

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) <b>EDWIN I. HATCH, UNIT 1</b>	DOCKET NUMBER (2) <b>0 5 0 0 0 3 2 1</b>	PAGE (3) <b>1 OF 0 4</b>
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TITLE (4)  
**BOWED-TO-CONTACT FUEL ROD**

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)
									<b>E. I. HATCH, UNIT 1</b>		<b>0 5 0 0 0 3 2 1</b>
<b>0 5 0</b>	<b>8 8 4</b>	<b>8 4</b>	<b>0 0 3</b>	<b>0 0 0</b>	<b>0 0 0</b>	<b>6 0 7</b>	<b>8 4</b>				<b>0 5 0 0 0</b>

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) <b>0 0 0</b>	<input type="checkbox"/> 20.402(b)	<input type="checkbox"/> 20.406(c)	<input type="checkbox"/> 50.73(a)(2)(iv)	<input type="checkbox"/> 73.71(b)						
	<input type="checkbox"/> 20.406(a)(1)(i)	<input type="checkbox"/> 50.38(c)(1)	<input type="checkbox"/> 50.73(a)(2)(v)	<input type="checkbox"/> 73.71(c)						
	<input type="checkbox"/> 20.406(a)(1)(ii)	<input type="checkbox"/> 50.38(c)(2)	<input type="checkbox"/> 50.73(a)(2)(vii)	OTHER (Specify in Abstract below and in Text, NRC Form 366A)						
	<input type="checkbox"/> 20.406(a)(1)(iii)	<input type="checkbox"/> 50.73(a)(2)(i)	<input type="checkbox"/> 50.73(a)(2)(viii)(A)							
	<input type="checkbox"/> 20.406(a)(1)(iv)	<input checked="" type="checkbox"/> 50.73(a)(2)(ii)	<input type="checkbox"/> 50.73(a)(2)(viii)(B)							
<input type="checkbox"/> 20.406(a)(1)(v)	<input type="checkbox"/> 50.73(a)(2)(iii)	<input type="checkbox"/> 50.73(a)(2)(ix)								

LICENSEE CONTACT FOR THIS LER (12)

NAME <b>T. L. Elton, Acting Superintendent of Regulatory Compliance</b>	TELEPHONE NUMBER
	AREA CODE: <b>9 1 2</b> NUMBER: <b>3 6 7 4 7 8 5 1</b>

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPROS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPROS
<b>X</b>	<b>C E</b>	<b>R O I D G O B O</b>		<b>NO</b>					

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)

During fuel inspection on approximately 12/16/83 (following Unit 1 end-of-cycle 7), GE personnel determined that fuel rod F1 (which had failed in fuel bundle LY5169) was bowed to the extent that it contacted an adjacent unfailed fuel rod. The results of the fuel inspection were transmitted to Georgia Power Company (GPC) on 04/17/84, at which time the Plant Review Board determined the event to be non-reportable per 10CFR21 or 10CFR50.73. After further study, GPC corporate personnel arranged a meeting with GE personnel and Southern Company Services Incorporated Personnel. At the meeting on 05/08/84, a suggestion was made that the event should be reported to the NRC because the fuel rod's bow-to-contact condition was outside the gap criterion used to calculate the design Minimum Critical Power Ratio (MCPR).

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

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		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER		
		1 8 4	0 0 3	0	0 0	2 OF 0 4

TEXT (If more space is required, use additional NRC Form 366A's) (17)

During fuel inspection on approximately 12/16/83 (with the Unit in cold shutdown following end-of-cycle 7) , GE inspection personnel determined that fuel rod F1 in fuel bundle LY5169 was bowed to the extent that it contacted an adjacent unfailed fuel rod. Fuel rod F1 had failed due to crud induced localized corrosion (CILC). The results of the fuel inspection were transmitted to GPC on 04/17/84. After reviewing the report on 04/17/84, the PRB initially determined the event to be non-reportable per 10CFR21 or 10CFR50.73. GPC corporate personnel arranged a meeting with GE personnel and SCSi personnel to further discuss this event. At that meeting on 05/08/84, the parties in attendance suggested that the event be reported to the NRC because the fuel rod's bow-to-contact condition was outside the assumptions used to calculate the design Minimum Critical Power Ratio (MCPR). At that time (05-08-84), a GE representative telephoned the NRC's Nuclear Reactor Regulation Core Performance Branch and informed them of the bow-to-contact event.

After further consideration on 05/29/84, the PRB decided to report the event. The event is not specifically addressed by the reporting criteria of 10CFR 50.73; however, it is most nearly related to the requirements of 10 CFR 50.73 (a)(2)(ii)(B)(i.e., in a condition outside the design basis of the plant). A design basis for the fuel is the Minimum Critical Power Ratio (MCPR), and this event was outside the assumptions used by the approved method to calculate MCPR.

An engineering review has determined that there was no significant safety hazard associated with this event. Previous test data has shown that fuel rods may be bowed-to-contact without affecting MCPR. This test data has been given to the NRC as amendment 7 of GESTAR II. GE has received verbal approval of this amendment and expects the NRC safety evaluation report sometime in June, 1984.

This is a unique event which is most probably a result of fuel failure. The fuel bundle was not returned to service in the reactor; it is presently stored in the spent fuel pool.

This event had no impact upon any other system in Unit 1 or Unit 2.

No future corrective action is required.



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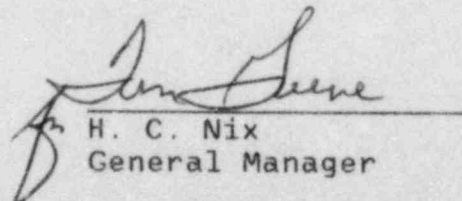
Edwin I. Hatch Nuclear Plant

June 7, 1984  
GM-84-478

PLANT E. I. HATCH  
Licensee Event Report  
Docket No. 50-321

United States Nuclear Regulatory Commission  
Document Control Desk  
Washington, D.C. 20555

Attached is Licensee Event Report No. 50-321/1984-03. This report is required by 10 CFR50.73 (a)(2)(ii)(B).

  
H. C. Nix  
General Manager

HCN/TLE/djs

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