

6/12/78

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)
DISTRIBUTION FOR INCOMING MATERIAL

50-261

REC: SCHWENCER A
NRC

ORG: UTLEY E E
CAROLINA PWR & LIGHT

DOC DATE: 06/06/78
DATE RCVD: 06/09/78

DOCTYPE: LETTER NOTARIZED: NO
SUBJECT:

COPIES RECEIVED
LTR 1 ENCL 1

RESPONSE TO NRC LTR OF 04/10/78... FURNISHING INFO CONCERNING THE ANNUNCIATION
OF DISABLING CONDITIONS OF THE EMERGENCY DIESEL GENERATORS OF SUBJECT
FACILITY... W/ATT 04/10/78 LTR.

PLANT NAME: H B ROBINSON - UNIT 2

REVIEWER INITIAL: XJM
DISTRIBUTOR INITIAL: WJ

***** DISTRIBUTION OF THIS MATERIAL IS AS FOLLOWS *****

DIESEL ALARM CIRCUITRY FOR DIESEL GENERATORS.
(DISTRIBUTION CODE A005)

FOR ACTION: BR CHIEF ORB#1 BC**W/7 ENCL

INTERNAL:

REG FILE**W/ENCL
I & E**W/2 ENCL
MIPC**W/ENCL
AUXILIARY SYS BR**W/ENCL
AD FOR OPER TECH**W/ENCL
REACTOR SAFETY BR**W/ENCL
EEB**W/ENCL
T. WAMBACH**W/ENCL

NRC PDR**W/ENCL
OELD**LTR ONLY
HANAUER**W/ENCL
I & C SYSTEMS BR**W/ENCL
ENGINEERING BR**W/ENCL
PLANT SYSTEMS BR**W/ENCL
POWER SYS BR**W/ENCL

EXTERNAL:

LPDR'S
HARTSVILLE, SC**W/ENCL
ACRS CAT B**W/16 ENCL

DISTRIBUTION: LTR 40 ENCL 39
SIZE: 2P+1P

CONTROL NBR: 781630085

MA/4

***** THE END *****

NUCLEAR REGULATORY COMMISSION
DAILY ACCESSION LIST

02/09/78

PAGE 109

FILE LOCATION

78027-0134 TASK NBR:
LETTER FICHE NBR :
1P+1P NOTARIZED: NO
LPDR: YES CLASS:

P RECP AFFILIATION: NRC
P ORG AFFILIATION: GA PWR

EE EVENT REPT. NO. 50-321/1977-93 CONCERNING THE UNIT 1 NITROGEN TANK
BEING FOUND TO BE BELOW THE TECH SPEC LIMIT.

78027-0131 TASK NBR:
LETTER FICHE NBR :
1P NOTARIZED: NO
LPDR: YES CLASS:

P RECP AFFILIATION: NRC
P ORG AFFILIATION: GA PWR

NG THAT LICENSEE EVENT REPT. NOS. 50-321/1977-84, 85, 88 & 89 WERE VOIDED.

78027-0150 TASK NBR:
LETTER FICHE NBR :
3P+3P NOTARIZED: YES
LPDR: YES CLASS:

F RECP AFFILIATION: NRC
ORG AFFILIATION: GA PWR

DPR-57 APPL FOR AMEND: RE TECH SPECS PROPOSED CHANGE RE THE DEFINITION
ER LIMIT OF DETECTION & THE METHOD OF SPECIFYING LLD FOR EACH NUCLIDE.



