

SENDING DEMIN TO LGTI

- 1) MAKE SURE ALL MANUAL VALVES ARE OPEN ON DEARATOR #3 AND ON DEARATOR PUMP.
- 2) MAKE SURE THERE ARE ENOUGH DEMIN TRAINS IN SERVICE TO MAINTAIN POWER 1 TANK LEVELS.
- 3) TO GRAVITY FLOW DEMIN WATER TO LGTI, OPEN CONTROLLER MARKED DEMIN TO LGTI TO 50%.
- 4) WHEN USING DEARATOR PUMP :
 - 1) PLACE CONTROLLER IN MANUAL.
 - 2) OPEN CONTROLLER 100% TO INSURE LINE IS FULL.
 - 3) TAKE CONTROLLER DOWN TO 10% OPEN.
 - 4) START DEARATOR PUMP 23A
 - 5) INCREASE CONTROLLER TO DESIRED GPM OUTPUT.
(SCALE X 150)
- 5) CHECK FOR INCREASE IN CONDUCTIVITY AND SILICA BECAUSE THERE ARE NO AUTOMATIC DUMP CONTROLLERS ON THIS SYSTEM.
- 6) CHECK FLOW AND TANK LEVELS TO INSURE THERE ARE NO LEAKING LINES.

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PUMPING WATER FROM LGTI TO LHC 3

1. HAVE ROVING OPERATOR GO CHECK MP-6330 AND POSITION OF DISCHARGE VALVES. MAKE SURE DISCHARGE BLOCK VALVES AROUND AO-619 ARE OPEN
2. CLOSE AO-605 MAKE AK-350 VALVE ZERO (0).
3. MAKE SURE AO-616 IS CLOSED, AO-616 IS WEST RETURN TO TANK #2 AT POWER 1 CONTROL VALVE.
4. MAKE SURE LHC 3 CONTROL VALVE TO TANK T-1200 IS OPEN. CALL LHC 3 CONTROL ROOM, IF POSITION OF VALVE IS NOT KNOWN.
5. OPEN AO-619 ABOUT 40%.
6. START MP-6330 AND REGULATE FLOW USING AO-619.

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REDTAGGING #1-3 INTAKE PUMPS

1. MAKE SURE PUMP HAS BEEN SHUTDOWN.
2. PULL BREAKER HANDLE DOWN AND TURN SIDEWAYS TO DISCONNECT.
3. OPEN PANEL DOORS WITH A SCREWDRIVER.
4. PULL POWER PLUG DISCONNECT AT BOTTOM OF BREAKER, (USE BLACK ROPE TO PULL APART. LAY PLUG ON BOTTOM OF BREAKER.
5. WITH FUSE PULLER IN BOTTOM LEFT CORNER OF BREAKER, PULL FUSES (3) OUT.
 - A. TAG BREAKER HANDLE AT TOP
 - B. TAG DISCONNECT PLUG AT BOTTOM
 - C. TAG FIELD SWITCH

NOTE: FLASH SUIT AND DOW SAFETY OBSERVER IS TO BE PRESENT WHEN RACKING BREAKER IN OR OUT.

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PROCEDURE:

#2,4 INTAKE AND 1-4 RETURN PUMPS SWITCHGEARS ARE IDENTICAL PIECES OF EQUIPMENT SO THIS PROCEDURE APPLIES TO ALL SIX (6) PUMPS.

1. RED TAG THE START/STOP STATION ON THE C.R.T. IN THE CONTROL ROOM AT WATER TREATING. AN ACTUAL RED TAG IS NOT HUNG ON THE C.R.T. BUT THIS SHOULD BE NOTED ON THE RED TAG MASTER.
2. PRESS THE "STOP BUTTON" FIELD SWITCH TO INSURE THAT THE PUMP IS STOPPED. RED TAG THE "START" BUTTON.
3. TURN THE EMERGENCY STOP SWITCH LOCATED ON THE CENTER PANEL OF THE SWITCHGEAR TO THE "OFF" POSITION.
4. AT THIS POINT, THE PERSON THAT WILL BE DOING THE "RACKING OUT" OF THE SWITCH GEAR NEEDS TO PUT ON THE NOMEX FLASHSUIT, HOOD, AND ELECTRICAL GLOVES.
5. AFTER THE SAFETY EQUIPMENT IS PUT ON, THEN YOU CAN NOW OPEN THE DOOR OF THE MIDDLE PANEL AND THROW THE CONTROL POWER SWITCH TO THE OPEN POSITION. THIS SWITCH IS LOCATED ON THE RIGHT-HAND SIDE OF THE MIDDLE COMPARTMENT.
6. CLOSE THE DOOR ON THE MIDDLE COMPARTMENT AND MAKE SURE THE LATCH IS CLOSED, OTHERWISE THE BREAKER LOCATED ON THE UPPER COMPARTMENT WILL NOT OPEN.
7. THE SWITCHGEAR BREAKER LOCATED ON THE UPPER COMPARTMENT CAN NOW BE OPENED. STAND TO THE SIDE OF THE GRAR AND WITH ONE QUICK MOTION THROW THE BREAKER LEVER TO THE OPEN POSITION.
8. THE TOP COMPARTMENT CAN NOW BE OPENED AND THE THREE LARGE FUSES CAN BE REMOVED. BEFORE REMOVING THE FUSES, VISUALLY CHECK THE THREE CONTACTS LOCATED BEHIND THE FUSES AND MAKE SURE THEY DID OPEN.
9. GRAB THE FUSES ONE AT A TIME WITH BOTH HANDS AND "ROLL" THEM OUT INSTEAD OF "YANKING" THEM OUT. THEY WILL COME OUT A LOT EASIER THIS WAY.
10. AFTER THE FUSES ARE PULLED, THE FLASHSUIT AND GLOVES CAN BE REMOVED. CLOSE THE UPPER COMPARTMENT DOOR AND RED TAG THE LEVER IN THE OPEN POSITION.
11. OPEN THE MIDDLE COMPARTMENT DOOR AND RED TAG THE CONTROL POWER SWITCH IN THE OPEN POSITION. THEN CLOSE THE MIDDLE COMPARTMENT DOOR.

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