GULF STATES UTILITIES COMPANY
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October 6, 1983
RBG-16,120
File Nos. G9.5, G9.25.1.1

RECEIVED
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Mr. John T. Collins, Regional Administrator
U. S. Nuclear Regulatory Commission
Region IV, Office of Inspection and Enforcement
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011

Dear Mr. Collins:

River Bend Station Unit 1
Docket No. 50-458
Final Report/DR-80

On November 24, 1982, Gulf States Utilities Company (GSU) notified Region IV of a condition potentially reportable under 10CFR50.55(e) concerning potentially defective piston skirt castings installed in the emergency diesel generator engines supplied by Transamerica Delaval Incorporated (DR-80). GSU subsequently issued Interim Reports dated December 17, 1982; May 27, 1983; July 22, 1983; and August 24, 1983.

GSU notified Region IV on September 27, 1983 by telephone that it had determined that this deficiency was reportable under 10CFR50.55(e). The attachment to this letter is GSU's final written report pursuant 10CFR50.55(e)(3). This concludes GSU's response on this item.

Sincerely,

William J. Lee Jr.
for J. E. Booker
Manager-Engineering,
Nuclear Fuels & Licensing
River Bend Nuclear Group

JEB/PJD/kt

cc: Director of Inspection & Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

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ATTACHMENT

DR-30/Piston Skirt Castings Installed
in the Emergency Diesel Generator Engines

Description of the Deficiency

On October 28, 1983, Transamerica Delaval, Incorporated (TDI) notified the NRC under 10CFR21 of a potential defect in a component of the DSRV or DSR Standby Diesel Generator shipped to River Bend Station. The defect concerns potentially defective engine piston skirt castings installed in the Standby Diesel Generator engines IEGS*EG1A and B.

The potential problem involved the possibility of residual stress in piston skirts caused by the method of heat treating used between December 1978 and October 1981. Two of the sixteen piston skirts that were returned to TDI for magnetic particle inspection and stress relieving were found to be defective and had to be scrapped.

Safety Implication

Residual stress in combination with operating stress could cause cracking of the defective piston skirts during operation which could result in engine failure if undetected. GSU therefore concludes that had this condition remained uncorrected, it could have adversely affected the safe operation of the plant by inhibiting the proper operation of the standby diesel generator.

Corrective Action

Upon receipt of TDI's letter dated November 18, 1982, Stone & Webster's Site Engineering Group initiated Nonconformance and Disposition Report Number 3079 to identify the nonconformance and to authorize corrective action. The corrective action assigned was in accordance with TDI's recommendation, specifically, to remove the suspect piston skirts and ship them to TDI for magnetic particle inspection, stress relieving, and eventual return to the Site for reinstallation. TDI replaced the two defective piston skirts with reconditioned skirts. These were subsequently installed in the engines in the field.