NEED to ^{WORK} ELECT. CREW THAT HAS BEEN WORKING SIGMA CONSOLE DEP. ^(W) vendor rep is working anyway~~
- Mark Seymore is working on ILRT pre req's.
- 1PV3000 - need to weld repair press. seal area & re-machine.
MWO getting letter from vendor for concurrence. NEED TO HAVE ~~MACHINE~~
~~work~~ → welding completed this weekend so Cont. Field can machine this coming MONDAY.
- NEED OPS to release Back Feed clearance & restore to normal configuration.
- Seal Inj. on RCP's should happen sometime tonight. NEED TO Roll Paps. to flush seals.
- NEED OPERATOR FOR MSIU STRUKING.

7:30p NITB.

Unit 1 will not go critical until Regional NCC gives go ahead.
L-ESP testing will not be conducted until NCC is notified and concurs. Same for Logic Board testing, Sequencer testing.
Expect interviews and re-interviews of plant staff associated with event.

stability OSES prior to starting Weld on 007

Fill / ~~Start~~

Drums

LHRT / ILRT

NIS:

Meeting 10:00A / 10:00p LHRT/ILRT
Rep from E-4 Dept

- Passenger manway is on & "Conserved, insulators going in"
- Did hot torque on "1B" D/G. Had one air start valve bolt to move. Plan to start D/G back up at 2:00 am and shutdown at 6:00 am. Dayshift IMO will be standing with torque wrench in hand at 6:00 am
- Started "1B" engines 2:00 am. Got "Hi Inlet Wtr Temp" alarm in. Sent Scott Operator to jacket wtr test each temp's, inlet and outlet wtr both well within spec. Checked engine control panel and found 13 swt venting. When 13^{stand} starts engine should start trip, when 13 starts IT DIDN'T TRIP. MM had control room shut engine down. Now we're really got a mess. Both D/G's are questionable!
- DCP 90-130 on "3" NMR motor sitting in wtr collecting dust. MAXO is with DCP but nobody up there know anything about it and was not pursuing it. Must not be important any more!
- Stacked a third MSIV. This one was one that we didn't bring to the shop during IR2. It has the something. Reverts the pump side from the start on and the non-pump side reverts in the fault and visa-versa
- Will not be able to remove material from engine hatch at 5:30 am. Still have several things need to get out of containment. May hold the decommission over till 2:00 am. If not ready by then, will let GC workers pull the material out, and day shift backbones close hatch
- Having a hard time getting HV-2700 (Exe Protection Valve) to pass LLRT. Has failed twice. ISC trying to shoot stroke value and see if it will pass. 3rd LLRT I/P - IT FAILED! HV-10950 (Kilcoos MW) failing LLRT unbalanced bed, went back to Andy Dony LLRT from back side to see if pass. If it does, it is a good indication the valve is welded in the low backbones, which is what had was a big difference.
- Spring on on NMR 5 hinges installed, set and brought off by GC @ 4:15 am

- It has behind schedule, best it has in last 24 hrs
- Need to hand roll REP's today
- Fill & out in progress, schedule to last 24 hrs
- Expect to close evening batch this morning
- IART meeting @ 10:00 AM
- Look at the long run boards still in conference, need to come and sign notes before it closes

7:30 AM MEETING

- Contact Jim called - having problems with the INNOV-05. Found broken secondary document => rolling to days
- Best food complete, need to reinsert all grounds
- Pass out's in N, are used behind. ART has more going than. Should be ready for the coming night

- On the D/K problems, RCH, RCH, James Suther and myself suggest you get Shadden Company back in town. He had already been released and is in Calif. Lower that trying to locate for this morning. Lower with us to see need that Johnson and call Shadden for advice as needed. We will recommend Shadden. I believe Eng should issue a change order to one to get Shadden to help them. They would know whether they should if or not

- Need to get rid of the 3 grounds on the back deck. Everything is buttoned up. Don't need controlled areas any more
- Don't need my papers on night shift no more, GE use this to lay them off tonight but they didn't. I'm having Security pull those badges. GE has been told to bring them back in Monday morning and tonight
- Also, DEC is talking GE to terminate on ADA night shift at end of shift Sunday night. Remaining work can be done on days
- Ops needs to start filling like all previous Sunday morning

Friday night 2/25/90

3/24/90

Breakouts

- Sandlett may stake, Sandlett now uses Cont 5 (one closest to Simulator). No one else should use gate 5 until further notice
- Security D/S \Rightarrow OS wants garden base run to it so if need to start, can fill it with water

PRINT

- "B" Logic Based - get Shalton & Maceo Lowrey on site
- Calib jacket w/ temp probes - in shop IIT now
- Test "B" sequence with vendor, notify NRC first, don't work till after fill & vent.

NOTICE

- Then LOSP on "B" D/S
- Start working favorably on "B" ATM struts
- DCP coming that will make LOSP signal to D/S the same as SI signal

• We have a lot of equipment that come out of the cans and is in barrels outside the hatch. This needs to be moved around to the railroad by before it starts raining. Forecast is for rain this weekend (so I've been told)

• The 3 MWOs which core filters had were issued to ~~IEE~~ NNI. Only 3 NNI TECHs here today, Rowell said if day shift couldn't work them, his people would.

• MWO 18905022 - received FERs for H610 & H625 about above o'clock.

• MWO 18906163 - Ops using hose for venting, would not allow us to remove at this time.

• Contacted AAJ and got permission to release CR's 15000, 01, & 03 on RCP's for hand roll/flush and prep. for run.

Dusty,

Please ask MARK to write a brief letter to maint personnel explaining the events (as they are known) that took place Tuesday, the events since that time, the NEC inspection team, etc. People in the shop are very concerned and have little info. They are being asked a lot of questions by their neighbors and friends and they feel embarrassed because they can't give them any answers. I think this is very important that we give them some answers. Otherwise, they will start feel we are hiding things from them.

SAP
3/24/90

- Sched. to close Equip. Hatch at 1:00 pm.
- I've heard Leak Repair is coming in to repair leak on Unit 2 A' Hte. Dew Pmp. - if so, we may want to I.D. any other leaks we may want them to work while they are here. If we know of any, we NEED to let WPG know to prep pkgs. for them.
- Mike Lackey requested we take a look at the switch gear we have sched. to clean and see if we can delete any of these. He feels our present sched. will run into Critical Path.
- After conversation with Tom Green, IBA03 will not come down tomorrow. My feelings after this conversation are that it won't come down at all. We are scrambling up electrical work now.
- MWD 9001358 - found problem with leakage to ~~be~~ be at honneth, trying to force up Manly Edmunds to make wld. If not, may use Cimau pipef. HERS.
- • Paul Kochery is the man to notify before any work is done on Directs. (Beeper 126) 4 hrs. prior notice is required.

DCP NO compete.

Equipment hatch closed.

May, rec'd return available (Call Home Type) for IKT conference.

Sat Night
3/21/90

189

Restoration in progress on pen 83, Pen 84 complete
No work yet on ITC set up & test of F.P. Valve
on pen 40.

No extra electrical personnel needed as B team
SAR Not coming Down.

MWO 1-90-0330 for restoration of temp mod
on Backfeed is with MOB, Not a mad Rush
but he is working it,

Westley wrote HPH a memo explaining that
there's no problem with MSIV circuitry.
Copy attached. →

Memo also attached from Lance Black detailing
Coopers terms and pricing for Investigation
Support. IF any of the shit were going thru
turns out to be the result of their activities
do we have any recourse? YES →

MWO 1-90-00541 / 1HV-8438 (crossing between charging pumps)
Saying water was spraying from padding, RMR has looked
at this valve and there is very little leakage. There
is plenty of adjustment left but it is a MOVAT Valve.
Not worth the additional Testing Not to mention
it will be a bitch to get charging taken out
of service.

Weld complete on sample valve at 11:55p, QC must buy
off, ITC notified to start their retest. We may have
to cut this valve out as ITC is telling me it
test's good in reverse. IF this is the case
we need to get engineering concurrence and
wake J. Davis up

1-1204-04-077 - still can't get water to stop. Ops
trying to get it to stop.

Memo—Long Form

PAGE 1 of 2

DATE 3/24/90

FROM	LANCE R. BLOCK (COOPER INDUSTRIES)
TO	RAY HOWARD
TO	HARVEY HANDFINGER
TO	
TO	

- | | |
|---|--|
| <input type="checkbox"/> NOTE AND FILE | <input type="checkbox"/> PROMPT REPLY FOR BY SIGNATURE |
| <input type="checkbox"/> NOTE AND RETURN TO US | <input type="checkbox"/> TAKE APPROPRIATE ACTION |
| <input type="checkbox"/> RETURN WITH MORE DETAILS | <input type="checkbox"/> PER YOUR REQUEST |
| <input type="checkbox"/> NOTE AND USE OR ABOUT THIS | <input type="checkbox"/> SIGNATURE |
| <input type="checkbox"/> PLEASE ANSWER | <input type="checkbox"/> PER YOUR INFORMATION |
| <input type="checkbox"/> PER YOUR APPROVAL | <input type="checkbox"/> INVESTIGATE AND REPORT |

FOLLOWING ARE THE COOPER INDUSTRIES TERMS FOR THE SERVICES OF CONTROL ENGINEERS S. C. YOUNG AND D. PESOUT FOR THE PURPOSE OF INVESTIGATING THE UNIT 1 DIESEL/GENERATOR CONTROL SYSTEM;

① FOR 72 HOUR EMERGENCY CALLOUT:
 \$187.00 PER HOUR FOR FIRST 72 HOURS AND THEN
 \$125.00 PER HOUR FOR EACH ADDITIONAL HOUR.
 HOURS NOT TO EXCEED 16 HOURS PER DAY OR 72 HOURS PER WEEK.

ADDITIONALLY, CUSTOMER TO PAY TRAVEL EXPENSES (INCLUDING AIRLINE, RENTAL CAR), TRAVEL TIME WHICH SHALL NOT EXCEED 8 HOURS PER DAY, HOTEL ACCOMMODATIONS, AND MEALS WHICH SHALL NOT EXCEED \$25.00 PER DAY.

