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Georgia Power

*the southern electric system*

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0443H

July 28, 1986

Director of Nuclear Reactor Regulation  
Attention: Mr. D. Muller, Project Director  
BWR Project Directorate No. 2  
Division of Boiling Water Reactor Licensing  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

NRC DOCKET 50-366  
OPERATING LICENSE NPF-5  
EDWIN I. HATCH NUCLEAR PLANT UNIT 2  
ADDITIONAL INFORMATION IN SUPPORT OF  
REQUEST TO REVISE TECHNICAL SPECIFICATIONS  
ONE-TIME EXTENSION OF LCO TIME FOR LOSS OF 2C DIESEL GENERATOR

Gentlemen:

The following additional information is submitted in support of our July 28, 1986 request to amend diesel generator Technical Specifications for Plant Hatch Unit 2.

1. Need for Power

As you are aware, Georgia has been in a prolonged state of drought accompanied by extremely high temperatures. Today is the 26th consecutive day that temperatures have exceeded the 90°F mark. The extremely high temperatures have resulted in Georgia Power Company setting peak power production records over the past several weeks. At the present time, the Southern Electric System is operating with minimal reserve generation.

2. Compensatory Actions

In addition to the compensatory action stated in Enclosure 1 to our July 28, 1986 letter, we will test the remaining two Unit 2 diesels on staggered 3 day intervals as described in Technical Specifications Surveillance Requirement 4.8.1.1.2.a.4. Additionally, to keep emergency systems available, we will refrain from unnecessary testing.

3. Loss of Offsite Power

Plant Hatch has never experienced a total loss of offsite power.

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4. Plant Shutdown With Loss of Offsite Power (LOSP)

Given loss of diesel generator 2C, both units can be brought to safe, cold shutdown assuming LOSP coincident with a single failure on Unit 2.

We have analyzed plant shutdown capabilities utilizing only those components supplied by one diesel generator. This assumes that the limiting single failure is one of the remaining Unit 2 diesel generators (either 2A or 1B).

If the 1B diesel is the only available diesel for Unit 2, the essential 600 volt electrical bus associated with the cooldown components to be used must be manually transferred to the 1B diesel generator. This action is not required if 2A diesel is the remaining operable diesel. Hatch Unit 1 shutdown would be accomplished with the 1A and 1C diesels.

5. Diesel Generator Reliability

Plant Hatch personnel have reviewed diesel generator reliability data for the last 2-1/2 years (1/1/84 to 6/30/86) for diesel generators 2A, 2C, and 1B (swing diesel).

During this period, the diesels were started a total of 319 times. The composite reliability for all the Unit 2 diesels was greater than 99%. A detailed breakdown for each diesel is presented below:

<u>Diesel</u>	<u># of Starts</u>	<u># of Failures</u>	<u>Reliability (%)</u>
2A	119	2	98.32 (117/119)
1B	95	0	100.0 (95/95)
2C	105	1	99.05 (104/105)
TOTAL	319	3	99.1 (316/319)

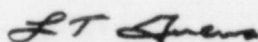
Note: Failures are defined per Regulatory Guide 1.108 and include not only initial start failures but also failures that occur if the diesel fails to run correctly.

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Even in the unlikely event of an additional diesel generator failure, Plant Hatch is supplied with eight reliable offsite power lines. To date, Plant Hatch has not experienced a Loss of Offsite Power (LOSP) event.

It is Georgia Power Company's intent to repair diesel generator 2C expeditiously and return it to service as soon as possible.

Sincerely,



L. T. Gucwa

REB/hkt

c: Mr. J. P. O'Reilly  
Mr. J. T. Beckham  
Mr. H. C. Nix  
Dr. J. N. Grace (NRC-R11)  
Senior Resident Inspector