

TVA FAX COVER

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Name: DUTY OFFICERAddress: LIRC OPERATIONS CENTER, BETHESDA, MD.Fax Number: (301) 492-8187 Number of Pages: 1+COVERVerification Number: (301) 951-0550Message: _____

From: Watts Bar Nuclear Plant - TVA

Name: P.L. PACE, COMPLIANCE LICENSING MANAGEROrganization: WBN Site LicensingAddress: FSB 2K-WBNFax Number: (615) 365-8000Telephone Number: (615) 365-1824

IMPORTANT! IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CALL US BACK IMMEDIATELY.

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Attachment 1

IN 89-89

December 26, 1989

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NRC FORM 361
(8-89)U.S. NUCLEAR REGULATORY COMMISSION
OPERATIONS CENTER

EVENT NOTIFICATION WORKSHEET

NOTIFICATION TIME	FACILITY OR ORGANIZATION WATTS BAR NUCLEAR PLANT	UNIT 1	CALLER'S NAME P.L. PAGE (615) 365-1824	CALL BACK # : ENS or ()
EVENT TIME & ZONE UNKNOWN	EVENT DATE 09.14.93	1-Hr Non-Emergency 10 CFR 50.72(b)(1)		(v) Loss Offsite Comm
POWER/MODE BEFORE N/A	POWER/MODE AFTER N/A	(i)(A) TS Required S/D	(vi) Fire	
		(i)(B) TS Deviation	(vi) Toxic Gas	
		(iii) Degraded Condition	(vi) Rad Release	
		(iii)(A) Unanalyzed Condition	(vi) Oth Nonpending Safe Op.	
		(iii)(B) Outside Design Basis	4-Hr Non-Emergency 10 CFR 50.72(b)(2)	
		(iii)(C) Not Covered by OPR/EP	(i) Degraded White S/D	
		(iii) Earthquake	(ii) RPS Actuation (scram)	
		(iii) Flood	(iii) ESP Actuation	
		(iii) Hurricane	(iii)(A) Safe S/D Capability	
		(iii) Ice/Melt	(iii)(B) RPS Capability	
		(iii) Lightning	(iii)(C) Control of Rad Release	
		(iii) Tornado	(iii)(D) Accident Mitigation	
		(iii) Oth Natural Phenomenon	(iv)(A) Air Release > 2X App B	
		(iv) ECCS Discharge to RCS	(iv)(B) Lq Release > 2X App B	
		(v) Loss ENS	(v) Offsite Medical	
		(vi) Loss Emerg. Assessment	(vi) Offsite Notification	
EVENT CLASSIFICATIONS				
GENERAL EMERGENCY				
SITE AREA EMERGENCY				
ALERT				
UNUSUAL EVENT				
50.72 NON-EMERGENCY				
PHYSICAL SECURITY (73.71)				
TRANSPORTATION				
20.403 MATERIAL/EXPOSURE				
X OTHER 10 CFR 50.55(e)(3)				

DESCRIPTION

While performing verification for Quality Maintenance Data Sheets on September 14, 1993, day shift craft personnel discovered that the night shift craft personnel had incorrectly wired the magnetic starter that operates the DC ventilating fan for the Turbine Driven Auxiliary Feedwater Pump (TDAFWP) room. This condition was identified after Quality Control inspectors had signed off on the work performed and would not have been discovered through the normal closure process for the specific workplan or associated design change notice package.

The magnetic starter breaker is normally used for three phase power cables and uses all three conductors of a cable. The cable being terminated was for a DC circuit and only uses two conductors of the cable for power feed. The third conductor of the cable was being used as part of the control circuit for the fan. This third conductor was incorrectly terminated at point L3 instead of point 2.

There is a design basis event (small break Loss of Coolant Accident concurrent with Loss of Offsite Power and failure of a diesel generator) which requires that one motor driven auxiliary feedwater and the TDAFWP be available to provide the required flow. For this event, the DC ventilating fan is the only means available to maintain the TDAFWP room temperature below maximum allowed. Incorrect wiring of the DC fan starter would prevent the fan from operating when the TDAFWP is running. The TDAFWP room temperature will increase to the point where room temperature switches would sense a TDAFWP steam line break and close the Train A and B steam supply isolation valves to the TDAFWP. Insufficient feedwater flow would be available to mitigate the postulated design basis event.

If left uncorrected, the above condition could have created a substantial safety hazard and is reportable under 10 CFR 50.55(e)(3).

NOTIFICATIONS	YES	NO	WILL BE	ANYTHING UNUSUAL OR NOT UNDERSTOOD?	YES (Explain above)	NO
NRC RESIDENT	✓					
STATE		✓		DID ALL SYSTEMS FUNCTION AS REQUIRED?	YES	NO (Explain above)
LOCAL		✓				
OTHER GOV AGENCIES		✓		MODE OF OPERATION		
MEDIA/PRESS RELEASE		✓		UNTIL CORRECTED: N/A	ESTIMATE FOR RESTART DATE: N/A	ADDITIONAL INFO ON BACK: N/A