IF GEORGIA POWER WISHES THE SUPPORT SERVICES OF MECHANICAL ENGINEER, ROBERT JOHNSTON, THE FOLLOWING TERMS SHALL APPLY;

\$125.00 PER HOUR, HOURS NOT TO EXCEED 16 HOURS PER DAY OR 72 HOURS PER WEEK.
 ADDITIONALLY, CUSTOMER TO PAY TRAVEL EXPENSES (IF SEPERATE FROM S. C. YOUNG AND D. PESOUT), TRAVEL TIME WHICH SHALL NOT EXCEED 8 HOURS PER DAY, HOTEL ACCOMMODATIONS

Memo—Long Form

PAGE 1 OF 2

DATE 3/24/90

FROM	LANCE R. BLOCK (COOPER INDUSTRIES)
TO	RAY HOWARD
TO	HARVEY HANDFINGER
TO	
TO	
TO	

- | | |
|---|--|
| <input type="checkbox"/> NOTE AND FILE | <input type="checkbox"/> FORWARD ONLY FOR BY SIGNATURE |
| <input type="checkbox"/> NOTE AND RETURN TO ME | <input type="checkbox"/> TAKE APPROPRIATE ACTION |
| <input type="checkbox"/> RETURN WITH MORE DETAILS | <input type="checkbox"/> PER YOUR REQUEST |
| <input type="checkbox"/> NOTE AND USE ME ABOUT THIS | <input type="checkbox"/> SIGNATURE |
| <input type="checkbox"/> PLEASE ANSWER | <input type="checkbox"/> FOR YOUR INFORMATION |
| <input type="checkbox"/> FOR YOUR APPROVAL | <input type="checkbox"/> INVESTIGATE AND REPORT |

CONCISELY

FOLLOWING ARE THE COOPER INDUSTRIES TERMS FOR THE SERVICES OF CONTROL ENGINEERS S. C. YOUNG AND D. PESQUET FOR THE PURPOSE OF INVESTIGATING THE UNIT 1 DIESEL/GENERATOR CONTROL SYSTEM;

- ① FOR 72 HOUR EMERGENCY CALLOUT:
 - * 187.00 PER HOUR FOR FIRST 72 HOURS AND THEN
 - * 125.00 PER HOUR FOR EACH ADDITIONAL HOUR.
- HOURS NOT TO EXCEED 16 HOURS PER DAY OR 72 HOURS PER WEEK.

ADDITIONALLY, CUSTOMER TO PAY TRAVEL EXPENSES (INCLUDING AIRLINE, RENTAL CAR), TRAVEL TIME WHICH SHALL NOT EXCEED 8 HOURS PER DAY, HOTEL ACCOMMODATIONS, AND MEALS WHICH SHALL NOT EXCEED \$ 25.00 PER DAY.

IF GEORGIA POWER WISHES THE SUPPORT SERVICES OF MECHANICAL ENGINEER, ROBERT JOHNSTON, THE FOLLOWING "TERMS SHALL APPLY";

- * 125.00 PER HOUR, HOURS NOT TO EXCEED 16 HOURS PER DAY OR 72 HOURS PER WEEK.
- ADDITIONALLY, CUSTOMER TO PAY TRAVEL EXPENSES (IF SEPERATE FROM S. C. YOUNG AND D. PESQUET), TRAVEL TIME WHICH SHALL NOT EXCEED 8 HOURS PER DAY, HOTEL ACCOMMODATIONS

Memo—Long Form

PAGE 2 of 2

DATE 3/24/90

FROM	LANCE R. BLOCK (COOPER INDUSTRIES)
TO	RAY HOWARD
TO	HARVEY HANDFINGER
TO	
TO	

- | | |
|---|--|
| <input type="checkbox"/> NOTE AND FILE | <input type="checkbox"/> PREPARE TO REPLY PER MY SIGNATURE |
| <input type="checkbox"/> NOTE AND RETURN TO ME | <input type="checkbox"/> TAKE APPROPRIATE ACTION |
| <input type="checkbox"/> RETURN WITH MORE DETAILS | <input type="checkbox"/> FOR YOUR CONSIDERATION |
| <input type="checkbox"/> NOTE AND SEE ME ABOUT THIS | <input type="checkbox"/> SIGNATURE |
| <input type="checkbox"/> PLEASE ADVISE | <input type="checkbox"/> FOR YOUR INFORMATION |
| <input type="checkbox"/> FOR YOUR APPROVAL | <input type="checkbox"/> INVESTIGATE AND REPORT |

AND MEALS WHICH SHALL NOT EXCEED \$25.00 PER DAY.

COOPER INDUSTRIES PERSONNEL SHALL PRESENT ALL EXPENSE REPORTS AND TIME SHEETS TO GEORGIA POWER FOR APPROVAL.

ABOVE TERMS ARE PER VERBAL DISCUSSION WITH DUSTY ADAMS.

Lance R. Block
LANCE R. BLOCK
PROJECT MANAGER

190 ~~3/24/90~~
3/24/90

3-24-90

TO: James [unclear]	<input type="checkbox"/> REVIEW APPROVAL	<input type="checkbox"/> APPROVE ONLY FOR BY [unclear]
TO: Harvey [unclear]	<input type="checkbox"/> REVIEW APPROVAL	<input type="checkbox"/> APPROVE ONLY FOR BY [unclear]
TO:	<input type="checkbox"/> REVIEW WITH ASSESSMENT	<input type="checkbox"/> PLAN YOUR PROJECT
TO:	<input type="checkbox"/> REVIEW AND USE FOR ASSESSMENT	<input type="checkbox"/> SPECIFICATIONS
TO:	<input type="checkbox"/> PLEASE ADVISE	<input type="checkbox"/> FOR YOUR INFORMATION
TO:	<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> COMMENTS AND REPORT

During functional testing of Unit 1 MSIV's it was noted that the control room test switch labelled "Main" operated the non-pump side test solenoid and the switch labelled "Back-Up" operated the pump-side test solenoid. Although somewhat confusing, this is the correct function of the test switches. The MSIV non-pump side hydraulic manifold is considered the "Main" system. This can be verified by cross-referencing the junction box numbers feeding the solenoids in the field to the elementary diagrams. The non-pump side solenoid is shown in the "Main System" portion of the elementary.

MOB - Loaned security a gas weller to be used at Bartlett entrance. Security has been told they cannot to leave it unattended

- Need to limit traffic in containment ~~today~~
- Still trying to drain #3 accumulators to work on 1-120V-04-077
Be careful when you go in to do this work

Bombout

- Fuel Truck driver for air compressors (ILRT) was sent home at 9:00 AM and told to come back at 4:30 AM, unless notified otherwise. Beep 391 if this changes.
- Finally got to start on INB02 at 11:15 AM.
- Decision has been made to give the Diesels precedence over ILRT. 'B' D/G troubleshooting sequence will be as follows:

'B' Diesel

- 1) Logic testing 'B' 10-12 hrs.
- 2) Emergency start 'B', Leak checks of various switches 6-8 hrs.
- 3) UV test on 'B' 6-8 hrs.

'B' Sequence

- 1) Sequence test 2 hrs.
- 2) Operability test 1 hr.
- 3) UV test on 'B' sequencer 6-8 hrs. (work in conjunction with D)
- 4) DCP functional test (Dead bus) 1 hr.

Appears ILRT could be delayed by 2 days or more. Also, work in containment will be minimize due to ILRT equip. in place.

- Reducing actual seating area on fire protection valve to try to increase pressure on mating surfaces. Did not work.
- INB11 is supposed to come down as soon as INB02 comes back up. This is for surge arrester work. We have stayed a temp. pump to take water from south sump to north sump. This is because south sump will be down during time INB11 is down. ^{update} Change in plan, now we need to pump to waste water retention basin. DAS is setting up temp. pump.

Sunday
Day:

- MWD 19000395 - INB02 - Ready for Funct. Test. Also need to work MWD 18804321 before bringing INB02 Back up.
- Logic Testing in progress on 1B DIG. Plan to work to 12:00pm mid. if necessary. If not completed, will work again tomorrow.
- Going down to tighten J-7 on seal table again. If leakage can't be stopped, secondary plan is to freeze seal. B. Baker/House Davis working on paper end. Mike Cagle came in around 4:00 and should be of assistance on this. He has gone down and identified leak. Leak has appeared to have stopped after tightening. May want to check again later this evening.

7:30 pm. MEETING

- Clean up ILET Prep activities
- B-Diesel testing
- ILET Valve pin 40
- Met tower Barrier Taped per HMM Request.
- Venting of Casings on Sigma, Polar Crane
- 077 Valve still Draining Ops to expand CLR Rankby

Diesel Logic testing on B is through for the night. Consensus is. P3 is problem and IFC is to change out this am. MWD 1-90-1511. PRH had door to B Deactivated RCH or Hawk can have it activated this am. Logic testing MWD "1537"

Seal table has been inspected by Cagle and Withrow. Last inspection was at approx. 350 psi. No Leak. Decan is supposed to start, they are to use hot water per HMM. This has been relayed to that supervision thru Curtis Peters.

Sunday Night: 1
3/25/98

The following is a list of recommended inspections for both Train A and B D/G's to achieve operability status. These items are recommended by Cooper Energy Services personnel and myself:

- 1) ITC to obtain from the Warehouse all replacement parts (due to O-Ring Service Life) and calibrate.
- 2) Test main bearing temperature detector lines for air leakage.
- 3) Change out eutectic trip devices, verify rod is even with the top of guide tube.
- 4) Repeat Step 2.
- 5) Perform Engine Logic Test per 27563-C
- 6) Run engine in Emergency mode, check for leakage on each line to eng. trips.
- 7) Replace other required engine components (due to O-Ring Service Life)
- 8) Repeat Step 6
- 9) Perform 3 engine normal Control Room starts and on the 3rd run engine ~~set~~ at 6 kW for ~ 1 hr.
- 10) Perform U.V.

* IRT status written by ART on announcements problems on MSN's, MSN0 will go to ITC. Should be out by 3100 on. MSN0 going to Phil Leeburger.

* when IDW gets off site for OTR valve, need functional on 1 valve - 2008 is on site

* Ops (Charles Sutter) aren't bring site for site set up pumps, why on this to vent for IRT. Arranged meeting between Rick Vought and Jeff Gower to resolve. No resolution so need JRT Drive to resolve

* MSN0 continues to work restriction of nitrogen bus. Only have 2 check working. Invert call. need 4 check with MSN0 & MSN1

202
Monday
Days
3/26/90

- Need I'D welds to expand clearance points on Clearance 15007. We need to disassemble valve 1-1301-U4-264 to perform hydro on bonnet. Right now this valve is tagged as a boundary point. (REF. MW0 18905995)
- 'B' Condenser Water Box - 2 Lower Manways on South side need stay open until re-coating of area where anodes were recently welded in is repaired. Bill Lampkin has pkg. and now waiting on coating material.
- Keith Hodnett, Terry Attky, Monty Edwards assigned to "B" DHR party on drydock. WKH has been talking to Eng a lot about different ways to accomplish this. Maybe he make some progress. ERK needs to assign a foreman and two welders to this tonight. According to Mike Chance Steve Kaplan is your man on rights to some RL's as needed. Probably will need two welders and two mechanics on each shift to help
- 1900/1398 (DAS) ⇒ ctel needs starter (has something to do with Restock)
Called MES, he hasn't started → RCS has in field now
as of 1:30 pm
- Put ^{new} PB switch in "B" Dk and did logic test, it tripped.
Changed out shutdown logic board, repeated logic test, ^{it worked}
~~logic trip. Had scheduling time. Tried to make it fail, it didn't~~
- ~~DA~~ Duty to call DPB around 3:00 pm and tell him to come in on drydock tomorrow and be ready to hand up work on split mechanical seal on TPCL pump and big replacement. Called DPB at 4:00 pm.
- Beekley called about outstanding work on SG-60. Only MW0 open against the ck he was interested in was 18708630. Beekley has relief when pulled. All other work is complete against that ck.

