LICENSEE EVENT REPORT

CONTROL BLOCK:
0 1 G A E I H 2 2 0 0 0 - 0 0 0 0 0 0 3 4 1 1 1 1 1 1 6 5 EXENSE NUMBER 5 15 CAT 58 5
CON'T 0 3 REPORT L 6 0 5 0 0 0 3 6 6 7 0 9 2 1 8 1 8 1 0 2 0 8 1 9 2 8 SOURCE GO 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80 9 EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)
0 2 With the reactor in cold shutdown, the 2C Diesel failed to reach rated
speed in 512 seconds. Then, on September 27, 1981, with the reactor at
0 4 96% power, the 2C Diesel would not respond to the speed controller while
ols Lattempting to shut the diesel down. On both dates, the diesel was declared
inop and the provisions of Tech Specs 3.8.1.1 complied with. This was a
non-repetitive event. Public health and safety were not affected.
06
SYSTEM CODE CODE SUBCODE COMPONENT CODE SUBCODE SUBCOD
CODE TYPE NO. O O O O O O O O O
The cause of failure on September 21, 1981, was due to low oil in the
diesel governor. Oil was added and the diesel run satisfactorily. On
September 27, 1981, the failure was caused by a shorted brush in the gov-
ernor control motor. The brush was replaced and the diesel returned to
service. The governor has been replaced due to a slight oil leak.
FACILITY SPOWER OTHER STATUS 30 METHOD OF DISCOVERY DESCRIPTION 32 15 G 28 0 0 0 29 NA B 31 Operator observation 80
ACTIVITY CONTENT RELEASED OF RELEASE AMOUNT OF ACTIVITY 35 NA LOCATION OF RELEASE 36 NA
PERSONNEL EXPOSURES NUMBER 1YPE DESCRIPTION 39 NA NA
1 1 12 13 13 14 15 15 15 15 15 15 15
7 8 9 11 12 80 LOSS OF OR DAMAGE TO FACILITY 43 TYPE DESCRIPTION 43
TTT 12 ICI
PUBLICITY ISSUED DESCRIPTION 45 S ADOCK 05000366 PDR NA NA
NAME OF PREPARER R. T. Nix, Supt. of Maint. PHONE 912-367-7781

LER No.: 50-366/1981-094

Licensee: Georgia Power Company

Facility: Edwin I. Hatch

Docket No.: 50-366

Narrative Report for LER 50-366/1981-094.

On September 21, 1981, with the reactor shutdown and while performing HNP-2-3801, the 2C Diesel failed to reach rated speed in \le 12 seconds. Then on September 27, 1981, with the reactor at 96% power, the 2C Diesel would not respond to the speed controller while attempting to shut the diesel down. On both dates, the diesel was declared inop and the provisions of Tech Specs 3.8.1.1 complied with. The 2A and 2B Diesels were operable. This is a non-repetitive event. Public health and safety were not affected.

The cause of failure on September 21, 1981, was due to a slight oil leak at the governor seal, which resulted in a low oil level in the governor. Oil was added and the governor scheduled for replacement. The diesel was then returned to service. On September 27, 1981, the failure was caused by a faulty brush in the governor control motor. It appeared that the brush was sticking and not making direct contact with the motor commutator. The brush was replaced and the diesel returned to service. The complete governor has since been replaced and no further reporting will be required.

A generic review revealed no inherent problems with any of the diesel generator governors.