

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

PO 917-926

Facility: BSEP Unit No. 1

Event Date: October 3, 1982

During plant shutdown operations, while rotating the undervessel work platform to ensure sufficient clearance existed to withdraw SRMs for the performance of SRM channel functional test PT-01.2.1a, the platform drive unit control switch button momentarily stuck while in the depressed position thereby preventing the planned stopping of the platform. Consequently, the platform rotated to where it engaged and broke the detector cable of SRM A and bent the monitor drive tube.

While performing PT-01.2.1a SRM C failed to show a decreasing count rate as the monitor detector was withdrawn from the core. An investigation revealed the monitor detector output signal had been electrically shorted due to moisture accumulation in the detector cable connector, thereby resulting in the lack of indication response as the detector was withdrawn from the core. At the time of this event, maintenance was in progress to repair several undervessel control rod drive unit (CRD) leaks. To permit access to the subject CRD leaks, temporary rerouting of the SRM detector output signal cables is required. To reroute these cables the protective waterproof covering around the cables' connectors was removed. While rerouting the detector output signal cable of SRM C, water from the subject leaking CRDs fell on its exposed cable connector, causing the subsequent electrical short.

The broken detector output signal cable and bent drive tube of SRM A were replaced and the monitor was satisfactorily tested according to PT-01.2.1a. The affected cable connector of SRM C was dried out, cleaned, and proper waterproofing was applied. SRM C was then satisfactorily tested according to PT-01.2.1a. The undervessel platform drive unit control switch was replaced with a suitable replacement and the platform was checked for proper rotation control.

At the time of this event, SRM B was inoperable since November 15, 1981, due to delayed indication response as previously reported in LER 1-82-86. The problem with SRM B will be fully investigated and resolved during the upcoming 1982 Unit No. 1 refueling outage.

Due to an inherent problem with providing access to undervessel CRD leaks while still maintaining SRM System operability, plant Engineering has been requested to evaluate this problem and determine what changes or modifications can be made to alleviate it.