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AUTH.NAME AUTHOR AFFILIATION
KUCZYNSKI,G. Pennsylvania Power & Light Co.
RECIP.NAME RECIPIENT AFFILIATION
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SUBJECT: Special rept:on 980607,loose parts monitoring channels inoperable for more than thirty days.Initiation of low alarms during plant startup may be due to actual reduction in sensed noise levels.

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George J. Kuczynski
General Manager-Susquehanna

Susquehanna Steam Electric Station
P.O. Box 467, Berwick, PA 18603
Tel. 717.542.3120 Fax 717.542.1949

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July 17, 1998

U.S. Nuclear Regulatory Commission
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SUSQUEHANNA STEAM ELECTRIC STATION
SPECIAL REPORT - LOOSE PARTS MONITORING
CHANNELS INOPERABLE FOR MORE THAN
THIRTY DAYS
PLA - 0004949 FILE R41-2

Docket No. 50-387
License No. NPF-14

Pursuant to Technical Specification Limiting Condition for Operation (LCO) 3.3.7.12, ACTION a, this special report is being submitted to document the inoperability of three Unit 1 Loose Parts Monitoring (LPM) Channels for greater than 30 days.

On June 7, 1998, at 1020 hours with Unit 1 operating in Condition 1 at 38% power, the Unit 1 LPM Steam 'B' Outlet Channel (VISH-14178A) was declared inoperable when the low alarm was received in the Control Room. Also, on June 7, 1998, the LPM 'B' Feedwater Channel (VISH-14177B) and the LPM CRD 180 Degree Channel (VISH-14775) low alarms were received at 60% power. These channels were also declared inoperable. As power was increased during the startup of Unit 1, the LPM 'B' Feedwater Channel and LPM CRD 180 Degree Channel low alarms cleared and no further problems with these channels were observed. The initiation of low alarms and clearing of low alarms in LPM channels is not an unusual event during plant startup. The initiation of low alarms during plant startup may be due to an actual reduction in the sensed noise levels. The sensed noise level is a summation of all the noise sources reaching the sensor. At certain frequencies, some of these noise sources may cancel each other out and reduce the noise level sensed by the sensor. Power level is one factor which can have an effect on noise sources. Investigations by I&C Technicians for the LPM Steam 'B' Outlet Channel determined that the instrument failure was related to one of the associated components of the Loose Parts Monitoring system located inside the primary containment.

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On July 8, 1998, Unit 1 was shutdown to repair a Main Steam Safety Relief Valve acoustic monitor channel. During this shutdown, the LPM Steam 'B' Outlet Channel was repaired. The accelerometer, hard line cable and line driver were replaced. The most likely cause of the failed alarm is increased resistance in the accelerometer connection due to looseness.

G. J. Kuczynski
General Manager - Susquehanna SES

cc: Mr. H. J. Miller
Regional Administrator
U. S. Nuclear Regulatory Commission
475 Allendale Road
King of Prussia, PA 19406

cc: Mr. Kenneth M. Jenison
Sr. Resident Inspector
U.S. Nuclear Regulatory Commission
P. O. Box 35
Berwick, PA 18603-0035