Days 3/26/90

Monday

- Apparently Keith was able to stecke the guys from B'ham. Now we can install more suitable restraints. We can fab. we want and get an ABN from Vince Stewart.
- Main Feed Pmp A/C Oil Pump High Press. Discharge Flange was found to be cracked 180° AROUND. Johnny has found one and should be on site tomorrow.
- INBF & INBE CAN COME DOWN DURING ILRT FOR CLEANING. ALSO INBOB CAN COME DOWN FOR ARRESTORS.

Nights 3/26/90

7:30pm Thu.

Unit 1

- Continuing 'B' D/G logic testing - will not complete tonight
- ILRT Prep. continuing - Thu. sched. for 12:00 midnight
- Main Turb. L.O. - ops will try to fill tonight
- Outage END DATE CHANGED TO 4/11/90 AT 12:00 midnight.

Leak on Canopy weld on Head, Painter, withrow and 2 Mechanics going in to look at and later exactly where leak is coming from.

2A HTR Drain Pump Vibs now at .32 in per sec
Maint Engineering wants to shut down.

B Diesel is scheduled to run at 10 AM this morning
I/C doing some recals in prep for this run.

B-EHR Engineering has pkg and they are redesign and evaluating tying Hard Struts to MEEZ structure WKN got engineering in the room and apparently milked them. If engineering had listened to my ass in the damn first place we could be putting this in instead of waiting on their ass. They say we will have a design by morning. They did not which Day. I guess this is progress

3/26/90

- Penetration 40 \Rightarrow PASSED! Good Job
- Jacket Wtr Temp Suits - 2 of 3 appeared bad, got 2 out of water and tested, 1 had o-ring seal missing off cap, the other would not stop releasing. Went to get 3 more suit's and one better than now. NO MORE SPARE JACKET WTR TEMP SUIT'S IN WSHR.
Have also started test tubes on Temp switches. Also, setting up recorder's for UV test
- Insulators working 5-8's
Insulators working 6-12's
- CIMCO complete with these part of INCH. MCB working in broadcast
INCH will be next
- Need RFR for DCP 45 1900AS04 Arl/Sam King/Steve Bailey
• Need RFR for DCP 290 Bob Bryant
- INS-1MA0409 Electroswitch 3276EM-105
 S/N 59070-00015625 GPES-906813
 Loc A-57-E
- Changed out 2 of 3 Jacket Wtr Temp Suits yesterday on dayshift
 Moved to night shift to calib. See above for night
 shift details
Engine LO Temp suit also appears to be releasing. Need
PRG to disposition DC's on the two emuls so can use
for parts
REST 12:00 to complete calib
- Removing strand in head so can clean up brown deposit,
 approx 5-10 lbs of brown. Appears to be an old leak by
 the levels of contamination. Leak is at the 3rd

WV-1, heavy work
3/27/90

- GC wants another team on Coker switches for 3/6 of one month
- 2 security wants in just 24 hrs

Breakout on Casing Seal Weld Leak

- Continue to remove shroud so can get to the seal weld
- (W) has a repair technique that would not require draining down
- Need to look at coil stack and connectors closely to ensure beam hasn't affected them
- RTI has a welder qualified to make this weld
- This particular weld is a shop weld, it is not the weld (W) has experienced problems with at other sites
- Need to determine if need to remove coil stack to facilitate welding
- GC inspected lower casing seal welds ^{approx 3/4/90} and did see beam. Documented in inspection report, reported to Song Lee. He wants MWD to inspect and clean beam and RT 3 casing seals (lower). Beam that was present was assumed to have been from the conical leak
- In future, as if we find any ferric acid, we clean all beam (after completing good inspection). Should have done this while beam was in stack

• Conference call with (W) from M. LaKey's office at 9:30 AM

Final outcome of call as to needs prior weld repair.

- Remove necessary shroud to access area for Deon and inspection
- After inspections, Remove missile shield and coil stacks in the immediate area of Leaker to allow access by the welder
- (W) recommended drain down below the leak area prior to welding and preheat to dry out
- (W) also recommended megger test on coils that are removed,

1990
4 8801101

Tuesday Night
3/27/90 21

Let Menus know what we intend to do in Cum (Nothing)
② Louk expect to be here this AM, Need to ck with them to determine just exactly what equipment they will need. The use of a foot control would be almost impossible

MSE is proceeding on Freeze seal on O87 valve still have no parts, MWD still says perform inspection this was not changed as I was told. We will establish seal and Break into valve. If problems are encountered it will be interesting

INB19 is down until electrical is working on Amstrons and cleaning. Will work them thru to completion. They should be done by 2:30 / 3:00.

Mr. Hutson got a letter from Casper saying not a concern that Diesel need not be run continuously in order to perform Hot Retorque.

MARCH 27, 1990


TO: MR. RAY HOWARD
GEORGIA POWER COMPANY
VORTLE ELECTRIC GENERATING PLANT

FROM: ROBERT JOHNSTON
COOPER ENERGY SERVICES
ENTERPRISE ENGINE SERVICES

SUBJECT: ENTERPRISE ENGINES 1/4 76021/24
HOT FASTENER RETORQUE

REFERENCE: My memo to you dated 3/21/90 regarding hot fastener retorque.

To clarify the referenced memo, the time interval of operation between hot retorques need not be constant operation, it can be satisfied by accumulative operating hours from multiple start-stop cycles. The generator load during these periods of operation is not critical.


PROJECT ENGINEER

cc Ken Stokes
Paul Hutson
Lance Stolt

Training Notes
3/27/90

Got copy of (D) weld procedure for repair of canopy weld. Given to Howard Davis to Review

Diesel testing going good. Cooper personnel gone to motel after normal trip testing completed.

Diesel started and loaded when UV signal given. Running to get time required for Hot torque. 4 hr. cool down. Cold start and should be home free.

ILRT could start as early as 6:00AM if Rick Verc can get all the signoffs he needs and Ops don't have any problems with their Surveillance Runt.

Ops has Allowed L.O. Rest. IDW to Roll Spectral Flanges

RMR checking on gasket for A HTR Drn PMP on unit also ~~sc~~ scaffold building should be complete by morning. I figured Better Build scaffold while you can still get close to it.

No gasket on site!

Weld on TEE under Generator in progress. I don't know who has been welding on this job but they need their certs pulled.

Ops left drain valve open on Accumulator #3. Been filling and draining at same time. The All and the instrument air clearance looks like will be the hold up to ILRT

Casing Gasket SN 43020-0002212 LOC. H-48-F
Shaw 3 on Hand can not locate

GP 25-906586 5 ordered on 1-29-90

Due date 2-29-90. Need to resolve before we work Heater Drain Pump.

DOP 90-130 B'ham Engineering is supposed to be addressing problems with SILE Discrepancies of welds. Adding welds which are needed but not shown and including a ISM which has been agreed to but not shown in pkg. Keyton is talking to Horton. FCRs are to be generated here on site and issued by 1000AM.

INBA is Complete. Paper needs to close. Electricians gone at 3:30. INB08 Remains to be done

- Started "10" D/K at 5:03. Have to gradually load up to 100% for the then gradually decrease load. Should have been completed by 7:30 morning
- INB19 complete, Op. being backup
- Need Mount Eye to help resolve vibration problems on starter cooling. Arch v. night think vibration is still induced, not in bags
- Need to continue work on TPCW tee under generator (CIMCO)
- CIMCO to continue working on M-3000 today
- Need FCR on DCP 89-051 add hanger in ^{2nd} floor (Ken Goodby)
- Still wky on FCR on DCP 89-240 to delete tubing (Bob Stewart)
- " " " FCR on DCP 89-045 (MWD 14000509) (Steve Sharkey)
- Need CIMCO to work valve/switch and on A9000352
- Starting DCP 43 ⇒ 18905282 } Have 4 days from this morning to complete
 DCP 49 ⇒ 18905278 }
 18905280 }
- Still need to get UAC wite screws installed today (MCS)
- Shut "10" D/K down at approx 6:40 AM. Carbon monitor is supposed to be here this morning
- Got lost with 5230 coupled yesterday. Need to get stuck 5230 today. If get stuck in 5229 use foot stick at today. Still having trouble with 2nd vibrator in test area

3/25/90

North
Vibe
Rm

3016B - good

3016A - has had air lock, found solenoid not put together correctly
have mmo in ART's hand to repair tonight

3026A - good mech/elect except relief valve. Waiting mmo to replace

3026B - bad handout, bad contact (WRT 8944) on relay. will work

tonight if get mmo prepared

South
Vibe
Rm

3006B - did not work last night

• Marcus Edison is on clk for AFW. All that remains is PT
from freeze seal. If need be, can sign him off.

• Had another retaining ring on the a balance isolation valve
come off last night. Should this happen on both sides
when you close the isolation valve for repair, you would
not be able to close the valve. It would not serve
its safety function if say's. Told MSE to write DC
I will discuss with HWH before we turn it in.

• Lacey called ^{mid} to ask if we wanted MWF today. I told him
yes

7:30 AM MEETING

• 72 hrs behind sched, lost 12 hrs in past 24 hrs

• Filling case with beam today after install screens

• Total Score mmo's \Rightarrow 1485

Completed mmo's \Rightarrow 1275

• Jeff Davis can take except to accommodate #3 being failed.

Ops has been instructed to isolate east area

ILC to do ULRT on personal and lock

Goal is 12:00 noon to start test

• \odot coming in today to finalize plan for repair of canopy seal
Will have to remove 3-V cal stacks to do this repair

• Closing paper on '18" D/S to declare it operable

• Heavy problem on Unit 2 with 1 phase from generator backing
up. Priority @ 175°F, alarm set point is 175°F. will
have to reduce level of steam 175°F

• Can take MWF down after ILC starts, must have back before
take 18A03 down (after 18" D/S declared operable)

• 184.5 remain to date

7:30 am meeting with

NOTICE

NOTICE!

