



**Florida
Power**
CORPORATION

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April 26, 1985
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Dr. J. Nelson Grace
Regional Administrator, Region II
Office of Inspection & Enforcement
U.S. Nuclear Regulatory Commission
101 Marietta Street N.W., Suite 2900
Atlanta, GA 30323

Subject: Crystal River Unit 3
Docket No. 50-302.
Operating License No. DPR-73
Special Report No. 85-01

Dear Sir:

Enclosed is Special Report No. 85-01, which is submitted in accordance with
Technical Specification 6.9.2(b).

Should there be any questions, please contact this office.

Sincerely,

G. R. Westafer
Manager, Nuclear Operations
Licensing and Fuel Management

AEF/feb

Enclosure

cc: Document Control Desk
U.S. Nuclear Regulatory Commission
Washington, DC 20555

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SPECIAL REPORT 85-01

On March 17, 1985, Crystal River Unit 3 was in Mode 6 in preparation for refueling. At 0930, all three triaxial peak accelographs required by Technical Specification 3.3.3 were discovered inoperable during performance of the refueling interval surveillance. The three triaxial accelographs found inoperable were:

1. 140'0" at top of Reactor (longitudinal and transverse directions not marking film).
2. 175'6" piping at top on Steam Generator (vertical and transverse directions not marking film).
3. 166'8" top of Borated Water Storage Tank (vertical direction not marking film).

Due to the removal of the Reactor Vessel Head, which occurred at approximately 0500 on March 22, 1985, repair efforts for the Reactor Vessel Head accelograph will be delayed until after the head has been reinstalled. The repair of this accelograph is scheduled to be completed by July 18, 1985. The repairs of the triaxial accelographs at the top of the Steam Generator piping and the top of the Borated Water Storage Tank have been delayed due to planned maintenance/modification activities being performed on these components. The repairs of these accelographs are scheduled to be completed by May 24, 1985.

The cause of the failure of all three triaxial peak accelographs could not be determined. A review of past failure indicates only one previous failure of one accelograph (occurred in 1981). All three accelographs will be repaired and their performance monitored for any future failures.