7/C

The Light company Houston Lighting & Power P.O. Box 1700 Houston, Texas 77001 (713) 228-9211

September 3, 1980
ST-HL-AE-523
SFN: V-0530

Mr. Karl Seyfrit
Director, Region IV
Nuclear Regulatory Commission
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76012

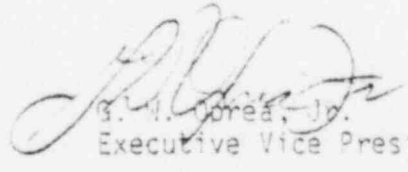
Dear Mr. Seyfrit:

South Texas Project
Units 1&2
Docket Nos. STN 50-498, STN 50-499
Final Report on the Diesel
Generator Fuel Oil Tank Room
Exhaust Fans

On June 20, 1980, pursuant to 10CFR50.55(e), Houston Lighting & Power Company notified your office of a potentially reportable deficiency involving the exhaust fans for the diesel generator fuel oil tank rooms. The interim report of July 16, 1980, indicated that this deficiency is reportable, and that the next report on this concern would be submitted by September 5, 1980. In response to that commitment, the final report is attached.

If there are any questions, please contact Mr. Michael E. Powell at (713) 676-8592.

Very truly yours,



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Executive Vice President

MEP/PLW/ojb
Attachment

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Final Report

Diesel Generator Fuel Oil Tank
Room Exhaust Fans
September 3, 1980

SUMMARY

During a routine design review, a deficiency was discovered in the design of the exhaust fans for the diesel generator fuel oil tank rooms. The Diesel Generator Building (DGB) tank room exhaust fan motors are required to be Class IE and to be supplied from a Class IE power source. The fan/motor assemblies are not otherwise required to meet safety-related or seismic Category I design requirements. This is a unique design situation for the South Texas Project (STP) and is the result of a plant-specific regulatory requirement imposed by the NRC during review of the Construction Permit application. This deficiency was determined to be reportable pursuant 10CFR50.55(e).

DESCRIPTION OF THE INCIDENT

The interim report of July 16, 1980, identified the deficiency as being the use of a non-Class IE power source to the fan motors. Further review has resulted in a better definition of the deficiency. Design considerations dictated that the motors be provided with a Class IE power source to meet requirements of the STP Safety Evaluation Report, Supplement 1. STP design requires these motors to be continuously energized on the Class IE power source which in turn requires qualified motors. Initial design, however, had the motor power source classified as non-Class IE. Consequently, the motors were purchased under non-safety class specification, rather than Class IE. The basis for this deficiency is that these motors were improperly procured as non-Class IE for loading onto the Class IE power supplies, thus violating the STP design criteria for a continuously energized fan/motor assembly.

CORRECTIVE ACTION

Following identification of this deficiency, the immediate action taken was placement of a "hold" on all engineering drawings issued to Construction related to the subject fans. With the engineering "hold" instituted, field installation is procedurally disallowed. The fan/motor assemblies have been delivered to the site. This "hold" will be removed and, therefore, installation allowed following replacement with qualified motors, which are being procured.

RECURRENCE CONTROL

Because of the unique design situation related to this deficiency, as stated earlier, no general recurrence control program is considered necessary. Appropriate changes will be made to the pertinent design documents, however, to provide positive identification of power source design requirements and Class IE qualification requirements for the DGB tank room exhaust fan motors. This aspect of fan motor design will also be subjected to the design verification program.

SAFETY ANALYSIS

No specific safety analysis was performed for this deficiency. Since adherence to plant specific regulatory criteria for design of these fan/motor assemblies was not maintained, this deficiency was determined to be reportable pursuant to 10CFR50.55(e).