

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

01 | P | A | S | E | S | 1 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 4 | 1 | 1 | 1 | 1 | 4 | 5  
7 8 9 14 15 25 26 30 37 38  
LICENSEE CODE LICENSE NUMBER LICENSE TYPE CAT 58

CON'T  
01 | R | E | P | O | R | T | S | O | U | R | C | E | L | 0 | 5 | 0 | 0 | 0 | 3 | 8 | 7 | 0 | 3 | 2 | 2 | 8 | 3 | 0 | 4 | 2 | 1 | 8 | 3 | 9  
7 8 9 14 15 25 26 30 37 38 44 45 50 51 56 57 62 63 68 69 74 75 80  
REPORT SOURCE DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 | In response to a low RPV water level signal, the RCIC unit attempted to start. The  
03 | RCIC turbine tripped on its electrical overspeed signal. There were no adverse  
04 | consequences in that the control room operator was able to accomplish a RCIC manual  
05 | start immediately after the over speed trip, the HPCI system initiated properly  
06 | and vessel level was promptly recovered and maintained.

09 | SYSTEM CODE: C E (11) CAUSE CODE: E (12) CAUSE SUBCODE: X (13) COMPONENT CODE: V A L V E X (14) COMP. SUBCODE: X (15) VALVE SUBCODE: G (16)  
17 | LER/RO REPORT NUMBER: 83 (17) SEQUENTIAL REPORT NO.: 051 (18) OCCURRENCE CODE: 03 (19) REPORT TYPE: L (20) REVISION NO.: 0 (21)  
ACTION TAKEN: X (18) FUTURE ACTION: Z (19) EFFECT ON PLANT: Z (20) SHUTDOWN METHOD: Z (21) HOURS: 0000 (22) ATTACHMENT SUBMITTED: Y (23) NPRD-4 FORM SUB.: N (24) PRIME COMP. SUPPLIER: N (25) COMPONENT MANUFACTURER: T147 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 | Analysis of the Transient Monitoring Sys. data showed that the overspeed trip of  
11 | the RCIC turbine was caused by slow operation of the governor valve. All manual &  
12 | quick starts of the RCIC turbine since this event have shown that the governor vlv  
13 | response is adequate to control the initial start transient. RCIC quick start test-  
14 | ing freq. will be increased to monthly to trend control system performance.

15 | FACILITY STATUS: B (28) % POWER: 0000 (29) OTHER STATUS: NA (30) METHOD OF DISCOVERY: A (31) DISCOVERY DESCRIPTION: Operator Observation (32)

16 | ACTIVITY CONTENT RELEASED OF RELEASE: Z (33) AMOUNT OF ACTIVITY: NA (34) LOCATION OF RELEASE: NA (35)

17 | PERSONNEL EXPOSURES NUMBER: 000 (37) TYPE: Z (38) DESCRIPTION: NA (39)

18 | PERSONNEL INJURIES NUMBER: 000 (40) DESCRIPTION: NA (41)

19 | LOSS OF OR DAMAGE TO FACILITY TYPE: Z (42) DESCRIPTION: NA (43)

20 | PUBLICITY ISSUED DESCRIPTION: N (44) (45)

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PDR ADOCK 05000387  
S PDR

Attachment

LER 83-051/03L-0

It was determined by an analysis of Transient Monitoring System data that the overspeed trip of the RCIC Turbine was caused by the slow operation of the control valve. The RCIC unit attempted to start at 0104 on 3-22-83 when a low reactor vessel water level initial signal was received. Previous measurements of the control valve speed from full open to full close on the start of the RCIC Turbine was approximately one second. When the RCIC Turbine tripped due to overspeed, when automatically initiated on 3-22-83, the control valve took approximately 2 seconds to close. The additional closure time allowed the RCIC Turbine to overspeed on the automatic start. The unit was successfully manually started immediately after the overspeed. Later, the control valve was cycled manually to check for freedom of operation and the unit was started again manually to check the response of the turbine control electronics. The control system electronics response as well as the control oil system response was compared with previous manual and quick start responses and showed to be satisfactory.

On 3-23-83, to further up grade the condition of the unit, the valve stem was cleaned and lubricated and an oil sample taken. A visual inspection of the oil showed small metallic particles which resulted in a decision to change the oil and oil filters in the unit. After the oil change, the RCIC unit was re-started per SO-50-002, the quarterly RCIC Flow Surveillance, at a reduced reactor pressure to recheck system operation and response in Operational Condition 3 before preceding to Operational Conditions 1 and 2. On 3-26-83 in Operational Condition 1, the RCIC unit was tested using a special procedure consisting of a manually initiated quick start to the Reactor Pressure Vessel with the RCIC FLOW CONTROLLER in AUTO and greater than 20% RATED THERMAL POWER. The RCIC unit responded properly and achieved rated system flow in less than 20 seconds from initiation. All manual and quick starts of the RCIC Turbine after the overspeed showed that the control valve response was adequate to control the initial start transient. The condition that caused the overspeed could not be duplicated. The particles contained in the oil were attributed to the initial testing and wear in of the RCIC turbine components.