

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

December 7, 1982

WBRD-50-390/82-82 B
WBRD-50-391/82-78

U.S. Nuclear Regulatory Commission
Region II
Attn: Mr. James P. O'Reilly, Regional Administrator
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

WATTS BAR NUCLEAR PLANT UNITS 1 AND 2 - HEAT LOSS FROM POWER SYSTEMS
DIESELS - WBRD-50-390/82-82, WBRD-50-391/82-78 - SECOND INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector R. V. Crlenjak on July 29, 1982 in accordance with 10 CFR 50.55(e) as NCR WBN NEB 8214. Our first interim report was submitted on September 3, 1982. Enclosed is our second interim report. We expect to submit our next report on or about March 22, 1983. 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 858-2668.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

D S Kammer
for 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

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ENCLOSURE

WATTS BAR NUCLEAR PLANT UNITS 1 AND 2
HEAT LOSS FROM POWER SYSTEMS DIESELS
NCR WBN NEB 8214
WBRD-50-390/82-82, WBRD-50-391/82-78
10 CFR 50.55(e)
SECOND INTERIM REPORT

Description of Deficiency

The original published data for the Power Systems (Rocky Mount, North Carolina) diesels gave the radiated heat loss of their engine at 1.37 Btu/hp-min. Power Systems has performed a heat load test, and their data indicates the radiated heat loss of the GM-EMB 16-645E4 diesel engine to be 3.82 Btu/hp-min \pm 6 percent. This represents a heat load increase of approximately 23,450 Btu/min.

Interim Progress

TVA performed a heat load test of the diesel on November 30, 1982. The preliminary calculated heat loss from the diesels, as a result of the test, is 1.98 BTU/hp-min. This represents an actual heat load increase of 3,745 BTU/min. TVA is presently evaluating the results of the test to determine what changes, if any, are needed to maintain acceptable diesel room temperatures.