



Carolina Power & Light Company

P. O. Box 101, New Hill, N. C. 27562  
October 31, 1984

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Mr. James P. O'Reilly  
United States Nuclear Regulatory Commission  
Region II  
101 Marietta Street, Northwest (Suite 2900)  
Atlanta, Georgia 30323

NRC-285

CAROLINA POWER & LIGHT COMPANY  
SHEARON HARRIS NUCLEAR POWER PLANT  
1986 - 900,000 KW - UNIT 1  
ENGINE MOUNTED FUEL OIL LINES  
EMERGENCY DIESEL-ENGINE GENERATOR SETS  
PURCHASE ORDER NY-435079, ITEM 149

Dear Mr. O'Reilly:

Attached is our third interim report on the subject item which was deemed reportable per the provisions of 10CFR50.55(e) and 10CFR, Part 21, on November 18, 1983. CP&L is pursuing this matter, and it is currently projected that corrective action and submission of the final report will be accomplished by June 27, 1985.

Thank you for your consideration in this matter.

Yours very truly,

R. M. Parsons  
Project General Manager  
Shearon Harris Nuclear Power Plant

RMP/bk

Attachment

cc: Messrs. G. Maxwell/R. Prevatte (NRC-SHNPP)  
Mr. R. C. DeYoung (NRC)

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CAROLINA POWER & LIGHT COMPANY  
SHEARON HARRIS NUCLEAR POWER PLANT

UNIT NO. 1

INTERIM REPORT

OCTOBER 31, 1984

POTENTIALLY DEFECTIVE ENGINE-MOUNTED FUEL OIL LINES  
EMERGENCY DIESEL ENGINE GENERATOR SET

ITEM 149  
NCR-84-390

REPORTABLE UNDER 10CFR50.55(e) AND 10CFR21

SUBJECT: Shearon Harris Nuclear Power Plant Unit No. 1  
10CFR50.55(e) and 10CFR21 Reportable Deficiency.  
Potential defect with engine-mounted fuel oil lines  
on the emergency diesel-engine generator sets.

ITEM: Engine-mounted fuel oil lines of the emergency  
diesel-engine generator sets.

SUPPLIED BY: Transamerica DeLaval, Inc., Oakland, California under  
CP&L Purchase Order NY-435079.

NATURE OF DEFICIENCY: Transamerica DeLaval, Inc. shipped two diesel engines  
to the Shearon Harris site in May and June 1981.

In September 1983, Transamerica DeLaval notified CP&L  
that a potential problem existed with the  
engine-mounted fuel oil lines of the emergency diesel  
generator engines. Excessive line vibration due to  
improperly balanced fuel injection equipment could  
cause the fuel oil lines to rupture, resulting in  
engine nonavailability and possibly fire in the  
Diesel Generator Building.

DATE PROBLEM OCCURRED: Refer to the above section.

DATE PROBLEM REPORTED: On October 24, 1983, CP&L (Mr. N. J. Chiangi)  
notified the NRC (Mr. A. Hardin) that this item was  
potentially reportable per the provisions of  
10CFR50.55(e) and 10CFR21.

On November 18, 1983, CP&L (Mr. N. J. Chiangi)  
notified the NRC (Mr. A. Hardin) that this item is  
reportable per the provisions of 10CFR50.55(e) and  
10CFR21.

SCOPE OF PROBLEM: The potential defect affects both emergency diesel  
engines purchased on NY-435079.

SAFETY IMPLICATION: The diesel-engine generator sets supply power to the  
ESF buses in the event that both normal on-site and  
off-site power sources are lost.

The potential defect of excessive vibration in the fuel oil lines could affect engine operation and possibly present a safety hazard.

REASON

DEFICIENCY

IS REPORTABLE: If left uncorrected, rupturing of the fuel oil lines could result in the loss of emergency on-site AC power.

CORRECTIVE

ACTION:

A complete inspection of fuel oil line clamps and brackets was made using vendor-supplied drawings. Engine balance is to be checked and maintained.

FINAL REPORT:

Evaluation of the fuel oil lines shows that Engine 1A-SA has the clamp and shield per the latest TDI drawing sent November 4, 1983. The shield and clamp for Engine 1B-SB is scheduled to be installed by February 15, 1984. The engine vibration will be checked during start-up to determine properly balanced fuel injection equipment. Due to increased Owner's Group inspections, the initial run of the engine is delayed until April 1985 through June 1985. A final report is projected to be submitted by June 27, 1985.