

CATEGORY 1

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SUBJECT: Special rept:on 981022,noted inoperability of number 11 & 12
 containment Hydrogen Monitoring Sys (HMS).Caused by failure
 of isolation valves 201.7-10 & 201.7-11 to meet stroke
 times.Number 11 HMS was returned to svc.

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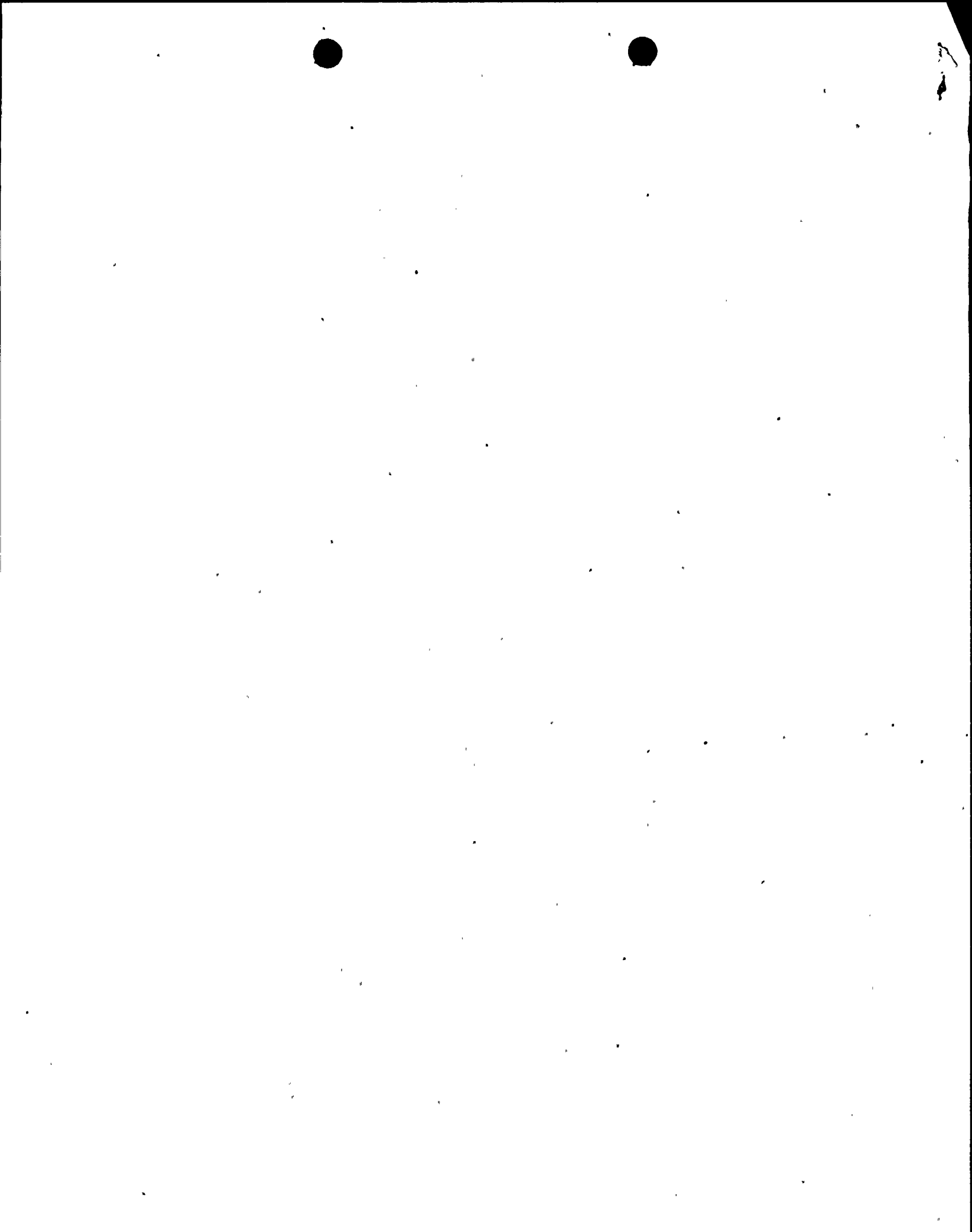
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NIAGARA MOHAWK

GENERATION
BUSINESS GROUP

NINE MILE POINT NUCLEAR STATION/LAKE ROAD, P.O. BOX 63, LYCOMING, NEW YORK 13093

November 5, 1998
NMP1L 1375

U. S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, DC 20555

RE: Nine Mile Point Unit 1
Docket No. 50-220
 DPR-63

Subject: *Special Report*

Gentlemen:

In accordance with Nine Mile Point Unit 1 (NMP1) Technical Specification (TS) Table 3.6.11-2, "Accident Monitoring Instrumentation," Action Statement 4.b.2, Niagara Mohawk Power Corporation (NMPC) is submitting the following Special Report concerning the inoperability of #11 and #12 Containment Hydrogen Monitoring System (HMS).

