

POWER AUTHORITY OF THE STATE OF NEW YORK

10 COLUMBUS CIRCLE NEW YORK, N. Y. 10019

(212) 397-6200

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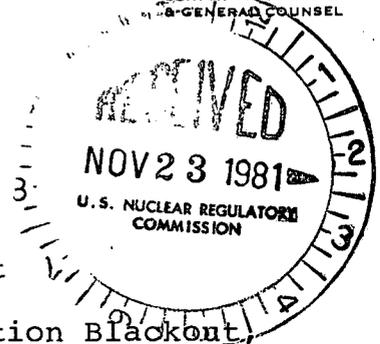
November 19, 1981  
IPN-81-93

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SENIOR VICE PRESIDENT  
& GENERAL COUNSEL

Director of Nuclear Reactor Regulation  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

Attention: Mr. Steven A. Varga, Chief  
Operating Reactors Branch No. 1  
Division of Licensing

Subject: Indian Point 3 Nuclear Power Plant  
Docket No. 50-286  
Information Request Regarding Station Blackout,  
Unresolved Safety Issue A-44



Dear Sir:

In response to your letter dated July 20, 1981, as supplemented by Mr. Thoma's letter dated August 31, 1981, the Authority provides, in Attachment A to this letter, the information you requested.

Very truly yours,

*J.P. Bayne*  
J. P. Bayne  
Senior Vice President  
Nuclear Generation

Attachment

cc: Resident Inspector  
Indian Point Unit 3  
U. S. Nuclear Regulatory Commission  
P.O. Box 38  
Buchanan, New York 10511

Mr. Ron Barton  
United Engineers & Constructors, Inc.  
30 S. 17th Street  
Philadelphia, PA 19101

A050  
s  
1/1

ATTACHMENT A

RESPONSE TO NRC INFORMATION  
REQUEST REGARDING STATION  
BLACKOUT, UNRESOLVED SAFETY ISSUE A - 44

POWER AUTHORITY OF THE STATE OF NEW YORK  
INDIAN POINT 3 NUCLEAR POWER PLANT  
DOCKET NO. 50-286  
NOVEMBER 19, 1981

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- (1) Table 1
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- (6) Attachments 7 through 10 (Supplements to LER Abstract)



TABLE 1

Diesel Generator Operations Data  
Calendar Year 1977

Plant Name Indian Point  
Unit No. 3

Reason for DG Operation, & scheduled Duration of Run Tech. Spec Req'd Test	DG No.	Number of Starts	Number of Failures	Percent Loading of DG (KW)	Duration of Run Before Stop For Each DG Failure	Identification of Failure (Refer to attached LERs or Table 3)
Monthly Surveillance (2 Hour) (1 Start/Test)	31	11	0	~ 30		
	32	11	0	~ 30		
	33	11	0	~ 30		
DG Actual Demand Starts not for Testing						
	SI Initiations					
	1/13/77	31	3	0	-	
12/13/77	32	4	0	-		
Loss of Outside Power	33	4	0	-		Multiple Starts (3)
5/6/77						
7/13/77						
Miscellaneous Tests (Specify Type)						
	Quarterly Surveillance					
	(Overspeed Trip Test)					
	31	1	0	N/A		
	32	1	0	N/A		
	33	1	0	N/A		
P.M. Tests 30 Min						
	9/27/77	33	1	0	-	
	5/24/77	32	1	0	~ 30	
	31	1	0	-		



TABLE 1

Diesel Generator Operations Data  
Calendar Year 19 79

Plant Name Indian Point  
Unit No. 3

Reason for DG Operation, & scheduled Duration of Run	DC No.	Number of Starts	Number of Failures	Percent Loading of DG (KW)	Duration of Run Before Stop For Each DG Failure	Identification of Failure (Refer to attached LERs or Table 3)
<b>Tech. Spec Req'd Test</b>						
Monthly Surveillance (2 Hour) (1 Start/Test)	31	10	0	~ 30		
	32	10	0	~ 30		
	33	10	0	~ 30		
Refueling Surveillance (4 Hour) (1 Start/Test)	31	1	0	100		
	32	1	0	100		
	33	1	0	100		
Refueling Surveillance (1 Start/Blackout Test) 11/18/79	31	1	0	-		
	32	1	0	-		
	33	1	0	-		
<b>DG Actual Demand Starts not for Testing</b>						
Safety Initiations 3/26/79 9/14/79	31	2	0	-		Multiple Starts - (2)
	32	2	0	-		
	33	2	0	-		
<b>Miscellaneous Tests (Specify Type)</b>						
Quarterly Surveillance (Overspeed Trip Test)	31	3	0	N/A		
	32	3	0	N/A		
	33	3	0	N/A		

