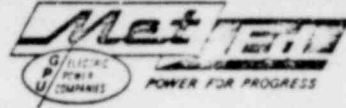


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METROPOLITAN EDISON COMPANY SUBSIDIARY OF GENERAL PUBLIC UTILITIES CORPORATION

POST OFFICE BOX 542 READING, PENNSYLVANIA 19603

TELEPHONE 215 - 929-3601

December 4, 1973

Dr. D. R. Knuth, Director
Directorate of Regulatory Operations
United States Atomic Energy Commission
Washington, D. C. 20545

Subject: Three Mile Island Nuclear Station
Unit 1
Docket No. 50-289
Partial Draining of Reactor Coolant
System

Dear Dr. Knuth:

You were notified on October 25, 1973, of a situation which may be considered reportable under 10CFR50.55(e), "Conditions of Construction Permits". This situation related to a partial draining of the Reactor Coolant System.

DESCRIPTION OF INCIDENT

The plant was in a startup and testing phase with no major systems in operation. The Reactor Coolant System was filled, vented and pressurized with approximately 42 pounds of nitrogen.

The Shift Foreman had instructed the Control Room Operator (an upgraded Auxiliary Operator) to align specific valves in the Decay Heat Removal System in preparation for processing the water in the Reactor Coolant System through the Liquid Waste Disposal System precoat filters. The operator was given a handwritten instruction and valve alignment and while in the process of opening a series of valves he inadvertently opened DH-V6A, Decay Heat Removal Pump suction from the Reactor Building Sump. The operator immediately realized his error and closed the motor operated valve before it reached full open. The total opening and closing time was approximately one minute. In the process, the Reactor Coolant System was partially drained from 150 inches to near 0 inches pressurizer level (about 4,000 gallons). The Reactor Coolant System was still at about 15 psi following the occurrence.

CORRECTIVE ACTION

The operator immediately realized his error and depressed the CLOSE push-button for DH-V6A. The plant was in a shutdown (startup and test) condition with no testing in progress. This occurrence required refilling, reventing and

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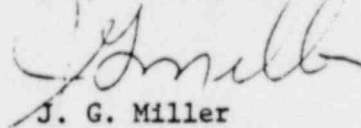
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repressurizing the Reactor Coolant System. No Technical Specifications were violated and no unresolved safety questions were involved. The approved operating procedure to accomplish the intended operation was being typed and was made available by October 29, 1973. In the future, when new operators are qualified and initially placed on the watchbill, the Shift Foreman will assure himself that the operator is appropriately briefed prior to performing plant operations. Approved operating procedures will also be used to accomplish these operations during the integrated test program.

Very truly yours,



J. G. Miller
Vice President

brh

cc:Mr. H. M. Dieckamp
Mr. J. P. O'Reilly
Mr. W. A. Verrochi

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