

AVERAGE DAILY UNIT POWER LEVEL

DOCKET NO. 50-387

UNIT One

DATE 3-9-84

COMPLETED BY L.A. Kuczynski

TELEPHONE (717) 542-3759

MONTH February, 1984

DAY AVERAGE DAILY POWER LEVEL
(MWe-Net)

1	<u>0</u>
2	<u>0</u>
3	<u>0</u>
4	<u>0</u>
5	<u>0</u>
6	<u>0</u>
7	<u>0</u>
8	<u>0</u>
9	<u>0</u>
10	<u>0</u>
11	<u>0</u>
12	<u>0</u>
13	<u>0</u>
14	<u>0</u>
15	<u>0</u>
16	<u>0</u>

DAY AVERAGE DAILY POWER LEVEL
(MWe-Net)

17	<u>0</u>
18	<u>0</u>
19	<u>0</u>
20	<u>0</u>
21	<u>0</u>
22	<u>99</u>
23	<u>125</u>
24	<u>550</u>
25	<u>415</u>
26	<u>0</u>
27	<u>0</u>
28	<u>13</u>
29	<u>485</u>
30	<u>-</u>
31	<u>-</u>

INSTRUCTIONS

On this format, list the average daily unit power level in MWe-Net for each day in the reporting month. Compute to the nearest whole megawatt.

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PDR ADOCK 05000387
R PDR

IE24 (9/77)



OPERATING DATA REPORT

DOCKET NO. 50-387
 DATE 3-9-84
 COMPLETED BY L.A. Kuczynski
 TELEPHONE (717) 542-3759

OPERATING STATUS

Unit 1

1. Unit Name: Susquehanna Steam Electric Station
2. Reporting Period: February, 1984
3. Licensed Thermal Power (MWt): 3293
4. Nameplate Rating (Gross MWe): 1152
5. Design Electrical Rating (Net MWe): 1065
6. Maximum Dependable Capacity (Gross MWe): 1068
7. Maximum Dependable Capacity (Net MWe): 1032

Notes

8. If Changes Occur in Capacity Ratings (Items Number 3 Through 7) Since Last Report, Give Reasons:
None

9. Power Level To Which Restricted, If Any (Net MWe): None

10. Reasons For Restrictions, If Any: None

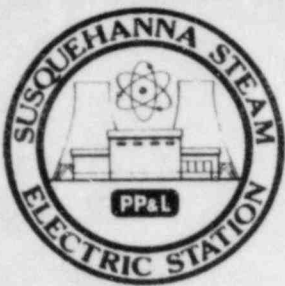
	This Month	Yr.-to-Date	Cumulative
11. Hours In Reporting Period	<u>696</u>	<u>1,440</u>	<u>6,409</u>
12. Number Of Hours Reactor Was Critical	<u>159.9</u>	<u>159.9</u>	<u>4,005.2</u>
13. Reactor Reserve Shutdown Hours	<u>0</u>	<u>0</u>	<u>156.7</u>
14. Hours Generator On-Line	<u>98.2</u>	<u>98.2</u>	<u>3,866.5</u>
15. Unit Reserve Shutdown Hours	<u>0</u>	<u>0</u>	<u>0</u>
16. Gross Thermal Energy Generated (MWH)	<u>163,201</u>	<u>163,201</u>	<u>11,415,019</u>
17. Gross Electrical Energy Generated (MWH)	<u>43,470</u>	<u>43,470</u>	<u>3,710,020</u>
18. Net Electrical Energy Generated (MWH)	<u>40,180</u>	<u>40,180</u>	<u>3,576,553</u>
19. Unit Service Factor	<u>14.1</u>	<u>6.8</u>	<u>60.3</u>
20. Unit Availability Factor	<u>14.1</u>	<u>6.8</u>	<u>60.3</u>
21. Unit Capacity Factor (Using MDC Net)	<u>5.6</u>	<u>2.7</u>	<u>54.1</u>
22. Unit Capacity Factor (Using DER Net)	<u>5.4</u>	<u>2.6</u>	<u>52.4</u>
23. Unit Forced Outage Rate	<u>43.0</u>	<u>43.0</u>	<u>13.1</u>