TABLE 1

Diesel Generator Operations Data  
Calendar Year 1980

Plant Name Indian Point  
Unit No. 3

Reason for DG Operation, & scheduled Duration of Run	DG No.	Number of Starts	Number of Failures	Percent Loading of DG (KW)	Duration of Run Before Stop For Each DG Failure	Identification of Failure (Refer to attached IERs or Table J)
<b>Tech. Spec Req'd Test</b>						
Monthly Surveillance (2 Hours) (1 Start/Test)	31	2	0	~ 30		
	32	2	0	~ 30		
	33	2	0	~ 30		
Monthly Surveillance (1 Hour) (1 Start/Test)	31	14	0	~ 100		
	32	14	0	~ 100		
	33	14	0	~ 100		
Refueling Surveillance (4 Hours) (1 Start/Test)	31	1	0	100		
	32	1	0	100		
	33	1	0	100		
Refueling Surveillance (1 Start/Blackout Test)	31	1	0	-		
	32	1	0	-		
	33	1	0	-		
<b>DG Actual Demand Starts not for Testing</b>						
SI Initiated 2/1/80, 4/8/80, 4/11/80, 10/19/80, 5/19/80 7/2/80	31	6	0	-		Multiple Starts (6)
	32	7	0	-		
	33	8	0	-		
Loss of Power 6/3/80 6/7/80						
<b>Miscellaneous Tests (Specify Type)</b>						
Quarterly Surveillance (Overspeed Trip Test) (No Load)	31	2	0	N/A		
	32	2	0	N/A		
	33	2	0	N/A		
Preventive Maint. (1 Start/Test for Oper- ability)	31	4	0	-		
	32	4	0	-		
	33	3	0	-		

TABLE 2

Diesel Generator Scheduled Downtime Record  
Calendar Year 1976

Plant Name Indian Point  
Unit No. 3

Reason for Downtime	Hours of Downtime										Comments	
	Reactor shutdown					Reactor not shutdown						
	D/G# 31	D/G# 32	D/G# 33	D/G#	D/G#	D/G# 31	D/G# 32	D/G# 33	D/G#	D/G#		
Scheduled Maintenance												
Preventive and Corrective Maintenance		4.5				95.5	156.4	156.5				
Time DG is unavailable for emergency service because of required tests												
Surveillance Testing	28	28	28			25	27	27				These are approximate hours of run time due to added run time prior to testing for stablization of D/G.

TABLE 2

Diesel Generator Scheduled Downtime Record  
 Calendar Year 19 77

Plant Name Indian Point  
 Unit No. 3

Reason for Downtime	Hours of Downtime										Comments	
	Reactor shutdown					Reactor not shutdown						
	DCG 31	DCG 32	DCG 33	DCG	DCG	DCG 31	DCG 32	DCG 33	DCG	DCG		
Scheduled Maintenance												
Preventive and Corrective Maintenance			6.5				4.8	98.9				
Time DG is unavailable for emergency service because of required tests												
Surveillance Testing	5	5	5			23.5	24	23.5				These are approximate hours run time due to added run time prior to testing for stablization of D/G.

TABLE 2

Diesel Generator Scheduled Downtime Record  
 Calendar Year 19 78

Plant Name Indian Point  
 Unit No. 3

Reason for Downtime	Hours of Downtime										Comments	
	Reactor shutdown					Reactor not shutdown						
	DCP 31	DCP 32	DCP 33	DCP	DCP	DCP 31	DCP 32	DCP 33	DCP	DCP		
Scheduled Maintenance												
Preventive and Corrective Maintenance						87.8						
Time DG is unavailable for emergency service because of required tests												
Surveillance Testing	6	6	6			16.5	16.5	17.5				These are approximate hours run time due to added run time prior to testing for stablization of D/G.

TABLE 2

Diesel Generator Scheduled Downtime Record  
Calendar Year 1979

Plant Name Indian Point  
Unit No. 3

Reason for Downtime	Hours of Downtime										Comments	
	Reactor shutdown					Reactor not shutdown						
	DCG 31	DCG 32	DCG 33	DCG	DCG	DCG 31	DCG 32	DCG 33	DCG	DCG		
Scheduled Maintenance Preventive and Corrective Maintenance							1.8	3.1				
Time DG is unavailable for emergency service because of required tests Surveillance Testing	11	11	11			11.5	12	13				These are approximate hours run time due to added run time prior to testing for stablization of D/G.

TABLE 2

Diesel Generator Scheduled Downtime Record  
Calendar Year 1980

Plant Name Indian Point  
Unit No. 3

Reason for Downtime	Hours of Downtime										Comments	
	Reactor shutdown					Reactor not shutdown						
	D/G# 31	D/G# 32	D/G# 33	D/G#	D/G#	D/G# 31	D/G# 32	D/G# 33	D/G#	D/G#		
Scheduled Maintenance												
Preventive and Corrective Maintenance	168.6	7.9	8.3			37.5	31.3	18.8				
Modifications	129.7		32.3									
Time DG is unavailable for emergency service because of required tests												
Surveillance Testing	14.5	14	14			15.5	15.5	16.5				These are approximate hours run time due to added run time prior to testing for stablization of D/G.

