

PRIORITY 1

(ACCELERATED RIDS PROCESSING)

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR: 9510030061 DOC. DATE: 95/09/28 NOTARIZED: NO DOCKET #
FACIL: 50-244 Robert Emmet Ginna Nuclear Plant, Unit 1, Rochester G 05000244 P
AUTH. NAME AUTHOR AFFILIATION
MECREDY, R.C. Rochester Gas & Electric Corp.
RECIP. NAME RECIPIENT AFFILIATION
Document Control Branch (Document Control Desk)
QUAY, A.R. Project Directorate I-1 (PD1-1) (Post 941001)

SUBJECT: Part 21 rept re fuel oil booster pump post-maint testing
revealed fuel oil sys pressure readings of 32 PSIG in
"required action" low range. Plant personnel installed
rebuilt fuel oil booster pump on "B" EDG.

DISTRIBUTION CODE: IE19T COPIES RECEIVED: LTR 1 ENCL 1 SIZE: 4
TITLE: Part 21 Rept (50 DKT)

NOTES: License Exp date in accordance with 10CFR2,2.109(9/19/72). 05000244

| | RECIPIENT ID CODE/NAME | COPIES LTTR ENCL | RECIPIENT ID CODE/NAME | COPIES LTTR ENCL |
|-----------|---------------------------|---------------------|---------------------------|---------------------|
| | PD1-1 PD | 1 1 | JOHNSON, A | 1 1 |
| INTERNAL: | <u>FILE CENTER</u> 01 | 1 1 | NRR/DISP/PSIB/B | 1 1 |
| | NRR/DRPM/PECB | 2 2 | RES/DSIR/EIB | 1 1 |
| | RGN1 | 1 1 | RGN2 | 1 1 |
| | RGN3 | 1 1 | RGN4 | 1 1 |
| | SECY | 1 1 | | |
| EXTERNAL: | INPO RECORD CTR | 1 1 | NOAC SILVER, E | 1 1 |
| | NRC PDR | 1 1 | NUDOCS FULL TXT | 1 1 |

THIS DOCUMENT
HAS BEEN SCANNED

NOTE TO ALL "RIDS" RECIPIENTS:

PLEASE HELP US TO REDUCE WASTE! CONTACT THE DOCUMENT CONTROL
DESK, ROOM OWFN 5D8 (415-2083) TO ELIMINATE YOUR NAME FROM
DISTRIBUTION LISTS FOR DOCUMENTS YOU DON'T NEED!

FULL TEXT CONVERSION REQUIRED
TOTAL NUMBER OF COPIES REQUIRED: LTTR 16 ENCL 16

JA 1.



ROCHESTER GAS AND ELECTRIC CORPORATION • 89 EAST AVENUE, ROCHESTER, N.Y. 14649-0001



AREA CODE 716 546-2700

ROBERT C. MECREDY
Vice President
Nuclear Operations

September 25, 1995

U.S. Nuclear Regulatory Commission
Document Control Desk
Attn: Allen R. Johnson
Project Directorate I-1
Washington, DC 20555

Subject: 10 CFR Part 21 30 Day Report
R.E. Ginna Nuclear Power Plant
Docket No. 50-244

In accordance with 10 CFR Part 21, Reporting of Defects and Noncompliance, Section 21 (c) (3) (ii), which requires "Written notification to the NRC ... on the identification of a defect or a failure to comply", the attached 10 CFR 21 report is hereby submitted.

Very truly yours,

Robert C. Mecredy

xc: U.S. Nuclear Regulatory Commission
Mr. Allen R. Johnson (Mail Stop 14B2)
Project Directorate I-1
Washington, D.C. 20555

Regional Administrator
U.S. Nuclear Regulatory Commission
Region I
475 Allendale Road
King of Prussia, PA 19406

U.S. NRC Ginna Senior Resident Inspector

030007

9510030061 950928
PDR ADDCK 05000244
S PDR

11/19
11

10CFR21 30 DAY WRITTEN REPORT

I. NAME AND ADDRESS OF THE INDIVIDUAL INFORMING THE COMMISSION:

NAME: Robert C. Mecredy
Vice President Nuclear Operations

ADDRESS: Rochester Gas & Electric Corporation
89 East Avenue
Rochester, New York 14649

II. IDENTIFICATION OF THE FACILITY, THE ACTIVITY, OR THE BASIC COMPONENT SUPPLIED FOR SUCH FACILITY WHICH FAILS TO COMPLY OR CONTAINS A DEFECT:

The facility is the R.E. Ginna Nuclear Power Plant. The basic component is the engine-driven, internal gear, positive displacement pump used as the fuel oil booster pump on the "A" and "B" Emergency Diesel Generators (EDG)

III. IDENTIFICATION OF THE FIRM CONSTRUCTING THE FACILITY OR SUPPLYING THE BASIC COMPONENT WHICH FAILS TO COMPLY OR CONTAINS A DEFECT:

The pumps of concern were manufactured by:

Tuthill Corporation
Tuthill Pump Division
12500 South Pulaski Road
Chicago, Illinois 60658

The pumps were purchased commercial-grade, were dedicated by Rochester Gas & Electric Corporation (RG&E), and met all technical requirements included in the procurement documents.

