

U.S. NUCLEAR REGULATORY COMMISSION  
LICENSEE EVENT REPORT

CONTROL BLOCK / / / / / / / (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)  
 /0/1/ /V/AN/A/S/2/ (2) /0/0/-/0/0/0/0/0/-/0/0/ (3) /4/1/1/1/1/ (4) / / / (5)  
 LICENSEE CODE LICENSE NUMBER LICENSE TYPE CAT  
 /0/1/ REPORT /L/ (6) /0/5/0/0/0/3/3/9/ (7) /0/3/2/3/8/2/ (8) /0/4/1/4/8/2/ (9)  
 SOURCE DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

/0/2/ / On March 23, 1982, with the Unit in Mode 6, while preventative maintenance was /  
 /0/3/ / being performed on Emergency Diesel 2-EE-EG-1J, lower main bearing No. 14 was /  
 /0/4/ / found to be scored. Since the scored bearing had not affected previous operat- /  
 /0/5/ / ion of the diesel, the health and safety of the general public were not affected./  
 /0/6/ / This event is reportable pursuant to T.S. 6.9.1.9.d. /  
 /0/7/ / / /  
 /0/8/ / / /

SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP. SUBCODE	VALVE SUBCODE
/0/9/ /E/E/ (11)	/E/ (12)	/B/ (13)	/E/N/G/I/N/E/ (14)	/Z/ (15)	/Z/ (16)
LER/RO REPORT NUMBER	EVENT YEAR	SEQUENTIAL REPORT NO.	OCCURRENCE CODE	REPORT TYPE	REVISION NO.
(17) /8/2/	/-/	/0/1/6/	/ \ /	/0/3/	/L/ /-/ /0/

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME SUPPLIER	COMP. MANUFACTURER
/A/ (18)	/Z/ (19)	/Z/ (20)	/Z/ (21)	/0/0/0/0/ (22)	/Y/ (23)	/N/ (24)	/A/ (25)	/C/4/7/0/ (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

/1/0/ / The bearing was damaged because it did not receive proper lubrication upon start-/  
 /1/1/ / ing prior to reaching operating speed. A lubrication oil line which provides /  
 /1/2/ / oil to the bearing was disconnected. The bearing was replaced, the oil line was /  
 /1/3/ / connected and proper operation will be verified prior to placing the diesel in /  
 /1/4/ / service. /

FACILITY STATUS	%POWER	OTHER STATUS	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION (32)
/1/5/ /H/ (28)	/0/0/0/ (29)	/ NA / (30)	/B/ (31)	/ Tech. Rep. Measurement /

ACTIVITY RELEASED	CONTENT OF RELEASE	AMOUNT OF ACTIVITY (35)	LOCATION OF RELEASE (36)
/1/6/ /Z/ (33)	/Z/ (34)	/ NA /	/ NA /

PERSONNEL EXPOSURES NUMBER	TYPE	DESCRIPTION (39)
/1/7/ /0/0/0/ (37)	/Z/ (38)	/ NA /

PERSONNEL INJURIES NUMBER	DESCRIPTION (41)
/1/8/ /0/0/0/ (40)	/ NA /

LOSS OF OR DAMAGE TO FACILITY TYPE	DESCRIPTION (43)
/1/9/ /Z/ (42)	/ NA /

PUBLICITY ISSUED	DESCRIPTION (45)	NRC USE ONLY
/2/0/ /N/ (44)	/ NA /	/ / / / / / / / / / / / /

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8204280481

Virginia Electric and Power Company  
North Anna Power Station, Unit No. 2  
Docket No. 50-339  
Report No. LER 82-016/03L-0

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#### Description of Event

On March 23, 1982, with the Unit in Mode 6, while preventative maintenance was being performed on Emergency Diesel 2-EE-EG-1J, lower main bearing No. 14 was found to be scored. This event is reportable pursuant to T.S. 6.9.1.9.d.

#### Probable Consequences of Occurrence

Since the scored bearing had not affected previous operation of the diesel, the health and safety of the general public were not affected.

#### Cause of Event

The bearing was damaged because it did not receive proper lubrication upon starting prior to reaching operating speed. A lubrication oil line was disconnected which provides oil to the bearing upon initial start of the engine. After normal operating speed is achieved the internal oil system provides lubrication to the bearing and the disconnected oil line had no effect on lubrication of the bearing. The bearing was scored only when the diesel was initially started, before normal oil pressure was achieved. No cause could be determined for the disconnected oil line.

#### Immediate Corrective Action

The bearing was replaced, and the oil line was connected.

#### Scheduled Corrective Action

Proper operation will be verified prior to placing the generator in service.

#### Actions Taken to Prevent Recurrence

No further action is required to prevent recurrence.

#### Generic Implications

There are no generic implications. The Unit 1 "H" and "J" Emergency Diesel bearings were found satisfactory on the last refueling outage on Unit 1 as well as the Unit 2 "H" Emergency Diesel bearings during the present outage.