

LICENSEE EVENT REPORT

CONTROL BLOCK: 1 1 1 1 1 1 (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)0 1 FLTPIS4 (2) 0101-01010101-0101 (3) 411111 (4) 1 (5)
7 3 9 14 15 25 25 37 38 39CONT
0 1 REPORT SOURCE X (6) 0151010121511 (7) 0131151719 (8) 0141131719 (9)
7 3 50 61 63 67 74 75 80 81 82

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 Our vendor reported that a Main Steam line mechanical snubber which had
0 3 been returned for routine testing was in a "locked-up" condition. An
0 4 examination during the upcoming refueling outage will verify the integrity
0 5 of the Main Steam piping. The mechanical snubbers that rely on an X-stop
0 6 to minimize loading during operational transients have also been
0 7 inspected and verified to be operational.

0 13 1 7 3 9 30

0 9 Z (11) E (12) X (13) SUIP I O R I T (14) D (15) Z (16)
7 3 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

(17) LER/RP REPORT NUMBER 7 9 (18) 0104 (19) 013 (20) L (21) 0 (22) X (23) E (24) Z (25) 01010101 (26) Y (27) Y (28) A (29) P 0 2 9 (30)
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

ACTION TAKEN X (23) FUTURE ACTION E (24) EFFECT ON PLANT Z (25) SHUTDOWN METHOD 01010101 (26) HOURS (27) ATTACHMENT SUBMITTED Y (28) NPRO-4 FORM SUB. Y (29) PRIME CORP. SUPPLIER A (30) COMPONENT MANUFACTURER P 0 2 9 (31)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 10 The occurrence was caused by a damaged thrust bearing. The thrust bearing
1 11 was damaged because the snubber had been exposed to greater than rated
1 12 load. To preclude this type of occurrence, the X-stop has been adjusted
1 13 so that it will properly absorb dynamic loads from operating transients.

1 14 1 7 3 9 30

1 15 E (23) 01915 (29) NA (30) D (31) Notified by vendor (32)
7 3 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

1 16 Z (33) Z (34) NA (35) NA (36)
7 3 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

1 17 01010101 (37) 2 (38) NA (39)
7 3 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

1 18 01010101 (40) NA (41)
7 3 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

1 19 Z (42) NA (43)
7 3 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

2 0 N (44) NA (45)
7 3 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

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REPORTABLE OCCURRENCE 251-79-4
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Additional Event Description and Probable Consequences:

While replacing hydraulic snubbers with mechanical snubbers in October of 1978, one mechanical snubber on a main steam line (Tag Number 84 in TS 3.13) was also replaced so that it could be returned to the vendor for routine testing. On March 7, 1979, the vendor reported that the snubber was in a "locked-up" condition. Subsequent disassembly showed that the thrust bearing had been damaged.

Nominal thermal growth of the piping at the snubber location is slight (calculated to be approximately 0.07 inch), therefore, a "locked-up" snubber at that location would impose minimal thermal growth stress on the piping. In addition, piping stress at this location due to past dynamic transients is judged to have been acceptable, based on an evaluation by the Architect-Engineer. To further verify the integrity of the main steam piping at the location in question, the area will be visually examined during the upcoming refueling outage. The intent of examination will be to show that the piping is in satisfactory condition. The mechanical snubbers that rely on the X-stop (described in the Cause Description) to minimize their loading during operational transients will also be inspected to verify operability.

Additional Cause Description and Corrective Action:

The occurrence was caused by a damaged thrust bearing. The thrust bearing was damaged because the snubber had been exposed to greater than rated load.

During a transient (e.g., turbine trip), the dynamic loading of the subject snubber should be low because the steam piping is restrained elsewhere along its length by an axial X-stop, which is intended to absorb dynamic transient loads. However, due to excessive clearance between the piping attachment and the X-stop restraint, any transient motion of the pipe would be greater than intended. It has been determined that the amount of transient pipe motion allowed by the clearances in the X-stop probably caused the snubber to experience greater than its 15,000 lb. rated load before the load could be absorbed by the X-stop. The X-stop has been adjusted so that it will properly absorb dynamic loads from operating transients.

