

POWER AUTHORITY OF THE STATE OF NEW YORK

JAMES A. FITZPATRICK NUCLEAR POWER PLANT



JOHN D. LEONARD, JR.
Resident Manager

P.O. BOX 41
Lycoming, New York 13093

315-342-3840

November 27, 1979
JAFP-79-660

Mr. Boyce H. Grier
United States Nuclear Regulatory Commission
Region 1
631 Park Avenue
King of Prussia, Pennsylvania 19406

Reference: Docket No. 50-333 Licensee Event Report: 79-097/03L-0

Dear Mr. Grier:

We have enclosed the referenced Licensee Event Report in accordance with Section 6.0 of Technical Specifications and USNRC Regulatory Guide 1.16.

If there are any questions concerning this report, please contact Mr. W. Verne Childs at 315-342-3840, Extension 207.

Very truly yours,

John D. Leonard, Jr.
Resident Manager

JDL:VC:jnk
Enclosure

CC: USNRC Director, Office of Inspection & Enforcement (30 copies)
USNRC Director, Office of Management Information & Program Control (3 copies)
Internal Power Authority Distribution

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ATTACHMENT TO LER 79-097/03L-0

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During normal operation, while conducting tests to demonstrate diesel generator operability, Emergency Diesel Generator "C" would not properly force parallel with Emergency Diesel Generator "A". Testing was being conducted by performing Operations Surveillance Test F-ST-9D titled, "EDG Inoperable Test/Loss of 115 KV Reserve Power" to satisfy the requirements of Technical Specifications, Appendix A, Paragraph 3.5.B.4 while the "B" containment cooling loop was declared inoperable due to a hanger deficiency discovered as part of the Pipe Stress Re-Analysis Program (see LER 79-087). Preparation for shutdown was immediately commenced to satisfy the requirements of Technical Specifications, Appendix A, Paragraph 3.5.B.5. Since the other Emergency Diesel Generators and off-site power were available, the event did not represent a significant hazard to the public health and safety.

Investigation revealed that flashing of the generator field on Emergency Diesel Generator "C" was being delayed due to high resistance contacts on the ESR-400 relay associated with the Emergency Diesel Generator. Cleaning and burnishing of the contacts on the relay resulted in satisfactory operation. Operability of the Emergency Diesel Generators, including the ability to successfully force parallel, was demonstrated by satisfactory completion of F-ST-9D approximately 9 hours after discovery of the problem.

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