DUKE POWER COMPANY P.O. BOX 33189 CHARLOTTE, N.C. 28242

HAL B. TUCKER VICE PRESIDENT NCCLEAR PRESIDENT N

May 17, 1985

TELEPHONE (704) 373-4531

Dr. J. Nelson Grace, Regional Administrator U. S. Nuclear Regulatory Commission Region II 101 Marietta Street, NW, Suite 2900 Atlanta, Georgia 30323

RE: Catawba Nuclear Station, Unit 2 Docket Nos. 50-414 Significant Deficiency No. 414/85-05

Dear Dr. Grace:

Pursuant to 10CFR 50.55(e), please find attached Significant Deficiency Report No. 414/85-05.

Very truly yours,

H.B. Tucher 198

Hal B. Tucker

LTP/mjf

Attachment

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

> NRC Resident Inspector Catawba Nuclear Station

Palmetto Alliance 2135½ Devine Street Columbia, South Carolina 29205

INPO Records Center Suite 1500 1100 Circle 75 Parkway Atlanta, Georgia 30339 Mr. Robert Guild, Esq. Attorney-at-Law P. O. Box 12097 Charleston, South Carolina 29412

Mr. Jesse L. Riley Carolina Environmental Study Group 854 Henley Place Charlotte, North Carolina 28207

Official COPY

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Report Number: SD 414/85-05

Report Date: May 17, 1985

Identification of Deficiency:

A potential problem may exist with the starting air check valves in the on-engine mounted starting air piping.

At another utility, a piece of the check valve broke off and passed through the air start valve, and was found on top of a piston crown. A second check valve was inspected and found to be cracked.

Initial Report:

On April 19, 1985, Mr. Hugh Dance of the NRC, Region II, Atlanta, Georgia office was notified of this potential deficiency by Mr. L. M. Coggins Mr. N. A. Rutherford, Mr. R. O. Sharpe, Mr. T. L. Utterback, and Mr. J. M. Lines of Duke Power Company, Charlotte, North Carolina 28242.

Supplier and/or Component:

Transamerica Delaval Inc. of Oakland, California supplied the four diesel generators, designated 1A, 1B, 2A and 2B, utilized at the Catawba Nuclear Station.

The Clow Corporation of Oskaloose, Iowa manufactured the valves.

Description of Deficiency:

A potential problem may exist with the starting air check valves in the onengine mounted starting air piping. There are four of these valves on each Catawba diesel.

At another utility, a piece of the check valve (3/8" dia. x 7/8" length) broke off and passed through the air start check valve, and was found on top of a piston crown. A second check valve was inspected, and found to be cracked. The third and forth valves were inspected, and no other indications were found.

Analysis of Safety Implication:

If the check valves are damaged, it could compromise the operability of the diesels.

Corrective Action:

An inspection of three of the four diesel engines (12 values out of 16) at Catawba has shown no indications of check value failure. The Unit 1 diesels have logged in excess of 800 hours of operation, with no signs of check value problems. Based on these facts, the redundancy of the diesels, and our periodic inspection program, no immediate corrective action is planned. The remaining diesel 1B is scheduled for inspection during the Unit 1 first refueling outage.

We are investigating the failure mechanism for these check valves. The results of this analysis will determine the final course of action. Resolution will be reached and a final report submitted by January 30, 1986.