

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) <b>EDWIN I. HATCH, UNIT II</b>	DOCKET NUMBER (2) <b>0 5 0 0 0 3 6 6 1</b>	PAGE (3) <b>OF 0 2</b>
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TITLE (4)  
**REACTOR SCRAM DUE TO INBOARD MSIV'S DRIFTING CLOSED**

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)
01	19	85	85	001		02	18	85			050000
											050000

THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR § (Check one or more of the following) (11)

OPERATING MODE (8) <b>1</b>	20.402(b)	20.406(c)	<input checked="" type="checkbox"/> 50.73(a)(2)(iv)	73.71(b)
POWER LEVEL (10) <b>0.715</b>	20.406(a)(1)(i)	50.36(c)(1)	50.73(a)(2)(v)	73.71(c)
	20.406(a)(1)(ii)	50.36(c)(2)	50.73(a)(2)(vii)	OTHER (Specify in Abstract below and in Text, NRC Form 366A)
	20.406(a)(1)(iii)	50.73(a)(2)(i)	50.73(a)(2)(viii)(A)	
	20.406(a)(1)(iv)	50.73(a)(2)(ii)	50.73(a)(2)(viii)(B)	
	20.406(a)(1)(v)	50.73(a)(2)(iii)	50.73(a)(2)(ix)	

LICENSEE CONTACT FOR THIS LER (12)

NAME	TELEPHONE NUMBER
<b>T. L. Elton, Acting Superintendent of Regulatory Compliance</b>	<b>9112 3617 1718 1511</b>

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)

<input type="checkbox"/> YES (If yes, complete EXPECTED SUBMISSION DATE)	<input checked="" type="checkbox"/> NO	EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR

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

On 01/19/85 during performance of the "MAIN STEAM LINE ISOLATION VALVE TRIP TEST" procedure (HNP-2-3111), the "A" inboard MSIV (2B21-F022A) failed to operate within the time limits of Tech. Specs. sections 4.4.7, 4.6.3.3, and item A.1 of Tech. Specs. Table 3.6.3-1. Plant personnel then cycled the "A" MSIV repeatedly to see its time would change such that it would meet the Tech. Specs. requirement. At approximately 0848 CST, during this cycling, the inboard MSIV's drifted to less than 90% open, resulting in an unplanned Reactor Scram.

Plant personnel performed an investigation, and determined that the continuous cyclings of the "A" inboard MSIV resulted in a high rate of charging flow (i.e., greater than or equal to 30 SCFM) to the MSIV's accumulator which caused isolation of the drywell pneumatic system supply valves (2P70-F004 and F005) -- these valves isolate when the supply flow rate is greater than or equal 30 SCFM for (2) two minutes. When the drywell pneumatic system supply valves isolated, the MSIV's started drifting closed (due to their accumulators not being charged up and being isolated from their supply).

Plant personnel reviewed HNP-2-3111, and determined that personnel could use it to cycle all of the inboard MSIV's in sequential order or to cycle an inboard MSIV more than once. Thus, by using the procedure, plant personnel could place a greater than or equal to 30 SCFM drain on the drywell pneumatic system supply for two minutes. Thus, this event was the result of procedure inadequacy. This does not affect the outboard MSIVs because they are not fed by the drywell pneumatic system.

HNP-2-3111 is being revised to add a "Note" to allow a two (2) minute wait between operating MSIV's sequentially or cycling MSIV's to prevent a high flow isolation of the drywell pneumatic system.

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PDR ADOCK 05000366  
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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

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		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER		
			-   0   0   1	-   0   0   0	2	OFO

TEXT (If more space is required, use additional NRC Form 365A's) (17)

This 30 day report is required by 10 CFR 50.73(a)(2)(iv) since this unplanned scram was an unplanned actuation of an ESF.

On 01/19/85 during performance of the "MAIN STEAM LINE ISOLATION VALVE TRIP TEST" procedure (HNP-2-3111), the "A" inboard MSIV (2B21-F022A) failed to operate within the time limits of Tech. Specs. sections 4.4.7, 4.6.3.3, and item A.1 of Tech. Specs. Table 3.6.3-1. Plant personnel then cycled the "A" MSIV repeatedly to see its time would change such that it would meet the Tech. Specs. requirement. At approximately 0848 CST, during this cycling, the inboard MSIV's drifted to less than 90% open, resulting in an unplanned Reactor Scram.

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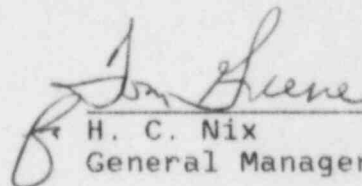
Edwin I. Hatch Nuclear Plant

February 18, 1985  
GM-85-152

PLANT E. I. HATCH  
Licensee Event Report  
Docket No. 50-366

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

Attached is Licensee Event Report No. 50-366/1985-001. This report is required by 10CFR 50.73(a)(2)(iv).

  
H. C. Nix  
General Manager

JCL  
HCN/TLE/vlz

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FEZZ  
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