24. Shutdowns Scheduled Over Next 6 Months (Type, Date, and Duration of Each):

None

25. If Shut Down At End Of Report Period, Estimated Date of Startup: N/A

26. Units In Test Status (Prior to Commercial Operation):	Forecast	Achieved
INITIAL CRITICALITY	<u> </u>	<u> </u>
INITIAL ELECTRICITY	<u> </u>	<u> </u>
COMMERCIAL OPERATION	<u> </u>	<u> </u>



UNIT SHUTDOWNS AND POWER REDUCTIONS

REPORT MONTH February, 1984

DOCKET NO. 50-387
 UNIT NAME One
 DATE 3-9-84
 COMPLETED BY L.A. Kuczynski
 TELEPHONE (717) 542-3759

No.	Date	Type ¹	Duration (Hours)	Reason ²	Method of Shutting Down Reactor ³	Licensee Event Report #	System Code ⁴	Component Code ⁵	Cause & Corrective Action to Prevent Recurrence
(1983) 20	831203	S	511.5	H	2	NA	ZZ	ZZZZZZ	Manual scram from 33% reactor power to commence Unit 1-Unit 2 Tie-in Outage. No action required to prevent recurrence; this was a scheduled event. Outage completed at 0728 on 2/22/84.
(1984) 1	840225	F	74.1	A	2	84-010	SF	VALVOP	Manual scram from 54% power due to a safety relief valve (SRV) failure to close during testing. Unit responded to scram as designed. One SRV solenoid valve was replaced, successfully re-tested and the system returned to service.
NOTE: Generator removed from grid for 12.2 hrs. on Feb. 22-23, 1984, due to generator 'C' phase output disconnect breaker switch improper closure causing breaker overheating. This does not qualify as either a unit shut-down (reactor remained available throughout the event) or power reduction (greater than 20% reduction in avg. daily power level for preceeding 24 hr.).									

¹
 F: Forced
 S: Scheduled

²
 Reason:
 A-Equipment Failure (Explain)
 B-Maintenance or Test
 C-Refueling
 D-Regulatory Restriction
 E-Operator Training & License Examination
 F-Administrative
 G-Operational Error (Explain)
 H-Other (Explain)

³
 Method:
 1-Manual
 2-Manual Scram.
 3-Automatic Scram.
 4-Other (Explain)

⁴
 Exhibit G - Instructions for Preparation of Data Entry Sheets for Licensee Event Report (LER) File (NUREG-0161)

(9/77)

⁵
 Exhibit I - Same Source

SUSQUEHANNA STEAM ELECTRIC STATION

Docket Number 50-387 Date 3-9-84

Completed by L.A. Kuczynski Telephone (717) 542-2181

Challenges to Main Steam Safety Relief Valves.

None, however, during testing performed February 25, 1984, SRV 'M' stuck open due to a faulty solenoid valve. The unit had been operating at approximately 54% power with steam dome pressure at 946 psig. The reactor was manually scrammed when the stuck open valve was unable to be closed within 2 minutes, which is a provision of Technical Specification 3.4.2 action (b). The faulty solenoid was replaced, and the SRV successfully re-tested.

Changes to the Offsite Dose Calculation Manual.

None.

Major Changes to Radioactive Waste Treatment Systems.

None.

Diesel Generator Unit Failures.

Air Start Valve Stuck Open "C" Diesel Generator

Following shutdown of the "C" Diesel, it was discovered that the Diesel Air Receiver could not be repressurized due to an air start valve stuck in the open position. The valve was disassembled; the valves piston was found stuck in the open position due to rust in the piston area. The valve was cleaned, tested and the diesel was returned to service approximately 31 hours following the failure.

The test was classified as non valid in accordance with Regulatory Guide 1.108 in that the diesel start was terminated intentionally without loading.

