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 RECIP. NAME RECIPIENT AFFILIATION
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SUBJECT: Special rept: on 870930, cathodic protection sys for diesel generator fuel oil storage tanks declared inoperable to permit installation of new anode bed & electrodes. Caused by failed anode, damaging adjacent operable anode beds.

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NOTES: Standardized plant.

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192-00311-JGH-TRB/KCP

November 5, 1987

U.S. Nuclear Regulatory Commission
NRC Document Control Desk
Washington, D.C. 20555

Dear Sirs:

Subject: Palo Verde Nuclear Generating Station (PVNGS)
Unit 1
Docket No. STN 50-528 (License NPF-41)
Special Report 1-SR-87-023
File: 87-020-404

Attached please find Special Report 1-SR-87-023 prepared and submitted pursuant to Technical Specifications 3.8.1.3 and 6.9.2. This report discusses the Cathodic Protection System for the Diesel Generator Fuel Oil Storage Tanks being inoperable for over 30 days.

If you have any questions, please contact T. R. Bradish, Compliance Lead at (602) 393-3531.

Very truly yours,

J. G. Haynes
Vice President
Nuclear Production

JGH/TRB/KCP/cld

Attachment

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PALO VERDE NUCLEAR GENERATING STATION

CATHODIC PROTECTION SYSTEM INOPERABLE OVER 30 DAYS

License No. NPF-41

Docket No. 50-528

Special Report No. 1-SR-87-023

This Special Report is being submitted in accordance with Technical Specifications (T.S.) 3.8.1.3 and 6.9.2 to report an event in which the Cathodic Protection System for the Diesel Generator Fuel Oil Storage Tanks was inoperable for over 30 days. The 30 day limit for inoperability was exceeded at approximately 1045 MST on October 30, 1987.

At approximately 1045 MST on September 30, 1987, Palo Verde Unit 1 was in Mode 1 (POWER OPERATION) at approximately 85 percent power when the Cathodic Protection System for the Diesel Generator Fuel Oil Storage Tanks (A and B) was declared inoperable to permit installation of a new anode bed (A54) and 2 new electrodes in accordance with an approved site modification. This modification was necessary because the potential level for the portion of the Cathodic Protection System for the south diesel storage tank had dropped below acceptable levels due to failure of anode bed A48(1). The root cause of this failure is indeterminate as the failed anode is inaccessible without extensive excavation which would damage adjacent, operable anode beds.

Installation of the site modification was initiated under an approved work document and scheduled for completion by October 15, 1987, however, completion of the installation was held up due to delays in delivery of the anode bed backfill material (e.g., petroleum coke breeze).

Installation of the site modification will resume as soon as the required backfill material is available for installation, and is expected to be completed prior to December 15, 1987.

