



CONNECTICUT YANKEE ATOMIC POWER COMPANY

HADDAM NECK PLANT

RR #1, BOX 127E, EAST HAMPTON, CONN. 06424

October 18, 1973

CYH-2486

50-213

Mr. A. Giambusso
Deputy Director for Reactor Projects
Directorate of Licensing
U. S. Atomic Energy Commission
Office of Regulation
Washington, D. C. 20545



Dear Mr. Giambusso:

As defined by Technical Specifications for Connecticut Yankee Atomic Power Station, Section 5.3, the following incident involving an unsatisfactory test of timers associated with the emergency diesel generator/core cooling systems is hereby submitted as Abnormal Occurrence No. 73-9.

One phase of the routine monthly emergency diesel generator system test is to permit observation of the performance of the timing relays affecting operation of safeguards equipment. During the routine test of Emergency Diesel Generator 2A on 10/4/73, the timers that actuate both primary and backup service water pumps and containment air recirculation fans failed to operate as required. Investigation revealed that two voltage sensing relay covers were tightened to the extent that the relay contacts could not function as required to actuate the service water pump timers and the containment air recirculation fan timers. These two voltage sensing relays had recently been inspected, cleaned and checked as part of a routine refueling interval check of electrical relays and equipment. The two relay covers were loosened and adjusted to normal pressure. Additionally, the relay contact pressure was re-adjusted. All timers, including those associated with Emergency Diesel Generator 2B, were successfully retested.

The Plant Operations Review Committee investigated the incident and concluded that the relay malfunction was caused by a combination of insufficient relay contact pressure and over-tightened relay covers. There are six of these Westinghouse type-SV, General Purpose Relays in the diesel timer circuitry. The contacts in the two faulty relays will be replaced. All six SV type relays will be inspected and tested at weekly intervals until the relays are either replaced with relays of improved design or the existing relays have demonstrated acceptable reliability. Instructions have been conspicuously posted in the diesel panel in the control room to alert personnel of the requirements for tightening the relay covers. Additionally, supervisory personnel have been reminded of the importance of post-maintenance retest.

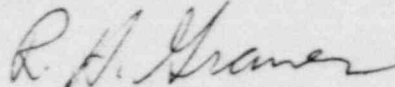


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With the accelerated surveillance program and increased awareness of retest requirements, it is not expected that this situation will recur.

Very truly yours,



J. F. W. Hartley
Plant Superintendent

RHG/mb