NRC FORM 366 (7-77)

U. S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT

CONTROL BLOCK: (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

Line	Field	Entry
0 1	LICENSEE CODE (2)	I L D R S 3
	LICENSE NUMBER (3)	0 0 - 0 0 0 0 0 - 0 0
	LICENSE TYPE (4)	4 1 1 1 1
	CAT (5)	
CON'T 0 1	REPORT SOURCE (6)	L
	DOCKET NUMBER (7)	0 5 0 0 0 2 4 9
	EVENT DATE (8)	0 4 0 2 8 0
	REPORT DATE (9)	0 4 1 4 8 0

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 During refueling, reactor water cleanup mechanical snubber found fully retracted.

0 3 Ultrasonic test on section of affected pipe under snubber stanchion inside containment

0 4 between first isolation valve and containment penetration indicated crack. Event of

0 5 minimal safety significance because even in the event of a complete break of this line,

0 6 isolation valve would have closed, preventing radiation dose limits from being exceeded

0 7 and fuel failure from occurring. Similar occurrence - D12-3-73-70.

0 8

0 9	SYSTEM CODE (11)	CAUSE CODE (12)	CAUSE SUBCODE (13)	COMPONENT CODE (14)	COMP. SUBCODE (15)	VALVE SUBCODE (16)
	C G	E	C	P I P E X X	C	Z

(17) LER/RO REPORT NUMBER	EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE	REPORT TYPE		REVISION NO.
	8 0	—	0 1 5	/	0 1	T	—	0

ACTION TAKEN (18)	FUTURE ACTION (19)	EFFECT ON PLANT (20)	SHUTDOWN METHOD (21)	HOURS (22)	ATTACHMENT SUBMITTED (23)	NPRD-4 FORM SUB. (24)	PRIME COMP. SUPPLIER (25)	COMPONENT MANUFACTURER (26)
A	F	Z	Z	0 0 0 0	Y	Y	N	C 0 9 5

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 Probable cause was water hammer. Ultrasonic test indicated crack. However, radio-

1 1 graphic test did not confirm this indication. All remaining clean-up welds in con-

1 2 tainment were penetrant tested - no cracks. Affected section of pipe to be replaced

1 3 before startup. System isolation valve circuit to be modified to enable throttling.

1 4 Damaged snubber to be replaced with like.

1 5	FACILITY STATUS (28)	% POWER (29)	OTHER STATUS (30)	METHOD OF DISCOVERY (31)	DISCOVERY DESCRIPTION (32)
	H	0 0 0	N/A	C	Ultrasonic Test

1 6	ACTIVITY RELEASED (33)	CONTENT OF RELEASE (34)	AMOUNT OF ACTIVITY (35)	LOCATION OF RELEASE (36)
	Z	Z	N/A	N/A

PERSONNEL EXPOSURES

1 7	NUMBER (37)	TYPE (38)	DESCRIPTION (39)
	0 0 0	Z	N/A

PERSONNEL INJURIES

1 8	NUMBER (40)	DESCRIPTION (41)
	0 0 0	N/A

LOSS OF OR DAMAGE TO FACILITY (43)

1 9	TYPE (42)	DESCRIPTION
	D	Crack in the reactor water clean-up pipe

8004220706

PUBLICITY

2 0	ISSUED (44)	DESCRIPTION (45)	NRC USE ONLY
	N	N/A	

NAME OF PREPARER Randy Speroff PHONE: 526

GPO 917-926

ATTACHMENT TO LICENSEE EVENT REPORT 80-015/01T-0
COMMONWEALTH EDISON COMPANY (CWE)
DRESDEN UNIT 3 (ILDRS 3)
DOCKET #050-249

