



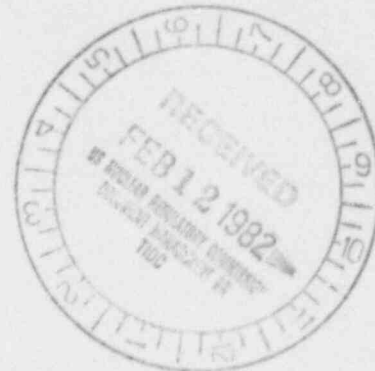
Public Service Electric and Gas Company P.O. Box #168 Hancocks Bridge, New Jersey 08038

February 3, 1982

Mr. R. C. Haynes
Director of USNRC
Office of Inspection and Enforcement
Region 1
631 Park Avenue
King of Prussia, Pennsylvania 19406

Dear Mr. Haynes:

LICENSE NO. DPR-70
DOCKET NO. 50-272
REPORTABLE OCCURRENCE 82-03/03L



Pursuant to the requirements of Salem Generating Station Unit No. 1, Technical Specifications, Section 6.9.1.9.b, we are submitting Licensee Event Report for Reportable Occurrence 82-03/03L. This report is required within thirty (30) days of the occurrence.

Sincerely yours,

H. J. Midura
General Manager -
Salem Operations

KW:nd

CC: Distribution

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The Energy People

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Report Number: 82-03/03L
Report Date: 2-3-82
Occurrence Date: 1-6-82
Facility: Salem Generating Station, Unit 1
Public Service Electric & Gas Company
Hancocks Bridge, New Jersey 08038

IDENTIFICATION OF OCCURRENCE:

No. 1C Diesel - Inoperable.

This report was initiated by Incident Reports 82-002 and 82-003.

CONDITIONS PRIOR TO OCCURRENCE:

Mode 5 - Rx Power 0% - Unit Load 0 MWe

DESCRIPTION OF OCCURRENCE:

On January 6, 1982, while making No. 1C Diesel ready for service, and tagging out No. 1B Diesel for planned maintenance, the Operator racked in the No. 1C 4KV Breaker, and then racked out the No. 1B 4KV Breaker at 1021 hours without returning the No. 1C Diesel Lockout Switch to the normal position. The problem was that he misinterpreted the tags on the Diesel Lockout Switch. ON means the lockout switch is locked-out, not that the diesel is on. When the error was brought to his attention, at 1032 hours, he returned the No. 1C Diesel Lockout Switch to the normal position. Therefore, from 1021 until 1032 hours, both 1B and 1C Diesels were inoperable and Action Statement 3.8.1.2 was entered. No operations involving core alterations or positive reactivity changes were in progress at the time.

Later, at 1938 hours, a service water leak was discovered in the service water pipe to the No. 1C Diesel Water Jacket Coolers and Oil Cooler. No. 1C Diesel was declared inoperable and because No. 1B Diesel was already tagged out for maintenance, Action Statement 3.8.1.2 was entered.

This occurrence constituted operation in a degraded mode in accordance with Technical Specification 6.9.1.9.b.

DESIGNATION OF APPARENT CAUSE OF OCCURRENCE:

In the first occurrence, the cause was misinterpretation of the tags on the lockout switch.

In the second occurrence leakage occurred due to a void in the protective lining of the service water piping, allowing salt water to corrode the exposed metal.

ANALYSIS OF OCCURRENCE:

Technical Specification 3.8.1.2 requires:

With less than the minimum required A.C. electrical power sources operable, suspend all operations involving core alterations or positive reactivity changes until the minimum required A.C. electrical power sources are restored to operable status.

CORRECTIVE ACTION:

The tags on the Diesel Lockout Switches were changed from ON and OFF to LOCKOUT and DIESEL IN SERVICE to prevent further confusion.

The leaking service water pipe was remedied by installation of Design Change Request 1EC0877, which provides for replacement of the 6 inch diameter cement lined pipe with the addition of 6 inch break flanges.

At 2340 hours, January 9, 1982, Action Statement 3.8.1.2 was terminated because No. 1B Diesel was declared operable.

FAILURE DATA:

Pipe, schedule 40
2'3" long, 6" diameter
Cement Lined

Prepared By F. Dickey

H. J. Infiora
General Manager -
Salem Operations

SORC Meeting No. 82-13