

LICENSEE EVENT REPORT

CONTROL BLOCK:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
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(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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7 8 9 14 15 25 26 30 57 CAT 58

CON'T

0	1	L	6	0	5	0	0	0	2	6	1	7	0	1	1	0	7	9	8	0	2	0	8	7	9	9
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7 8 60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | At approximately 2130, January 10, 1979, with the reactor at full power, a high

0 3 | leakage alarm on "A" PPS header was received. Immediate investigation revealed the

0 4 | leakage was associated with the CV personnel hatch doors. Further investigation re-

0 5 | vealed improper seal on the CV personnel hatch inner door. The inner door gaskets

0 6 | were replaced and "A" PPS header leakage returned to normal. This constitutes a re-

0 7 | portable occurrence in accordance with Technical Specification 6.9.2.b.4. No abnormal

0 8 | consequences resulted from this occurrence. Had there been an event requiring (Cont'd)

7 8 9 80

0	9	S	D	11	E	12	X	13	P	E	N	E	T	R	14	A	15	Z	16	17	7	9	0	0	1	0	3	L	0	A	18	Z	19	Z	20	Z	21	0	0	0	0	Y	23	Y	24	L	25	X	9	9	9	9	26
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7 8 9 10 11 12 13 18 19 20 21 22 23 24 26 27 28 29 30 31 32 33 34 35 36 37 40 41 42 43 44 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | High PPS leakage was found to be due to improper seals on the CV personnel hatch inner

1 1 | door. A small piece of plastic was found wedged between the inner hatch seals. The

1 2 | plastic was removed and PPS leakage returned to acceptable limits. It was further

1 3 | found that the seals were worn excessively, and a split was found in one gasket. The

1 4 | inner door gaskets were replaced and PPS leakage returned to normal.

7 8 9 80

1	5	E	28	1	0	0	29	NA	30	A	31	PPS high leakage alarm.	32
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7 8 9 10 12 13 44 45 46 80

1	6	Z	33	Z	34	NA	35	NA	36
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7 8 9 10 11 44 45 80

1	7	0	0	0	37	Z	38	NA	39
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7 8 9 11 12 13 80

1	8	0	0	0	40	NA	41
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7 8 9 11 12 80

1	9	Z	42	NA	43
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7 8 9 10 80

2	0	N	44	NA	45
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7 8 9 10 80

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EVENT DESCRIPTION AND PROBABLE CONSEQUENCES, CONT'D.

the functioning of the hatch doors against accident pressure, no adverse consequences would have resulted since there was one door properly sealed.

Supplementary Information For
Reportable Occurrence 79-01

1. Cause Description and Analysis:

At approximately 2130, January 10, 1979, with the reactor at full power, an alarm on "A" penetration pressurization system (PPS) header was received, indicating excessively high leakage. Investigation was immediately initiated to locate the cause. At approximately 0015 on January 11, 1979, it was determined that the excessive PPS header leakage was occurring at the personnel hatch doors. This constitutes a reportable occurrence in accordance with Technical Specification 6.9.2.b.4.

Further investigation revealed that a piece of plastic was wedged between the inner hatch door seals. The plastic apparently was inadvertently dropped by personnel during a previous containment vessel entry. The plastic was removed, doors closed and "A" PPS header leakage began decreasing, indicating that the innerspaces were being properly pressurized. During removal of the plastic, it was noticed that the seals were excessively worn. This wear was attributed to normal operation of the door and not related to the plastic found earlier.

At approximately 0200 hours, leakage on "A" header was noticed to be increasing slowly. The leakage was again identified as occurring at the personnel hatch. Reinvestigation revealed a split in one gasket on the inner door. The inner door gaskets were replaced, and at 1545 on January 11, 1979, the door was closed and PPS supply to the door seals reestablished. "A" PPS header leakage gradually decreased and was determined to be acceptable.

No abnormal consequences resulted from this occurrence. Had an accident occurred resulting in containment pressurization, no adverse consequences would have occurred since one hatch door was closed and properly sealed.

2. Corrective Action:

The C.V. personnel hatch inner door seal gaskets were replaced and "A" PPS header leakage verified acceptability of the repair.

3. Corrective Action To Prevent Further Occurrences:

Since the seal wear was attributed to normal wear, no further action is required.