

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401
400 Chestnut Street Tower II

BLRD-50-438/82-26
BLRD-50-439/82-23

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January 12, 1984

U.S. Nuclear Regulatory Commission
Region II
Attn: Mr. James P. O'Reilly, Regional Administrator
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2 - GOVERNOR LUBE OIL COOLER -
BLRD-50-438/82-26, BLRD-50-439/82-23 - FINAL REPORT

The subject deficiency was initially reported to NRC-OIE Inspector R. V. Crlenjak on March 8, 1982 in accordance with 10 CFR 50.55(e) as NCR BLN MEB 8202. This was followed by our interim reports dated April 6, June 14, and October 20, 1982 and April 6, 1983. Enclosed is our final report. We consider 10 CFR Part 21 applicable to this deficiency.

If you have any questions concerning this matter, please get in touch with R. H. Shell at FTS 858-2688.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

D S Kammer

for L. M. Mills, Manager
Nuclear Licensing

Enclosure

cc: Mr. Richard C. DeYoung, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Records Center (Enclosure)
Institute of Nuclear Power Operations
1100 Circle 75 Parkway, Suite 1500
Atlanta, Georgia 30339

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ENCLOSURE

BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2
GOVERNOR LUBE OIL COOLER
NCR BLN MEB 8202
BLRD-50-438/82-26, BLRD-50-439/82-23
10 CFR 50.55(e)
FINAL REPORT

Description of Deficiency

A potential defect exists when the governor lube oil cooler on a standby diesel generator is located above the maximum elevation of the piping between the coolers and the governor. If the oil level in the governor is low, air could be trapped in the Lube Oil System. The diesel generators were supplied by Delaval, Incorporated (Delaval), Oakland, California. This deficiency was reported to NRC-OIE, Washington, D.C., under 10 CFR 21 by TransAmerica Delaval letter dated December 9, 1981. The condition has been verified as a problem by Bellefonte field personnel. This deficiency does not apply to the Delaval supplied diesels at Hartsville and Phipps Bend Nuclear Plants.

Safety Implications

If the oil level in the governor is low, air could be trapped in the lube oil system which could affect diesel starting reliability. Failure of the diesel generator to start when called upon could adversely affect safe plant operations.

Corrective Action

TVA has relocated the lube oil coolers for the unit 1 and unit 2 diesels to a position below the governors.

To prevent recurrence, the drawing number (102367) of the drawing which shows the correct location of the external lube oil cooler has been added to the engine governor parts list by TDI. The route sheet (No. 02-415-02-01) for the governor assembly also gives the drawing number. Adding the drawing number to the parts list and route sheet will make the drawing available in the future to the worker who installs the cooler. Inspection will verify compliance.