

LICENSEE EVENT REPORT

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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7	8

REPORT SOURCE

L	6	0	5	0	0	0	2	8	1	7	0	2	0	4	7	9	8	0	3	0	2	7	9	9
60	61								68	69						74	75							80
DOCKET NUMBER										EVENT DATE							REPORT DATE							

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

SYSTEM CODE W A 11		CAUSE CODE E 12		CAUSE SUBCODE B 13		COMPONENT CODE V A L V O P 14				COMP. SUBCODE X 15		VALVE SUBCODE Z 16					
LER/RO REPORT NUMBER 17		EVENT YEAR 7 9 21 22		SEQUENTIAL REPORT NO. 0 0 5 24 26		OCCURRENCE CODE 0 3 28 29		REPORT TYPE L 30		REVISION NO. 0 32							
ACTION TAKEN A 33		FUTURE ACTION Z 34		EFFECT ON PLANT Z 35		SHUTDOWN METHOD Z 36		HOURS 0 0 0 0 37 40		ATTACHMENT SUBMITTED Y 41		NPRD-4 FORM SUB. Y 42		PRIME COMP. SUPPLIER A 43		COMPONENT MANUFACTURER P 3 4 0 44 47	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

[illegible]

PERSONNEL INJURIES		NUMBER	DESCRIPTION
1	2	00	NA

PUBLICITY		ISSUED		DESCRIPTION		7903080230		NRC USE ONLY	
2	0	N	(44)	NA	(45)				
7	8	9	10	68				69	80

7903080230

NRC USE ONLY

(804) 357-3184

NAME OF PREPARER

PHONE:

Attachment, page 1 of 1
Surry Power Station, Unit 2
Docket No: 50-281
Report No: 79-005/03L-0
Event Date: 2-5-79

MOV-SW-203C FAILURE TO OPERATE DURING TESTING

1. Event Description:

With the unit at cold shutdown, valve MOV-SW-203C failed to cycle electrically during PT-8.5A (CLS Hi-Hi). This is contrary to Technical Specification 3.14.A.6, and is reportable per Technical Specification 6.6.2.b.(3).

2. Probable Consequences and Status of Redundant Systems:

Valve MOV-SW-203C provides one flow path of service water to the Recirculation Spray Heat Exchangers. However, 100% flow capability existed through MOV-SW-203A and B, which were demonstrated operable during PT-8.5A, therefore, the health and safety of the general public were not affected.

3. Cause:

MOV-SW-203C did not initially operate electrically due to binding caused by a slightly bent clutch shaft in the valve operation.

4. Immediate Corrective Action:

Following one manual cycling of the valve, it operated satisfactorily electrically.

5. Subsequent Corrective Action:

MOV-SW-203C has undergone a complete dismantling, inspection, cleaning, and lubrication. All parts which displayed any sign of wear were replaced with new parts, including the clutch shaft.

6. Future Corrective Action:

No further corrective action is deemed necessary at this time.

7. Generic Implications:

None