- 29000915 "B" powder vessel on Unit 2 needs to be worked
- Another IC on missed OC hold pt's. Second one in 2 days
- ISC needs to continue to work on getting ~~with~~ Hot Tower back on the CRF computer
- GB wants all IC's on missed OC hold points completed and rechecked. Then we need to discuss with NRC resident as to what we are doing to correct this

• Need to remove temp med from INBT to "B" Train x-frame and vent. Then install the same temp med on "A" Train x-frame so when do UV test on "A" D/K, the bacteria will not come into play. Once work is complete on "A" D/K, we will need to roll temp med back to "B" Train so can take down "B" Train surge. HBA is pushing Mul's to do this. When take INBT down (after ILC starts), need to be back up before take 10103 down

• Apparent temp problem on Unit 2 isotope is a thermocouple problem. Mike Duncan should know by 12:00 noon if that is the case. GB wants us to use our infrared equip to determine if we're overheating of ISC takes longer than noon to determine if it's problem

• GB called wanting to know if "B" RMR work could be completed by tomorrow. Told him would be Friday at earliest before would complete

• Calkon wanted to be on site today at noon.

• CORE Bolts/nuts are being laid off tomorrow. The Cagle design over the equip hatch will have to be completed by GRC welders when we can get back in containment

• CORE Insulators/Sheetmetal go on 10 hrs/day starting tomorrow (Thursday) will lay off 4 Insul/4 Sheetmetal Friday

• CORE Insulators go will lay off 2 on one shift Friday. Will have

• Mike arrangements with Stanley Postal on getting GRC craft work 8 hrs every other day (if they want, and depending on the job they are working). This is effective today. See sched on the board behind you

- 'B' D/G is now operable. NPC Quarantine is lifted on 'A' D/G at 3:30 pm today. PKGS ARE being preped to start UU test at 8:00 pm tonight. Next series of testing will be Logic Test, Sensory Test, Emergency Starts, UU Test, & Instly Ops Surveillance.
- NEED 1 MECH. TO SUPPORT AIR COMPRESSORS FOR ILRT tonight. Day shift MAN NEEDS TO BE RELIEVED IN FIELD.
- Received MODE 4 Restraint List of MWO's -

ILRT - press up. showed Drop in PZR Level

Lube oil up and Running

T-MOD - ensure B-train pulled, MWO closed, (Man to ops 1-90-048)

No A-train Diesel testing can be done until FBF gets ~~8855B~~ (1-88-07879) operable, This valve is discharge B-CCP which is ops Boration Flow Path. This will take until morning / Lunch to complete.

ILRT pressurization in progress, Fuel truck coming in.

Cimco Electricians decided not to show up for work tonite, 2/3 of crew for Nites did not come in.

Shows

SG Harper

CT Dwyer

DF Woods

BT Williams

HD Crowell

HN Toler (Foreman)

C Coyle (G Foreman)

NO - Shows

GW JACKSON (Foreman)

FL Washington

RL Walker

ML MURPHY

AR Hammond

R Goodale

EM Gleaton

KB Rasberry

AG JACKSON

P.C. King.

This is a help to the Budget but we could have used their help tonite.

RD Phillips Left site with his Badge. He brought it back and completed a report with Security.

260

Thursday Days

3/29/90

- George wants RHR completed by 7:00 AM. Status is we will do it night.
- Total man scope \Rightarrow 1706
Total contract \Rightarrow 1322
- Starting Monday, JEL needs 2 millwrights & 1 operating eng. to clean up Turbine Deck & Turbine Toolroom. We need to use CIMCO for this.
- Harvey said to ^{support} Stoney ^{with} 3 laborers for Containment cleanup after ILRT. If he wants more, and he will, he needs to talk to MR. Finger. These men will report/work for Rusty knows not Stoney.
- It appears we will supply a carpenter (or someone) to log tools in and out of Containment after ILRT. HMM says CCR will call.
- Fisher Rep. Daniel Watts, is here today. He will be working on re-build of 1LU4333 & 1LU4334.
- Work on 'B' RHR was Suspended by Cps. Concern was due to only cooling flow path available. Harvey tried to help remove this obstacle, but was unsuccessful. It is apparent Cps feels we are a bunch of -yard apes and will disable pump if we are in the room. This will delay completion of the work!
- Clock for 8hr. hold on ILRT will start at 11:30am. Presently, in stabilization period. Blow down/DEPRESSURIZATION is expected to take 14 hrs. (ie. before re-entry into Containment).
- "A" D/G worked like a charm when subjected to UV test will now go start logic testing
- HMM says can go back to work on "B" RHR @ 1:30pm LONG
- Ops will be running 'B' D/G 3 times a week for at least the next 3 wks. We will need to perform Boroscope inspection on Heads within 48 hrs. of each of these runs. Ops will run D/G on Sunday, Tuesday, & Friday. We can do our surveillance on Mon, Wed, & Friday afternoon Saturday.

• She Ran on 'A' D/G started at 12:00 noon. Haven't experienced any problems as of yet.

• Finally got release to go back in on "B" LHC @ ^{3:35} 3:05 pm. Location paths are higher with pump running. Night shift needs to ensure they have adequate # of people available to suffice in/out of room tonight.

• Dayshift doing INSE & INSO8. Both will be turning to night shift. Also looking at taking down 1A805 (no mistake, this is "A" Train) tonight. PEST 2:00 am to complete INSE & INSO8 5 MW's on 1A805, my desire to also clear once you get into game.

• CIMCO did not finish alignment of stroke cooling pump. MWO in BSR on table. Need to get SRC night shift mechanics to work this. PLEASE!

• Laying off 1/2 the CIMCO millwrights tomorrow

• Jewett Kitchen should be bringing you a packed up copy of these Mode 4 returns tonight. Have Debbie or Rosemary type these in the "Foreman Comments" of the NPMIS file, not the "Plant Activities File". We have a meeting Friday afternoon to discuss all Mode 4 MWO's. See president on table sacked by Foreman. Be sure you get updates from night shift people, "FBE, MEE, MEP, MWS, WME

Already gave these to Edwards, need updates back and input into NPMIS "FOREMAN COMMENTS."

• Try to keep "2P/1P" box empty.

• Trubee finally on turning game at 5:20 pm.

• Bad problems with weld on HV 3000. PT looked like shit city. Having to machine back down and go again. Be sure you have your best try welder on this.

3/28/90

• Vic talked to IBEW and the International BA. Seams Plant Hatch had a much bigger problem last night and today than we did. BA's are supposed to have one problem solved. If you have a similar problem tonight, keep me and Vic

• AST to be depressurized by noon tomorrow from ILRT. Need to ensure we get the cables off the polar crane as soon as containment entry is allowed. This will free the polar crane to support the canopy seal weld repairs.

DLB is the field prop for the canopy seal weld job. We had tried to assign Stony this position. HMM told Mike Lin we have one on field pumps. RAA/W. Khan are the night field props, however I believe RAA is clearing on a home in Mason Friday @ 4:30 pm. Suggested to DLB that he get Cogle to come in on night shift Friday night

• MW's on DCP 89-049 (18905278/18905280) and DCP 89-043 (18905282) are PWC, wty pumps. These are the DCP's started yesterday that we had projected for system outages

Trying to milk Ops into getting us start work on DCP's 89-042 (18905537) and 89-051 (18905535/18905536). Steve Chestnut is supposed to write up: CCO's tonight so can start work tomorrow. FEET can have all these MW's completed by Monday morning (lot of fudge in the especially of work both shifts)

Thursday Nights
3-29 7:00p

(302)

Depress ILRT

Check CIL Holders on TPC's Ops wants to put in Service Diesel testing

B-DHR

A train surge.

OK on Carpenters to be used for tool accountability USE 20427C to track.

Get with Rick on when we will be depress'd so we can free up Polar Crane

3/27/90

INB08, INBE should complete by ~~5:30~~^{5:30} A. LAB05 was cleared at midnite. This will probably not complete until lunch or after.

1-90-00942 Hatch Rigging pkg needs to work when Can opens.

EMR has all obstructions out of way on HTR DEN PMP 2A. This Motor will more than likely have to be reworked. ARE there any plans to send to Forest Park.

DCP 408 - HP will not allow cutting grinding or welding until Cavity Vent Fans can be placed in service. IFC need to install their Flow switches so work can progress

I ask you to consider Mr Withrow as Field Pmp on Back shift he is more than qualified and this week let the man know we have confidence in his ability. RAM is apparently not coming back in until Sunday nite. Cagle said that he really didn't want to work Saturday nite.

got go ahead from Ops to proceed on welds on on B-RHR Motor. Should be in short rows by end of shift

A-train Diesel testing should resume at 8:00 AM Per P. Hud

If B-train SWGA window opens Need to consider electrical support for week end.

Containment pressure at 14 psi. Hopefully be completely depressurized by end of shift.

Communications for Polar Crane are in LNTL's office

Friday Night
3/20/90

Weld Filler Material at Whse at 2210 per Hr.
Attn per DPB/JW they can process them in at 6

ARE we going to send HTR DRN AMP motor to
Forest Park? We don't have Bearings and from
Looking at this contraction move the bearings are
going to be shot!

CRDM Oals will have to be replaced per Wirriou
No details yet. 39 is eaten up pretty bad. Messer
bad earlier. IFC making their checks on New Coil
Stack in Shop

Jacket wtr Temp sensor went tits up. IFC has Locat.
a kit to rework leaking sensor. Testing continuing
will be stopped at UV Test.

Initial Vibration readings taken on B-121R. Proceed
with Strut installation and tensioning. Will Run
Pump and try and get it operable.

Tygon installed per Bill Dunn flooding down. AS so
AS Pressure test can be completed.

- A-Diesel testing suspended when Jacket water +
switches started screwing up. No spares to replace.

Work on DEP-408 slowed by Roy Gusters present
on CLR 15152. FANS are now running and work =
finally!

FRF got clearances and shall have a productive
nite.

Not Bringing any Electricians in on or Contract OR
since Diesel work will probably drag on well in
SAT Nite / SUN MORN.

Sat Day
3/31/90

21

RHR room can be cleaned up. No testing remaining

SAP will not be in today. He is going to be out of town but will call in with a # he can be reached at.

Req # For Jacket Water Temp. Sensors

Req GP25-907407

S/N 29200-26237

Due in at 10:00 AM this morning.

Days Sat
3/31/90

7:00 AM MTG.

- Open Equipment Hatch / CRDM Coils in / Close Equipment Hatch.
- Drain Down to 203 to Support Compy Weld.
- When Jacket WTR SWS. get on site and Calibrated testing can resume on 1A Diesel
- Waldrop to write and process MWO for Equip Hatch.
- 1A Diesel Critical path.
- DCP-40E - Need to push
- 11:00 AM MTG. to go over mode 4 punchlist
- Harvey asked me to look for MWO to Major Generator His concern was the length of time without Stator Cooling. Could not find, talk to Montgomery cause I feel this is where his concern came from.

B-train outage to start Day shift Sunday.

- Have ask ops to run Stator Cooling Pump 'A'. Mike Edmunds is releasing cl. 15071 so this can happen.
- I/W's supporting Equip. Hatch opening by rigging. GPC will unbolt Hatch. Don't see any NEED for I/W's or laborers 'til Monday.
- NEED TO CLOSE MWO ON RHR STRUT WORK TONIGHT. Day shift felt more comfortable with nightshift QC buying welds. Welds should be stewarded by nightshift.

