

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR: 8111020292 DOC. DATE: 81/10/27 NOTARIZED: NO DOCKET #  
 FACIL: 50-335 St. Lucie Plant, Unit 1, Florida Power & Light Co. 050.00335  
 AUTH. NAME: UHRIG, R. E. AUTHOR AFFILIATION: Florida Power & Light Co.  
 RECIP. NAME: CLARK, R. A. RECIPIENT AFFILIATION: Operating Reactors Branch 3

SUBJECT: Forwards addl info to 811016 response re diesel generator operations data for Unresolved Safety Issue A-44, Station blackout.

DISTRIBUTION CODE: A050S COPIES RECEIVED: LTR 1 / ENCL 1 SIZE: 6  
 TITLE: Station Blackout (USI A-44)

NOTES:

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	NRV/DSI/PSB 05	1	1	ORB#3 13	3	3
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	NSIC 05	1	1	NTIS	1	1

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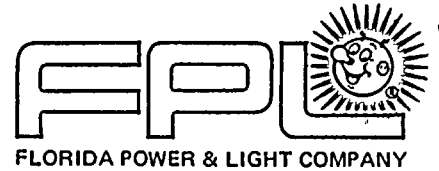
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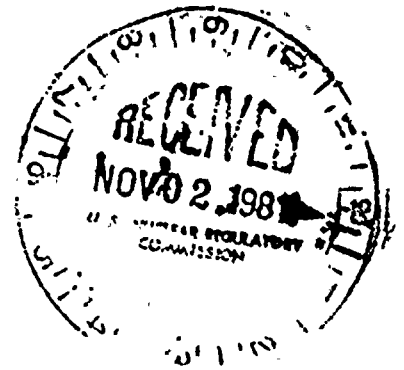


October 27, 1981  
L-81-466

Office of Nuclear Reactor Regulation  
Attention: Mr. Robert A. Clark, Chief  
Operating Reactors Branch #3  
Division of Licensing  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

Dear Mr. Clark:

Re: St. Lucie Unit 1  
Docket No. 50-335  
Information Request Regarding  
Station Blackout - Safety Issue A-44



On October 16, 1981 (L-81-452), Florida Power & Light Company provided information to you in response to your request regarding Station Blackout, Safety Issue A-44. The attached Table 1A, Diesel Generator Operations Data, should have been included with that submittal.