TABLE 3

Diesel Generator Unscheduled Downtime Record  
Calendar Year 1976Plant Name Indian Point  
Unit No. 3

LER Abstract No (Refer to attached LER Abstract)	Downtime Hours				Comments - If any of the reported failures would not have been a failure under emergency conditions, please explain here. Refer to attached LERs or the failures listed in Table 1.
	Total Hours	Trouble-shooting	Parts, Delivered, etc	Repair/Replace	
R.O.-76-3-20 (A)	0.02	0.02	-	-	Over current trip on 31, spurious aux. contact operation on 32 prevented bus tie-in.
R.O.-76-3-22 (B)	0.33	-	-	-	A loss of the A.C. Auxiliaries for diesel generator No. 31 was caused by an inadvertently cause fault in MCC34.
R.O.-76-3-31 (B)	1	-	-	1	All three failures involved diesel generator No. 31 failing due to inability to control speed. On one occasion (R076-3-40 (B)) the plant was inadvertently tripped as a result.
R.O.-76-3-35 (B)	74	26	40	8	
R.O.-76-3-40 (B)	3	-	-	3	

TABLE 3

Diesel Generator Unscheduled Downtime Record  
 Calendar Year 1977

Plant Name Indian Point  
 Unit No. 3

LER Abstract No. (Refer to attached LER Abstracts)	Downtime Hours				Comments - If any of the reported failures would not have been a failure under emergency conditions, please explain here. Refer to attached LERs or the failures listed in Table 1.
	Total Hours	Trouble-shooting	Parts, Delivery, etc	Repair/replace	
NONE					

TABLE 3

**Diesel Generator Unscheduled Downtime Record**  
**Calendar Year 19<sup>78</sup>**

Plant Name Indian Point  
 Unit No. 3

LER Abstract No. (Refer to attached LER Abstracts)	Downtime Hours				Comments - If any of the reported failures would not have been a failure under emergency conditions, please explain here. Refer to attached LERs or the failures listed in Table 1.
	Total Hours	Trouble-shooting	Parts, Delivery, etc.	Repair/replace	
LER 78-023/03L-0	0	0	0	0	Diesel Generator 33 declared inoperable only because of low oil level in associated day tank. Tank immediately filled from other tanks, leaving all day tanks within specification.

TABLE 3

Diesel Generator Unscheduled Downtime Record  
 Calendar Year 19 79

Plant Name Indian Point  
 Unit No. 3

LER Abstract No. (Refer to attached LER Abstracts)	Downtime Hours				Comments - If any of the reported failures would not have been a failure under emergency conditions, please explain here. Refer to attached LERs or the failures listed in Table 1.
	Total Hours	Trouble-shooting	Parts, Delivery, etc	Repair/replace	
NONE					

TABLE 3

**Diesel Generator Unscheduled Downtime Record**  
**Calendar Year 1980**

Plant Name Indian Point  
 Unit No. 3

LER Abstract No. (Refer to attached LER Abstracts)	Downtime Hours				Comments - If any of the reported failures would not have been a failure under emergency conditions, please explain here. Refer to attached LERs or the failures listed in Table 1.
	Total Hours	Trouble-shooting	Parts, Delivery, etc.	Repair/replace	
LER 80-010/03L-0	5				Unsecured trip latch spring responsible for inability to reset trip lever.

TABLE 4

Onalta Emergency Diesel Generator and  
Auxiliary Equipment Modification Record

Plant Name Indian Point  
Unit No. 3

Equipment or procedure modified	Date of Mod.	Reason for Modification and Desired Improvement	Description of Modification
Con Ed 1131 MOD E.D.G. Volt Buildup Relay	1976	Replace existing voltage buildup relay circuit on Emergency Diesel Generators 31, 32 & 33.	Relays CVX1 and CVX2 were replaced by one MG-6 relay. The existing pots were replaced with one new 750 $\Omega$ 100W pot set at 530 $\Omega$ . The two (2) diodes were disconnected. One was reconnected.
Mod 78-3-042 EDG D.G. Auto Shutdown	1978	To provide an alarm in CCR when a shutdown, lockout, loss of D.C. power, or control switch off auto condition occurs to the D.G.	The modification involved installing 6 relays to provide 3 alarms, 1 for each D.G. The alarm will annunciate when a shutdown, lockout, control SW. OFF auto or loss of D.C. power condition occurs.
MOD 79-03-123 Isolation Modifi- cations of safety related components for Fire Protection	1979	To install isolation switches for D.G. No.31 associated busses, safety related instrumentation and to install fire retardant barriers between redundant motor cable feeders.	The installation consisted of installing isolating switches to isolate the control circuits of D.G. #31 and associated 480V switchgear breakers, to provide an alternate power sources for safety related instrumentation and installed fire retardant barriers between cable trays carrying motor leads of redundant safety-related pumps.
MOD 80-03-044 FP Fire Dampers	1980	To electrically connect damper fuse links, control relays and fans interlocks to the CO <sub>2</sub> control cabinet and to electrically connect a M.O. fire door to the FDCP.	Electrically connected damper fuse links to the corresponding control relay and exhaust fan interlocks connections to the CO <sub>2</sub> controls cabinets.

TABLE 4

Onsite Emergency Diesel Generator and  
Auxiliary Equipment Modification RecordPlant Name Indian Point  
Unit No. 3

Equipment or procedure modified	Date of Mod.	Reason for Modification and Desired Improvement	Description of Modification
MOD 80-03-074 FP Diesel Generator Air Intake-Diesel Generator Building	1980	To isolate the diesel air intakes to preclude possibility of the D.G. breathing CO <sub>2</sub> in the event of CO <sub>2</sub> actuation in the D.G. Building.	This mod involved installing a seismic class 1 air intake piping system on D.G. 31,32 & 33. The air intake piping system intakes air at a new intake filter housing located at el.43'-6" of the D.G. Building.

