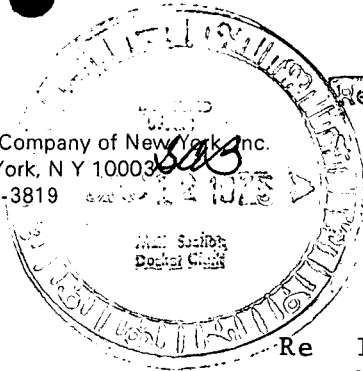


William J. Cahill, Jr.
Vice President

Consolidated Edison Company of New York, Inc.
4 Irving Place, New York, N Y 10003
Telephone (212) 460-3819

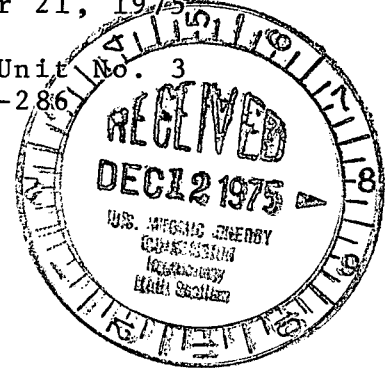


Regulatory

File Cya

November 21, 1975

Re Indian Point Unit No. 3
Docket No. 50-286



Mr. James P. O'Reilly, Director
Office of Inspection and Enforcement
Region 1
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, Penn. 19406

Dear Mr. O'Reilly

Pursuant to 10CFR50.55(e) of the Commission's Regulations, Mr. Seth Folsom of your office was notified in person on October 23, 1975 regarding an apparent construction deficiency relating to oil leakage from Diesel Generator No. 32. This letter presents the results of our investigation of the matter.

On October 14, 1975, Con Edison was in the process of testing Diesel Generator No. 32 to close our several punchlist items. When the attempt was made to start the generator, oil sprayed from the exhaust manifold gasket and the attempt to start the machine was terminated immediately. WEDCO was instructed by Con Edison to investigate and correct the situation. WEDCO obtained assistance from the diesel manufacturer, ALCO, who sent a representative to the site on October 15, 1975. It was determined that check valves previously installed in connection with turbocharger lubrication had been installed in the wrong oil line.

The check valves had been installed under ALCO's instructions to correct a previous punchlist item, oil leaking back into the turbocharger when the prelube pump is running. An ALCO representative had visited the site earlier and had instructed WEDCO personnel as to which line the check valves were to be installed in and in which direction the flow should go. Following those instructions, WEDCO completed the check valve installation.

After the diesel malfunction on October 14, 1975, a different ALCO representative inspected the diesel generator and determined that the check valves had been improperly installed in the oil drain line rather than

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Mr. James P. O'Reilly -2-
Nuclear Regulatory Commission

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the supply line. The work had been done in accordance with the first ALCO representative's instructions, which were erroneous. Improper location of the check valves in the drain line had caused the exhaust manifold to be flooded. When properly installed, the spring-loaded check valves restrict oil flow to the turbocharger when the prelube pump is running, but allow oil flow to the turbocharger when the engine is being operated and the main oil pump is running.

As a remedial action, the check valves were removed and properly installed in the oil supply lines and the diesel generator was inspected for damage. No signs of damage were found and Diesel Generator No. 32 was run successfully on October 17, 1975.

To preclude the occurrence of a similar problem in the future, Con Edison test program personnel have been instructed to inspect those punchlist corrections which consist of revised designs, rewiring of components, or re-entering of fluid system boundaries to confirm that the completed work is in agreement with approved documentation.

Very truly yours



William J. Cahill, Jr.
Vice President

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