



MISSISSIPPI POWER & LIGHT COMPANY

Helping Build Mississippi

P. O. BOX 1640, JACKSON, MISSISSIPPI 39205

NUCLEAR LICENSING & SAFETY DEPARTMENT

July 18, 1984

U. S. Nuclear Regulatory Commission
Office of Nuclear Reactor Regulation
Washington, D. C. 20555

Attention: Mr. Harold R. Denton, Director

Dear Mr. Denton:

SUBJECT: Grand Gulf Nuclear Station
Unit 1
Docket No. 50-416
License No. NPF-13
File: 0260/L-860.0
Request for Termination of
Conditions in NRC Order
Requiring Diesel Generator
Inspection, dated May 22, 1984
AECM-84/0350

By letter dated May 22, 1984, the NRC ordered Mississippi Power & Light (MP&L) Company to reinspect the Division I diesel generator (D/G) and perform a similarity verification of the Division II diesel generator key components. All requirements of the NRC's Order have been met with the exception of the confirmatory crankshaft torsionograph test which is presently scheduled to be conducted during the week of July 23, 1984. MP&L will notify the NRC upon the completion of this test. The results of the ordered activities are described in MP&L's report dated July 5, 1984. Further information regarding the satisfactory completion of the NRC ordered tests on the Division I D/G and regarding the Division I and Division II D/G component comparison are provided as an attachment to this letter.

These matters were discussed with your Staff in the meeting held July 13, 1984. As discussed in that meeting, it is MP&L's position that the Division I and II D/Gs are reliable emergency power supplies and meet the requirements of General Design Criterion 17 of 10 CFR 50, Appendix A. The principal bases for this position are:

- 1) Successful completion of the inspection and testing activities on the Division I D/G. (The torsionograph testing is considered confirmatory.)
- 2) Successful completion of the limited inspection on the Division II D/G along with the favorable comparison of Division I and II D/Gs with regard to as manufactured quality.

Past engine reliability verifications and current commitments to augment the GGNS program of inspection, maintenance and testing as proposed in Section 6.0 of the July 5, 1984 report, fully demonstrate MP&L's intent to continue to

8407240087 840718
PDR ADOCK 05000416
Q PDR

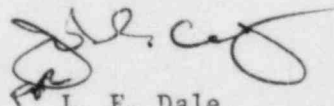
member Middle South Utilities System

Acc
11

maintain the highest possible level of D/G reliability. MP&L recognizes that the NRC staff is continuing to review MP&L's proposed augmented maintenance and surveillance program to define appropriate requirements which would be effective until the first refueling outage. Once these requirements have been finalized, MP&L believes that they should be appropriately reflected as a condition of the GGNS Unit 1 Full Power Operating License. These longer term conforming measures do not affect completion of the requirements in the May 22, 1984 Order.

With the exception of the crankshaft torsionograph test, MP&L considers all conditions of the May 22, 1984 Order to be satisfied and no longer needed. MP&L requests that, following the notification of completion of the torsionograph test, the Director, Division of Licensing terminate in writing, pursuant to Paragraph IV.C of the Order, all conditions of the Order, i.e. paragraphs IV.A and IV.B. MP&L also requests that the Director include in the termination the restoration of the Grand Gulf Nuclear Station Unit 1 Technical Specifications related to AC power which were in effect immediately prior to the May 22, 1984 Order.

Yours truly,



L. F. Dale
Director

MLC/JGC:rg
Attachment

cc: Mr. J. B. Richard (w/a)
Mr. R. B. McGehee (w/o)
Mr. N. S. Reynolds (w/o)
Mr. G. B. Taylor (w/o)

Mr. Richard C. DeYoung, Director (w/a)
Office of Inspection & Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Mr. J. P. O'Reilly, Regional Administrator (w/a)
U.S. Nuclear Regulatory Commission
Region II
101 Marietta St., N.W., Suite 2900
Atlanta, Georgia 30323

SUPPLEMENTAL INFORMATION

Division I D/G Ordered Tests and
Division II D/G Turbocharger Inspection and Testing Results

1. Division I Inspection Summary

The NRC-ordered disassembly and reinspection of the Division I engine has been completed. The vendor's recommended post-maintenance tests and the NRC requested "pre-operational" tests have both been successfully completed on the Division I engine. Thirteen NRC-required start and load tests were performed successively without engine malfunction or abnormal conditions occurring. The break-in runs and required NRC tests adequately demonstrated the satisfactory performance of the Division I engine.

During the inspections of the Division I engine, some parts were replaced as standard maintenance practice. It is important to note that in every case where components were replaced because of minor wear, general condition, or as standard practice, the engines would have continued to run for an indefinite period of time without immediate confirmatory maintenance. The general condition of the major key components of the Division I engine was considered to be excellent. The extensive confirmatory actions taken with regard to disassembling, inspecting and reverifying the satisfactory condition of the engine certainly provides a high level of assurance that the engines will perform as well as, or better than, other comparably sized diesel engines in nuclear service.

2. Division II Turbocharger Inspection

The Division II turbochargers were inspected for thrust bearing wear and the condition of rotating and stationary components. This additional inspection was prompted by observations made during the inspection of the Division I engine turbochargers. Various internal parts of the Division II turbochargers were disassembled and inspected, and some components replaced as standard maintenance practice. The turbochargers were post-maintenance tested satisfactorily and returned to service. The detailed results of this inspection will be provided in a separate submittal.

3. Division I and Division II Comparison

With regard to verifying the similarity of Division I and II key engine components and the justification for not disassembling the Division II engine, a detailed review of the Division I and II D/G material, design and process records confirmed that the two engines have similar as-manufactured quality for the key engine components. Furthermore, in past inspections and engine disassemblies, the criteria for the replacement of parts was identical for the two engines. Therefore, any parts replaced by MP&L on the two engines were generically equivalent.

Based on these favorable comparisons, MP&L concludes that disassembly and inspection of the Division II diesel engine is not warranted at this time. A summary of the findings and justification for not disassembling the Division II engine is reported in MP&L's report dated July 5, 1984.

4. Summary

Major inspections, as manufactured quality evaluations, and operating experience have shown the Grand Gulf TDI diesel generators to have acceptable reliability when compared with industry standards.