

**DUKE POWER COMPANY**

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HAL B. TUCKER  
VICE PRESIDENT  
NUCLEAR PRODUCTION

April 26, 1984

84 MAY 3 P12:45

Mr. James P. O'Reilly, Regional Administrator  
U. S. Nuclear Regulatory Commission  
Region II  
101 Marietta Street, NW, Suite 2900  
Atlanta, Georgia 30303

Re: Catawba Nuclear Station  
Units 1 and 2  
Docket Nos. 50-413 and 50-414

Dear Mr. O'Reilly:

Pursuant to 10 CFR 50.55e, please find attached Significant Deficiency Report  
No. SD 413-414/84-05.

Very truly yours,

*H.B. Tucker / HBT*

Hal B. Tucker

LTP/php

Attachment

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

INPO Records Center  
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NRC Resident Inspector  
Catawba Nuclear Station

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Catawba Nuclear Station

Report Number: SD 413-414/84-05

Report Date: April 26, 1984

Facility: Catawba Nuclear Station Units 1 & 2

Identification of Deficiency:

Damaged oil seals and thrust bearings were found in three of the turbochargers used on the Catawba 1A and 1B diesels. Deficiency identified February 24, 1984.

Initial Report:

On March 27, 1984, Mr Al Ignatonis of the NRC, Region II, Atlanta, Georgia office, was notified of this deficiency by Mr L M Coggins, Mr J D Heffner, Mr J P Voglewede and Mr R D Carroll of Duke Power Company, Charlotte, NC 28242

Supplier and/or Component

Transamerica Delaval Inc. of Oakland, California, supplied the turbochargers as part of the diesel generator package. The turbochargers were manufactured by Elliott (United Technologies/Elliott Corporation).

Description of Deficiency:

Three turbochargers on the 1A and 1B Catawba diesels were found to have damaged oil seals and thrust bearings.

The deficiency was discovered during preoperational testing of the diesels.

Investigations indicate the cause of failure to be insufficient lubrication to the turbocharger thrust bearings. The insufficient lubrication only occurs during a fast start of the engine after a prolonged period in the standby mode.

Analysis of Safety Implications:

A failed turbocharger would not compromise the operability of a diesel engine in an emergency situation.

Corrective Action:

The turbochargers have been rebuilt and are being returned to the site.

Transamerica Delaval has provided a recommended correction which is presently being reviewed by Duke Power Company.

Resolution and corrective action are expected to be complete by July 2, 1984.