

REPORT OF ABNORMAL OCCURRENCE AND/OR INCIDENT

NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL  
(TEMPORARY FORM)

CONTROL NO: 5763  
FILE: INCIDENT REPORT FILE

FROM: Duke Power Co. Charlotte, N.C. A.C. Theis		DATE OF DOC 5-14-75	DATE REC'D 5-17-75	LTR XX	TWX	RPT	OTHER
TO: Norman C. Moseley		ORIG NONE	CC	OTHER	SENT AEC PDR <u>XXXX</u> SENT LOCAL PDR <u>XXXXXX</u>		
CLASS	UNCLASS XXXX	PROP INFO	INPUT	NO CYS REC'D 1	DOCKET NO: 50-269		

DESCRIPTION:

Lt. trans the following....

ENCLOSURES:

Abnorm Occurr. # 75-4, on 4-30-75, concerning Unit tripped due to a low thrust bearing oil level signal.....

( 1 cy. Encl. Rec'd )

PLANT NAME: Oconee # 1

FOR ACTION/INFORMATION

VCR 5-19-75

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INTERNAL DISTRIBUTION

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1 - Newton Anderson		1 - J. D. RUNKLES, Rm E-201 GT
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** SEND ONLY TEN DAY REPORTS		

DUKE POWER COMPANY  
POWER BUILDING  
422 SOUTH CHURCH STREET, CHARLOTTE, N. C. 28201

A. C. THIES  
SENIOR VICE PRESIDENT  
PRODUCTION AND TRANSMISSION

P. O. Box 2178

May 14, 1975

Mr. Norman C. Moseley, Director  
U. S. Nuclear Regulatory Commission  
Suite 818  
230 Peachtree Street, Northwest  
Atlanta, Georgia 30303

Re: Oconee Unit 1  
Docket No. 50-269

Dear Mr. Moseley:

Pursuant to Sections 6.2 and 6.6.2 of the Oconee Nuclear Station  
Technical Specifications, please find attached Abnormal Occurrence  
Report AO-269/75-4.

Very truly yours,

  
A. C. Thies

ACT:vr  
Attachment

cc: Mr. Angelo Giambusso



5463

DUKE POWER COMPANY  
OCONEE UNIT 1

Report No.: AO-269/75-4

Report Date: May 14, 1975

Occurrence Date: April 30, 1975

Facility: Oconee Unit 1, Seneca, South Carolina

Identification of Occurrence: Keowee Unit 1 trip during emergency start test

Conditions Prior to Occurrence: Unit at power operation

Description of Occurrence:

On April 30, 1975, the periodic Keowee Hydro Emergency Start Test was performed from the Oconee Unit 1 and 2 control room. The test is performed by locking-out one Keowee unit and then emergency starting the remaining unit. When Keowee Unit 2 was tested, the unit responded properly to the emergency start signal; however, after running for six minutes, the unit tripped due to a low thrust bearing oil level signal. The test was repeated with the unit again tripping after six minutes.

Designation of Apparent Cause of Occurrence:

When Keowee Unit 2 was allowed to operate in the unloaded condition, the governor action was not sufficient to control the unit speed. During this incident, the unit oscillated between 90 and 140 rpm. This variation in speed resulted in sloshing of the thrust bearing oil, which in turn caused a low level indication. A test was performed in which the oil level probe was lowered approximately 1/4 inch. The unit was allowed to run for approximately 12 minutes and did not experience a trip. The oil level probe was then raised, resulting in a unit trip. The apparent cause of this occurrence was instability in the control system for Keowee Unit 2 while operating in the unloaded condition.

Analysis of Occurrence:

The Keowee Hydro Station supplies emergency power to the Oconee Nuclear Station in the event of a system blackout and the loss of the Oconee units. This incident resulted in both Keowee units being inoperable for a short period of time. Should emergency power have been required, the lock-out on Keowee Unit 1 could have been removed and the unit restored to service almost immediately. Keowee Unit 1 successfully passed the Emergency Start Test. Had emergency power have been necessary, Keowee Unit 2 would have also performed satisfactorily because the unit would have been started and loaded immediately. The control system would have regulated unit speed and the unit would not have tripped. It is concluded that the health and safety of the public was not affected by this occurrence.

Corrective Action:

The immediate corrective action was to lower the thrust bearing oil level probe for Keowee Unit 2 approximately 1/4 inch to assure proper operation of the unit even in the unloaded condition. Permanent corrective action in the form of corrective maintenance to the governor system has been completed. This should eliminate the possibility of a unit trip due to an erroneous low oil level signal.