

Enclosure 3

P. O. BOX 013100, MIAMI, FL 33101



June 16, 1978  
L-78-207

Director of Nuclear Reactor Regulation  
U. S. Nuclear Regulatory Commission  
Washington, DC 20555

Dear Sir:

Re: St. Lucie Unit No. 1  
Docket No. 50-335  
Diesel Generator Information

The attached information is submitted in response to  
a letter from Karl R. Goller dated December 15, 1977.

Very truly yours,

Robert E. Uhrig  
Vice President

REU/MAS/bb

Attachment

cc: Mr. James P. O'Reilly, Region II  
Harold F. Reis, Esquire

781700051

8107210127 810709  
PDR ADOCK 05000335  
F PDR



*Handwritten notes:*  
A014  
S  
[Signature]

- S. Are any foreign gases such as propane, freon, halon, carbon dioxide, etc. stored in the: Diesel Engine room?  
 Yes \_\_\_\_\_ No x or adjacent buildings? Yes \_\_\_\_\_ No x

If yes, (other than hand portable fire extinguishers), then identify gases and give approximate tank size.

Gases _____	Volume (ft <sup>3</sup> ) _____
_____	_____
_____	_____
_____	_____
_____	_____

- T. Does control system automatically bypass, in emergency starting, any engine temporarily out of service for maintenance? Yes \_\_\_\_\_ No x

If yes, then how many failures to bypass have occurred?

\_\_\_\_\_

- U. Does the control system automatically override the test mode under emergency conditions? Yes x No \_\_\_\_\_

- V. Have repetitive mechanical failures occurred in any component part or subsystem of the engine, generator, or switch gear, etc.?  
 Yes x No \_\_\_\_\_

If yes, then which part or subsystem? Turbo-charger; loss of lubrication to bearings and gears

How many failures? 5 (1 pre-op testing; 4 since license) Note: There are 4 turbo-chargers per unit

Give nature of failure. On D/G start, electric oil pump stopped (by design) at 200 rpm, but main oil pump had not developed pressure. Design change implemented 3/78 to preclude recurrence. Re-reportable Occurrence 335-77-42, followup report #1, of 5/15/78

- W. Would periodic (yearly or other) evaluation and/or testing by "outside experts" contribute significantly to the diesel-generator reliability? Yes \_\_\_\_\_ No x

Give brief reasons for the answer. We have sufficient knowledge available on site or within company. Vendor examination of turbo-chargers has confirmed in-house evaluation alluded to in V. above.

- X. 1. Give the accumulated time-load operating record for each diesel-generator unit from installation to the present (Running Hours):

Preoperational test Date 8-75

Engine Serial No.	Surv. Testing & Maintenance Hrs. No Load	Testing & Loaded	Emergency and Other Service Hrs.	Total Hours
1A.	~10	~161	~ 15	186
1B	~10	~124	~ 15	149

NOTE: Total Hours were read off "hour meter". Remaining numbers are rough estimates.

2. Surveillance test load (percent of continuous rating) ~~30%~~ before 1-78  
95-100% after 1-78
3. Give the projected or planned time-load operation for each diesel-generator unit during the next 12 months.

Surveillance & Maintenance Hrs.	Emergency and other Service Hrs.	Total Hours
~36	0	~36

4. Provide the following summary of the periodic surveillance testing experience:

- a. Starting date of surveillance testing (OL date) 3-1-76
- b. Periodic test interval monthly; plus every 8 hrs. if other diesel out-of ser
- c. Total number of surveillance tests performed ~80\*
- d. Total number of test failures 6; most recent was 8 mos. ago.

started & ran & then turbo-charger failed

failure to start 4 (2 cp. error) failure to accept load 1 - would not reach full load due to turbo-charger problem

failure to carry load 1 failures due to operator error 2

failure due to equipment not being operative during emergency conditions 0

- e. Supply a copy of the surveillance test procedures with this completed questionnaire.

\* Since OL, ~200 starts