During Unit 3 refueling outage while replacing hydraulic snubbers in the containment, it was noted that snubber #23 was fully retracted. The snubber, a Pacific Scientific 10 KIP Unit, is located on the reactor water clean-up line 3-1201-8"-A. After further investigation, it was noted that the 3" snubber stanchion attachment to this line was bent and the weld cracked. In addition, the process pipe was "dimpled" when the 3" pipe was bent over. The "dimple" was measured to be about 6" along the axis of pipe with a depth about 1/2". The attachment for snubber #27 was also checked and found bent slightly. Both attachments were removed from the process pipe and the areas around and under them were ultrasonic inspected. An indication was found at the center of the "dimple" (snubber #23 attachment point). However, subsequent radiographic tests did not confirm this indication. The attachment for snubber #27 was inspected and no indications were found. In addition to the pipe damage, the pipe was also displaced slightly causing one variable support spring to become unloaded and one to become fully loaded. The safety significance of this event was minimal because even in the event of a complete break of this line, the system isolation valve would have closed, preventing radiation dose limits from being exceeded, and fuel damage from occurring.

The failure of the snubber attachments and consequent pipe damage is suspected to have been caused as a result of a water hammer in the system. This initiation method is quite likely based on system operating problems on start-up after system trip and isolation. The damaged piece of pipe will be removed and replaced before startup from this refueling outage. Attached to the pipe will be an improved snubber attachment, consisting of a 12" saddle to which a piece of 4" pipe will be welded. Off the 4" pipe will be welded the snubber attachment. The proper loading of the variable pipe support springs will be made thru use of shims adjustment or relocation of the supports. All of the remaining welds of the reactor water clean-up line located inside the containment have been penetrant tested with no indication of cracking found. To eliminate the initiation of a water hammer on start-up after system trip and isolation, the seal-in feature of the reactor water clean-up system inboard isolation valve will be removed before startup to enable the valve to be throttled and the system pressurized gradually after trip and isolation. In addition, the damaged snubber will be replaced with like.

Commonwealth Edison

DEVIATION REPORT

DVR NO. STA UNIT YEAR NO.
D - 12 - 3 - 80 - 26

PART 1 TITLE OF DEVIATION

Pipe Crack In Reactor Water Cleanup Line

OCCURRED 4-2-80 DATE 2100 hrs TIME

SYSTEM AFFECTED 1200 Reactor Water Cleanup

PLANT CONDITIONS MODE Refuel PWR(MWT) 0 LOAD(MWE) 0

TESTING [X] YES [ ] NO

DESCRIPTION OF EVENT

UT of Reactor water cleanup line 1201 in the area of snubber no. 23 stanchion indicates a pipe crack.

DESCRIPTION OF CAUSE

Probable cause is a water hammer in the line, causing the snubber stanchion to bend resulting in an indentation and crack in the pipe.

OTHER APPLICABLE INFORMATION

Radiograph to be taken of the suspect area of pipe to confirm UT indication; action initiated to replace affected section of pipe; all remaining welds of the line inside the drywell (OVER

EQUIPMENT FAILURE	DR NO.	WR NO.		
[X] YES [ ] NO	_		Thomas A. Ciesla (RESPONSIBLE SUPERVISOR)	4-3-80 (DATE)

PART 2 OPERATING ENGINEERS COMMENTS

The unit is currently in its refueling outage which began 2-3-80.

TYPE OF DEVIATION REPORTABLE OCCURRENCE	EVENT OF POTENTIAL PUBLIC INTEREST	TECH SPEC VIOLATION	NON-REPORTABLE OCCURRENCE	ANNUAL REPORTING	SAFETY-RELATED WR ISSUED
[X] 14 DAY [ ] 10CFR21 [ ] 30 DAY NOTIFICATION 6.6.B.1.c	[ ]	[ ]	[ ]	YES [X] NO [ ]	YES [X] NO [ ]

REPORTABLE OCCURRENCE NUMBER: ~~XX~~ 80-15/01T-0

ACTION ITEM NO.:

PROMPT ON-SITE NOTIFICATION

R. M. Ragan (TITLE)	4-3-80 (DATE)	0800 (TIME)
(TITLE)	(DATE)	(TIME)

24-HOUR NRC NOTIFICATION

[X] TPH	J. Barker (REGION III)	4-2-80 (DATE)	2130 (TIME)
[ ] TGM	(REGION III & DOL)	(DATE)	(TIME)