IV. NATURE OF THE DEFECT OR FAILURE TO COMPLY AND THE SAFETY HAZARD WHICH IS CREATED OR COULD BE CREATED BY SUCH DEFECT OR FAILURE TO COMPLY:

The pumps were supplied as exact replacements (by model number) for the original components and were tested to meet pump performance requirements, established within the EDG vendor technical manual (VTM), that incorporated requirements of the pump manufacturer (Tuthill Corporation).

During a scheduled maintenance outage of the "B" EDG (in August, 1995), fuel oil booster pump post-maintenance testing revealed fuel oil system pressure readings of 32 PSIG, in the "required action" low range. (This "required action" range is an administrative band below the normal operating range of 35 to 45 PSIG, established by RG&E based on VTM guidance, historical performance data, and the application of ASME Code OMa-1988.) After other trouble-shooting activities were performed, the fuel oil booster pump was replaced with a new spare pump. With the new spare pump installed, post-installation testing revealed that fuel oil system pressure was still in the "required action" low range. This pump was then replaced with a second new pump and an unacceptable pressure was again observed.

The pump manufacturer VTM states that pump capacity is affected by rotor end play and can be adjusted by removing/adding shims from/to the pump end plates. A third pump (a rebuilt pump that had been previously used and had produced satisfactory fuel oil system pressure when installed) was removed from stock. The shimming on this pump was adjusted to reduce axial rotor end play, and then the pump was installed on the "B" EDG. Testing demonstrated that fuel oil system pressure for the "B" EDG was restored to an acceptable pressure of 44 PSIG.

The potential existed that fuel oil booster pumps could be procured that meet the pump manufacturer performance requirements, but fail to satisfy fuel oil system pressure requirements. (Note that during the procurement of the spare pumps, they were satisfactorily tested to pump manufacturer performance requirements.) If the deficient fuel oil booster pump had been installed and post-installation testing had not been performed to detect this defect, a substantial safety hazard could have existed. The basis for this conclusion is the fuel oil booster pump would not achieve the fuel oil system pressure administratively established by RG&E; therefore, the EDG could not be guaranteed to carry its full design loading under all postulated conditions.

V. THE DATE ON WHICH THE INFORMATION OF SUCH DEFECT OR FAILURE TO COMPLY WAS OBTAINED:

The information was obtained during maintenance trouble-shooting activities performed on August 3 to August 5, 1995.

VI. IN THE CASE OF A BASIC COMPONENT WHICH CONTAINS A DEFECT OR FAILS TO COMPLY, THE NUMBER AND LOCATION OF ALL SUCH COMPONENTS IN USE AT, SUPPLIED FOR, OR BEING SUPPLIED FOR GINNA STATION

There are two deficient Tuthill model 2CF-CC pumps, located as spare pumps in stock.

VII. THE CORRECTIVE ACTION WHICH HAS BEEN, IS BEING, OR WILL BE TAKEN; THE NAME OF THE INDIVIDUAL OR ORGANIZATION RESPONSIBLE FOR THE ACTION; AND THE LENGTH OF TIME THAT HAS BEEN OR WILL BE TAKEN TO COMPLETE THE ACTION:

On August 5, 1995, Ginna Maintenance personnel installed a rebuilt fuel oil booster pump on the "B" EDG that restored acceptable fuel oil system pressure to the "B" EDG.

At no time was the "B" EDG declared operable with a deficient fuel oil booster pump installed.

No corrective action was necessary for the "A" EDG, which was not affected by this condition.

RG&E Procurement Engineering is working with the pump manufacturer and the EDG original equipment manufacturer (OEM) to clarify the required pump performance requirements. Upon conclusion of this effort, Procurement Engineering will revise the dedication plan for these pumps. These actions are expected to be completed by March 1, 1996.

The two deficient spare fuel oil booster pumps have been placed on "hold", pending completion of these actions.

VIII. ANY ADVICE RELATED TO THE DEFECT OR FAILURE TO COMPLY ABOUT THE FACILITY, ACTIVITY, OR BASIC COMPONENT THAT HAS BEEN, IS BEING, OR WILL BE GIVEN TO PURCHASERS OR LICENSEES:

The potential exists that fuel oil booster pumps could be procured to meet the pump manufacturer booster pump performance requirements, but fail to satisfy fuel oil system pressure requirements (established either by the EDG manufacturer or the end-user).

Subsequent to the installation of a new fuel oil booster pump, if fuel oil system pressure (as recommended by the diesel OEM) is not achieved, adjustment of pump end play clearance may increase pump pressure.

