

30-335

NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL

FILE NUMBER
INCIDENT REPORT

TO:
Mr. Norman C. Moseley

FROM:
Florida Power & Light Company
Miami, Florida
A. D. Schmidt

DATE OF DOCUMENT:
3/31/77

DATE RECEIVED
4/18/77

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DESCRIPTION

Ltr. trans the following:

PLANT NAME: (1-P)
St. Lucie Unit No. 1

RJL

ENCLOSURE

Licensee Event Report (RO 50-335/77-15) on 3/1/77 concerning the 1A Diesel Generator failing to start during a surveillance test..

(2-P)

**ACKNOWLEDGED
DO NOT REMOVE**

NOTE: IF PERSONNEL EXPOSURE IS INVOLVED
SEND DIRECTLY TO KREGER/J. COLLINS

FOR ACTION/INFORMATION

BRANCH CHIEF:	Ziemann
W/3 CYS FOR ACTION	
LIC. ASST.:	Diggs
W/1 CYS	
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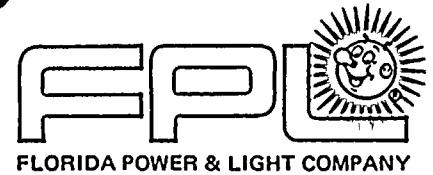
EXTERNAL DISTRIBUTION

CONTROL NUMBER

LPDR: Ft Pierce, Fla	
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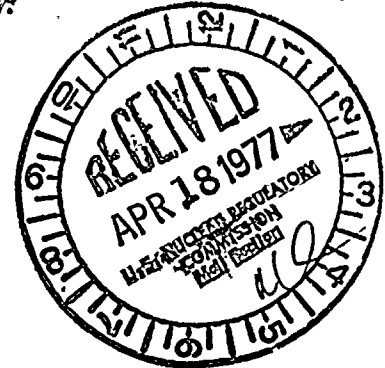
March 31, 1977

PRN-LI-77-96

Regulatory

File Ex:

Mr. Norman C. Moseley, Director, Region II
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
230 Peachtree Street, N. W., Suite 1217
Atlanta, Georgia 30303



Dear Mr. Moseley:

REPORTABLE OCCURRENCE 335-77-15
ST. LUCIE UNIT 1
DATE OF OCCURRENCE: MARCH 1, 1977

1A DIESEL GENERATOR

The attached Licensee Event Report is being submitted in accordance with Technical Specification 6.9 to provide 30-day notification of the subject occurrence.

Very truly yours,

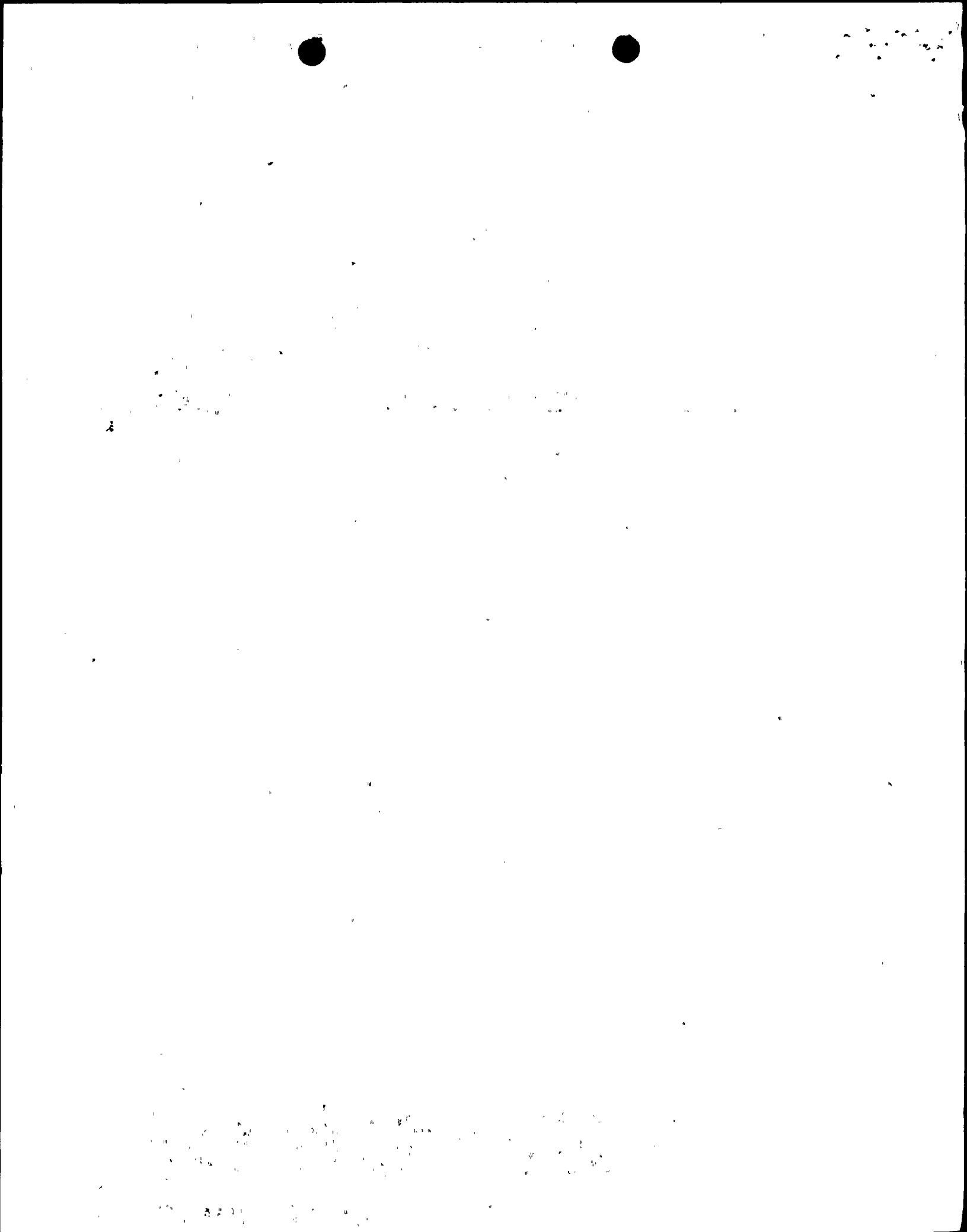
J.R. Bensen
for A. D. Schmidt
Vice President
Power Resources

