C 05/02/78

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)
DISTRIBUTION FOR INCOMING MATERIAL 50-244

REC: ZIEMANN D L
NRC

ORG: WHITE L D
ROCHESTER GAS & ELEC

DOCDATE: 04/27/78
DATE RCVD: 04/27/78

DOCTYPE: LETTER NOTARIZED: NO

COPIES RECEIVED
LTR 1 ENCL 1

SUBJECT:
RESPONSE TO NRC LTR DTD 04/03/78...FURNISHING INFO CONCERNING DIESEL GENERATOR CONDITIONS WHICH ARE ANNUNCIATED IN THE MAIN CONTROL ROOM AT SUBJECT FACILITY.

PLANT NAME: RE GINNA - UNIT 1

REVIEWER INITIAL: XJM
DISTRIBUTOR INITIAL: ml

********** DISTRIBUTION OF THIS MATERIAL IS AS FOLLOWS **********

DIESEL ALARM CIRCUITRY FOR DIESEL GENERATORS.
(DISTRIBUTION CODE A005)

FOR ACTION: ~~BR CHIEF ZIEMANN**W/7~~ ENCL

INTERNAL:
~~REG FILE**W/ENCL~~
~~I & E**W/2 ENCL~~
MIPC**W/ENCL
BENAROYA**W/ENCL
EISENHUT**W/ENCL
BAER**W/ENCL
EEB**W/ENCL
T. WAMBACH**W/ENCL
NRC PDR**W/ENCL
OELD**LTR ONLY
HANAUER**W/ENCL
IPPOLITO**W/ENCL
SHAO**W/ENCL
BUTLER**W/ENCL
F. ROSA**W/ENCL

EXTERNAL:
LPDR'S
ROCHESTER, NY**W/ENCL
ACRS CAT B**W/16 ENCL

DISTRIBUTION: LTR 40 ENCL 39
SIZE: 2P

CONTROL NBR: 781220095

********** THE END **********

ROCHESTER GAS AND ELECTRIC CORPORATION • 89 EAST AVENUE, ROCHESTER, N.Y. 14649

LEON D. WHITE, JR.
VICE PRESIDENT

TELEPHONE
AREA CODE 716 546-2700

April 27, 1978

Director of Nuclear Reactor Regulation
Attention: Mr. Dennis L. Ziemann, Chief
Operating Reactors Branch #2
Division of Operating Reactors
U.S. Nuclear Regulatory Commission
Washington, DC 20555

Subject: Diesel Generator Alarm Circuitry
R. E. Ginna Nuclear Power Plant, Unit #1
Docket No. 50-244

Dear Mr. Ziemann:

In accordance with your letter dated April 3, 1978 the diesel generator conditions which are annunciated in the Main Control room have been reviewed. The concerns expressed in your letter are addressed below.

1. D/G Local/remote control switch in local position is annunciated in the existing system and will be annunciated in the proposed system as a "diesel generator inoperative" condition.

2. Low lube oil pressure is annunciated in the existing system and will be annunciated in the proposed system as a "diesel generator inoperative" condition.

3. The local stop control on the existing system requires reset and is not annunciated. Annunciation of this condition will be included as a "diesel generator inoperative" condition in the proposed system.

A005 1/1

4. The diesel generator trip on low lube oil pressure is initiated by two out of the three lube oil pressure switches. Therefore no single failure of a pressure switch will cause an unnecessary inoperative condition. The setpoint of the pressure switches is 40 psi while normal operating pressure is about 85 psi. The estimated run time for the diesel at 40 psi oil pressure is 30 seconds at less than full power before the engine seizes. To bypass the low lube oil trip when a safety injection signal is present would yield a negligible increase in diesel availability but greatly increase the probability permanent loss of the machine under accident conditions. It is also noted that current designs retain the low lube pressure trip on safety injection. On the basis of these facts it is the RG&E position that the low lube oil pressure trip not be bypassed when a safety injection signal is present.

Very truly yours,

L D White, Jr.

L. D. White, Jr.