LICENSEE EVENT REPORT
CONTROL BLOCK: [] [] (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)
0 1 A L J M F 1 20 0 - 0 0 0 0 - 0 0 3 4 1 1 1 1 1 6 5 LICENSE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58
CON'T 0 1 SOURCE 60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80 90 90 90 90 90 90 90
During core unload for the Unit 1 fourth refueling, fuel cladding damage was visually
observed on eleven Cycle 4 Baffle Fuel Assemblies. The damaged assemblies were loca-
[0]4 L ted at corner injection baffle joints; primarily at the top fuel span between grids
0 5 1 7 and 8. Some pellet and rod debris were found in and around the reactor vessel. In
old addition to the eleven visually observed damaged fuel assemblies, one assembly located
at a center injection baffle joint in Cycle 4 and three assemblies in interior core
old positions were determined to be leaking on the basis of fuel sipping. (See Attached)
SYSTEM CAUSE COMPONENT
The fuel cladding damage was due to vibrations induced by water jetting through the
[1] baffle joints. The baffle jetting is the result of a pressure differential across the
baffle plate joints which exists due to reactor coolant flowing down on the outer sur
face and flowing up on the core side of the baffle plates. The damaged and leaking
assemblies have been discharged and will not be utilized in the next (See Attached) 7 8 9 FACILITY STATUS 30 METHOD OF DISCOVERY DESCRIPTION 32
1 5 H 28 0 0 0 0 29 NA C 31 Visual observation and fuel sipping 7 8 9 10 112 13 44 45 46 80
RELEASED OF RELEASE AMOUNT OF ACTIVITY (35) 1 6 Z 33 Z 34 NA PERSONNEL EXPOSURES AMOUNT OF ACTIVITY (35) NA NA NA 80
1 7 8 9 NUMBER 13 TYPE DESCRIPTION (39) NA 7 8 9 PERSONNEL IN URIES 13 80
NA B302220199 B30211 BDR ADOCK 0500034B
1 9 Z 42 NA NA NA NA
PUBLICITY NRC USE ONLY ISSUED DESCRIPTION 45 NA NA RECUSE ONLY RE
NAME OF PREPARER W. G. Hairston, III PHONE: (205) 899-5156

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EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (CONTINUED)

Health/safety of the public was not affected.

CAUSE DESCRIPTION AND CORRECTIVE ACTION (CONTINUED)

reload core. A design modification is presently being implemented to convert the coolant flow from down flow to up flow on the baffle exterior. Modifications are expected to prevent recurrence of fuel damage due to baffle jetting. The estimated completion date for the modification is 3/6/83.