

LICENSEE EVENT REPORT

Attachment to AECM-83/0536

Page 1 of 2

CONTROL BLOCK:

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 (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

CON'T

0 1 7 8

REPORT SOURCE L 6 0 5 0 0 0 4 1 6 7 0 8 0 2 8 3 8 0 9 0 1 8 3 9

60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 On 8/2/83 the high pressure fuel injection line for the #2LB cylinder
0 3 developed a small thru wall leak 6 hours into a Div I D/G 24 hour test
0 4 run. The D/G was shutdown for replacement of the line. The D/G had been
0 5 loaded to greater than 50% for 6 hours, therefore, this was a valid
0 6 successful test per R.G. 1.108. The event had no affect on the health or
0 7 safety of the public and did not constitute a threat to plant safety.
0 8 This is a final report. This is reported pursuant to T.S.4.8.1.1.3.

SYSTEM CODE EE		CAUSE CODE B		CAUSE SUBCODE B		COMPONENT CODE ENGINE				COMP. SUBCODE Z		VALVE SUBCODE Z	
11		12		13		18				19		20	
9		10		11		12				13		14	
15		16		17		18				19		20	
21		22		23		24		25		26		27	
28		29		30		31		32		33		34	
35		36		37		38		39		40		41	
42		43		44		45		46		47		48	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The cause was attributed to a mandrel draw seam on the ID of the tubing.

1 1 This was a potential defect found in a particular tubing lot and was

1 2 reported by the manufacturer on 7/27/83. The line was replaced with a

1 3 new spare. Lines with less than 10,000,000 cycles are being inspected

1 4 and will be replaced if a flaw is found.

7 8 9
FACILITY STATUS
1 5 6 (28)
% POWER
0 0 0 (29)
OTHER STATUS (30) NA
METHOD OF DISCOVERY
A (31)
DISCOVERY DESCRIPTION (32) Operator Observation
80

ACTIVITY CONTENT
RELEASED OF RELEASE AMOUNT OF ACTIVITY (35) LOCATION OF RELEASE (36)

1 6 2 33 34 35 36

2 9 0 10 11 44 45 80

PERSONNEL EXPOSURES

NUMBER		TYPE	DESCRIPTION
1	7	00	37 Z 38 NA 39

PERSONNEL INJURIES		DESCRIPTION	
NUMBER			
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
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79	0	0	0
80	0	0	0

7		8		9		11		12	
LOSS OF OR DAMAGE TO FACILITY									
TYPE		DESCRIPTION							
1	9	7	47	NA					

8 9 10
PUBLICITY
ISSUED DESCRIPTION (45)
2 0 N 44 NA
7 8 9 10
8309120313 830901
PDR ADOCK 05000416
S PDR
NRC USE ONLY
68 69 80

NAME OF PREPARER

D. E. Cathey

PHONE

SUPPLEMENTARY INFORMATION TO
LER 83-114/03 L-0

Mississippi Power & Light Company
Grand Gulf Nuclear Station - Unit 1
Docket No. 50-416

Technical Specification Involved: 4.8.1.1.2.d.9
Reported Under Technical Specification: 4.8.1.1.3

Event Narrative:

On August 2, 1983, the Division I Diesel Generator was 6 hours into a 24 hour surveillance test run to satisfy Technical Specification 4.8.1.1.2.d.9. An operator discovered a small spray of fuel oil coming from a longitudinal crack in the fuel line to the left bank number 2 cylinder injector. The Diesel Generator was shutdown shortly thereafter to replace the line.

Subsequent inspection and analysis of the tubing showed that the crack had started on the inside of the tube at a draw line and was the same type of failure as reported by the manufacturer (Transamerica Delaval Inc., Engine and Compressor Division), under 10CFR21 on July 20, 1983. MP&L received notification on July 27, 1983, 4 working days prior to the failure.

The manufacturer performed a failure analysis on fuel oil line failures that occurred on the Shoreham Nuclear Power Station diesels during initial startup testing. The failures were attributed to the presence of a mandrel draw seam on the ID of the tubing. This draw seam is attributable to a tubing manufacturing flaw and acted as a stress riser which then failed when subjected to repeated operating cycles (approximately 1,000,000). The failed lines were traced to a particular tube lot.

The line that failed on the Grand Gulf Division I diesel was manufactured from this same lot. The manufacturer states that there is no reason to suspect that all tubing from this lot will have the draw seam which leads to failure.

The detective line used on the Division I diesel was a replacement spare used to replace the original line about one year ago. All of the original lines on both Division I and Division II diesels have experienced greater than 10,000,000 operating cycles. The manufacturer states that any flaws would have evidenced themselves by this point. All replacement lines with less than 10,000,000 operating cycles on both Division I and Division II diesels are being inspected and will be replaced if any internal or external flaws are found.



MISSISSIPPI POWER & LIGHT COMPANY

Helping Build Mississippi

P. O. BOX 1640, JACKSON, MISSISSIPPI 39205

September 1, 1983

NUCLEAR PRODUCTION DEPARTMENT

U. S. Nuclear Regulatory Commission
Region II
101 Marietta St., N.W., Suite 2900
Atlanta, Georgia 30303

Attention: Mr. J. P. O'Reilly, Regional Administrator

Dear Mr. O'Reilly:

SUBJECT: Grand Gulf Nuclear Station
Unit 1

Docket No. 50-416

License No. NPF-13

File 0260/L-835.0

Small Leak on a High Pressure

Injection Line on the

Division I Diesel Generator

LER 83-114/03 L-0

AECM-83/0536

On August 2, 1983, the high pressure fuel injection line for the left bank number 2 cylinder injector developed a small thru wall leak six (6) hours into a Division I Diesel generator 24 hour test run. The diesel generator was shutdown for replacement of the line. The diesel generator had been loaded to greater than 50% for six (6) hours, therefore, this was a valid successful test pursuant to Regulatory Position C.2.e(3) of Regulatory Guide 1.108. The event is reported pursuant to Technical Specification 4.8.1.1.3. Attached is LER 83-114/03 L-0 with Supplementary Information.

Yours truly,

L. F. Dale
Manager of Nuclear Services

EBS/SHH:sap
Attachment

cc: Mr. J. B. Richard (w/a)
Mr. R. B. McGehee (w/o)
Mr. T. B. Conner (w/o)
Mr. G. B. Taylor (w/o)

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