DUKE POWER COMPANY
POWER BUILDING
422 SOUTH CHURCH STREET, CHARLOTTE, N. C. 28242

WILLIAM O. PARKER, JR.
VICE PRESIDENT
STEAM PRODUCTION

TELEPHONE: AREA 704
373-4083

May 29, 1981

Mr. James P. O'Reilly, Director
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

Re: Catawba Nuclear Station
Units 1 and 2
Docket Nos. 50-413 and 50-414

Dear Mr. O'Reilly:

Pursuant to 10CFR 50.55e, please find attached Significant Deficiency Report SD 413-414/81-05.

Very truly yours,

William O. Parker, Jr. by JS

William O. Parker, Jr.

RWO/djs
Attachment

cc: Director
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

NRC Resident Inspector
Catawba Nuclear Station

B019
S
1/1

8106040179
S

CATAWBA NUCLEAR STATION

REPORT NUMBER: SD 413, 414/81-05

REPORT DATE: May 29, 1981

FACILITY: Catawba Nuclear Station, Units 1&2

IDENTIFICATION OF DEFICIENCY:

The Diesel Generator Control Panels were inspected and it was discovered that the panel wiring did not agree with the drawings, and some of the components did not agree with the Bill of Materials. This deficiency was identified on May 1, 1981.

INITIAL REPORT:

On May 1, 1981, Mr. Art Johnson of NRC Region II, Atlanta, Georgia was notified of this deficiency by Mr. W. O. Henry, and Mr. W. J. Foley of Duke Power Company, Charlotte, NC 28242.

SUPPLIER AND/OR COMPONENT:

RTE Delta Co. of Stockton, California, a sub-vendor to Transamerica Delaval, built the control panels for Catawba Units 1&2 diesel generators. The diesels are designated 1A, 1B, 2A, 2B.

DESCRIPTION OF DEFICIENCY:

A connection diagram for the Diesel Generator Control Panels was prepared by RTE Delta Co when the panels were being built. These drawings were submitted to Duke Power Company as the panels were being shipped.

Duke Power Company compared these connection diagrams to the schematic diagrams, that were submitted and approved by Duke Power Company before the panels were built; several errors were identified. The panel wiring was then checked and it was determined that the panels' wiring did not agree with either the connection diagrams or the schematic diagrams. Additionally, some of the components in the panels did not agree with the Bill of Materials.

ANALYSIS OF SAFETY IMPLICATION:

If the deficiencies were not corrected, because of the number of errors involved, the diesels may not have operated as orignally intended.

Because these errors were in all of the panels, both of the diesels for each unit could have been inoperable. This could have resulted in the unavailability of on-site power.

CORRECTIVE ACTION:

To correct these deficiencies the following action was taken. All the wiring drawings on these panels were reviewed by Duke Power Company, Delaval, and Delta. All of the drawings were checked to make sure they were functionally correct and that they agreed with each other. Delta and Delaval reviewed the Bill of Material drawings against the panels to make sure all the components listed were the components that they had seismically qualified in the panel.

After the drawings were corrected, Delta rewired all four panels per the corrected drawings and checked each component in the panels to determine if it matched the Bill of Material Drawings. Catawba NCI's 8889, 8900, 8901, 8902 were written to implement this work.

All of the components that do not match the Bill of Materials will be replaced with the correct component. Catawba NCI #11611 was written to implement this work.