

## LICENSEE EVENT REPORT

CONTROL BLOCK: 1 (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 FILTPS4 2 00-000000-00 3 411111 4 5

LICENSE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 37 CAT 38

CONT 01

REPORT SOURCE L 5 0 5 0 0 0 2 5 1 7 0 4 1 7 8 3 3 0 5 0 2 8 3 9

DOCKET NUMBER 30 31 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10

02 During the spiral loading of the Unit 4 core, it was observed that fuel assembly X-04

03 had leaned across the empty core center and was resting against assembly W-51.

04 Assembly X-17 was also leaning approximately 12 inches from upright. A

05 reconstruction of the event indicates that X-04 initially struck assembly Z-06,

06 skirted along it and displaced X-17, and came to rest against W-51. This is

07 reportable in accordance with T.S.6.9.2.a.9. A similar event was LER 251-83-002.

08 The health and safety of the public were not affected.

09

SYSTEM CODE R C 11 CAUSE CODE X 12 CAUSE SUBCODE Z 13 COMPONENT CODE F U E L X X 14 COMP SUBCODE Z 15 VALVE SUBCODE Z 16

LER/RO REPORT NUMBER 17 EVENT YEAR 8 3 SEQUENTIAL REPORT NO. 0 0 3 OCCURRENCE CODE 0 1 REPORT TYPE T REVISION NO. 0

ACTION TAKEN X 18 FUTURE ACTION X 19 EFFECT ON PLANT Z 20 SHUTDOWN METHOD Z 21 HOURS 0 0 0 0 ATTACHMENT SUBMITTED Y 22 NPRO-4 FORM SUB N 23 PRIME COMP SUPPLIER N 24 COMPONENT MANUFACTURER W 1 2 0 25

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27

10 At this time, the root cause appears to be that X-04 was not properly seated on the

11 guide pins. An evaluation of the event is still continuing. Assemblies X-04, W-51,

12 X-17, Z-06 and four other potentially contacted fuel assemblies were removed to

13 the spent fuel pool for inspection. No breach of cladding was found on any of the

14 assemblies.

15

FACILITY STATUS H 26 % POWER 0 0 0 29 OTHER STATUS N/A 30 METHOD OF DISCOVERY A 31 DISCOVERY DESCRIPTION Visual observation 32

ACTIVITY RELEASED Z 33 CONTENT Z 34 AMOUNT OF ACTIVITY N/A 35 LOCATION OF RELEASE N/A 36

PERSONNEL EXPOSURES NUMBER 0 37 TYPE Z 38 DESCRIPTION N/A 39

PERSONNEL INJURIES NUMBER 0 40 DESCRIPTION N/A 41

LOSS OF OR DAMAGE TO FACILITY TYPE Z 42 DESCRIPTION N/A 43

PUBLICITY ISSUED Y 44 DESCRIPTION Miami Herald, 04/18/83 45

NAME OF PREPARER Z. E. Berry PHONE: (305) 245-2910 Ext. 353

8305100253 830502  
PDR ADOCK 05000251  
S PDR

#### Additional Cause Description and Corrective Actions

Eight assemblies were removed to the spent fuel pool for damage inspections. A summary of the inspection results and the disposition of each assembly is given below:

- X-04: The leaning fuel assembly was inspected. Scratches were found on the top and bottom nozzles and on the foot. Additional tests and inspections will be performed on this assembly to verify its integrity. If the results are satisfactory, this assembly will be used in the Cycle IX core loading of Unit 3.
- Z-06: Reconstruction of the event indicates that Z-06 was the first assembly struck by assembly X-04. Thirteen fuel pins sustained damage. The cladding was still intact. This new fuel assembly is being returned to the manufacturing plant for repairs.
- X-17: Assembly X-17 occupied the core position adjacent to Z-06. It was found leaning approximately twelve inches from upright. Inspection revealed two scratched fuel pins. This assembly was considered acceptable for use and was placed back in the core.
- W-51: Assembly X-04 was found leaning against assembly W-51. Eight fuel pins were damaged. The cladding remained intact. Because this assembly had already been used in three fuel cycles, it was decided to reject it from any future use.
- Z-35: Inspection of assembly Z-35, which occupied a space adjacent to X-04, revealed a scrape on the bottom grid. This assembly was placed back in the core.
- W-11: The core perimeter position on one side of assembly W-51 was occupied by assembly W-11. Scratches found on six of its fuel pins confirm that it was contacted by the falling assembly, X-04. W-11 was considered acceptable for use and was placed back in the core.
- Z-30: Assembly Z-30 occupied a core position adjacent to assembly W-51. Inspection revealed no damage and Z-30 was placed back in the core.
- Z-26: Inspection of assembly Z-26, which occupied a space adjacent to X-04, revealed no damage. Assembly Z-26 was placed back in the core.

Plant Reactor Engineering Staff and Westinghouse made the decision to use the assemblies based on a standard Westinghouse acceptance criteria that considers the type of damage, the width of the scratches, the depth of the scratches (maximum of 3 mils in the cladding), the extent of grid damage, the mechanical integrity of the element and existing evidence of rod to rod contact.

Refueling operations were proceeding normally before the event. Three assemblies were placed, assembly X-04 was placed, and then four more assemblies were set in place. Shift change was being conducted when X-04 was observed to be leaning. According to all indications, assembly X-04 was set down properly. The possibility is being considered that the assembly was on the bottom, but missed the guide pins. Since this assembly was used in a previous fuel cycle, bowing or twisting of the assembly might have given the appearance that the top was aligned even though the bottom was not.

A special instruction has been written to require that a third operator be present during the remaining refueling operations. The function of this additional operator is to visually verify that the fuel assemblies are properly placed on the guide pins.

Additional long-term corrective actions are being considered by the plant management. An LER follow-up will be submitted detailing these corrective actions.