Days
Sat. 3/31/90

- Equip Hatch open at 4:45 pm. Moving CRDM in, bad one out. Bad one will be put into FNB railway. Still preping for weld repair.
- NEED CENTRAL WAREHOUSE OPEN TOMORROW - NEED BOLTS FOR DCP 90-098. BEEPED STYSLINGER BUT NO RESPONSE. TRIED TO CALL 2 GUYS ON CALL OUT LIST, BUT NO RESPONSE. WILL CONTINUE TOMORROW.
- CLEARANCE FOR STATOR COOLANT PUMP WAS RELEASED AT 8:30 AM THIS MORNING. MEGGER TEST ON GENERATOR WAS COMPLETED, AND READINGS WERE GOOD. NOW OPS WANTS TO WAIT 'TIL MONDAY TO RUN STATOR COOLING.
- CALLED P. HUDSON AT 4:45 pm TO HAVE HIM COME IN. TESTING ON D/G TO START WITHIN NEXT HOUR OR SO PER PAUL KOCHERY.
- I/W's spent most of day supporting Equip Hatch & movement of CRDM COIL PACK. Night shift will probably be tied up with Equip. Hatch & MISSILE SHIELD. I TOLD THEM NOT TO WORK ON SUNDAY. THEY CAN WORK ON CABLE DESIGN MONDAY.
- Purge on CANOPY WELD REPAIR WAS STARTED AT 5:15^{EST} pm. May have another bad CRDM, waiting J. Greenwood to look at readings. Greenwood says readings will improve if we dry it out. Question now is do we take this one for 12 hrs. and see if readings improve, or just go ahead and change it.
Decision made to REPLACE CRDM STACK 44. Whug. MWO # to buy NEW ONE. Holding off on Equip Hatch until after swap out. Up Date - (W) looking into buying 44 as is. Should know something in 7:30 am.
- MWO 19000381 CAME BACK TO BBR. Coating repair is complete. Water box can be closed up. Doors on South side of 'B' water box ARE THE ONLY ONES WHICH ARE OPEN. THEY CAN BE CLOSED AFTER 10:00 pm. THIS WILL HAVE ALLOWED SUFFICIENT TIME FOR COATING TO CURE.

Sat Day
3/31/90

23:

- Jim Montgomery called and requested either Sonny OR Paul call him tonight. (863-7595).

7:30pm Mtg.

- Steve Chestnut will be replacing MAG - (^{Chestnut}Beeper 302) on nightshift.
- Unit 2 100% purg. Still plan to pull Hte. DRP SW. night
- Testing of 'A' D/G will continue thru night & tomorrow.
- ANAO2 - TO COME DOWN TONIGHT - PA ANNOUNCEMENT WILL INFORM.
- Purge clock started at 6:00pm - Welders coming in at 7:00am
 - PT after weld (should complete around noon)
 - VT at 400psi (insert)
- Beware of presence of ARROW in lower elevation of cavity.
- Will Rev. original pkg. for CRDM STACK TO INCLUDE 44. (140615)
- LLRT will be required after Equip. Hatch closes.
- DCP 134 - should recu. paper tonight - will be hot! MW0 1900169; now in hand.

Game plan is to get CRDM Rev 44 into Can and remove questionable one and move it to FHS then start closing the Hatch. DRPI going IN with it.

Welder will be IN at 5:00A

Setting up to do UV Test on 1A Diesel. M Chance and B. Kiplin getting ready at the sequencer.

CLR 15071 pulled at 8:30A Ops doesn't want to run pump and I am not pushing it now. May try later in shift if manpower comes free.

Waiting to close hatch until IFC can get resistance readings brought off as good. CRDM and DRPI readings were just outside acceptance criterion. This shit is unreal!

UV Test on Diesel-A is SAT. Should start capability run at 5:00A EDST. Tried to milk them into 4:20 after time changed but ops was so smart they lowered it all.

A Diesel Running for the money. Ops Surveillance started at 5:25.

Electricians (GPE) were not happy about having to work Sunday. I Don't look for all of them to be here.

Joe Thompson will be in Badge training Monday Morning. They pulled his Badge at the watching hour tonight.

Security did not Reset their alarm when Misste shield was put in place. The Stupid Bastards call in here an hour after all the work is done wanting us to remove it. ~~them~~ them.

- 1-90-00137 - TO WPG FOR PARTS
- 1-89-06395 - TO WPG FOR CLR. (Will have to drain CVCS-B)
- A-90-00296 - TO WPG FOR PARTS (ELBOW)

ALL THE OLD CRDMA and DRPE COILS ARE IN FHB

3-30-90

7	2803-01, 04, 09, 18	
8	8807-01 - Main	✓
9	8816-01 - Main	✓
10	N810-01 - Main	✓
11	8807-05 - BBC	✓
12	8816-09 - BBC	✓
13	N810-12 - N80	✓
14	8807-09 -	✓
15	8807-12 -	✓
16	8807-13 -	✓
17	8816-04	✓
18	8816-12	✓
19	8816-14	✓
20	1801-01	✓
21	1801-05	✓
22	1801-09	✓
23	1801-11	✓
24	1801-04	✓
25	1801-10	✓

Follow this scheme for RRR Testing. Dick should also follow this scheme for cleaning and inspecting

GOOD LUCK!

4/1/90

- Need to push Ops to get "B" access channel so NWE can work the return valves to the tower. NWE can go ahead and be working the check valves as soon as a check is being, no drawing myself for this

- Still do not have "B" subhydro at 5:45 pm. They keep saying in 15 minutes

- DBS working on uncrangle of "2A" HX Drain Pump. Having trouble dropping coupling

- General feeling is that if we go ahead and start assembly of BRAIN PART?

OK

- Did OC buy off valve for RHR stub?

- Signed on BACE clr. At 4:15 pm. - THERE IS A GUL.

- RC Howard needs to sign off surveillance for boroscope inspection of 'A' TRIN DIG. Surv. showed 'B' TRN., should have shown 'A' TRN.

- Ops says can't press up to 400 psi w/o changing modes. Revising procedure to press to 350 psi. Tom Green estimates 7:00 pm to be at 350 psi. After OC completes inspection, need to load the wagon and get everything back on board. Will check console @ 400 psi.

- See enclosed list of Mode 3 returns. Only showing 15 mod's for mech/blet/etc. Need to go ahead and start pushing these now

- Need check to update "Farrow's Comments" in notes from Mod 3 return list. Stack of items for check to do today in Florie's desk (including AS's to disposition several DC's)

4/4/90

Get Drain Valve welded in at HTR Drain Pump

Most of our staff is out of the Can. I asked WKH to ensure follow up so we don't get caught with our pants down.

I asked that one welder be left in Can to support RIVUS work.

7:50A

B-Diesel testing

B-ESTAS - test exceptions

CK Surveillances and give update at 11:00

- Push Copeland on Trip devices -

- Push pty on Diesel Mod - short time frame

- T-Mod for 1BD-10 -

- Continue to push paper -

	pull out collection	height with	
			12" bleed
	19001728	- hot job need to have valves in closed position, will put record out on	
	15006	- USER	
	15281	- FILE	
	15813	- FILE	
		- FILE	
		- FILE	
		Back Purge filter	
		Arrow pump used	
		START	
		6" bleed Plug on Condensate HTR	
		DDI-14 injector 19001707	
MPS	DDI-10	injector HTR	100mg coming in 8:15pm 2 mg down
ERT	RTO	By PCS	19001722
WEN	DRAE	09	- bad connection at electrode
RR	FT	MOV'S	19001708
MPS	DCP	123	on D/A 19001751
MPS	WKH	HTR	Drain Valve
WEN	19001723	REC-14	- 215" D checked
Wen	19001704	Cond	HTR DCP

Wed Morn
4/4/90

- Duk inserts for MW0 A8801135 should be in tonight @ 8:55 pm
- MW0 coming out to remove spare motor belts on continuous level C per MW0 90 VM113. Cars will work this Thursday on dayshift (WRT 10129)
- MW0 on acid pump in water treatment bldg is complete - at least this is what I was told, but for some reason I don't feel comfortable with this

DCP-90-133 - B-Train Diesel Complete, need to have
Tests for panels
Austin Randall make Annunciator Windows and install them in order to close pkg.

250016 gaskets, OD's and parts for HL Skid are all in our house.

AAJ - setting 1B01-10 complete to work.

LNTZ - has gaskets and going to the hole

Parham's Wish List for Electricians

- 1 Calvin Cooper
 - 2 HN Telen
 - 3 SUSAN HARPER
 - 4 DF. WOOD
 - 5 C.T. DUGGER
 - 6 KB Raspberry
 - 7 GW JACKSON
 - 8 FL. Washington
 - 9 AP Hammett
 - 10 BT Williams
- Delante Keenan

Wed 4/4/90

7:30 AM MEETING

- BFAS complete on "B" 2/4
- Doing tag out now for DCP 90-132 \Rightarrow EWP has ply, HDA rounds, parts, etc. to do splice
- Do FT on DCP 72 (mwo 18904674) on dayshift tomorrow
- Make 4 now targeted for 2:00 pm Friday 4/6/90 will need to do containment close out prior to that time

(509 PKG is whole again!
FWC to WPG.
Don't ASK

1-90-1573 - RER that was due at 6:00, did not happen. I pissed an engineer off trying to get him to find out where the hell it was.

RMR needing 7/16" Belleville washers. They should be flown in this morning for RMR.

1BD1-10 is complete and installed in Gear, waiting Ops to complete diesel run to remove +-MOO so we can be out of this embourgement. (1-90-0048 IN ZBR)

1-89-00474 - ABI working the 4:4KV BERS. 2 completed will work 2 tonite and complete the FTs. I haven't figured why we were waiting to Draw Bubble in P22.

Diesel is running for the money should shut it down at around 4:30

1-90-1772 - Cisco swapping people in and out. Should complete this morning. (Final Torque)

Withrow used 2 pipefitters to remove some Buttas and some steel from the cans. This should be all of our material except what has been left to support Rivlis.

War Room
4/4/90

War Room Board

- 1-88-2456 - to WPG 4-3
- 1-89-6593 - Personnel Air Leak
- 1-90-0207 - FWC to WPG
- 1-90-1267 - TP to REN BURNS
- 1-90-1573 - Need RER
- 1-90-1575 - To WPG (greater Residual)

Ops will not allow us to Restore T-MOD after 1301-10 was installed. They were Running Diesel. MWG 1-90-480.

HBA Needs to resolve paper problems with 1-89-05020 & 28

- 1-90-00480 - when ops gets ready to Support
- 1-90-00207 - Complete to WPG
- 1-90-01372 - FWC to WPG

Sign Req. for MSE and give to Greg Lynn to get #5

HTR DRN PMP 2A - Alignment in progress - Should be complete with no problem.

