

# Jersey Central Power & Light Company



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

December 13, 1971

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

Dear Dr. Morris:

Subject: Oyster Creek Station  
Docket No. 50-219  
Misoperation of Diesel Generator No. 1 Breaker

The purpose of this letter is to advise you, as a matter of interest, of the inadvertent closure of Diesel Generator No. 1 breaker while the engine was at a standstill.

This incident occurred on September 9, 1971. At the time, the diesel generator had just undergone its annual inspection under the direction of a General Motors' representative and was lined up for a test run before returning it to service.

An operator was instructed by the shift foreman to remove all tags, leave the generator breaker in the racked down position, and give the engine an idle start. The shift foreman instructed the operator to first notify him in the event the General Motors' representative or our electrician wanted to place the generator on the line.

The operator removed all tags and racked the breaker in and (as he later said because the General Motors' representative told him he was going to put it on the line after running an idle test) instead of placing the engine "START-STOP" switch to "START", he inadvertently closed the generator breaker switch with the engine at a standstill. These two switches are approximately eighteen inches apart and on adjoining cubicles.

When the breaker was closed, it immediately tripped and probably was not closed for more than five cycles. The General Motors' representative along with our electrician made a complete check of all electrical and mechanical components and found the following parts damaged: One diode in the excitation circuit and one selenium rectifier in the voltage regulator. The diode was replaced and a complete new voltage regulator was installed.

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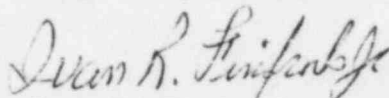
Operational checks were made on all generator regulation circuits, a complete fast start sequence was performed and a normal one hour, eighty percent, load test was run prior to returning the generator to an operable condition. All tests proved satisfactory.

The operator was instructed on the importance of obeying instructions and paying attention at all times whenever operating electrical switchgear.

The safety significance of this event did not involve any nuclear safety considerations, but could have caused serious injury to the operator or other personnel in the vicinity of the generator breaker, exciter, or generator itself. This diesel generator was already considered inoperable as far as feeding any safeguards systems, and the second diesel generator was being operated according to Technical Specification 3.7.C.2.

Twenty-five copies of this letter are enclosed.

Very truly yours,



Ivan R. Finfrock, Jr.  
Manager, Nuclear Generating Stations

IRF/pk

cc: Mr. J. P. O'Reilly, Director  
Division of Compliance, Region I