

SOUTH CAROLINA ELECTRIC & GAS COMPANY

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O. W. DIXON, JR.
VICE PRESIDENT
NUCLEAR OPERATIONS

April 22, 1983

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USNR REGION II
ATLANTA, GEORGIA

Mr. James P. O'Reilly
Regional Administrator
U.S. Nuclear Regulatory Commission
Region II, Suite 2900
101 Marietta Street, N.W.
Atlanta, Georgia 30303

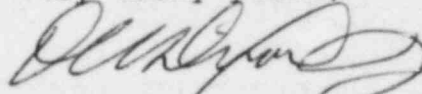
SUBJECT: Virgil C. Summer Nuclear Station
Docket No. 50/395
Operating License No. NPF-12
Thirty Day Written Report
LER 83-031

Dear Mr. O'Reilly:

Please find attached Licensee Event Report #83-031 for Virgil C. Summer Nuclear Station. This Thirty Day Report is required by Technical Specification 6.9.1.13.(b) as a result of entry into the Action Statement of Technical Specification 3.1.2.3, "Reactivity Control Systems, Charging Pump - Shutdown," and into Action Statement (a) of Technical Specification 3.4.1.4.2, "Reactor Coolant System, Cold Shutdown - Loops Not Filled," on March 25, 1983.

Should there be any questions, please call us at your convenience.

Very truly yours,



O. W. Dixon, Jr.

HCF:OWD/dwf
Attachment

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EVENT DESCRIPTION AND PROBABLE CONSEQUENCES

On March 25, 1983, with the Plant in Mode 5, the Train "B" HVAC System Mechanical Water Chiller (XHX-001B) of the Chilled Water System (VU) tripped at 1750 hours. The chiller was supplying cooling water for the Train "B" Component Cooling Water System pump motor, which was providing cooling water for the Train "B" Residual Heat Removal System heat exchangers and pump shaft seal water cooler. Additionally, the chiller was providing cooling water to the Train "B" Charging/Safety Injection pump lube oil cooler. The action statements of the following Technical Specifications were entered as a result of the trip condition:

Technical Specification 3.1.2.3, "Reactivity Control System, Charging Pump - Shutdown," which requires one (1) charging pump in the boron flow path to be operable.

Technical Specification 3.4.1.4.2, "Reactor Coolant System, Cold Shutdown - Loops Not Filled," which requires two (2) residual heat removal loops to be operable and at least one (1) loop to be in operation.

There were no adverse consequences resulting from the event as Train "A" of the Emergency Core Cooling Systems were aligned to the Train "A" Chiller (XHX-001A). At 2330 hours, on March 25, 1983, maintenance activities were completed on backup Chiller (XHX-001C), and it was aligned and started on the Train "B" Chilled Water System. These actions satisfied the Technical Specification Action Statements.

CAUSE AND CORRECTIVE ACTIONS

The Station experienced a loss of bus IDB at 1607 hours on March 25, 1983, due to an inadvertent opening of breaker OCB-8892. Subsequently, the Train "B" Solid State Protection System stripped the vital plant loads (including the Chiller, XHX-001B) and started the "B" Diesel Generator (XEG-001B). The Chiller XHX-001 was then reloaded by the loading sequencer.

Approximately one hour and forty-three minutes later, at 1750 hours, Chiller XHX-001B tripped for no apparent reason. A common indicator light for "high motor temperature," "high discharge temperature," and "high oil temperature," located on the local control panel was found to be energized.

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CAUSE AND CORRECTIVE ACTIONS Continued

A post-trip investigation produced no explanations for the chiller trip. A manufacturer's representative was procured; and on March 29, 1983, Chiller XHX-001B was restarted to determine the cause of the unexplained chiller trip on March 25, 1983. It was discovered that the local control switch for isolation valve XVB-3126, which controls cooling water flow to the chiller, was intermittently failing, thereby preventing the valve from opening. This would account for the alarm and subsequent trip of Chiller XHX-001B on March 25, 1983. A maintenance work request has been generated to repair the control switch. This will be accomplished when Chiller XHX-001B is available or before startup after the present steam generator modification outage.