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January 6, 1988

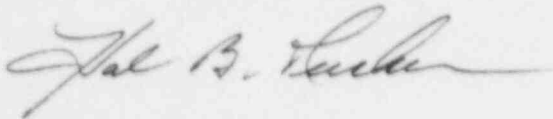
Document Control Desk
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Subject: Catawba Nuclear Station, Unit 1
Docket No. 50-413
Special Report

Gentlemen:

Please find attached a revision to the Special Report submitted per my November 6, 1987 letter concerning a valid failure of diesel generator 1B which took place on October 7, 1987. The original report was submitted pursuant to Technical Specification 4.8.1.1.3.

Very truly yours,



Hal B. Tucker

JGT/1210/sbn

Attachment

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

Mr. P. K. Van Doorn
NRC Resident Inspector
Catawba Nuclear Station

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SPECIAL REPORT
CATAWBA NUCLEAR STATION, UNIT 1
VALID FAILURE OF DIESEL GENERATOR 1B
ON OCTOBER 7, 1987

On October 7, 1987 while performing the Engineering Safeguards Testing, Diesel Generator '1B' was started automatically from the Unit 2 Control Room. After approximately 70 seconds the Diesel tripped automatically. This failure was the fourth valid failure within the last 100 valid tests of Diesel Generator '1B'. Work Request 25806 OPS was initiated to investigate the problem. After several days of testing the cause of the trip was not determined. Due to time constraints going into the outage, the scheduled tear down and inspection was started on the Diesel.

During the tear down and inspection extensive trouble shooting was conducted by Duke Power and Vendor personnel. During the maintenance period nothing was found defective that would have caused the tripping of the diesel on automatic starts. Once the work was completed, Duke Power personnel conducted extensive testing of the diesel. The diesel again tripped on an automatic start. Additional instrumentation was in place in the control system during these starts. The additional instrumentation provided some indication of the problem areas. The suspected components (P-3 and shuttle valve) were previously replaced and both components were again replaced. The diesel was again tested to see if the problem was corrected. 31 consecutive automatic starts were performed with no trips.

At this time, it is believed that the new replacement suspected components were defective. This allowed the control air pressure to dip momentarily below the trip point causing the diesel to trip when sequencing through the first two minutes of the diesel start.

The health and safety of the public were not affected by this event.