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January 10, 1991

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0797

Docket Nos. 50-424
50-425

U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, D. C. 20555

Gentlemen:

VOGTLE ELECTRIC GENERATING PLANT
ADDITIONAL INFORMATION ON DIESEL GENERATOR
JACKET WATER TEMPERATURE

The purpose of this letter is to document the results of the NRC review conducted at the Vogtle Electric Generating Plant (VEGP) in December, 1990. That review concerned the implementation of license amendments, issued July 10, 1990, which note that the High Jacket Water Temperature (HJWT) trip may be bypassed for the VEGP diesel generators. As you know, both Georgia Power Company (GPC) and the NRC concluded in their respective reviews of those amendments that the modification and associated Technical Specification change are consistent with the intent of Regulatory Guide 1.9.

The revised Technical Specification notes that the HJWT trip function may be bypassed. This bypass function is accomplished by closing isolation valves in the instrument sensing lines such that the jacket water temperature sensors will not provide input to the engine trip logic. With the trip bypassed, operators will receive an alarm if the jacket water reaches 190°F but will not receive an additional alarm when the temperature reaches 200°F, which would have been the trip setpoint. In response to GPC's commitments to the NRC during the onsite review, the operators have been notified of this situation, through shift briefings which were completed in December, 1990. As discussed during the onsite review, associated revisions to Alarm Response Procedures are being made. The revised procedures are expected to be issued for use by the end of January, 1991 and will be placed in the operations reading book for shift operators. Training on the procedures will be included in the next cycle of operator retraining which will be completed by March 8, 1991.

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Georgia Power Company is pursuing additional improvements to the DG control/instrumentation system. One of the improvements is to change the manner of bypassing the HJWT trip by implementing an automatic bypass on emergency DG start instead of the current method which requires that instrument sensing line isolation valves be closed. This would result in a trip logic more analogous to the other diesel generator trips.

This improvement would allow the current DG HJWT trip protection to be available during normal DG testing without having to manually open the isolation valves on the instrument sensing lines. Georgia Power Company is currently evaluating the most effective way to implement an automatic bypass for HJWT trip during an emergency DG start as part of the overall improvement of the DG control/instrumentation system. The method for implementing the automatic bypass of the HJWT trip and the schedule for its implementation will be determined in conjunction with the overall control/instrumentation system review. This review, including the schedule for implementation, is expected to be developed by May 15, 1991 and will be available for your examination.

Sincerely,

W. G. Hairston, III

WGH,III/HWM/gm

xc: Georgia Power Company
Mr. C. K. McCoy
Mr. W. B. Shipman
Mr. P. D. Rushton
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