

April 7, 1994

PRELIMINARY NOTIFICATION OF EVENT OR UNUSUAL OCCURRENCE PNO-II-94-020

This preliminary notification constitutes EARLY notice of events of POSSIBLE safety or public interest significance. The information is as initially received without verification or evaluation, and is basically all that is known by the Region II staff on this date.

<u>Facility</u>	<u>Licensee Emergency Classification</u>
Duke Power Co.	Notification of Unusual Event
Oconee 2	Alert
Seneca, South Carolina	Site Area Emergency
Dockets: 50-270	General Emergency
	X Not Applicable

Subject: SHUTDOWN IN EXCESS OF 72 HOURS

On April 6, 1994, at 11:08 a.m., Oconee Unit 2 tripped from 100% power due to the sequential loss of the 2B and 2A main feedwater pumps. Aside from the loss of both feed pumps, no other abnormalities occurred. All control rods fully inserted and decay heat was controlled by steam dumps to the main condenser with water being supplied to the steam generators via the steam driven and 2B motor driven emergency feedwater (MDEFW) pumps as required. (Note: The 2A MDEFW pump was out of service for maintenance.) Following the loss/low lube oil pressure trip of the 2B main feedwater pump (due to the failure of its shaft driven lube oil pump), a turbine/reactor runback was automatically initiated to 65% power (i.e., where the plant can operate with only one feedwater pump). However, feedwater oscillations, brought about by the slow response of the 2A feedwater pump (due to problems with its automatic governor speed control system) and compensatory manual control of the feedwater regulating valves, resulted in the 2A feedwater pump tripping on high pressure.

The unit is currently in hot shutdown with the 2A main feedwater pump being controlled in manual to maintain water to the steam generators. After effecting repairs to the 2B main feedwater pump, the licensee plans to restart the unit. Subsequently, the unit will be held at 60% power until the 2A main feedwater pump's shaft driven lube oil pump can be inspected and its automatic governor speed control system is repaired/tested. Restart is not expected any earlier than April 9, 1994. The resident inspectors will continue to followup on the licensee's activities.

The State of South Carolina has been notified.

This information is current as of 11:30 a.m., April 7, 1994.

Contact: Robert Carroll  
(404)331-5543

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PDR I&E  
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