

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)
EDWIN I. HATCH, UNIT IIDOCKET NUMBER (2)
0 5 0 0 0 3 6 6 1 OF 0 2

TITLE (4)

REACTOR SCRAM DUE TO INBOARD MSIV's DRIFTING CLOSED

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)	
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES	DOCKET NUMBER(S)
0	1	1	9	8	5	8	5	0	0	1
0	1	1	9	8	5	8	5	0	2	1
0	1	1	9	8	5	8	5	0	2	1
OPERATING MODE (9)			THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR § (Check one or more of the following) (11)							
1			20.402(b)							
POWER LEVEL (10)			20.406(a)(1)(i)							
0 7 1 5			20.406(a)(1)(ii)							
			20.406(a)(1)(iii)							
			20.406(a)(1)(iv)							
			20.406(a)(1)(v)							
			20.406(c)							
			50.73(a)(2)(iv)							
			50.73(a)(2)(vi)							
			50.73(a)(2)(vii)							
			50.73(a)(2)(viii)(A)							
			50.73(a)(2)(viii)(B)							
			50.73(a)(2)(ix)							
			73.71(b)							
			73.71(c)							
			OTHER (Specify in Abstract below and in Text, NRC Form 366A)							

LICENSEE CONTACT FOR THIS LER (12)

NAME
T. L. Elton, Acting Superintendent of Regulatory ComplianceTELEPHONE NUMBER
9 1 1 2 3 6 1 7 1 7 1 8 1 5 1 1

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NRC

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE)		NO		EXPECTED SUBMISSION DATE (15)		MONTH	DAY	YEAR
		X						

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

On 01/19/85 during performance of the "MAIN STEAM LINE ISOLATION VALVE TRIP TEST" procedure (HNP-2-3111), the "A" inboard MSIV (2B21-F022A) failed to operate within the time limits of Tech. Specs. sections 4.4.7, 4.6.3.3, and item A.1 of Tech. Specs. Table 3.6.3-1. Plant personnel then cycled the "A" MSIV repeatedly to see its time would change such that it would meet the Tech. Specs. requirement. At approximately 0848 CST, during this cycling, the inboard MSIV's drifted to less than 90% open, resulting in an unplanned Reactor Scram.

Plant personnel performed an investigation, and determined that the continuous cyclings of the "A" inboard MSIV resulted in a high rate of charging flow (i.e., greater than or equal to 30 SCFM) to the MSIV's accumulator which caused isolation of the drywell pneumatic system supply valves (2P70-F004 and F005) -- these valves isolate when the supply flow rate is greater than or equal 30 SCFM for (2) two minutes. When the drywell pneumatic system supply valves isolated, the MSIV's started drifting closed (due to their accumulators not being charged up and being isolated from their supply).

Plant personnel reviewed HNP-2-3111, and determined that personnel could use it to cycle all of the inboard MSIV's in sequential order or to cycle an inboard MSIV more than once. Thus, by using the procedure, plant personnel could place a greater than or equal to 30 SCFM drain on the drywell pneumatic system supply for two minutes. Thus, this event was the result of procedure inadequacy. This does not affect the outboard MSIVs because they are not fed by the drywell pneumatic system.

HNP-2-3111 is being revised to add a "Note" to allow a two (2) minute wait between operating MSIV's sequentially or cycling MSIV's to prevent a high flow isolation of the drywell pneumatic system.

LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

U.S. NUCLEAR REGULATORY COMMISSION

APPROVED OMB NO. 3150-0104

EXPIRES: 8/31/85

FACILITY NAME (1) EDWIN I. HATCH, UNIT II	DOCKET NUMBER (2) 0 5 0 0 0 3 6 6 8 5	LER NUMBER (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
		— 0 0 1	— 0 0 0	2	OFO	2	

TEXT (If more space is required, use additional NRC Form 368A's) (17)

This 30 day report is required by 10 CFR 50.73(a)(2)(iv) since this unplanned scram was an unplanned actuation of an ESF.

On 01/19/85 during performance of the "MAIN STEAM LINE ISOLATION VALVE TRIP TEST" procedure (HNP-2-3111), the "A" inboard MSIV (2B21-F022A) failed to operate within the time limits of Tech. Specs. sections 4.4.7, 4.6.3.3, and item A.1 of Tech. Specs. Table 3.6.3-1. Plant personnel then cycled the "A" MSIV repeatedly to see its time would change such that it would meet the Tech. Specs. requirement. At approximately 0848 CST, during this cycling, the inboard MSIV's drifted to less than 90% open, resulting in an unplanned Reactor Scram.

Plant personnel performed an investigation, and determined that the continuous cyclings of the "A" inboard MSIV resulted in a high rate of charging flow (i.e., greater than or equal to 30 SCFM) to the MSIV's accumulator which caused isolation of the drywell pneumatic system supply valves (2P70-F004 and F005) -- these valves isolate when the supply flow rate is greater than or equal 30 SCFM for (2) two minutes. When the drywell pneumatic system supply valves isolated, the MSIV's started drifting closed (due to their accumulators not being charged up and being isolated from their supply).

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Georgia Power Company
Post Office Box 439
Baxley, Georgia 31513
Telephone 912 367-7781
912 537-9444



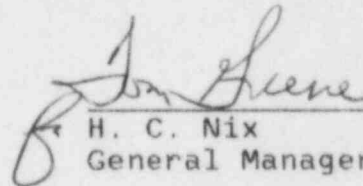
Edwin I. Hatch Nuclear Plant

February 18, 1985
GM-85-152

PLANT E. I. HATCH
Licensee Event Report
Docket No. 50-366

United States Nuclear Regulatory Commission
Document Control Desk
Washington, D. C. 20555

Attached is Licensee Event Report No. 50-366/1985-001. This report is required by 10CFR 50.73(a)(2)(iv).


H. C. Nix
General Manager

JCL
HCN/TLE/vlz

xc: R. J. Kelly
R. E. Conway
J. T. Beckham, Jr.
P. D. Rice
K. M. Gillespie
Superintendent of Regulatory Compliance
R. D. Baker
Control Room
Document Control

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