

# CP&L

Carolina Power & Light Company

HARRIS NUCLEAR PROJECT  
P. O. Box 165  
New Hill, North Carolina 27562

JAN 2 1986

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File Number: SHF/10-13510E  
Letter Number: HO-850488 (O)

NRC-412

50-400

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

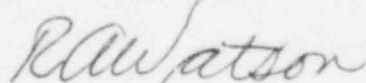
CAROLINA POWER & LIGHT COMPANY  
SHEARON HARRIS NUCLEAR POWER PLANT  
1986 - 900,000 KW - UNIT 1  
STANDBY DIESEL GENERATOR - INTAKE AND EXHAUST VALVE SPRINGS,  
ITEM 223

Dear Dr. Grace:

On December 4, 1985, CP&L notified the NRC of a potentially reportable item per the provisions of 10CFR50.55 (e) and 10CFR, Part 21. Attached is an interim report on the subject item. CP&L is pursuing this matter and it is currently projected that we will require until March 1, 1986 to complete our evaluation and report on the reportability of this item.

Thank you for your consideration in this matter.

Yours very truly,



R. A. Watson  
Vice President  
Shearon Harris Nuclear Power Plant

RAW:crm

Attachment

cc: Messrs. G. Maxwell (NRC-SHNPP)  
J. M. Taylor (NRC)

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CAROLINA POWER & LIGHT COMPANY  
SHEARON HARRIS NUCLEAR POWER PLANT

UNIT 1

INTERIM REPORT

EMERGENCY DIESEL GENERATOR ENGINES

ITEM 223

DECEMBER 18, 1985

POTENTIALLY REPORTABLE UNDER 10CFR50.55(e) AND 10CFR50, Part 21

SUBJECT: Shearon Harris Nuclear Power Plant, Unit No. 1, 10CFR50.55 (e) and 10CFR, Part 21, potentially reportable deficiency. Emergency diesel engine intake/exhaust valve springs.

ITEM: Engine 1A-SA (TDI Serial No. 74046) has 4 subject springs per cylinder, except cylinder L-3 has none. Engine 1B-SB (S/N 74047) has 2 subject springs in cylinder R-2 and 3 subject springs in cylinder R-3.

SUPPLIED BY: Transamerica Delaval, Inc., Engine and Compressor Division, 550 85th Avenue, Oakland, CA 94621.

NATURE OF DEFICIENCY: NCR-85-2143 documents that springs manufactured by Betts Spring Company, San Leandro, CA, may have been provided. These springs have failed in commercial applications, and failure would lead to engine inoperability. Upon inspection, springs supplied by Betts Springs Company were supplied as described under "Item" above. Only preliminary investigation has been performed to determine cause of failure.

DATE PROBLEM OCCURRED: NCR-85-2143 was written November 18, 1985. This NCR was based on correspondence from TDI dated November 6, 1985.

DATE PROBLEM REPORTED: On December 4, 1985, Mr. K. V. Hate' notified the NRC (Mr. L. Mellen) of a potentially reportable item per the provisions of 10CFR50.55(e) and 10CFR, Part 21.

SCOPE OF PROBLEM: See "Item" above.

SAFETY IMPLICATION: Failure of these springs could cause engine inoperability.

REASON DEFICIENCY IS POTENTIALLY REPORTABLE: The cause(s) of the previous failures is unknown. Preliminary evaluation indicates the cause to be impurities in the wire coupled with draw marks from manufacturing and subsequent inadequate shot peening. We are awaiting criteria from the supplier to determine if defective springs were, in fact, supplied.

CORRECTIVE ACTION: Corrective action cannot be determined until criteria for inspection is received. It is projected that a report on this item will be submitted by March 1, 1986.