

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

August 7, 1980

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

Dear Mr. Grier:

SUBJECT: Dyster Creek Nuclear Generating Station Docket No. 50-219 Nonroutine Environmental Operating Report No. 50-219/80-4

This letter forwards two copies of Nonroutine Environmental Operating Report No. 50-219/80-4 in compliance with paragraph 5.6.2 of Appendix B to the Technical Specifications.

Very truly yours,

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Donald A. Ross, Manager Generating Stations-Nuclear

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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. 50-219/80-4

Report Date

August 7, 1980

Occurrence Date

July 27, 28, & 29, 1980

Identification of Occurrence

Exceeding a limiting condition as defined in the Environmental Technical Specification, Paragraph 2.1.4.3, when on three successive days, seven individual instances occurred where dilution pump 1-1 tripped and could not be restarted within the required limit of 15 minutes. During each occurrence, the U. S. Route #9 discharge bridge temperature exceeded 87.0°F. 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 reactor 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

During the sequence of events, dilution pump 1-2 was tagged out of service due to motor winding failure. Seven dilution trips occurred on July 27, July 28, and July 29, 1980. All seven pump trips were caused by high lubricating oil temperature which was 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 and air temperatures.

The accompanying table lists the dates and the times of the pump trips, the total time the pump was off, and the time of non-complying discharge.

Nonroutine Environ stal Operating Repore is. 50-219/80-4 August 7, 1980

Date		Time Off	Time On	Total Time Off	Time of Non-Compliance
July	27, 1980	1952	2042	50 minutes	35 minutes
July	27, 1980 28, 1980	2334	0001	27 minutes	12 minutes
July	28, 1980	0922	1940	618 minutes	603 minutes
July	28, 1980	2047	2114	27 minutes	12 minutes
July	29, 1980	1407	1432	25 minutes	10 minutes
July	29, 1980	2102	2129	27 minutes	12 minutes
July	29, 1980	2315	2354	39 minutes	24 m utes

Apparent Cause of Occurrence

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

Analysis of Occurrence

The operation of two dilution pumps is required when the U.S. Route 9 discharge bridge temperature exceeds 87.0°F. Operation of the dilution pumps in the prescribed manner will minimize adverse effects on most species of fish. In each case of dilution pump 1-1 tripping out of service for a period greater than 15 minutes, no harmful marine biological effects were expected or observed.

Corrective Action

The plant operations staff increased surveillance on the dilution plant during this period. When dilution pump 1-1 tripped, greater than 15 minutes was needed to allow the lubricating oil to cool sufficiently to restart the pump.

Dilution pump 1-2 has been returned on site and the motor was mounted on its pedestal on July 30, 1980. Subsequent to pump startup tests, this pump will be held as a reserve pump.

An engineering evaluation has been completed for the purpose of upgrading the dilution pump sealing water, cooling water systems.

Until modifications can be made, the internals of the cooling water solenoid valves have been removed to increase flow of cooling water to the lube oil heat exchangers.

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