



ATTACHMENT I

Docket No. 50-247

Consolidated Edison Co. of N.Y., Inc.

LER-78-014/03X-1

Indian Point Unit No. 2

On May 23, 1978, during low power physics testing, No. 21 high head safety injection pump was started to confirm suspected leakage past the seat of one of the two parallel check valves downstream of No. 22 high head safety injection pump. The three installed high head SIS pumps discharge into a piping arrangement which feeds two high pressure injection headers. These headers are arranged such that each high pressure header can be fed from two of the three safety injection pumps. When No. 21 pump was shutdown, the pressure in the injection header associated with that pump immediately decayed to zero. This fact, coupled with previous test results, confirmed that there was leakage past the seat of check valve 852A. Since there was no convenient method for quantifying the amount of leakage and its overall effect on system performance, the reactor was shutdown for disassembly and inspection of the valve.

Upon removal of the valve cover, the valve disc was found adrift with the two 3/8-inch hanger bracket bolts and associated lock-brackets missing. There was no apparent damage to any of the valve internal components. The hanger bracket was reassembled with new bolts utilizing lock wire for bolt retention. After reassembly of the valve cover, the SIS was declared operable and low power physics testing resumed. All repair work associated with the check valve was completed within the time frame permitted by the Technical Specifications.

A safety evaluation was performed to evaluate the possible effects of the missing parts on plant operation. This evaluation demonstrated that the missing parts would not degrade SIS or RCS operation.

There was no apparent reason found to account for the hanger bracket bolts coming loose. Proper operation of this and the three remaining similar check valves was monitored during the monthly functional test of the high head safety injection pumps. In addition, internal inspections of the three similar check valves (valves 849A, 849B and 852B) were completed on September 20, 1978. Results of these inspections revealed no similar problems with those valves.