



Jersey Central Power & Light Company
Madison Avenue at Punch Bowl Road
Morristown, New Jersey 07960
(201) 455-8200

August 26, 1980

Mr. Boyce H. Grier, Director
Office of Inspection and Enforcement
United States Nuclear Regulatory Commission
Region I
631 Park Avenue
King of Prussia, Pennsylvania 19406

Dear Mr. Grier:

SUBJECT: Oyster Creek Nuclear Generating Station
Docket No. 50-219
Non-Routine Environmental Operating Report No. 50-219/80-5

This letter forwards two copies of Nonroutine Environmental Operating Report No. 50-219/80-5 in compliance with paragraph 5.6.2 of Appendix B to the Technical Specifications.

Very truly yours,

Ivan R. Finfrock, Jr.
Vice President-Generation

ck
Enclosures

cc: Director (17 copies)
Office of Nuclear Reactor Regulations
United States Nuclear Regulatory Commission
Washington, D. C. 20555

c/o Distribution Services Branch DDC, ADM

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OYSTER CREEK NUCLEAR GENERATING STATION
Forked River, New Jersey 08731

Nonroutine Environmental Operating Report No. 50-219/80-5

Report Date

August 26, 1980

Occurrence Dates

August 8, 9, 11, 12, 1980

Identification of Occurrence

Exceeding a limiting condition as defined in the Environmental Technical Specification, Paragraph 2.1.4.3, when over a span of five days, ten individual instances occurred where a dilution pump tripped and could not be restarted within the required limit of 15 minutes. During each occurrence, discharge water temperature exceeded 87.0°F at the U.S. Route #9 bridge. These events were immediately identified at the time of non-compliance.

This event is considered to be a non-routine environmental operating report as defined in the Technical Specifications, Appendix "B", paragraph 5.6.2.

Conditions Prior to Occurrence

The plant was operating at steady state power.

Dilution Pump Flow : 5.20 E 5 GPM
Circulating Water Pump Flow: 4.60 E 5 GPM

Description of Occurrence

A total of ten dilution pump trips occurred between August 8, 1980 and August 12, 1980. All trips were caused by high lubricating oil temperature which was in turn caused by low cooling water pressure. The lubricating oil temperature would increase to the system trip point and trip the pump. This condition was aggravated by high ambient water temperature and air temperatures.

The accompanying tables list the dates and the times of the pump trips, the total time the pump was off, and the time of non-complying discharge:

DILUTION PUMP TRIPS

<u>Date</u>	<u>Time Off (Pump #)</u>	<u>Time On (Pump #)</u>	<u>Total Time Off (Minutes)</u>	<u>Time Of Non-Compliance (Minutes)</u>
August 8, 1980	1105 (1-1)	1308 (1-1)	123	108
August 8, 1980	1408 (1-1)	1508 (1-2)	60	45
August 8, 1980	1522 (1-2)	1715 (1-3)	113	98
August 9, 1980	0811 (1-1)	0835 (1-1)	24	9
August 9, 1980	1501 (1-1)	1536 (1-1)	35	20
August 9, 1980	1744 (1-1)	1815 (1-1)	31	16
August 9, 1980	1851 (1-1)	1914 (1-1)	23	8
August 9, 1980	1958 (1-1)	2025 (1-1)	27	12
August 11, 1980	1309 (1-1)	1339 (1-1)	30	15
August 12, 1980	1409 (1-1)	1446 (1-1)	37	22

Apparent Cause of Occurrence

The cause of this occurrence is attributed to component failure due to a lubricating oil cooling system that was inadequate for the unusual service conditions that existed at the time.

When dilution pumps tripped due to high lubricating oil temperature, they had to remain out of service until the oil cooled sufficiently to allow for restart.

Analysis of Occurrence

The operation of two dilution pumps is required when the discharge water temperature exceeds 87.0°F at the U.S. Route #9 bridge. Operation of the dilution pumps in the prescribed manner will minimize adverse effects on most species of fish. In each case of a dilution pump tripping out of service for a period greater than 15 minutes, no harmful marine biological effects were observed.

Corrective Action

The plant operations staff increased surveillance on the dilution plant during this period. In each case when the lubricating oil had cooled sufficiently, the pump in question was restarted.

An engineering evaluation has been completed for the purpose of upgrading the dilution pump sealing water and cooling water systems. Until modifications can be made, the internals of the cooling water solenoid valves have been removed to increase the flow of cooling water to the lube oil heat exchangers.