

## 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

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 M I D C C 1 2 0 0 - 0 0 0 0 0 0 - 0 0 3 4 1 1 1 1 4 5  
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

CON'T  
0 1 REPORT SOURCE L 6 0 5 0 0 0 3 1 5 7 0 7 0 3 8 0 8 0 7 2 9 8 0 9  
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

## EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 WHILE IN MODE 6 THE TRAIN 'B' CENTRIFUGAL CHARGING PUMP FAILED WHILE RUNNING DUE  
0 3 TO A BROKEN PUMP SHAFT. THE TRAIN 'A' CHARGING PUMP WAS INOPERABLE PER T.S. 3.1.2.3  
0 4 SINCE THE TRAIN 'A' DIESEL WAS OUT OF SERVICE. THE TRAIN 'A' CHARGING PUMP WAS  
0 5 PLACED IN SERVICE. NO CORE ALTERATIONS WERE PERFORMED WHILE THE TRAIN 'A' DIESEL  
0 6 WAS OUT OF SERVICE. THERE HAVE BEEN TWO PREVIOUS OCCURRENCES OF SHAFT FAILURE.  
0 7 THIS EVENT HAD NO EFFECT ON PUBLIC HEALTH AND SAFETY.

0 8  
7 8 9  
0 9 SYSTEM CODE CAUSE CODE CAUSE SUBCODE COMPONENT CODE COMP. SUBCODE VALVE SUBCODE  
P C 11 E 12 C 13 P U M P X X 14 B 15 Z 16  
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  
17 LER/RO REPORT NUMBER 8 0 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  
ACTION TAKEN FUTURE ACTION EFFECT ON PLANT SHUTDOWN METHOD HOURS ATTACHMENT SUBMITTED NPRD-4 FORM SUB. PRIME COMP. SUPPLIER COMPONENT MANUFACTURER  
A 18 Z 19 Z 20 Z 21 0 0 0 0 22 Y 23 Y 24 N 25 P 0 2 5 26  
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

## CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 MODE 6 REQUIRES ONE DIESEL AND ONE CHARGING PUMP IN THE SAME SAFETY TRAIN. THE 'A'  
1 1 TRAIN DIESEL WAS OUT OF SERVICE FOR 18-MONTH SURVEILLANCE WHEN THE 'B' TRAIN  
1 2 CENTRIFUGAL CHARGING PUMP EXPERIENCED SHAFT FAILURE, LEAVING THE 'A' TRAIN CENTRIFU-  
1 3 GAL CHARGING PUMP AS THE OPERABLE PUMP EXCEPT FOR EMERGENCY DIESEL POWER.  
1 4 THE 'A' TRAIN DIESEL SURVEILLANCE WAS COMPLETED AND THE DIESEL DECLARED OPERABLE

1 5 FACILITY STATUS H 28 0 0 0 29 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  
1 6 ACTIVITY CONTENT RELEASED OF RELEASE Z 33 Z 34 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  
1 7 PERSONNEL EXPOSURES NUMBER TYPE DESCRIPTION 0 0 0 37 Z 38 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  
1 8 PERSONNEL INJURIES NUMBER DESCRIPTION 0 0 0 40 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  
1 9 LOSS OF OR DAMAGE TO FACILITY TYPE DESCRIPTION Z 42 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  
2 0 PUBLICITY ISSUED DESCRIPTION N 44 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

NAME OF PREPARER R. S. Lease

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NRC USE ONLY



ATTACHMENT TO LER # 80-015/03L-0

SUPPLEMENT TO CAUSE DESCRIPTION

PRIOR TO ANY FURTHER CORE ALTERATIONS: THE 'B' TRAIN CHARGING PUMP WAS RE-BUILT USING THE "NEW" DESIGN SHAFT. THE CAUSE OF SHAFT FAILURE IS UNKNOWN.