Very truly yours,

Robert E. Uhrig  
Vice President  
Advanced Systems & Technology

REU/DME/ah

Attachments

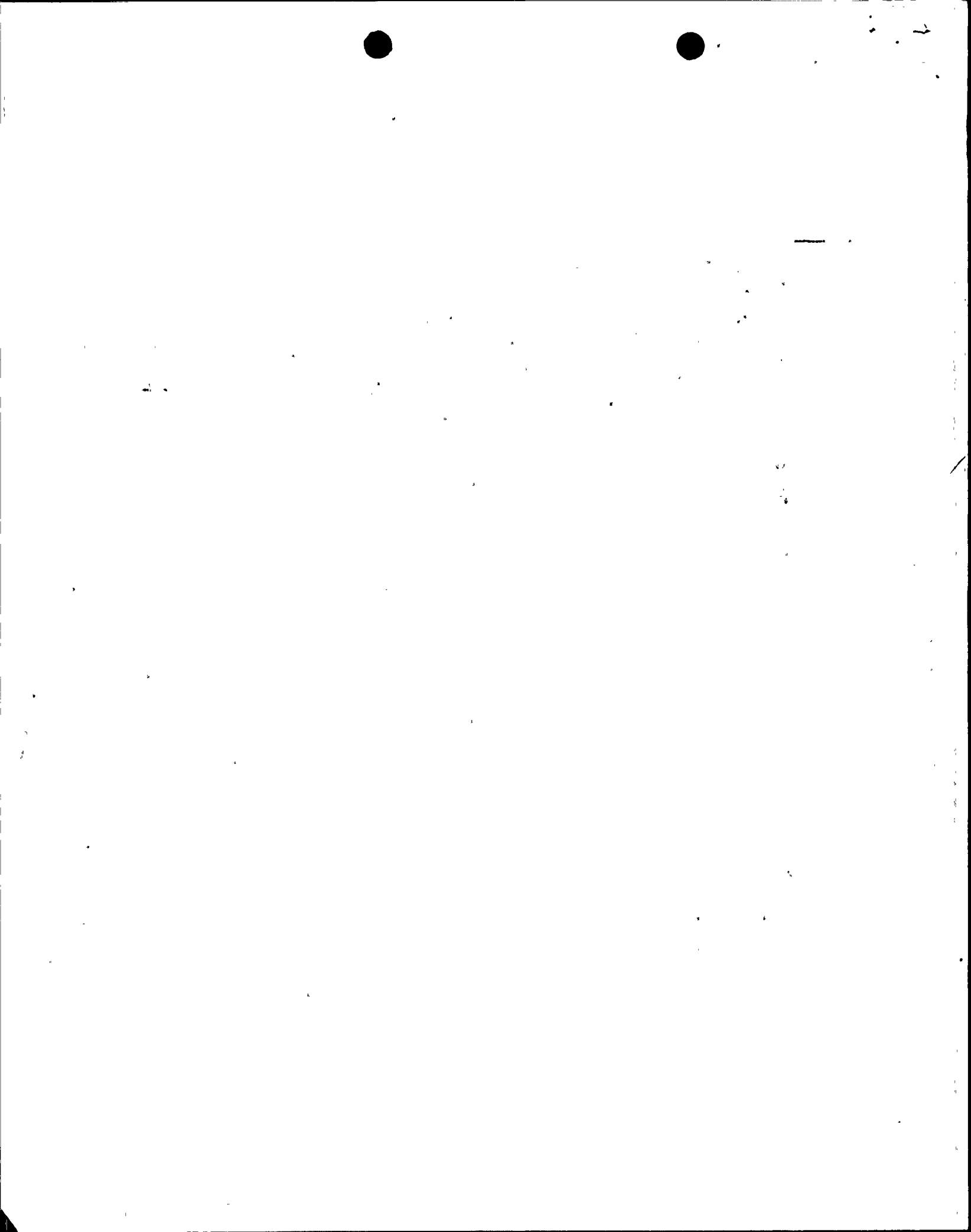
cc: J. P. O'Reilly, Director, Region II  
Harold F. Reis, Esquire

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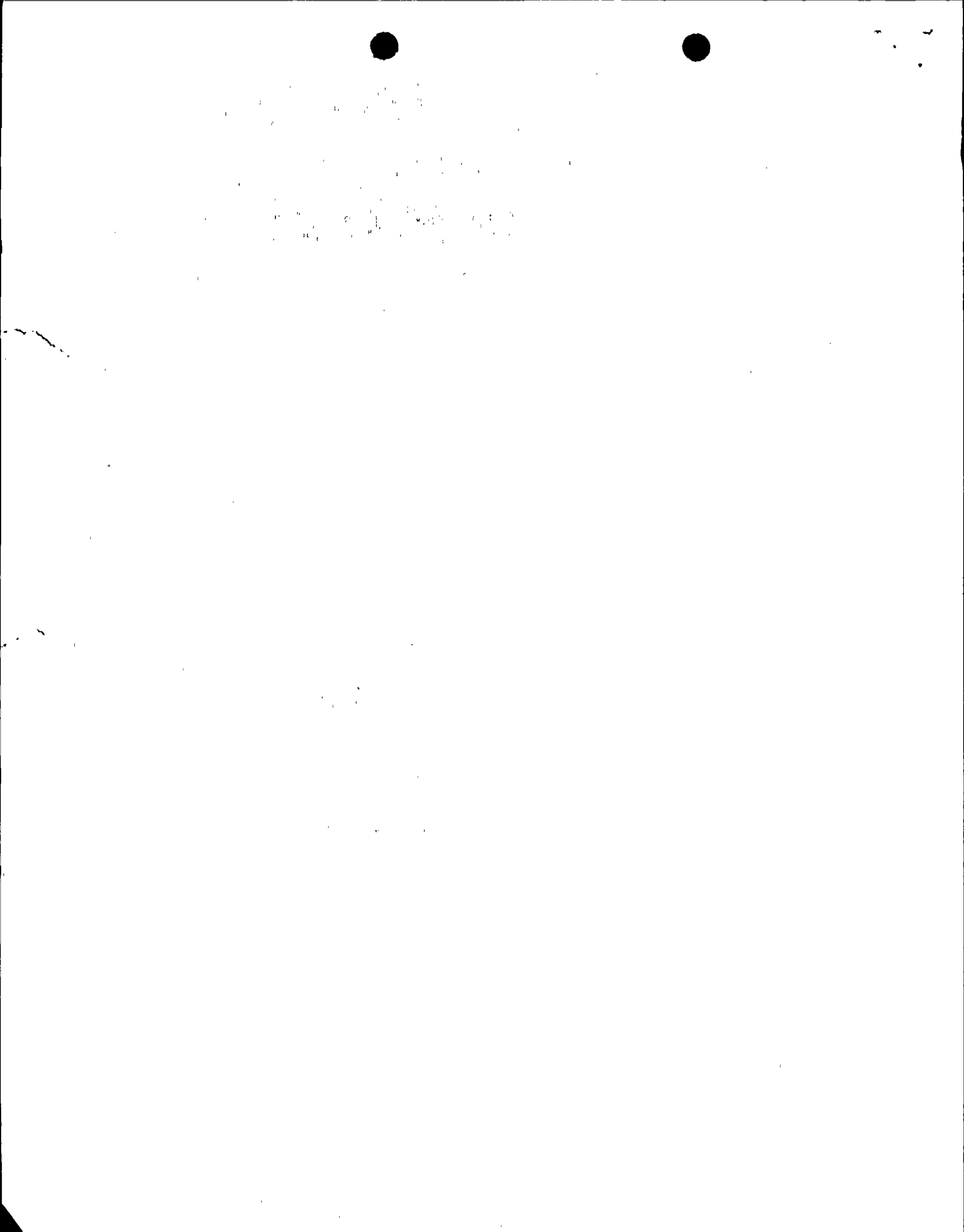






