

LICENSEE EVENT REPORT

CONTROL BLOCK: _____ (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 | M | S | G | G | S | 1 | 2 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 4 | 1 | 1 | 1 | 1 | 4 | 5
7 8 9 14 15 25 26 30 57 CAT 58

LICENSEE CODE

LICENSE NUMBER

LICENSE TYPE

CAT 58

CON'T

0 1 | L | 6 | 0 | 5 | 0 | 0 | 0 | 4 | 1 | 6 | 7 | 0 | 8 | 1 | 4 | 8 | 2 | 8 | 0 | 8 | 2 | 7 | 8 | 2 | 9
7 8 60 61 68 69 74 75 80

REPORT SOURCE

DOCKET NUMBER

EVENT DATE

REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0 2 | On August 14 at 2030 hours, HPCS diesel generator 13 started (on a low reactor vessel
0 3 | water level) and tripped on overspeed. The diesel start failure is considered a
0 4 | valid failure and is the first valid failure in the 10 valid tests conducted since
0 5 | issuance of the operating license. The normal power supply to the HPCS pump was
0 6 | available. The failure is being reported pursuant to T.S.4.8.1.1.3.
0 7 |
0 8 |
0 9 |

SYSTEM CODE

CAUSE CODE

CAUSE SUBCODE

COMPONENT CODE

COMP. SUBCODE

VALVE SUBCODE

0 9 | E | E | 11 | E | 12 | X | 13 | X | X | X | X | X | X | 14 | Z | 15 | Z | 16
7 8 9 10 11 12 13 18 19 20

LER/RO REPORT NUMBER

EVENT YEAR

SEQUENTIAL REPORT NO.

OCCURRENCE CODE

REPORT TYPE

REVISION NO.

ACTION TAKEN

FUTURE ACTION

EFFECT ON PLANT

SHUTDOWN METHOD

HOURS

ATTACHMENT SUBMITTED

NPRD-4 FORM SUB.

PRIME COMP. SUPPLIER

COMPONENT MANUFACTURER

1 7 | 8 | 2 | 21 | - | 23 | 0 | 3 | 3 | 24 26 | / | 27 | 0 | 1 | 28 29 | T | 30 | - | 31 | 0 | 32
33 34 35 36 37 40 41 42 43 44 47

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 | Cause of the diesel start failure may be attributed to the governor fluid system or
1 1 | a faulty tachometer relay. The precise action which directly resulted in its
1 2 | failure is indeterminate but is under investigation. The diesel generator fluid was
1 3 | refilled and the faulty relay replaced. The system was restored on August 18.
1 4 |

FACILITY STATUS

% POWER

OTHER STATUS (30)

METHOD OF DISCOVERY

DISCOVERY DESCRIPTION (32)

1 5 | H | 28 | 0 | 0 | 0 | 29 | NA | 30 | A | 31 | Audio and Visual Alarm | 32
7 8 9 10 12 13 44 45 46 80

ACTIVITY CONTENT RELEASED OF RELEASE

AMOUNT OF ACTIVITY (35)

LOCATION OF RELEASE (36)

1 6 | Z | 33 | Z | 34 | NA | 35 | NA | 36
7 8 9 10 11 44 45 80

PERSONNEL EXPOSURES

NUMBER

TYPE

DESCRIPTION (39)

1 7 | 0 | 0 | 0 | 37 | Z | 38 | NA | 39
7 8 9 11 12 13 80

PERSONNEL INJURIES

NUMBER

DESCRIPTION (41)

1 8 | 0 | 0 | 0 | 40 | NA | 41
7 8 9 11 12 80

LOSS OF OR DAMAGE TO FACILITY

TYPE DESCRIPTION (43)

1 9 | Z | 42 | NA | 43 | 8209080653 820827 | 80
7 8 9 10 80

PUBLICITY ISSUED

DESCRIPTION (45)

2 0 | N | 44 | NA | 45 | PDR ADDCK 05000416 | 80
7 8 9 10 80

NAME OF PREPARER

Original Signed by Ron Byrd

PHONE: _____

NRC USE ONLY

Supplementary Information to
LER 82-033/01 T-0

Licensee: Mississippi Power & Light Company
Facility: Grand Gulf Nuclear Station
Docket No.: 50-416

On August 14, 1982, at 1300 hours the HPCS system initiated on a low water level signal while trouble shooting a reactor pressure vessel water level transmitter. The division 3 diesel engine automatically initiated (as designed) with no complications. The diesel was then shutdown at 1310 hours on August 14.

On August 14 at 2030 hours diesel generator 13 started again on a low reactor pressure vessel water level and tripped on overspeed. Division 1, 2 and 3 diesels were placed in the maintenance mode at 2120 hours to prevent inadvertent starts while level transmitters were revented and reference legs filled (during investigation of the incident). A maintenance work order was initiated to investigate the cause of the diesel start and failure.

On August 15 while troubleshooting, it was noticed that the governor oil was dirty. The oil was drained and refilled. On August 16 diesel generator 13 was started again for troubleshooting and tripped again on overspeed. Upon investigation, the governor hydraulic oil system oil level was found to be low. Apparently, during the fill on the previous day the system was not fully vented. Also on August 16 it was noticed that the diesel generator tachometer was intermittently giving false indications. The tachometer relay (P81-SY-K001) in panel 1H22-R118 was found faulty and replaced on August 16. The relay is a Dynalco Corporation part no. RT 2450A. The governor oil system was properly vented afterwards on August 17. On August 18 at 0245 hours surveillance test 06-OP-1P81-M-002 was conducted and successfully completed.

At this time it is indeterminate whether the tachometer relay or the governor fluid system caused the overspeed trips. A final report will be submitted when the evaluation is complete, expected to be within 30 days.

The initial trip on overspeed on August 14 at 2030 hours is considered a valid failure. The failure is the first valid failure in the last 10 valid tests conducted since receipt of the operating license. The current surveillance test interval is once per 31 days in conformance with the schedule of Tech Spec Table 4.8.1.1.2-1.