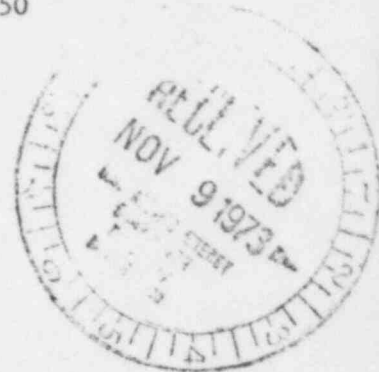


WPW Ltr.#826-73

Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450
November 6, 1973

50-249

Mr. A. Giambusso
Deputy Director for Reactor Projects
Directorate of Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545



SUBJECT: LICENSE DPR-25, DRESDEN NUCLEAR POWER STATION, UNIT #3,
SECTION 6.6.B.2 OF THE TECHNICAL SPECIFICATIONS.
FAILURE OF UNIT #3 DIESEL GENERATOR AIR STARTING SYSTEM

Reference: Notification of Region III of AEC Regulatory Operations
Telephone: Mr. F. Maura, 1120 hours on October 29, 1973.
Telegram: Mr. J. Keppler, 1140 hours on October 29, 1973.

Dear Mr. Giambusso:

This letter is to report a condition relating to the operation of the unit at about 0910 hours on October 28, 1973. At this time, the Unit #3 diesel generator failed to start when given a start signal from the control room.

PROBLEM

When the deviation occurred, the Unit #3 mode switch was locked in shutdown for inspection of the Bergen-Paterson hydraulic shock suppressors. At 0910 hours on October 28, 1973, the operator gave the Unit #3 diesel generator a start signal from the control room, in preparation for planned transformer deluge testing. The diesel generator failed to start because sufficient starting air was not immediately available to rotate the starting motors. The shift foreman, who was standing near the diesel generator at the time of the deviation, vibrated the starting air lines and the diesel started and operated satisfactorily. The Unit #2/3 diesel generator was started and loaded to verify its operability.

Does that mean he banged with a hammer?

INVESTIGATION

It is believed that the deviation was caused by a small piece of foreign material interfering with the proper operation of the starting air solenoid. When the shift foreman vibrated the starting air lines, the blockage was dislodged and discharged from the system through the starting air motor discharge.

Are you sure?

50-249 inquiry

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The Instrument Maintenance Department checked the operation of the starting air high ΔP alarm and found it to operate satisfactorily. The starting motor solenoid was tested several times by the Maintenance Department and operated properly each time. In addition, the Maintenance Department removed, cleaned and replaced the main air valve. The "B" starting air filter, which was in service at the time of the deviation, was taken out of service and inspected. Inspection of the starting motor solenoid, the main air valve, and the starting air filter revealed nothing which could have caused the deviation.

CORRECTIVE ACTIONS

The diesel generator periodic maintenance and inspection procedure was reviewed for adequacy. In light of this review, the procedure was changed to require monthly disassembly, inspection and cleaning of the starting air solenoid.

EVALUATIONS

This deviation resulted in no reduction in the margin of safety as defined in the basis for any Technical Specification, because the reactor mode switch was locked in shutdown and the Unit 2/3 diesel generator was operable. The safety of the plant and the public was not jeopardized in any way. The operator completed the correct immediate action by verifying operability of the Unit 2/3 diesel generator.

The corrective action previously described should reduce the probability of recurrence of a deviation of this type. The consequences of this deviation have no effect on the startup and subsequent operation of Unit #3.

Sincerely,

W. P. Worden

W. P. Worden
Superintendent

WPW:do