	EXHIB	ITA
	CONTROL BLOCK: [ ] [ ] (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)	
0 1	F LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58	0
CON'T	REPORT LL 6 0 5 0 - 0 3 0 2 0 0 3 0 9 8 3 8 0 4 0 8 8 3 9	
	EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10	
0 2	[At 2230 while performing the monthly valve stroke surveillance on the emergency feedwater valves, EFV-14, closed but would not open from the	
0 3	emergency leedwater valves, Erv-14, closed but would not open from the	1
0 4	Control Room. This caused one (1) train of the EFW system to the "A" OT	SG
0 5	to be inoperable (T.S.3.7.1.2). A redundant EFW train was available for	
0 6	Lemergency cooling. Operability was restored at 0120 on March 10, 1983.	
0 7	This is the first report for EFV-14 and the twentieth report under T.S.	
08	3.7.1.2.	. 1
0 9	SYSTEM CODE CODE SUBCODE SUBCO	80
	TO LER RO EVENT YEAR SEQUENTIAL REPORT NO.	
	TAKEN ACTION ON PLANT METHOD HOURS (22) SUBMITTED FORM SUB. SUPPLIER MANUFACTU	RER
	33 34 35 36 37 40 41	47(2
10	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)  This event was caused by a stuck valve seat. The valve was stroked manu	47
10	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)	ally
	This event was caused by a stuck valve seat. The valve was stroked manu	ally
	This event was caused by a stuck valve seat. The valve was stroked manual and then electrically, and tested satisfactory. EFV-14 will be disassem	ally
	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (2)  This event was caused by a stuck valve seat. The valve was stroked manual and then electrically, and tested satisfactory. EFV-14 will be disassement and inspected during Refuel IV to determine if further corrective actions are necessary.	ally
111	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (2)  This event was caused by a stuck valve seat. The valve was stroked manual and then electrically, and tested satisfactory. EFV-14 will be disassement and inspected during Refuel IV to determine if further corrective action are necessary.  ACCILITY STATUS (30)  METHOD OF DISCOVERY DESCRIPTION (32)  E [28] [0] 9 5 [29]  OTHER STATUS (30)  METHOD OF DISCOVERY DESCRIPTION (32)  B [31] Operator OBSERTVALESCRIPTION (32)	ally bled s
111	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)  This event was caused by a stuck valve seat. The valve was stroked manual and then electrically, and tested satisfactory. EFV-14 will be disassement and inspected during Refuel IV to determine if further corrective actions are necessary.  ACLILITY STATUS (30)  E [28] [0] [9] [5] [29] OTHER STATUS (30)  E [28] [0] [9] [5] [29] OTHER STATUS (30)  E [28] [0] [19] [19] [19] [19] [19] [19] [19] [19	ally bled s
111 112 113 114 7 8	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS ②  This event was caused by a stuck valve seat. The valve was stroked manual and then electrically, and tested satisfactory. EFV-14 will be disassem and inspected during Refuel IV to determine if further corrective action are necessary.  ACLILITY A POWER OTHER STATUS ③  OTHER	ally bled s
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111 112 113 114 7 8	CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (2)  This event was caused by a stuck valve seat. The valve was stroked manual and then electrically, and tested satisfactory. EFV-14 will be disassem and inspected during Refuel IV to determine if further corrective action are necessary.    Activity	ally bled s
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### SUPPLEMENTARY INFORMATION

REPORT NO: 50-302/83-013/03L-0

FACILITY: Crystal River Unit #3

REPORT DATE: April 8, 1983

OCCURRENCE DATE: March 9, 1983

## **IDENTIFICATION OF OCCURRENCE:**

One train of the Emergency Feedwater System (EFW) for Once-Through-Steam-Generator (OTSG) "A" was inoperable. Technical Specifications 3.7.1.2 requires that two EFW trains be operable.

## CONDITIONS PRIOR TO OCCURRENCE:

MODE 1 (95% FULL POWER)

## DESCRIPTION OF OCCURRENCE:

At 2230, on March 9, 1983, monthly valve stroke surveillances were performed on emergency feedwater valve, EFV-14. The valve was stroked to the closed position from the Control Room. Attemps to open EFV-14 from the Control Room, however, were unsuccessful. About two (2) hours later, at 0120, on March 10, 1983, EFV-14 was returned to operability.

#### DESIGNATION OF APPARENT CAUSE:

This event was apparently caused by a stuck valve seat.

# ANALYSIS OF OCCURRENCE:

A redundant EFW train was available for emergency cooling.

#### CORRECTIVE ACTION:

The valve was stroked manually and then electrically and tested satisfactorily. EFV-14 will be disassembled and inspected during Refuel IV to determine if further corrective actions are necessary.

#### FAILURE DATA:

This was the first failure for EFV-14 and the twentieth report under Specification 3.7.1.2.