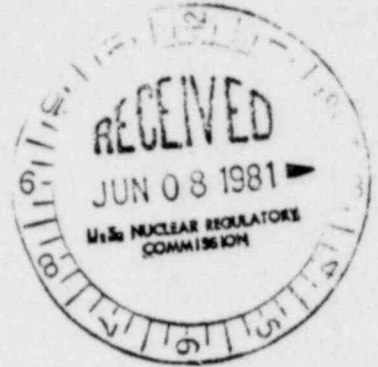




Public Service Company of Colorado

16805 ROAD 19½
PLATTEVILLE, COLORADO 80651

May 27, 1981
Fort St. Vrain
Unit No. 1
P-81153



Mr. Karl V. Seyfrit, Director
Nuclear Regulatory Commission
Region IV
Office of Inspection and Enforcement
611 Ryan Plaza Drive
Suite 1000
Arlington, Texas 76012

Reference: Facility Operating License
No. DPR-34

Docket No. 50-267

Dear Mr. Seyfrit:

Enclosed please find a copy of Reportable Occurrence Report No. 50-267/
81-031, Final, submitted per the requirements of Technical Specification
AC 7.5.2(b)2.

Also, please find enclosed one copy of the Licensee Event Report for
Reportable Occurrence Report No. 50-267/81-031.

Very truly yours,

Don Warembourg
Don Warembourg
Manager, Nuclear Production

DW/clis

Enclosure

cc: Director, MIPC

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REPORT DATE: May 27, 1981

REPORTABLE OCCURRENCE 81-031

OCCURRENCE DATE: April 27, 1981

ISSUE 0

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FORT ST. VRAIN NUCLEAR GENERATING STATION
PUBLIC SERVICE COMPANY OF COLORADO
16805 WELD COUNTY ROAD 19 1/2
PLATTEVILLE, COLORADO 80651

REPORT NO. 50-267/81-031/03-L-0

Final

IDENTIFICATION OF
OCCURRENCE:

During normal surveillance testing, "B" diesel engine of "A" diesel generator set tripped and declutched on starting. This is operation in a degraded mode per LCO 4.6.1(d) and is reportable per Fort St. Vrain Technical Specification AC 7.5.2(b)2.

EVENT
DESCRIPTION:

On April 27, 1981, with the plant operating at 30% thermal power and 70 MWe, Operations personnel began the weekly surveillance test on "A" diesel generator set. Shortly after starting the test, the "B" diesel engine tripped and declutched, reducing the available output of "A" diesel generator set. The diesel generator set was cleared for repair at 1315 hours, and returned to service at 1400 hours.

"B" diesel generator set was operable during this occurrence, and if necessary, "A" diesel generator was available at a reduced output.

CAUSE
DESCRIPTION:

The cause of "B" engine trip and declutch was improper load balance between the "A" and "B" diesel engines which resulted in "A" engine carrying more load than "B" engine. Thermocouples in the exhaust manifolds of each engine detect the outlet exhaust temperature and send a signal to an associated temperature indicating switch. If the individual engine exhaust temperature does not increase to 175 degrees fahrenheit within 30 seconds, indicative of an engine failure to start or an imbalance between the engines, a trip circuit is energized which trips and declutches the affected engine.

The improper load balance between "A" and "B" is attributed to normal wear of the linkage between the governor terminal shaft and the diesel fuel rack of "B" diesel engine.

CORRECTIVE
ACTION:

The linkage between the governor terminal shaft and the fuel rack of "B" diesel engine was adjusted to attain balanced loads between "A" and "B" diesel engine.

The weekly surveillance on "A" diesel generator was completed successfully.

No further corrective action is anticipated or required.

Prepared By: Paul Moore
Paul Moore
Technical Services Technician

Reviewed By: J. W. Gahm
J. W. Gahm
Technical Services Supervisor

Reviewed By: Frank M. Mathie
Frank M. Mathie
Operations Manager

Approved By: Don Warembourg
Don Warembourg
Manager, Nuclear Production