

**From:** Peter Tam  
**To:** internet:burnt@nimo.com; INTERNet:leonardm@nimo.com;  
internet:wolniakd@nimo.com  
**Date:** 3/5/01 1:24PM  
**Subject:** NMP-1: Your 12/15/00 letter re. RFO-16 core shroud reinspection

Steve:

We reviewed the subject submittal. We would like to discuss with you inspection of the repair components. You proposed to only inspect one core plate wedge and verify the tightness of one tie rod assembly. We are not sure that the reinspection scope for core plate wedges and the tightness verification of the tie rod assemblies is consistent with guidance as provided in the safety evaluation (SE) of BWRVIP-07, "BWR Vessel and Internals Project, Guidelines for Reinspection of BWR Core Shrouds," dated September 15, 1997. In the referenced SE, we recommended that if any repair component is found to be degraded, all repair components should be reinspected in subsequent refueling outages. We note that, during the last refueling outage, a 3/8-inch cap screw was found broken in one of the tie rod assemblies and resulted in the modification of the upper spring assembly in all four tie rod assemblies. Therefore, to be consistent with the staff's recommendation, you should consider inspecting all core plate wedges and verifying the tightness of all four tie rod assemblies during the RFO16 to assure that the integrity and the design requirements of all repair components are maintained.

Please call me to set up a conference call. This e-mail does not convey a formal NRC staff position or a formal request for additional information. We will discuss disposition of the staff's concern during the conference call.

**CC:** William Koo

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**From:** Peter Tam

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