

# Jersey Central Power & Light Company



MADISON AVENUE AT PUNCH BOWL ROAD • MORRISTOWN, N. J. 07960 • 539-6111

June 26, 1972

Mr. A. Giambusso  
Deputy Director for Reactor Projects  
Directorate of Licensing  
United States Atomic Energy Commission  
Washington, D. C. 20545

Dear Mr. Giambusso:

Subject: Docket 50-219  
Oyster Creek Station  
Surveillance Test Failures

The purpose of this letter is to report several surveillance test failures that have occurred at the Oyster Creek Station during the past several days.

On June 15, 1972 at 6:16 p.m., the containment spray system was being set up to simulate a loss-of-coolant accident in conjunction with a loss of off-site power. The test that was planned was an auto-actuation test of diesel generator no. 1. In this test procedure, a simulated high drywell pressure signal is applied to drywell pressure switches IP15 "A" and "C" and RV46 "A" and "C". This starts containment spray system I and core spray system I pumps. When this signal was applied and emergency service water pump "A" started, the rubber expansion joint, which joins the pump to the discharge piping, ruptured. The pump was manually stopped from the Control Room and the "B" emergency service water pump was manually started to supply the load for the diesel generator test. A temporary spool piece has been installed to make the "A" emergency service water pump operable. There was no safety significance associated with this event since the reactor was shutdown in the "REFUEL" mode and primary containment integrity was not required.

At 0300 on June 16, 1972, NS03B was tested for leakage as required by Technical Specification 4.5.E.1. The leakage was measured to be approximately 100 SCFH or, 50% of L<sub>to</sub> (20). NS03B was previously observed to have no detectable leakage during the hydrostatic test applied to the reactor vessel on June 11, 1972. The pilot valve stem was found to be 38 mils out of alignment which could possibly cause improper seating of the pilot stem or the main valve plug. No indication of foreign material under the valve seating surfaces or damage to these surfaces could be found. The valve was disassembled and the

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Mr. A. Giambusso

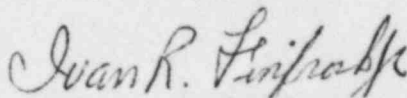
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pilot stem was removed and straightened. Both seating surfaces were also lapped while the valve was disassembled. Following reassembly of NS03B, the 20 psig pressure test showed no detectable leakage (i.e.  $<0.1$  SCFH). The testing of main steam isolation valve NS03B was performed subsequent to the primary containment integrated leak rate test which was completed on June 15, 1972. The results of the primary containment leak rate test indicate that main steam isolation valve NS04B, in the same line, did not have excessive leakage. In addition, local leak rate tests on NS04B indicated a leak rate of 1.26 SCFH, well below 5% of  $L_{to}$  (20). An independent consultant is currently investigating the long-term suitability of the main steam isolation valves, and the results of this investigation and any subsequent recommended modifications will be reported as soon as they are available.

We are enclosing twenty-five copies of this letter.

Very truly yours,



Ivan R. Finfrock, Jr.

Manager, Nuclear Generating Stations

IRF/pk

Enclosures

cc: Mr. J. P. O'Reilly, Director  
Regulatory Operations, Region I