

Duke Power Company
Nuclear Production Dept.
P.O. Box 1007
Charlotte, NC 28201-1007

M.S. TUCKMAN
Vice President
Nuclear Operations
(704) 376-3851



DUKE POWER

May 21, 1991

U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, DC 20555

Subject: Catawba Nuclear Station, Unit 2
Docket No. 50-414
Special Report
Valid Failure of Diesel Generator 2A

Pursuant to Technical Specification 4.8.1.1.3 and 6.9.2, find attached a Special Report concerning the Unit 2 Diesel Generator A (D/G 2A) valid failure that occurred on April 22, 1991.

Very truly yours,

M. S. Tuckman

M. S. Tuckman

CRL/SR52291

Attachment

xc: S. D. Ebnetter
Regional Administrator, Region II

R. E. Martin, ONRR

W. T. Orders
Senior Resident Inspector

9105300299 910521
PDR ADDCK 05000414
S PDR

v/i

1022

SPECIAL REPORT

DUKE POWER COMPANY CATAWBA NUCLEAR STATION

DIESEL GENERATOR 2A VALID FAILURE DUE TO FUEL OIL STRAINER VALVE MISPOSITIONING AND FUEL OIL STRAINER CLOGGING

While performing operability verification on Diesel Generator (D/G) 2A per PT/2/A/4350/02A on April 22, 1991, the D/G failed to reach the required 441 RPM within 11 seconds. The failure occurred on start number 650 at 2341 hours. This is the third valid failure in the last 100 valid starts on D/G 2A and the first valid failure in the last 20 valid starts. The surveillance interval remains 31 days following this valid failure. This is in accordance with Technical Specification 4.8.1.1.2 Table 4.8.1.

Following the failure, the fuel oil strainer selector valve was found to be in an intermediate position. The valve was returned to its proper position and D/G 2A was successfully started per OP/2/A/6350/02 on April 23, 1991 at 0320 hours. The D/G was unavailable for 3 hours and 39 minutes. Work request 48351 OPS was initiated and subsequently indicated both fuel oil strainers were partially clogged. The fuel oil strainer selector valve position and the partially clogged fuel oil strainers combined to provide a fuel oil flow restriction that would not allow the diesel to reach 441 RPM within 11 seconds. In an effort to reduce the potential for this type of failure, operators will be trained on this incident and on the operation of this type of selector valve. Additionally, fuel oil strainers are being inspected more frequently, and a fuel oil polishing system is scheduled to be implemented between Unit 2 End of Cycle 4 and Unit 2 End of Cycle 5.