

50-335

NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL

FILE NUMBER
INCIDENT REPORT

TO: Mr N C Moseley

FROM: Florida Power & Light Co
Miami, Fla
A D Schmidt

DATE OF DOCUMENT
2-17-77

DATE RECEIVED 3-4-77

LETTER
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 UNCLASSIFIED

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NUMBER OF COPIES RECEIVED

one signed

DESCRIPTION

Ltr trans the following:

1p

PLANT NAME: St Lucie #1

ENCLOSURE

Licensee Event Report (RO# 77-2) on 1-18-77
concerning tripping of 1B diesel generator
.....

2p

ACKNOWLEDGED

DO NOT REMOVE

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

FOR ACTION/INFORMATION 3-10-77 ehf

BRANCH CHIEF:	<i>Ziemann</i>
W/3 CYS FOR ACTION	
LIC. ASST.:	<i>Diggs</i>
W/1 CYS	
ACRS /6 CYS HOLDING/SENT	<i>AS CAT B</i>

INTERNAL DISTRIBUTION

<u>REG FILE</u>			
NRC PDR			
I & E (2)			
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EISENHUT			
BAER			
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VOLLMER/BUNGH			
KREGER/J. COLLINS			

EXTERNAL DISTRIBUTION

LPDR: <i>Ft Pierce, Fla</i>		
TIC:		
NSIC:		

CONTROL NUMBER

2333 335
A04
GD

10-1-57

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Regulatory

File Copy



February 17, 1977

PRN-LI-77-35

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 335-77-2
ST. LUCIE UNIT 1
DATE OF OCCURRENCE: JANUARY 18, 1977

DIESEL GENERATOR 1B

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,

A. D. Schmidt
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)

2333



LICENSEE EVENT REPORT

CONTROL BLOCK:

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(PLEASE PRINT ALL REQUIRED INFORMATION)

LICENSEE NAME						LICENSE NUMBER						LICENSE TYPE				EVENT TYPE										
01	F	L	S	L	S	1	0	0	-	0	0	0	0	0	-	0	0	4	1	1	1	1	0	3		
7	8	9	14	15	25	26	25	30	31	32																
01		CONT		CATEGORY		REPORT TYPE		REPORT SOURCE		DOCKET NUMBER						EVENT DATE			REPORT DATE							
01	7	8	57	58	L	L	0	5	0	-	0	3	3	5	0	1	1	8	7	7	0	2	1	7	7	7
7	8	9	59	60	61	68	69	74	75	80																

EVENT DESCRIPTION

02 During surveillance testing, the 1B Diesel Generator was started and loaded
03 to 1500 KW. After running for approximately 55 minutes, the 1B Diesel
04 Generator tripped on lockout. Within one hour, the 1A Diesel Generator was
05 started and its operability demonstrated, as required by Technical Specifica-
06 tion 3.8.1.1. Initial inspection of the 1B Diesel Generator indicated

SYSTEM CODE		CAUSE CODE		COMPONENT CODE				PRIME COMPONENT SUPPLIER		COMPONENT MANUFACTURER			VIOLATION		
07	E	E	E	E	N	G	I	N	E	A	G	1	0	0	N
7	8	9	10	11	12	17	43	44	47	48					

CAUSE DESCRIPTION

08 Initial visual inspection revealed the cause of the Diesel Generator lockout
09 to be failure of the turbocharger as evidenced by the presence of oil at
10 the air intake. The turbocharger intake bell was removed and showed that

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

PERSONNEL EXPOSURES

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

PERSONNEL INJURIES

NUMBER		DESCRIPTION						
14	0	0	0	NA				
7	8	9	11	12	80			

PROBABLE CONSEQUENCES

15		NA				
7	8	9	80			

LOSS OR DAMAGE TO FACILITY

TYPE		DESCRIPTION					
16	D	Cost of replacement of diesel turbocharger					
7	8	9	10	80			

PUBLICITY

17		NA				
7	8	9	80			

ADDITIONAL FACTORS

18		See page two for continuation of Event Description and Cause Description.				
7	8	9	80			

19						
7	8	9	80			

NAME: M. A. Schoppman

PHONE: 305/552-3779

LA. 11
11-11-11

EVENT DESCRIPTION (Continued)

failure of the turbocharger unit. The turbocharger was removed and the diesel oil and air systems cleaned and inspected. The additional inspection verified that damage had been self-contained and limited to the turbocharger unit. A new turbocharger was installed and the 1B Diesel Generator was tested satisfactorily and returned to service within the applicable Technical Specification time limits.

This was the first occurrence of this type at St. Lucie Unit 1 involving the 1B Diesel Generator. (335-77-2).

CAUSE DESCRIPTION (Continued)

the turbocharger shaft and the oil seal had been damaged.

The damaged turbocharger unit is being independently analyzed by the vendor to determine the exact cause of failure.