ACCESSION NO. 0020156765  
 TITLE DIESEL GENERATOR TRIP LEVER CANNOT BE RESET AT INDIAN POINT 3  
 CORPAUTH PWR. AUTH. OF THE STATE OF N.Y.  
 DATE 1980  
 TYPE U  
 MEMO LTR W/LEK 80-010 TO U.S. NRC, REGION 1, JUL 25, 1980. DOCKET  
 50-286, TYPE--PWR, MFG--WEST, AE--UE&C  
 AVAIL AVAILABILITY - NRC PUBLIC DOCUMENT ROOM, 1717 H STREET,  
 WASHINGTON, D. C. 20555 (06 CENTS/PAGE -- MINIMUM CHARGE  
 \$2.00)  
 ABSTRACT DATE OF EVENT - 062980. POWER LEVEL - 100%. CAUSE - UNSECURED  
 TRIP LATCH SPRING. UPON COMPLETION OF THE DIESEL GENERATOR  
 MECHANICAL OVERSPEED TRIP TEST, THE OPERATOR WAS UNABLE TO  
 RESET THE TRIP LEVER ON 32 DIESEL GENERATOR. THE DIESEL  
 GENERATOR WAS THEN DECLARED INOPERABLE AT 1330 HOURS. NO  
 SIMILAR EVENTS HAVE BEEN REPORTED TO DATE. THE ALCO MODEL  
 2361242 TRIP LEVER COULD NOT BE RESET DUE TO AN UNSECURED MODEL  
 24610913 TRIP LATCH SPRING WHICH HAD LOST ITS ATTACHED SCREW.  
 THE SPRING WAS REATTACHED TO THE RETAINING WALL AND SECURED  
 WITH A NEW SCREW AND NUT. IN ADDITION, THE NUT WAS FURTHER  
 RETAINED WITH "LOCKTITE". THE GENERATOR WAS PLACED IN SERVICE  
 AT 1350 HOURS ON JUNE 29, 1980.  
 COMPONENT CODE CKTBK-CIRCUIT CLOSERS/INTERRUPTERS  
 SYSTEM CODE EE-EMERG GENERATOR SYS & CONTROLS

40/5/0000001-0000006// 2  
 ACCESSION NO. 0020140670  
 TITLE DIESEL GENERATOR OIL TANK LEVEL DROPS BELOW LIMIT AT INDIAN  
 CORPAUTH POINT 3  
 DATE POWER AUTHORITY OF THE STATE OF NEW YORK, BUCHANAN, NY  
 TYPE 1978  
 MEMO U  
 AVAIL 3 PGS, LTR W/LEK 78-023/03L-0 TO NRC OFFICE OF I & E, REGION 1,  
 SEPT. 25, 1978, DOCKET 50-286, TYPE--PWR, MFG--WEST., AE--UE&C  
 ABSTRACT AVAILABILITY - NRC PUBLIC DOCUMENT ROOM, 1717 H STREET,  
 WASHINGTON, D. C. 20555 (06 CENTS/PAGE -- MINIMUM CHARGE  
 \$2.00)  
 DATE OF EVENT - 082978. POWER LEVEL - 91%. CAUSE - LEVEL  
 CONTROL VALVE FAILURE. DURING RESTART POWER ASCENSION PAST THE  
 90% POINT, LEVEL CONTROL VALVE LCV-1209B ON THE OIL TANK FOR  
 DIESEL GENERATOR 33 FAILED TO CLOSE. THE SUBSEQUENT OIL  
 OVERFLOW LED TO AN UNBALANCED DISTRIBUTION ON OIL AMONG THE 3  
 GENERATOR TANKS, WITH GENERATOR 33 HAVING LESS THAN IS  
 PERMITTED BY SPECIFICATION. ANALYSIS AND REPAIR OF I.T.T.  
 GENERAL CONTROL H30/35 ACTUATOR IS PENDING. THE FAILURE OF THE  
 ACTUATOR TO ALLOW THE LEVEL CONTROL VALVE TO CLOSE WAS  
 RESPONSIBLE FOR THE PUMP DRAINING THE OIL TANK TO A POINT BELOW  
 THE ALLOWED MINIMUM.  
 COMPONENT CODE VALVEX-VALVES  
 SYSTEM CODE EE-EMERG GENERATOR SYS & CONTROLS

