

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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CONT

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REPORT SOURCE L 6 0 5 0 0 0 2 8 0 7 0 7 2 8 8 3 8 0 8 2 5 8 3 9

60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

0 2 | With the unit at full power, the number 3 emergency diesel was inadvertently
0 3 | removed from service. This is contrary to T.S.-3.16.A.1 and is reportable per
0 4 | T.S.-6.6.2.b.(3). The number 3 diesel was out of service for only 15 minutes and
0 5 | the number 1 diesel was operable throughout this event, therefore the health and
0 6 | safety of the public were unaffected.
0 7 |
0 8 |

SYSTEM CODE [0] [9] 7 8		CAUSE CODE [E] [B] (11) 9 10		CAUSE SUBCODE [A] (12) 11		COMPONENT CODE [E] [N] [G] [I] [N] [E] (14) 12 13 14 15 16 17				COMP. SUBCODE [Z] (15) 18 19		VALVE SUBCODE [Z] (16) 20			
(17) LER/RO REPORT NUMBER [8] [3] 21 22		EVENT YEAR [—] 23		SEQUENTIAL REPORT NO. [0] [3] [4] 24 25 26				OCCURRENCE CODE [/] 27		REPORT TYPE [0] [3] 28 29		REVISION NO. [—] 30		[0] 31	
ACTION TAKEN FUTURE ACTION [H] (18) [Z] (19) 33 34		EFFECT ON PLANT [Z] (20) 35		SHUTDOWN METHOD [Z] (21) 36		HOURS (22) [0] [0] [0] [0] 37 38 39 40				ATTACHMENT SUBMITTED [Y] (23) 41		NPRD-4 FORM SUB. [N] (24) 42		PRIME COMP. SUPPLIER [A] (25) 43	
												COMPONENT MANUFACTURER [G] [1] [0] [0] (26) 44 45 46 47			

1 0 | This event was caused by a misunderstanding between the Shift Supervisor and the
1 1 | construction electricians, and was in part due to loss of administrative control
1 2 | because the electricians were working without procedures. The diesel was returned
1 3 | to service and tested to verify operability.
1 4 |

8
FACILITY STATUS (28) 1 5 E 1 0 0 % POWER (29) N/A OTHER STATUS (30) METHOD OF DISCOVERY (31) A Operator Observation DISCOVERY DESCRIPTION (32)

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

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

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

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

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

PERSONNEL INJURIES NUMBER (40) 0 0 0 DESCRIPTION (41) N/A

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

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

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

PUBLICITY ISSUED (44) N DESCRIPTION (45) N/A

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

2 0 NRC USE ONLY

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PDR ADOCK 05000280
S PDR

BUKAL: (804) 357-3184

ATTACHMENT 1
SURRY POWER STATION, UNIT NO. 1
DOCKET NO: 50-280
REPORT NO: 83-034/03L-0
EVENT DATE: 07-28-83

TITLE OF THE EVENT: #3 EDG OUT OF SERVICE

1. Description of the Event

With Unit 1 at full power, the number 3 emergency diesel was inadvertently removed from service. A document review of Design Change 83-11 (Replacement of Diesel Generator Batteries and Racks) found an incomplete QC signoff on a Cable Termination Ticket. This step was to verify that the main battery lead was meggered. Although the step had been completed, it was not witnessed and signed by QC. The construction electricians decided to lift the battery lead and remegger the cable in the presence of Q.C. This effort was undertaken following a discussion between the shift supervisor and the electrical foreman during which the shift supervisor was not made aware that the battery lead would be lifted and hence the diesel was being disabled.

This is contrary to T.S.3.16.A.1 and is reportable per T.S.-6.6.2.b.(3).

2. Probable Consequences and Status of Redundant Equipment

The emergency diesels provide independent emergency power to vital unit auxiliaries when normal power is unavailable. The number 3 diesel is redundant to the number 1 diesel. The number 1 diesel was operable at all times and the number 3 diesel was out of service for only 15 minutes, therefore the public's health and safety were unaffected.

3. Cause

This event was caused in part by a misunderstanding between the construction electricians and the Shift Supervisor, and was in part due to loss of administrative control because the electricians were working without procedures.

4. Immediate Corrective Action

The battery and battery charger leads were reconnected.

5. Subsequent Corrective Action

The diesel was tested to verify operability.

6. Action Taken to Prevent Recurrence

The construction general foreman was reprimanded and construction electricians involved were reinstructed not to work on any safety related equipment without procedures.

7. Generic Implications

None.