



January 21, 1983
L-83-31

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

Dear Mr. O'Reilly:

Re: RII:JPO
Docket No. 50-389, 10 CFR 50.55(e), 82-029
Overflow Piping

On December 21, 1982, Florida Power & Light notified NRC Region II of a potential 10 CFR 50.55(e) condition existing at St. Lucie Unit #2 Site involving D/G Fuel Oil Day Tank Overflow Piping.

Pursuant to the requirements of 10 CFR 50.55(e), a final report is attached.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Robert E. Uhrig".

Robert E. Uhrig
Vice President
Advanced Systems and Technology

REU/JO/cab

Attachment

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I. Summary

Presence of water in one of the Diesel Generator Fuel Oil Day Tanks was reported, contaminating the fuel oil for the diesel generator.

Per the requirements of 10CFR50.55(e) this concern was evaluated and has been deemed reportable. This final report is being submitted to provide NRC with a description of the deficiency and the corrective actions which have been implemented.

II. Description

Penetration of water into the Diesel Generator Fuel Oil Day Tanks was possibly due to this tank's overflow line being connected to the equipment drain. Whenever a blockage in the drain line was attempted to be cleared by blowing in compressed air, the water could back up into the day line overflow pipe and enter the day tank.

III. Corrective Action

The Diesel Generator Fuel Oil Day Tank overflow piping has been redesigned to eliminate any water intrusion into the Diesel Fuel Oil Day Tank under backflushing conditions.

IV. Safety Implications

We have evaluated this concern and determined that a design deficiency existed which if left uncorrected could have affected plant safety. If the water in the D/G Fuel Oil Day Tank had gone undetected and the Diesel Generators were required to operate, the water could cause damage to the engine/fuel injection system and render the D/G unit inoperative. Failure of this equipment could result in a safety hazard, by causing loss of the emergency onsite AC power source required for the safe shutdown of the plant following loss of normal on-site and off-site power supplies. It is noted however that as per the Technical Specifications, at least once every 31 days and after each operation of the D/G unit for one hour or more, the unit is required to be checked for any accumulated water in the fuel tank as one of a condition to demonstrate operability of the D/G system.

Corrective action as identified above has been undertaken.

V. Conclusion

With the above mentioned corrective actions, this item is resolved and closed regarding 10 CFR 50.55(e) reporting requirements.