



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

DEC 6 1985

Docket No. 50-416

LICENSEE: Mississippi Power & Light Company (MP&L)

FACILITY: Grand Gulf Unit 1

SUBJECT: SUMMARY OF NOVEMBER 14, 1985 MEETING REGARDING INSPECTION OF  
TDI EMERGENCY DIESEL GENERATOR 11

The purpose of the meeting was to observe and discuss the Transamerica Delaval, Inc. (TDI) Emergency Diesel Generator No. 11 which was damaged in an overspeed event. The engine had been disassembled for inspection and assessment of the damage to components of the engine. Enclosure 1 is a list of attendees at the meeting.

On November 6, 1985, the emergency diesel generator had an overspeed event during a post-maintenance test following preventative maintenance on the governor for the diesel engine. The plant was in operational condition 4, cold shutdown, at the time of the overspeed event.

The licensee had disassembled most of the engine by the time of the November 14 meeting. Several components, including main bearings, connecting rod bearings and link pin bushings, showed evidence of overheating and damage. The base was cracked between the bearing cap stud holes and the dowel pin hole and between the dowel pin hole and the saddle surface. Licensee plans to completely disassemble the engine for inspection and replace all damaged parts. All main bearings, connecting rod bearings and link pin bushings will be replaced even though some do not show visible evidence of damage. Two connecting rods will be replaced-one that was damaged in the event and one that was damaged during disassembly. Licensee has hired Failure Analysis Associates to determine the extent of base cracking and corrective measures needed, if any.

Licensee believes that one of the causes of the overspeed event was that there was air in the governor oil system after the governor was put back on the engine and hydraulic lines were reconnected. The governor was filled after installation to the "full" indication on the sight glass. However, air was not vented from the system and sufficient oil was not added prior

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to the initial start. After the event about 750 milliliters of oil were removed from the governor. The Woodward governor was sent to the vendor for tests, including operation with 750 milliliters of oil. Licensee noted during the event that the fuel rack operated and closed several times, indicating erratic operation of the governor.

Original Signed by

L. L. Kintner, Project Manager  
BWR Project Directorate No. 4  
Division of BWR Licensing

Enclosure:  
As stated

cc: See next page

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Docket File

NRC PDR  
Local PDR  
PD#4 Reading  
WButler  
LKintner  
Young, OELD  
EJordan  
BGrimes  
ACRS (10)  
NRC Participants

\*Previously concurred:

*JK* PD#4/PM  
LKintner:lb  
12/6/85

CPB  
\*CBerlinger  
12/02/85

PD#4/PD  
WButler  
12/6/85

*WB*

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Enclosure:  
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Enclosure

NRC - MP&L Meeting, 11-14-85

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G. Sandlin	NMP& Lic	Eng
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