80 ATTACHMENT AP 1500-5 7-77 CENSEE EVENT REPORT Rev 2 51 SU March PLEASE PRINT OR T RECUIRED INFO HOL SLOCK! 10 LILISICII CLOIDI-IDIDIDIDI 13 UCERCE NUMBER CLASSE 1006 0151010131713 0101810161812 13/01812 3 mina L REPORT LATE EVENT DATE DOCKET NUMBER On August 6, 1982 at 1245 a steam leak was found on the body of the Main Steam EVENT 2 . 2 Equalizing Line Downsteam Stop Valve by a Radiation Chemistry Technician performing 1 213 an area survey prior to a hot walkdown of the main steam system, An air sample was performed to determine if there was any airborne radioactivity in the area; none was! The plant was place in hot standby to permit leak isolation and to repair found. 3 16-1 the weld. Safe operation of the unit was maintained at all times CHENT CODE D (18) IVIE 10 019 01814 8 OURS. 141115 24 1010 N 18 TVE ACTIONS T TON AND CORRECT SE DESCRIP Crack was found in the bonnet to the body seal weld, which was performed in 1. 1 3.1 factory by the Anderson Greenwood Company. The weld was satisfactorily 2. 1. 7. 1. 0745 on August 7, 1982. 12 1121 1 4 ER STATUS STATIS STICK OF MOUNT OF ACTIVITY (33 OF RELEASE NA 116 CESCHIPTION (29) LIMEER NA 0 0 NURIES \$2500 MOTON (41 010 NA 40 ē SS OF OR DAMAGE TO MACUT 12 DESCRIPTION NA 1 5 WAR LES ONLY FUSIC 1007-04 25 N ad (815) 357-6767 8209130128 820830 PDR ADOCK 0500037 PDR

- 1. LER NUMBER: 82-084/03L-0
- 11. LASALLE COUNTY STATION: UNIT 1

111. DOCKET NUMBER: 050-373

IV. EVENT DESCRIPTION:

On August 6, 1982, at 1245 a steam leak was found on the body of the Main Steam Equalizing Line Downstream Stop Valve (1B21-F080). The leak was found by a Radiation Chemistry Technician performing an area survey prior to a hot walk-down of the main steam system. The RCT had all personnel promptly leave the area.

V. PROBABLE CONSEQUENCES OF THE OCCURRENCE:

At the time of this event, LaSalle Unit 1 was in Condition 2 undergoing initial heatup phase testing. An air sample was performed to determine if there was any airborne radioactivity in the area. No airborne radioactivity was found at the time the sample was taken. The plant was placed in hot standby to permit leak isolation and to repair the weld. Safe operation of the unit was maintained at all times.

V1. CAUSE:

A crack was found in the bonnet to body seal weld, which was performed in the factory by the Anderson Greenwood Company.

V11. CORRECTIVE ACTION:

The plant was put in hot standby and a work request, L17919, was initiated to correct the problem of the improper weld. The weld was satisfactorily repaired by 0745 on August 7, 1982.

Prepared by: Guy Ford