

## USRE-S1-76-17

[PLEASE PRINT ALL REQUIRED INFORMATION]

EVENT DESCRIPTION

SYSTEM CODE		CAUSE CODE	COMPONENT CODE					PRIME COMPONENT SUPPLIER	COMPONENT MANUFACTURER				VIOLATION			
0	7	S	G	E	R	E	L	A	Y	X	N	W	1	2	0	N
7	8	9	10	11	12					17	43	44			47	48

## CAUSE DESCRIPTION

FACILITY STATUS		% POWER			OTHER STATUS		METHOD OF DISCOVERY		DISCOVERY DESCRIPTION	
11	H	0	0	0	N/A		B	PT-18.2-Safety Inj. Test Functional		
7	8	9	10	11	12	13	44	45	46	80
FORM OF ACTIVITY RELEASED		CONTENT OF RELEASE		AMOUNT OF ACTIVITY		LOCATION OF RELEASE				
12	Z	Z		N/A		N/A				
7	8	9	10	11	44	45	80			

## PERSONNEL EXPOSURES

NUMBER				TYPE	DESCRIPTION	
1	3	0	0	0	Z	N/A

## PERSONNEL INJURIES

NUMBER				DESCRIPTION	
1	4	0	0	0	N/A

## OFFSITE CONSEQUENCES

1	5	N/A
7	8	9

## LOSS OR DAMAGE TO FACILITY

TYPE			DESCRIPTION
1	6	Z	N/A

## PUBLICITY

17	N/A	PDR ADUCK 05000280
7 8 9		S PDR

### ADDITIONAL FACTORS

18 The health and safety of the general public were not affected by this occurrence.

19 There were no adverse safety implications since the redundant system, Train B (con't)

PHONE: (804) 357-3184

EVENT DESCRIPTION (con't)

same test. This event is a repetition of the occurrence reported in AO-S1-75-21. This condition is reportable per Technical Specification 6.6.2b(3). (USRE-S1-76-17)

CAUSE DESCRIPTION (con't)

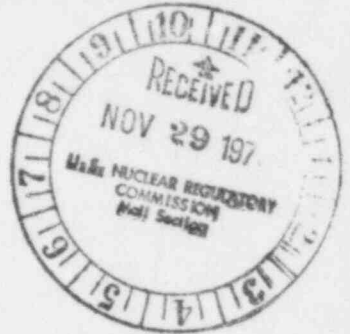
out any sticking and the components associated with this relay performed satisfactorily. However, due to the apparent lack of reliability of this relay as determined by the periodic test, the long term corrective action will be to replace this suspected defective relay with a new one which will be adjusted in accordance with the manufacturer's instruction manual. The relay is manufactured by Westinghouse Electric Corporation, Type MG-6 Auxiliary Relay, Style 289B360A22.

ADDITIONAL FACTORS (con't)

safety injection, was operable; thereby, assuring the tripping of the exhaust fan and the closing of the dampers. Due to the safety injection circuitry (series connection and energized to operate) the VS-103A relay would have cycled properly with either safety injection Trains A or B. Also, if necessary, the exhaust fan and dampers could have been manually operated from the control room.

VIRGINIA ELECTRIC AND POWER COMPANY  
RICHMOND, VIRGINIA 23261

November 24, 1976



Mr. Norman C. Moseley, Director  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission  
Region II - Suite 818  
230 Peachtree Street, Northwest  
Atlanta, Georgia 30303

Serial No. 333  
PO&M/ALH:clw

Docket No. 50-280  
License No. DPR-32

Dear Mr. Moseley:

Pursuant to Surry Power Station Technical Specification 6.6.B.2, the Virginia Electric and Power Company hereby submits a copy of Licensee Event Report USRE-S1-76-17.

The substance of this report has been reviewed by the Station Nuclear Safety and Operating Committee and will be placed on the agenda for the next meeting of the System Nuclear Safety and Operating Committee.

Very truly yours,

C. M. Stallings  
Vice President-Power Supply  
and Production Operations

Enclosure

cc: Mr. Robert W. Reid, Chief  
Operating Reactors Branch 4  
(40 copies USRE-S1-76-17)