NRC Form 366
(9-83)

U.S. NUCLEAR REGULATORY COMMISSION
APPROVED OMB NO. 3150-0104
EXPIRES: 8/31/85

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)	DOCKET NUMBER (2)	PAGE (3)
Joseph M. Farley - Unit 1	0 5 0 0 0 3 4 8	1 OF 0 2

TITLE (4)
Both RHR Trains Placed in Recirculation Mode

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 2	1 1	8 4	8 4	— 0 1 8	— 0 0	0 9	2 6	8 4		0 5 0 0 0
										0 5 0 0 0

OPERATING MODE (9)	3	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)			
POWER LEVEL (10)	0 0 0	20.402(b)	20.405(c)	50.73(a)(2)(iv)	73.71(b)
		20.405(a)(1)(i)	50.36(c)(1)	50.73(a)(2)(v)	73.71(c)
		20.405(a)(1)(ii)	X 50.36(c)(2)	50.73(a)(2)(vii)	OTHER (Specify in Abstract below and in Text, NRC Form 366A)
		20.405(a)(1)(iii)	X 50.73(a)(2)(i)	50.73(a)(2)(viii)(A)	
		20.405(a)(1)(iv)	50.73(a)(2)(ii)	50.73(a)(2)(viii)(B)	
		20.405(a)(1)(v)	50.73(a)(2)(iii)	50.73(a)(2)(x)	

LICENSEE CONTACT FOR THIS LER (12)

NAME	TELEPHONE NUMBER
	AREA CODE
J. D. Woodard	2 0 5 — 8 9 9 - 5 1 5 6

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	

SUPPLEMENTAL REPORT EXPECTED (14)		EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR
YES (If yes, complete EXPECTED SUBMISSION DATE)	X NO				

ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

This report is being submitted as a result of re-evaluation on 9-20-84 of the reportability of an incident which occurred on 2-11-84.

At 1135 on 2-11-84, during cooldown (Mode 3) of Unit 1 for the cycle V-VI refueling outage, the Shift Supervisor placed both trains of the Residual Heat Removal (RHR) system in the recirculation mode in preparation for placing RHR in service. The procedural guidance did not prohibit this action and the Shift Supervisor and Plant Operator did not recognize that this action made both trains of RHR inoperable from a Technical Specification standpoint. The "A" and "B" trains were returned to a normal lineup at 1718 and 1850, respectively, on 2-11-84. Health/safety of the public was not affected.

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

Unit 1 was shut down for the cycle V-VI refueling outage on 2-10-84. In preparation for entering Mode 4, the Shift Supervisor placed the Residual Heat Removal (RHR) system in the recirculation mode of operation in accordance with plant procedures to ensure that the boron concentration in the RHR system was greater than or equal to the boron concentration in the Reactor Coolant System (RCS). This requires shutting of the RHR to RCS cold leg motor operated valve for each train thus preventing automatic low head safety injection flow without operator action. The Shift Supervisor and the Plant Operator discussed these actions and decided to place both trains of RHR in the recirculation mode. Normally, this procedure is performed one train at a time. The RHR trains were placed in the recirculation mode at 1135 on 2-11-84 while the unit was in Mode 3.

The condition of the RHR system was discussed with the oncoming evening shift Shift Supervisor during shift turnover. Subsequently, the evening shift Shift Supervisor questioned the fact that both trains of RHR were in the recirculation mode. He recognized that having both trains of RHR in the recirculation mode placed the Unit under paragraph 3.0.3 of the Technical Specifications. The "A" train was returned to normal service at 1718 and the "B" train was returned to normal service at 1850 on 2-11-84.

The unit was already in the condition required by paragraph 3.0.3 and no Technical Specification action statements were exceeded. Further, the condition of the RHR system was known by operating personnel and they recognized that, if a safety injection occurred, they would have to open the RHR to RCS cold leg valves using the main control board handswitches.

The day shift Shift Supervisor and Plant Operator were re-instructed concerning their not realizing that their voluntary actions had placed them under paragraph 3.0.3 of the Technical Specifications. To help prevent recurrence of this event, the governing procedure has been revised to state specifically that only one train at a time should be prepared for cooldown until the unit is below Mode 3.

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R. P. McDonald
Senior Vice President
Flintridge Building

Alabama Power
the southern electric system

September 26, 1984

Docket No. 348

Document Control Desk
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Sir:

Joseph M. Farley Nuclear Plant, Unit 1, Licensee Event Report No. LER 84-018-00 is forwarded in accordance with 10CFR50.73 to provide 30 day written notification of the occurrence. This report is being submitted as a result of re-evaluation on 9-20-84 of the reportability of an incident which occurred on 2-11-84.

If you have any questions, please advise.

Yours very truly,

R. P. McDonald

RPM/DSM:sam

Enclosure

xc: IE, Region II

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