

DUKE POWER COMPANY

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HAL B. TUCKER
VICE PRESIDENT
NUCLEAR PRODUCTION

P12:38

May 17, 1985

Dr. J. Nelson Grace, Regional Administrator
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

RE: Catawba Nuclear Station, Unit 2
Docket Nos. 50-414
Significant Deficiency No. 414/85-05

Dear Dr. Grace:

Pursuant to 10CFR 50.55(e), please find attached Significant Deficiency Report
No. 414/85-05.

Very truly yours,

H.B. Tucker

Hal B. Tucker

LTP/mjf

Attachment

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

NRC Resident Inspector
Catawba Nuclear Station

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Report Number: SD 414/85-05

Report Date: May 17, 1985

Identification of Deficiency:

A potential problem may exist with the starting air check valves in the on-engine mounted starting air piping.

At another utility, a piece of the check valve broke off and passed through the air start valve, and was found on top of a piston crown. A second check valve was inspected and found to be cracked.

Initial Report:

On April 19, 1985, Mr. Hugh Dance of the NRC, Region II, Atlanta, Georgia office was notified of this potential deficiency by Mr. L. M. Coggins, Mr. N. A. Rutherford, Mr. R. O. Sharpe, Mr. T. L. Utterback, and Mr. J. M. Lines 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.

The Clow Corporation of Oskaloose, Iowa manufactured the valves.

Description of Deficiency:

A potential problem may exist with the starting air check valves in the on-engine mounted starting air piping. There are four of these valves on each Catawba diesel.

At another utility, a piece of the check valve (3/8" dia. x 7/8" length) broke off and passed through the air start check valve, and was found on top of a piston crown. A second check valve was inspected, and found to be cracked. The third and fourth valves were inspected, and no other indications were found.

Analysis of Safety Implication:

If the check valves are damaged, it could compromise the operability of the diesels.

Corrective Action:

An inspection of three of the four diesel engines (12 valves out of 16) at Catawba has shown no indications of check valve failure. The Unit 1 diesels have logged in excess of 800 hours of operation, with no signs of check valve problems. Based on these facts, the redundancy of the diesels, and our periodic inspection program, no immediate corrective action is planned. The remaining diesel 1B is scheduled for inspection during the Unit 1 first refueling outage.

We are investigating the failure mechanism for these check valves. The results of this analysis will determine the final course of action. Resolution will be reached and a final report submitted by January 30, 1986.