.... UPFATE REPORT

PREVIOUS REPORT ISSUED - 9/01/77

APPROVED BY OMB NRC FORM 366 (12-81) 10 CFR 50 U.S. NUCLEAR REGULATORY COMMISSION 3150-0011 LICENSEE EVENT REPORT (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION) CONTROL BLOCK 0 0 3 4 1 1 1 4 4 25 26 LICENSE TYPE 30 0101010101-1 IAIPIPISI 12 0 0 (5) 0 1 LICENSE NUMBER LICENSEE CODE CON'T REPLAT L 6 0 50 - 0 2 9 3 0 0 8 0 6 7 7 8 SOURCE 10 DOCKET NUMBER 45 55 EVENT DATE 74 75 0 1 event description and probable consequences (1) On August 6, 1977, while conducting a normal shutdown in preparation for 0 2 Refuel Outage #3, Control Rod Drive 34-11 remained at Position 48 (full-out) 0 3 when the reactor was scrammed. 0 4 (Refer to attachment for additional information.) LER 77-030/03L (CRD 34-11) 0 5 0 6 0 7 0 8 80 CODE COMP VALVE CAUSE CAUSE COMPONENT CODE SUBCODE Z (16) (15) (12) RV (13) RD E B 0 9 1.8 19 12 REVISI N SEQUENTIAL REPORT NO. OCCURRENCE REPOR CODE LER/RO REPORT NUMBER 01 1 30 3 7 28 29 30 31 32 COMPC NENT EFFECT METHOD 22 ATTACHMENT NPRD-4 SUBMITTED FORM SUB PRIME COMP. (26) PUTURE ACTION HOURS SUPPLIER TAKEN Y 23 G101810 0101 010 N 24 N (25) X 18 C 19 Z (20) (21) 12 Although no exact cause of the event could be determined, the most probable 10 cause must be attributed to the presence of a foreign substance which restricted 1 1 the normal operation of the CRD. The drive was removed during Refueling 1 2 Outage Number 3, was scrapped, and is no longer on-site. 1 3 1 4 FACILITY METHOD OF (30) DISCOVERY DESCRIPTION (32) OTHER STATUS Operational Event 5 D 28 0 0 8 29 NA A (31) 1 80 11 . 10 12 ACTIVITY CONTENT LOCATION OF RELEASE (36) (35) AMOUNT OF ACTIVITY (33) NA NA 1 6 80 PERSONNEL EXPOSURES 10 NUMBER 0 0 0 37 2 38 NA 80 1.1 12 ERSONNEL INJURIES NUMBER 000 NA 10 1 8 11 80 12 LOSS OF OF DAMAGE TO FACILITY (43) E22 (42) 1 9 8408300348 840809 PDR ADOCK 05000293 80 PUBLICITO (45) PDR NRC USE ONLY N (04) No press release by BECo. 1111111 2 0 (617) 746-7900 P. J. Hamilton NAME OF PREPARER PHONE.

BOSTON EDISON COMPANY BOD BOYLSTON STREET BOSTON, MASSACHUSETTE 02199

WILLIAM D. HARRINGTON BENIGR VICE POERIGENT HUGLEAR

> August 9, 1984 BECo Ltr. #84-131

Dr. Thomas E. Murley Regional Administrator, Region I U.S. Nuclear Regulatory Commission 631 Park Avenue King of Prussia, PA 19406

> Docket Number 50-293 License DPR-35

> > 1 1E22

Dear Sir:

The attached update Licensee Event Report 77-030/03X-1, "CRD 34-11," is hereby submitted in accordance with the previous requirements of Pilgrim Nuclear Power Station Technical Specification 6.9.B.2.b.

If there are any questions on this subject, please do not hesitate to contact me.

Respectfully submitted,

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W. D. Harrington

PH:caw

Enclosure: LER 77-030/03X-1

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

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## PREVIOUS REPORT DATE - 9/01/77

## UPDATE REPORT

## BOSTON EDISON COMPANY PILGRIM NUCLEAR POWER STATION DOCKET NO. 50-293

Attachment to LER 77-030/03X-1

On August 6, 1977, while conducting a normal shutdown in preparation for Refuel Outage #3, Control Rod Drive 34-11 remained at Position 48 (full-out) when the reactor was scrammed. The scram signal was generated by placing the mode switch to shutdown at approximately 8 percent reactor power. The remainder of the CRD's achieved full scram insertion and reactor shutdown was accomplished.

An individual rod scram signal was generated from the Reactor Scram Test Panel (C-916) for CRD 34-11 and the control rod inserted to Position 26. Attempts to insert the drive with normal means were unsuccessful and a second individual rod scram was required to obtain full insertion.

The operation of the scram valves (with associated solenoids) and the directional control valves was checked by the Instrument and Control Group. There were no apparent problems observed. A check was made of all documented scrams for CRD 34-11 performed this cycle and there were no indications of abnormal restrictions.

A search of all documents was made and no exact cause of the event was determined. However, the most probable cause must be attributed to the presence of a foreign substance which restricted the normal operation of the CRD.

Control Rod Drive 34-11 (Serial #1318) was replaced during Refueling Outage Number 3, was scrapped, and is no longer on-site. Functional scram and friction testing of the new drive (#7066) was accomplished in accordance with Station procedures.