

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) Brunswick Steam Electric Plant Unit 1	DOCKET NUMBER (2) 0 5 0 0 0 3 2 5	PAGE (3) 1 OF 0 1
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TITLE (4)  
Automatic Actuation of Control Room Emergency Filtration Trains A and B

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)																																													
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES		DOCKET NUMBER(S)																																											
0 5	0 1	8 4	8 4	0 0 5	0 0 0	0 5	0 3	0 8			0 5 0 0 0																																											
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;">OPERATING MODE (9)</td> <td colspan="10">THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)</td> </tr> <tr> <td>POWER LEVEL (10)</td> <td>20.402(b)</td> <td>20.406(c)</td> <td><input checked="" type="checkbox"/></td> <td>50.73(a)(2)(iv)</td> <td>73.71(b)</td> </tr> <tr> <td></td> <td>20.406(a)(1)(i)</td> <td>50.36(a)(1)</td> <td><input type="checkbox"/></td> <td>50.73(a)(2)(v)</td> <td>73.71(c)</td> </tr> <tr> <td></td> <td>20.406(a)(1)(ii)</td> <td>50.36(a)(2)</td> <td><input type="checkbox"/></td> <td>50.73(a)(2)(vii)</td> <td rowspan="4">OTHER (Specify in Abstract below and in Text, NRC Form 365A)</td> </tr> <tr> <td></td> <td>20.406(a)(1)(iii)</td> <td>50.73(a)(2)(i)</td> <td><input type="checkbox"/></td> <td>50.73(a)(2)(viii)(A)</td> </tr> <tr> <td></td> <td>20.406(a)(1)(iv)</td> <td>50.73(a)(2)(ii)</td> <td><input type="checkbox"/></td> <td>50.73(a)(2)(viii)(B)</td> </tr> <tr> <td></td> <td>20.406(a)(1)(v)</td> <td>50.73(a)(2)(iii)</td> <td><input type="checkbox"/></td> <td>50.73(a)(2)(ix)</td> </tr> </table>											OPERATING MODE (9)	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)										POWER LEVEL (10)	20.402(b)	20.406(c)	<input checked="" type="checkbox"/>	50.73(a)(2)(iv)	73.71(b)		20.406(a)(1)(i)	50.36(a)(1)	<input type="checkbox"/>	50.73(a)(2)(v)	73.71(c)		20.406(a)(1)(ii)	50.36(a)(2)	<input type="checkbox"/>	50.73(a)(2)(vii)	OTHER (Specify in Abstract below and in Text, NRC Form 365A)		20.406(a)(1)(iii)	50.73(a)(2)(i)	<input type="checkbox"/>	50.73(a)(2)(viii)(A)		20.406(a)(1)(iv)	50.73(a)(2)(ii)	<input type="checkbox"/>	50.73(a)(2)(viii)(B)		20.406(a)(1)(v)	50.73(a)(2)(iii)	<input type="checkbox"/>	50.73(a)(2)(ix)
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LICENSEE CONTACT FOR THIS LER (12)

NAME M. J. Pastva, Jr. Regulatory Technician	TELEPHONE NUMBER 9 1 9 4 5 7 1 - 9 5 2 1 1
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COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS
X	B   H	F   L   T B	4   5   0	YES					
X	I   C	D   E   T P	4   3   5	NO					

SUPPLEMENTAL REPORT EXPECTED (14)

<input type="checkbox"/> YES (If yes, complete EXPECTED SUBMISSION DATE)	<input checked="" type="checkbox"/> NO	EXPECTED SUBMISSION DATE (15)	MONTH DAY YEAR
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ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

On 5-1-84, at 0109, Train A of the Control Room Emergency Air Filtration (CREAF) System started due to a fire alarm signal caused by an electrically shorted fire detector in the Unit 2 Control Building Cable Spread Room. Attempts were made to reset the fire alarm signal, and shortly thereafter, the train fan unit motor tripped on thermal overloads. Redundant CREAF train (Train B) automatically started. Within 11.5 hours, the fire alarm signal was reset, CREAF Train A was satisfactorily tested for operability, and both trains were returned to normal standby.

At the time of this occurrence Unit 1 was operating at 100% power and Unit 2 was in a unit refuel/maintenance outage. In addition, painting, using approximately 0.5 pint of Fume-Proof Semi-Gloss at a distance of approximately 100 feet from the ventilation suction grating in the Control Room, was in progress during the CREAF System actuation. Plant Engineering subsequently determined the ongoing painting had no effect on the performance of the CREAF System filter charcoal. Actuation of a CREAF train places the involved unit in its design mode of operation.

The cause of the CREAF Train A fan unit motor thermal overload trip could not be determined. The subject Unit 2 Control Building Cable Spread Room fire detector was subsequently repaired and returned to service.

IE225



Carolina Power & Light Company

Brunswick Steam Electric Plant  
P. O. Box 10429  
Southport, NC 28461-0429

May 30, 1984

FILE: B09-13510C  
SERIAL: BSEP/84-1301

NRC Document Control Desk  
U. S. Nuclear Regulatory Commission  
Washington, DC 20555

BRUNSWICK STEAM ELECTRIC PLANT, UNIT 1  
DOCKET NO. 50-325  
LICENSE NO. DPR-71  
LICENSEE EVENT REPORT 1-84-5

Gentlemen:

In accordance with Title 10 to the Code of Federal Regulations, the enclosed Licensee Event Report is submitted. This report fulfills the requirement for a written report within thirty (30) days of a reportable occurrence and is in accordance with the format set forth in NUREG-1022, September 1983.

Very truly yours,

C. R. Dietz, General Manager  
Brunswick Steam Electric Plant

MJP/mcg/LETG2

Enclosure

cc: Mr. J. P. O'Reilly

IE22  
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