

This preliminary notification constitutes EARLY notice of events of POSSIBLE safety or public interest significance. The information presented is as initially received without verification or evaluation and is basically all that is known by Region V staff on this date.

FACILITY: Southern California Edison Company  
San Onofre Unit 1  
Docket No. 50-206

Emergency Classification  
\_\_\_\_ Notification of Unusual Event  
\_\_\_\_ Alert  
\_\_\_\_ Site Area Emergency  
\_\_\_\_ General Emergency  
XX Not Applicable

SUBJECT: SECOND UPDATE - REACTOR TRIP INVOLVING INOPERABLE TURBINE-DRIVEN  
AUXILIARY FEED PUMP AND MAIN TURBINE OVERSPEED

San Onofre Unit 1 tripped at 1905 on September 19, 1985. The turbine-driven auxiliary feedwater (AFW) pump started but tripped after a brief run. The AFP trip was initially believed to be due to overspeed, but was subsequently determined by the licensee to have resulted from insufficient lubricating oil in the bearing sumps.

Following the main turbine trip, one steam reheater dump valve did not actuate as required, resulting in a main turbine overspeed to 126% of normal speed (1800 rpm). The licensee has determined that this was caused by failure of a pressure switch and a relay, both of which were replaced (this is not a nuclear safety related system).

Following the event, both turbine bearing sumps on the turbine-driven AFW pump were found to have low oil level. The sight glass on the inboard bearing (pump end of turbine) was correctly indicating a low level, but the sight glass on the outboard end was incorrectly indicating a normal level due to blockage by a portion of a protective ear plug. In interviews with maintenance personnel subsequent to the event, licensee management determined that a maintenance person had improperly used a portion of an ear plug as a gasket to repair a leaking sight glass. The licensee believes the loss of oil from the inboard sump resulted from wear on a shaft oil seal, plus some sight glass leakage. The turbine-driven AFP has been repaired and successfully tested.

The unit is expected to restart today (9/23/85) following completion of minor repairs unrelated to this event.

This information is current as of 10:00 am on September 23, 1985.

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