

# CATEGORY 1

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FACIL:50-244 Robert Emmet Ginna Nuclear Plant, Unit 1, Rochester G 05000244  
AUTH.NAME AUTHOR AFFILIATION  
WIDAY,J.A. Rochester Gas & Electric Corp.  
RECIP.NAME RECIPIENT AFFILIATION  
NRC - No Detailed Affiliation Given

SUBJECT: Part 21 rept re deficiency in replacement turbocharger for  
"B" EDG.Deficiency consisted of missing drain port in  
intermediate casing on turbine end.Turbocharger disassemble.

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AREA CODE 716-546-2700



April 9, 1999

U.S. Nuclear Regulatory Commission  
Operations Center  
Facsimile Number 301-816-5151  
Telephone Number 301-816-5100

Subject: Initial Notification of 10 CFR Part 21 Defect  
R.E. Ginna Nuclear Power Plant  
Docket No. 50-244

In accordance with 10 CFR Part 21, Reporting of Defects and Noncompliance, Section 21 (d) (3) (i), which requires "Initial notification by facsimile", the enclosed initial notification is provided. Written notification, in accordance with 10 CFR Part 21, Section 21 (d) (3) (ii), will be provided by May 7, 1999.

Very truly yours,

*Joseph A. Widay*  
Joseph A. Widay

Enclosure

9905240075 990409  
PDR ADOCK 05000244  
S PDR

## 10CFR21 INITIAL FACSIMILE NOTIFICATION

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

NAME: Joseph A. Widay  
Plant Manager

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 basic component is the turbocharger (Model 730), installed on the "B" Emergency Diesel Generator (ALCO Model 16-251F) at Ginna Station. A replacement turbocharger was installed on the "B" Emergency Diesel Generator (EDG) on March 25, 1999.

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

The turbocharger was supplied to RG&E by Coltec Industries.

Coltec Industries  
Fairbanks Morse/ALCO Engine Division  
701 White Avenue  
Beloit, WI 53511

## 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 nature of the defect consisted of a manufacturing deficiency in the replacement turbocharger for the "B" EDG. The deficiency consisted of a missing drain port in the intermediate casing on the turbine end, preventing engine lubricating oil from being able to drain back to the engine sump from the turbocharger shaft and bearings. This deficiency created the condition where engine lube oil was being directed into cylinders through the exhaust manifold piping. With oil in the cylinders, the engine could have been seriously damaged when started. This would have resulted in a loss of redundancy in the on-site sources of 480V AC power.

The EDG was not operable at this time, however, the pre-lube system was in operation. The "B" EDG was being prepared for post-maintenance testing on March 29, 1999, while the plant was defueled. No actual safety hazard existed, because the post-maintenance testing had not been performed.

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

The information was obtained on March 30, 1999, following disassembly of the turbocharger.

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 2 (two), permanently installed EDGs at Ginna Station. Only the "B" EDG was provided with a replacement turbocharger, which was found to contain the manufacturing deficiency stated in IV. above. The turbocharger on the "A" EDG was not replaced, and does not contain the stated deficiency.

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:

The corrective action taken was to disassemble the turbocharger. During disassembly, the deficiency was discovered. Under the supervision of the manufacturer's representative, the required oil drain port was machined open, the turbocharger reassembled, and reinstalled on the "B" EDG. Post-maintenance and operability testing was successfully performed and the "B" EDG declared operable on April 2, 1999. Personnel from Rochester Gas and Electric Nuclear Engineering Services were responsible for the corrective action. Corrective actions were completed on April 2, 1999.

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:

A missing oil drain port cannot be observed without disassembly of the turbocharger. In nuclear service applications, the use of a Coltec Industries Model 730 turbocharger on the ALCO 251 engine is unique to Ginna Station. Organizations procuring or installing turbochargers supplied by Coltec Industries under an Appendix B program should consider the potential for this deficiency.

