LICENSEE EVENT REPORT

8.

/0/1/	CONTROL BLOCK $/ / / / / (1)$ (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION) /V/A/N/A/S/2/(2) $/0/0/-/0/0/0/0/0/(3)$ $/4/1/1/1/1(4)$ $/ / (5)$
Lolar	LICENSEE CODE LICENSE NUMBER LICENSE TYPE CAT
/0/1/	$\frac{\text{REPORT}}{\text{SOURCE}} \frac{/L/}{L/} (6) \frac{/0/5/0/0/3/3/9/}{\text{DOCKET NUMBER}} (7) \frac{/0/3/2/3/8/0/}{\text{EVENT DATE}} (8) \frac{/0/9/1/2/8/0/}{\text{REPORT DATE}} (9)$
	EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)
/0/2/	/ On August 23, 1980 with the Unit at 4% power, the "C" main steam trip valve /
/0/3/	/ would not fully close using the Train "A" close pushbutton contrary to T.S. /
10/4/	/ 3.7.1.5 and reportable persuant to T.S. 6.9.1.9.b. Since the valve could be /
/0/5/	/closed from the Train "B" close pushbutton, the health and safety of the public/
/0/6/	/ were not not affected. The incident has no generic implication. /
/0/7/	/
/0/8/	/
	SYSTEMCAUSECAUSECOMP.VALVECODECODESUBCODECOMPONENT CODESUBCODESUBCODE
/0/9/	$\underline{/H/B/}$ (11) $\underline{/E/}$ (12) $\underline{/B/}$ (13) $\underline{/V/A/L/V/E/X/}$ (14) $\underline{/D/}$ (15) $\underline{/E/}$ (16)
	LER/RO EVENT YEAR REPORT NO. CODE TYPE NO.
(17)) REPORT
	NUMBER /8/0/ /-/ /0/5/2/ / // /0/3/ /L/ /-/ /0/
ACT	IONFUTUREEFFECTSHUTDOWNATTACHMENTNPRD-4PRIMECOMP.COMPONENTENACTIONON PLANTMETHODHOURSSUBMITTEDFORMSUB.SUPPLIERMANUFACTURFE
/B/	(18) $/Z/$ (19) $/Z/$ (20) $/Z/$ (21) $/0/0/0/$ (22) $/Y/$ (23) $/N/$ (24) $/A/$ (25) $/A/4/9/9/$ (2
CI	AUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)
/1/0/	/ The trip value would not close completely because a solenoid operated value in /
/1/1/	/ the instrument air line to the trip value stuck in the open position. The trip/
11/2/	/ value was closed with the Train "P" close pushbutton. The colencid operated /
11/2/	/ valve was closed with the frain B close pushbutton. The solehold operated /
/1/3/	//
/1/4/	FACILITY METHOD OF
/1/5/	STATUS %POWER OTHER STATUS (30) DISCOVERY DISCOVERY DESCRIPTION (32) /B/ (28) /0/0/4/ (29) / NA / (30) /A/ (31) / OPERATOR OBSERVATION / (32)
	ACTIVITY CONTENT
/1/6/	/Z/ (33) /Z/ (34) / NA // NA // NA //
1	PERSONNEL EXPOSURES
/1/7/	NUMBER TYPE DESCRIPTION (39)
<u>[1/ 1/</u>	PERSONNEL INJURIES
11/0/	NUMBER DESCRIPTION (41)
/1/8/	LOSS OF OR DAMAGE TO FACILITY (10)
	TYPE DESCRIPTION (43)
/1/9/	<u>/2/ (42) / NA</u> PUBLICITY /
	ISSUED DESCRIPTION (45) 8009180 4.17 NRC USE ONLY
/2/0/	<u>/N/</u> (44) / <u>NA</u> <u>OUCOUTENTE</u> ////////////////////////////////////
	NAME OF PREPARER W. R. CARTWRIGHT PHONE (703) 894-5151

U.S. NUCLEAR REGULATORY COMMISSION

Virginia Electric and Power Company North Anna Power Station, Unit 2 Docket No. 50-339 Report No. LER 80-52/03L-0

Description of Event

On August 23, 1980 with the Unit at 4% power, the "C" main steam trip valve would not fully close using the Train "A" close pushbutton. The trip valve is required by T.S. 3.7.1.5 to close fully within 5 seconds. This is reportable persuant T.S. 6.9.1.9.b.

Probable Consequences of Occurance

On a main steam isolation signal, Train "B" would have closed the trip valve, therefore the health and safety of the public were not affected.

Cause of Event

The cause of the event was originally thought to be a stuck open check valve in the instrument air line to the main steam trip valve. The check valve was disassembled, cleaned and reassembled on August 23, 1980. The main steam trip valve was then tested satisfactorily and power operation continued. While the unit was at cold shutdown on September 3, 1980, the similar check valves in the instrument air lines to the main steam trip valves were disassembled, cleaned and reassembled. The main steam trip valves were tested for proper operation on Steptember 5, 1980 and again the "C" main steam trip valve would not fully close using the Train "A" close pushbutton. The trip valve would not close completely because a solenoid operated valve in the instrument air line to the trip valve stuck in the mid position. When the Train "A" close pushbutton was depressed, both solenoid valves for "A" train began bleeding air from the trip valve to close the trip valve. However, because the solenoid operated valve was stuck in the mid-position more air was supplied to the trip valve and the trip valve would not close completely. The solenoid operated valve stuck due to a piece of solder in the valve which prevented proper valve operation.

Immediate Corrective Action

The "C" main steam trip valve was closed using the Train "B" close pushbutton. A check valve in the instrument air line to the main steam trip valve was cleaned and the trip valve tested satisfactorily. Similar check valves were claaned. When the main steam trip valves were retested, "C" trip valve would not fully close from the "A" Train close pushbutton. A solenoid operated valve is the instrument air line was taken apart, a piece of solder removed and the solenoid valve was reassmebled. All the main steam trip valves were then satisfactorily tested.

Scheduled Corrective Action

None scheduled.

Action Taken to Prevent Recurrence

The main steam trip valves are tested for proper operation by a periodic test.

Generic Implication

No generic implications at this time.