



Public Service Electric and Gas Company P.O. Box E Hancocks Bridge, New Jersey 08038

Salem Generating Station

February 24, 1983

Mr. R. C. Haynes  
Regional Administrator  
USNRC  
Region 1  
631 Park Avenue  
King of Prussia, Pennsylvania 19406

Dear Mr. Haynes:

LICENSE NO. DPR-70  
DOCKET NO. 50-272  
REPORTABLE OCCURRENCE 83-007/03L

Pursuant to the requirements of Salem Generating Station Unit No. 1, Technical Specifications, Section 6.9.1.9.b, we are submitting Licensee Event Report for Reportable Occurrence 83-007/03L. This report is required within thirty (30) days of the occurrence.

Sincerely yours,

H. J. Midura  
General Manager -  
Salem Operations

RF:ks *JKJ*  
CC: Distribution

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PDR ADOCK 05000272  
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Report Number: 83-007/03L  
Report Date: 02-23-83  
Occurrence Date: 01-29-83  
Facility: Salem Generating Station Unit 1  
Public Service Electric & Gas Company  
Hancock's Bridge, New Jersey 08038

IDENTIFICATION OF OCCURRENCE:

Engineered Safety Feature Actuation System Instrumentation - No. 14  
Reactor Coolant Loop Tavg Instrument - Inoperable.

This report was initiated by Incident Report 83-029.

CONDITIONS PRIOR TO OCCURRENCE:

Mode 3 - RX Power 0 % - Unit Load 0 MWe.

DESCRIPTION OF OCCURRENCE:

At 1300 hours, January 29, 1983, during routine shutdown operation, the Control Room Operator discovered low flow through the No. 14 Reactor Coolant Loop resistance thermometer detector (RTD) bypass. Further investigation of the problem by alternately isolating the hot and cold leg sides of the flowpath indicated that the hot leg flowpath was apparently obstructed. No. 14 Reactor Coolant Tavg channel was declared inoperable, and Limiting Condition for Operation 3.3.2.1 Action 14 was entered, retroactive to the time of discovery of the problem. All bistables associated with the channel were immediately placed in the tripped condition; the redundant loop Tavg channels were operable throughout the occurrence.

APPARENT CAUSE OF OCCURRENCE:

Hot Leg Isolation Valve 14RC20 was cycled, in an attempt to dislodge whatever was obstructing hot leg bypass flow. The attempt was successful, and bypass flow was restored to normal. No other problems with the channel were evident, and the occurrence was assumed to involve an isolated instance of corrosion products restricting flow in the bypass line.

ANALYSIS OF OCCURRENCE:

The reactor coolant loop Tavg instruments are utilized in the Engineered Safety Feature Actuation System (ESFAS). A high steam flow coincident with a low-low Tavg results in the automatic initiation of the safety injection, turbine trip, feedwater isolation, and steamline isolation functions.

Operability of the Tavg instrument is required to provide the overall reliability, redundancy, and diversity available in the

ANALYSIS OF OCCURRENCE: (cont'd)

facility design for the mitigation of accidents. The integrated operation of the ESFAS is consistent with assumptions used in the accident analyses.

Limiting Condition for Operation 3.3.2.1a Action 14 requires:

With the number of operable channels one less than the total number of channels, operation may proceed until performance of the next required channel functional test, provided the inoperable channel is placed in the tripped condition within 1 hour.

Due to the operability of the redundant channels, the event involved no risk to the health and safety of the public. The occurrence constituted operation in a degraded mode permitted by a limiting condition for operation. As such, the incident is reportable in accordance with Technical Specification 6.9.1.9b.

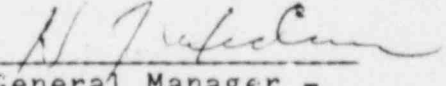
CORRECTIVE ACTION:

As noted, the bistables associated with the channel were placed in the tripped condition as required by the action statements. Following cycling of Valve 14RC20, no further problems were noted. No. 14 Reactor Coolant Loop Tavg channel was declared operable, and at 1634 hours, January 29, 1983, Limiting Condition for Operation 3.3.2.1 Action 14 was terminated. In view of the nature of the occurrence, no further action was deemed necessary.

FAILURE DATA:

Not Applicable

Prepared By R. Frahm

  
General Manager -  
Salem Operations

SORC Meeting No. 83-022