NAC Form (9-83)	306	,			LIC	ENSE	E EVE	ENT RE	PORT	(LER)			REGULATO ED OMB NO 8/31/86		
FACILITY	NAME (1)				-	-			THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	DOCKET NUMBER	(2)		PA	GE (3)
Calvert Cliffs, Unit 1										0 5 0 0	101	11 17	1 OF	0.12	
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OPE	RATING		THIS RE	PORT IS SUBMITTI	ED PURSUANT	TO THE R	EQUIREN	MENTS OF 1	0 CFR 8: /6	Check one or more	of the following) (1	11)			
POWER LEVEL 11010		20.402(b) 20.405(a)(1)(ii) 20.405(a)(1)(iii) 20.405(a)(1)(iv) 20.405(a)(1)(iv)			20.406(c) 50.36(c)(1) 50.36(c)(2) 50.73(a)(2)(i) 50.73(a)(2)(ii) 50.73(a)(2)(ii)			50,73(a)(2)(iv) 50,73(a)(2)(v) 50,73(a)(2)(vii) 50,73(a)(2)(viii)(A) 50,73(a)(2)(viii)(B) 50,73(a)(2)(x)			73.71(a) 73.71(c) OTHER (Specify in Abstract below and in Text, NRC Form 366A)				
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-				SUPPLEM	ENTAL REPORT	EXPECT	ED (14)				EXPECT		MONTH	DAY	YEAR
YE	S (If yes, c	omplete E	XPECTED	SUBMISSION DAT	E)	X	NO.				SUBMISS DATE II				

During quarterly surveillance testing on station Battery 21 which supplies 125 VDC power to the ECCS "B" Train of both units, individual cell voltage (ICV) for cell 1 was found below Technical Specification limits. Concurrently, 11 Emergency Diesel Generator (EDG) ECCS "A" Train was out of service.

The operable reserve battery was connected to bus 21, while the cell was replaced. Upon completion of replacement of the cell, Battery 21 was returned to service.

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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

U.S. NUCLEAR REGULATORY COMMISSION

APPROVED OMB NO. 3150-0104 EXPIRES: 8/31/85

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6) PAGE (3)
		YEAR SEQUENTIAL REVISION NUMBER
Calvert Cliffs, Unit 1	0 5 0 0 0 3 1 7	8 4 - 0 1 4 - 0 0 0 2 OF 0 2

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

At 0700, October 24, 1984, at 100% steady state power, number 11 Emergency Diesel Generator (EK) ECCS "A" Train (BQ)) was removed from service for corrective maintenance.

At 1310, October 24, 1984, during performance of the quarterly surveillance requirement of Technical Specification (TS) 4.8.2.3.2.b.1, 21 Battery (EJ) which supplies 125 VDC control power to ECCS "B" Train (BQ), was discovered to be out of Technical Specification 1 mits (ICV for cell 1 low). It was determined that the cell ICV was 2.06 versus 2.10 volts. Replacement of the cell was accomplished as per the recommendation statement in IEEE 450-1980. (The Battery was manufactured by the Exide Power Systems, Type FHC-19).

Analysis of the loss of one (1) cell from 21 Battery shows that the Battery is deemed operable under these conditions. Therefore, during this event, 21 Battery retained its effectiveness as an emergency source of power and could have performed its designed function.

Number 21 Battery was declared inoperable causing ECCS "B" Train to be inoperable. Consequently with "A" and "B" ECCS Trains out of service, Technical Specification 3.0.3 was entered. The Nuclear Regulatory Commission (NRC) was notified of this event.

At 1501, October 24, 1984, the operable reserve battery was placed on 21 bus, termination the event. Cell 1 of Battery 21 was replaced. Battery 21 was placed on charge for approximately 24 hours. At 0756, October 30, 1984, Battery 21 was returned to service after completion of the quarterly surveillance procedure.

BALTIMORE GAS AND ELECTRIC COMPANY

P.O. BOX 1475

BALTIMORE. MARYLAND 21203

NUCLEAR POWER DEPARTMENT CALVERT CLIFFS NUCLEAR POWER PLANT LUSBY, MARYLAND 20657

November 21, 1984

U. S. Nuclear Regulatory Commission

Docket No.

50-317

Document Control Desk Washington, D. C. 20555

License No.

DPR 53

Dear Sirs:

The attached LER 84-14 is being sent to you as required by 10 CFR 50.73.

Should you have any questions regarding this report, we would be pleased to discuss them with you.

Very truly yours,

2 13 Museu

L. B. Russell Plant Superintendent

LBR: JWR: pah

CC: Dr. Thomas E. Murley

Director, Office of Management Information

and Program Control

Messrs: A. E. Lundvall, Jr.

J. A. Tiernan