JEB is scheduled for vacation 4-14.

Parts for H2 skid here. MES should be able to have a party today.

1-89-04771 - To Kerstins to design a FT.

Telecommunications Cable pulled - Needs to be terminated

1-90-1760 - PRR Flange restoration (RIW)

B. Diesel should be returned operable this AM.

1-88-00823 - Completed - Need to watch the hell out of this pump when it RUNS. "Terry Turbine"
"Need to hold open until it RUNS"
- ERG IN BBR -

Is it true that the only reason CLE Don't go to church is He can't stand to see that many people sit on their ass for a whole hour?

7:30A

- CLE - They want to work 24 HRS DRY Pump today.
- 2A - Diesel Run today
- RUEIS - DCP - will hit today - Circle walks down last night!
- Status RTG of H.C.A
- Push to complete removal of TINED 1-90-480 memo
- RIES has pkg to invest. Inverter Problem

- Fisher ray will be in @ noon tomorrow MR. DAN FISHER
- Parts for low load pushing will be here tomorrow

Line Water pump #2 Unit 1 discussed and necessary about every Friday investigating.

REF	NO	DATE	DESCRIPTION
CFT	19001739		Fac Steam Sample Valve (REV-3515)
FILE TO W/L	*18904771	4/5/90	FILE TO W/L 4/5/90 FT Relays (coming out) 4/5/90 in 10:20 4/5/90 Temp And 90-009 4/5/90 REV-3485 Rev Connector 4/5/90 Got it support @ 2:00 pm
FILE TO W/L	*19004480		
FILE TO W/L	*19001630		
<hr/>			
FILE TO W/L	*19001731	4/5/90	(M)-MGT 2" D/O - DCP 90-133 File, (copy) paper
	*12905129		(CP)-
	*19001729		(M)-MGT 2" D/O DCP 90-133 (copy) to make into log sheet
	*18906593		(CA)-MGT Instructs on personnel details - 8 hrs prior to start of
IMG	*19001758		(CA)-MGT DCP 90-136 RUEIS - log sheet to copy in full work complete
FILE TO W/L	*19001573	4/5/90	(CA)-MGT FILE TO W/L 4/5/90 why RER to close paper - get back to 11:00 am, (copy) paper
	*18901517		(CP)-MGT
FILE TO W/L	*18905820	4/5/90	(CP)-MGT Attached to W/L 4/5/90 ... working on paper work
FILE TO W/L	*18905821	4/5/90	(CP)-MGT Attached to W/L 4/5/90 Acti working on paper work
FILE TO W/L	*1900962		(CP)
	*1900721		(SP)
	*18904674		(M)
	*18904985		(CP) MGT

Tuesday, 4/5/90

4/5/90

- NRC going through MW0's on "A" D/K. ITC had signed off dew point readings were good. They were in fact high. Should read 35°F - 50°F. Reading taken ~~during maintenance~~ on 3/29/90 was 60°F & 80°F. This will probably hold up "A" D/K run. Out setting readings at 2:15 pm. UPDATE: Faded again
- New "B" Turb is closed up. Tail box back in place
- Ope for #3 A/C (MW0 29000613) is supposed to be ready for night shift tonight. Need to work this ~~to~~ to close a plant A.E.
- Live Load packing work should be completed tomorrow on day shift
- 19001616 → MFIV gross indication in stel room reading 310. May be mech problem. Ope trying to say this is a Mode 4 instrument. It's not. Not having remote indication should not affect operability of the two MFIV's in the north valve room
- There is a lot of talk about a galled fitting on RVLIS. Per Mark Lewis, this does not need to be replaced at this time.

* MODE 4 RESTRAINTS

REL TO WPG *18904585 (2P) Returned to WPG 4/5/90

WKH *19001719 (2A) Missing ball & nut from Pinion & low shrouds, out on 4/5/90

Bored has been cleaned off - now have 3 columns

MODE 4 - Green

MODE 3 - Blue

MODE 2 - Purple

Please check them on bored - people should say tell they complete these paperwork, especially on Mode 4 items. Make sure person/signer knows that they have Mode restraints in their possession

Tuesday Night
4/5/90

7:30 AM MEETING

- Hunt 1 @ 180°F, heat up going slow, checking per htc maps
- Do the part checks on 2/6 and excursions. need clear point below
 • 50°F before start test sequence on "A" D/G
- • Need to have all "B" elect MW's closed, before can run "A" D/G
- Stokes, Lane, Hunt (NRC) to be here for "A" D/G test
- Per Spang valves failed FT
 19000983 - now ok
- • 18710690 ⇒ work tonight
- • Containment cleanup to continue tonight
- • RWIS work will continue into night shift. Dryshift paper filter staying over till completion. Make sure paper gets closed
- • DCP TC 18904674 ⇒ work buses INAA, INAB, INAO1 tonight
 AFW
- Mode 4 still sched for 2:00 pm tomorrow
- Mode 4 constraint meeting tonight @ 11:00 pm
- NRC has a hold for going to Mode 2 - issue is the D/G's temp/press switch reliability

⇒ Electricians took average readings on pressure meters. They are performing as designed.

⇒ 19001118 - This MW is to breach and reveal penetrations on AFW per DCP-45. The materials needed for insulating have exceeded their shelf life. Talked to Steve Chantrest and Bruce Rydman and it was decided to wait until dry shift to get PRC to extend shelf life or engineering to say it is okay to use.

See in the
2/6/88

Lee Marshall checking on extending shelf life. 0800 4/6

⇒ 19000721 - 1-1205-44-123 - IDW - 2nd satisfactory torque on check valve. To WP 0515 by David Bradley

⇒ 1-1205-44-122 - QC found valve leaking while performing VT. MW's 18904993 & 19001077 were used to perform corrective work previously. Neely Maint. Eng. for torque evaluation. Royal 054... and 250 at 0400 or. No response.

Thursday
4.

⇒ I & C having problems with gas control, Pose open coil. Think they found problem on bridge coil
KR&CII

⇒ 18710690 - Pzr. Spray valve, 0455C not stroking
via hoses and last gas { Took actuator off and it stroked fine. Reinstall actuator and valve still will not stroke. Sucking not believed to be problem. Package being moved for actuator disassembly.

Comp. ⇒ 19001767 - AA5 - This MWO is to correct a problem on 1HV3026B. Complete

⇒ 19001771 - WLP - This MWO is to cut off sensor in hot bottle on a level of containment

⇒ Cliff Baker found valves 1HV3500 (MWO 189045 status O) & 1HV3513 (MWO 19001755 status 2A) leaking. Torqued body to bonnet bolts on 19001755 on 4-4. Sending to WP for more instructions.

⇒ Unit 2 Heater Drain Pump is ready and eye is warming up eye prior to run. Per Steve White approx. 0800.

⇒ 19001772 - Open spray additive and system support chemistry addition of chemicals.

⇒ All field work complete on MOVATS. Ron should complete paperwork on daylight.
(MWO 19001772 for 1st 4.82) Final check to adjust packing on Cir. Wtr. Imp. Mod

⇒ Dew point on air has not improved. Checked lower refrigerant levels and found to be satisfactory. No evidence of dryer problems.

⇒ 18904674 - Engineering performing functional test per Bruce Kiplan.

⇒ Did not resolve QC problem on 18905620 & 5629.

Thursday Night

4-5-90

⇒ 19001758 - RVLIS - CIMCO, completed hangar change. S.C. to install tubing under MWO 19001268.

Memo - Long Form

4-5-90

R.P. [redacted]
 C.L. [redacted]
 S.A. [redacted]
 H.M. Handwerker
 L. Norwood Jr

COPY AND FILE
 COPY AND RETURN TO ME
 REPLY WITH COPY RETURN
 COPY AND SEE ME ABOUT THIS
 PLEASE CONTACT
 FOR YOUR APPROVAL
 NUMBER ONLY COPY OF MEMORANDUM
 TAKE APPROPRIATE ACTION
 FOR YOUR RECORD
 COMMENTS
 FOR YOUR INFORMATION
 DISSEMINATE AND REPORT

REF: CHESTERON LIVE LOAD PAGING
 Problems:
 A. Wrong WAGES: G.P.C. led to G.A.I.
 B. Wrong RALPH WAGES: CHESTERON SENT
 WAGES SIDE: could not correct
 C. CHESTERON REP. made all MEASUREMENT
 FOR THESE VALUES:
 D. Man power hours lost on this project 168
 This needs to be changed to CHESTERON:
 E. CHESTERON Eng. said values are live
 load without RALPH WAGES: NEED LETTER FROM
 CHESTERON Eng. TO VERIFY THE STATEMENT.
 F. 10% TO 20% values cannot be live-load
 They should know the values they saw on correct
 live load.
 G. At the time I do not believe these
 values are live load paid:
 H. Until above problem can be solved, would
 NOT allow any more live-load paging from
 CHESTERON. They need to pass the product
 to G.P.C.

R.P. [redacted]
 EX-2053

7:30 AM Meeting

- 119 hrs behind sched, but 0 hrs in past 24 hrs
- RVLIS - Work continuing
- Spray Valve - 0455C
- DG Testing - No change dew point
- 1-1205-44-122 - Body to bonnet leaking
- Spray Additive Tank. 19001772
- Cold Rod Drop Testing
- DCP 072 - 18904674 Coordinate with Ops (Ron Burns)
- Made 4 Restraints
- 19001630 - 1F - 1HV848515 (cont. Sim.) • 18906593 - 2A - Personnel Hat
- 19001729 - 1A - Diesel

TOTAL MAN HOURS ⇒ 1820

MWO'S COMPLETED ⇒ 1597

Friday Days 28
4/6/90

MWO 19001077 RHR Check Valve 1120504122
Need MWO being ventiler to Tongue
Connect.

Call Craig Thompson in tonight
before site. Close out containment
so he can pull M & set for elevator
in containment. Lester has phone #.

- JEL on vacation next week. JK has his JEL's helper
- NISS personnel ⇒ Sleep will be here Sat, off Sun
⇒ WKH, Cagle off both days
⇒ Witham off both days
⇒ RAM will be here Fri, Sat, Sun night working IDA's crew
- MWO (19001630) on M 8485A failed RT, bad ground. JEL went in and found puncture
area. FWC to WPS @ 4:45 pm. Ops needs to return ckt and do

Completed jacket wire press out test on "H" 2/6 around 5:30 pm. Why
Ops to bring ckt so can implement DCP 90-123. Called night sh
cameo electronics in that did the "H" section. They should be
in by @ 5:30 pm. Hopefully Ops will have ckt by then

"H" AHR check valve 122 (had 19001780). About Edge between bonnet may
be cooked. Needs us to loosen 4 bolts and try to pry
bonnet. Writing on Ops to shutdown "A" AHR. Should shut
pump down by 6:00 pm. Told dayshift ^{@ 5:15 pm} to get MAA basing and
be ready to go in at 6:00 pm.

