

Georgia Power Company
Plant E. I. Hatch
Baxley, Georgia 31513

Reportable Occurrence Report No. 50-321/1979-101.

Event Description and Probable Consequences (Cont).

Occurrence No. 50-366/1978-60 for a similar incident of this type. Public health and safety were not effected by this incident.

Cause Description and Corrective Actions (Cont).

found acceptable. After the 'C' Diesel failed again. on December 16, 1979, the vendor was consulted as to the availability of a spare servo. The vendor advised swapping the servo with one of a newer design. A new type Governor Booster Servo was installed and Procedure HNP-1-3801 performed satisfactorily on December 18, 1979.

NARRATIVE REPORT

POOR ORIGINAL

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With the reactor in the run mode, on December 12, 1979, and again on December 13, 1979, the 'C' Diesel Generator, 1R43-S001C, failed to start from the remote station within 7 seconds while performing procedure HNP-1-3801, Diesel Generator Manual Start. The reactor power was at 88% during the first incident and at 16% power when the second incident occurred. 1R43-S001C also failed to start, on December 16, 1979, with the reactor in cold shutdown. The 'C' Diesel was being run due to a Plant Service Water Pump and a Low Pressure Coolant Injection Subsystem being inoperable, Technical Specifications 4.5.J.2 and 4.5.B.2.

After each failure the 'C' Diesel was declared inoperable and following the first two incidents preparations were made to comply with Technical Specifications 3.5.B.2 and 3.5.J.3, cold shutdown within 24 hours.

After the start failure on December 12, 1979, the Diesel was started from the local station which bypasses the 7 second, timed, control circuit. After 1R43-S001C was shutdown, it was successfully restarted from the remote station. HNP-1-3801 was then performed satisfactorily and the Diesel declared operable.

When the second failure occurred, on December 13, 1979, particles of rust were found in the Governor Booster Servo which prevented the piston from operating freely. This was the apparent cause of the first failure also, as the Diesel could be started and shutdown locally, it would then start from the remote station. The piston and all internal parts were cleaned and the servo reassembled. HNP-1-3801 was then performed satisfactorily.

When the final failure occurred, on December 16, 1979, the vendor was consulted as to the availability of a spare servo. It was advised that the type of Governor Booster Servo, presently installed, be replaced with one of a newer design. After acquiring and installing the new type of Servo, HNP-1-3801 was performed and the 'C' Diesel placed back in operation on December 18, 1979.

Due to the possibility of there being a re-occurrence to one of the remaining Unit I Diesels, the new type Governor Booster Servo is being installed. The Unit II Diesel Servo's will not be changed as the Diesels were initially equipped with the newer type.

A similar incident in which a dirty Servo was a contributing factor to the failure of a Unit II Diesel Generator was reported on Reportable Occurrence No. 50-366/1979-60. The maintenance procedures were revised in 1978 to include cleaning of the Servo periodically.

Public health and safety were not effected by this incident.

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