

LICENSEE EVENT REPORT

CONTROL BLOCK: 1 (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 F L T P S 4 2 0 0 - 0 0 0 0 0 - 0 0 3 4 1 1 1 1 4 5
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

CON'T
01 L 5 0 1 5 0 0 0 2 5 1 7 0 8 3 1 7 8 3 0 9 3 0 7 8 3
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

REPORT SOURCE L 5 0 1 5 0 0 0 2 5 1 7 0 8 3 1 7 8 3 0 9 3 0 7 8 3
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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10
012 During refueling shutdown, safety related hydraulic snubbers were function-
013 ally tested, as required by Tech. Spec. 4.14.4. Twenty of the snubbers
014 were tested and all failed the test. The tag numbers of the failed snubbers
015 as listed in Tech Spec 3.13, are as follows: 6,7,18,19,20,21,22,23,49,51,
016 52,53,54,55,57,58,80,81,82, and 85. This was the first time the hydraulic
017 snubbers had been functionally tested at the plant site.
018
019

09 S H 11 E 12 B 13 S U P O R T 14 D 15 Z 16
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

17 7 8 0 0 9 0 3 L 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

ACTION TAKEN C 18 D 19 Z 20 Z 21 0 1 0 0 0 N 23 N 24 A 25 B 26 0 9 27
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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27
110 Test failure is believed to be due to a combination of snubber control
111 block poppet valve and relief valve malfunctions, and excessive main
112 cylinder wear. All safety related hydraulic snubbers were replaced prior
113 to startup with mechanical type snubbers.
114

15 H 23 0 0 0 NA B 31 Surveillance Testing
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

15 Z 33 Z 34 NA NA
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

17 0 0 0 37 Z 38 NA
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

12 0 0 0 40 NA
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

19 Z 42 NA
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

21 N 44 NA
7 3 9 14 13 25 28 30 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 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

NAME OF PREPARER M. A. Schoppman PHONE: (305) 552-3802

15