AEC DISTRIBUTION FOR PART 50 DOCKET MATERIAL (TEMPORARY FORM)

CONTROL NO: 1148

BROOKHAVEN NAT. LAB

1-RD...MULLER...F-309GT

1-AGMED(WALTER KOESTER,

Rm C-427, GT)

	•					FIL	ন			
FROM:		DATE OF DOC:	DOC: DATE REC'D		LTR				'HEH	
Northern States Power Company Minneapolis, Minn. 55401		·							1221	
L. O. Mayer		2-7-73	2-20)- 73	Х				-	
TO:		ORIG	CC	OTHER		SENT	AEC PD	Ŕ	_X	
		_				SENT	LOCAL :	PDR	X	
Mr. Giambuss		1						Grad		
CLASS: UPROP INFO		INPUT	ио су	S REC'D		DOCKE	T NO:			
		·	· 40) .	50-263			•	٠	
DESCRIPTION: Ltr reporting an i the No. 12 Emergen be started manuall	cy Diesel Genera	tor could no	;	SURES:					•	
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CLARK(L)	STOLZ(L)	<pre>ZIEMANN(L)</pre>			YOUNGBLOOD(E)					
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GOLLER(L)	VASSALLO(L)		OOD(FM)		REGAN(• /				ı
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CGC, ROOM P-506A	SCHROEDER	GRIMES		F & M		BROV			. & M E	
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•	✓ KNIGHT(●)	KASTNER		NUSSBAU	IMER		OULBOU		L	
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DEYOUNG-L(PWR)	✓ KNUTH			SERVICE			ZMAN			•
SKOVHOLT-L	✓ STELLO	ENVIRO		MASON	${f L}$					
P. COLLINS	✓ MOORE	MULLER		WILSON	L	PLAI	NS			
	► HOUSTON	DICKER		MAIGRET	L	MCDC	NALD			
REG OPR	▼ TEDESCO	KNIGHTON		SMITH	L	DUBI	3		+	
FILE & REGION (2)	✓ LONG	YOUNGBLOOD		GEARIN	· L					
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1-NSIC(BUCHANAN)	•			L-OC, GT-	.B027		ALD LEI		THE	
1-ASLB-YORE/SAYRE				. E-256-6	•		OKHAVEN			

1-R. CATLIN, E-256-GT

NEWMARK/BLUME/AGABIAN

1-CONSULANT'S

WOODWARD/H. ST.

16-CYS ACRS MORPERS SENT TO LIC ASST.

R. DIGGS ON 2-20-73





NSP

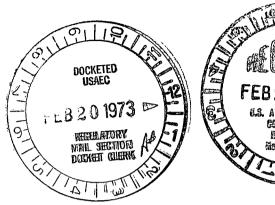
NORTHERN STATES POWER COMPANY

Minneapolis, Minnesota 55401

February 7, 1973

Mr. A. Giambusso Deputy Director for Reactor Projects United States Atomic Energy Commission Washington, D. C. 20545

Dear Mr. Giambusso:





MONTICELLO NUCLEAR GENERATING PLANT Docket No. 50-263 License No. DPR-22

Failure of #1 Starting System of #12 Diesel Generator

A condition occurred at the Monticello Nuclear Generating Plant which we are reporting to your office in accordance with Section 6.6.0.1 of the Technical Specifications, of Provisional Operating License DPR-22.

On January 20, 1973, during routine surveillance testing, the No. 12 Emergency Diesel Generator could not be started manually on the #1 starting system. The #2 starting system was then selected and the engine successfully started.

Observation of the #1 starting system indicated that the starting motors were receiving air but were not cranking the engine. Both air motors of the #1 starting system were removed from the engine and inspected. The air vanes of the lower motor were found to be sticking in the rotor slots. The lower starter motor was replaced with a spare. The upper motor was found to be in good condition. Following re-installation of the motors, the engine was successfully started by the #1 starting system. It should be noted that the malfunction of the No. 1 starting system would not have prevented an automatic diesel start since both starting systems are utilized in the automatic start sequence.

The remaining starting motors on #12 diesel and all the starting motors on #11 diesel were checked to verify free operation of the vanes by manually rotating the starter motors. In all cases free operation was verified.

Yours very truly,

L. O. Mayer, PE

Director of Nuclear Support Services

LOM/mmm

cc: B H Grier G Charnoff

Minnesota Pollution Control Agency - Attn: Ken Dzugan

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