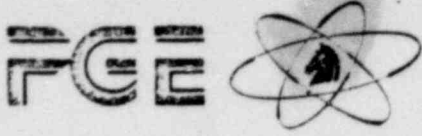


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Portland General Electric Company
Trojan Nuclear Plant
P.O. Box 439
Rainier, Oregon 97048
(503) 556-3713

May 8, 1980
CPY-477-80

Mr. R. H. Engelken, Director
Nuclear Regulatory Commission, Region V
1990 North California Blvd.
Walnut Creek, California 94596

Dear Sir:

In accordance with the Trojan Plant Operating License, Appendix A, US NRC Technical Specifications, Paragraph 6.9.1.8c, attached is Licensee Event Report No. 80-06, concerning a situation where abnormal degradation was discovered in the fuel cladding. A total of two damaged fuel pins were discovered during a preplanned fuel inspection program.

An immediate report has already been made regarding this event (letter CPY-455-80 to R. H. Engelken, dated April 25, 1980).

Sincerely,

CP Yundt
C. P. Yundt
General Manager

JCP
CPY/JCP:na
Attachments

c: LER Distribution List

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REPORTABLE OCCURRENCE

1. Report No.: 80-06
2. a. Report Date: May 8, 1980
b. Occurrence Date: April 25, 1980
3. Facility: Trojan Nuclear Plant, PO Box 439, Rainier, Oregon 97048
4. Identification of Occurrence:

Abnormal degradation was discovered in two fuel pins during a preplanned fuel inspection program.
5. Conditions Prior to Occurrence:

The plant was shutdown for refueling (Mode 6). The core was in the process of being unloaded into the spent fuel pool.
6. Description of Occurrence:

During a preplanned fuel inspection program to locate a suspected leaking fuel assembly, two assemblies were found that had degraded fuel cladding. In both assemblies, only a single fuel pin had clad damage. All other fuel assemblies in similar configurations and locations were inspected and no other damage was observed.
7. Designation of Apparent Cause of Occurrence:

The apparent cause of the fuel damage is water-jet impingement on the fuel pin via an enlarged baffle plate joint gap.
8. Analysis of Occurrence:

This event had no effect on plant or public safety. The plant is designed to operate with 1% failed fuel and in this case fuel damage was much less than that (approximately 0.004%).
9. Corrective Action:

Core unloading was continued and an augmented fuel inspection program was conducted. All fuel assemblies that had been in a similar position or configuration with respect to the baffles were inspected and no further evidence of damaged fuel was found. A modified core reload pattern has been determined that will allow the replacement of the damaged fuel assemblies with other partially expended assemblies that had been previously discharged. The two fuel assemblies that will be located in core locations where these two failures occurred will be modified to replace three fueled pins with three dummy stainless steel pins in each of two assemblies.

Further evaluation of the need for future corrective actions is in progress and will be reported when the information is available