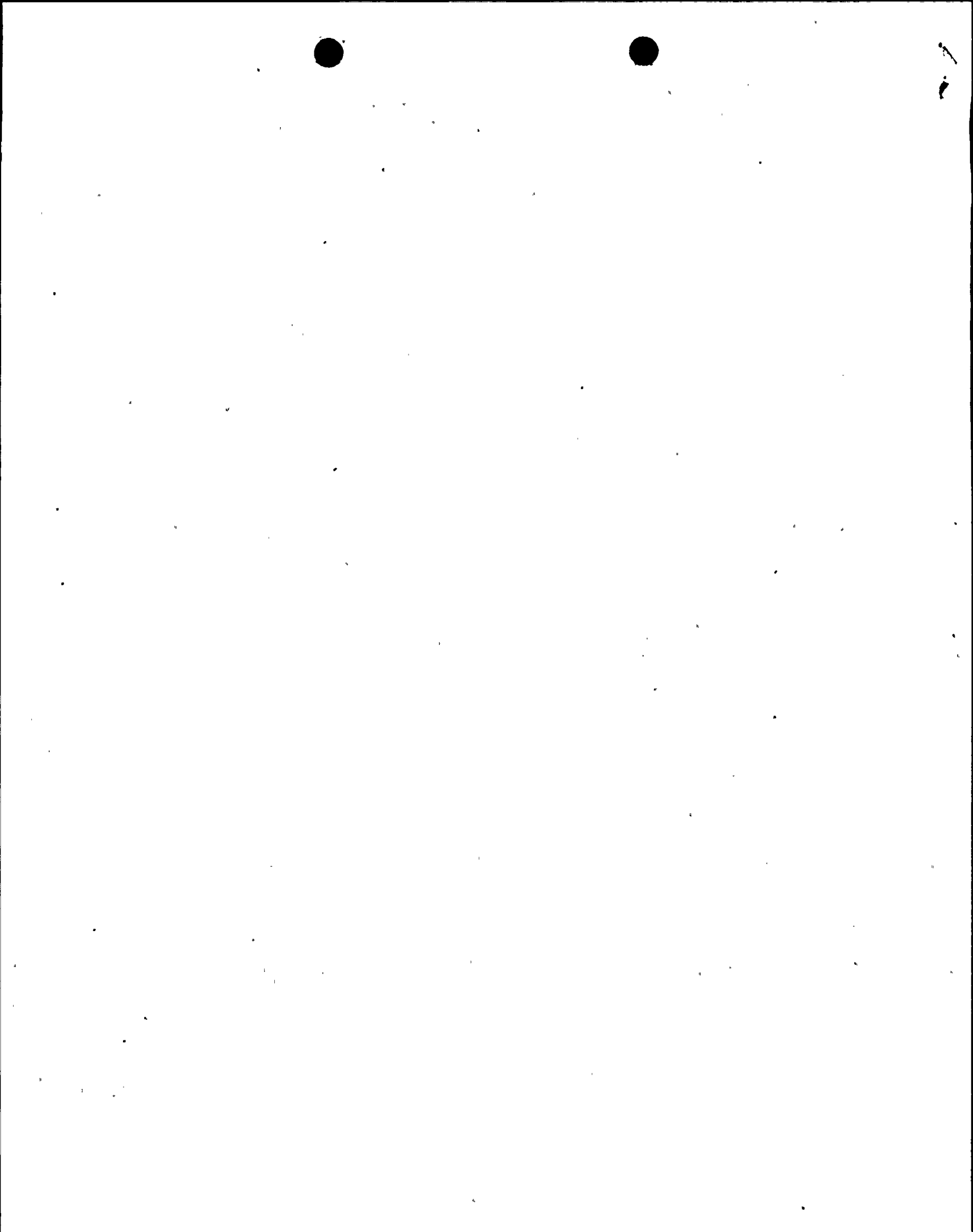
Description of Event

On October 22, 1998, at approximately 1350 hours, with the reactor mode switch in the "RUN" position during normal operation, the #11 HMS was declared inoperable due to the failure of isolation valves 201.7-10 and 201.7-11 to meet required stroke times. At the time, #12 HMS was out of service as described in a Special Report (NMP1L 1368) dated October 12, 1998. On November 4, 1998, #11 HMS was returned to service after achieving satisfactory valve stroke time tests for both valves.

Maintenance personnel disassembled the air actuator on isolation valve 201.7-10, inspected the internal components and replaced the 'O' ring seal. They also machined the limit switch mounting plates and added lock washers on the mounting bolts to the limit switch mounting plates on both isolation valves to prevent movement.

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Cause of Event

The apparent cause of the failed stroke time results is that the fabrication of the limit switch mounting plates did not provide sufficient clearance. As a result, the plates loosened which caused binding between the indicator plates and the limit switch mounting plates.

A contributing cause is inadequate preventive maintenance on the actuators. As a result, the actuator 'O' rings hardened and the increased friction contributed to the failed stroke times.

Corrective Actions

In accordance with TS Table 3.6.11-2 Action 4b, grab samples were taken during the period when both #11 HMS and #12 HMS were out of service.

The maintenance program for all applications of this model of air actuator will be reviewed to ensure that the preventive maintenance is optimal.

Very truly yours,



Robert G. Smith
Plant Manager - NMP1

RGS/GJG/kap

xc: Mr. H. J. Miller, Regional Administrator, Region I
Mr. G. K. Hunegs, Senior Resident Inspector
Records Management



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