



December 19, 1984
L-84-383

U. S. Nuclear Regulatory Commission
Document Control Desk
Washington, D. C. 20555

Gentlemen:

Re: Reportable Event 84-13
St. Lucie Unit 2
Date of Event: November 19, 1984
Spurious Reactor Trip

The attached Licensee Event Report is being submitted pursuant to the requirements of 10 CFR to provide notification of the subject event.

Very truly yours,

J. W. Williams, Jr.
Group Vice President
Nuclear Energy

JWW/PLP/js

Attachment

cc: J. P. O'Reilly, Region II, USNRC
Harold F. Reis, Esquire
PNS-LI-84-461-1

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LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) St. Lucie Unit 2 DOCKET NUMBER (2) 0 5 0 0 0 3 8 9 1 OF 0 1

TITLE (4)

Spurious High Startup Rate Trip

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)			
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES		DOCKET NUMBER(S)	
7	7	84	84	013	00	12	19	84	N/A		0 5 0 0 0	
OPERATING MODE (9) 2			THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)									
POWER LEVEL (10) 0 0 0			20.402(b)			20.406(c)			50.73(a)(2)(iv) X			73.71(b)
			20.406(a)(1)(i)			50.38(c)(1)			50.73(a)(2)(v)			73.71(c)
			20.406(a)(1)(ii)			50.38(c)(2)			50.73(a)(2)(vi)			
			20.406(a)(1)(iii)			50.73(a)(2)(i)			50.73(a)(2)(vii)(A)			
			20.406(a)(1)(iv)			50.73(a)(2)(ii)			50.73(a)(2)(vii)(B)			
			20.406(a)(1)(v)			50.73(a)(2)(iii)			50.73(a)(2)(ix)			

LICENSEE CONTACT FOR THIS LER (12)

NAME Dan West, Shift Technical Advisor TELEPHONE NUMBER 3 10 15 4 16 15 1 13 15 15 10

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC
X									

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE) NO X MONTH DAY YEAR

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (15)

During a normal reactor startup, wide range nuclear instrumentation circuitry noise resulted in a spurious high startup rate trip.
Cause of the noise could not be determined.
There was no adverse effect on the health or safety of the public.

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