


Jersey Central Power & Light Company



MADISON AVENUE AT PUNCH BOWL ROAD • MORRISTOWN, N. J. 07960 • 201-539-6111

General  Public Utilities Corporation

November 22, 1974



Mr. A. Giambusso
Deputy Director for Reactor Projects
Directorate of Licensing
United States Atomic Energy Commission
Washington, D. C. 20545

Dear Mr. Giambusso:

Subject: Oyster Creek Station
Docket No. 50-219
Abnormal Occurrence Report No. 50-219/74-59

The purpose of this letter is to forward to you the attached Abnormal Occurrence Report in compliance with paragraph 6.6.2.a of the Technical Specifications.

Enclosed are forty copies of this submittal.

Very truly yours,

Donald A. Ross
Manager, Generating Stations-Nuclear

cs
Enclosures

cc: Mr. J. P. O'Reilly, Director
Directorate of Regulatory Operations, Region 1

8303030250 741122
PDR ADOCK 05000219
S PDR


11983

COPI SENT REGION 1

Jersey Central Power & Light Company



MADISON AVENUE AT PUNCH BOWL ROAD • MORRISTOWN, N. J. 07960 • 201-539-6111

MEMBER OF THE
General  Public Utilities Corporation
SYSTEM

OYSTER CREEK NUCLEAR GENERATING STATION
FORKED RIVER, NEW JERSEY 08731

Abnormal Occurrence
Report No. 50-219/74-59

Report Date

November 22, 1974

Occurrence Date

November 12, 1974

Identification of Occurrence

Trip of diesel generator #2 during surveillance testing. This event is considered to be an abnormal occurrence as defined in the Technical Specifications, paragraph 1.15D.

Conditions Prior to Occurrence

The reactor was shut down with coolant temperature less than 212°F.

Description of Occurrence

At approximately 1055 on November 12, 1974, a routine bi-weekly load test of the #2 diesel generator was begun as required by the Technical Specifications, paragraph 4.7.A.1. At 1106, with the #2 diesel generator loaded to 2000 KW, the unit trouble alarm was received in the station control room, and a normal shutdown sequence was automatically initiated. Investigation by the operator stationed at the diesel generator revealed that the trouble alarm and shutdown were caused by excessive cooling water temperature (200°F). This high temperature condition was caused by a failure of the shutters (radiator louvers) to open and admit cooling air as the engine warmed up.

Apparent Cause of Occurrence

The shutters failed to open because of the failure of the louver control temperature switch.

Analysis of Occurrence

Appendix L to the Oyster Creek Facility Description and Safety Analysis Report (FDSAR) contains a probability analysis regarding the availability of standby cooling systems and includes an analysis of off-site power availability concurrent with a loss of coolant accident. The results indicate that the reliability of available power from off-site sources or from a self-contained unit (i.e. only one diesel generator was considered in the analysis) is quite high. Since the station is provided with two separate diesel generator units, having one unit out of service has no effect at all upon the results of the analysis. In addition, the effects of single bus operation during a loss of coolant accident is analyzed in Amendment 32 to the FDSAR and the unit loading under this condition is shown to be within the normal KVA rating of the diesel generator. Thus, there is no additional safety significance associated with this event beyond that already analyzed.

The high temperature shutdown circuit is operable only in the peaking mode. This circuit is bypassed in the fast start mode and the diesel would therefore not have tripped in this mode.

Corrective Action

The louver control temperature switch was removed and its failure verified. The switch was replaced by a calibrated louver control temperature switch which was field set and successfully tested. In addition, a louver control temperature switch modification has been approved for installation per General Motors Corporation, Electro-Motive Division, Modification No. 9.

Failure Data

Manufacturer - Square D Company
Type - BGW352
Class - 9025 Series-B 175°
Serial Number - 421 (hand inscribed)