

February 17, 1977

PRN-LI-77-36

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 335-77-3
ST. LUCIE UNIT 1
DATE OF OCCURRENCE: JANUARY 19, 1977

DIESEL GENERATOR 1A

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
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)

LICENSEE EVENT REPORT

CONTROL BLOCK:

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(PLEASE PRINT ALL REQUIRED INFORMATION)

LICENSEE NAME:

01	F	L	S	L	S	L
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 LICENSE NUMBER:

0	0	-	0	0	0	0	0	-	0	0
---	---	---	---	---	---	---	---	---	---	---

 LICENSE TYPE:

4	1	1	1	1
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 EVENT TYPE:

0	3
---	---

CONT:

0	1
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 CATEGORY:

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 REPORT TYPE:

L

 REPORT SOURCE:

L

 DOCKET NUMBER:

0	5	0	-	0	3	3	5
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 EVENT DATE:

0	1	1	9	7	7
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 REPORT DATE:

0	2	1	7	7	7
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EVENT DESCRIPTION

02 | During surveillance testing, the 1A Diesel Generator failed to start. A
03 | second attempt to start the 1A diesel produced the same result. Since the
04 | 1B Diesel Generator was out of service at the time (See 335-77-2), two
05 | offsite AC circuits were demonstrated operable within one hour as required
06 | by Technical Specification 3.8.1.1. Observation showed that the 12

SYSTEM CODE:

E	E
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 CAUSE CODE:

C

 COMPONENT CODE:

E	N	G	I	N	E
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 PS&E COMPONENT SUPPLIER:

A

 COMPONENT MANUFACTURER:

G	I	O	O
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 VIOLATION:

N

CAUSE DESCRIPTION

08 | The 1A Diesel Generator failure to start was attributed to a dirty fuel
09 | rack linkage and possibly the effect of unusual, prolonged, sub-freezing
10 | weather on the Diesel governor oil system.

FACILITY STATUS:

B

 % POWER:

0	8	0
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 OTHER STATUS:

NA

 METHOD OF DISCOVERY:

B

 DISCOVERY DESCRIPTION:

NA

FORM OF ACTIVITY RELEASED:

Z

 CONTENT OF RELEASE:

Z

 AMOUNT OF ACTIVITY:

NA

 LOCATION OF RELEASE:

NA

PERSONNEL EXPOSURES

13 | NUMBER:

0	0	0
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 TYPE:

Z

 DESCRIPTION:

NA

PERSONNEL INJURIES

14 | NUMBER:

0	0	0
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 DESCRIPTION:

NA

PROBABLE CONSEQUENCES

15 |

NA

LOSS OR DAMAGE TO FACILITY

16 | TYPE:

Z

 DESCRIPTION:

NA

PUSLICITY

17 |

NA

ADDITIONAL FACTORS

18 | See Page Two for continuation of Event Description.

19 |

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NAME: M. A. Schoppman

PHONE: 305/552-3779

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LICENSEE EVENT REPORT
PAGE TWO

EVENT DESCRIPTION (Continued)

cylinder rack handle of the 1A Diesel Generator was stuck in the open position. The rack handle linkage was lubricated, and the diesel was started locally and tested satisfactorily within the time limits required by the Technical Specifications.

During a second surveillance test conducted the same day, the 1A Diesel Generator again failed to start due to the same cause. The rack handle linkage to the fuel racks of the 12 cylinder diesel was disassembled, cleaned, and relubricated. In addition, heat from a heat lamp was applied to the diesel governor assembly. The 1A Diesel Generator was then started and tested satisfactorily within the time limits allowed by the Technical Specifications.

Although it is not known whether malfunction of the linkage or abnormally cold weather effects on the oil system caused the problem, long-term corrective action to preclude recurrence will be to periodically clean the linkage and to provide external heating to the diesel governor oil system during prolonged periods of below-freezing weather.

Although it is not known whether malfunction of the linkage or abnormally cold weather effects on the oil system caused the problem, long-term corrective action to preclude recurrence will be to periodically clean the linkage. Prolonged periods of below-freezing weather are rare at the St. Lucie site, however, under such weather conditions special measures will be taken to provide external heating to the diesel governor oil system.

This is the third occurrence of a diesel generator failing to start properly. The previously reported start failures involved a clogged air start system solenoid valve and air line (335-76-21) and an improper air start valve lineup (335-76-44), and are unrelated to this occurrence.

(335-77-3)