NOTES3/15/77-12/31/77Notes Table 1A

- 1        A    D/G  
Tech. Spec. Req'd. Tests  
The Total of 26 plus 4 starts does NOT include 8 starts done 10/3 through 10/4/77 for post repair verification after turbo charger replacement. Final verification test is included. No start failures. 25 of the 26 were 1 hour minimum runs. 26 were 2 hours.
- 2        A    D/G  
The 4 "0%" loading tests are for surveillances when loading was NOT required, only operability (start) testing (when startup transformer or other D/G were out of service).
- 3        A & B    D/G  
D/G's received start signal but offsite power was not lost so they did not load (5/11/77).
- 4        A    D/G  
Included in the starts but not considered as a failure is 1 successful start and load when operator shut down unit before completion of test due to load fluctuations - probably due to system not D/G. No problems found - retested OK shortly afterwards.
- 5        B    D/G  
Included in the starts but not considered failures were 3 starts and loads when operator shut down unit before completion of test due to indicated low lube oil (problem of marking on dipstick for cold vs hot conditions), and low cooling water expansion tank level. We can and do, if necessary, add water or lube oil with units running. We feel it is conservative not to do so for testing only.
- 6        B    D/G  
Not included is 1 case where D/G started during testing and would have loaded but sticking relays prevented the buss from stripping so breaker, per design, did not close. D/G could have been manually loaded. LER 335-77-40.





1/1/78 - 3/15/78

Enclosure 1 - Page 1  
 Plant Name PSL  
 Unit No. I

TABLE 1B

Diesel Generator Operations Data  
 Calendar Year 19\_\_

Reason for DG Operation, & scheduled Duration of Run	DC No.	Number of Starts	Number of Failures	Percent Loading of DG (KW)	Duration of Run Before Stop For Each DG Failure	Identification of Failure (Refer to attached LERs or Table 3)
Tech. Spec Req'd Test	A	2	0	~40%	-	---
	A	3	0	0%	-	Loading not required
If loaded 1 hour run	B	2	0	~40%	-	---
	B	2	0	0%	-	Loading not required
DG Actual Demand Starts not for Testing						
Miscellaneous Tests (Specify Type)	A	1	0	~40%	-	---
	B	1	0	~40%	-	---
	B	1	0	0%	-	Loading not required
Retest after Maintenance If loaded 1 hour run						



NOTES

3/16/78-7/4/78

NOTES TABLE 1C

1        A   D/G

The 8 starts and loads include 1 where D/G would not unload normally from control room. It could be unloaded-retested satisfactorily after correction of minor problem.

2        B   D/G

The 4 plus 1 starts do not include trouble shooting to determine why B D/G would not synchronize for test loading. B D/G would load onto a dead bus as it does in any actual case. Not a valid failure per R.G. 1.108.

