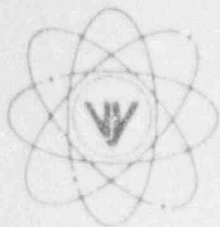


VERMONT YANKEE NUCLEAR POWER CORPORATION



P.O. Box 157, Governor Hunt Road
Vernon, Vermont 05354-0157
(802) 257-7711

August 12, 1992

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

REFERENCE: Operating License DPR-28
Docket No. 50-271
Reportable Occurrence No. LER 92-017

Dear Sirs:

As defined by 10 CFR 50.73, we are reporting the attached Reportable Occurrence as LER 92-017.

Very truly yours,

VERMONT YANKEE NUCLEAR POWER CORPORATION

Robert J. Wanczyk
for Donald A. Reid
Plant Manager

cc: Regional Administrator
USNRC
Region I
475 Allendale Road
King of Prussia, PA 19406

170083

9208180193 920812
PDR ADOCK 05000271
S PDR

JE22

NRC Form 366A U.S. NUCLEAR REGULATORY COMMISSION (6-89)		APPROVED OMS NO. 3150-0104 EXPIRES 4/30/92			
LICENSEE EVENT REPORT (LER) TEST CONTINUATION		ESTIMATED BURDEN PER RESPONSE TO THIS REPORT WITH THIS INFORMATION COLLECTION REQUEST: 5 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE RECORDS AND REPORTS MANAGEMENT BRANCH (P-350), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON DC 20555, AND TO THE PAPERWORK REDUCTION PROJECT (3160-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20603.			
FACILITY NAME (1)	DOCKET NO (2)	LER NUMBER (6)			PAGE (3)
		YEAR	SEQ #	REV #	
VERMONT YANKEE NUCLEAR POWER CORPORATION	05000271	92	017	00	02 OF 03

TEXT (if more space is required, use additional NRC Form 366A) (17)

DESCRIPTION OF EVENTS

On 5/29/92, with the reactor at 100% power, after completing the normal 8 hour monthly surveillance of the "A" Emergency Diesel Generator (EDG) (EIS = EK), several conditions were noted that rendered the "A" EDG inoperable. This event is being reported voluntarily under the "Other" category for two reasons. The first is that a similar event occurred on 6/23/92, that also made the "A" EDG inoperable. The second reason is that a Waiver of Compliance was required to complete the repair and testing of the diesel generator for both events (See References a., b., c., & d.).

During the 5/29/92 event, jacket coolant pressure was low, discolored and the expansion tank overflowed. Investigations revealed that a crack in the liner of cylinder #7 was the initiator of this event. Cylinder liner #7 was replaced with an original design cylinder liner that was in stock. Cylinder liner #3 was replaced with a new design cylinder liner. Cylinder liner #3 was replaced because of blistered chrome areas. A one day Waiver of Compliance was granted by the USNRC, the "A" EDG was tested and declared operable on 6/4/92.

On 6/23/92 at 0450, with the reactor at 100% power, at approximately one and one half hours into the normal eight hour monthly surveillance, the "A" EDG tripped due to low jacket coolant pressure. The preliminary investigation performed by Vermont Yankee Maintenance revealed that the method for installing the cylinder liner adapters, which was provided in Fairbanks Morse Service Information Letter (FM SIL Vol. A Issue 24 "Assembly of 8-1/8 O.P. Fuel Adapters to Liners), may have been inadequate. A Field Test showed that the required torque could not be obtained using this method. A new torque tool was purchased from the vendor, which when used as also provided in the Fairbanks Morse SIL, achieved the proper torque value.

While repair work continued on the diesel, a cylinder liner indication was identified on cylinder liner #10. It was determined that the indication was a through wall crack in the thread portion of the adapter port area of the air start plug. Maintenance then replaced all of the cylinders from the "A" diesel with the new cylinder liner design as recommended by the vendor, except cylinder liner #3 which was replaced with the new liner design during repairs from the May event.

The decision to replace all of the existing cylinder liners with the new design was made because Maintenance wanted to ensure that there were no cracks in any of the other cylinders. In order to verify this, the cylinder liners had to be removed. Additionally, the new cylinder liner has an o-ring, that due to its material, has with a longer life than the existing o-ring. The new cylinder liner also provides an increase in cooling capability and a second seal, that seals between the jacket and the cylinder liner. A two (2) day Waiver of Compliance was granted by the USNRC to extend the (7) seven day LCO. The diesel work was completed and after start-up testing, the diesel was declared operable on 7/1/92.

