



UNITED STATES
 NUCLEAR REGULATORY COMMISSION
 REGION II
 101 MARIETTA STREET, N.W.
 ATLANTA, GEORGIA 30303

Report Nos. 50-325/79-15 and 50-324/79-15

Licensee: Carolina Power and Light Company
 411 Fayetteville Street
 Raleigh, North Carolina 27602

Facility Name: Brunswick

Docket Nos. 50-325 and 50-324

License Nos. DPR-71 and DPR-62

Inspection at Brunswick Site near Southport, North Carolina

Inspector: E. H. Brooks
 E. H. Brooks

4-19-79
 Date Signed

Approved by: R. D. Martin
 R. D. Martin, Section Chief, RONS Branch

4-19-79
 Date Signed

SUMMARY

Inspection on April 2-5, 1979

Areas Inspected

This routine announced inspection involved 30 inspector-hours on site in the areas of complex technical specification surveillance tests, and inspection of pipe support and restraint systems.

Results

Of the areas inspected, no apparent items of noncompliance or deviations were identified.

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DETAILS

1. Persons Contacted

Licensee Employees

- *A. C. Tollison, Jr., Plant Manager
- *W. M. Tucker, Superintendent, Technical and Administrative
- *R. M. Poulk, NRC Coordinator
- *W. Washburn, Engineer
- *W. L. Tripplett, Engineering Supervisor
- D. Moore, Engineering Technician
- J. Davis, Maintenance Engineer

*Attended exit interview.

2. Exit Interview

The inspection scope and findings were summarized on April 5, 1979, with those persons indicated in Paragraph 1 above.

3. Licensee Action on Previous Inspection Findings

Not Inspected

4. Unresolved Items

Unresolved items were not identified during this inspection.

5. Complex Technical Specification Surveillance Tests

The inspector reviewed the licensee's revised, marked-up procedures numbered PT 12.1.1 and PT 12.1.2 entitled "Diesel Generator Loading Test". These procedures describe the tests to be performed to verify that the emergency buses de-energize and shed loads, and that the diesel generator system starts and assumes ECCS loads under a simulated loss of off-site power concurrent with an ECCS test signal. The procedures, including annotations, were approved by qualified management personnel. The tests are conducted in individual sections to demonstrate the operability of the various systems arrangements of emergency busses, diesel generators, and ECCS components. Appropriate check-off lists are provided for documenting initial conditions, testing procedures, and test data.

The inspector witnessed the Section B test for Unit 2. The number one diesel generator failed to start as required on loss of power to the

emergency busses. The nuclear service water pump, as indicated on the strip chart, required slightly in excess of 6 seconds to start. An acceptance criterion requires this pump to start at 5 ± 1 second. It was subsequently determined that the cause for the start-up failure of the diesel generator was due to discharged batteries. The batteries are required for control of the diesel generators. The batteries had been subjected to discharge tests, and had not been recharged at the time of the diesel generator loading test. A time delay relay STR-1, required recalibration to correct for late startup of the nuclear service water pump. Failure of this section of the diesel generator loading test is considered a reportable item in accordance with Regulatory Guide 1.108. The licensee agreed to provide a report to the NRC in accordance with their reporting requirements. The licensee report and test data for the balance of testing are identified for follow-up review. (324/32^e/79-15-01)

6. Inspection of Pipe Support and Restraint Systems

The inspector reviewed the licensee's documentation of snubber inspection for Unit 2. (Inspection report 50-325/324/79-8 dated March 14, 1979 provides the results of inspection for Unit 1). The results of 100 percent inspection of Unit 2 snubbers by the Licensee showed that 7 Grinnel snubbers were discovered to have empty fluid reservoirs resulting from leakage. The leakage path is thought to be through the control valve adjustment seals. The 7 snubbers were declared inoperable, and were removed for testing and rebuilding. Accordingly, the licensees' schedule for visual inspection of Unit 2 inaccessible (inside containment) snubbers will be reduced from 124 days to 62 days.

The licensee, as of the date of this inspection, had not revised the procedure for inspection of hydraulic snubbers as agreed to in the course of the inspection conducted February 13-16 (Inspection Report 50-325/324-79-8). The licensee stated that the procedure will be revised by May 15, 1979.

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