



October 25, 1982
L-82-453

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

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USNRC REGION II
ATLANTA, GEORGIA

Dear Mr. O'Reilly:

Re: St. Lucie Unit 2
Docket No. 50-389, 10 CFR 50.55(e), 82-018
MISCALCULATED DIESEL GENERATOR HEAT OUTPUT

On September 24, 1982, Florida Power and Light Company (FPL) notified the Region II Office of Inspection and Enforcement, in accordance with the requirements of 10 CFR 50.55(e) of a potential deficiency regarding miscalculated heat output of the diesel generators. Attached please find our final resolution of this issue.

Very truly yours,

Robert E. Uhrig
Vice President
Advanced Systems and Technology

REU/jea

Attachment

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

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ATTACHMENT

I. Summary

The St. Lucie Unit 2 diesel generator vendor, Power Systems Division of Morrison-Knudsen revised the estimated heat loads for the diesel engines. Based on these revised values we have re-calculated the ambient diesel generator room temperature and found it to be within design limits.

II. Description

The revised diesel engine heat load data are higher than the values used in the original calculation. An analysis was performed to determine the diesel engine room ambient temperature. It has been verified that the maximum ambient temperature of the diesel engine room did not exceed the design value for normal and emergency conditions, and is enveloped by the temperature utilized in the environmental qualification of safety related equipment located in this room.

III. Corrective Action

As the maximum calculated diesel engine room temperature did not exceed the design value, no corrective action is required.

IV. Safety Implications

The safety related equipment located in the diesel engine rooms are environmentally qualified to an ambient temperature, which envelopes the revised maximum ambient temperature of the diesel engine rooms. Hence, the increased diesel engine heat load will not adversely affect the safe operation of the plant. As such we have determined this item to be non-reportable under 10 CFR 50.55(e) or part 21.

V. Conclusion

This response closes out this item with respect to the reporting requirements of 10 CFR 50.55(e) and part 21. All pertinent documentation will be maintained at the site.