



MISSISSIPPI POWER & LIGHT COMPANY

Helping Build Mississippi

P. O. BOX 1640, JACKSON, MISSISSIPPI 39205

JAMES P. McGAUGHY, JR.  
ASSISTANT VICE PRESIDENT

November 10, 1980

Office of Inspection & Enforcement  
U. S. Nuclear Regulatory Commission  
Region II  
101 Marietta Street, N.W.  
Suite 3100  
Atlanta, Georgia 30303

Attention: Mr. J. P. O'Reilly, Director

Dear Mr. O'Reilly:

SUBJECT: Grand Gulf Nuclear Station  
Units 1 and 2  
Docket Nos. 50-416/417  
File 0260/15525/15526  
PRD-80/35, Interim Report #2,  
Standby Diesel Generator Jacket  
Water Cooler Thermostatic Valve  
Fracture  
AECM-80/231

Reference: AECM-80/166, 7/23/80

On June 26, 1980, Mississippi Power & Light notified Mr. M. Hunt of your office of a Potentially Reportable Deficiency (PRD) concerning the Standby Diesel Generator. The deficiency was a fractured valve body on the Jacket Water Thermostatic Valve.

We have determined this deficiency to be reportable within the meaning of 10CFR50.55(e). The condition is not reportable under 10CFR21 because the components have not been offered to MP&L for acceptance. Attached is our interim report.

We expect to submit a final report by January 29, 1981.

Yours truly,

J. P. McGaughy, Jr.

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ATR:mt  
Attachment

cc: Mr. N. L. Stampley  
Mr. R. B. McGehee  
Mr. T. B. Conner

Mr. Victor Stello, Director  
Division of Inspection & Enforcement  
U. S. Nuclear Regulatory Commission  
Washington, D.C. 20555

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INTERIM REPORT FOR PRD-80/35

I. Description of Deficiency

During pneumatic pressure testing of the Unit 1 "B" Standby Diesel Generator, the jacket water thermostatic control valve cracked at the flange connection with adjacent piping. The pressure at the moment of failure was less than the valve design pressure.

It has been determined that failure of the valve could have led to a loss of coolant water which could have resulted in the failure of the Standby Diesel Generator. The failure of the Diesel Generator could have adversely affected the safety of plant operations, since its failure could degrade the safety related functions of the ESF 4.16 kv busses when off-site power is not available.

II. Corrective Action Taken and Results Achieved

The remaining Unit 1 valve, on the "A" Standby Diesel Generator, was subjected to magnetic particle examination. The valve was found to have a hairline linear indication. It was determined that the valve had been subjected to similar conditions as the Unit 1 "B" valve.

Both the vendor and the constructor are identifying causes and corrective actions to preclude recurrence, as applicable, to their organizations.

III. Reason for Delaying Final Report

Corrective actions to preclude recurrence have not been completed.

IV. Projected Final Report Date

A final report is expected to be submitted by February 5, 1981.