



ROCHESTER GAS AND ELECTRIC CORPORATION • 89 EAST AVENUE, ROCHESTER, N.Y. 14604

EDWARD J. NELSON  
VICE PRESIDENT

TELEPHONE  
546 2 203

February 27, 1970

Dr. Peter A. Morris, Director  
Division of Reactor Licensing  
United States Atomic Energy Commission  
7920 Norfolk Avenue  
Bethesda, Maryland 20014



Subject: Apparent failure of the motor operated service water valves (4013, 4300, and 4028) on the emergency suction lines to the auxiliary feedwater pumps to operate properly  
Ginna Station Unit No. 1  
Docket No. 50-244

Dear Dr. Morris:

On Friday, January 30, 1970, at 1630 hours, the motor operated service water valves (4013, 4300, and 4028) on the emergency suction lines to the auxiliary feedwater pumps were reported to the A.E.C. Divisions of Compliance and Licensing as being inoperable. Immediate investigation proved that these valves were operable and that the problem was due to the misunderstanding by the operator and by the engineer observing the operation of the valves as to just how these valves had to be operated by the switches on the control board.

Each of the three auxiliary feedwater pumps has a four inch, 125 psi service water connection to the suction piping of the pumps. The normal source of water to the auxiliary feedwater pumps is from the condensate storage tanks. If we should use all of the water in the condensate storage tanks, the pumps would then have to be supplied with water from the service water system. (Tech. Spec. 3.4.1-C.) Each of the service water lines has a manual operated valve (4028, 4345, and 4344) and a motor operated valve (4013, 4300, and 4028) on the suction piping to the pumps. On the control board there are three, two position (open-close) switches with green (closed) and red (open) indicating lights.

*15/08/Staff 3/5/70*  
*LK*  
On Friday, January 30, 1970 an engineer was checking the operation of these motor operated valves (4013, 4300, and 4028). All three manual valves and the three motor operated valves on the service water lines were closed and the engineer told the operator to open one of the motor operated valves while he observed its proper operation. The operator turned the

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To Dr. Peter A. Morris

switch to the open position and then released the switch. The green position indicating light was on and the red position indicating light came on. The engineer observed that the valve only moved a short distance and then stopped. The engineer again requested the operator to open the valve. Again the operator turned the switch to the open position and then released the switch. The engineer again observed that the valve only moved a short distance and then stopped. The engineer then requested the operator to try the other two motor operated valves and he observed the same thing happen.

An electrician was called and he observed the same operation of the valves as the operator operated the switch at the control board. It was decided to open and close the motor operated valves manually and then have the electrician jumper the switches so that the valves would go through their full travel. This was done and while the valves were opened and closed the shafts and gear trains were lubricated.

By this time the electrician had studied his electrical schematics and found that these motor operated valves were throttling type valves, and as such the switches on the control board had to be held in the open position to operate the valve to its full open position. All three valves were then operated properly by the operator in the control room. The system was returned to normal operation at 1745, January 30, 1970. CROSS

All motor operated valves in the plant were checked and four were found to be throttling type valves. These four valves have been properly identified on the control board and all operators and engineers have been instructed as to the proper way to remotely operate this type of valve from the control board.

Very truly yours,

*Edward J. Nelson*

Edward J. Nelson

