VIRGINIA ELECTRIC AND POWER COMPANY

RICHMOND, VIRGINIA 23261

July 29, 1976

Mr. Norman C. Moseley, Director Office of Inspection and Enforcement U. S. Nuclear Regulatory Commission Region II - Suite 818 230 Peachtree Street, Northwest Atlanta, Georgia



PO&M/LJC:jlf

Docket No. 50-280 License No. DPR-32

Dear Mr. Moseley:

Pursuant to Surry Power Station Technical Specification 6.6.B.2, the Virginia Electric and Power Company hereby submits a copy of Licensee Event Report No. USRE-S1-76-07.

The substance of this report has been reviewed by the Station Nuclear Safety and Operating Committee and will be placed on the agenda for the next meeting of the System Nuclear Safety and Operating Committee.

Very truly yours,

Lo. M. Stallings

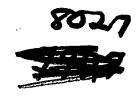
C. M. Stallings

Vice President-Power Supply and Production Operations

Enclosure

cc: Mr. Robert W. Reid, Chief (40 copies) Operating Reactors Branch 4





GPO 881.667

EVENT DESCRIPTION(CONTINUED)

6.6.2b(2). (USRE-S1-76-07).

CAUSE DESCRIPTION (CONTINUED)

cylinder. Rolling the engine with the cylinder test cocks open prior to starting the engine forced the water out of the cylinder. This permitted detection of the problem and prevented further damage to the engine.

This is the fifth cylinder head on this engine to be found with a crack in a time period of approximately three months. Cylinders #1 and #17 were the subject of USRE S1-76-04 and 06. Cylinders #2 and #16 were found during the inspection conducted as a result of USRE S1-76-06. Cylinders #1 and #2 are diametrically opposite of cylinders #16, #17 and #19. This can be indicative of a cylinder head heat stress which is caused by a cylinder heat imbalance or an engine overheat condition.

To ensure the reliability of this engine, the monthly performance test will be conducted on a weekly basis for a period of two months. If no additional cylinder heads are found to be cracked, it will be safe to assume the remaining heads have not been heat stressed to the point of failure. If additional heads are found to be cracked, the determination of the cause of the cracking may be brought to light depending on which head fails.

ADDITIONAL FACTORS (CONTINUED)

Accordingly, no hazard to the safety or health of the general public existed.

Mr 33 11 0 Mills