

A002

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Forwards suppl Reportable Occurrence Rept BFRO-50-296/7822 on 780822.  
During startup at 3 percent thermal pwr, MSRVR 1-4 opened & did not completely  
close resulting in excessive cooldown rate. Caused by excessive pilot  
leakage.

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TENNESSEE VALLEY AUTHORITY  
CHATTANOOGA, TENNESSEE 37401

November 8, 1978

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

Dear Mr. O'Reilly:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 3 - DOCKET  
NO. 50-296 - FACILITY OPERATING LICENSE DPR-68 - REPORTABLE OCCURRENCE  
REPORT BFRO-50-296/7822

This refers to my letter dated September 1, 1978. Enclosed is supplemental reportable occurrence report BFRO-50-296/7822 which provides details concerning main steam relief valve 1-4 which opened during startup at 3-percent thermal power. This report is submitted in accordance with Browns Ferry unit 3 technical specification 6.7.2.A.(2).

Very truly yours,

TENNESSEE VALLEY AUTHORITY

H. S. Fox  
Director of Power Production

Enclosure (3)

cc (Enclosure):

Director (3)  
Office of Management Information and Program Control  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Director (40)  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

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LER SUPPLEMENTAL INFORMATION

BFRO-50-296/7822

Technical Specification Involved: 3.6.A.1

Reported under Technical Specification: 6.7.2.a.(2)

Date of Occurrence: August 22, 1978

Time of Occurrence: 9:23 a.m.

Unit: 3

Identification and Description of Occurrence

During startup at 3-percent thermal power, MSRV 1-4 opened and did not completely reclose resulting in excessive cooldown rate of the vessel. The torus temperature reached approximately 128<sup>o</sup>F.

Conditions Prior to Occurrence

Reactor at approximately 3-percent MWt.

Apparent Cause of Occurrence

Excessive pilot and second-stage leakage. MSRV 1-4 exhibited steam cuts on the pilot and second-stage seats and discs. This condition was similar to conditions found on valves that have experienced the same type of failure.

Analysis of Occurrence

It was determined that the transient was less severe than the design blowdown transient. The fatigue usage factors are as follows:

Feedwater nozzles	0.00091
Rx vessel at waterline	0.000033
Closure studs	0.000667

Corrective Action

The topworks were replaced on this valve. The blowdown was analyzed in accordance with standard heatup/cooldown analysis techniques and fatigue usage factors assigned.