

DUKE POWER COMPANY

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October 16, 1984

TELEPHONE
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Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Attention: Ms. E. G. Adensam, Chief
Licensing Branch No. 4

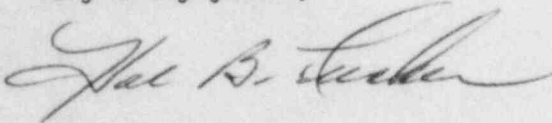
Re: Catawba Nuclear Station, Unit 1
Docket No. 50-413

Dear Mr. Denton:

Mr. Darrel G. Eisenhut's letter of July 2, 1984 transmitted Generic Letter 84-15, Proposed Staff Actions to Improve and Maintain Diesel Generator Reliability. Although Catawba Unit 1 had not received an operating license when Generic Letter 84-15 was issued, a response is attached.

I declare under penalty of perjury the statements set forth herein are true and correct to the best of my knowledge.

Very truly yours,



Hal B. Tucker

ROS:slb

Attachment

cc: Mr. James P. O'Reilly, Regional Administrator
U. S. Nuclear Regulatory Commission
Region II
151 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

NRC Resident Inspector
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cc: Palmetto Alliance
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Mr. Jesse L. Riley
Carolina Environmental Study Group
854 Henley Place
Charlotte, North Carolina 28207

Duke Power Company
Catawba Nuclear Station

Response to Generic Letter 84-15
Diesel Generator Reliability

The information requested in Generic Letter 84-15 has been previously provided, to a large extent, in various letters and reports as a result of the Transamerica Delaval Inc. emergency diesel engine revalidation program. The following are responses to the three items requested in Generic Letter 84-15.

1. Reduction in Number of Cold Fast Start Surveillance Tests for Diesel Generators.

The Catawba Emergency Diesels have keep warm equipment on the water jacket (KD) and lube oil (LD) systems that keeps their respective components at a temperature of about 150°F. The warm jacket cooling water circulates throughout the cooling system when the engine is off. The warm lube oil is circulated to all parts except the cylinder head components and the turbocharger bearings. These components are supplied with oil from the new prelube system which is engaged before normal starts. While there is never a cold (ambient temperature) start because of these keep warm systems, operating experience on the Unit 1 engines has demonstrated the need to minimize starts without prelube. An improved turbocharger prelubrication system has been installed as discussed in an October 9, 1984 letter from H. B. Tucker to H. R. Denton.

It's expected that a Technical Specification change request will be submitted in the near future to incorporate the changes noted in specification 4.8.1.1.2.a.4 of the Attachment to Enclosure 1 of Generic Letter 84-15.

2. Diesel Generator Reliability Data.

The Facility Operating License for Catawba Unit 1 was issued on July 18, 1984. However, an exemption to the diesel generator surveillance requirements was granted for the fuel load and precritical phases of the unit's startup. Consequently, the majority of diesel starts were done during preoperational testing.

On September 28, 1984, a report titled "Survey of Start Experiences and Causes of Unscheduled Shutdowns of Transamerica Delaval, Inc. Diesel Engines" was sent to H. R. Denton by the TDI Owners Group. This report details the reliability of eleven engines owned by five utilities, two of which were the Catawba Unit 1 diesels.

In accordance with the recommendations of Regulatory Guide 1.108, position C.3.a, operating logs are maintained for each diesel.

3. Diesel Generator Reliability.

The Catawba Unit 1 diesel engines have recently completed extended operational testing and subsequent tear down and inspection. This testing was performed in an effort to reaffirm engine reliability. In addition, an improved preventative maintenance program as outlined in a July 16, 1984 letter to H. R. Denton from H. B. Tucker is being implemented.

The Catawba Unit 1 Technical Specifications currently reflect the reliability goals of the Standard Technical Specifications for Westinghouse Pressurized Water Reactor, NUREG-0452. The revised surveillance requirements noted in Appendix A of Generic Letter 84-15 are seen as an improvement to the current model specifications. It is anticipated that a Technical Specification change request will be submitted in the near future to incorporate these surveillance requirements.