

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

CON'T

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REPORT SOURCE

L	6	0	5	0	0	0	3	6	6	7	0	4	2	6	8	1	8	0	5	2	1	8	1	9
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DOCKET NUMBER

EVENT DATE

REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

With the unit at steady state power of 2425 Mwt, while doing HNP-2-3801, Diesel Generator Manual Start, the 1B D/G tripped on high crankcase pressure and was declared inop. Tech Specs 3.8.1.1 requires three operable diesel generators. The remaining AC power sources were proven operable per Tech Specs 3.8.1.1, action a. The health and safety of the public was not affected by this event. This is a repetitive event as last reported on Reportable Occurrence Report No. 50-321/1980-067.

09		SYSTEM CODE		CAUSE CODE		CAUSE SUBCODE		COMPONENT CODE				COMP. SUBCODE		VALVE SUBCODE	
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
		E	E	E		X		E	N	G	I	N	E	X	
LER/RO REPORT NUMBER		EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE		REPORT TYPE		REVISION NO.					
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
		8	1	0	4	1	0	3	L		0				
ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		NPRD-4 FORM SUB.		PRIME COMP. SUPPLIER	
39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
X		Z		Z		Z		0	0	0	0	Y		N	
ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		NPRD-4 FORM SUB.		PRIME COMP. SUPPLIER	
55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
X		Z		Z		Z		0	0	0	0	Y		N	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The cause of this event has been attributed to a spurious trip from the

1 1 high crankcase pressure switch, while the D/G was in the manual start

1 2 mode. This effect would not have tripped the diesel in the auto start

1 3 mode. The diesel generator was proven operable and returned to service.

1	4																	
7	8	9																
FACILITY STATUS			% POWER			OTHER STATUS			METHOD OF DISCOVERY			DISCOVERY DESCRIPTION						
1	5	E	1	0	0	NA			B	Surveillance Testing								
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			
ACTIVITY CONTENT			AMOUNT OF ACTIVITY						LOCATION OF RELEASE									
1	6	Z	Z	NA						NA								
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			
PERSONNEL EXPOSURES			DESCRIPTION															
1	7	0	0	0	Z	NA												
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			
PERSONNEL INJURIES			DESCRIPTION															
1	8	0	0	0	NA													
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			
LOSS OF OR DAMAGE TO FACILITY			DESCRIPTION															
1	9	Z	NA															
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			
PUBLICITY									NRC USE ONLY									
1	0	N	NA															
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			

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NRC USE ONLY

NAME OF PREPARER R. T. Nix, Supt. of Maint.

PHONE: 912-367-7781

LER No.: 50-366/1981-041
Licensee: Georgia Power Company
Facility: Edwin I. Hatch
Docket No.: 50-366

Narrative Report
for LER 50-366/1981-041

On April 26, 1981, with the unit operating at steady state power of 2425 MWt and while performing HNP-2-3801, Diesel Generator Manual Start, the 1B diesel generator tripped on high crankcase pressure and was declared inoperative approximately seven minutes after it was started and loaded. Tech Specs 3.8.1.1 requires three operable diesel generators. The remaining two diesel generators, D/G 2A and D/G 2C, were quickstarted successfully and two off-site power sources had their breaker lineups checked within one hour. As a result of this event, the unit was placed in a seventy-two hour LCO status. The health and safety of the public was not affected by this event. This event is repetitive as last reported on Reportable Occurrence Report No. 50-366/1980-067.

The cause of the event has been attributed to a spurious trip from the high crankcase pressure switch while the D/G was in the manual start mode. The vendor previously had proposed the most probable cause was the possibility of condensate in the crankcase flashing to steam causing a spurious trip, but this was not the case. This phenomena would only trip the diesel in the manual mode, it would not trip the diesel when operated in the auto start mode. The crankcase high pressure switch was checked and found to operate within acceptable tolerances. It's sensing line was blown out and the switch reconnected and returned to service.

A generic review revealed no inherent problems with this particular type of pressure switch.