



UNITED STATES
NUCLEAR REGULATORY COMMISSION
REGION II
101 MARIETTA STREET, N.W.
ATLANTA, GEORGIA 30323

Report Nos.: 50-321/85-10 and 50-366/85-10

Licensee: Georgia Power Company
P. O. Box 4545
Atlanta, GA 30302

Docket Nos.: 50-321 and 50-366

License Nos.: DPR-57 and NPF-5

Facility Name: Hatch 1 and 2

Inspection Dates: March 23 - April 27, 1985

Inspection at Hatch site near Baxley, Georgia

Inspectors: *P. Holmes-Ray*
P. Holmes-Ray, Senior Resident Inspector

5/17/85
Date Signed

G. Neffert
G. Neffert, Resident Inspector

5/17/85
Date Signed

Approved by: *V. W. Panciera*
V. W. Panciera, Chief, Project Section 2B
Division of Reactor Projects

5/17/85
Date Signed

SUMMARY

Scope: This inspection involved 156 inspector-hours on site in the areas of Technical Specification compliance, operator performance, overall plant operations, quality assurance practices, station and corporate management practices, corrective and preventive maintenance activities, site security procedures, radiation control activities, refueling (Unit 2), and surveillance activities.

Results: Of the areas inspected, two violations were identified (improper valve lineup, paragraph 5; and failure to properly implement a procedure, paragraph 11).

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REPORT DETAILS

1. Persons Contacted

Licensee Employees

- *H. C. Nix, Site General Manager
- T. Greene, Deputy Site General Manager
- H. L. Sumner, Operations Manager
- *T. Seitz, Maintenance Manager
- C. T. Jones, Engineering Manager
- R. W. Zavadski, Health Physics and Chemistry Manager
- *P. E. Fornel, Site QA Manager
- *S. B. Tipps, Superintendent of Regulatory Compliance

* Other licensee employees contacted included technicians, operators, mechanics, security force members and office personnel.

*Attended exit interview

2. Exit Interview

The inspection scope and findings were summarized on April 26, 1985, with those persons indicated in paragraph 1 above. During the reporting period, frequent discussions were held with the General Manager and/or his assistants concerning inspection findings. The licensee acknowledged the findings and took no exception. The licensee did not identify as proprietary any of the materials provided to or reviewed by the inspectors during this inspection.

3. Licensee Action on Previous Inspection Findings

Not inspected.

4. Unresolved Items

Unresolved items were not identified during this inspection.

5. Plant Tours (Units 1 and 2)

The inspectors conducted plant tours periodically during the inspection interval to verify that monitoring equipment was recording as required, equipment was properly tagged, operations personnel were aware of plant conditions, and plant housekeeping efforts were adequate. The inspectors also determined that appropriate radiation controls were properly established, critical clean areas were being controlled in accordance with procedures, excess equipment or material was stored properly, and combustible material and debris were disposed of expeditiously. During tours the inspectors looked for the existence of unusual fluid leaks, piping

vibrations, pipe hanger and seismic restraint settings, various valve and breaker positions, equipment caution and danger tags, component positions, adequacy of fire fighting equipment, and instrument calibration dates. Some tours were conducted on backshifts and/or weekends.

The inspectors routinely conduct partial walkdowns of ECCS systems. Valve and breaker/switch lineups and equipment conditions are randomly verified both locally and in the control room. During the inspection period, the inspectors conducted a complete walkdown in the accessible areas of the Unit 1 RHR system to verify that the lineups were in accordance with licensee requirements for operability and equipment material conditions were satisfactory.

On February 12, 1985, the senior resident inspector accompanied members of the NRC Vendor Program Branch on an inspection of the emergency diesel generators. As stated in Inspection Report No. 50-321,366/85-05, two valves were found out of the position required by procedure HNP-1-1670, Diesel Generator Standby Operating Instructions. The lube oil filter drain valve (R43-F3012A) was found open on the 1B diesel and the lube oil strainer drain valve (R43-F3013A) was found open on the 1C diesel.

This valve position error is a violation (321/85-10-01). Potential Enforcement Item 321,366/85-05-01 is closed.

6. Plant Operations Review (Units 1 and 2)

The inspectors periodically during the inspection interval reviewed shift logs and operations records, including data sheets, instrument traces, and records of equipment malfunctions. This review included control room logs and auxiliary logs, operating orders, standing orders, jumper logs and equipment tagout records. The inspectors routinely observed operator alertness and demeanor during plant tours. During normal events, operator performance and response actions were observed and evaluated. The inspectors conducted random off-hours inspection during the reporting interval to assure that operations and security remained at an acceptable level. Shift turnovers were observed to verify that they were conducted in accordance with approved licensee procedures.

Within the areas inspected, no violations or deviations were identified.

7. Technical Specification Compliance (Units 1 and 2)

During this reporting interval, the inspectors verified compliance with selected limiting conditions for operations (LCOs) and results of selected surveillance tests. These verifications were accomplished by direct observation of monitoring instrumentation, valve positions, switch positions, and review of completed logs and records. The licensee's compliance with selected LCO action statements were reviewed on selected occurrences as they happened.

Within the areas inspected, no violations or deviations were identified.

8. Physical Protection (Units 1 and 2)

The inspectors verified by observation and interviews during the reporting interval that measures taken to assure the physical protection of the facility met current requirements. Areas inspected included the organization of the security force, the establishment and maintenance of gates, doors and isolation zones in the proper condition, that access control and badging was proper, and procedures were followed.

