



Carolina Power & Light Company

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P. O. Box 101, New Hill, N C 27562
May 9, 1985

Dr. J. Nelson Grace
United States Nuclear Regulatory Commission
Region II
101 Marietta Street, Northwest (Suite 2900)
Atlanta, Georgia 30323

NRC-361

CAROLINA POWER & LIGHT COMPANY
SHEARON HARRIS NUCLEAR POWER PLANT
1986 - 900,000 KW - UNIT 1
STANDBY DIESEL GENERATOR-
CRANKSHAFT OIL PLUGS, ITEM 211

Dear Dr. Grace:

Attached is our final report on the subject item which was deemed reportable per the provisions of 10CFR50.55(e) and 10 CFR, Part 21, on April 12, 1985. With this report, Carolina Power & Light Company considers this matter closed.

If you have any questions regarding this matter, please do not hesitate to contact me.

Yours very truly,

R. M. Parsons
Project General Manager
Completion Assurance
Shearon Harris Nuclear Power Plant

RMP/aj

Attachment

cc: Messrs. G. Maxwell/R. Prevatte (NRC-SHNPP)
Mr. R. C. DeYoung (NRC)

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CAROLINA POWER AND LIGHT COMPANY
SHEARON HARRIS NUCLEAR POWER PLANT
UNIT NO. 1

FINAL REPORT

CRANKSHAFT OIL PLUGS FOR THE 1B-SB
EMERGENCY STANDBY DIESEL GENERATOR

ITEM 211

May 7, 1985

Reportable under 10CFR50.55(e) and 10CFR21

Subject: Shearon Harris Nuclear Power Plant Unit No. 1 10CFR50.55(e) and 10CFR21 reportable deficiency concerning the crankshaft oil plugs for the 1B-SB Emergency Standby Diesel Generator.

Item: The oil plugs in the crankshaft for the 1B-SB Standby Diesel Generator (S/N 74047)

Supplied By: The crankshafts were supplied with the Engines by Transamerica Delaval, Inc. (TDI), Oakland, California

Nature of Deficiency: In a letter dated March 18, 1985, TDI informed CP&L of a potentially reportable problem with crankshaft oil plugs made of 22 gauge metal. After investigation CP&L determined that the 1B-SB engine had 22 gauge plugs in the crankshaft.

Date Problem Occurred: Refer to section above.

Date Problem Reported: On April 12, 1985, Mr. N. J. Chiangi (CP&L) notified the NRC (Mr. A. Hardin) that this item is reportable under the provisions of 10CFR50.55(e) and 10CFR21.

Scope of Problem: This problem concerns 16 oil plugs installed on the 1B-SB engine.

Reasons Deficiency Is Reportable: The emergency diesel generators supply on-site power to essential systems in the event of a loss of off-site power. Proper operation of the lubricating oil subsystem is essential to the operation of the diesel generator. Loss of one or more of these oil plugs could lead to loss of oil pressure and resultant unavailability of the diesel generator.

Corrective Action: In April 1985 TDI representatives replaced the 22 gauge crankshaft oil plugs with 16 gauge oil plugs. This work was checked by CP&L Engineering and QA personnel. The final acceptance was based upon a liquid penetrant examination of the new oil plugs performed by CP&L NDE personnel.

Final Report: The new 16 gauge oil plugs have been installed.