40/5/0000001-0000006// 3  
 ACCESSION NO. 0020119754  
 TITLE CONTROL OF DIESEL GENERATOR SPEED UNSUCCESSFUL AT INDIAN POINT 3  
 CORPAUTH CONSOLIDATED EDISON CO. OF NEW YORK, INC., NEW YORK, NY  
 DATE 1976  
 TYPE U  
 MEMO 3 PGS, LTR W/RO-76-3-40(E) TO NRC OFFICE OF I & E, REGION 1,  
 NOV. 26, 1976, DOCKET 50-286, TYPE--PWR, MFG--WEST., AE--UE&C  
 AVAIL AVAILABILITY - NRC PUBLIC DOCUMENT ROOM, 1717 H STREET,  
 WASHINGTON, D. C. 20545 (08 CENTS/PAGE -- MINIMUM CHARGE  
 \$2.00)  
 ABSTRACT CAUSE - DEFECTIVE CONNECTION IN CIRCUITRY. DURING TESTING OF  
 THE EMERGENCY DIESEL GENERATORS WHILE OPERATING AT 91% POWER,  
 ATTEMPTS TO CONTROL THE SPEED OF DIESEL GENERATOR 31 WERE  
 UNSUCCESSFUL. THE DIESEL WAS MANUALLY TRIPPED. DUE TO THE  
 CONCURRENT LOSS OF ROD DRIVE MG 31, THE REACTOR TRIPPED BUT WAS  
 RETURNED TO SERVICE USING NORMAL PLANT PROCEDURES. THE  
 UNIT/PARALLEL RELAY, A GE, MODEL CR-120A262-41, 125 VDC SERIES  
 A RELAY, OPERATED INTERMITTENTLY DUE TO A DEFECTIVE CONNECTION  
 IN THE CIRCUITRY ASSOCIATED WITH THIS RELAY. THE DEFECTIVE  
 WIRING WAS REPAIRED.

ACCESSION NO. 0020119000  
 TITLE FREQUENCY OF DIESEL GENERATOR INCREASES TO 62 HERTZ AT INDIAN POINT 3  
 CORPAUTH CONSOLIDATED EDISON CO. OF NEW YORK, NEW YORK, NY  
 DATE 1976  
 TYPE 0  
 MEMO 2 PGS, LTR W/RO-76-3-35(E) TO NRC OFFICE OF I & E, REGION I, OCT. 22, 1976, DOCKET 50-286, TYPE--PWR, MFG--WEST., AE--UECC  
 AVAIL AVAILABILITY - NRC PUBLIC DOCUMENT ROOM, 1717 H STREET, WASHINGTON, D. C. 20545 (08 CENTS/PAGE -- MINIMUM CHARGE \$2.00)  
 ABSTRACT CAUSE - AIR IN OIL LINES TO GOVERNOR. DURING OPERATIONAL TESTING OF THE EMERGENCY DIESEL GENERATORS WITH THE REACTOR SHUT DOWN, THE FREQUENCY OF DG 31 INCREASED TO 62 HERTZ. AIR IN THE OIL LINES TO THE WOODWARD GOVERNOR CAUSED THE MALFUNCTION. THIS AIR POCKET APPARENTLY RESULTED FROM A PREVIOUS REPAIR. THE LINES WERE PURGED, REFILLED, AND THE DIESEL RETURNED TO SERVICE.

40/5/0000001-0000006// 5  
 ACCESSION NO. 0020113615  
 TITLE EMERGENCY DIESEL GENERATOR CYCLES AT INDIAN POINT 3  
 CORPAUTH CONSOLIDATED EDISON CO. OF NEW YORK, INC., NEW YORK, NY  
 DATE 1976  
 TYPE 0  
 MEMO 2 PGS, LTR W/RO 76-3-31(B) TO NRC OFFICE OF I & E, REGION I, SEPT. 29, 1976, DOCKET 50-286, TYPE--PWR, MFG--WEST., AE--UECC  
 AVAIL AVAILABILITY - NRC PUBLIC DOCUMENT ROOM, 1717 H STREET, WASHINGTON, D. C. 20545 (08 CENTS/PAGE -- MINIMUM CHARGE \$2.00)  
 ABSTRACT CAUSE - LOW OIL LLAK IN GOVERNOR. DURING TESTING OF THE EMERGENCY DIESEL GENERATORS WHILE OPERATING AT 75% POWER, DG 31 BEGAN CYCLING BETWEEN 56 AND 63 CYCLES PER SECOND. THE WOODWARD GOVERNOR MALFUNCTIONED DUE TO LOW OIL LEVEL. A LOCAL OIL DRAIN VALVE WAS NOT CLOSED TIGHTLY. THE VALVE WAS TIGHTENED, OIL LEVEL RESTORED, AND THE DIESEL SUCCESSFULLY RETESTED.

