Discussion

At Mr. Stone's request, a list of observations and recommendations was developed (see Attachment 1). This list was reviewed with Messrs. Stone and Minnick. Mr. Minnick indicated that new Torrington needle bearings had been ordered for the torque shaft. Other items that may be contributing to the problem is the packing and valve orientation. Mr. Stone indicated in a cold position on the work bench, the valve rack assembly moved freely with no binding or hesitation. Also the valve packing had been changed during the rebuild and replaced with Graphoil type packing. I suggested that if a millwright was available we could try to adjust the packing while the unit was on line. Mr. Stone did not think this would help due to the looseness in the linkage.

Marathon had also suggested that the hunting point was where the number 6 valve was previously seen fluctuating between 150 psig and 250 psig during the heavy swings. With the rerate, all valves were changed to 1-1/16" size. If the valve position was the problem similar occurrences should take place when each valve is opening. This has not been noted. Mr. Stone noted the unit had not run at this higher level in the past. Plant production is increasing monthly.

Action Items

Pacelli to send drawing to C.O. to have price/del.

1) Elliott to quote oversize pins to tighten up linkage to reduce binding and lost motion. Marathon to ream holes in linkage to Elliott supplied dimensions. Action: Pacelli/McPhee

2) Marathon to order replacement parts as required to rebuild steam chest assembly to original design. Action: Marathon

3) Marathon to advise if quotation is required to replace entire steam chest assembly with current design. Action: Marathon

Contact Alex Pacelli what's it going to take? -

4) Elliott to review and comment on relocation of Valtek actuator to be in line with servo motor thus eliminating excessive linkage. Action: McPhee to enter engineering study.

Other items were discussed on this unit and other Elliott equipment.

A) The rotor removed from 7339R1 during the recent shutdown is boxed and ready for shipment to Elliott. The 4th and 5th stage have a light gray buildup on the disk, blading, and shroud. This buildup was thought to have caused the thrust failure. A problem with this rotor is a different OD of the shaft at the thrust collar disk. This was done by a non-Elliott shop and documented by Donora in 1988. Marathon requests a part number to purchase a thrust collar by.

   Action: Elliott to generate appropriate drawings to cover assembly with thrust collar - Pacelli