



NIAGARA MOHAWK POWER CORPORATION / 300 ERIE BOULEVARD WEST, SYRACUSE, N.Y. 13202 / TELEPHONE (315) 474-1511

September 10, 1984
(NMP2L 0156)

Mr. R. W. Starostecki, Director
U.S. Nuclear Regulatory Commission
Region I
Division of Project and Resident Programs
631 Park Avenue
King of Prussia, PA 19406

Re: Nine Mile Point Unit #2
Docket No. 50-410

Dear Mr. Starostecki:

Enclosed is an interim report, in accordance with 10CFR50.55(e) for the problems concerning high pressure core spray diesel generator. This condition was reported via tel-con from G. Griffith (Niagara Mohawk Licensing) to P. Russ of your staff on August 9, 1984.

Very truly yours,

C.V. Mangan
Vice President
Nuclear Engineering and
Licensing

CVM/sc

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

R.A. Gramm, NRC Site Inspector
Project File (2)

8410030285 840910
PDR ADOCK 05000410
S PDR

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
DOCKET NO. 50-410

Interim Report for Problems Concerning
High Pressure Core Spray Diesel Generator
(55(e)-84-32)

Description of the Problem

During a review of the high pressure core spray diesel generator equipment, various modifications to this equipment were identified which we believe are necessary for the proper operation of the high pressure core spray system. The following safety related problems were identified:

1. In switchgear 2ENS*SWG102, current transformer terminals on nonsafety-related short-circuiting terminal block A are not properly spaced and/or separated from similar terminals on safety-related short-circuiting terminal block B.
2. In relay panel H22-P02B, nonsafety-related terminal block points A-1 and A-2 are not properly spaced and/or separated from safety-related points A-7 and A-8.
3. Non-Class 1E station battery monitor relays were connected to the Division III Class 1E battery system with only single fusing.
4. Improper separation of non-Class 1E panel light power wiring from Class 1E wiring.
5. GE has identified a problem with its NGV relays, containing defective ohmite mode E potentiometers, that were manufactured between October 1, 1973, and November 1, 1976.

The matter is still under investigation and a final report will be submitted by January 7, 1985.