PROMPT OFF-SITE NOTIFICATION

F. Palmer (TITLE)	4-3-80 (DATE)	10:08 (TIME)
J. Gilliom (TITLE)	4-3-80 (DATE)	10:08 (TIME)
(TITLE)	(DATE)	(TIME)

RESPONSIBLE COMPANY OFFICER INFORMED OF 10CFR21 CONDITIONS AND THEIR REPORT TO NRC

REVIEW AND COMPLETED: Michael Wright (OPERATING ENGINEER) 2-3-80 (DATE)

ACCEPTANCE BY STATION REVIEW AS REQUIRED: Dennis Lamar / Michael Wright

DATE: 4-10-80 / 4-15-80

RESOLUTION APPROVED AND AUTHORIZED FOR DISTRIBUTION: B. D. Johnson (STATION SUPERINTENDENT) 4/15/80 (DATE)

86-5174 10-77 (FORM 15-52-1)

OTHER APPLICABLE INFORMATION

have been penetrant tested with no indication of cracking.

Commonwealth Edison

DEVIATION REPORT

DVR NO. STA UNIT YEAR NO.
D – 12 – 3 – 80 – 23

PART 1 TITLE OF DEVIATION
Found Mechanical Snubber Fully Retracted

OCCURRED DATE 3/27/80 TIME 1200

SYSTEM AFFECTED
Rx Clean-up

PLANT CONDITIONS
MODE Refuel PWR(MWT) 0 , LOAD(MWE) 0

TESTING YES [ ] NO [X]

DESCRIPTION OF EVENT
During an inspection of all 35 mechanical snubbers in Dresden-3 drywell, location #23 on C.U. Line 1201-8 was found to have a snubber (10Kip) with piston fully retracted.

DESCRIPTION OF CAUSE
Unknown at this time.

OTHER APPLICABLE INFORMATION
Mechanical snubber was initially installed with piston setting of 1 3/4".

EQUIPMENT FAILURE [X] YES [ ] NO

DR NO.

WR NO. 5650

S. W. Harris — RESPONSIBLE SUPERVISOR — 3/27/80 DATE

PART 2 OPERATING ENGINEERS COMMENTS
This snubber was discovered to be bottomed out during a routine refueling outage snubber inspection.

TYPE OF DEVIATION REPORTABLE OCCURRENCE	EVENT OF POTENTIAL PUBLIC INTEREST	TECH SPEC VIOLATION	NON-REPORTABLE OCCURRENCE	ANNUAL REPORTING	SAFETY-RELATED WR ISSUED
[X] 14 DAY [ ] 10CFR21 [ ] 30 DAY NOTIFICATION	[ ]	[ ]	[ ]	YES [X] NO [ ]	YES [X] NO [ ]

REPORTABLE OCCURRENCE NUMBER
~~X~~ 80-15/01T-0

ACTION ITEM NO.

PROMPT ON-SITE NOTIFICATION

	TITLE	DATE	TIME
R. M. Ragan		3/31/80	

24-HOUR NRC NOTIFICATION

		REGION III	DATE	TIME
[ ]	TPH			
[ ]	TGM	REGION III & DOL		

PROMPT OFF-SITE NOTIFICATION

	TITLE	DATE	TIME
F. A. Palmer		3/31/80	2:27
J. Gilliom		3/31/80	2:27

RESPONSIBLE COMPANY OFFICER INFORMED OF 10CFR21 CONDITIONS AND THEIR REPORT TO NRC

REVIEW AND COMPLETED — Michael Wright, OPERATING ENGINEER — 3-31-80 DATE

ACCEPTANCE BY STATION REVIEW AS REQUIRED — Dennis Farmer

DATE — 4-10-80

RESOLUTION APPROVED AND AUTHORIZED FOR DISTRIBUTION — STATION SUPERINTENDENT — 4/15/80 DATE

86-517 10-77 (FORM 15-52-1)