It should be noted that the crack identified during the 6/23/92 event is very different from the crack discovered in cylinder #7 on 5/29/92. The three inch long crack identified on cylinder liner #10 was located in the thread portion of the adapter port area of the air start plug. The crack that was found in cylinder #7 was located between the fuel injector and air start check valve plug penetrations. This crack was vertical and approximately 5" in length.

CAUSE OF EVENTS

The root cause of these two event has not been determined. The 5/29/92 event resulted from a crack in the #7 cylinder liner. The 6/23/92 event resulted in a crack in the #10 cylinder liner. Metallurgical evaluations by Vermont Yankee and the Vendor to determine the root cause of these failures are on going. A supplemental LER will be submitted within six months of the event date.

LICENSEE EVENT REPORT (LER)
TEST CONTINUATION

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION COLLECTION REQUEST: 50.0 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE RECORDS AND REPORTS MANAGEMENT BRANCH (P-350), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON DC 20555, AND TO THE PAPERWORK REDUCTION PROJECT (3160-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20603.

FACILITY NAME (1)	DOCKET NO (2)	LER NUMBER (6)						PAGE (3)						
		YEAR	S J #			REV #								
VERMONT YANKEE NUCLEAR POWER CORPORATION	015000271	9	2	-	0	1	7	-	0	0	3	OF	0	3

TEXT (if more space is required, use additional NRC Form 366A) (17)

ANALYSIS OF EVENTS

The 5/29/92 and 6/23/92 events did not pose any adverse safety implications.

- 1.) At the time of the events, the alternate diesel generator was tested for operability. As required by Tech Specs, the Low Pressure Coolant Injection (LPCI) system and Containment Cooling systems connected to the alternate diesel generator were operable. There was a short period of time on 6/27/92, when the Uninterruptible Power System (UPS) 1A (EIS = EF) was inoperable (See LER 92-18).
- 2.) The Vernon Hydro Station was notified of the situation and the dedicated tie-line was verified as being available.
- 3.) A review of scheduled surveillance activities was performed. Only those determined to be low risk were performed.

CORRECTIVE ACTIONS

Short Term

The short term corrective action of the 5/29/92 event was to replace the #7 and #3 cylinder liners. Additionally, the coolant system was drained, flushed and refilled.

The short term corrective action of the 6/23/92 event was to replace all of the A diesel generator cylinder liners with the new design cylinder liner, except for liner #3. This liner was replaced with the new design cylinder liner during the 5/29/92 event. Additionally, all cylinder liner adapter port gaskets were replaced and torqued with the new validated vendor supplied torque tool and method.

Long Term

Vermont Yankee has organized an independent task force to investigate the reliability concerns of the diesel generators. The task force's review will include but is not limited to surveillance, trending and preventive maintenance efforts.

10 CFR Part 21 reportability has been initiated and upon completion of the metallurgical evaluations and the two root cause evaluations, Vermont Yankee Corrective Action Reports will be performed.

ADDITIONAL INFORMATION

No similar events have been reported to the commission in the past five years.

REFERENCES

- a.) Letter, Warren P. Murphy (VYNPC) to Region I Administrator (USNRC). "Request for Temporary Waiver of Compliance from Technical Specification LCO Requirements Pertaining to Emergency Diesel Generator," BVM 92-068, dated June 3, 1992
- b.) Letter, Charles W. Heal (USNRC) to Mr. Warren P. Murphy (VYNPC), "Temporary Waiver of Compliance Related to Vermont Yankee Emergency Diesel Generators," dated June 4, 1992
- c.) Letter, Warren P. Murphy (VYNPC) to Regional Administrator (USNRC). "Request for Temporary Waiver of Compliance from Technical Specification LCO Requirements Pertaining to Emergency Diesel Generator," BVM 92-074, dated June 29, 1992
- d.) Letter, Charles W. Heal (USNRC) to Mr. Warren P. Murphy (VYNPC). "Temporary Waiver of Compliance Related to Vermont Yankee Emergency Diesel Generators," dated July 1, 1992