UNITED STATES
NUCLEAR REGULATORY COMMISSION
REGION I
631 PARK AVENUE
KING OF PRUSSIA, PENNSYLVANIA 19406

NOV 16 1979

Docket Nos. 50-277
50-278

Philadelphia Electric Company
ATTN: Mr. S. L. Daltroff
Vice President
Electric Production
2301 Market Street
Philadelphia, Pennsylvania 19101

Gentlemen:

The enclosed IE Information Notice No. 79-27 provides information with regard to the sequence of events that followed incidents involving steam generator tube ruptures at two PWR units. If you have any questions regarding this matter, please contact this office.

Sincerely,

James M. Allan for
Boyce H. Grier
Director

Enclosures:
1. IE Information Notice No. 79-27
2. List of Recently Issued Information Notices

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ENCLOSURE 1

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UNITED STATES
NUCLEAR REGULATORY COMMISSION
OFFICE OF INSPECTION AND ENFORCEMENT
WASHINGTON D.C. 20555

IE Information Notice No. 79-27
Date: November 16, 1979

STEAM GENERATOR TUBE RUPTURES AT TWO PWR PLANTS

Description of Circumstances:

In recent months two incidents involving steam generator tube ruptures have occurred. In both instances, the units were cooled down and placed in the residual heat removal mode with existing procedures.

Event of June 25, 1979 at the Doel 2 Nuclear Power Plant in Belgium

The first event occurred on June 25, 1979, at the Doel 2 nuclear power plant in Belgium. The Doel unit is a 390 Mwe Westinghouse two-loop reactor. The event consisted of a rupture of several tubes in the loop B steam generator. The resultant leakage between the primary and secondary systems was estimated to be 125 gpm. The event started when the plant was heated up after a shutdown caused by a malfunction of the main steam isolation valve. At the time of the incident the primary coolant pressure was: 2233 psi and the temperature: 491°F. The reactor remained subcritical throughout the event.

The first indication of abnormal behavior was a rapid decrease of the primary system pressure (approximately: 28 psi/min.). This was followed by the sequence of events listed below:

		Time, min.
1.	Increase of charging flow demand, requiring startup of a second charging pump.	1.8
2.	Automatic isolation of the CVCS letdown line.	2.4
3.	Cut off of the pressurizer heaters due to low liquid level in the pressurizer.	2.4