Enclosure 3

P. O. BOX 013100, MIAMI, FL 33101

FLORIDA POWER & LIGHT COMPANY

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,

J. A. De Mastry
for

Robert E. Uhrig
Vice President

REU/MAS/bb

Attachment

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

7817000051

A014
S1
1/1

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^3)
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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 occured?

_____

U. Does the control system automatically override the test mode under emergency conditions? Yes x Nó ____

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 Occurance 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	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.

failure to start 4 (2 op. error) failure to accept load 1- would not reach full load due t turbo-charg problem
failure to carry load 1 failures due to operator error 2
failure due to equipment not being operative during emergency conditions 0

started & ran & then turbo-charger failed

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

* Since OL, ~200 starts