NRC FORM 366
(7-77)

U. S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

CONTROL BLOCK: | | | | | | | (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 | G A E I H 1 (2) LICENSEE CODE | 0 0 - 0 0 0 0 0 - 0 0 (3) LICENSE NUMBER | 4 1 1 1 1 (4) LICENSE TYPE | CAT (5)

CON'T 0 1 | REPORT SOURCE L (6) | 0 5 0 0 0 3 2 1 (7) DOCKET NUMBER | 0 6 0 7 8 1 (8) EVENT DATE | 0 6 2 3 8 1 (9) REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 With Unit 1 in the startup mode and Rx pressure at 150 lbs, 4% thermal
0 3 power and the HPCI turbine mech overspeed trip test being performed, the
0 4 turbine failed to trip at less than or equal to 5000 RPM. This is
0 5 reportable under Tech Specs 6.9.1.9.B. As per Tech Specs 3.5.D.2 RCIC,
0 6 ADS, CSS, and LPCI were operable, and no significant events occurred.
0 7 This is a repetitive event; ref. LER #50-321/1980-088. There were no
0 8 effects upon public health and safety due to this event.

0 9 | SYSTEM CODE: S F (11) | CAUSE CODE: E (12) | CAUSE SUBCODE: B (13) | COMPONENT CODE: I N S T R U (14) | COMP. SUBCODE: C (15) | VALVE SUBCODE: Z (16)

(17) LER/RO REPORT NUMBER | EVENT YEAR: 8 1 | — | SEQUENTIAL REPORT NO.: 0 5 1 | / | OCCURRENCE CODE: 0 3 | REPORT TYPE: L | — | REVISION NO.: 0

ACTION TAKEN: E (18) | FUTURE ACTION: Z (19) | EFFECT ON PLANT: Z (20) | SHUTDOWN METHOD: Z (21) | HOURS (22): 0 0 0 0 | ATTACHMENT SUBMITTED: Y (23) | NPRD-4 FORM SUB.: N (24) | PRIME COMP. SUPPLIER: N (25) | COMPONENT MANUFACTURER: T 1 4 7 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The event was due to a broken turb. trip ball, a scored trip piston, and
1 1 an out of calibration diaphragm oil control valve. The ball was re-
1 2 placed, the piston polished, and the valve cleaned and calibrated. The
1 3 HPCI turb. was tested and was declared operable. The unit is now in
1 4 full compliance with the requirements, and no further reporting is required.

1 5 | FACILITY STATUS: C (28) | % POWER: 0 0 4 (29) | OTHER STATUS (30): NA | METHOD OF DISCOVERY: B (31) | DISCOVERY DESCRIPTION (32): HPCI turbine mech. overspeed trip

1 6 | ACTIVITY RELEASED: Z (33) | CONTENT OF RELEASE: Z (34) | AMOUNT OF ACTIVITY (35): NA | LOCATION OF RELEASE (36): NA

PERSONNEL EXPOSURES
1 7 | NUMBER: 0 0 0 (37) | TYPE: Z (38) | DESCRIPTION (39): NA

PERSONNEL INJURIES
1 8 | NUMBER: 0 0 0 (40) | DESCRIPTION (41): NA

LOSS OF OR DAMAGE TO FACILITY (43)
1 9 | TYPE: Z (42) | DESCRIPTION: NA

PUBLICITY
2 0 | ISSUED: N (44) | DESCRIPTION (45): NA | NRC USE ONLY

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NAME OF PREPARER C. L. Coggin, Supt. Plt. Eng. Serv. PHONE 912-367-7851

LER #: 50-321/1981-051
Licensee: Georgia Power Company
Facility Name: Edwin I. Hatch
Docket #: 50-321

Narrative Report
for LER 50-321/1981-051

On 6-7-81, at 0310 and with Unit 1 in the startup mode holding at 150 lbs Rx pressure and 4% thermal power the HPCI Turbine Mechanical Overspeed Trip Test, HNP-1-5289 was being performed. As per the procedure the HPCI turbine was uncoupled from the pump, thereby making the system temporarily inop. Requirements of Tech Specs 3.5.D.2 (RCIC, ADS, LPCI, CSS operable) were met prior to the uncoupling of the turbine.

The overspeed test was performed, and the turbine would not trip at or below 5000 rpm as specified in Tech Specs table 3.2-2-2 for HPCI turbine overspeed trip setpoint. No significant event occurred. This was determined reportable under Tech Specs section 6.9.1.9.b.

The reason for the turbine's failure to trip was due to the mechanical trip ball being broken due to the ball and tappet not having proper clearance between the ball and pin type emergency governor weight. The ball and tappet was replaced and the clearance calibrated. The test was repeated and was unsuccessful due to improper reset timing. A vendor representative was called on site, and upon further investigation it was found that the Robert Shaw diaphragm control valve (model VC-210) was not functioning resulting from deposits in the valve body obstructing the movement of the valve. Also the mechanical trip piston was scored, thus, preventing smooth movement of the piston in the cylinder. The diaphragm control valve was cleaned and recalibrated, and the trip piston was polished to a satisfactory condition. On 6-12-81, the overspeed test was performed and was satisfactory; the turbine was recoupled, and on the same date HNP-1-3303, HPCI Pump Operability, was then performed and was satisfactory. HPCI was declared operable.

This is a repetitive event, ref. LER 50-321/1980-088, and there were no effects upon public health and safety due to this event.

The unit is now in full compliance with the requiremenmts of Tech Specs, and no further reporting is required.