

NARRATIVE REPORT

Georgia Power Company
Plant E. I. Hatch
Baxley, Georgia 31513

Reportable Occurrence Report No. 50-366/1980-042.

While performing hydraulic snubber visual inspection for Tech Specs 4.7.4.2, snubber 2T46-R65B was found to be low on fluid. During subsequent testing to prove operability, the snubber failed to meet the acceptance criteria on lock-up velocity by 1.4 inches per minute. This is a repetitive event as last reported on LER 50-321/1977-032. There were no effects on public health and safety.

The cause of the failure was attributed to seal failure on the snubber. Once the snubber became low on oil, air entered the hydraulic system and mixed with the remaining oil. This caused the increase in lock-up velocity. The seals were replaced, the snubber was successfully functionally tested and returned to service. This is a Bergen-Paterson 3 Kip snubber.

During the course of the snubber testing and repair, it was discovered that a piece of masking tape had been left covering the oil port on the snubber cylinder during initial assembly of the unit. This tape covered the oil port between the snubber cylinder and valve body. The tape had been ruptured during snubber operation or functional testing and did not contribute to the failure or oil leak. It was noted that this tape was visible with the snubber fully assembled. Therefore, a visual inspection was made on all Unit II hydraulic snubbers specifically for evidence of tape. The inspection revealed that six more Bergen-Paterson snubbers had tape across the cylinder oil port. Of the seven snubbers with tape over the cylinder port, six of these were 3 kip snubbers and one was a 10 Kip snubber. Each one was removed and functionally tested with the tape in place. Each of these snubbers met the testing acceptance criteria. The snubbers were then re-conditioned and the tape removed. They were again functionally tested and returned to service.

In reviewing the tape incident no evidence was found to indicate that it had a detrimental effect on the snubber operation. None of these snubbers had been disassembled at the plant site prior to this incident.

The generic review of this incident concluded that no outstanding generic questions remain. We feel that the second visual inspection of hydraulic snubbers located all snubbers with the tape across the cylinder oil port. The seal failure is a common failure mode on hydraulic snubbers and the present surveillance program will handle this. The previous failure reported in LER 50-321/1977-032 was on Unit I and included both seal failures and mechanical problems with the snubbers. A total of fifty-five (55) snubbers were repaired and none showed any evidence of tape over oil ports. No failures have occurred on Unit I since that time. This was the first failure of a Unit II snubber.