MAS/cpc

Attachment

cc: Robert Lowenstein, Esquire
Director, Office of Inspection and Enforcement (30)
Director, Office of Management Information and
Program Control (3)

771080243



LICENSEE EVENT REPORT

CONTROL BLOCK:
1 6

[PLEASE PRINT ALL REQUIRED INFORMATION]

LICENSEE NAME: 01 | F | L | S | L | S | I | 14 | 7 8 9
LICENSE NUMBER: 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 25 | 7 8 9
LICENSE TYPE: 4 | 1 | 1 | 1 | 1 | 30 | 7 8 9
EVENT TYPE: 0 | 3 | 31 32 | 7 8 9

CATEGORY: 01 | CONT | 57 58 | 7 8
REPORT TYPE: L | 59 | 7 8
REPORT SOURCE: L | 60 | 7 8
DOCKET NUMBER: 0 | 5 | 0 | - | 0 | 3 | 3 | 5 | 61 68 | 7 8 9
EVENT DATE: 0 | 3 | 0 | 1 | 7 | 7 | 69 74 | 7 8 9
REPORT DATE: 0 | 3 | 3 | 0 | 7 | 7 | 75 80 | 7 8 9

EVENT DESCRIPTION

02 | During a surveillance test, the 1A Diesel Generator failed to start. The diesel had
7 8 9 80
03 | been initially rolled with air to clear the cylinders as required by procedure. During
7 8 9 80
04 | this time a generator lockout occurred, apparently due to a spurious alarm. The
7 8 9 80
05 | generator lockout relay was reset but the operator did not relatch the overspeed trip
7 8 9 80
06 | mechanism. Subsequently, the diesel could not be started. The 1B Diesel Generator was
7 8 9 80

SYSTEM CODE: E | D | 7 8 9
CAUSE CODE: A | 11 | 7 8 9
COMPONENT CODE: E | N | G | I | N | E | 12 17 | 7 8 9
PRIME COMPONENT SUPPLIER: A | 43 | 7 8 9
COMPONENT MANUFACTURER: E | 1 | 4 | 7 | 44 47 | 7 8 9
VIOLATION: N | 48 | 7 8 9

CAUSE DESCRIPTION

08 | Cause of the diesel failure to start was due to not resetting the overspeed trip
7 8 9 80
09 | mechanism following a generator lockout.
7 8 9 80
10 |
7 8 9 80

FACILITY STATUS: B | 9 | 7 8 9
% POWER: 0 | 8 | 1 | 10 12 13 | 7 8 9
OTHER STATUS: NA | 13 44 | 7 8 9
METHOD OF DISCOVERY: B | 45 | 7 8 9
DISCOVERY DESCRIPTION: NA | 46 80 | 7 8 9
FORM OF ACTIVITY RELEASED: Z | 9 | 7 8 9
CONTENT OF RELEASE: Z | 10 11 | 7 8 9
AMOUNT OF ACTIVITY: NA | 11 44 | 7 8 9
LOCATION OF RELEASE: NA | 45 80 | 7 8 9

