

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401
400 Chestnut Street Tower II

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APR 16, 1984

BLRD-50-438/83-62
BLRD-50-439/83-55

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:

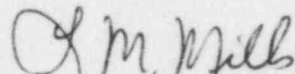
BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2 - FUEL OIL-LINE RUPTURE IN
TRANSAMERICA DELAVAL, INC., GENERATORS - BLRD-50-438/83-62,
BLRD-50-439/83-55- SECOND INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector
P. E. Fredrickson on November 21, 1983 in accordance with 10 CFR 50.55(e)
as NCR BLN MEB 8303. This was followed by our interim report dated
December 20, 1983. Enclosed is our second interim report. We expect to
submit our next report by October 22, 1984. We consider 10 CFR Part 21
applicable to this deficiency.

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

Very truly yours,

TENNESSEE VALLEY AUTHORITY



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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1983-TVA 50TH ANNIVERSARY

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ENCLOSURE

BELLEFONTE AND PLANT UNITS 1 AND 2
FUEL OIL-LINE RUPTURE IN TRANSAMERICA DELAVAL, INC., GENERATORS
BLRD-50-438/83-62, BLRD-50-439/83-55
NCR BLN MFB 8303
10 CFR 50.55(e)
SECOND INTERIM REPORT

Description of Deficiency

A potential problem has been identified concerning the fuel oil line from the engine-mounted fuel transfer pump to the engine fuel oil header on the standby diesel generator in that excessive engine vibration could cause the line to break. The resulting loss of fuel oil would shut the engine down and the subsequent fuel spray could be ignited by the exhaust system. These generators are supplied to TVA by Transamerica Delaval, Inc. (TDI) of Oakland, California. TDI informed TVA of this potential problem in their letter dated September 30, 1983.

Interim Progress

TVA's Division of Construction (CONST) will inspect the fuel line from the engine-driven fuel transfer pump to the engine fuel header for compliance to TDI drawing No. 02-450-16. From information supplied by CONST, TVA's Division of Engineering Design (EN DES) will verify that enough supports are used to prevent the fuel oil line from vibrating to the point of breakage. Also, a shield will be installed between the fuel line and the turbocharger exhaust gas inlet to prevent fuel spray from a broken line being ignited by the exhaust system.

In order to perform this installation, TVA requested, by letter dated February 29, 1984, installation instructions from Transamerica Delaval for the fuel line and turbocharger exhaust gas inlets shields referred to by TDI in their 10 CFR 21 report dated September 21, 1983. These instructions have been received by TVA and are being reviewed by EN DES for approval before being forwarded to CONST for implementation.