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Writer's Direct Dial Number

July 9, 1980
TLL 324

Office of Inspection and Enforcement
Attn: Mr. Boyce H. Grier, Director
Region I
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, Pennsylvania 19406

Dear Sir:

Three Mile Island Nuclear Station, Unit II (TMI-2)
Operating License No. DPR-73
Docket No. 50-320
Licensing Event Report 80-023/03L-0

Attached please find Licensing Event Report 80-023/03L-0 concerning the apparent high boron concentration in the Boric Acid Mix Tank (BAMT) on June 3, 1980.

This event constitutes a violation of Section 3.1.1.1 and is considered reportable under Section 6.9.1.9.b of the Interim Recovery Technical Specifications.

Sincerely,

G. K. Hovey
Director, TMI-II

GKH:SDC:dad

Attachments (2)

cc: J. T. Collins
B. J. Snyder

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LICENSEE EVENT REPORT
NARRATIVE REPORT
TMI-II

LER 80-023/03L-0
EVENT DATE - June 03, 1980

I. EXPLANATION OF OCCURRENCE

As a result of the weekly boron analysis of the Boric Acid Mix Tank (BAMT), per surveillance requirements, the boron concentration was found to be 14,181 ppmB which is in excess of the 13,125 ppmB limit.

II. CAUSE OF THE OCCURRENCE

The cause was believed to be due to an excessive evaporation rate resulting from the use of a temporary air sparger inserted through the open BAMT manway. This temporary sparger was used due to the inoperability of the normal propeller type mixer CA-M-4 which was under repair.

III. CIRCUMSTANCES SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit II facility was in a long-term cold shutdown state. The reactor decay heat was being removed via natural circulation to the A steam generator which is operating in a 'steaming' mode. Throughout the event, there was no Loss of Natural Circulation Heat Removal in the RCS System.

IV. CORRECTIVE ACTIONS TAKEN OR TO BE TAKEN

IMMEDIATE

Demineralized water was added to dilute the boron concentration to below the Tech Spec upper limit of 13,125 ppmB. This was accomplished within the Tech Spec action period.

LONG TERM

The Tank Mixer CA-M8 was put back in service on June 13, 1980.

We anticipate that with the retirement of the air sparger, this condition will no longer exist.

V. COMPONENT FAILURE DATA

N/A