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November 16, 2000

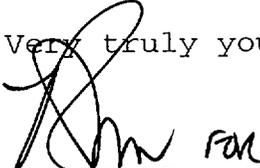
U.S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, D.C. 20555

Subject: Duke Energy Corporation
Catawba Nuclear Station, Unit 1
Docket Number 50-413
Post Accident Monitoring (PAM) Report

Pursuant to 10 CFR 50.4 and Technical Specifications (TS) 3.3.3 and 5.6.7, please find attached the subject report. This report documents the inoperability of Train A of the Unit 1 Reactor Vessel Level Instrumentation System (RVLIS), which was discovered on November 4, 2000.

If you have any questions concerning this material, please call L.J. Rudy at (803) 831-3084.

Very truly yours,



Gary R. Peterson

LJR/s

Attachment

A001

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xc (with attachment):

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U.S. Nuclear Regulatory Commission, Region II
Atlanta Federal Center
61 Forsyth St., SW, Suite 23T85
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Attachment
Post Accident Monitoring (PAM) Report

This report is being submitted as a result of the Train A channel of the Unit 1 Reactor Vessel Level Instrumentation System (RVLIS) being inoperable for greater than 30 days. This report is being submitted in accordance with Technical Specifications (TS) 3.3.3 and 5.6.7.

On November 4, 2000, during the Unit 1 End-of-Cycle 12 Refueling Outage, while performing procedure IP/1/A/3122/002, "System Calibration Procedure for ICCM External Analog Transmitters Train A and B," it was discovered that the upper range RVLIS transmitter 1NCLT6390 was not displaying the correct output voltage level. Troubleshooting revealed that the wiring for 1NCLT6390 was reversed in cabinet 1ICCM A due to a drawing error. An investigation was conducted to determine the cause of the drawing error. It was determined that the drawing error was introduced to the as-built drawing on Revision 5. The limited edition drawing for a previous modification that resulted in Revision 5 being issued also showed the error, but the error was not reflected as a part of the modification. The drawing revision block showed that the original drawing was retired between Revisions 4 and 5. It was determined that the error was introduced on Revision 5 of the drawing in the mid-1980s during the computer aided drawing update process.

The wiring error could not have existed in the field installation of the transmitter following the previous refueling outage (End-of-Cycle 11), as the transmitter had been successfully calibrated during that outage. A work history search revealed that the terminal boards in cabinet 1ICCM A had been replaced in June of 1999. The work package for this replacement did reflect that the wiring was left per the drawing (i.e., incorrect for proper operation of the transmitter). No other work was identified that would have required manipulation of the affected wiring. During the time period that the transmitter was incorrectly wired, Train B of the Unit 1 RVLIS was never out of service for more than 7 days at a time. Therefore, the requirements of TS 3.3.3 were complied with at all times.

Train B of the Unit 1 RVLIS and both trains of the Unit 2 RVLIS were checked and it was verified that a similar problem did not exist either in the actual plant or on the drawings. The wiring problem on 1NCLT6390 was corrected in the field on

November 4, 2000 and a minor modification was approved on November 13, 2000 to correct the drawing error.

Since this problem was discovered during a refueling outage when RVLIS was not required to be operable, no alternate monitoring methods were necessary. The system will be returned to operable status prior to being required by TS as Unit 1 restarts from the End-of-Cycle 12 Refueling Outage.