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SUBJECT: Submits 1990 annual rept on primary & relief valve
 challenges,per Tech Spech 6.9.1.b.3.

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Carolina Power & Light Company

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H. B. ROBINSON STEAM ELECTRIC PLANT, UNIT NO. 2
DOCKET NO. 50-261
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1990 ANNUAL REPORT - PRIMARY SAFETY AND RELIEF VALVE CHALLENGES

Dear Sir:

Carolina Power & Light Company (CP&L) hereby submits the 1990 Annual Report on Primary and Relief Valve Challenges as required by Technical Specification 6.9.1.b.3.

On one occasion during 1990, the primary power operated relief valves (PORVs) were challenged. There was no challenge to a primary safety valve during 1990. Details on the challenge are provided by the enclosure.

If you have any questions concerning this submittal, please contact my staff.

Very truly yours,

J. J. Sheppard
General Manager

H. B. Robinson S. E. Plant

SAB:kgs

Enclosure

cc: S. D. Ebnetter
L. W. Garner

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JCH

1990 ANNUAL REPORT - PRIMARY SAFETY AND RELIEF VALVE CHALLENGES

EVENT: Challenge to a Primary Relief Valve

DATE: May 8, 1990

DESCRIPTION: Pressurizer Power Operated Relief Valve (PORV) PCV-455C cycled open twice in rapid succession to relieve a pressure transient in the Reactor Coolant System. The two events occurred approximately ten seconds apart and each had a duration of approximately one second. With the unit in hot shutdown the operating crew had secured "C" Reactor Coolant Pump because of high vibrations. "B" Reactor Coolant Pump was running at the time. Without "C" Reactor Coolant Pump in operation, pressurizer spray flow was diminished to the extent that spray was ineffective in controlling Reactor Coolant System pressure at the desired setpoint of 2235 psig. Because the pressure was not returned to the desired setpoint by spray actuation, the integral function of the PORV controller provided a signal to the PORV to actuate and the PORV opened to reduce the pressure in the Reactor Coolant System. The root cause of this event was a less than adequate understanding of the relationship between spray effectiveness, Reactor Coolant Pump operation, and pressurizer level on the part of the operating crew.