

LICENSEE EVENT REPORT

CONTROL BLOCK: [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

[0] [1] [G] [A] [E] [I] [H] [2] [0] [0] [ - ] [0] [0] [0] [0] [0] [0] [0] [0] [3] [4] [1] [1] [1] [1] [4] [ ] [ ] [ ] (5)  
7 8 9 LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58

CON'T [0] [1] [L] [0] [5] [0] [0] [0] [3] [6] [6] [7] [0] [8] [0] [6] [8] [2] [8] [0] [9] [0] [2] [8] [2] [9]  
7 8 REPORT SOURCE 60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

[0] [2] While the plant was at hot shutdown, a control rod reed switch position [ ]  
[0] [3] indicator was found to be inoperable during the performance of the [ ]  
[0] [4] "Normal Startup" procedure. This event is contrary to TS 3.1.3.7 which [ ]  
[0] [5] states that all control rod switch position indicators shall be operable [ ]  
[C] [6] Continued operation is permitted under a LCO as per TS sections [ ]  
[0] [7] 3.1.3.7.a.1.a and b. The health and safety of the public were not [ ]  
[0] [8] affected. This event is non-repetitive. [ ] 80

[0] [9] [I] [E] [11] [E] [12] [A] [13] [I] [N] [S] [T] [R] [U] [14] [S] [15] [Z] [16]  
7 8 SYSTEM CODE 9 10 CAUSE CODE 11 12 CAUSE SURCODE 13 14 COMPONENT CODE 15 16 COMP. SUBCODE 17 18 VALVE SUBCODE 19 20

[17] LER/RO REPORT NUMBER [8] [2] [ ] [ ] [0] [8] [8] [ ] [0] [3] [L] [ ] [0]  
21 22 23 24 26 27 28 29 OCCURRENCE CODE 30 31 REPORT TYPE 32 REVISION NO.

[Z] [18] [A] [19] [Z] [20] [Z] [21] [0] [0] [0] [0] [Y] [23] [N] [24] [N] [25] [G] [0] [8] [0] [26]  
33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 ACTION TAKEN 48 FUTURE ACTION 49 EFFECT ON PLANT 50 SHUTDOWN METHOD 51 HOURS 52 ATTACHMENT SUBMITTED 53 NPRD-4 FORM SUB. 54 PRIME COMP. SUPPLIER 55 COMPONENT MANUFACTURER

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

[1] [0] The cause of this event has been attributed to component failure. The [ ]  
[1] [1] cause of this failure has not been determined. An update report will [ ]  
[1] [2] be submitted upon completion of the corrective action. This action will [ ]  
[1] [3] be completed during the 1983 refueling outage. [ ] 80

[1] [5] [G] [28] [0] [0] [0] [29] [NA] [30] [B] [31] [Normal startup procedure] [32]  
7 8 9 FACILITY STATUS 10 11 % POWER 12 13 OTHER STATUS 14 15 METHOD OF DISCOVERY 16 17 DISCOVERY DESCRIPTION 18 19

[1] [6] [Z] [33] [Z] [34] [NA] [35] [NA] [36]  
7 8 9 ACTIVITY 10 11 CONTENT 12 13 RELEASED OF RELEASE 14 15 AMOUNT OF ACTIVITY 16 17 LOCATION OF RELEASE 18 19

[1] [7] [0] [0] [0] [37] [Z] [38] [NA] [39]  
7 8 9 PERSONNEL EXPOSURES 10 11 NUMBER 12 13 TYPE 14 15 DESCRIPTION 16 17

[1] [8] [0] [0] [0] [40] [NA] [41]  
7 8 9 PERSONNEL INJURIES 10 11 NUMBER 12 13 DESCRIPTION 14 15

[1] [9] [Z] [42] [NA] [43]  
7 8 9 LOSS OF OR DAMAGE TO FACILITY 10 11 TYPE 12 13 DESCRIPTION 14 15

[2] [0] [N] [44] [NA] [45]  
7 8 9 PUBLICITY 10 11 ISSUED 12 13 DESCRIPTION 14 15

8209160239 820902  
PDR AD0CK 05000366 PDR  
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NRC USE ONLY

LER NO.: 50-366/1982-088  
Licensee: Georgia Power Company  
Facility: Edwin I. Hatch  
Docket #: 50-366

Narrative Report  
for LER 50-366/1982-088

On August 6, 1982, with the unit in hot standby, a control rod reed switch position indicator was found to be inoperable during the performance of the "Normal Startup" procedure. This event is contrary to Technical Specification 3.1.3.7 which states that all control rod reed switch position indicators shall be operable. Continued operation was permitted under a limiting condition of operation (LCO) as per Tech. Spec. sections 3.1.3.7.a.1.a and b. Section (a) requires that the position of the control rod be determined by an alternate method (full-in indication was functional). When the unit was brought back up in power, operation was permitted under T.S. section (b) which permits continued operation if the control rod is moved to a position with an operable reed switch position indicator. The health and safety of the public were not affected. This event is non-repetitive.

The cause of this event has been attributed to component failure. The cause of the failure has not been determined. An update report will be submitted upon completion of the corrective action. This action will be completed during the 1983 refueling outage.