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REPORT SOURCE

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60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

SYSTEM CODE C E 11		CAUSE CODE E 12		CAUSE SUBCODE A 13		COMPONENT CODE C K T B R K 14				COMP. SUBCODE B 15		VALVE SUBCODE Z 16	
LER/RO REPORT NUMBER 17		EVENT YEAR 8 2 21 22		SEQUENTIAL REPORT NO. 0 1 2 24 26		OCCURRENCE CODE / 27		REPORT TYPE 0 3 28 29		REVISION NO. L 30		/ 31	
ACTION TAKEN B 18		FUTURE ACTION Z 19		EFFECT ON PLANT Z 20		SHUTDOWN METHOD Z 21		HOURS 0 0 0 22 37 40		ATTACHMENT SUBMITTED Y 23		NPRD-4 FORM SUB. N 24	
PRIME COMP. SUPPLIER N 25		COMPONENT MANUFACTURER S 3 4 5 26											

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 5 C 28 0 0 3 29 NA B 31 Surveillance

PERSONNEL EXPOSURES									
NUMBER			TYPE	DESCRIPTION					
1	7	0	0	0	(37)	Z	(38)	NA	(39)

		LOSS OF OR DAMAGE TO FACILITY		
TYPE		DESCRIPTION		
1	2	3	4	5
Z	(42)	NA		(43)

PUBLICITY
ISSUED DESCRIPTION (45) 8204280465 NA
2 0 N (44) NA
2 0 20 0 10 60 69 80

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LER #: 50-366/1982-12
Licensee: Georgia Power Company
Facility Name: Edwin I. Hatch
Docket #: 50-366

Narrative Report
for LER 50-366/1982-12

On 1-26-82, with Unit 2 in Hot Standby the "RCIC Steam Line Hi Differential Pressure Isol. FT&C" (HNP-2-3410) was being performed. It was found that upon RCIC dP switch activation (2E51-N017) the RCIC turbine trip and throttle valve (2E51-C002-TTT) would not trip closed. The steam line isolation valves did close on Hi dP activation. Per Tech Spec 3.3.2-1, RCIC was declared inoperable. HPCI was operable during the LCO period. There were no effects upon public health and safety due to this non-repetitive occurrence.

This event was a result of oxidized contacts, on the RCIC trip and throttle valve trip coil assembly, electrically insulating the trip signal from the trip mechanism. Since the RCIC turbine trip and throttle valve did not trip closed, the "RCIC Turbine Tripped" annunciator did not activate.

The RCIC turbine trip and throttle valve is for turbine protection only and its closure following a RCIC steam line isolation signal is redundant since the steam to the turbine is shut off by the closed isolation valves.

The trip coil contacts were cleaned and the RCIC turbine trip and throttle valve mechanism was tested with satisfactory results. Unit 1 RCIC trip and throttle valve utilizes the same principle of operation, however, a operability review did not reveal any similar failures on the coil/contact assembly. Since the turbine trip and throttle valve is tested 5 times per month (HNP-2-3405, 3409, 3410, 3415, 3417) no further action is planned.