GULF STATES UTILITIES COMPANY

RIVER BEND STATION POST OFFICE BOX 220 ST. FRANCISVILLE, LOUISIANA 70775

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January 24, 1986
RBG-23028
File Nos. G9.5, G9.25.1.4

Mr. Robert D. Martin, Regional Administrator
U.S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, TX 76011

Dear Mr. Martin:

River Bend Station - Unit 1
Docket No. 50-458

Enclosed is Gulf States Utilities Company's Special Report concerning a Division I emergency core cooling injection at River Bend Station. This report is submitted pursuant to Technical Specifications 3.5.1g and 6.9.2.

Sincerely,

J. E. Booker

J. E. Booker
Manager-Engineering,
Nuclear Fuels & Licensing
River Bend Nuclear Group

JEB/TFP/PDG/BEH/je

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

IE 31

86-100

SPECIAL REPORT

At approximately 1300 on 10/27/85 with the unit in operational condition 4 (cold shutdown) and prior to initial criticality, an actuation of the Division I Emergency Core Cooling System (ECCS) occurred. Prior to the event the reactor was at atmospheric pressure and level was greater than 60 inches above instrument zero. The event was caused when a technician began backfilling the reference leg for a level instrument in accordance with a Maintenance Work Request (MWR). During backfilling, other Division I instrumentation associated with this reference leg detected high differential pressure which falsely indicated low reactor water level. When the Division I ECCS initiation occurred, the technician was told to immediately stop work and restore the transmitter.

Upon actuation the diesel generator started but did not connect to the bus due to normal voltage being present. Low Pressure Core Spray (LPCS) started and injected into the vessel for approximately 2-3 minutes with no noticeable level change. Residual Heat Removal train 'A', which had been running in the Shutdown Cooling mode, shifted to the Low Pressure Coolant Injection (LPCI) mode (LPCI injection valve opened). Both recirculation pumps tripped on an ATWS signal. Operations cleared the initiation signal and returned all equipment to preinitiation status except Diesel Generator 'A' which was loaded for one hour and returned to standby per its Station Operating Procedure.

At this time these injections will each be initially classified as one of the 10 full thermal transient cycles that are allowed in each of the LPCS and LPCI injection nozzle designs. Further evaluation will be performed (EEAR 86-0141) to determine the actual usage factor to be assigned to each nozzle injection. It is certain however that the usage factor is less than 0.70. The total accumulated actuation cycles to date, for the LPCS and LPCI 'A' systems, equals one cycle each.