40/5/0000001-0000006// 6  
 ACCESSION NO. 0020115489  
 TITLE TWO DIESEL GENERATORS INOPERABLE AT INDIAN POINT 3  
 CORPAUTH CONSOLIDATED EDISON CO. OF NEW YORK, INC., NEW YORK, NY  
 DATE 1976  
 TYPE 0  
 MEMO 3 PGS, LTR W/RO-76-3-20(A) TO NRC OFFICE OF I & E, REGION I, JUNE 25, 1976, DOCKET 50-286, TYPE--PWR, MFG--WEST., AE--UNITD ENGR  
 AVAIL AVAILABILITY - NRC PUBLIC DOCUMENT ROOM, 1717 H STREET, WASHINGTON, D. C. 20545 (06 CENTS/PAGE -- MINIMUM CHARGE \$2.00)  
 ABSTRACT CAUSE - TIE BREAKER MALFUNCTION AND OVERLOAD. DURING A UNIT TRIP AND BLACKOUT AT POWER TEST, EMERGENCY DIESEL GENERATOR 32 FAILED TO TIE INTO BUS 6A AFTER STARTING. DIESEL GENERATOR 31 HAD BEEN STARTED AND TIED INTO BUSES 2A AND 3A PRIOR TO THE TEST. DG 31 TRIPPED ON OVERCURRENT BEFORE DG 32 WAS MANUALLY TIED TO BUS 6A. DG 32 FAILURE WAS APPARENTLY CAUSED BY SPURIOUS OPERATION OF AUXILIARY CONTACTS ASSOCIATED WITH THE NORMAL FEED OR BUS TIE BREAKERS. THEY WERE SUCCESSFULLY TESTED 6 TIMES. DG 31 TRIP WAS APPARENTLY DUE TO EXCESSIVE LOADING DUE TO ADDITIONAL LOADS ON THE DIESEL IN PREPARATION FOR THE TEST.

Consolidated Edison Company of New York, Inc.  
 4 Irving Place, New York, N.Y. 10003  
 Telephone (212) 460-3519

July 15, 1976

Re: Indian Point Unit No. 3  
 Docket No. 50-286  
 R.O. -76-3-22(B)  
 -76-3-23(B)

Mr. James P. O'Reilly, Director  
 Office of Inspection and Enforcement  
 Region 1  
 U.S. Nuclear Regulatory Commission  
 King of Prussia, PA 19406

Dear Mr. O'Reilly:

In accordance with the requirements of the Technical Specifications to Facility Operating License DPR-64, the attached reports of Reportable Occurrences R.O. -76-3-22(B) and R.O. -76-3-23(B) are submitted. These reports fulfill the requirement for written reports within 30 days of Reportable Occurrences and are in accordance with the format set forth in Regulatory Guide 1.16, Revision 4.

Three copies of this letter and the attachments are enclosed as required.

Very truly yours,



William J. Cahill, Jr.  
 Vice President

Enc.  
 mw

Copy to: Director of Nuclear Reactor Regulation  
 ATTN: Dr. Ernst Volgenau, Director (30 copies)  
 Office of Inspection and Enforcement  
 U.S. Nuclear Regulatory Commission  
 Washington, D.C. 20555

Director of Nuclear Reactor Regulation  
 ATTN: Mr. William G. McDonald, Director (3 copies)  
 Office of Management Information and  
 Program Control  
 U.S. Nuclear Regulatory Commission  
 Washington, D.C. 20555

Mr. George T. Berry  
 General Manager and Chief Engineer  
 Power Authority of the State of New York  
 10 Columbus Circle  
 New York, N.Y. 10019

# LICENSEE EVENT REPORT

CONTROL BLOCK: 

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[PLEASE PRINT ALL REQUIRED INFORMATION]

LICENSEE NAME: 

0	7	8	9	N	Y	I	P	S	3
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 14  
LICENSE NUMBER: 

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 15 25  
LICENSE TYPE: 

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 26 30  
EVENT TYPE: 

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 31 32

REPORT TYPE: 

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 59  
REPORT SOURCE: 

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DOCKET NUMBER: 

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 61 68  
EVENT DATE: 

0	6	1	5	7	6
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 69 74  
REPORT DATE: 

0	7	1	5	7	6
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 75 80

## EVENT DESCRIPTION

02
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 7 8 9  
SEE ATTACHED SHEET 80  

03
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 7 8 9  
SEE ATTACHED SHEET 80  

04
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 7 8 9  
SEE ATTACHED SHEET 80  

05
----

 7 8 9  
SEE ATTACHED SHEET 80  

06
----

 7 8 9  
SEE ATTACHED SHEET 80

SYSTEM CODE: 

R	B
---	---

 7 8 9 10  
CAUSE CODE: 

A
---

 11  
COMPONENT CODE: 

C	K	T	R	R	K
---	---	---	---	---	---

 12 17  
PRIME COMPONENT SUPPLIER: 

N
---

 43  
COMPONENT MANUFACTURER: 

W	1	2	0
---	---	---	---

 44 47  
VIOLATION: 

N
---

 48

## CAUSE DESCRIPTION

06
----

 7 8 9  
SEE ATTACHED SHEET 80  

08
----

 7 8 9  
SEE ATTACHED SHEET 80

FACILITY STATUS: 

E
---

 9  
% POWER: 

0	4	1
---	---	---

 10 12 13  
OTHER STATUS: 

NA
----

 44  
METHOD OF DISCOVERY: 

A
---

 45  
DISCOVERY DESCRIPTION: 

Control Room Subv. Alarms
---------------------------

 46 80

FORM OF ACTIVITY RELEASED: 

2
---

 9  
CONTENT OF RELEASE: 

E
---

 10  
AMOUNT OF ACTIVITY: 

NA
----

 11 44  
LOCATION OF RELEASE: 

NA
----

 45 80

## PERSONNEL EXPOSURES

NUMBER: 

0	0	0
---	---	---

 11  
TYPE: 

2
---

 12  
DESCRIPTION: 

NA
----

 13 80

## PERSONNEL INJURIES

NUMBER: 

