

Unit 2

LICENSEE EVENT REPORT

Report No. 82-21-03/0

CONTROL BLOCK: [ ] (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

[0][1] [P][A][P][B][S][2][2][0][0]-[0][0][0][0][0][0][0][0][0][0][0][0] [3][4][1][1][1][1] [4] [5]

CON'T [0][1] REPORT SOURCE [6][0][5][0]-[0][2][7][7] [7][0][6][2][0][8][2] [8][0][8][2][5][4][2] [9]

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10) [0][2] During refueling outage, surveillance testing indicated that combined [0][3] leakage for Type B&C tests exceeded 0.6 La. No double valve failures [0][4] were encountered. Failures occurred on the following valves: Main [0][5] steamline drain; HPCI pump discharge; RCIC pump discharge; HPCI [0][6] turbine exhaust; and chilled water supply to drywell; HPCI turbine [0][7] exhaust test tap; drywell floor drain pump discharge test tap; and [0][8] inboard MSIV's 80 B, C, and D.

[0][9] [S][D] [11] [E] [12] [B] [13] [V][A][L][V][E][X] [14] [X] [15] [D] [16] [17] [8][2] [21] [22] [0][2][1] [24] [26] [ ] [27] [0][3] [28] [29] [L] [30] [ ] [31] [0] [32] [B] [18] [Z] [19] [Z] [20] [Z] [21] [0][0][0][0] [22] [Y] [23] [N] [24] [A] [25] [Z][9][9][9] [26]

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27) [1][0] MSIV failures were due to improper seat contact caused by damaged seats, [1][1] plugs and guides. Crud buildup caused improper seating of chilled water [1][2] valve. Improper seating caused the failure of HPCI & RCIC discharge and [1][3] main steamline drain valves. All valves were repaired, retested [1][4] satisfactorily and returned to service.

[1][5] [H] [28] [0][0][0] [29] [ ] [30] [B] [31] Surveillance Test [32]

[1][6] [Z] [33] [Z] [34] [ ] [35] [ ] [36]

[1][7] [0][0][0] [37] [Z] [38] [ ] [39] [ ] [40]

[1][8] [0][0][0] [40] [ ] [41] [ ] [42]

[1][9] [Z] [42] [ ] [43] [ ] [44]

[2][0] [N] [44] [ ] [45] [ ] [46]

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