Within the areas inspected, no violations or deviations were identified.

9. Review of Nonroutine Events Reported by the Licensee (Units 1 and 2)

The following Licensee Event Reports (LERs) were reviewed for potential generic impact, to detect trends, and to determine whether corrective actions appeared appropriate. Events which were reported immediately were also reviewed as they occurred to determine that Technical Specifications were being met and that the public health and safety were of utmost consideration. The following LERs are considered closed:

Unit 1: 84-17; 84-19*, 84-20, 84-24, 84-29*, 85-12

Unit 2: 84-23*, 84-29, 84-30*, 84-36, 84-37, 84-38, 85-07, 85-09

*In-depth review performed.

10. Refueling (Unit 2)

During this reporting interval, the inspectors verified by observation, interviews, and procedure review that the refueling was being conducted in accordance with regulations. Areas inspected included adequacy of procedures, inspection of fuel to be reused, Technical Specification compliance, and refueling floor housekeeping.

Within the area inspected, no violations or deviations were identified.

11. Station Battery Operation and Maintenance

The following surveillances for the Class IE 125/250 VDC Station Service and 125 VDC Diesel Generator Batteries for Units 1 and 2 were reviewed by the Resident Inspector:

- | | | |
|---|----------------|-------------------------------|
| - | HNP-1/2-3751-M | Battery Pilot Cell |
| - | HNP-1/2-3752-M | Battery Individual Cell |
| - | HNP-1/2-3905-E | Battery Charger Capacity Test |
| - | HNP-1/2-3906-E | Battery Service Test |

Also, included in the surveillance review were the following non-class 1E batteries.

- 125 VDC Emergency Station Service Batteries
- 125 VDC Cooling Tower Batteries
- 125 VDC Vital AC Batteries
- 24/48 VDC Batteries
- 414 VDC UPS Batteries

It was found that the above surveillances were performed within the required frequencies of Technical Specifications 4.8.1.1.3 and 4.8.2.3.2 for Unit 1 and Unit 2. However, the following specific failures to properly implement the weekly Battery Pilot Cell Surveillance, HNP-1/2-3751-M, were noted:

- Class 1E pilot cells determined by HNP-1/2-3752-M were not used as the recorded pilot cells for Unit 1 on October 9, 1984, October 16, 1984, October 24, 1984, November 6, 1984, and November 29, 1984; and for Unit 2 on March 15, 1984.
- Mathematical errors to correct the obtained specific gravities to 77°F on January 12, 1984 and January 18, 1984 for Unit 2 resulted in a maximum non-conservative error of 0.003.
- Indication that the Shift Supervisor was notified at the completion of the surveillance was omitted on October 31, 1984, November 11, 1984, and December 12, 1984, for Unit 1; and on January 12, 1984, January 31, 1984, February 29, 1984, and March 6, 1984, for Unit 2.

This improper implementation of a procedure is a violation (321,366/85-10-02).

The numerous use of incorrect pilot cells to determine class 1E battery status on different occasions, although indicative of poor administrative oversight, did not adversely affect the required performance of these batteries. This was because the overall battery voltage during the weekly checks was well above the required limits and the quarterly performance of the Battery Individual Cell Surveillance, HNP-1/2-3752-M, demonstrated that only a very small fraction of the cells, if any at all, were less than the required corrected specific gravity. Similarly, the mathematical errors correcting the specific gravity for temperature were of little consequence, since a maximum non-conservative error of 0.003 was introduced. During the period of records selected for Unit 2, the licensee instituted the use of the American Optical Duo-Chek, which automatically corrects the specific gravity for temperature. Therefore, future such errors correcting the specific gravity will be avoided.

The failure to notify the Shift Supervisor at the completion of the weekly surveillance, appeared to be simply a failure to annotate the data sheet. However, on February 7, 1984, during the performance of HNP-2-3751-M, the corrected specific gravity for the non-class 1E Vital AC Battery, S008, was less than the required value of 1.205 at 1.185; and the condition was not recognized by the technician. This out of specification was identified on February 15, 1984, and corrected by an equalizer charge on February 17, 1984.

The class 1E batteries were found to be in good conditions, with the exception of the 2A 125 VDC Diesel Generator Battery in Room D150, which had caps off of three cells where specific gravity measurements were taken; and the surfaces of most of these cells required cleaning. The licensee took prompt action upon notified to correct these conditions.

Based on the battery inspection conducted, the Regional Inspector Followup Item, IFI/DRP-85-01, "Station Battery Operation, Maintenance, and Inspection" for Unit 1 and Unit 2 are closed.

12. Inadequate Document Control

During the February inspection by personnel of the Vendor Program Branch, the control of vendor manuals and technical information was found to be inadequate in the case of the Colt-FMED diesel technical manual and technical letters issued by Colt-FMED. These findings were documented in Inspection Report 50/321,366/85-05 of April 5, 1985.

Follow-up inspection by the Senior Resident Inspector found that two licensee identified quality assurance items (84-PC-2/156 and 84-PC-2/157) dealing with vendor manual control and updating were issued in September of 1984. The corrective action of these items is still in progress with a scheduled completion date of July 17, 1985. The concerns reported in Inspection Report 85-05 will be reinspected upon completion of the above mentioned QA items. The Potential Enforcement Item 321,366/85-05-02 is closed and Inspector Follow-up Item 321/85-10-03 is opened.