

30-237



Commonwealth Edison Company

ONE FIRST NATIONAL PLAZA ★ CHICAGO, ILLINOIS

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Dresden Nuclear Power Station
R.R. #1
Morris, Illinois 60450

Dr. Peter A. Morris, Director
Division of Reactor Licensing
U.S. Atomic Energy Commission
Washington D.C. 20545

Dear Dr. Morris:

This is to report a condition relating to the operation of the station in which the Low Pressure Coolant Injection (LPCI) System was found to have been inoperable during a time in which it was required to be operable. The plant was shutdown for a maintenance and fuel inspection outage at this time. *is an emergency*

Problem and Initial Action

This situation was discovered at 4:00 p.m. on July 8, 1970 during checkout of the LPCI System for a special test. The control switches for the LPCI pumps were found in the pull-to-lock position; this would have prevented the pumps from starting on an initiation signal. The control switches were immediately returned to the normal position and the Operating Engineer notified. All other required emergency core cooling system were operable at the time. The LPCI System was required to be operable at this time as specified in section 3.5.A.4 of the Technical Specifications.

Investigation

Investigation of the conditions leading to this situation was immediately begun and revealed the following:

The system was last known to be in the proper condition on June 27, 1970 when monthly surveillance was conducted on the LPCI pumps.

On the 4 p.m.-12 p.m. shift of July 6, 1970, the 2C LPCI pump was run to circulate the torus for a water sample. At this time the LPCI control switches were found in pull-to-lock; and the control switch for 2C was returned to pull-to-lock following its run. The operator states that this was the "as-found" condition and did not question it.

Between June 27 and July 8, the reactor mode switch was in REFUEL and core alterations were made during most of the shifts. These alterations consisted

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July 17, 1970

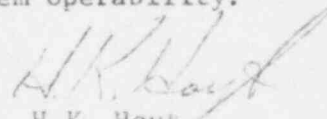
of irradiated fuel removal and replacement, loading of new fuel, LPRM string removal and replacement, and control rod blade withdrawal and insertion for control rod drive replacement.

Review of the operating order, procedures, and logs and survey of the shift personnel reveals no order to place the control switches in pull-to-lock and no information as to when they were placed in that condition.

Corrective Action

The following has been or will be done to preclude the possibility of this situation, or similar situations, occurring again:

1. The operating shifts have been instructed to review the sections of the Technical Specifications relating to the emergency core cooling systems.
2. An operating order will be written requiring the operating shift to review the operability of systems with technical specification requirements as soon as practicable upon assuming the shift.
3. The checkoff lists and procedures for Tech. Spec related systems will be reviewed and revised as necessary to include the proper position of the control switches for system operability.


H.K. Hoyt
Superintendent

HKH:glw