

DUKE POWER COMPANY

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HAL B. TUCKER
VICE PRESIDENT
NUCLEAR PRODUCTION

84 SEP 10 P 1:21 August 31, 1984

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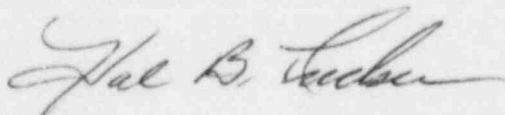
Mr. James P. O'Reilly, Regional Administrator
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

Re: Catawba Nuclear Station
Units 1 and 2
Docket Nos. 50-413 and 50-414
Significant Deficiency Report No. 413-414/84-03

Dear Mr. O'Reilly:

Please find attached an amended response to the subject deficiency indicating our completion of corrective action on the Unit 1 diesels and giving a committed completion date of January 7, 1985 for the Unit 2 work.

Very truly yours,



Hal B. Tucker

LTP:slb

Attachment

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

NRC Resident Inspector
Catawba Nuclear Station

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Report Number: SD 413-414/84-03

Report Date: August 31, 1984

Identification of Deficiency:

A potential problem may exist with the overspeed governor and fuel transfer pump drive hubs. On a non-nuclear commercial diesel, the flexible coupling drive hubs were found to be loose on the shafts.

Initial Report:

On February 24, 1984, Mr A Ignatonis of the NRC, Region II, Atlanta, Georgia office was notified of these deficiencies by Mr W O Henry, Mr B R Justice, and Mr J D Heffner of Duke Power Company, Charlotte, North Carolina, 28242.

Supplier and/or Component:

Transamerica Delaval Inc. of Oakland, California supplied the four diesel generators, designated 1A, 1B, 2A & 2B, utilized at the Catawba Nuclear Station.

Lovejoy of Downers Grove, Illinois manufactured the hub couplings.

Description of Deficiency:

A potential problem may exist with the overspeed governor and fuel transfer pump flexible drive coupling hubs. The hubs were found loose on the shafts on a non-nuclear diesel application.

On a nuclear application, an alarm occurs if the overspeed governor stops turning and the diesel will continue to operate. However, if the fuel transfer pump stops turning, the diesel will shut down unless there is an auxiliary fuel transfer pump driven by another power source, (i.e. electric motor).

Analysis of Safety Implication:

Based on the assumption that the hubs could work loose, and the fact that the fuel oil booster pump must be manually operated to supply fuel to the diesel, a loose hub for the fuel pump could compromise diesels operability.

Corrective Action:

The corrective action to eliminate this potential problem will be to inspect the drive for looseness of the hubs on the shafts. If the hubs are tight, no further action is required except to reinstall the pin and set screw, using "Loctite 609" per the manufacturer's recommendation. If the hubs are loose on the shaft, the mating surfaces will be inspected, cleaned, and the hubs reinstalled using "Loctite 609" per the manufacturer's recommendations. The key, screw and pin will be reinstalled using "Loctite 609".

The corrective action has been implemented on Unit 1 of the Catawba Nuclear Station; however, corrective action on Unit 2 has not been implemented to date, but is expected to be completed by January 7, 1985, with the final report to follow.