

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
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0	1	M	D	C	C	N	2	2	0	0	-	0	0	0	0	0	-	0	0	3	4	1	1	1	1	4			5
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	--	--	---

7 8 9 14 15 25 26 30 57 CAT 58

CON'T

0	1	L	6	0	5	0	0	0	3	1	8	7	0	7	3	0	8	1	8	0	8	2	8	8	1	9
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

7 8 60 61 68 69 74 75 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | After completion of a surveillance test, #21 diesel generator (EDG)

0 3 | experienced high jacket coolant water temperature, rendering the diesel

0 4 | generator inoperable (T.S. 3.8.1.1). Investigation found the jacket

0 5 | coolant recirculation pump motor overload device had tripped. The pump

0 6 | was reset, coolant conditions returned to normal and #21 EDG was re-

0 7 | turned to service. Redundant A.C. power supplies remained operable

0 8 | during the event. Similar events: None.

0	9	E	E	11	X	12	Z	13	Z	Z	Z	Z	Z	14	Z	15	Z	16	8	1	21	22	0	3	8	23	24	26	27	0	3	28	29	L	30	31	0	32	Z	18	Z	19	Z	20	Z	21	0	0	0	0	22	Y	23	N	24	A	25	Z	9	9	9	9	26
---	---	---	---	----	---	----	---	----	---	---	---	---	---	----	---	----	---	----	---	---	----	----	---	---	---	----	----	----	----	---	---	----	----	---	----	----	---	----	---	----	---	----	---	----	---	----	---	---	---	---	----	---	----	---	----	---	----	---	---	---	---	---	----

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

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | No cause for the overload condition was found. Motor phase currents

1 1 | were found to be normal. The diesel has been tested repeatedly with

1 2 | no recurrence of the condition since the event date. The component

1 3 | is included in plant electrical and mechanical preventive maintenance

1 4 | programs. No further preventive action is necessary.

1	5	E	28	1	0	0	29	NA	30	A	31	Operator Observation	32	NA	33	NA	34	NA	35	NA	36	NA	37	NA	38	NA	39	NA	40	NA	41	NA	42	NA	43	NA	44	NA	45	NA	46	NA	47	NA	48	NA	49	NA	50	NA	51	NA	52	NA	53	NA	54	NA	55	NA	56	NA	57	NA	58	NA	59	NA	60	NA	61	NA	62	NA	63	NA	64	NA	65	NA	66	NA	67	NA	68	NA	69	NA	70	NA	71	NA	72	NA	73	NA	74	NA	75	NA	76	NA	77	NA	78	NA	79	NA	80
---	---	---	----	---	---	---	----	----	----	---	----	----------------------	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

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 80B109040229 810828
PDR ADOCK 05000318
PDR

. Junge/P. G. Rizzo

PHONE: (301) 269-4969/4786

LER NO.	81-38/3L
DOCKET NO.	50-318
LICENSE NO.	DPR-69
EVENT DATE	07-30-81
REPORT DATE	08-28-81
ATTACHMENT	

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (CONT'D)

At 1828, eleven minutes after being shutdown following completion of a routine surveillance test, #21 diesel generator experienced high jacket coolant water temperature, rendering the diesel generator inoperable (T.S. 3.8.1.1). Investigation revealed that the jacket coolant recirculation pump was tripped. Machine heat caused the high coolant temperature at high points due to stratification of coolant. The jacket coolant recirculation pump was restarted and coolant temperature at the alarm temperature switch returned to normal. No. 21 diesel generator was returned to service at 1845. Nos. 11 and 12 diesel generators and two independent ties with the offsite power generation network remained operable during the event. This is not a repetitive event.