Unit 2 lost a string of plastic tubes today and put the unit through
a transient. Did not run like chain pump at the "4",
today due to this

Will be ready to do RT on DCP 92 on MAA tonight. RHR's home
has shut down

Need GE 662 ^{any return} gear or equivalent for escape hatch and need an
equivalent return. Lunsford trying to get gears in here Sat

92 PROJECT
030520

Friday Days
4/6/90

- Unit 2 "A" SGPP has high vibration. Data was transferred to Pacific Pump in Calif @ 6:00 pm. They are to call the down team in if they feel we have a serious problem. Need to monitor vibration once per shift
- Struck "1" RCP pump and appears the HV-4558 valve is leaking by. Now have problem with two psi spray valves DEA on hot line with vendors, will probably fly one in tonight if we can get him a flight
- HV-4535 & HV-4534 are back together. Need 1 piece machined by Tarrow tonight. Smechett has details
- Smechett has valve in backflushable filter put disassembled plug looks kind of rough, valve seat has a bump on it. MGB waiting DC to get disposition on valve seat
- Both HV's 3000 & 3030 are tremorized. Why on opp to shake. Everybody off all MGB waiting fundamentals

7:30 AM MEETING

- RULIS - IFC work continues
- 19001803 ⇒ HV-0455B
- 1870690 ⇒ HV-0455C
- After completion of end dump test, begin drawing & filling sto's order 1, 2
- D/G Testing
 - 30% on 2K
 - O₂ perform 1470
 - do HV Test
 - leave O₂ running for RT
 - O₂ perform 14980
 - do high carbon monoxide gas perform of 30% RT
- (19001780)
- 1-1205-44-122 Borenet leak ⇒ why "A" INK to be shutdown
- DCP 72 (18904674) ⇒ work less INAA

Friday Night Shift
4/6/90

- ⇒ 1A O/G O/G is fine - ready for ops + spill clearance + run engine 1900 EDT
- ⇒ 2000 hrs MBE's crew tonight. Issued man to investigate Air Pump Shut off valve Shaking on vlv. 30264, Man * 1900 hrs. 1920 EDT
- ⇒ Mew 1900780 for RHR ck. vlv. 122 is back in field to measure for cocked seal.
- ⇒ Mide 19001780 for RHR ck. vlv. 122 is back out of field because Ops won't let us touch it while running pump. 2215 EDT
- ⇒ Mew 19001802 for Tygon tubing installation in field at 2250 EDT
- ⇒ A TRN O/G O/G R/H Comp - Ops Serv. In Progress.
- ⇒ RHR ck. vlv. 122 (Mew 19001780) Back to field again. 0210 EDT
- ⇒ Unit 2 Htr. Driv. Pmp. running fine. on mini-flow. 0405 EDT
- ⇒ Replaced gasket on Emerg. Hatch inner door but it still won't seal. Unit taking into. 0400 EDT
- ⇒ A TRN O/G - completed Serv. + O/G inspection call Sat. - Ops. says it should be operable in about 30 min. - 0435 EDT
- ⇒ RHR ck. vlv. #122 back out of field - w/ing. Clr. to rework vlv. bonnet. (locks have bolt holes when they are loosened.) Mew to w/r for rev. 0530 EDT
- ⇒ 19001802 for Tygon Tubing is installed
- ⇒ 19001805 for hoses to drain down - had to re- package to install! hose from 115 vlv. to the 004 vlv. I/P "Hose installed"
- ⇒ Parts for LV 4333 + 4334 are machined + ready for MBE.

4/7/90

730 mty. 4-7-90 168 hrs behind sched, lost 49 hrs in past 24 hrs

- VLT outlet vlt's closed for air scan - need to investigate
- 168 hrs behind - 48 hrs in past 24 hrs (Lowman Press. in Az.)
- O/C IA test + Mod is complete
- Ch. Av 122 on RHR working by press seal
- Tygon Tube is in place for form. scan
- INAA Fund. Test is complete
- Turbine is on Term-gear oil/seal oil
- Need to expedite parts for 3955B+C vlt's
- Pre Cool drum: to ?
- Made 4 by name schedule - to 1st Tuesday 4/14/90
- 15593 chr for 1st vlt (Just written by 2846)

For 1PV-455B+C

1X6AACL0-452-5

Fisher


Fig #	P/N	STEEL
30B	10A5476XD12	SL-LEVE
31		V-NOTCH GALL
36		WASHING
37		DRIVE SHAFT
42		GEAR LOADING STRAIN
83		SHAFT

Terry Lunford trying to get parts

Apparently CC-13" ran for about 6 min. with no suction water regenerator. Checking Vils, taking oil samples, checking bearing temperature. Need to get main eng in to try oil off.

11:00am 4/9/90
4/9/90

Interoffice Correspondence

Georgia Power 

DATE: April 9, 1990
RE: Dewpoint Readings
FROM: M. D. Duncan
TO: C. L. Coursey

The following dewpoint readings are for Unit 1 and Unit 2 Diesel Generator Air Compressor. Samples were taken from air receiver tanks on 4/8/90.

Unit 1A Diesel Generator	
12403G4001K01	34.2°F
12403G4001K02	33.2°F
Unit 1B Diesel Generator	
12403G4002K01	44.5°F
12403G4002K02	36.6°F
Unit 2A Diesel Generator	
22403G4001K01	43.9°F
22403G4001K02	60.9°F
Unit 2B Diesel Generator	
22403G4002K01	33.7°F
22403G4002K02	44.4°F

Unit 2A Diesel Generator Air Receiver K02 is currently out of specification and is being continuously blown down.

MDD/jbc

M. D. Duncan

- DCP 90-115 => cooling water piping for TRCW - do not have enough. They ordered 40 ft, DCP calls for almost 200 ft. Ordering another 150 ft of schd 80, 1/2" pipe
- MW 19001825 weather last night to adjust load set's on MSK's... MW now to JLF
- Dayshift went in on per spray valves and found a bushing broken on the gearbox. First impression is that the bushing was left out of ASSE. MDD: No longer an impression, it is true. Preparing to drain back down to take AV-0455C back apart. Will continue back together with AV-0455B. DEB/MW pulled rods out off AV-0455C before they came out @ noon.
- 19001827 => EBOP coming down, turbine pump would not auto start

Ops released to fill & Vent at 1.5:4

What are we going to do about the Holiday?
When are we coming off shift?

I've Been used this fifty times tonite.

MSE took 1-90-01854 - Cap removed, Valves Flushed
closed off with no leakage, Cap restored. Will
close when system is pressurized. Per Pantner
Value Cap only had maybe 6 to 8 drops a minute

EDW has 1-84-6377 - ARV-3030 - instructions say to chase
threads and Neo-tube, this will leak again. Need to
see if using a pipe plug will take a act of congress.

This morning WRS dropped a pm. on us for all the
ARV's 1-90-01326. Checklist is just basic checks
of fluid levels and physical damage

EDW worked on Fire inspection report, MSE & JEB started
working Fire protection Surveillances

Both Diesels have been run in last 24 hrs. Boroscope
inspections need to be performed. Surveillances are
in Duty office. Also LNE says vibration data has
been being taken for Maint Engneer for trending purposes.

Got one of the clerks in with to input your comments
ON MODE RESTRAINT LIST. Struck Comment on MSIV's.
These pgs should start showing up as in closure cycle

Not getting much response from craft after 8 hrs.
Might have 4-6 people total leaving.

Rowell has 453-C together and packed, at 6:00A
they were torquing actuator, Ops has filled to
90%. Decided not to snatch tygon and fill and
Vent hoses until were sure were out of words
on 455-C

Days

- Tried to put main back on tuning gear, bke tripped. After
tuner in control room, will get Ops to reset bke and try
again. Need to be prepared to troubleshoot problem. Need
to get on tuning gear band. Polo, Sonby, Munk, Munk, Munk
still have until we try again
- Sent msg 19000997 to control room to allow them to review & check if
msg logged to Ops. They are to send back when through for us to
until mode 3
- HV-4333/4354 to ITC to set stroke
- TRW pump has problems, DAS believes coupling not bonded correctly
- ACH completed borosilicate inspection on both D/G's

7:30 AM MEETING

- Press atm HTR supplied by Unit 2
- Looking at why bke keeps tripping on main tuning gear
- For 200'f, 350 psi
- When get finished with 435B/c RT, will start RCP's
Then will take tygon & hoses out of containment
- Continue to clean up containment
- Mode 4 MWO's (19001892, 19001805, 19000716, 18905593)
- Forget Mode 4 entry @ 8:00 am tomorrow morning
- Plan is to rotate lens area 1 tooth to get lens area to lens
like 455B. Vendor has had past problems with lens area not being
properly metal-matched from factory. Want to check RCP #1 so can verify
- ACH went in today and torqued console valve is looking by now
at 350 psi. He did see movement. Everything was torqued down good and
locked. He did see boxes at #3 console. Decouplers have been
- lens this one with will continue to rotate as we press up

92 PROJECT
030526

Tues ~~Evening~~ Night
4/10/90

• Plan to work 6 elect / 5 mech's, 2 - 12 hr shifts Friday (Holiday). See Stanley Parker, peak shifts by seniority even the OT involved

• Told MRS to put that the mechanics/electicians will go back on normal shift beginning Sat morning (5-2, 10-4). This does not apply to foreman / supt. / supt's

RCP started at 12:10, Released to start work 12:30 No. 6
RM2 has moved linkage arm one notch counter clockwise with No positive Result. This reconfiguration made it impossible to Hook up actuator to Arm.

DEA Called in per Hill when it was decided that we needed to go back to original 2 o'clock position
RM2 and crew are reconfiguring to original orientation marks per Manual.

DEA here at 4:30

1-90-01836 - Benet Leaking per Kaplan and Mechanic. AWS still not out of WPG

1-90-01857 - MSK-30003 - Repair made and reinstal. in progress - should complete by AM.

A-90-0558 - Valves swapped, screwed up valve is on Mezz for parts.

A-90-456 - Spent resin Dewatering Pump. This is Hot and the pump they want to work has a Cracked Casing.

Tuesday Night
4/10/40

The only positive thing that's happened tonight on 455-C is that when ops started RCP our valve didn't leak any.

Big swap session on how the hell we're going to get stroke set, without tearing Angers off actuator stem. Looking at lengthing the turnbuckle to gain the 3/4" we need.

1-90-1820 - pump draws higher than design current. Had ops run Sister pump. It also shows higher than nameplate current on B φ. Per Muro pump motor was pulling 80% of nameplate uncoupled. The vibration readings taken were well within spec. Stokes needs to look at this this am. Bearings only thing that could make motor pull this much current unloaded.

Want to put Foreman working crews on 10-14 schedule. Blueslips on 5 days a week. Supervisors alternate weekends.

Board to your left. Shows craft scheduled to be here this weekend. Real Dots are Blueslips.

