NRC FORM 366 (7-77)

U. S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

CONTROL BLOCK: [| | | | |] (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 | LICENSEE CODE: W I P B H 1 (2) | LICENSE NUMBER: 0 0 - 0 0 0 0 0 - 0 0 (3) | LICENSE TYPE: 4 1 1 1 1 (4) | CAT: (5)

CON'T 0 1 | REPORT SOURCE: L (6) | DOCKET NUMBER: 0 5 0 0 0 2 6 6 (7) | EVENT DATE: 1 0 0 3 7 9 (8) | REPORT DATE: 1 0 1 9 7 9 (9)

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 At 0400 hours, 10-3-79, the 3D emergency Diesel generator (one of two)
0 3 failed to start for its monthly technical specification test. The 4D
0 4 Diesel generator was started to verify its operability. The 3D Diesel
0 5 generator was restored to service at 1720 hours, 10-3-79, after comple-
0 6 tion of repairs and a test run. Because the redundant emergency Diesel
0 7 generator was operable, the public health and safety was not affected.
0 8 This event led to a degraded mode of operation permitted by T. S.

	SYSTEM CODE	CAUSE CODE	CAUSE SUBCODE	COMPONENT CODE	COMP. SUBCODE	VALVE SUBCODE
0 9	E E (11)	E (12)	B (13)	M E C F U N (14)	Z (15)	Z (16)

(17) LER/RO REPORT NUMBER	EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE	REPORT TYPE		REVISION NO.
	7 9	—	0 1 6	/	0 3	L	—	0

ACTION TAKEN	FUTURE ACTION	EFFECT ON PLANT	SHUTDOWN METHOD	HOURS (22)	ATTACHMENT SUBMITTED	NPRD-4 FORM SUB.	PRIME COMP. SUPPLIER	COMPONENT MANUFACTURER
A (18)	Z (19)	Z (20)	Z (21)	0 0 0 0	Y (23)	Y (24)	X (25)	W 2 9 0 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The GM Electromotive Division 999-20 Diesel generator failed to start
1 1 because the Woodward UG8 dial control governor (bulletin no. 03004G)
1 2 load limit strap stuck in the stop position. The faulty governor was
1 3 replaced with a spare and was returned to the factory.
1 4

	FACILITY STATUS	% POWER	OTHER STATUS (30)	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION (32)
1 5	E (28)	1 0 0 (29)	N/A	A (31)	Operator observation

	ACTIVITY RELEASED	CONTENT OF RELEASE	AMOUNT OF ACTIVITY (35)	LOCATION OF RELEASE (36)
1 6	Z (33)	Z (34)	N/A	N/A

PERSONNEL EXPOSURES

	NUMBER	TYPE	DESCRIPTION (39)
1 7	0 0 0 (37)	Z (38)	N/A

PERSONNEL INJURIES

	NUMBER	DESCRIPTION (41)
1 8	0 0 0 (40)	N/A

LOSS OF OR DAMAGE TO FACILITY (43)

1269 345

	TYPE	DESCRIPTION
1 9	Z (42)	N/A

PUBLICITY

	ISSUED	DESCRIPTION (45)
2 0	N (44)	N/A

7911050346

NRC USE ONLY

NAME OF PREPARER C. W. Fay PHONE: 414/277-2811

ATTACHMENT TO LICENSEE EVENT REPORT NO. 79-016/03T-0

Wisconsin Electric Power Company
Point Beach Nuclear Plant Unit 1
Docket No. 50-266

At 0400 hours, October 3, 1979, the 3D emergency Diesel generator (one of two) failed to start for its monthly Technical Specification test. The 4D emergency Diesel generator was immediately tested to verify its operability.

The GM Electromotive Division 999-20 Diesel generator failed to start because the Woodward UG8 dial control governor (bulletin or catalogue no. 03004G) load limit strap stuck in the stop or shutdown position.

This governor had been recently installed as a replacement for the identical original governor for preventive maintenance. There were no known problems with the original governor, but it had been in service since the original installation of the Diesel generator and it was felt that it should be replaced as a precautionary measure. The replacement governor had been ordered from the manufacturer and was a rebuilt unit. When the replacement governor was initially installed, the load limit strap did stick in the shutdown position on one occasion. The replacement governor was then removed, disassembled, inspected, reassembled, and installed. The problem did not recur during several preservice retests and the Diesel was then placed into service.

When the replacement governor failed on October 3, 1979, the original governor was still on site and was reinstalled. After the Diesel generator successfully completed the monthly Technical Specification test, it was returned to service at 1720 hours, October 3, 1979.

The factory replacement governor has been returned to the manufacturer.

The event led to a degraded mode of operation (reduced degree of redundancy) permitted by the Technical Specifications. The public health and safety was not affected due to the operability of the 4D emergency Diesel generator