

**VIRGINIA ELECTRIC AND POWER COMPANY**  
**RICHMOND, VIRGINIA 23261**

December 19, 1979 15:20 All: 40

Mr. James P. O'Reilly, Director  
Office of Inspection and Enforcement  
U. S. Nuclear Regulatory Commission  
Region II  
101 Marietta Street, Suite 3100  
Atlanta, Georgia 30303

Serial No. 983/112379  
PO/RMT:baw  
Docket Nos: 50-280  
50-281  
License Nos: DPR-32  
DPR-37

Dear Mr. O'Reilly:

We have reviewed your letter of November 23, 1979, in reference to the inspection conducted at Surry Power Station Units Nos. 1 and 2 on September 24-28, 1979, and reported in IE Inspection Report Nos. 50-280/79-63 and 50-281/79-83. Our response to the specific infraction is attached.

We have determined that no proprietary information is contained in the reports. Accordingly, the Virginia Electric and Power Company has no objection to these inspection reports being made a matter of public disclosure.

Very truly yours,

*C. M. Stallings*

C. M. Stallings  
Vice President-Power Supply  
and Production Operations

Attachment

cc: Mr. Albert Schwencer

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OFFICIAL COPY

SURRY POWER STATION  
RESPONSE TO NOTICE OF VIOLATION  
REPORTED IN INSPECTION REPORT NOS.  
50-280/79-63 AND 50-281/79-83

NRC Comment:

As required by 10 CFR 50 Appendix B, Criterion V which states in part that "Activities affecting quality shall be prescribed in documented instructions, procedures, or drawings, of a type appropriate to the circumstances and shall be accomplished in accordance with these instructions, procedures, or drawings" and as implemented by the Nuclear Power Station Quality Assurance Manual (NPSQAM), Section 2 (QA Program), "Design Changes must be processed and evaluated using the procedures of NPSQAM, Section 3.

Contrary to the above, on September 21, 1979, a design change was made to the starting circuit of a Safety Class I emergency diesel fire pump engine without a design change request being submitted and evaluated (MR 5-0908210831).

This is an infraction.

Response:

The non-compliance is correct as stated.

1.) Corrective steps which have been taken and results achieved:

The starting circuit of the Emergency Diesel Fire Pump was proven operable by performing PT-24.1. A Design Change has been completed on the replacement starting contactors. The Design Change concluded the replacement of the #118848 magnetic switch with the Cummins recommended #199573 D.C. relay results in an improved starting circuit.

2.) Corrective steps which will be taken to avoid further non-compliance:

Future changes to safety-related systems will be accomplished by design change in accordance with NPSQAM, Section 3.

3.) Date when full compliance will be achieved:

Full compliance has been achieved.

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