

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

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PHONE: (912) 367-7851

NARRATIVE REPORT
FOR LER 50-366/1983-012

LICENSEE : GEORGIA POWER COMPANY
FACILITY NAME : EDWIN I. HATCH
DOCKET NUMBER : 50-366

Tech. Specs. section(s) which requires report:

This 30-day LER is required by Tech. Specs. section 6.9.1.9.c. due to the event's showing that the unit was not meeting the requirements of Tech. Specs. section 4.7.3.h.

Plant conditions at the time of the event(s):

On March 7, 1983, the plant was in steady state power operation at 1700 MWt (approximately 70%).

Detailed description of the event(s):

While performing the "RCIC PUMP OPERABILITY" surveillance procedure (HNP-2-3405), the RCIC pump started, isolated and tripped on RCIC exhaust diaphragm high pressure (2E51-N012A-D). Plant personnel reset the RCIC isolation and trip condition and attempted to start RCIC again. RCIC tripped immediately on RCIC turbine exhaust high pressure (2E51-N009A&B). Thus, personnel were unable to prove RCIC operable as required by Tech. Specs. section 4.7.3.b.

Consequences of the event(s):

The plant was placed into a 14-day LCO as per Tech. Specs. section 3.7.3, ACTION a.

Status of redundant or backup subsystems and/or systems:

During this event the HPCI system remained operable.

Justification for continued operation:

The plant was placed into a 14-day LCO as required by Tech. Specs. section 3.7.3, ACTION a.

If repetitive, number of previous LER:

This is a non-repetitive event.

Impact to other systems and/or Unit:

This problem does not impact other plant systems, nor does it impact the other unit.

Cause(s) of the event(s):

The cause of this event was attributed to component failure. Plant personnel conducted an investigation which revealed that the RCIC exhaust diaphragm's inboard rupture disc (2E51-D001) had ruptured; however, the outboard rupture disc (2E51-D002) remained intact. The cause of the rupture in the RCIC exhaust diaphragm's inboard rupture disc (2E51-D001) was attributed to thermal fatigue. The calibration of RCIC exhaust trip pressure switches (2E51-N009A&B) per HNP-2-5279 indicated all as-found setpoints in tolerance. The calibration of RCIC exhaust diaphragm pressure switches (2E51-N012A through D) also indicated as-found setpoints in tolerance. The RCIC exhaust swing check valve (2E51-F040) was examined and was found to be operable with no exhaust line blockage.

Immediate Corrective Action:

The inboard (2E51-D001) and outboard (2E51-D002) rupture discs were replaced and HNP-2-3405 was run successfully.

Supplemental Corrective Action:

There is no supplemental corrective action.

Scheduled (future) corrective action:

The scheduled (future) corrective action is action to prevent recurrence.

Action to prevent recurrence (if different from corrective actions):

The "RCIC SYSTEM MAINTENANCE" procedures (HNP-1-6015 and HNP-2-6015) and "HPCI SYSTEM MAINTENANCE" procedures (HNP-1-6010 and HNP-2-6010) are being revised (expected revision date of May 1983) to include annual replacement of inboard rupture disc (as per vendor's recommended replacement cycle for disc).