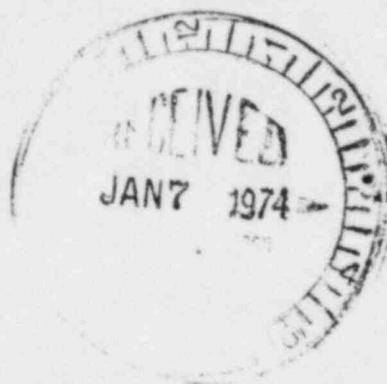


TENNESSEE VALLEY AUTHORITY  
CHATTANOOGA, TENNESSEE  
37401



January 3, 1974



Mr. John F. O'Leary, Director  
Directorate of Licensing  
Office of Regulation  
U.S. Atomic Energy Commission  
Washington, DC 20545

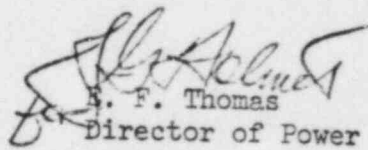
Dear Mr. O'Leary:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 1 -  
DOCKET NO. 50-259 - FACILITY OPERATING LICENSE DPR-33 - ABNORMAL  
OCCURRENCE REPORT BFAO-7350W

The enclosed report is to provide details concerning start circuit failure on standby emergency diesel generator which occurred on Browns Ferry Nuclear Plant unit 1 on December 28, 1973, and is submitted in accordance with Appendix A to Regulatory Guide 1.16, Revision 1, October 1973.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

  
E. F. Thomas  
Director of Power Production

Enclosure

CC (Enclosure):

Mr. Norman C. Moseley, Director  
Region II Regulatory Operations Office, USAEC  
230 Peachtree Street, NW.  
Atlanta, Georgia 30303

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## ABNORMAL OCCURRENCE REPORT

Report No.--BFAO-7350W  
Report Date--January 3, 1974  
Occurrence Date--December 28, 1973  
Facility--Browns Ferry Nuclear Plant unit 1

### Identification of Occurrence

Start circuit failure on standby emergency diesel generator.

### Conditions Prior to Occurrence

The reactor was in the hot standby condition.

### Description of Occurrence

During scheduled maintenance testing of the diesel generators, diesel generator C failed to start. One of the two start circuits had been disabled intentionally to permit testing of the redundant start circuit. The diesel failed to start when the redundant start circuit was tested.

### Designation of Apparent Cause of Occurrence

A loose terminal connection was found in start circuit No. 1. This loose connection would have prevented start circuit No. 1 from functioning if automatically required upon failure of start circuit No. 2.

### Analysis of Occurrence

Failure of one redundant start circuit would not have prevented diesel generator C from starting.

### Corrective Action

The loose connection was immediately reterminated and functional testing proved the start circuits operable. Following the occurrence, all terminal connections in the general location of the loose connection were checked for tightness on each diesel generator. No other loose connections were found.