NRC Form 366
(9-83)

U.S. NUCLEAR REGULATORY COMMISSION
APPROVED OMB NO. 3150-0104
EXPIRES: 8/31/85

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)	DOCKET NUMBER (2)	PAGE (3)
North Anna Power Station	0 5 0 0 0 3 3 9	1 OF 0 2

TITLE (4)

2H EDG Trips

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)	
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAME(S)	DOCKET NUMBER(S)
										0 5 0 0 0
1 0	1 9	8 4	8 4	— 0 1 1	— 0 0	1 1	1 4	8 4		0 5 0 0 0

OPERATING MODE (9)	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)			
4	20.402(b)	20.405(c)	50.73(a)(2)(iv)	73.71(b)
POWER LEVEL (10) 0 0 0	20.405(a)(1)(i)	50.36(c)(1)	50.73(a)(2)(v)	73.71(c)
	20.405(a)(1)(ii)	50.36(c)(2)	50.73(a)(2)(vii)	X OTHER (Specify in Abstract below and in Text, NRC Form 366A)
	20.405(a)(1)(iii)	50.73(a)(2)(i)	50.73(a)(2)(viii)(A)	
	20.405(a)(1)(iv)	50.73(a)(2)(ii)	50.73(a)(2)(viii)(B)	
	20.405(a)(1)(v)	50.73(a)(2)(iii)	50.73(a)(2)(x)	

LICENSEE CONTACT FOR THIS LER (12)

NAME	TELEPHONE NUMBER
	AREA CODE
E. Wayne Harrell	7 0 3 8 9 4 - 5 1 5 1

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS		CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS	

SUPPLEMENTAL REPORT EXPECTED (14)		EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR
X YES (If yes, complete EXPECTED SUBMISSION DATE)	NO		1 2	3 1	8 4

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

ABSTRACT

On October 19, 1984, while running the "2H" Emergency Diesel Generator for a 24 hour surveillance test, the diesel tripped on high jacket coolant temperature. The temperature switch was calibrated and the diesel was started for troubleshocting. The diesel tripped on high crankcase pressure. A technical representative inspected the diesel and had one air start valve gasket replaced. The diesel was again started for troubleshooting and tripped after 11 hours on October 22, 1984 with the high jacket coolant temperature alarm in. The lube oil strainer was cleaned, and the diesel was then tested satisfactorily. On November 2, 1984, the diesel tripped on high crankcase pressure. The crankcase ejector was cleaned, and the diesel was then tested satisfactorily.

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FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)			PAGE (3)
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	
North Anna Power Station	0 5 0 0 0 3 3 9	8 4	— 0 1 1	— 0 0	0 2 OF 0 2

TEXT *(If more space is required, use additional NRC Form 366A's)* (17)

On October 19, 1984, while performing the 24 hour surveillance run required by T.S. 4.8.1.1.2(c.8) on the "2H" Emergency Diesel Generator, the diesel tripped on high jacket coolant temperature. The temperature switch was subsequently calibrated and the diesel was retested.

On October 20, 1984, during the retest, the diesel tripped on high crankcase pressure. In an effort to troubleshoot the diesel, a technical representative from Fairbanks-Morse was called in. The upper and lower crankcase covers were removed and the diesel was inspected for mechanical problems and debris. No debris was found. However, while the diesel was being turned over with starting air, one of the air start valve gaskets was found to be leaking. The gasket was replaced. No cylinder leakage was detected during this test and the crankcase covers were replaced.

The diesel was started again on October 22, 1984, for the 24 hour surveillance run. The diesel ran for approximately eleven hours and tripped on either high crankcase pressure or high jacket coolant temperature. The exact cause of the trip could not be determined since the annunciator clears automatically after 22 seconds. The relays that caused the diesel trip could have been visually verified to determine which condition initiated the trip but this data was not obtained. The diesel technical representative had the lube oil strainer cleaned and re-installed. The diesel was then started for the 24 hour surveillance and completed the run without incident.

On November 2, 1984, during another surveillance run, the diesel tripped after 20 minutes on high crankcase pressure. The crankcase ejector was subsequently disassembled, cleaned and re-assembled. The diesel then satisfactorily passed the surveillance test required by T.S. 4.8.1.1.2(a).

The cause of all four trips appears to be spurious instrumentation problems (non valid failures). No significant diesel engine problems have been found. Since both the high jacket coolant temperature and the high crankcase pressure trips are blocked on an emergency start, neither of these trips would occur on an ESF start. An investigation of these events is ongoing. If further significant information develops, an update report will be submitted. This event is reportable pursuant to T.S. 4.8.1.1.4.

Vepco

VIRGINIA ELECTRIC AND POWER COMPANY
NORTH ANNA POWER STATION
P. O. BOX 402
MINERAL, VIRGINIA 23117

November 14, 1984

U. S. Nuclear Regulatory Commission
Document Control Desk
016 Phillips Building
Washington, D.C. 20555

Serial No. N-84-030
NO/DAH: 11
Docket No. 50-339

License No. NPF-7

Dear Sirs:

The Virginia Electric and Power Company hereby submits the following License Event Report applicable to North Anna Unit No. 2.

Report No. LER 84-011-00

This report has been reviewed by the Station Nuclear Safety and Operating Committee and will be forwarded to Safety Evaluation and Control for their review.

Very Truly Yours,

E. Wayne Harrell
Station Manager

Enclosures (3 copies)

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

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