

LICENSEE EVENT REPORT

CONTROL BLOCK: 1 2 3 4 5 6 7 8 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 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

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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CONT

0 1 2 3 4 5 6 7 8 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 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)

On July 5, 1979 PNPS was notified that its A/E, Bechtel Corp. had discovered an error in the calculations utilized to support Amendment 34 to the FSAR. In the pipe break modelling performed, the reactor building truck lock door was assumed to be open to atmosphere. This is in error and could have the effect of higher than originally analyzed peak pressures for assumed pipe breaks.

SYSTEM CODE: S F 11 CAUSE CODE: B 12 CAUSE SUBCODE: A 13 COMPONENT CODE: Z Z Z Z Z Z Z Z 14 COMP. SURCODE: Z 15 VALVE SUBCODE: Z 16

EVENT YEAR: 7 9 SEQUENTIAL REPORT NO.: 0 1 9 OCCURRENCE CODE: 0 1 REPORT TYPE: T 17 REVISION NO.: 0 18

ACTION TAKEN: G 19 X 20 EFFECT ON PLANT: Z 21 SHUTDOWN METHOD: Z 22 HOURS: 0 0 0 0 ATTACHMENT SUBMITTED: Y 23 N 3-4 FORM. SUB.: N 24 PRIME COMP. SUPPLIER: A 25 COMPONENT MANUFACTURER: Z 9 9 9 9 26

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

Erroneous computer runs have been corrected and a new analysis performed. An internal engineering evaluation has been performed which indicates allowable stresses will not be exceeded. Additional support evaluations have been requested of the A/E.

FACILITY STATUS: E 28 % POWER: 1 0 0 29 OTHER STATUS: N/A 30 METHOD OF DISCOVERY: D 31 DISCOVERY DESCRIPTION: Notification from A/E 32

ACTIVITY RELEASED: Z 33 Z 34 AMOUNT OF ACTIVITY: N/A 35 LOCATION OF RELEASE: N/A 36

PERSONNEL EXPOSURES: NUMBER: 0 0 0 37 TYPE: Z 38 DESCRIPTION: N/A 39

PERSONNEL INJURIES: NUMBER: 0 0 0 40 DESCRIPTION: N/A 41

LOSS OF OR DAMAGE TO FACILITY: TYPE: Z 42 DESCRIPTION: N/A 43

PUBLICITY ISSUED: N 44 DESCRIPTION: N/A 45

NAME OF PREPARER: J. M. Fulton

PHONE: 617 746-7900

NRC USE ONLY

BOSTON EDISON COMPANY
PILGRIM NUCLEAR POWER STATION
DOCKET NO. 50-293

Attachment to LER 79-019/01T-0

On July 5, 1979, Pilgrim Station was informed that the torus pressurization curves presented in Amendment 34 to the FSAR were developed from computer runs which erroneously assumed that the reactor building truck lock doors were open to atmosphere. The Analysis 79-01 performed by the A/E for the HPCI pipe break in the torus compartment with the Amendment 34 model and the truck lock doors closed, results in a peak pressure of approximately 2.5 psid. This exceeds the FSAR differential loading limit of 2.0 psid between the compartment and the torus.

The following actions have been taken to resolve the issue:

1. Station operating procedures have been revised to maintain the HPCI Inboard Steam Supply valve at 90% closed position.
2. An internal engineering evaluation of the torus load capability has been performed for these conditions. These calculations indicate that the code allowable stresses will not be exceeded by the reported compartment pressures.
3. The A/E has been requested to perform a re-evaluation of the 2 psi blow-out level established for the reactor building truck lock door.
4. The A/E has been requested to perform a re-evaluation of the torus design calculations to determine the available design margin in torus stress analysis.
5. The A/E has been requested to advise regarding the effects of including vacuum breakers in the analysis.

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