



September 12, 1974

Mr. Edson G. Case  
Acting Director of Licensing  
Office of Regulation  
U.S. Atomic Energy Commission  
Washington, DC 20545

Dear Mr. Case:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 2 -  
DOCKET NO. 50-260 - FACILITY OPERATING LICENSE DPR-52 - ABNORMAL  
OCCURRENCE REPORT BFAO-50-260/7412W

The enclosed report is to provide details concerning FCV 1-52 main  
steamline "D" outboard isolation valve which failed to close  
within 3 to 5 seconds as required by the technical specifications  
and is submitted in accordance with Appendix A to Regulatory  
Guide 1.16, Revision 1, October 1973. This event occurred on  
Browns Ferry Nuclear Plant unit 2 on September 3, 1974.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

E. F. Thomas  
Director of Power Production

Enclosure

CC (Enclosure):

Mr. Norman C. Moseley, Director  
Region II Regulatory Operations Office, USAEC  
230 Peachtree Street, NW., Suite 818  
Atlanta, Georgia 30303

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## ABNORMAL OCCURRENCE REPORT

Report No.: BFAO-50-260/7412W  
Report Date: September 12, 1974  
Occurrence Date: September 3, 1974  
Facility: Browns Ferry Nuclear Plant unit 2

### Identification of Occurrence

FCV 1-52 main steamline "D" outboard isolation valve failed to close within 3 to 5 seconds as required by the technical specifications.

### Conditions Prior to Occurrence

The reactor was in the startup test program at approximately 25-percent power.

### Description of Occurrence

While conducting a required surveillance test at 0210 on September 3, 1974, FCV 1-52 closed in 0.8 seconds.

### Designation of Apparent Cause of Occurrence

The cause of failure was the loss of oil in the valve dashpot cylinder resulting from leakage through a loose oil fill plug.

### Analysis of Occurrence

The inboard isolation valve FCV 1-51 was closed and remained closed until FCV 1-52 was fully operable. There were no adverse effects on the health or safety of the public as a result of this failure.

### Corrective Action

A steam tunnel entry was made during unit operation on September 3, 1974. The oil dashpot cylinder was refilled with oil, the oil fill plug was tightened securely, and the auto-pilot flow control valve was adjusted to restore the valve closure time to acceptable limits.

### Failure Data

See Abnormal Occurrence Reports: BFAO-7438W, Unit 1  
BFAO-7412W, Unit 1  
BFAO-742W, Unit 1

### Valve Data

26" main steam isolation valve

Manufacturer: Atwood and Morrill Company  
Salem, Massachusetts

Valve Drawing No.: 20851-H, Sheets 1 and 2