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NIAGARA MOHAWK

NIAGARA MOHAWK POWER CORPORATION/300 ERIE BOULEVARD WEST, SYRACUSE, N.Y. 13202/TELEPHONE (315) 474-1511

July 1, 1986
(NMP2L 0762)

Mr. R. W. Starostecki, Director
U.S. Nuclear Regulatory Commission
Region I
Division of Reactor Projects
631 Park Avenue
King of Prussia, PA 19406

Re: Nine Mile Point - Unit 2
Docket No. 50-410

Dear Mr. Starostecki:

Enclosed is an final report, in accordance with 10CFR50.55(e), for the problem concerning excessive vibrations in the low pressure fuel oil supply lines of Division I and II standby diesel generators. This problem was reported via tel-con to G. Meyer of your staff on May 8, 1986 and an interim report was submitted on June 9, 1986.

Very truly yours,

C. V. Mangan
Senior Vice President

CVM/GG/cla
(1591H)

Enclosure

xc: Director of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

R. A. Gramm, NRC Senior Resident Inspector
NMPC Project File

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NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
DOCKET NO. 50-410

Final Report for a Problem Concerning
Damaged Fuel Lines in Divisions I and II
Diesel Generators (55(e)-86-07)

Description of the Problem

The problem concerns the low pressure fuel oil supply line from the fuel oil filter to the engine fuel oil supply header. During testing and inspection activities for Divisions I and II standby diesel generators at the NMP2 site, it was observed that the low pressure fuel oil supply line vibrates excessively. In Division I diesel 2EGS*EG1, two holddown clamps were damaged and subsequently a pin-size leak developed in the fuel line.

In the case of Division II diesel 2EGS*EG3, surface damage was observed on the fuel line at a point where it came in contact with a 1-in. tube line.

Analysis of Safety Implications

The cause of excessive vibrations in the fuel supply line is believed to be the inadequate support/clamp arrangement for the supply line configuration.

In the worst case scenario, it is possible that damage to the fuel supply line could have prevented the diesel(s) from performing their intended safety function. Therefore, if this condition were to have remained uncorrected, it could have adversely affected the safety of operations of the power plant.

Corrective Action

The damaged fuel lines will be replaced per Engineering & Design Coordination Report #C46953. In addition, plastic coated pipe clamps will be added per Engineering & Design Coordination Report #C47192. The work will be completed prior to fuel load.