

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401
400 Chestnut Street Tower II

84 OCT 29 October 23, 1984
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BLRD-50-438/83-62
BLRD-50-439/83-55

U.S. Nuclear Regulatory Commission
Region II
Attn: Mr. James P. O'Reilly, Regional Administrator
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

Dear Mr. O'Reilly:

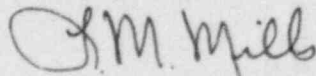
BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2 - FUEL OIL-LINE RUPTURE IN
TRANSAMERICA DELAVAL, INC., GENERATORS - BLRD-50-438/83-62,
BLRD-50-439/83-55- THIRD INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector
P. E. Fredrickson on November 21, 1983 in accordance with 10 CFR 50.55(e)
as NCR BLN MEB 8303. This was followed by our interim reports dated
December 20, 1983 and April 6, 1984. Enclosed is our third interim report.
We expect to submit our next report by October 15, 1985. We consider 10
CFR Part 21 applicable to this deficiency.

If you have any questions, please get in touch with R. H. Shell at
FTS 858-2688.

Very truly yours,

TENNESSEE VALLEY AUTHORITY



L. M. Mills, Manager
Nuclear Licensing

Enclosure

cc: Mr. Richard C. DeYoung, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Records Center (Enclosure)
Institute of Nuclear Power Operations
1100 Circle 75 Parkway, Suite 1500
Atlanta, Georgia 30339

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ENCLOSURE

BELLEFONTE AND PLANT UNITS 1 AND 2
FUEL OIL-LINE RUPTURE IN TRANSAMERICA DELAVAL, INC., GENERATORS
BLRD-50-438/83-62, BLRD-50-439/83-55
NCR BLN MEB 8303
10 CFR 50.55(e)
THIRD INTERIM REPORT

Description of Deficiency

A potential problem has been identified concerning the fuel oil line from the engine-mounted fuel transfer pump to the engine fuel oil header on the standby diesel generator in that excessive engine vibration could cause the line to break. The resulting loss of fuel oil would shut the engine down and the subsequent fuel spray could be ignited by the exhaust system. These generators are supplied to TVA by Transamerica Delaval, Inc. (TDI) of Oakland, California. TDI informed TVA of this potential problem in their letter dated September 30, 1983.

Interim Progress

TVA is still in the process of investigating the subject deficiency. Corrective actions to be taken have been identified as reported in our second interim report dated April 6, 1984. However, further corrective actions and a scheduled date for completion of these actions will be provided upon implementation of the TDI diesel generator Owners group program.