

**NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL**  
(TEMPORARY FORM)

CONTROL NO: 4355

FILE: INCIDENT REPORT FILE

FROM: Carolina Power & Light Co. Raleigh, N.C. 27602 E. E. Utley			DATE OF DOC 4-10-75	DATE REC'D 4-21-75	LTR XX	TWX	RPT	OTHER
TO: Mr. N. C. Moseley			ORIG 1 signed	CC 39	OTHER	SENT AEC PDR XX SENT LOCAL PDR XX		
CLASS	UNCLASS XXX	PROP INFO	INPUT	NO CYS REC'D 40		DOCKET NO: 50-261		

DESCRIPTION: Ltr trans the following:

ENCLOSURES: Abnormal Occurrence AO-50-261  
75-7 on 3-31-75 re tripping of "B" diesel due  
to low lube oil pressure....

(40 cys encl rec'd)

PLANT NAME: H. B. Robinson Unit 2

## FOR ACTION/INFORMATION

DHL 4-22-75

BUTLER (L) W/ Copies	SCHWENCER (L) W/ Copies	ZIEMANN (L) W/ Copies	REGAN (E) W/ Copies
CLARK (L) W/ Copies	STOLZ (L) W/ Copies	DICKER (E) W/ Copies	LEAR (L) W/ Copies
PARR (L) W/ Copies	VASSALLO (L) W/ Copies	KNIGHTON (E) W/ Copies	SPELS W/ Copies
KNIEL (L) W/ Copies	PURPLE (L) W/ Copies	YOUNGBLOOD (E) W/ Copies	

## INTERNAL DISTRIBUTION

<u>REG FILE</u> NRC PDR OGC, ROOM P-506A GOSSICK/STAFF CASE GIAMBUSSO BOYD MOORE (L) DEYOUNG (L) SKOVHOLT (L) GOLLER (L) (Ltr) P. COLLINS DENISE REG OPR FILE & REGION (2) MPC/PE (3) STEELE	<u>TECH REVIEW</u> SCHROEDER MACCARY KNIGHT PAWLICKI SHAO ** STELLO ** HOUSTON ** NOVAK ROSS IPPOLITO TEDESCO LONG LAINAS BENAROYA VOLLMER	<u>DENTON</u> ** GRIMES GAMMILL KASTNER BALLARD SPANGLER  <u>ENVIRO</u> MULLER DICKER KNIGHTON YOUNGBLOOD REGAN PROJECT LDR HARLESS	<u>LIC ASST</u> R. DIGGS (L) H. GEARIN (L) E. GOULBOURNE (L) P. KREUTZER (E) J. LEE (L) M. MAIGRET (L) S. REED (E) M. SERVICE (L) S. SHEPPARD (L) M. SLATER (E) H. SMITH (L) S. TEETS (L) G. WILLIAMS (E) V. WILSON (L) R. INGRAM (L)	<u>A/T IND.</u> BRAITMAN SALTZMAN MELTZ  <u>PLANS</u> MCDONALD CHAPMAN DUBE (Ltr) E. COUPE PETERSON HARTFIELD (2) KLECKER EISENHUT WIGGINTON F. WILLIAMS HANAUER
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## EXTERNAL DISTRIBUTION

1 - LOCAL PDR Hartville, S.C.	1 - NATIONAL LABS	1 - PDR-SAN/LA/NY
1 - TIC (ABERNATHY) (1)(2)(10)	1 - W. PENNINGTON, Rm E-201 GT	1 - BROOKHAVEN NAT LAB
1 - NSIC (BUCHANAN)	1 - CONSULTANTS	1 - G. ULRIKSON, ORNL
1 - ASLB	NEWMARK/BLUME/AGBABIAN	1 - AGMED (RUTH GUSSMAN) Rm B-127 GT
1 - Newton Anderson		1 - J. D. RUNKLES, Rm E-201 GT
5 - ACRS SENT TO LIC ASST S. Teets 4-22-75		
** SEND ONLY TEN DAY REPORTS		



Carolina Power & Light Company

April 10, 1975

Regulation Mail File

80-261

File: NG-3513 (R)

Serial: NG-75-533

Mr. Norman C. Moseley, Director  
U. S. Nuclear Regulatory Commission  
Region II, Suite 818  
230 Peachtree Street, N. W.  
Atlanta, Georgia 30303

