



REGULATORY DOCKET FILE COPY

Public Service Electric and Gas Company 80 Park Place Newark, N.J. 07101 Phone 201/622-7000

June 30, 1978

Mr. Boyce H. Grier
Director of USNRC
Office of Inspections and Enforcements
Region 1
631 Park Avenue
King of Prussia, Pennsylvania 19406

Dear Mr. Grier:

LICENSE NO. DPR-70
DOCKET NO. 50-272
REPORTABLE OCCURRENCE 78-28/03L

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SERVICES UNIT

Pursuant to the requirements of Salem Generating Station Unit No. 1 Technical Specifications, Section 6.9.1.9.b, we are submitting Licensee Event Report for Reportable Occurrence 78-28/03L. This report is required within thirty (30) days of the occurrence.

Sincerely yours,

F. P. Librizzi
General Manager -
Electric Production

CC: Director, Office of Inspection
and Enforcement (30 copies)
Director, Office of Management
Information and Program Control
(3 copies)

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Report Number: 78-28/03L
Report Date: 6/30/78
Occurrence Date: 6/8/78
Facility: Salem Generating Station
Public Service Electric & Gas Company
Hancocks Bridge, New Jersey 08038

IDENTIFICATION OF OCCURRENCE:

Inoperable 100 ft. Elevation Air Lock Interior Door

CONDITIONS PRIOR TO OCCURRENCE:

Hot Standby: Mode 3

DESCRIPTION OF OCCURRENCE:

At 1030 hours, during personnel entry into containment, a failure of the interior door on the 100 ft. elevation personnel airlock was identified. Exterior door was cleared and tagged in the closed position and Action Statement for LCO 3.6.1.3 was implemented. Maintenance personnel investigated and found a broken cam follower. The failed cam follower was replaced from spares and the door returned to operable status at 2045 hours. Action Statement for LCO 3.6.1.3 was then terminated.

DESIGNATION OF APPARENT CAUSE OF OCCURRENCE:

Improper operation of the personnel airlock caused excessive stress on the cam follower resulting in shaft failure.

ANALYSIS OF OCCURRENCE:

Technical Specification 3.6.1.3 states that with an airlock inoperable, restore the airlock to operable status within 24 hours or be in at least Hot Standby within the next 6 hours and in Cold Shutdown within the following 30 hours. The elevation 100 ft. interior door was reworked and the airlock returned to operable status in 10-1/2 hours. The unit remained in Mode 3 throughout this period.

CORRECTIVE ACTION:

Failed cam follower was replaced from spares and the airlock was tested satisfactory.

To prevent further occurrences, the Chief Engineer has issued a memo to all department heads instructing them to retrain the members of their department on proper airlock operation.

FAILURE DATA:

Containment Personnel Airlock

Manufacturer: Chicago Bridge & Iron


Cam Follower

Manufacturer: Smith Bearing Division
Garwood, New Jersey

PN: CR-1X

Prepared by T. L. Spencer

SORC Meeting No. 37-78



Manager - Salem Generating Station

