

AEC DISTRIBUTION FOR PART 50 DOCKET MATERIAL
(TEMPORARY FORM)

CONTROL NO: 7987

FILE:

FROM: Carolina Power & Light Co Raleigh, NC E. E. Utley			DATE OF DOC 7-26-74		DATE REC'D 7-31-74		LTR X	TWX	RPT	OTHER
TO: Edson Case			ORIG 2 signed		CC 38	OTHER	SENT AEC PDR XXX		SENT LOCAL PDR XXX	
CLASS	UNCLASS	PROP INFO	INPUT		NO CYS REC'D		DOCKET NO:			
	XXX				40		50-261			

DESCRIPTION:

Ltr trans the following.....

ENCLOSURES:

Abnormal occurrence rpt #50-261/74-13 of 7-16-74 re failure of "B" emergency diesel to start....

PLANT NAME: H. B. ROBINSON UNIT #2

(40 cys encl rec'd)

FOR ACTION/INFORMATION 7-31-74 GMC

BUTLER (L)	SCHWENCER (L)	ZIEMANN (L)	REGAN (E)
W/ CYS	W/ CYS	W/ CYS	W/ CYS
CLARK (L)	STOLZ (L)	DICKER (E)	LEAR
W/ CYS	W/ CYS	W/ CYS	W/7 CYS
FAIR (L)	VASCALLO (L)	KNIGHTON (E)	
W/ CYS	W/ CYS	W/ CYS	W/ CYS
KNIEL (L)	PURPLE (L)	YOUNGBLOOD (E)	
W/ CYS	W/ CYS	W/ CYS	W/ CYS

INTERNAL DISTRIBUTION

✓ REG FILE	✓ TECH REVIEW	DENTON	LIC ASST	A/T IND
✓ AEC PDR	✓ HENDRIE	GRIMES	DIGGS (L)	BRAITMAN
✓ OGC	✓ SCHROEDER	GAMMILL	GEARIN (L)	SALTZMAN
✓ MUNTZING/STAFF	✓ MACCARY	KASTNER	GOULBOURNE (L)	B. HURT
✓ CASE	✓ KNIGHT	BALLARD	KREUTZER (E)	
GIAMBUSO	✓ PAWLICKI	SPANGLER	LEE (L)	PLANS
BOYD	✓ SHAO		MAIGRET (L)	MCDONALD
MOORE (L)(LWR-2)	✓ STELLO	ENVIRO	REED (E)	CHAPMAN
DEYOUNG (L)(LWR-1)	✓ HOUSTON	MULLER	SERVICE (L)	DUBE w/input
SKOVHOLT (L)	✓ NOVAK	DICKER	SHEPPARD (L)	E. COUPE
✓ GOLLER (L)	✓ ROSS	KNIGHTON	SLATER (E)	
P. COLLINS	✓ IPPOLITO	YOUNGBLOOD	SMITH (L)	✓ D. THOMPSON (2)
DENISE	✓ TEDESCO	REGAN	✓ TEETS (L)	✓ KLECKER
✓ REG OPR	✓ LONG	PROJECT MGR	WILLIAMS (E)	✓ EISENHUT
✓ FILE & REGION (3)	✓ LAINAS		WILSON (L)	
✓ MORRIS	✓ BENAROYA	HARLESS		
✓ STEELE	✓ VOLLMER			

EXTERNAL DISTRIBUTION

✓ 1 - LOCAL PDR HARTVILLE, SC	(1)(2)(10)-NATIONAL LABS	1-PDR-SAN/LA/NY
✓ 1 - TIC (ABERNATHY)	1-ASLBP(E/W Bldg, Rm 529)	1-BROOKHAVEN NAT LABS
✓ 1 - NSIC (BUCHANAN)	1-W. PENNINGTON, Rm E-201 GT	1-G. ULRIKSON, ORNL
1 - ASLB	1-B&M SWINEBROAD, Rm E-201 GT	1-AGMED (RUTH GUSMAN)
✓ 1 - P. R. DAVIS	1-CONSULTANTS	Rm B-127 GT
✓ 16 - ACRS SENT TO LIC ASST TEETS 7-31-74	NEWARK/BLUME/AGBABIAN	1-RD..MUELLER, Rm F-303
		GT

Carolina Power & Light Company

July 26, 1974

267

File: NG-3513 and NG-3514

Serial: NG-74-934

Mr. Norman C. Moseley, Director
Directorate of Regulatory Operations
U. S. Atomic Energy Commission
Region II - Suite 818
230 Peachtree Street, N.W.
Atlanta, Georgia 30303

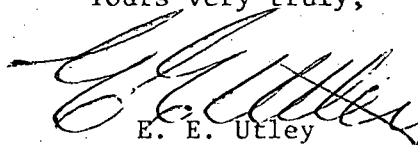
Mr. Edson Case, Acting Director
Directorate of Licensing
Office of Regulation
U. S. Atomic Energy Commission
Washington, D. C. 20545

Dear Sirs:

H. B. ROBINSON UNIT NO. 2
LICENSE DPR-23
FAILURE OF "B" EMERGENCY DIESEL TO START

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.

