

Jersey Central Power & Light Company



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

March 10, 1972

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
Loss of 4160V Emergency Bus 1C

The purpose of this letter is to report to you a violation of our literal interpretation of Technical Specification 3.7.B that occurred on December 22, 1971 for approximately five minutes. During this period, the 4160V Emergency Bus 1C was deenergized and the specification requires that 4160V Emergency Bus 1C and 1D be energized, otherwise the reactor shall be placed in a cold shutdown condition. This specification is not consistent with other requirements of our license in that a reasonable out-of-service time is not allowed for testing and minor repairs of a redundant safety system. However, in our opinion, the intent of this specification was met in that an adequate supply of power with at least one active and one standby source was available for operation of equipment required for a safe shutdown, to maintain the plant in a safe shutdown condition, or to operate the required engineered safety feature equipment following an accident. We will submit a proposed revision to this specification that will be consistent with other related specifications in the near future.

The details related to this incident are as follows:

Two of the three current transformers that supply overload protection and metering for 4160V Auxiliary Bus 1A failed. As a result, power to 4160V Auxiliary Bus 1A was transferred from the Auxiliary Transformer supplying Bus 1A to the Startup Transformer that supplies Bus 1A in order to regain protection for the bus. The Auxiliary Transformer current transformers were repaired and in the process

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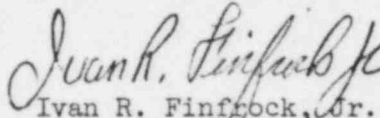
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of a circuit checkout prior to installation of the repaired transformers, the 1C Bus was tripped for approximately five minutes. During the entire period Auxiliary Bus 1A, 1B, and Emergency Bus 1D were operational.

We are enclosing twenty-five copies of this report.

Very truly yours,

A handwritten signature in cursive script, reading "Ivan R. Finfrock, Jr.", is written over the typed name.

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

IRF/pk

Enclosures

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