



Public Service Electric and Gas Company P.O. Box E Hancocks Bridge, New Jersey 08038

Salem Generating Station

April 6, 1983

Mr. F. C. Haynes  
Regional Administrator  
USNRC  
Region 1  
631 Park Avenue  
King of Prussia, Pennsylvania 19406

Dear Mr. Haynes:

LICENSE NO. DPR-70  
DOCKET NO. 50-272  
REPORTABLE OCCURRENCE 83-019/03L

Pursuant to the requirements of Salem Generating Station Unit No. 1, Technical Specifications, Section 6.9.1.9.b, we are submitting Licensee Event Report for Reportable Occurrence 83-019/03L. This report is required within thirty (30) days of the occurrence.

Sincerely yours,

H. J. Midura  
General Manager -  
Salem Operations

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CC: Distribution

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PDR ADDCK 05000272  
S PDR

The Energy People

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Report Number: 83-019/03L  
Report Date: 04-06-83  
Occurrence Date: 03-15-83  
Facility: Salem Generating Station Unit 1  
Public Service Electric & Gas Company  
Hancock's Bridge, New Jersey 08038

IDENTIFICATION OF OCCURRENCE:

Fire Suppression Systems - No. 2 Diesel Fire Pump - Inoperable.

This report was initiated by Incident Report 83-055.

CONDITIONS PRIOR TO OCCURRENCE:

Unit 1 - Mode 5 - Rx Power 0 % - Unit Load 0 MWe.  
Unit 2 - Mode 6 - Rx Power 0 % - Unit Load 0 MWe.

DESCRIPTION OF OCCURRENCE:

At 1250 hours, March 15, 1983, during periodic flushing of fire hydrants, an operator observed that No. 2 Diesel Fire Pump failed to automatically start as the fire suppression header pressure decreased. The pump was selected to start first on decreasing pressure. No. 1 Fire Pump satisfactorily started, maintaining the fire header pressure. Subsequent attempts to start No. 2 Fire Pump in the manual mode also failed. The pump was declared inoperable and Technical Specification 3.7.10.1a was entered.

APPARENT CAUSE OF OCCURRENCE:

Investigation of the problem revealed that the pump would not start due to a loose wiring connection on the diesel engine starter motor. The loose connection may be related to the installation of a new starting circuit wiring harness following a failure of the pump on May 26, 1982 (see LER 82-035/99X-0), although no evidence was found to confirm the possibility.

ANALYSIS OF OCCURRENCE:

The operability of fire suppression systems ensures that adequate fire suppression capability is available to confine and extinguish fires occurring in any portion of the facility where safety related equipment is located. The collective capability of the fire suppression systems is adequate to minimize potential damage to safety related equipment and is a major element in the facility fire protection program.

Since No. 1 Fire Pump was operable and capable of meeting system flow requirements in the event of a fire, no risk to the health or safety of the public was involved. Due to the loss of redundancy of equipment necessary for safe operation, the incident constituted operation in a degraded mode permitted by a limiting condition for

ANALYSIS OF OCCURRENCE: (cont'd)

operation. The occurrence is therefore reportable in accordance with Technical Specification 6.9.1.9b.

Action Statement 3.7.10.1a requires:

With one pump and/or water supply inoperable, restore the inoperable equipment to operable status within 7 days, or prepare and submit a special report to the Commission pursuant to Specification 6.9.2 within the next 30 days, outlining the plans and procedures to be used to provide for the loss of redundancy in the system.

CORRECTIVE ACTION:

The loose wiring connection was satisfactorily tightened and the pump started satisfactorily in both the automatic and manual modes. To insure that the pump was operable, it was started three times automatically and three times manually off each starting circuit, for a total of nine satisfactory starts. The pump was declared operable, and at 2100 hours, March 15, 1983, Action Statement 3.7.10.1a was terminated, within the 7 day interval required by the specification.

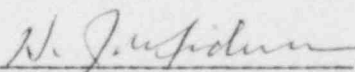
Preventive maintenance of the diesel engine is performed every 18 months as part of the Inspection Order system, and includes a visual inspection for loose electrical connections. The incident will be discussed with appropriate personnel to reinforce the utilization of sound work practices. In view of the seemingly isolated nature of the occurrence, and the apparent adequacy of existing measures, no further action was deemed necessary.

FAILURE DATA:

Waukesha Foundry Co., Inc.  
Diesel Engine  
Model H-1077-DSU

Previous problems with the No. 2 Fire Pump starting circuitry have occurred but involved a faulty wiring harness and possible failure in the alternator windings. Issue of a Supplemental Report for the previous occurrence is pending results of investigation of the alternator by the vendor.

Prepared By R. Frahm

  
General Manager -  
Salem Operations

SORC Meeting No. 83-042B