PERSONNEL EXPOSURES

NUMBER: 0 | 0 | 0 | 7 8 9
TYPE: Z | 11 12 | 7 8 9
DESCRIPTION: NA | 13 80 | 7 8 9

PERSONNEL INJURIES

NUMBER: 0 | 0 | 0 | 7 8 9
DESCRIPTION: NA | 11 12 80 | 7 8 9

PROBABLE CONSEQUENCES

15 | NA | 7 8 9 80

LOSS OR DAMAGE TO FACILITY

TYPE: Z | 7 8 9
DESCRIPTION: NA | 10 80 | 7 8 9

PUBLICITY

17 | NA | 7 8 9 80

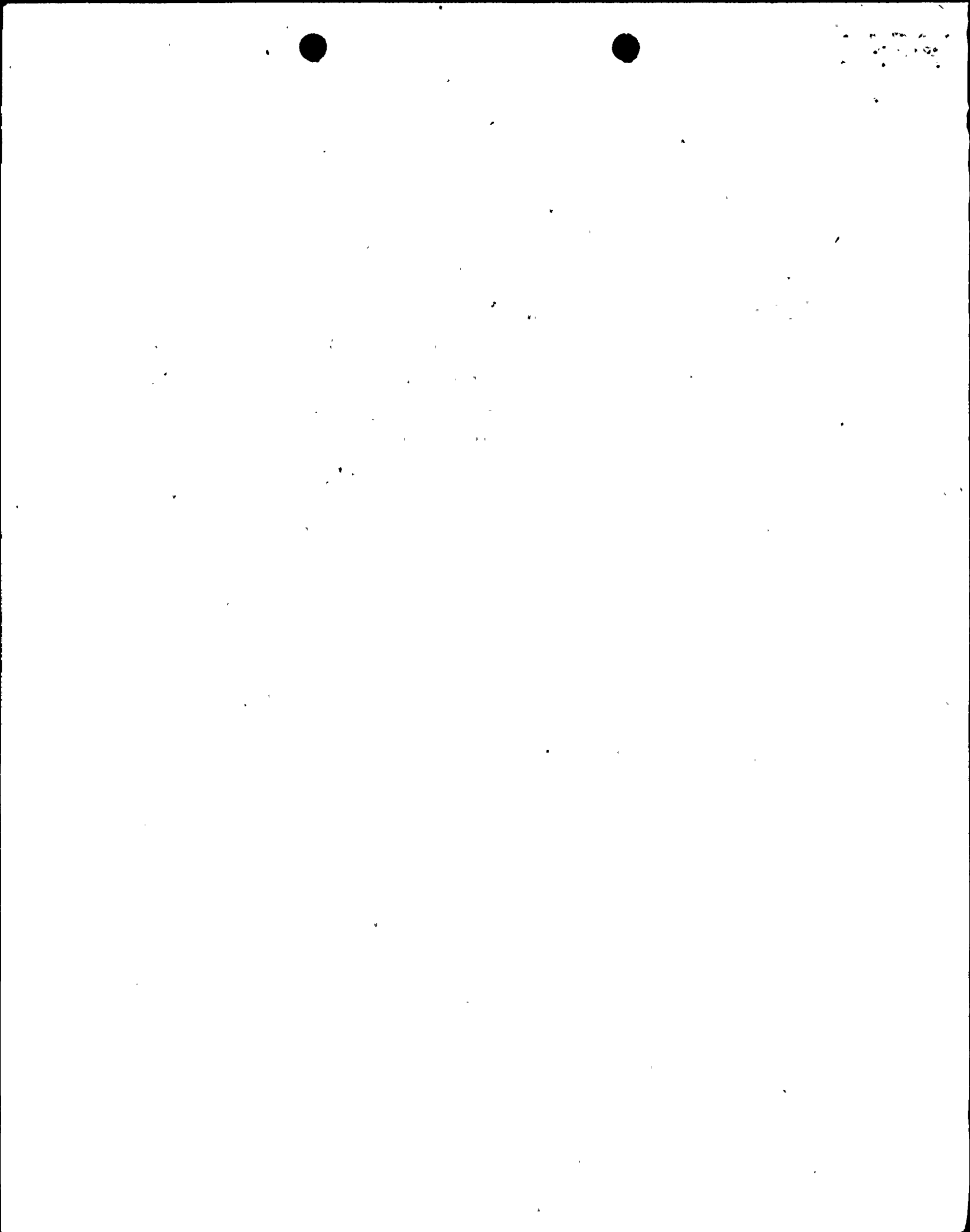
ADDITIONAL FACTORS

18 | See Page Two for continuation of Event Description. | 7 8 9 80

19 | | 7 8 9 80

NAME: M. A. Schoppman

PHONE: 305/552-3779



EVENT DESCRIPTION (Continued)

started and demonstrated operable, and two off-site power sources were determined operable as required by Technical Specification 3.8.1.1.a.

Further investigation revealed that the overspeed trip mechanism was in fact tripped. The trip mechanism was relatched and the diesel was satisfactorily started and run within the time limits allowed by the Technical Specifications.

This was the second occurrence of a diesel generator failing to start because of operator error. The previously reported occurrence (335-76-44) was due to an improper valve lineup.

Attempts were later made to repeat the generator lockout but the event could not be repeated. The diesel started satisfactorily during these evaluations. A letter will be sent to the appropriate operations personnel stressing the importance of ensuring proper diesel generator lineup at all times.

(335-77-15)

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