

Northeast
Nuclear Energy

Rope Ferry Rd. (Route 156), Waterford, CT 06385

Millstone Nuclear Power Station
Northeast Nuclear Energy Company
P.O. Box 128
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The Northeast Utilities System
Donald B. Miller Jr.,
Senior Vice President - Millstone

Re: 10CFR50.73

August 24, 1994
MP-94-518

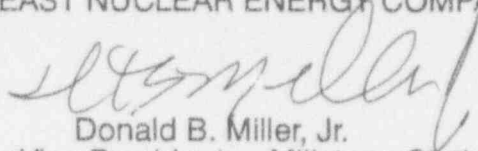
U.S. Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555

Reference: Facility Operating License No. NPF-49
Docket No. 50-423
Licensee Event Report 94-010-00

This letter forwards Licensee Event Report 94-010-00 required to be submitted within thirty (30) days pursuant to 10CFR50.73 (a)(2)(i)(B). This is reported for information only. A review determined that a reportable condition had been conservatively declared due to an overly restrictive Station Procedure Technical Specification surveillance acceptance criterion.

Very truly yours,

NORTHEAST NUCLEAR ENERGY COMPANY


Donald B. Miller, Jr.
Senior Vice President - Millstone Station

DBM/RLM:bjo

Attachment: LER 94-010-00

cc: T. T. Martin, Region I Administrator
P. D. Swetland, Senior Resident Inspector, Millstone Unit Nos. 1, 2, and 3
V. L. Rooney, NRC Project Manager, Millstone Unit No. 3

300045

9409020278 940824
PDR ADDCK 05000423
S PDR

IF22
11

LICENSEE EVENT REPORT (LER)

(See reverse for required number of digits/characters for each block)

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION COLLECTION REQUEST: 50.0 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE INFORMATION AND RECORDS MANAGEMENT BRANCH (MNBB 7714), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON, DC 20555-0001, AND TO THE PAPERWORK REDUCTION PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20503.

FACILITY NAME (1)

Millstone Nuclear Power Station Unit 3

DOCKET NUMBER (2)

05000423

PAGE (3)

1 OF 03

TITLE (4)

Both Trains of Charging Inoperable Due to Procedure Deficiency

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)	
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAME	DOCKET NUMBER
07	26	94	94	010	00	08	24	94	FACILITY NAME	DOCKET NUMBER
										05000
									FACILITY NAME	DOCKET NUMBER
										05000
OPERATING MODE (9)		1		THIS REPORT IS BEING SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more) (11)						
POWER LEVEL (10)		100%		20.402(b)		20.405(c)		50.73(a)(2)(iv)		73.71(b)
				20.405(a)(1)(i)		50.56(c)(1)		50.73(a)(2)(iv)		73.71(c)
				20.405(a)(1)(ii)		50.56(c)(2)		50.73(a)(2)(vi)		OTHER
				20.405(a)(1)(iii)		X 50.73(a)(2)(i)		50.73(a)(2)(vii)(A)		(Specify in Abstract below and in Text, NRC Form 366A)
				20.405(a)(1)(iv)		50.73(a)(2)(ii)		50.73(a)(2)(vii)(b)		
				20.405(a)(1)(v)		50.73(a)(2)(iii)		50.73(a)(2)(x)		

LICENSEE CONTACT FOR THIS LER (12)

NAME

William J. Temple, Site Licensing

TELEPHONE NUMBER (Include Area Code)

(203) 437-5904

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS		CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE)	X	NO	EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR
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ABSTRACT (Limit to 1400 spaces, i.e., approximately 15 single-spaced typewritten lines) (16)

On July 26, 1994, with the plant at 100% power, both trains of Charging were declared inoperable. The A Train of Charging was inoperable for a routine surveillance. While the A Train was inoperable, an Operator determined that the B Charging Pump Cooling Pump was inoperable because of low bearing oil level. Since the acceptance criterion was not met, the B Charging Pump was also declared inoperable. With both trains of Charging inoperable, the plant was in noncompliance with Technical Specifications, and an entry into Technical Specification 3.0.3 was required.

This condition is reported under 10CFR50.73(a)(2)(i)(B), because the plant was declared to be in a condition prohibited by Technical Specifications. This is reported for information only. A review determined that a reportable condition had been conservatively declared due to an overly restrictive Technical Specification surveillance acceptance criterion.

A conservative decision was made to promptly report and the NRC was notified under 10CFR50.72(b)(1)(ii). However, the condition had no safety significance. An engineering review determined that the cooling pump was operable because the observed oil level had no effect on the cooling pump. Thus, the B Charging Pump was always operable and capable of performing its safety function.

The cause of the condition was an overly restrictive acceptance criterion for the cooling pump bearing oil level. As immediate corrective action the A Train was returned to operable status by terminating the routine surveillance. To prevent recurrence, the acceptance criterion for the cooling pump oil level has been changed to provide a more appropriate indication of operability.

EXPIRES: 5/31/95

LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION COLLECTION REQUEST: 50.0 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE INFORMATION AND RECORDS MANAGEMENT BRANCH (MNBB 7714), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON, DC 20555-0001, AND TO THE PAPERWORK REDUCTION PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20503.

