

# ACCELERATED DISTRIBUTION DEMONSTRATION SYSTEM

## REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR: 8809140329      DOC. DATE: 88/09/12      NOTARIZED: NO      DOCKET #  
 FACIL: 50-335 St. Lucie Plant, Unit 1, Florida Power & Light Co.      05000335  
 AUTH. NAME      AUTHOR AFFILIATION  
 CONWAY, W.F.      Florida Power & Light Co.  
 RECIPIENT AFFILIATION  
 Document Control Branch (Document Control Desk)

SUBJECT: Responds to NRC 880816 ltr re violations noted in Insp Rept 50-335/88-16.

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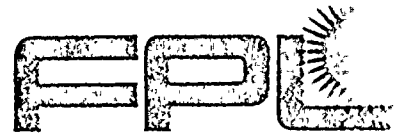
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SEPTEMBER 12 1988

L-88-393

U. S. Nuclear Regulatory Commission  
Attn: Document Control Desk  
Washington, D. C. 20555

Gentlemen:

Re: St. Lucie Unit 1  
Docket No. 50-335  
Inspection Report 335/88-16

Florida Power & Light Company has reviewed the subject inspection report, and pursuant to NRC letter (A. R. Herdt to W. F. Conway) dated August 16, 1988, the response is attached.

Very truly yours,

  
W. F. Conway  
Senior Vice President - Nuclear

WFC/GRM/cm

Attachment

cc: Dr. J. Nelson Grace, Regional Administrator, Region II, USNRC  
Senior Resident Inspector, USNRC, St. Lucie Plant

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DEVIATION

The Unit 1 FSAR, Section 8.3.1.1.7, requires the diesel generators to be capable of reaching full speed and voltage within 10 seconds after receiving a signal to start.

Contrary to the above, during Unit 1 emergency diesel generator surveillance testing on March 29, 1987, emergency diesel generators 1A and 1B attained rated speed and voltage in 10.1 seconds and 12.7 seconds, respectively. As such, Unit 1 surveillance testing on two occasions failed to demonstrate the diesel generators are capable of satisfying FSAR design requirements.

RESPONSE

1. Reason for deviation:

FPL has investigated this deviation with the operators involved. Because of the time lapse (greater than 15 months), no specific reasons could be given as to why they would have entered start times for the diesels in excess of the design values and not have notified the responsible supervision. Subsequent entries in the same data sheet are within the design values and records of maintenance activities show no conclusive evidence that start times were affected. In addition, the diesels were tested as part of the integrated response time tests for safeguards equipment in July and found to be satisfactory.

2. Corrective steps:

Since the diesels had met the design start times subsequent to the dates identified, no immediate action was taken.

3. Corrective steps to preclude further deviation:

FPL has changed the monthly diesel periodic test to require the design start time be verified within specifications. In addition, the responsible personnel have been instructed to notify the operations supervisor in instances where surveillances are satisfactory but the equipment is known not to meet its design requirements.

4. Corrective action is considered complete.

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