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 RECIP. NAME RECIPIENT AFFILIATION
 CRUTCHFIELD, D. Operating Reactors Branch 5

SUBJECT: Forwards "Analysis of Decomposition Effects of Vinylcel
 Insulation on 304 SST Facings In DBA," in response to 811116
 questions re SEP Topic VI-1, "Organic Matls & Post Accident
 Chemistry."

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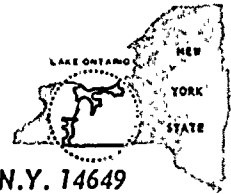
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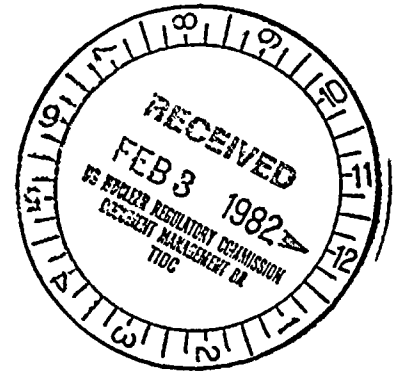
JOHN E. MAIER
VICE PRESIDENT

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January 27, 1982

Director of Nuclear Reactor Regulation
Attention: Mr. Dennis M. Crutchfield, Chief
Operating Reactors Branch No. 5
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555



Subject: SEP Topic VI-1, Organic Materials and
Post-Accident Chemistry
R. E. Ginna Nuclear Power Plant
Docket No. 50-244

Dear Mr. Crutchfield:

During the initial Ginna Integrated Assessment meeting, held in Bethesda from December 1 to December 3, 1981, a number of questions were raised relative to the subject topic assessment, transmitted to the NRC by letter dated November 6, 1981. The attachment provides the requested information.

Very truly yours,

John E. Maier
John E. Maier

Attachment

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Attachment: Responses to questions raised on 11/16/81
RG&E assessment of SEP Topic VI-1, Organic
Materials and Post-Accident Chemistry

Question 1: What type of atmosphere is in the NaOH tank?

Response 1: The atmosphere in the tank is nitrogen.

Question 2: Is the tank in a heated area?

Response 2: Yes, the tank is in the basement of the auxiliary building.

Question 3: Will RG&E commit to a periodic visual inspection of the exposed paint surfaces in containment?

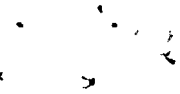
Response 3: Yes, RG&E will commit to make a visual inspection of the exposed paint surfaces in containment on a schedule consistent with the performance of the Containment Spray System nozzle testing. This testing is performed approximately 3 times every ten years.

Question 4: What effect could be expected from corrosion of the 0.019 inch stainless steel facing which covers the containment liner insulation.

Response 4: This information can be determined from the attached report, Wyle Report 17490-2. Some corrosion of the stainless steel panels could occur within 1.4 months. This corrosion would not cause failure of the panels, however. Panel failure due to corrosion could occur by one of two methods: either the panel could corrode around the bolt area, or the bolts themselves could corrode. Both of these cases were examined.

Using an assumption of long-term containment temperature of 150°F, it was calculated that through-wall panel corrosion around the bolts could occur at about 7.5 months. Sufficient bolt corrosion to cause shear failure could occur at about 1.9 years. A more realistic estimate of the long-term containment temperature would be about 100°F. Using the resulting extrapolated corrosion rate of about 13 mils/year $[10 \text{ mils/yr}(2\frac{11.1}{30})=12.93]$ would change these estimates to 1.46 years and 4.38 years, respectively. These estimates show that potential panel failure would not be expected to occur for a long time following a postulated LOCA.

At a time many months into the accident, the water in containment would be quiescent. Only a few hundred gallons per minute would be drawn through the sump for use in long-term post-accident recirculation. Any panels which might become disattached from the containment wall would simply sink to the floor. Since the sump is about 20 feet from the contain-



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ment wall, and the panels are 44" x 84", they would not fall near the sump. There would be no forcing mechanism to draw the panels toward the containment sump. Any containment liner insulation which might become disattached, being of very light material (about 4 pcf), and of low moisture absorptivity, would float. Therefore, RG&E does not believe that there is any potential for sump clogging due to corrosion and dis-attachment of the containment liner insulation and facing.