0	0	3
---	---	---

 11 12  
DESCRIPTION: 

Flashburns, requiring hospitalization for two mechanics.
--

 80

## PROBABLE CONSEQUENCES

15
----

 7 8 9  
NA 80

## LOSS OR DAMAGE TO FACILITY

TYPE: 

Z
---

 7 8 9  
DESCRIPTION: 

NA
----

 10 80

## PUBLICITY

17
----

 7 8 9  
NA 80

## ADDITIONAL FACTORS

18
----

 7 8 9  
NA 80

19
----

 7 8 9  
NA 80

## Event Description

During startup testing, MCC 34 tripped when a mechanic inadvertently caused a fault in the cubicle for No. 32 Instrument Air Compressor. This resulted in the transfer of emergency feed from MCC 34 to MCC 39. As a result of a loss of AC auxiliaries for Emergency Diesel No. 31, the diesel was declared inoperable for a period of approximately 19 minutes, at which time MCC 34 was returned to service. MCC 39 subsequently became loaded to the trip point, and its trip resulted in the loss of individual rod position indication. This, in turn, initiated a turbine runback of approximately 40 MW. A reduction of loads on MCC 39 allowed the MCC to be reset, thus restoring the IRPI system to service. Similar events occurred on May 26, 1976 and May 27, 1976. [R.O.-76-3-22(B)].

## Cause Description

The tripping of MCC 39 was caused by an overload on the Westinghouse Air Circuit Breaker, Model DS-416. The overload trip settings of this type breaker is presently under review. The event was initiated by a trip of MCC 34, which was caused by a mechanic, who inadvertently created a fault in the No. 32 Instrument Air Compressor cubicle.

William J. Cahill, Jr.  
Vice President

ATTACHMENT #8

Consolidated Edison Company of New York, Inc.  
4 Irving Place, New York, N.Y. 10003  
Telephone (212) 460-3819

June 14, 1976

Re Indian Point Unit No. 3  
Docket No. 50-286  
R.O. -76-3-11(B)

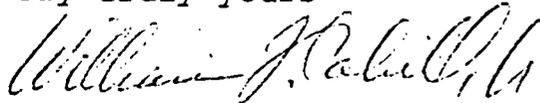
Mr. James P. O'Reilly, Director  
Office of Inspection and Enforcement  
Region 1  
U.S. Nuclear Regulatory Commission  
King of Prussia, PA 19406

Dear Mr. O'Reilly

In accordance with the requirements of the Technical Specifications to Facility Operating License DPR-64 the attached report of Reportable Occurrence R.O.-76-3-11(B) is submitted. This report fulfills the requirement for a written report within 30 days of a Reportable Occurrence and is in accordance with the format set forth in Regulatory Guide 1.16, Revision 4.

Three copies of this letter and the attachment are enclosed as required.

Very truly yours



William J. Cahill, Jr.  
Vice President

Enc.  
fg

Copy to Director of Nuclear Reactor Regulation  
ATTN: Dr. Ernst Volgenau, Director (30 copies)  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Director of Nuclear Reactor Regulation  
ATTN: Mr. William G. McDonald, Director (3 copies)  
Office of Management Information and  
Program Control  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Mr. George T. Berry  
General Manager and Chief Engineer  
Power Authority of the State of New York  
10 Columbus Circle  
New York, N.Y. 10019

LICENSEE EVENT REPORT

CONTROL BLOCK: 1 2 3 4 5 6

PLEASE PRINT ALL REQUIRED INFORMATION

LICENSEE NAME

LICENSE NUMBER

LICENSE TYPE

EVENT TYPE

01 NY IPSA 0000000000000000 41111 03

01 CONT 57 58 L 59 L 05 00 02 86 05 18 76 05 14 76

EVENT DESCRIPTION

02 While critical at zero power operation, a spurious overcurrent signal
03 opened the normal feed circuit breaker to 480V Bus 6A, and Bus fault
04 lockout relay 86-6A was actuated. Emergency Diesel Generator No. 32
05 started, but was prevented from tying into Bus 6A, due to the actuation
06 of Bus fault lockout relay 86-6A. When the normal feed circuit breaker

07 EB E C K T B R K N W 1 2 0 N

CAUSE DESCRIPTION

08 A Westinghouse, Type DS-532, 3200 Amp, Low Voltage Power Circuit Breaker
09 tripped due to a spurious overcurrent signal.

11 D 000 NA A Control Room Surv. Panel Light

12 Z NA NA NA

PERSONNEL EXPOSURES

13 000 Z NA

PERSONNEL INJURIES

14 000 NA

PROBABLE CONSEQUENCES

15 NA

LOSS OR DAMAGE TO FACILITY

16 Z NA

PUBLICITY

17 NA

ADDITIONAL FACTORS

18 NA

19

(Event Desc. Cont) - was placed in the "pull-out" position, and the lockout relay was reset, Emergency Diesel Generator No. 32 Breaker automatically closed, restoring power to 480V Bus 6A. The overcurrent signal was then reset, normal feed was restored to Bus 6A, and Emergency Diesel Generator No. 32 was shut down and reset for automatic operation.

