Washington Public Power Supply System
P.O. Box 968 3000 George Washington Way Richland, Washington 99352 (509) 372-5000

December 14, 1984
G01-84-0291

Responds to: NA
Response required by: NA

Mr. J.B. Martin
Regional Administrator
Nuclear Regulatory Commission
Region V
1450 Maria Lane, Suite 210
Walnut Creek, Calif. 94596

Subject: NUCLEAR PROJECTS NO. 1
DOCKET NO. 50-460
REPORTABLE CONDITION 10CFR50.55(e)
EMERGENCY DIESEL GENERATOR PISTON SKIRTS

Reference: Telecon, C.R. Edwards, Supply System to R.T. Dodds, NRC, same subject, dated November 19, 1984

In the noted reference, the Supply System informed your office of a reportable deficiency in accordance with the requirements of 10CFR50.55 (e). Attachment A provides a statement of the identified condition and a brief description of our planned actions to correct the identified deficiency. Based on the identified actions in Attachment A, the Supply System consideres this as the final report.

If you have any questions or desire further information, please advise.

Bill Root

R. W. Root, Jr.
WNP-1 Program Director (821)

RWR:LCO:pp

Attachments

cc: C.L. Ray, TDI Owners Group
J.P. Laspa, BCI (862)
V. Mani, UE&C (897)
E.C. Haren, UE&C (895)
NRC Document Control Desk, DC
ORM (847)
FDCC (899)
BDCC (828)

IE-27

ATTACHMENT A

DOCKET NO. 50-460

REPORTABLE CONDITION PER 10CFR50.55(e)

EMERGENCY DIESEL GENERATOR PISTON SKIRTS

DESCRIPTION OF DEFICIENCY

The Supply System purchased two Emergency Diesel Generators for WNP-1 from Transamerica DeLaval Inc. (TDI). TDI has reported, under the requirements of 10CFR Part 21, a deficiency associated with the method of heat treating the piston skirts, which may have left residual stresses. The potential heat treating deficiency only applies to skirts manufactured between December 1978 and October 1981.

Based on the original delivery dates the deficiency does not apply to the piston skirts installed in the engines. However, two spare piston assemblies were procured at a later date, and based on the serial numbers, TDI has confirmed that these two spare piston assemblies were manufactured during this time frame. Both engines and the spare assemblies are type AH piston skirts.

ANALYSIS OF SAFETY IMPLICATION

The residual stress in combination with the operating stress could cause cracking of the piston skirt during operation, which could result in engine failure if undetected.

CAUSE OF DEFICIENCY

According to TDI, the deficiency was caused by inadequate stress relief following fan cooling of the casting.

CORRECTIVE ACTION

The defective spare piston skirts have been documented on Supply System Nonconformance Report No. 136 and will be shipped~~ed~~ to TDI in Oakland for an additional stress relief operation. Following stress relief, the piston skirts will be returned to the Corporate warehouse where they will again be put in the spares inventory. Receipt of the stress relieved piston skirts is expected by May 1, 1985.

ACTION TO PREVENT RECURRENCE

Implementation of the corrective actions will ensure availability of the engine. TDI's program has already been corrected as the deficiency did not occur after October 1981. No further action is deemed necessary.