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Director of Nuclear Reactor Regulation
 U. S. Nuclear Regulatory Commission
 Washington, D. C. 20555

Attention: Mr. Thomas A. Ippolito, Chief
 Operating Reactors Branch No. 3
 Division of Operating Reactors

Subject: James A. FitzPatrick Nuclear Power Plant
 Docket No. 50-333
Control Rod Drive Failure Experience

Reference: Letter, Thomas A. Ippolito, (NRC) to George T. Berry,
 (PASNY) dated January 10, 1980

Dear Sir:

In response to the NRC request for the more recent control rod failures, the Authority has compiled the following which summarizes the scrams at James A. FitzPatrick from September 9, 1978 through December 31, 1979.

<u>DATE</u>	<u>DEFICIENT RODS</u>	<u>INITIAL POSITION</u>	<u>FINAL POSITION</u>
December 7, 1978	None Apparent	--	--
December 17, 1978	None Apparent	--	--
December 24, 1978	18-15	48	02
March 15, 1979	None Apparent	--	--
September 9, 1979	18-15	48	02
October 27, 1979	26-27	48	02
December 27, 1979	18-15	48	02
December 31, 1979	26-27	48	02

On October 27, 1979, during single-rod scram time testing, rod 26-27 was noted to have a longer than normal scram insertion time. It also bounced back from "00" to "02" after the test.

On December 27, 1979, during a reactor scram, rod 18-15 reportedly returned to position "02" after scrambling.

On December 31, 1979, during single-rod scram time testing, rod 26-27 returned to "02" from "00" after the scram test switch was reset.

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In addition to the above events, there were numerous occasions where drive pressures in excess of 350 psig were required to withdraw a rod from position 00.

On November 13, 1978, drive 46-27 was inoperable and electrically disarmed to repair a packing leak while the plant was shutdown and all rods were inserted.

There were two indications of uncoupled control rods:

1. On August 19, 1979, drive 22-07 gave an overtravel alarm. The drive was fully inserted and electrically disarmed. The drive and position indication probe were replaced on August 30, 1979. Inspection showed no damage that would explain the alarm.
2. On November 11, 1979, drive 46-11 gave an overtravel alarm. Subsequent coupling/overtravel tests could not reproduce the overtravel alarm.

It is under consideration by the FitzPatrick staff to overhaul the control rod drives mentioned in this letter during the up-coming outage.

Very truly yours,

George M. Witwending

for Paul J. Early
Assistant Chief Engineer-Projects