

LICENSEE EVENT REPORT

EXHIBIT A

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

01 FILCIRP 32 000-0000000-000 34 111111 4 1 5

7 8 9 14 15 25 26 30 57 CAT 58

CON'T

01 L 6 0501-10302 7 11118813 8 11211983 9

7 8 60 61 DOCKET NUMBER 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 On November 18, 1983, at 1400, while performing Surveillance Procedure

03 130, Engineered Safeguards Monthly Functional Testing, Channel RC6 (RCS

04 Pressure Low-Low) of ESFAS Train "A" failed to acknowledge a low pressure

05 injection (LPI) bistable trip. The channel was tripped within one hour

06 and maintenance was initiated. All Train "B" was operable and capable

07 of initiating LPI, if needed. This is the third event of this type and

08 the twenty-second report under Technical Specification 3.3.2.1

7 8 9 80

09 SH 11 E 12 G 13 RELAY 14 X 15 G 16 Z

7 8 9 10 11 12 13 14 15 16 17 18 19 20

17 183 21 055 24 03 28 L 30 0

22 23 24 25 26 27 28 29 30 31 32

18 C 19 Z 20 Z 21 Z 22 0000 23 Y 24 N 25 A 26 B045

33 34 35 36 37 38 39 40 41 42 43 44 45 46 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 This event was caused by a mercury wetted relay in the LPI bistable

11 failing to operate properly. The mercury relay card assembly was re-

12 placed and the channel was returned to operability at 1500 on November

13 18, 1983.

14

7 8 9 80

15 E 28 0916 29 N/A 30 B 31 Surveillance testing 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

16 Z 33 Z 34 N/A 35 N/A 36 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

17 0000 37 Z 38 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

18 0000 40 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

19 Z 42 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

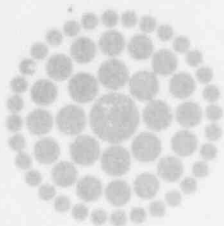
20 N 44 N/A

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

NAME OF PREPARER J. L. Bufe'eo PHONE 795-3802 x303

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PDR ADOCK 05000302
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1/1



**Florida
Power**
CORPORATION

December 19, 1983
3F1283-28

Mr. James P. O'Reilly
Regional Administrator, Region II
Office of Inspection & Enforcement
U.S. Nuclear Regulatory Commission
101 Marietta Street, N.W., Suite 2900
Atlanta, GA 30303

Subject: Crystal River Unit 3
Docket No. 50-302
Operating License No. DPR-72
Licensee Event Report No. 83-055

Dear Mr. O'Reilly:

Enclosed is Licensee Event Report No. 83-055 and the attached supplementary information sheet, which are submitted in accordance with Technical Specification 6.9.1.9(b).

Should there be any questions, please contact this office.

Sincerely,

P. Y. Baynard
Assistant to Vice President
Nuclear Operations

AEF/feb

Enclosures

cc: Document Control Desk
U.S. Nuclear Regulatory Commission
Washington, DC 20555

SUPPLEMENTARY INFORMATION

REPORT NO.: 50-302/83-055/03L-0

FACILITY: Crystal River Unit 3

REPORT DATE: December 19, 1983

DATE OF OCCURRENCE: November 18, 1983

IDENTIFICATION OF OCCURRENCE:

One Engineered Safety Feature Actuation System (ESFAS) instrumentation channel was inoperable, contrary to Technical Specification 3.3.2.1.

CONDITIONS PRIOR TO OCCURRENCE:

Mode 1, 96% Full Power.

DESCRIPTION OF OCCURRENCE:

On November 18, 1983, at 1400, while performing Surveillance Procedure 130, Engineered Safeguards Monthly Functional Testing, channel RC6 (RCS Pressure Low-Low) of ESFAS train "A" failed to acknowledge a Low Pressure Injection (LPI) bistable trip. The channel was tripped within one hour and maintenance was initiated.

DESIGNATION OF APPARENT CAUSE:

This event was caused by a mercury wetted relay in the LPI bistable failing to operate properly.

ANALYSIS OF OCCURRENCE:

All of train "B" was operable and capable of initiating LPI, if needed.

CORRECTIVE ACTION:

The mercury wetted relay card assembly was replaced, and the channel was returned to operability at 1500 on November 18, 1983.

FAILURE DATA:

This is the third event of this type and the twenty-second report under Technical Specification 3.3.2.1.