

CONTROL BLOCK:

						(1)
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(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0	1	N	J	S	G	S	1	2	0	0	-	0	0	0	0	0	0	3	4	1	1	1	1	4			5	
7	8	LICENSEE CODE						14	LICENSE NUMBER										25	LICENSE TYPE					30	CAT		58

CON'T

REPORT SOURCE 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

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

DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 On November 2, 1982, during routine operation, the Control Room Operator observed that

03 the temperature recorder for the air temperature-delta T channels was not printing.

04 The channels were declared inoperable, and Action Statement 3.3.3.4a was entered. The

05 channels were restored to operation within the 7 day time period specified in the

06 action statement. Indication was available locally at the meteorological tower and at

07 the Wilmington Airport Station. The event involved operation in a degraded mode in

08 accordance with Technical Specification 6.9.1.9.b.

09		SYSTEM CODE I E		11	CAUSE CODE E		12	CAUSE SUBCODE G		13	COMPONENT CODE I N S T R U				14	COMP. SUBCODE I		15	VALVE SUBCODE Z		16
7	8	9	10		11		12		13					16		19		20			
17		LER RO REPORT NUMBER		EVENT YEAR 8 2		21	22	SEQUENTIAL REPORT NO. 0 8 3		24	26	OCCURRENCE CODE 0 3		28	29	REPORT TYPE X		30	REVISION NO. 1		32
33		ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		NPRD-4 FORM SUB.		PRIME COMP. SUPPLIER		COMPONENT MANUFACTURER		37	
33		A		Z		Z		Z		0 0 0 0		Y		Y		A		L 1 3 0		47	
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The inoperability of the chart recorder was due to the failure of the pinion gear on

1 1 the chart drive motor. No previous failure of this type were noted. The motor was

1 2 replaced, the channels were satisfactorily tested, and the action statement was

1 3 terminated.

1	4																	80	
7	8	9																	80
FACILITY STATUS		% POWER				OTHER STATUS (30)				METHOD OF DISCOVERY				DISCOVERY DESCRIPTION (32)					
1	5	H	28	0	0	0	29	N/A				A	31	Operator Observation					
3	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		

ACTIVITY CONTENT
RELEASED OF RELEASE

1 6 Z 33 Z 34

7 8 9 10 11

AMOUNT OF ACTIVITY (35)

N/A

44

LOCATION OF RELEASE (36)

N/A

45 80

PERSONNEL EXPOSURES									
NUMBER			TYPE	DESCRIPTION					
1	7	0	0	0	(37)	Z	(38)	N/A	(39)

PERSONNEL INJURIES		NUMBER		DESCRIPTION	
1	8	0	0	0	40 N/A

		8 9		11 12		
		LOSS OF OR DAMAGE TO FACILITY		(43)		
		TYPE DESCRIPTION				
1	9	Z	(42)	N/A		IE22 11

8 9 10
PUBLICITY
ISSUED DESCRIPTION (45)
[2][0] [N] (44) N/A
8306280488 830601
PDR ADOCK 05000272
S PDR
NRC USE ONLY

8306280488 830601
PDR ADOCK 05000272
S PDR

NRC USE ONLY

R. Frahm

PHONE: (609) 935-6000 Ext. 4309



PSEG

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

Salem Generating Station

June 6, 1983

Mr. J. Allan
Acting Regional Administrator
USNRC
Region 1
631 Park Avenue
King of Prussia, Pennsylvania 19406

Dear Mr. Allan:

LICENSE NO. DPR-70
DOCKET NO. 50-272
REPORTABLE OCCURRENCE 82-083/03X-1
SUPPLEMENTAL REPORT

Pursuant to the requirements of Salem Generating Station
Unit No. 1 Technical Specifications, Section 6.9.1.9.b,
we are submitting supplemental Licensee Event Report for
Reportable Occurrence 82-083/03X-1.

Sincerely yours,

J. M. Zupko, Jr.
General Manager -
Salem Operations

RF:klb *klb*

CC: Distribution

IE22
11

Report Number: 82-083/03X-1
Report Date: 06-01-83
Occurrence Date: 11-02-82
Facility: Salem Generating Station Unit 1
Public Service Electric & Gas Company
Hancock's Bridge, New Jersey 08038

IDENTIFICATION OF OCCURRENCE:

Meteorological Monitoring Instrumentation - Air Temperature-Delta T - Inoperable.

This report was initiated by Incident Report 82-407.

CONDITIONS PRIOR TO OCCURRENCE:

Unit 1 - Mode 6 - Rx Power 0 % - Unit Load 0 MWe.
Unit 2 - Mode 1 - Rx Power 82 % - Unit Load 910 MWe.

DESCRIPTION OF OCCURRENCE:

At 0115 hours, November 2, 1982, during routine operation, the Control Room Operator observed that the temperature recorder for both meteorological instrumentation air temperature-delta T channels was not operating. The channels were declared inoperable and Technical Specification Action Statement 3.3.3.4a was entered. The chart recorder was subsequently repaired, and the instruments were tested satisfactorily. The air temperature-delta T channels were declared operable at 1432 hours, November 2, 1982, and Action Statement 3.3.3.4a was terminated.

APPARENT CAUSE OF OCCURRENCE:

Investigation of the problem revealed that the pinion gear on the chart drive motor had failed. No previous failures of this type were noted, and the problem was assumed to be of an isolated nature.

ANALYSIS OF OCCURRENCE:

The operability of the meteorological instrumentation ensures that sufficient meteorological data is available for estimating potential radiation doses to the public resulting from the routine or accidental release of radioactive material to the atmosphere. This capability is required to evaluate the need for initiating protective measures to protect the health and safety of the public.

Action Statement 3.3.3.4a requires:

With one or more of the required meteorological monitoring channels inoperable for more than 7 days, prepare and submit a Special Report to the Commission pursuant to Specification 6.9.2 within the next 10 days outlining the cause of the malfunction and the plans for restoring the channel(s) to operable status.

ANALYSIS OF OCCURRENCE: (cont'd)

The 7 day time limit required by the limiting condition for operation insures adequate meteorological monitoring capability remains available. As noted, the channels were returned to an operable status within the specified time period. During the period the Control Room chart recorder was inoperable, indication of air temperature-delta T was also available locally at the meteorological tower.

Finally, data from Salem station has been correlated with that of the Wilmington Airport weather station. The correlation allows estimation of weather conditions at Salem station from the airport instruments in the event of the failure or inaccessibility of station meteorological instrumentation. The event therefore involved no risk to the health or safety of the public. The occurrence constituted operation in a degraded mode permitted by a limiting condition for operation and is reportable in accordance with Technical Specification 6.9.1.9b.

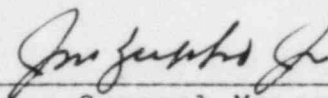
CORRECTIVE ACTION:

The failed chart drive motor was replaced, and as noted, the air temperature-delta T channels were returned to an operable status. No further action was deemed necessary in view of the nature of the problem.

FAILURE DATA:

Leeds and Northrup Co.
Chart Drive Motor
P/N 29-2793

Prepared By R. Frahm



General Manager -
Salem Operations

SORC Meeting No. 83-074