

DUKE POWER COMPANY

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HAL B. TUCKER  
VICE PRESIDENT  
NUCLEAR PRODUCTION

March 15, 1984

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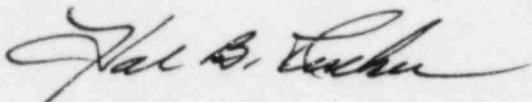
Mr. James P. O'Reilly, Regional Administrator  
U. S. Nuclear Regulatory Commission  
Region II  
101 Marietta Street, NW, Suite 2900  
Atlanta, Georgia 30303

Re: Catawba Nuclear Station  
Units 1 and 2  
Docket Nos. 50-413 and 50-414

Dear Mr. O'Reilly:

Please find attached a final report describing corrective taken in response to Significant Deficiency No. SD 413-414/83-12.

Very truly yours,



Hal B. Tucker

LTP/php

Attachment

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

NRC Resident Inspector  
Catawba Nuclear Station

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DUKE POWER COMPANY  
CATAWBA NUCLEAR STATION

Report Number: SD 413-414/83-12

Report Date: March 15, 1984

Facility: Catawba Nuclear Station, Units 1 and 2

Identification of Deficiency:

One metal file each has been found in each of two diesel generators designated 1B and 2A.

The 1B generator was damaged but the 2A generator was not.

These deficiencies were identified to the NRC September 13, 1983 by Duke Power Company.

Initial Report:

On September 13, 1983, Mr. Virgil Brownlee of the NRC, Region II, Atlanta, Georgia office was notified of these deficiencies by Mr. L. Coggins, Mr. J. M. Lines, and Mr. M. L. Childers of Duke Power Company, Charlotte, North Carolina 28242.

Supplier and/or Component:

Transamerica Delaval, Inc. of Oakland, California supplied the four diesel generators designated 1A, 1B, 2A, and 2B utilized at the Catawba Nuclear Station.

Parson Peebles/Electric Products of Cleveland, Ohio manufactured the four generators.

Description of Deficiency:

The 1B generator stator was damaged during the diesel preliminary check-out and rotation of the diesel, due to the file in the air gap between the rotor and stator.

The file was found in generator 2A, during the preoperational inspection, prior to rotation, and consequently, no damage occurred.

Analysis of Safety Implication:

Based on the assumption that a file could have remained undetected in the generator internals, this situation could have compromised the diesel generator's ability to provide emergency power as required.

Corrective Action:

The 1B diesel generator stator was replaced by the 2A stator. It is expected that the damaged 1B stator will be returned to the manufacturer for a complete rebuild, and eventually used in lieu of the 2A stator. The expected completion date is June 1, 1984.

The 1B diesel generator rotor was superficially damaged by the file, and was repaired on site by Duke Power personnel under the direction of a Parsons Peebles/Electric Products technical representative.

The 1B diesel generator has been restored to an "as new condition" and is presently in the process of preoperational testing and checkout.

Duke Power has reinspected all four of the diesel generators at Catawba for metal files and other foreign objects. No additional foreign objects have been found.

Initially, Duke Power Company considered possible sources of the files' origin, which included:

- 1) Origin at Parson Peebles/Electric Products
- 2) Origin at Transamerica Delaval, Inc.
- 3) Origin at Catawba Nuclear Station

To determine the origin of the files, Duke Power Company had multiple analysis performed on paint samples obtained from the files (1B broken file pieces and 2A intact file) and the diesel generator 1B and 2A internals.

The paint analysis report states the paint samples from the files and the generators are chemically identical.

Therefore, based on the above information and the report, it is Duke Power Company's position that the origination of the files was at the Parsons Peebles/Electric Products facility.