



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

May 5, 1986

Docket No. 50-293

MEMORANDUM FOR:

H. Denton	R. W. Houston
D. Eisenhut	D. Crutchfield
J. Lyons	E. Rossi
H. Thompson	G. Lainas
F. Miraglia	T. Speis
R. Bernero	W. Russell
G. Holahan	V. Benaroya
T. Novak	W. Regan
F. Schroeder	D. Vassallo

THRU:

John A. Zwolinski, Director  
BWR Project Directorate #1  
Division of BWR Licensing

FROM:

Paul H. Leech, Project Manager  
BWR Project Directorate #1  
Division of BWR Licensing

SUBJECT:

DAILY HIGHLIGHT

Pilgrim Nuclear Power Station

Effective May 5, 1986, Alfred E. Pederson, a GE startup engineer at the Perry Nuclear Plant, will become the manager of Boston Edison's Nuclear Operations Department (NOD). Functionally, this position is the same as plant superintendent of Pilgrim Station. Charles Mathis, the present NOD manager, will join the staff of A. Lee Oxsen, Vice President for Nuclear Operations. On the same date, Steven D. Hudson, most recently the NRC Senior Resident Inspector at Nine Mile Point, will become manager of the NOD Operations Section.

The Pilgrim Station has been shutdown since April 11 to correct equipment problems: (1) Inspection of the MSIV's discovered that all but one of the pilot poppets were partially unscrewed or entirely separated from the valve stems due to ineffective set screws (this was a new design installed during the last refueling outage), (2) During the shutdown procedure, spurious operation of the MSIV's had resulted from changing the mode switch position from "run" to "startup" at less than 20% power; however, nothing improper was discovered during extensive functional and continuity testing of the mode switch (BECO will probably replace the SB-1 with an SB-9, as recommended by GE), (3) Annunciation alarms of high pressure on the low pressure RHR piping frequently occurred due to leakage through a check valve and one or both motor operated valves in the "B" RHR/LPCI line. Tests have established that water at 1000 psig leaks through the three valves in series at approximately 0.57 gpm (an orifice may be installed on the low pressure side to provide a controlled leak to the torus, which will minimize nuisance alarms).

Boston Edison will attempt to resolve all of the above problems in time to start up prior to May 15 when its contract with the union expires. Authorization to restart must be obtained from the Region I Administrator.

During this outage, the turbine buckets were ultrasonically tested and the alternator shaft was inspected by a magnetic particle test, as recommended by GE. No flaws were indicated. A rotor torsional test will be conducted during the next refueling outage.

As a result of this extensive outage and other recent downtime, the beginning of the coming refueling outage (RFO#7) will probably be delayed from September to November 1986, but RFO#7 should be of shorter duration because Boston Edison has taken advantage of the unplanned outages to perform work that would otherwise have to wait for the refueling outage.

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