

Maine Yankee

RELIABLE ELECTRICITY FOR MAINE SINCE 1972

EDISON DRIVE • AUGUSTA, MAINE 04336 • (207) 622-4868

January 11, 1991

MN-91-12

SEN-91-19

UNITED STATES NUCLEAR REGULATORY COMMISSION

Attention: Document Control Desk

Washington, DC 20555

Reference: (a) License No. DPR-36 (Docket No. 50-309)

Subject: Maine Yankee Licensee Event Report 90-011-00 - Appendix "R" Diesel Generator Outside Design Basis

Gentlemen:

Please find enclosed Maine Yankee Licensee Event Report 90-011-00. This report is submitted in accordance with the requirements of 10 CFR 50.73(a)(2)(ii).

Please contact us should you have any questions regarding this matter.

Very truly yours,



S. E. Nichols, Manager
Nuclear Engineering & Licensing

SEN/sjj

Enclosure

c: Mr. Thomas T. Martin
Mr. E. H. Trottier
Mr. Charles S. Marschall
Mr. Patrick J. Dostie

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LICENSEE EVENT REPORT (LER)

Facility Name(1) Maine Yankee Atomic Power Company	Docket Number(2) 0 1 5 1 0 1 0 1 0 1 0 1 9 1 1 of 12	Page(3) 1 of 12
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Title(4)
APPENDIX "R" DIESEL GENERATOR OUTSIDE DESIGN BASIS

Event Date(5)			LER Number(6)		Report Date(7)			Other Facilities Involved(8)	
Month	Day	Year	Year	Sequential Number	Revision Number	Month	Day	Year	Facility Names
12	10	90	90	0 1 1 1	0 0	0 1 1 0	9 1		

This Report is Submitted Pursuant to the Requirements of 10 CFR § (Check one or more of the following) (11)

Operating Mode (9)	7	20.402(b)	20.405(c)	50.73(a)(2)(iv)	73.71(b)
Power Level (10)	1 0 0	20.405(a)(1)(i)	50.36(c)(1)	50.73(a)(2)(v)	73.71(c)
		20.405(a)(1)(ii)	50.36(c)(2)	50.73(a)(2)(vii)	Other (Specify in Abstract below and in Text, NRC Form 366A)
		20.405(a)(1)(iii)	50.73(a)(2)(i)	50.73(a)(2)(viii)(A)	
		20.405(a)(1)(iv)	50.73(a)(2)(ii)	50.73(a)(2)(viii)(B)	
		20.405(a)(1)(v)	50.73(a)(2)(iii)	50.73(a)(2)(x)	

LICENSEE CONTACT FOR THIS LER (12)

NAME Rodney R. Dee, Senior Nuclear Safety Engineer	Telephone Number Area Code 2 0 7 6 8 2 6 1 5 1 1
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COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

Cause	System	Com-ponent	Manufac-turer	Reportable to NRRDS	Cause	System	Com-ponent	Manufac-turer	Reportable to NRRDS
B	D C	L	X 9 9 9	N					

Supplemental Report Expected (14)

(if yes, complete Expected Submission Date)

Yes No

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

While performing the monthly surveillance of the 10 CFR 50 Appendix R diesel generator, the diesel was determined to be out of fuel oil. The fuel oil tank was locally checked and was low on fuel even though the local float style level indicator showed the tank 7/8 full. This report is made in accordance with 10 CFR 50.73(a)(2)(ii) as the diesel was essentially out of fuel oil for at least the preceding month, rendering it inoperable, and compensatory measures were not in place. Compensatory roving fire watches were immediately established in the areas specified in the Maine Yankee Appendix R manual.

Reserve fuel oil was continuously available from the station's Emergency Diesel Generator fuel oil bunkers and the day tank was subsequently refilled from this source. By March 31, 1991, Maine Yankee plans to revise surveillance procedures to require quarterly soundings of the fuel oil tank. Additionally, high and low tank level alarms will be installed by December 31, 1991.

LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

Facility Name(1)	Docket Number(2)	LER Number (6)			Page(8)
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Maine Yankee Atomic Power Company	015101010131019	810	0111	00	2 of 21

TEXT (If more space is required, use additional NRC Form 366A's) (17)

On December 10, 1990 while performing a monthly surveillance, the 10 CFR 50 Appendix R diesel generator was determined to be out of fuel oil. When the diesel was started, its speed was observed to hunt and then fade, at which time it was manually secured by the operator. During a subsequent retest the diesel started but ran for only a short period of time, during which the fuel oil pressure was observed to be zero.

The fuel oil tank was locally checked and was found essentially empty even though its local tank level indicator showed 7/8 of a tank available. This report is being made per 10 CFR 50.73(e)(2)(ii) as the diesel was essentially out of fuel oil for at least the preceding month, rendering it inoperable, and compensatory measures were not in place. Compensatory measures were immediately established for the areas specified in the Maine Yankee Appendix R manual.

Reserve fuel oil was continuously available from the station's Emergency Diesel Generator (EDG) fuel oil bunkers and the day tank was subsequently refilled from this source. The 550 gallon day tank and level indicator were manufactured by the Trumont Corporation. The mechanical float type indicator was determined to be sticking at the 7/8 full position. Plant procedures require the day tank be maintained at least 5/8 full to provide a minimum of fifteen hours of full load operation in the event of a station blackout condition. A review of the previous surveillance procedures showed that the day tank level had been recorded as 7/8 since April of 1989.

Maine Yankee plans to provide day tank level alarms for high and low fuel oil levels by December 31, 1991. Additionally, the Appendix R diesel surveillance procedure will be revised by March 31, 1991 to require tank soundings on a quarterly basis to verify proper performance of the float style level indicator.