

Jersey Central Power & Light Company



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

February 23, 1972

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

Dear Dr. Morris:

Subject: Docket 50-219
Oyster Creek Station
Loss of 125V DC Bus "A" -- February 3, 1972

On February 3, 1972, electrical maintenance personnel requested the "A" Battery M.G. set be taken out of service and the load placed on the static charger. This involves opening a set of D.C. contactors from the Control Room and the opening of a breaker and the closing of another in the Battery Room.

Two operators were dispatched to the Battery Room to perform the switching necessary to place the static charger in service and remove the M.G. set from service. The D.C. contactor on "A" M.G. set was opened from the Control Room, which placed the 125V DC "A" Bus load on the batteries. Then, instead of closing static charger tie to "A" Bus, the operator opened the "A" battery main breaker, which removed all feed from the 125V DC "A" Bus causing a loss of voltage. Prior to the start of the job, the Control Room Operator had reviewed the written procedure with the operators. As explained in my letter of February 22, 1972 that describes a similar incident that occurred on January 22, 1972, the loss of 125V DC voltage on the "A" Bus caused the "A", "C", and "E" Recirculation Pumps to trip and the reenergizing of the Bus caused the "A" Feedwater Pump and Cleanup System to trip.

Following the incident, power was restored to 125V DC "A" Bus by closing the "A" Battery Main Breaker which energized the "A" Bus. The "A" Battery M.G. set was subsequently started and placed on the Bus. "A" Feedwater Pump was immediately restarted. Recirculation Pumps were restarted one at a time, and the Cleanup System was returned to service after the Recirculation System was normal.

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All plant parameters responded normally with the following results:

Electrical load dropped from 640 MWe to 346 MWe and leveled off at 400 MWe; recirculation flow dropped from 1.56×10^5 gpm to 5.7×10^4 gpm then leveled off at 6.5×10^4 gpm; core power dropped initially to 24% and immediately returned to 60% and leveled off at 65%; vessel water level dropped from 14' 3" above the active fuel to 13' 6" above the active fuel; the "B" and "C" Feedwater Pumps were in a run-out condition and level increased to 15' before dropping and leveling off at 13' 5" above the active fuel; and reactor pressure dropped from 1018 psig to 965 psig.

The transient response was slightly different from the similar trip which occurred on January 22, 1972 for the following two reasons; 1) The "D" Recirculation Pump scoop tube was locked in the manual position due to oscillations, which are being investigated, causing the recirculation flow and electrical load to remain slightly higher; and 2) The Feedwater Pump and Cleanup System trip did not occur immediately but were delayed approximately 1-1/2 minutes, which is the time it took the Shift Foreman to reach the Battery Room and restore power to the 125V DC "A" Bus and, as previously discussed, this caused the Feedwater Pump and Cleanup System trip.

All station operating personnel have been instructed to review the procedures for proper operation of the DC System.

We are enclosing twenty-five copies of this report.

Very truly yours,

Ivan R. Finfroek, Jr.

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

IRF/pk

Enclosures

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