NRC FORM 366 (12-31) 10 CFR 50	LICENSEE EVENT REPORT	APPROVED SY OMB
CONTROL BLOCK:	(PLEASE PRINT OR TYPE ALL RE	QUIRED INFORMATION)
O 1 ALJMF 12	0 0 -0 0 0 0 0 - 0 0 3 4 1 1	1 1 2 4 57 CAT 58 5
CON'T O 1 REPORT L 6 0 5 00 0 3 4 8 0 1 2 2 5 8 3 8 0 1 2 4 8 4 9 TO 1 SOURCE 60 61 DOCKET NUMBER 68 89 EVENT DATE 74 75 REPORT DATE 60		
EVENT DESCRIPTION AND PROB 0 2 At 0400 on 12/25/83.		morable when it was I
old determined that the service water supply header inlet and outlet isolation valves		
o 4 were closed. Tech.	Spec. 3.8.1.1, in part, requires this die	sel generator to be
o 5 Loperable. Tech. Spe	ec. 3.8.1.1 action statement requirements	were met. Health/
0 6 safety of the public	c was not affected.	
0 7		
0 8		• •
	CAUSE CAUSE COMPONENT CODE SUBCODE	VALVE SUBCODE
, E E U	C 12 Z 13 I N ST R U 14 S	(15) Z (16)
TO REPORT 8 3	SEQUENTIAL REPORT NO. CODE TYPE	REVISION NO.
ACTION FUTURE EFFECT ON PLANT X 8 Z 19 Z 20 33 34 35	SHUTDOWN HOURS (22) ATTACHMENT NPRO-4 PI	SUPPLIER COMPONENT (26) A 25 B 0 8 0 43
CAUSE DESCRIPTION AND CORE	RECTIVE ACTIONS ② ed by localized freezing of switch Q1P16PD	S621, which provides
1 automatic control fo	or the affected valves, due to unusually o	cold weather. The
1 2 valve operators were	e deenergized, the valves were opened manu	ally and the 1B
1 3 diesel generator was	s declared operable at 0430 on 12/25/83.	Investigation re-
1 4 vealed that the free	eze protection circuit associated with swi	
7 8 9 PACILITY STATUS POWER 1 5 E 28 1 0 0 (29)	NA A Operator Observ	
7 8 9 10 12 13 ACTIVITY CONTENT RELEASED OF RELEASE AMOUNT	T OF ACTIVITY (35) LOCATION OF	RELEASE (36)
16 Z 3 Z 3 L	NA I NA	**
	NA NA	80
PERSONNEL INJURIES NUMBER DESCRIPTION 41	D NA	
LOSS OF OR DAMAGE TO PACILITY (4)	NA PDR ADDCK 05000348	**
PUBLICITY ISSUED DESCRIPTION 45	NA PDR	NRC USE ONLY
NAME OF PREPARER	U C Universal III	(205) 899-5156

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CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (continued)

Q1P16PDS621 was deenergized due to the thermostat having become out of adjustment. The thermostat was adjusted and the circuit allowed to warm up. The isolation valves were then returned to automatic control and proper operation was verified. No cause for the thermostat drift could be determined.