

WOLF CREEK

NUCLEAR OPERATING CORPORATION

Bart D. Withers
President and
Chief Executive Officer

October 17, 1988

WM 88-0264

U.S. Nuclear Regulatory Commission
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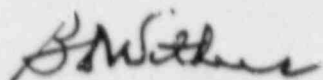
Subject: Docket No. 50-482: Special Report 85-011, Supplement 1

Gentlemen:

The attached supplemental report is being submitted pursuant to Technical Specifications 3.3.3.9 and 6.9.2. This report concerns an inoperable Loose-Part Detection System channel.

If you have any questions concerning this matter, please contact me or Mr. O. L. Mayna of my staff.

Very truly yours,



Bart D. Withers
President and
Chief Executive Officer

BDW/llk

Attachment

cc: B. L. Bartlett (NRC), w/a
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SPECIAL REPORT 85-011, Supplement 1

LOOSE-PART DETECTION SYSTEM INOPERABLE CHANNEL

Special Report 85-011 (reference KMLNRC 85-239, dated October 22, 1985) was submitted pursuant to Technical Specification 6.9.2 and Technical Specification 3.3.3.9, Action Statement a, concerning a Loose-Part Detection System Channel which had been inoperable for more than thirty days.

On September 12, 1985, at approximately 1625 CDT, Channel 10 of the Loose-Part Detection System was declared inoperable. This failure was identified during the performance of surveillance procedure STS-IC-830, "Vibration and Loose Parts Monitor Analog Channel Operational Test", and was indicated by the absence of background noise when Channel 10 was selected on the Audio Monitor. The Channel 10 accelerometer is located on the lower support flange of Steam Generator "C".

During troubleshooting efforts at the time, technicians verified that no cable ground fault existed. A comparison of ohmmeter readings in the terminal box just upstream of the Channel 10 accelerometer with the readings of the Channel 9 accelerometer, which is 120 degrees away from Channel 10 on the same supporting flange, found no significant differences. The technicians also attempted to inspect the accelerometer enclosure, but due to the plant being at normal operating temperature, were unable to perform an inspection beyond the insulation on the accelerometer.

As mentioned in the previously submitted report, further investigations concerning the Channel 10 accelerometer malfunction were in progress. In late February, 1986, while the unit was in Hot Standby, a faulty preamplifier charge converter was identified in the Channel 10 accelerometer circuitry. This charge converter was replaced, and the Channel 10 accelerometer was tested satisfactorily and restored to operable status on February 27, 1986.