"A" Diesel Generator Slow Acceleration - P200 Testing

While performing the "Unit 2 Cold Functional Test" P200 during the Unit 2 Tie-in Outage, Diesel Generator 'A' failed to accelerate to 600 rpm in less than 10 seconds following receipt of a start signal. Investigations revealed that the slow start was due to the incorrect wiring of the generator field flash unit from the Unit 2 power supply. Similar wiring on the remaining diesel generators (B,C,D,) was verified to be correct. Diesel Generator 'A's' generator field flash unit wiring from the Unit 2 power supply was rewired. The diesel was returned to service for P200 testing in approximately eight hours. Unit 1 was shutdown for the tie-in outage with Unit 2 when the event occurred.

The test was classified as non valid in accordance with Regulatory Guide 1.108 in that the Diesel Start was terminated intentionally without loading.

'D' Diesel Generator Breaker Failed to Open

Following P200 "Unit 2 Cold Functional" testing, breaker 1A20404 failed to open causing the 'D' Diesel Generator to be connected to the 4KV bus while it was energized by the off site power source. The breaker had to be opened locally and racked out in order to secure the diesel. Investigation revealed that the breaker's failure was attributed to a contact in the truck operated cell (TOC) switch which remained open with the breaker racked into the operate position. The 1A20404 TOC switch contacts were re-aligned such that the contacts close when the breaker is fully racked in. All other Unit 1 4KV breakers were inspected; no similar mis-alignments were found. Both the 'D' Diesel and its generator were inspected for damage. The 'D' Diesel Generator was run loaded and proper operation was verified approximately six hours following the event.

The test was classified as non-valid in accordance with Regulatory Guide 1.108.

'C' Diesel Generator Trip on Over-Excitation

During the performance of surveillance testing , Diesel Generator 'C' tripped due to a generator over excitation alarm/trip. The cause of the trip was determined to be related to Startup Transformer Tap changes that increased plant voltage during the test. A followup diesel surveillance test was conducted after the trip; the test was classified as non-valid in accordance with Regulatory Guide 1.108, Section c.2.e.(2) in that the trip was caused by a condition bypassed during emergency operation. The diesel was returned to service in two and a half hours following the trip.

'C' Diesel Turbo Charger Thrust Bearing Failure

During the performance of Surveillance test procedure SO-224-002 "Eighteen Month Diesel Generator Auto Start and ESS Bus Energization on Loss of Off-site Power-Plant Shutdown", Diesel Generator 'C' tripped due to a turbo charger thrust bearing trouble alarm/trip. The cause of the trip was determined to be excessive wear on the turbo charger thrust bearing that may be attributable to a low turbo charger inlet pressure. Investigations are continuing to determine the cause of the low inlet pressure. The thrust bearing was replaced and the 'C' Deisel returned to service in approximately sixty-eight hours.

The test was classified as non-valid in accordance with Regulatory Guide 1.108, Section c.2.e(2) in that the trip was caused by a condition bypassed during emergency operation.



Pennsylvania Power & Light Company

Two North Ninth Street • Allentown, PA 18101 • 215 / 770-5151

Bruce D. Kenyon
Vice President-Nuclear Operations
215/770-7502

MAR 13 1984

Director, Data Automation &
Management Information Division
Attention: Mr. M. R. Beebe
Management Information Branch
Office of Resource Management
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

SUSQUEHANNA STEAM ELECTRIC STATION
MONTHLY OPERATING REPORT - FEBRUARY 1984
ER 100450 FILE 841
PLA-2122

Docket No. 50-387

Dear Mr. Beebe:

The February 1984 monthly operating report for Susquehanna SES Unit 1 is attached.

Very truly yours,

B. D. Kenyon
Vice President-Nuclear Operations

Attachment

cc: Dr. Thomas E. Murley
Regional Administrator-Region I
U.S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555
Attn: Document Control Desk (12 copies)

Mr. R. H. Jacobs - NRC
Mr. R. L. Perch - NRC

INPO Records Center
Suite 1500
1100 Circle 75 Parkway
Atlanta, Georgia 30339

Mr. Thomas E. Pollog
Department of Environmental
Resources
Bureau of Radiation Protection
P.O. Box 2063
Harrisburg, PA 17120

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