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Georgia Power

the southern electric system

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ELV-05378

Docket No. 50-424

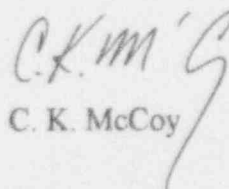
U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, D. C. 20555

Gentlemen:

VOGTLE ELECTRIC GENERATING PLANT
SPECIAL REPORT
INVALID DIESEL GENERATOR FAILURE

In accordance with the requirements of the Vogtle Electric Generating Plant Technical Specifications, sections 4.8.1.1.3 and 6.8.2, Georgia Power Company submits the enclosed special report concerning an invalid diesel generator failure.

Sincerely,


C. K. McCoy

CKM/NJS

Enclosure: Special Report 1-93-1

xc: Georgia Power Company
Mr. W. B. Shipman
Mr. M. Sheibani
NORMS

U. S. Nuclear Regulatory Commission
Mr. S. D. Ebner, Regional Administrator
Mr. D. S. Hood, Licensing Project Manager, NRR
Mr. B. R. Bonser, Senior Resident Inspector, Vogtle

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VOGTLE ELECTRIC GENERATING PLANT - UNIT 1
TECHNICAL SPECIFICATION SPECIAL REPORT 1-93-1
INVALID DIESEL GENERATOR 1B FAILURES

A. REQUIREMENT FOR REPORT

This report is required in accordance with the Vogtle Electric Generating Plant Technical Specifications (TS), section 4.8.1.1.3, which requires all diesel generator (DG) failures, valid or invalid, be reported to the Commission in a Special Report pursuant to TS 6.8.2.

B. DESCRIPTION OF INVALID FAILURES OF DIESEL GENERATOR 1B

On March 13, 1993, DG 1B was removed from service for its scheduled 18 month overhaul. On March 21, 1993, DG 1B was started for the first time following the overhaul in order to set the mechanical governor. The mechanical governor response was to be checked by decreasing engine speed to about 300 RPM, quickly returning engine speed to 470 RPM, and observing the dampening time. As the speed was reduced to 300 RPM, the DG tripped. Troubleshooting revealed that the DG RPM meter had been indicating higher than the actual speed. When the speed was reduced to an indicated 300 RPM, the actual engine speed was less, and the DG tripped on low oil pressure due to the low operating RPM. The RPM meter was adjusted and the test was completed satisfactorily.

On March 24, 1993, DG 1B was started for hot torquing of the fuel injector nuts and the turbocharger tieplate. After operating for several hours, personnel noticed water spraying from an area near the exhaust piping, and the DG was stopped. An investigation found a crack in the jacket water shroud which required a weld repair. Later that day, the DG was restarted and the hot torquing was continued. Due to the size of the leak and the low jacket water system pressure at that location, it was determined that the safety function of the diesel was not affected by the leak and that this did not constitute a valid failure.

C. SUMMARY

These events had no effect on the ability of the DG to provide emergency power because it had not been returned to standby service. Diesel generator 1B has experienced no valid failures in the last 20 valid tests and 4 valid failures in the last 100 valid tests. The test frequency remains at once per 31 days in accordance with the requirements of TS table 4.8-1.