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September 9, 1988

United States Nuclear Regulatory Commission
Washington, DC 20555

Attention: Document Control Desk

Reference: Facility Operating License No. NPF-56, Docket No. 50-443

Subject: Diesel Generator Special Report

Gentlemen:

The B Train Emergency Diesel Generator (EDG) was shutdown once on both August 11 and 12, 1988, during maintenance testing activities. In accordance with Regulatory Position C.3.6 of Regulatory Guide 1.108, Revision 1, August 1977, a determination has been made that these events are not considered valid tests or test failures. These events are being reported pursuant to Technical Specifications 4.8.1.1.3 and 6.8.2. At the time of these events the plant was in MODE 5 (cold shutdown) with the A Train EDG operable.

On August 11, 1988, at 1830, while performing post-maintenance testing and data collection on the B Train EDG, a fuel oil leak developed which required the engine to be shutdown. The leak came from the diesel fuel oil pump which had previously undergone maintenance. Corrective actions were performed to repair the fuel oil leak and during subsequent testing no further fuel oil leakage was observed.

On August 12, 1988, at 1030, the B Train EDG tripped on high jacket water temperature during post-maintenance testing. The engine trip was caused by an incorrect setting of the water jacket temperature controller which resulted in a higher temperature setpoint. The incorrect temperature controller setpoint was caused by personnel in the area accidentally bumping the temperature setpoint adjustment knob to a new position during area activities. Corrective action to add a cover or otherwise protect the controller setpoint adjustment knob has been initiated to prevent any future occurrences of this type.

The determination that these events are not considered valid tests or test failures is based on the following:

When the EDG is operating under the work control program during maintenance testing for data collection and engine performance monitoring it is not considered a valid test condition, and testing that is terminated intentionally is not considered a valid test or failure. In this particular instance, the leak would not have prevented the EDG from performing in an accident condition. The high temperature engine trip is bypassed during emergency operation. Had there been a bonafide emergency start signal the engine high temperature alarm would have actuated alerting the operator of an abnormal condition; however, the EDG would have continued to operate without automatically tripping.

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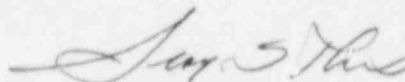
Given the events and conditions outlined above, both events are non-valid tests or test failures and do not count toward events that are considered valid tests or failures. No additional surveillance testing will be performed as a result of these events.

Corrective Actions

Due to nature of post-maintenance testing there are no corrective actions that can be performed as a result of the fuel oil leak. As stated above, the temperature controller setpoint adjustment knob will be protected from accidental misadjustment so that future occurrences will be prevented.

If you have any questions regarding this report, please contact Mr. Robert A. Gwinn at (603) 474-9574, extension 4056.

Very truly yours,



George S. Thomas

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