[R.O. -76-3-11(B)]

To: Chief Operations Engineer

Date of Occurrence 6-3-76  
1/22/76

1. Conditions Prior to Occurrence:

a.	Reactor Power Level	<u>0%</u>	Reactor Coolant Temp.	<u>535°</u>
	Electrical Output	<u>0</u>	Reactor Coolant Press.	<u>2235</u>
	Controlling Bank Position	<u></u>	Pressurizer Level	<u>48%</u>

b. Additional pertinent conditions prior to occurrence:

6.9KV BUSES, alive from Station Aux Transformer  
& supplying 480V buses - 4 MCC's 1's & 3B Circuit breakers  
Bus 5A alive with 31 Chg pump, 34 SWP, 31 & 33 fan coolers 1's

c. Abnormal plant lineups or configurations prior to occurrence:

none

2. Description of Occurrence:

a. Time of identification of occurrence: 4:10 p

b. Method of Detection  
480V Bkr trip alarm & 480V Bus 5A supply bkr tripped open  
with discharge light.

c. Step by step sequence of events identifying all protection system actions, operator actions, etc. to bring the situation under control.

Found Bus 5A-480V 86 Lockout not tripped position  
33% started & was up to speed & voltage but  
did not see on due to 86 operation on 5A Bus.  
Associated MCC's tripped open and running equipment  
tripped - first reading on 6.9KV feed to Bus 5A circuit  
showed approx 110A. No equipment was started  
at time of trip. Visual inspection made of  
bus & associated MCC's - Reenergized via 5A  
supply bkr after resetting O.L. on this bkr & resetting  
86 lockout

3. Apparent Cause of Occurrence and Corrective Action

a. Description of investigation conducted to determine cause of occurrence and results of investigation

checked bus 5A and found no fault to exist & manual  
checked buses & associated MCC'S Reset O.L. & read  
86 Lockout O.K. When B.V. bkr cuts in at a 40A increase occurs on  
this bus & some high pressure was detected this may have caused O.L. to quit

b. Immediate action taken to correct occurrence: MWR # \_\_\_\_\_ (If Applicable)

issued MWR to ITC to check trip settings  
of O.L. relays on 480V Bus 5A supply bkr.

N. F. J.P. M... 1/22/76  
Signature Date

4. Notification and Reporting Requirements

Abnormal Occurrence Involved   
Prompt NRC Notification Required   
30 Day NRC Notification Required

YES   
NO

G.W.F.

J. K... 1/22/76  
Signature Date

ENGINEERING IS PRESENTLY INVESTIGATING OVERLOAD SETTINGS.

SL  
1/26/76

SEE SCL-76-3-6

SL  
1/29/76

ATTACHMENT #10  
 POWER AUTHORITY OF THE STATE OF NEW YORK  
 INDIAN POINT NO. 3 NUCLEAR POWER PLANT  
 SIGNIFICANT OCCURRENCE REPORT FORM

To: Superintendent of Power

S.O.R.# 8-3-34  
 Date of Occurrence 5/25/78

1. Conditions Prior to Occurrence:

a. Reactor Power Level 91 Reactor Coolant Temp. 565  
 Electrical Output 510 Reactor Coolant Press. 2235  
 Controlling Bank Position D-228 Pressurizer Level 40

b. Additional pertinent conditions prior to occurrence:

\_\_\_\_\_

\_\_\_\_\_

c. Abnormal plant lineups or configurations prior to occurrence:

\_\_\_\_\_

\_\_\_\_\_

2. Description of Occurrence:

a. Time of identification of occurrence: 0745

b. Method of Detection

\_\_\_\_\_

\_\_\_\_\_

c. Description of occurrence, including: protection system actions, operator actions, etc. to bring the situation under control.  
#32 D/G ENGINE CONTROL PLACED IN OFF  
TO ALLOW CALIBRATION OF ITS INSTRUMENTATION

#31 & #33 D/G TESTED TO PROVE OPERABILITY  
PRIOR TO SECURING #32 D/G.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

POWER AUTHORITY  
 STATE OF NEW YORK  
**RECEIVED**

3. Apparent Cause of Occurrence and Corrective Action

a. Description of investigation conducted to determine cause of occurrence and results of investigation

\_\_\_\_\_

\_\_\_\_\_

Immediate action taken to correct occurrence: WR # (If Applicable)  
1335 #32 D/G RESTORED TO SERVICE & TESTED  
TO PROVE OPERABILITY.

4. Notification and Reporting Requirements YES NO  
 Reportable Occurrence Involved \_\_\_\_\_  
 Prompt NRC Notification Required \_\_\_\_\_  
 30 Day NRC Notification Required \_\_\_\_\_

[Signature] 5/25/78  
 Shift Supervisor Date

Follow-Up Report Required:  
 Safety Evaluation Required:

YES NO  
   
[Signature] 6/2/78  
 Superintendent of Power

JUN 1 1978

INDIAN POINT Unit No. 3 Operating Office

DIESEL WAS REMOVED FROM SERVICE IN ORDER TO ALLOW  
ROUTINE PREVENTIVE MAINTENANCE (CALIBRATION) ON  
DAY TANK LEVEL INSTRUMENTATION.

142