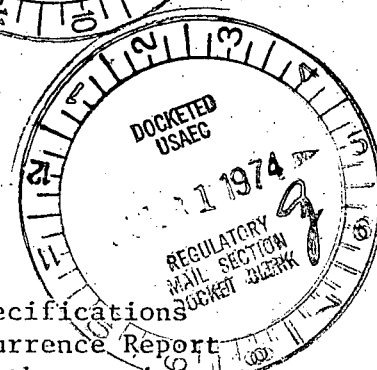
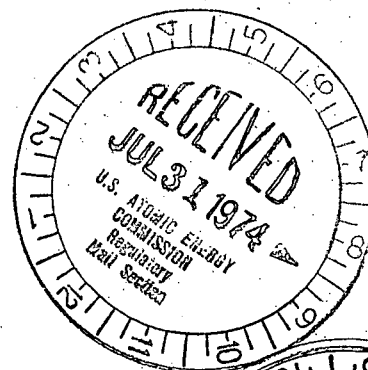
Yours very truly,



E. E. Utley
Vice-President
Bulk Power Supply

JBM:DBW:mvp
Attachment

cc: Messrs. N. B. Bessac
W. B. Howell
J. B. McGirt
D. V. Menscer
D. B. Waters
R. A. Watson



ABNORMAL OCCURRENCE REPORT

1. Report No. 50-261/74-13
- 2a. Date July 23, 1974
- 2b. Occurrence Date July 16, 1974
3. Facility H. B. Robinson Unit No. 2
Hartsville, South Carolina 29550
4. Identification of Occurrence

Failure of "B" Emergency Diesel to start.
5. Condition Prior to Occurrence

The reactor was operating at a steady state power level of 99.2%.
6. Description of Occurrence

At 0853 on July 16, 1974, "B" Emergency Diesel was test run satisfactorily prior to disabling "A" Emergency Diesel for maintenance on a local pyrometer. As required by procedures, following disabling of "A" Emergency Diesel, "B" Emergency Diesel was again tested for operability by initiating a start from the RTGB.

At this time the Diesel failed to respond resulting in an abnormal occurrence as defined in Section 1.8.d of the Technical Specifications.

"A" Emergency Diesel was immediately returned to service and tested satisfactorily at 0919.

A preliminary inspection on "B" Diesel was performed by maintenance personnel with no trouble detected. A start was initiated from the local panel at which time the machine started and came up to rated speed satisfactorily.
7. Designation of Apparent Cause of the Occurrence

Failure of the Diesel to start was probably the result of two separate items.

 - (1) A relay is installed in the RTGB manual start circuit which closes the air start solenoid to the diesel after 15 seconds cranking time. This relay is bypassed if a start is initiated by a safe-guards signal.
 - (2) Investigation conducted after the occurrence by a factory service representative showed one set of fuel injector nozzles were plugged. Had the diesel received a signal from the safeguards system, and continued cranking, the engine would probably have started with the injector nozzles plugged.

8. Analysis of Occurrence

The "B" Diesel Generator was tested several times on July 16, 1974, from the RTGB and from the local panel prior to locating the malfunctioning fuel injector. Conditions prior to the occurrence were simulated in an attempt to determine the reason for the failure to start. One failure was experienced from the RTGB initiation, therefore, the decision was made to declare the machine inoperable and to contact a service representative to inspect the diesel. This inspection was performed on July 19, 1974, at which time the plugged injector nozzles were found and repaired. Subsequent tests proved the Emergency Diesel satisfactory for operation.

9. Corrective Action

- (1) As stated previously, inspections were performed by plant maintenance personnel and a Fairbanks-Morse service representative with no problems other than the plugged injector nozzle found.
- (2) The faulty injector was repaired.
- (3) Fuel Oil Samples were obtained and analyzed with satisfactory results.
- (4) The fuel oil filters were inspected with no fouling detected.
- (5) The Diesel was test run four times satisfactorily following these corrective actions.

10. Failure Data

- (1) January 7, 1972 - Failure of 2 B Diesel to start during weekly test (Incident Report No. 33)