

LICENSEE EVENT REPORT

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

01 V A N A S 1 00 - 00000000 - 001 4 1 1 1 1 0 5  
7 8 9 14 15 20 25 30 35 37 38 39 40  
 LICENSEE CODE LICENSE NUMBER LICENSE TYPE CAT 54

01 REPORT SOURCE L 05000338 011180 020880 9  
60 61 68 69 74 75 80  
 DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10

02 During periodic testing in Mode 3 to verify main steam trip valve closure time, TV-  
 03 MS101A failed to fully close from the Train B control room pushbutton within the required  
 04 5 second criterion. Because the closure time of the trip valve was acceptable using  
 05 the Train A pushbutton, the health and safety of the general public were not affected.  
 06 Reportable pursuant to T.S. 6.9.1.9.b.

09 SYSTEM CODE CD 11 CAUSE CODE X 12 CAUSE SIB CODE Z 13 COMPONENT CODE VALVE X 14 COMP SUBCODE C 15 VALVE SUBCODE D 16  
9 10 11 12 13 18 19 20  
 17 LER NO REPORT NUMBER 80 21 EVENT YEAR 80 22 SEQUENTIAL REPORT NO. 012 23 OCCURRENCE CODE 93 24 REPORT TYPE L 25 REVISION N  
21 22 23 24 26 27 28 29 30 31 32  
 ACTION TAKEN X 18 FUTURE ACTION X 19 EFFECT ON PLANT Z 20 SHUTDOWN METHOD Z 21 HOURS 0009 22 ATTACHMENT SUBMITTED Y 23 NPD-4 FORM 1508 N 24 PRIME COMP. SUPPLIER A 25 COMPONENT MANUFACTURER S 26  
33 34 35 36 37 40 41 42 43 44 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27

10 The cause of this discrepancy is not known. An airline check valve was disassembled  
 11 and inspected but no debris or binding was found. The check valve was then reassembled  
 12 and retested from the Train B pushbutton which resulted in an acceptable closure time  
 13 of 4.8 seconds.

15 FACILITY STATUS 0 28 % POWER 000 29 OTHER STATUS NA 30 METHOD OF DISCOVERY B 31 DISCOVERY DESCRIPTION Surveillance Test 32  
7 8 9 10 11 12 13 44 45 46 47

16 ACTIVITY RELEASED Z 33 INTENT RELEASE Z 34 AMOUNT OF ACTIVITY NA 35 LOCATION OF RELEASE NA 36  
7 8 9 10 11 44 45 46 47

17 PERSONNEL EXPOSURES NUMBER 000 37 TYPE 4 38 DESCRIPTION NA 39  
7 8 9 10 11 12 13 44 45 46 47

18 PERSONNEL INJURIES NUMBER 000 40 DESCRIPTION NA 41  
7 8 9 10 11 12 13 44 45 46 47

19 LOSS OF OR DAMAGE TO FACILITY TYPE 4 42 DESCRIPTION NA 43  
7 8 9 10 44 45 46 47

20 PUBLICITY ISSUED 44 DESCRIPTION NA 45  
7 8 9 10 44 45 46 47

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NRC USE ONLY

Virginia Electric and Power Company  
North Anna Power Station, Unit #1  
Docket No. 50-338  
Report No. LER 80-12/03L-0

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Description of Event

On January 11, 1980, during periodic testing, main steam trip valve TV-MS101A failed to close within the required isolation time of 5 seconds from the Train B control room pushbutton. Closure time was measured at 5.2 seconds.

Probable Consequences of Occurrence

The consequences of this event were limited because the closure time for TV-MS101A was acceptable using the pushbutton for Train A. Also, because the Action statement of T.S. 3.7.1.5 was strictly adhered to, the health and safety of the general public were not affected. There are no generic implications associated with this occurrence.

Cause of Event

It is not known why it took TV-MS101A more than 5 seconds to fully close using the Train B pushbutton. Since a stop watch is presently used to measure the valve closure time, human error in the use of the stop watch could have affected the final test results.

Immediate Corrective Action

An airline check valve was disassembled and inspected for debris which might have accumulated and caused the valve disc to bind. During the inspection no problem was found and the valve was reassembled. TV-MS101A was then retested using the Train B pushbutton and the closure time was within acceptable limits (4.8 seconds).

Scheduled Corrective Action

No further actions are required.

Actions Taken to Prevent Recurrence

No further actions are required.