

NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL

FILE NUMBER
INCIDENT REPORT

TO: N.C. Moseley

FROM: Florida Power & Light Co.
Miami, Florida
A.D. SchmidtDATE OF DOCUMENT
4-5-76DATE RECEIVED
4-15-76☐ LETTER
☐ ORIGINAL
☒ COPY☐ NOTORIZED
☒ UNCLASSIFIED

PROP

INPUT FORM

NUMBER OF COPIES RECEIVED
30

DESCRIPTION

Ltr. trans the following.....

PLANT NAME: St. Lucie # 1

ENCLOSURE

Reportable Occurrence # 76-2 Licensee Event
Report on 3-5-76 Concerning the Spent Fuel
Crane interlock setpoint drifting.....

(30 Cys. Received - No Original)

ACKNOWLEDGED

DO NOT REMOVE

NOTE: IF PERSONNEL EXPOSURE IS INVOLVED
SEND DIRECTLY TO KREGER/J. COLLINS

SAFETY

FOR ACTION/INFORMATION

ENVIRO

SAB 4-19-76

BRANCH CHIEF:

Ziemann

W/3 CYS FOR ACTION

LIC. ASST:

Diggs

W/ CYS

ACRS 16CYS ~~W/3 CYS~~ SENT TO LA

INTERNAL DISTRIBUTION

REG FILE

NRC PDR

I & E (2)

MIPC (3)

SCHROEDER/IPPOLITO

HOUSTON

NOVAK/CHECK

GRIMES/SCHWENCER

CASE

F. WILLIAMS

HANAUER

TEDESCO/MACCARY

EISENHUT

BAER

SHAO

VOLLMER/BUNCH

KREGER/J. COLLINS

EXTERNAL DISTRIBUTION

LPDR: Ft. Pierce, Florida

TIC

NSIC

CONTROL NUMBER

3822

10-10-70

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10

Report to be made by the person who
has been in contact with the person
(Name of person to be interviewed.....)

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has been in contact with the person
(Name of person to be interviewed.....))

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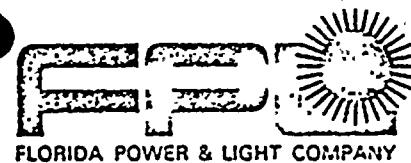
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Regulatory

File Cys

April 5, 1976

PRN-LI-76-69

Mr. Norman C. Moseley, Director, Region IV
 Office of Inspection and Enforcement
 U. S. Nuclear Regulatory Commission
 230 Peachtree Street, N.W., Suite 800
 Atlanta, Georgia 30303

Dear Mr. Moseley:

REPORTABLE OCCURRENCE 335-76
 ST. LUCIE UNIT
DATE OF OCCURRENCE: MARCH 5, 1976

SPENT FUEL CRANE OVERLOAD INTERLOCK-
 SETPOINT DRIFT

The attached Licensee Event Report is being submitted in accordance with Technical Specification 6.9 to provide 30-day notification of the subject occurrence.

Very truly yours,

JRB
 for A. D. Schmidt
 Vice President
 Power Resources

MAS/ms

Attachment

cc: Jack R. Newman, Esquire
 Director, Office of Inspection and Enforcement (30)
 Director, Office of Management Information and
 Program Control (3)

3822



CONTROL BLOCK: 1 6

[PLEASE PRINT ALL REQUIRED INFORMATION]

LICENSEE NAME	LICENSE NUMBER	LICENSE TYPE	EVENT TYPE
01 F L S L S 1	0 0 - 0 0 0 0 0 - 0 0	4 1 1 1 1	0 3
7 8 9 14	15 25	26 30	31 32

CATEGORY	REPORT TYPE	REPORT SOURCE	DOCKET NUMBER	EVENT DATE	REPORT DATE
01 CONT	L	L	0 5 0 - 0 3 3 5	0 3 0 5 7 6	0 4 0 5 7 6
7 8	57 58	59 60	61 68	69 74	75 80

EVENT DESCRIPTION

02 During initial core loading, the spent fuel crane overload interlock setpoint was

03 found to have drifted above 2000 pounds. This is contrary to the surveillance re-

04 quirements of Technical Specification 4.9.7. The immediate corrective action was to

05 stop core loading. This was the first occurrence of this type. (335-76-2).

06

SYSTEM CODE	CAUSE CODE	COMPONENT CODE	PRIME COMPONENT SUPPLIER	COMPONENT MANUFACTURER	VIOLATION
07 F D	B	I N S T R U	N	D 1 7 0	N
7 8 9 10	11	12 17	43	44 47	48

CAUSE DESCRIPTION

08 The cause of the occurrence was malfunction of the crane interlock. The interlock was

09 malfunctioning such that it would occasionally prevent a fuel assembly from being

10 lifted. Conversely, when (continued on Page 2).

FACILITY STATUS	% POWER	OTHER STATUS	METHOD OF DISCOVERY	DISCOVERY DESCRIPTION
11 B	0 0 0	NA	b	Routine Tech. Spec. surveillance
7 8 9	10 12 13	44	45	46 80

FORM OF ACTIVITY RELEASED	CONTENT OF RELEASE	AMOUNT OF ACTIVITY	LOCATION OF RELEASE
12 Z	Z	NA	NA
7 8 9	10 11	44	45 80

PERSONNEL EXPOSURES

NUMBER	TYPE	DESCRIPTION
13 0 0 0	Z	NA
7 8 9 11	12	13 80

PERSONNEL INJURIES

NUMBER	DESCRIPTION
14 0 0 0	NA
7 8 9 11	12 80

PROBABLE CONSEQUENCES

15 NA

LOSS OR DAMAGE TO FACILITY

TYPE	DESCRIPTION
16 Z	NA
7 8 9 10	80

PUBLICITY

17 NA

ADDITIONAL FACTORS

18 See Page Two for continuation of Cause Description.

19

NAME: M. A. Schoppman

PHONE: 305/552-3779

Cause Description (continued)

tested, the interlock would occasionally permit loads in excess of 2000 pounds to be lifted. This indicated an intermittent condition. The immediate action was to propose that the requirement for the interlock be temporarily suspended to allow fuel loading to continue. The proposal included administratively limiting the permissible crane load to 2000 pounds by limiting the objects which could be lifted to a fuel element assembly or a control element assembly, neither of which weighs in excess of 2000 pounds. The temporary suspension, effective until midnight, March 19, was granted on March 5, 1976 by letter from the NRC Division of Project Management. Followup action will be to evaluate the adequacy of the design of the current interlock. If replacement of the interlock is necessary, it will be done before the first scheduled refueling outage.

