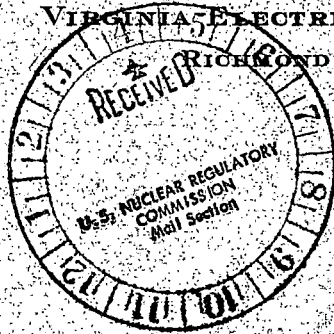
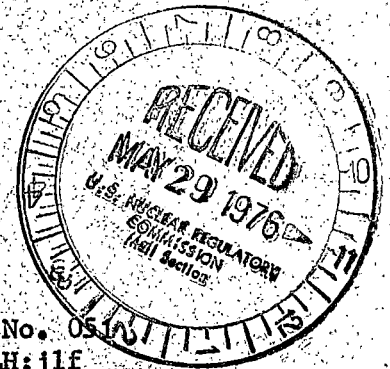


Regulatory Docket File

VIRGINIA ELECTRIC AND POWER COMPANY
RICHMOND, VIRGINIA 23261



May 27, 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 30303

Serial No. 0515
PO&M/ALH:jlf
Docket No. 50-280
License No. DPR-32

Dear Mr. Moseley:

Pursuant to Surry Power Station Technical Specification 6.6.2, the Virginia Electric and Power Company hereby submits a copy of Reportable Occurrence No. USRE-S1-76-06.

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,

C. M. Stallings
Vice President-Power Supply
and Production Operations

Enclosure

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

5416

LICENSEE EVENT REPORT

CONTROL BLOCK:

1								6
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[PLEASE PRINT ALL REQUIRED INFORMATION]

LICENSEE NAME:

01	V	A	S	P	S	1
----	---	---	---	---	---	---

 LICENSE NUMBER:

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

 LICENSE TYPE:

4	1	1	1	0
---	---	---	---	---

 EVENT TYPE:

0	3
---	---

CATEGORY:

01	CONT
----	------

 M 1 REPORT TYPE:

L

 REPORT SOURCE:

L

 DOCKET NUMBER:

0	5	0	-	0	2	8	0
---	---	---	---	---	---	---	---

 EVENT DATE:

0	5	0	8	7	6
---	---	---	---	---	---

 REPORT DATE:

0	5	2	4	7	6
---	---	---	---	---	---

EVENT DESCRIPTION

02 | During the preparations to test the starting of #1 emergency diesel generator, water
03 | was observed dripping out of the air box drain. An immediate investigation revealed
04 | water had entered the air box from #1 cylinder via the cylinder air inlet ports. The
05 | piston in this cylinder was near the bottom of the stroke which opened the air intake
06 | ports. The backup emergency diesel generator was tested satisfactorily prior (CONT'D)

SYSTEM CODE:

E	E
---	---

 CAUSE CODE:

E

 COMPONENT CODE:

E	N	G	I	N	E
---	---	---	---	---	---

 PRIME COMPONENT SUPPLIER:

A

 COMPONENT MANUFACTURER:

E	1	4	7
---	---	---	---

 VIOLATION:

N

CAUSE DESCRIPTION

08 | EMD-GM Turbo Vee 20, 3810 Bhp diesel engine sustained a crack in #1 cylinder head
09 | which extended from an exhaust valve seat approximately three-fourths of the distance
10 | to the injector well and through to the water jacket. This is an area of high (CONT'D)

FACILITY STATUS:

E

 % POWER:

1	0	0
---	---	---

 OTHER STATUS:

N/A

 METHOD OF DISCOVERY:

A

 DISCOVERY DESCRIPTION:

N/A

FORM OF ACTIVITY RELEASED:

Z

 CONTENT OF RELEASE:

Z

 AMOUNT OF ACTIVITY:

N/A

 LOCATION OF RELEASE:

N/A

PERSONNEL EXPOSURES

13 | NUMBER:

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

 TYPE:

Z

 DESCRIPTION:

N/A

PERSONNEL INJURIES

14 | NUMBER:

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

 DESCRIPTION:

N/A

OFFSITE CONSEQUENCES

15 | N/A

LOSS OR DAMAGE TO FACILITY

16 | TYPE:

Z

 DESCRIPTION:

N/A

PUBLICITY

17 | N/A

ADDITIONAL FACTORS

18 | The backup emergency diesel generator was demonstrated to be operable. In addition,
19 | the manufacturer's technical representative indicated that the #1 diesel engine would (Cont

NAME: E. M. Sweeney, Jr.

PHONE: (804) 357-3184

EVENT DESCRIPTION (CONTINUED)

to commencement of repairs. The engine was repaired by replacing the cylinder head and associated components.

This is a reportable occurrence in accordance with Technical Specification 6.6.2b(2). (USRE-S1-76-06)

CAUSE DESCRIPTION (CONTINUED)

heat stress which most probably caused the crack. The crack permitted water from the water jacket to drip into the cylinder. The piston was near the bottom of the stroke which uncovered the air inlet ports and allowed the water to enter the air box and thus exit the engine via the air box drains.

This is the second cylinder head on this engine to be found with a crack and leaking water in a time period of less than one month. A thorough visual inspection after the last incident failed to detect this cracked head. Therefore, a more stringent inspection will be conducted to ensure no other cylinder heads on this engine are defective.

ADDITIONAL FACTORS (CONTINUED)

have run and performed its intended function had it been necessary. Therefore, the safety systems would have functioned if they had been needed. Accordingly, no hazard to the safety or health of the general public existed.