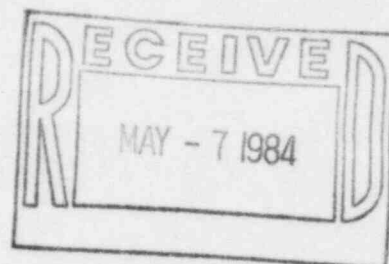


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April 30, 1984

W3K84-0985
Q-3-A35.07.96



Mr. John T. Collins
Regional Administrator, Region IV
U. S. Nuclear Regulatory Commission
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76012

REFERENCE: LP&L letter W3K84-0776 dated March 30, 1984, telecon W. Baldwin
(LP&L) and W. Crossman dated April 19, 1984

Dear Mr. Collins:

SUBJECT: Waterford SES Unit No. 3
Docket No. 50-382
Significant Construction Deficiency No. 96
"Failure of CVCS Pumps Train "A" to Start on a SIAS"
Final Report

In accordance with the requirements of 10CFR50.55(e), we are hereby providing two copies of the Final Report of Significant Construction Deficiency No. 96, "Failure of CVCS Pump Train "A" to Start on SIAS".

If you have any questions, please advise.

Very truly yours,

Thomas F. Gerrets

T. F. Gerrets
Corporate Quality Assurance Manager

TFG:CNH:VBR

Attachment

cc: Director
Office of Inspection & Enforcement
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555
(15 copies)

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Mr. John T. Collins

April 30, 1984

W3K84-0985

Page 2

cc: Director
Office of Management
Information and Program Control
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

Mr. E. L. Blake
Shaw, Pittman, Potts & Trowbridge
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Washington, D.C. 20036

Mr. W. M. Stevenson
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1424 Whitney Building
New Orleans, Louisiana 70130

Records Center
Institute of Nuclear Power Operations
1100 Circle 75 Parkway, Suite 1500
Atlanta, Georgia 30339

Mr. W. A. Cross
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Bethesda, Maryland 20814

FINAL REPORT OF
SIGNIFICANT CONSTRUCTION DEFICIENCY NO. 96
"FAILURE OF CVCS PUMP "TRAIN A" TO START ON A SIAS"

INTRODUCTION

This report is submitted pursuant to 10CFR50.55(e). It describes a failure of CVCS pump train "A" to start on a SIAS. This problem is considered reportable under the requirements of 10CFR50.55(e).

To the best of our knowledge, this deficiency has not been reported to the USNRC pursuant to 10CFR21.

DESCRIPTION

During loss of offsite power testing, train "A" CVCS pump did not start on initiation of SIAS. Upon investigation, it was found that a latching relay malfunction (Electroswitch make) in the control circuit caused this problem. Further investigation revealed failures of Electroswitch latching relays in other safety related systems.

SAFETY IMPLICATIONS

Failure of Electroswitch latching relays could render systems necessary for safe shutdown and accident mitigation inoperative.

CORRECTIVE ACTION

Two of the failed relays were sent to Electroswitch for evaluation. They were thoroughly examined, the burned out operating coils were replaced and they were subjected to an endurance test of 1000 cycles each. Electroswitch was unable to find any defects which would have resulted in relay failure.

The following measures were taken to assure the reliable operation of systems utilizing Electroswitch latching relays.

- (1) All relays were subjected to Prerequisite and Preoperational functional tests. This assures proper installation and wiring of each relay.
- (2) Plant Operating Procedure OP 904-009 has been written to require testing of all Electroswitch latching relays during modes 5 and 6, except relay 52X/1005, which is inspected only. Surveillance testing of all relays will be performed monthly in modes 1-4 except for FWIV and MSIV.

This report is submitted as a Final Report.