

SOUTH CAROLINA ELECTRIC & GAS COMPANY
POST OFFICE BOX 764
COLUMBIA, SOUTH CAROLINA 29218

T. C. NICHOLS, JR.
VICE PRESIDENT AND GROUP EXECUTIVE
NUCLEAR OPERATIONS

May 3, 1982 MAY 7 P 1:30

Mr. James P. O'Reilly, Director
U. S. Nuclear Regulatory Commission
Region II, Suite 3100
101 Marietta Street, N. W.
Atlanta, Georgia 30303

Subject: Virgil C. Summer Nuclear Station
Docket No. 50/395
Substantial Safety Hazard
Diesel Generator
I&E Open Item 81-29-01

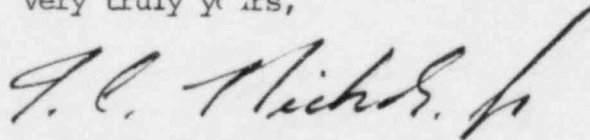
Dear Mr. O'Reilly:

On September 16, 1981, Mr. Virgil Brownlee of NRC Region II was notified of a substantial safety hazard under 10CFR21 concerning the Diesel Generator. An interim 30 day report was written on September 18, 1981.

The information shown on the attachment to this letter serves as the final report.

If you have any questions, please advise.

Very truly yours,



T. C. Nichols, Jr.

WDS:TCN:glb

Attachment

cc: Page Two

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Mr. James P. O'Reilly
May 3, 1962
Page Two

cc: V. C. Summer w/o att.
G. H. Fischer w/o att.
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T. C. Nichols, Jr. w/o att.
M. B. Whitaker Jr.
O. W. Dixon, Jr.
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10CFR21 - SUBSTANTIAL SAFETY HAZARD

1. Name and Address of Reporting Individual

Wayne D. Stuart
South Carolina Electric and Gas Company
P. O. Box 764
Columbia, South Carolina 29218

2. Identification of Basic Component

Diesel Generators XEG-1A-DG
XEG-1B-DG

3. Identification of Firm Supplying Component

Colt Industries
Fairbanks Morse Engine Division

4. Nature of Defect, Substantial Safety Hazard Created, and Evaluated

The diesel generators are required to start from normal ambient standby condition and be ready for loading in less than or equal to 10 seconds. This standby time is required to provide power to components of the Engineered Safety Features System.

After several days without operation, the diesel starting time is greater than 10 seconds with subsequent starts less than 10 seconds. The problem is attributed to fuel oil header drain down.

5. Date Information of Defect Was Obtained

August 5, 1981

6. Number and Location of Defect

Diesel Generators XEG-1A-DG
XEG-1B-DG

7. Corrective Action

Colt Industries has provided South Carolina Electric and Gas Company with a modification to the fuel system to prevent fuel header drain down. This modification consisted of check valves in the fuel oil supply and return lines. It also consisted of an atmospheric vent on the fuel system

accumulator tank to allow contraction of the fuel after engine shutdown. This modification has been installed and subsequent repeated cold starts of both diesels have resulted in start times of less than 10 seconds.

8. Advice to Purchaser or Licensee

None