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Date: 7/1/03 11:46AM
Subject: Revised RAI for RR-ENG-2-35

The attached revised response to the NRC RAI on our boat sample relief request was submitted to the NRC today. In this response we state that the next ISI VT-3 visual examination of the repaired BMI J-groove welds will be augmented with an enhanced visual examination of the boat sample cavities.

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South Texas Project Electric Generating Station P.O. Box 289 Wadsworth, Texas 77483

July 1, 2003
NOC-AE-03001560
10CFR50.55a

U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
One White Flint North
11555 Rockville Pike
Rockville, MD 20852

South Texas Project
Unit 1
Docket No. STN 50-498
Revised Response to Request for Additional Information
Regarding Request for Alternatives RR-ENG-2-35

- References:
1. Letter, S. E. Thomas to NRC Document Control Desk, "Request for Alternatives to ASME Section XI Requirements Associated with Mechanical Processing of Thermally Cut Surfaces (Relief Request RR-ENG-2-35)," dated June 13, 2003 (NOC-AE-03001551)
 2. Letter, S. E. Thomas to NRC Document Control Desk, "Response to Request for Additional Information Regarding Request for Alternatives RR-ENG-2-35," dated June 26, 2003 (NOC-AE-03001558)

The NRC informally requested additional information regarding the request for alternatives submitted in Reference 1 and the response to that information request was provided in Reference 2. As a result of further telephone discussions with the NRC, STP Nuclear Operating Company (STPNOC) is hereby revising our response to question 5 as follows:

5. Will any Examination be done on this item on an ongoing basis? (Every outage or every other outage, etc.)

Response

The original J-groove weld of the two repaired BMI penetrations has been re-classified under ASME Section XI Code inservice inspection (ISI) requirements as a Class 1, Table IWB-2500-1, Examination Category B-N-2, Item B13.60 weld. This weld is an interior attachment to the reactor vessel beyond the core belt region. Accessible interior attachment welds are subject to a VT-3 visual examination of the exposed weld surface under the STPNOC ISI program for the second interval. The VT-3 visual examination of this weld is intended to detect the presence of cracking, corrosion, erosion, or other structural degradation.

ISI examinations of reactor vessel interior attachment welds below the core belt region will be performed in conjunction with the examinations of the vessel shell and bottom head welds when the internals and core barrel are removed. The next ISI VT-3 visual examination of the repaired BMI J-groove welds will be augmented with an enhanced visual examination of the boat sample cavities.

If there are any questions regarding this revised response, please contact Mr. Michael Lashley at 361-972-7523 or me at 361-972-7162.

Steven E. Thomas
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jtc

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