

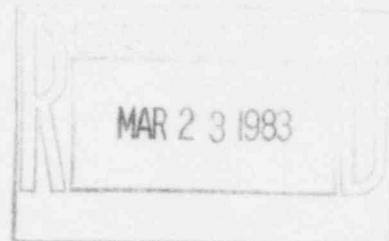


KANSAS GAS AND ELECTRIC COMPANY

GLENN L. KOESTER  
VICE PRESIDENT - NUCLEAR

March 21, 1983

Mr. W.C. Seidle, Chief  
Reactor Projects Branch 2  
U.S. Nuclear Regulatory Commission  
Region IV  
611 Ryan Plaza Drive, Suite 1000  
Arlington, Texas 76011



KMLNRC 83-028  
Re: Docket No. STN 50-482  
Subj: Final 10CFR50.55(e) Report - Diesel  
Pump for Fire Protection

Dear Mr. Seidle:

This letter provides the final report concerning the Wolf Creek Generating Station, Unit No. 1, Diesel Pump for Fire Protection. Kansas Gas and Electric Company initially reported this matter to Region IV of the Nuclear Regulatory Commission (NRC) on February 21, 1983. Additional information was provided to Mr. Johns Jaudon, NRC Region IV, by Mr. Maynard on February 22, 1983.

The attached Final Report is submitted pursuant to 10CFR50.55(e). If you have any questions concerning this subject, please contact me or Mr. Otto Maynard of my staff.

Yours very truly,

*Glenn L. Koester*

*IE-21*

GLK:bb  
Attach

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

HRoberts/SSchum, w/a  
Resident NRC Inspectors

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10CFR50.55(e) FINAL REPORT  
ON  
DIESEL PUMP FOR FIRE PROTECTION  
FOR  
WOLF CREEK GENERATING STATION, UNIT NO. 1

KANSAS GAS AND ELECTRIC COMPANY

MARCH 21, 1983

## I. INTRODUCTION

During startup testing of the Wolf Creek Generating Station (WCGS) diesel fire pump, an oil leak developed in the hydraulic governor tubing where a steel tube connects to the governor. The diesel fire pump is the backup pump for the fire protection system. Although the system itself is not safety-related, it is considered to be a special scope system.

## II. DESCRIPTION OF DEFICIENCY

Startup personnel had determined that the oil leak was a result of a split in the tube flare. This split developed as a result of improper flare fabrication.

Further investigation also revealed that the flare fitting nut was made of brass whereas other flare fitting nuts were steel. The brass nut was thought to be inadequate for setting the steel flare. However, the vendor indicates that either brass or steel fitting nuts are acceptable.

## III. ANALYSIS OF SAFETY IMPLICATIONS

As indicated above, the diesel fire pump is a backup pump for the fire protection system. This fact makes it difficult to determine the safety implication of this deficiency. Therefore, rather than performing a safety analysis, the conservative assumption was made that this deficiency could have adversely affected the safety of operations of the plant. This matter is therefore reportable under 10CFR50.55(e).

IV. CORRECTIVE ACTION

All governor tubing will be replaced with new tubing. The tubing will have double flare ends. These tubing flares will conform to SAE Standard J-533 and will be installed using steel flare fitting nuts. It is anticipated that approximately three months will be required to complete the corrective action. In any event, the corrective action will be completed prior to fuel load.