Knock the pins out of the turnbuckle and get your 3/4" and so tell with the vendor.

7:30 AM MEETING

- Short 1 made Block 4 @ 11:27
- Heating up to 520°F
- Staked 3010 & 3020 in ~~west~~ north side room
3020 has blown seal, WRT being weather
3010 staked ok
- MWO 1880840 (21V-6276) - need this valve back together
to put steam in lines. May have to break
vacuum to install valve
- Inverse work will begin tonight after HR completes assembly
thing, etc - suggest ITC on this. There is more
than one valve that is work
- DCP (21V-455 & 460) - just work this
- K-12 (21V-704) - ITC to start work tonight
- CCS has some
- I. went up to MWO 19001836 that cannot look up
on ACV check - returned MWO to WRT office
- Tell CEC next to look at seal for running DPs over
today weekend and be sure we have the right prep
time for the locomotive inspections, etc
- ARV 3000 in north side room staked good yesterday, Cys in
to be opened - take for operability. ARV 3030 still has
ITC problem in steam coil
- 19001847 - ITC pump #2 has blk problem, pulling to

Ops called saying they had an open LCO. (25715-103)
was performed 3-10-90 this should be the paper to
close their LCO.

1-89-01589 - Safety Injection - Passed VT-2 but had a small
leak. This should not be a Mode restraint, MOC 1-90-0189
written to rework at next outage or opportunity.
Special Had already been forged to MEX. No response
from Maintenance engineering

1-88-08646 - UV-6276 - Complete closing paper

1-0-1880 - DCP 90-053 - FWC - Holding prog for REC to address
AS-Builds and we can close the paper. Kiplin working
with Ops to get clearance released so we can strike

Apparently WKH found a slight leak on Condens today.
Denny Pantar looked at it this evening and it is a leak
we can't do anything about it now because RX Engineer
has us held up. This morning we need to correct this Leaky
Door #3, South side. Leak is about Head high.

Anyone going into Con must now live by 14900 and 20427

WPA raising MOC 1-90-1168 to adjust limits on 1HV-9335
valve, this is a Mode 3 Restraint.

Per Bottwell they did not work on K-10 at all this evening. They will work this am.

	T 4-12	F 4-13	S 4-14	S 4-15	M 4-16	T 4-17	W 4-18	T 4-19	F 4-20	S 4-21
TLM	X	X	X	X	X	X	X	O	O	O
DLV	O	O	O	O	X	X	X	X	X	X
- FBF	X	X	X	X	X	X	X	O	O	O
PRM			O	O	X	X	X	X	X	X
IDL	X	X	X	X	X	X	X	O	O	O
WDL	X	X	X	X	X	X	X	O	O	O
QMB	O	O	O	O	X	X	X	X	X	X
MSE	O	O	O		X	X	X	X	X	X
AAJ	X	X	X	X	X	X	X	O	O	O
MCS	O	O	O	O	X	X	X	X	X	X
GFL	X	X	X	X	X	X	X	O	O	O
JEB	O	O	O	O	(var)	(var)	(var)	(var)	(var)	O

WPA called me and said ops was getting Dial indication 1-11-9385. They req'd 110-116E to allow us to be able troubleshoot and repair the valve.

Clay has tagged the down circuitry out and there is going to be much extensive troubleshooting going on until they restore power.

Kaplan has 1-90-1880 and is doing the FT with ops.
Still do not have FCR so don't close until we get
it.

CLC - Look at schedule for Running Diesels over the
weekend. Need to ensure appropriate people here to
cover.

ARV-3020 - Seal replaced Allyn with Hydraulics and show
be ready to go this morning.

2441A has been in service since around midnite
LCC cleared. No problems with inverter this morning

IDW ON CHR 15007 Re Terry Turbine. Do Not Sign him
off clearance until we are ready to closely watch
Turbine & Pump. (High potential for Magnum screw up)

1-90-1867 - EHC pump #2 BKR - Breaker Racked in and is
functional. The Gorilla that Racked this BKR in
so tight screwed the cubicle up. This will need
to be corrected when Buss can be deenergized.

1805 Dave new 1110" 14000995 CCW =
Pump leaking out Motor & Pump
PM attached to MILCO.

¹¹⁶⁵ 1-90-01949 - David Hawkins is scheduled to be
this AM. He can RESET Gov. Sigs (Control Knobs)
1 B Diesel. PM 140-01516 shows Completed Sate
Why are we doing this?

AJ Setting LISA Devices / Set up complete - to

1-90-0064 Nscw Barnett Leak ACT valve
Retorque - IDW

Press test and VT2 on Breathing Air improve
going well. Completed without incident

Ops expects to be at NERT by morning.

INSTALLED Calibrated pressure gauge in MAU 5.
so Ops could stroke Valve and deduce operable
when they complete. their stroke will have to
change to 5229. Xmitter problem is Reason Air
shit.

1-90-01787 - 8141C valve - FWC.

¹¹⁶⁵ CLR-15575 should be hung by morning MAU-C-90
LV-7413. South FW Storage Tank Level control

Monday night 4/15/90
 Sat Days 4/14/90
 Sat night 4/14/90

Sunday Night 4/15/90
 Monday Day 4/16/90

While reviewing paper ^{in class} on the famous OS6 check valve, it was decided by BC that as one was sure that the studs were intact - for on the MS2 is what the valve game is. BC and two more were set to go in and look at the studs @ 1:00 pm. MMT call at 1:30 pm and says Henderson has solved problem. Tom Sean calls @ 1:45 pm and says problem not solved why did I pull insulators back. Sent insulators back to HP. Sandra Kuehling calls at 2:00 pm and states evening came. Would like to call TGS & MMT after she lets people in environment
 UPDATE: Studs are A-OK!

• CODE moving HP trailers out this afternoon

• Unit 2 is the outage for tomorrow has been postponed until next week after get Unit 1 up. Don't want to stress out of

• Torqued 1-1204-04-025 to 700 ft-lbs, did not slow down leak - MMT was to consider Leak Repair. GHT looking into this. If we fix this route, will be the first @ component we have leak by. Should be interesting. GHT trying to get Leak Repair - how to...

Night Shift 4-16-90

• Leak Repair going into crew for measurements on O22 valve. (can't get to O22 valve because of contamination) Will have to get Leak Repair Eng. to tell us how heavy & how big clamp will be so our Eng. can do calculations.

• Will get H. Davis / R.C. Howard to sign check sheets for Lisa (19000206) on 4-17-90.

• Lee Mandak initiated MWD 19001971 to adjust B Flyp Turb control valve linkage (To J Suspension) We will try to adjust at POT. Crit Run Turb. Tell Lee Mandak get in car. TWS

• Leak Repair just left site (2:15). They failed the measurements to Texas with ECST of design spec's at 1200 today. This will allow us to make evaluation by our Eng. (They will give us call at 1200 also. They give a 95 g.

• Jps dropped a bank of rats unexpectedly (Shut down bank &) but they went and are doing fine. BC is trouble shooting but hasn't found any clues.

MWD* 19001972 issued to JLC. Our thing failed was terminated @ 1 turn later.

Monday Night 5
4-16-90

- Jps started O/G 1-A at 0700 - MSE has Surv. when run is complete.
- Discovered leaking blind flange on H² Detraining Tank (2nd flange from right side ¹⁻¹³²⁴⁻³⁴⁻⁵⁰³)
Will have to purge H² w/ CO₂ for gasket replacement WRT # 6058. MSE is supporting ops. with procedure to roll spots for purge. MWO 1901973 to BCR (MSE).
- Can't locate parts for Oxygen vlv. 1-1901-04-366. For AC018 200. Need several ite. or whole new valve to Canatakie.
- Torqued check vlv. 1-1306-04-001 (new 1901968) and nuts moved considerably. Left greasing out until Ops. can reposition.
- Pre-warming still not started. In² found acceleration Ref. set wrong on control vlv's.

0730 4-17-90

- Turbine warming MSV #2 Bypass
- H₂ seal oil detraining tank gasket repair
MWO 190 01973
- 1-1204-04-025 Bonnet leak 14000543
investigate leak repair
- Shutdown Bank E Rod movement
- MFWPT 'B' overspeed test

Nights
Wed. 4/18

7:30 PM

- 252 hrs. behind schedule
- 11% heater Pwr.
- Need LLRT on personnel hatch by 0400 4/19
- SG-FP "B" Clr. being reinstated
- Need four other extraction valves fixed for Turb. roll

⇒ MWO's 19000561, 571, 560, 2054 in fill working. MSE
560 & 561 comp. 2030.

Another MWO was down 19002055

⇒ MWC out of can at 2015. 025 not being
Need insulation reinstated. Called to Jim Steele
and he was going to notify Dave Lively in
Rhen. Insulation request in BBR.

⇒ Hopkins says they are getting ready to roll
Turb. 2300. Asked Allen Martin to give BBR
call when actually happens.

- MSE installed 0 MFP spool piece
- Ops was performing a Surv. on U1 NSCW #6 + 10 U6 Emerg. Started.
The Surv. has three checks something in the Sequence Panel during the test.
When they did, it Emerg. started + set unbracketed but available. It started
at approx 0415 EDT. I was in control then at the time for a Turb. Test
bridging. I went to the 10 U6 at approx 0418 EDT and wrote down all flashing
communicators. They were as follows:
 - 1.) Lo Temp. Lube Oil
 - 2.) Lo Pres. Fuel Oil
 - 3.) Hi ΔP Fuel Oil Filter
 - 4.) Hi Temp. Jacket Wtr. IN
 - 5.) Hi Temp. Lube Oil OUT

92 PROJECT
030337

Night Shift 4-18-90

Wed night
4/18/90

- 6.) Hi. ΔP Lube Oil Filter
- 7.) Gen. Under Freq.
- 8.) Emerg. Start

All cleared when reset except Emerg. Start. Other lights at push Buttons

- on Eng. Control Panel lighted wire
- 1.) Ready To Load
 - 2.) Running
 - 3.) Starting
 - 4.) Loss of Off Site Pur/oi SI sig

It ran for approx. 35 min. before Cps stopped from Control Room.
Cps (Control Rm.) had some communication as B Off except for Lo Start Air
come in at Control Rm. Sub-pit & etc. w/ST tag on window at Off

- Engr. has changed Turb test procedure to allow them to Roll Turb. up to 100 RPM's so stop valves can open off of closed limit Sw. that gives SSAT relay & 642 activation upon breaker closure & causes Gen./turb. Trip. Attempting to Roll Turb New (0550). Cps gave announcement
- Check valve Bonnet Gasket replacement on 004 valve at B MFP. Cps setting up functional.
- 252 hrs behind sched, lost 15 hrs in past 24 hrs

Total man scope	⇒ 1877	} was's "
man's Completed	⇒ 1750	
- Made announcement at 9:35 am that they were commencing turbine roll