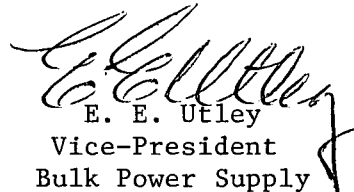
Dear Mr. Moseley:

H. B. ROBINSON UNIT NO. 2  
LICENSE NO. DPR-23

TRIPPING OF "B" DIESEL DUE TO LOW LUBE OIL PRESSURE

In accordance with 6.6.2.a of the Technical Specifications for H. B. Robinson Unit No. 2, the attached Abnormal Occurrence Report is submitted for your information. This report fulfills the requirement for a written report within ten days of an Abnormal Occurrence and is in accordance with the format set forth in Regulatory Guideline 1.16, Revision 1.

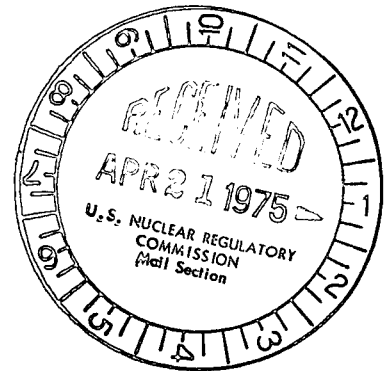
Yours very truly,

  
E. E. Utley  
Vice-President  
Bulk Power Supply

DBW:bn

Attachment

cc: Messrs. N. B. Bessac  
P. W. Howe  
R. E. Jones  
D. Knuth  
J. B. McGirt  
D. B. Waters



ABNORMAL OCCURRENCE REPORT

1. Report No. 50-261/75-7
- 2a. Report Date April 9, 1975
- 2b. Occurrence Date March 31, 1975 4-10-75
3. Facility H. B. Robinson Unit No. 2  
Hartsville, South Carolina 29550

4. Identification of Occurrence

Tripping of "B" diesel due to low lube oil pressure

5. Conditions Prior to Occurrence

The reactor was operating normally at a steady-state power level of 100%.

6. Description of Occurrence

On March 31, 1975, during performance of P.T.-23.1, Emergency Diesels, "A" Emergency diesel was test run with satisfactory results. "B" diesel was started at 1655 hours; however, the lube oil pressure did not increase above 15 psi which initiated a low lube oil pressure alarm. The diesel trip defeat switch was positioned to reinstate the trips causing the diesel to trip on low lube oil pressure at 1657 hours. This diesel failure constituted an abnormal occurrence as defined in Technical Specification 1.8.d. The trip defeat switch was immediately repositioned to again bypass the trips.

At 1700 hours "B" diesel was restarted, and the lube oil pressure increased to 22 psi. The lube oil filter differential pressure indicated 80 psi. "B" diesel was shut down at 1703 hours.

At 1836 hours, maintenance personnel arrived on site to replace the lube oil filters. At 2032 hours, following filter replacement, "B" diesel was returned to service and test operated satisfactorily. The lube oil filter differential pressure was 6 psi at this time.

7. Designation of Apparent Cause of the Incident

The low lube oil pressure was caused by lube oil filter high differential pressure resulting from dirty filters.

8. Analysis of Occurrence

The "B" diesel generator was being tested from the local panel on routine performance of P.T. 23.1 when the failure occurred. The unit was restarted three minutes after the low lube oil trip, and oil pressure increased to a safe operating range. After the lube oil filters were replaced, the operation of the unit was satisfactory. During the time of this occurrence, "A" Diesel was operable and no violation of a limiting condition for operation occurred.

9. Corrective Action

As stated previously, the lube oil filters were replaced by plant maintenance personnel. The unit was operated under load for three hours on April 1, 1975, with excellent results. The maximum differential pressure across the filters at this time was 4 psi. The unit was operated under load again for two hours on April 8, 1975, with a maximum differential pressure of 3 psi. The unit will be operated for one hour on April 15, 1975, to again check the differential pressure of the lube oil filters. Plant operating procedures will be modified to require differential pressure checks of the lube oil filters each time the diesel periodic test is performed, as opposed to the monthly frequency presently required. This action should prevent recurrence of this incident in the future.

10. Failure Data

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|---------------------|--|
| (1) January 7, 1972 | Failure of 2B Diesel to start during weekly test (Incident Report No. 33)  |
| (2) July 16, 1974   | Failure of "B" Emergency Diesel to start. Due to plugged injector nozzles. |