Carolina Power & Light Company

June 6, 1978

REGULATORY DOCKET FILE COPY

FILE: NG 3514 (R)

SERIAL: GD 78 1564

Office of Nuclear Reactor Regulation
Division of Operating Reactors
ATTN: Mr. A. Schwencer, Chief
Operating Reactors Branch No. 1
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

RECEIVED DISTRIBUTION
SERVICES UNIT
JUN 9 PM 4 02
REGULATORY DOCKET
SERVICES
BRANCH

H. B. ROBINSON STEAM ELECTRIC PLANT UNIT NO. 2
DOCKET NO. 50-261
FACILITY OPERATING LICENSE NO. DPR-23
EMERGENCY DIESEL GENERATOR ANNUNCIATION

Dear Mr. Schwencer:

In response to your letter of April 10, 1978 (copy attached for reference) concerning the annunciation of disabling conditions of the emergency diesel generators, the following is provided:

1. The annunciator window, "Diesel A Control Power Lost", and the corresponding window for B Emergency Diesel Generator are for a disabling condition requiring immediate operator attention, and the diesel for which the alarm is received is considered out of service. The "Local/Remote Switch in Local" (April 10 letter, Item a) and the "Fuel Rack Tripped" alarms (April 10 letter, Item c) will be removed from the windows marked, "Diesel Trouble" and put on the window for a disabling condition as described above for the applicable D/G condition. The words "Diesel Disabled" will be added to this window and the annunciator procedures will be revised to insure that operators are instructed to take appropriate action if this window should alarm. The window will not have reflash capability. However, this is not considered to be necessary since the diesel would be considered out of service when the first alarm condition is received.
2. In a re-review of the D/G breaker trip relays (April 10 letter, Item b) it was discovered that this condition can come from overpower conditions on A or C phase or from a reverse power sensing relay. However, there is not a common lockout relay associated with these conditions which shut down the diesels as previously reported (Re: Our letter of May 18, 1977).

781630085

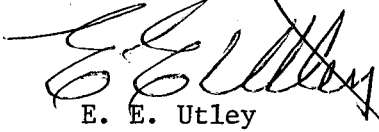
ADD 5/11

June 6, 1978

Instead, the generator output breaker is tripped open and cannot be reclosed until the tripped relay target is reset manually. An alarm would be received on the alarm window labeled "Emergency Generator A/B auto trip" as the breaker opened. The operator would have to check his indication and dispatch an auxiliary operator to the affected generator to either reset the trip signal or to shut down the diesel. Therefore, the existing alarm configuration is believed to satisfy the concerns raised in your letter of April 10.

The above actions or conditions are considered adequate to apply the appropriate priority of action to a disabling condition of the emergency diesel generators at H. B. Robinson Unit No. 2. The above changes will be implemented as soon as practicable pending procurement of any required materials. Carolina Power & Light considers this action to satisfy your concerns regarding the subject and, therefore, believes no further action necessary.

Yours very truly,



E. E. Utley
Senior Vice President
Power Supply

RSM/DCS/gsm
Attachment



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

APRIL 10 1978

Handwritten:
Rud 4/17/78
5415
Bensinger
NLR-78-105

Docket No. 50-261

Carolina Power & Light Company
ATTN: Mr. J. A. Jones
Senior Vice President
336 Fayetteville Street
Raleigh, North Carolina 27602

Gentlemen:

On May 18, 1977, you responded to our letter dated March 28, 1977, which requested information regarding the Robinson 2 diesel generators. We have reviewed your response and have the following comments and positions with respect to corrective measures:

1. In response A.(1), you indicate that "Energization of the shutdown relay" condition shares the "Emergency D/G Trouble" window. We do not consider this acceptable. You should provide a separate alarm for each disabling condition or a single shared alarm (with reflash capability) for all conditions with wording clearly indicating that the D/G is incapable of an automatic start.
2. The following conditions:
 - a. Local or remote control switches (2) not in automatic position.
 - b. D/G breaker trip lockout relay not reset.
 - c. Local manual D/G fuel rack mechanical lockout not reset.should be alarmed as discussed in (1) above.

You should respond to this letter within 60 days and describe any modifications that you propose for achieving compliance with the staff positions stated above or justify alternative actions.

Sincerely,

Handwritten signature: A. Schwencer

A. Schwencer, Chief
Operating Reactors Branch #1
Division of Operating Reactors

cc: See next page