

DUKE POWER COMPANY

POWER BUILDING

422 SOUTH CHURCH STREET, CHARLOTTE, N. C. 28242

RECEIVED DISTRIBUTION
SERVICES UNIT

WILLIAM O. PARKER, JR.
VICE PRESIDENT
STEAM PRODUCTION

November 18, 1980

1980 NOV 21 PM 3 45

TELEPHONE: AREA 704
373-4083

US NRC
DISTRIBUTION SERVICES
BRANCH

Mr. James P. O'Reilly, Director
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

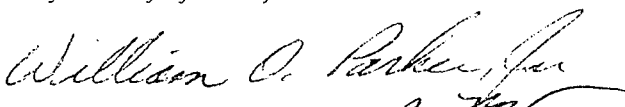
Re: Oconee Nuclear Station
Docket No. 50-287

Dear Mr. O'Reilly:

On October 8, 1980, Reportable Occurrence Report RO-287/80-13 was submitted to your office. This report concerns an inoperable suppressor on the RB Spray System. This incident was reportable pursuant to Technical Specification 6.6.2.1.a(2) which concerns operation less conservative than the least conservative aspect of an LCO instead of "operation in a degraded mode," and describes an incident which is considered to be of no significance with respect to its effect on the health and safety of the public.

Please find attached Revision 1 of Reportable Occurrence RO-287/80-13.

Very truly yours,


William O. Parker, Jr. *By [Signature]*

JLJ:scs
Attachment

cc: Director
Office of Management & Program Analysis
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Mr. Bill Lavalley
Nuclear Safety Analysis Center
P. O. Box 10412
Palo Alto, California 94303

*1002
S/11*

S 8011240 289

DUKE POWER COMPANY
OCONEE NUCLEAR STATION, UNIT 3

Report Number: RO-287/80-13, Revision 1

Report Date: November 18, 1980

Occurrence Date: August 18, 1980

Facility: Oconee Unit 3, Seneca, South Carolina

Identification of Occurrence: RB Spray System Suppressor Reservoir
Found Empty

Conditions Prior to Occurrence: Oconee 3 - 39% FP

Description of Occurrence:

On August 18, 19, and 20, 1980, a visual inspection was performed on the accessible hydraulic snubbers. During this inspection one of the snubbers was found to be empty of oil. The snubber was removed from service for testing and repair at 0945 hours on September 8, 1980. The snubber should have been removed from service for testing and repair at that time instead of on September 8, 1980. This delay in declaring the inoperability of the snubber was due to an Administrative/Procedural deficiency since the inspection procedure did not require immediate action. This procedure will be revised by December 1, 1980 to require a snubber to be removed from service for testing immediately after visual indication of inoperability. Because of this deficiency, the requirement of Technical Specification 3.14.2 was not met; thus, this incident is reportable per Technical Specification 6.6.2.1.a(2).

Apparent Cause of Occurrence:

The snubber should have been removed from service and tested at the time the reservoir was found empty instead of on September 8, 1980. This was the result of Administrative/Procedural deficiency, since the inspection procedure did not require immediate action. The snubber was not returned to service within the 72-hour period required by Technical Specification 3.14.

The exact cause of the empty reservoir cannot be determined. The snubber was found to be cracked during the inspection and has thus been classified as component failure/malfunction.

Analysis of Occurrence:

During the August inspection of the accessible hydraulic snubbers, one of the reservoirs was found empty. This snubber has only been repaired once since initial installation. The o-rings in the snubber valve were replaced in September of 1976. All inspections since were satisfactory and required no repair work.

The probability of the occurrence of a LOCA and an earthquake simultaneously is very low. Also, this inoperability only degraded one train of the RB spray system. The other train remained operable. Hence this incident was of no significance with respect to safe operation and the health and safety of the public were not affected.

Corrective Action:

The snubber should have been removed from service for testing at the time the reservoir was found empty. Since the inspection procedure did not require immediate action, this procedure will be revised by December 1, 1980 to require a snubber to be removed from service for testing immediately after visual indication of inoperability.

The snubber was removed from service, functionally tested for operability, repaired, and reinstalled. The repair consisted of replacing the snubber's cracked reservoir and oil rings. Since there has not been problems with this snubber, the inspection interval remained at 12 months.