FACILITY NAME (1) Millstone Nuclear Power Station Unit 3	DOCKET NUMBER (2) 05000423	LER NUMBER (6)			PAGE (3) 02 OF 03
		YEAR 94	SEQUENTIAL NUMBER 010	REVISION NUMBER 00	

TEXT (If more space is required, see additional copies of NRC Form 366A) (17)

I. Description of Event

On July 26, 1994, with the plant at 100% power, both trains of Charging were declared inoperable. The A Train of Charging was inoperable for a routine surveillance. While the A Train was inoperable, an Operator determined that the B Charging Pump Cooling Pump was inoperable because of low bearing oil level. Since the acceptance criterion was not met, the B Charging Pump was also declared inoperable. With both trains of Charging inoperable, the plant was in noncompliance with Technical Specifications, and an entry into Technical Specification 3.0.3 was required.

An engineering review determined that the cooling pump was technically operable because the observed oil reservoir level had no effect on the technical operability of the cooling pump. Thus, the B Charging Pump was always operable and capable of performing its safety function.

II. Cause of Event

The cause of the condition was a defective procedure. The surveillance procedure had an overly restrictive acceptance criterion for the cooling pump bearing oil level.

The B Train Charging Pump cooling pump was declared inoperable when an operator observed that the oil level in a reservoir bubbler was below the acceptance criterion of one-half level. The bubbler is an oil reservoir bottle which contains an oiler adjuster for lubrication to the pump bearings. As long as there is oil above the oiler adjustment setpoint, then sufficient oil is being supplied to the pump bearings. A review determined that the acceptance criterion was overly restrictive.

III. Analysis of Event

The Charging Pumps are required for the boration injection system function, which is to ensure that negative reactivity control is available during each mode of facility operation. The Technical Specification Limiting Condition for Operation (LCO) 3.1.2.2 requires two boron injection flow paths to be OPERABLE, and LCO 3.1.2.4 requires that two Charging Pumps shall be OPERABLE. The Charging Pumps are also required for the Emergency Core Cooling system function. Technical Specification Limiting Condition for Operation 3.5.2 requires that two Charging Pumps shall be OPERABLE.

Both trains of the Charging system were declared inoperable. The A Train of the Charging system had been declared inoperable to perform a routine surveillance. While the A Train was inoperable, an Operator determined that the B Train Charging Pump cooling pump was inoperable because of a low bearing oil level. With both trains of the Charging system declared inoperable, the plant was in noncompliance with Technical Specifications, and an entry into 3.0.3 was required.

The B Train Charging Pump cooling pump was declared inoperable because the oil level in the reservoir bubbler was below the acceptance criterion of a surveillance procedure. The acceptance criterion is specified as: oil sighted in the reservoir greater than or equal to one-half level. The bubbler is an oil reservoir bottle for lubrication to the pump bearings and is not a direct indication of oil level in the pump. The oil level in the pump is maintained by the oiler adjuster located inside the bubbler. As long as there is oil above the oiler adjustment setpoint, then sufficient oil is being supplied to the pump bearings. A review determined that the oil level was never below the oiler reservoir adjustment setpoint. Thus, the cooling pump was operable and capable of performing its cooling function because the observed oil level had no effect on the cooling pump. Accordingly, the B Charging Pump was always operable and capable of performing its safety function.

LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION
COLLECTION REQUEST: 50.0 HRS. FORWARD COMMENTS REGARDING
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WASHINGTON, DC 20555-1001, AND TO THE PAPERWORK REDUCTION
PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET,
WASHINGTON, DC 20503.

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)	PAGE (3)						
Millstone Nuclear Power Station Unit 3	05000423	<table border="1"><tr><th data-bbox="1009 336 1078 372">YEAR</th><th data-bbox="1078 336 1240 372">SEQUENTIAL NUMBER</th><th data-bbox="1240 336 1344 372">REVISION NUMBER</th></tr><tr><td data-bbox="1009 372 1078 440">94</td><td data-bbox="1078 372 1240 440">- 010 -</td><td data-bbox="1240 372 1344 440">00</td></tr></table>	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	94	- 010 -	00	03 OF 03
YEAR	SEQUENTIAL NUMBER	REVISION NUMBER							
94	- 010 -	00							

TEXT (If more space is required, use additional copies of NRC Form 366A) (17)

A conservative decision was made to report and the NRC was promptly notified under 10CFR50.72 (b)(1)(ii). However, a review determined that the B Train Charging system was always operable and capable of performing its safety function. The condition had no safety significance. There was no event or condition that placed the plant, including its principal safety barriers, in a degraded condition, nor in an unanalyzed condition that significantly compromised plant safety, nor a condition that was outside the design basis of the plant.

The condition is reported for information, under 10CFR50.73(a)(2)(i)(B), since the plant was declared to be in a condition prohibited by the Technical Specifications.

IV. Corrective Action

As immediate corrective action the A Train was returned to operable status by terminating the routine surveillance. Also, oil was added to the bearing oil reservoir on the cooling pump, and the B Charging Pump was returned to operable status. An engineering review determined that the observed oil level had no effect on the technical operability of the cooling pump. As action to prevent recurrence, the acceptance criterion for the cooling pump oil level has been changed to provide a more appropriate indication of operability. Also, all other safety related pumps having a similar bubbler reservoir with a one-half level acceptance criterion, have been identified. The overly restrictive acceptance criterion for these reservoirs are being similarly changed.

V. Additional Information

There have been no other similar events.

ELIS Codes**System**

Chemical and Volume Control / Makeup and Purification System -- CB

Components

Cooling Pump -- P

Oil Reservoir -- PVR