

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

OFFICIAL COPY

81-013-03L

March 16, 1981

PBRD-50-553/81-08

Mr. James P. O'Reilly, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region II - Suite 3100
101 Marietta Street
Atlanta, Georgia 30303



Dear Mr. O'Reilly:

PHIPPS BEND NUCLEAR PLANT UNIT 1 - REPORTABLE DEFICIENCY -
UNDERSIZED INSERT PLATES - PBRD-50-553/81-08

The subject deficiency was initially reported to NRC-OIE, Region II, Inspector R. W. Wright on February 13, 1981, as NCR PBNP-193. In compliance with paragraph 50.55(e) of 10 CFR Part 50, we are enclosing the final report on the subject deficiency. We consider 10 CFR Part 21 applicable to this nonconformance. If you have any questions, please call Jim Domer at FTS 857-2014.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills
L. M. Mills, Manager

Nuclear Regulation and Safety

Enclosure

cc: Mr. Victor Stello, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

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ENCLOSURE
PHIPPS BEND NUCLEAR PLANT UNIT 1
INSERT PLATES - UNDERSIZED
PBRD-50-553/81-08
REPORT NO. 1 (FINAL)

Description of Deficiency

During the installation of insert plates it was discovered that stainless steel curb plates (FSP-CP-4 and FSP-CP-9) were one-half inch thick instead of one inch thick, as required by applicable drawing 5225-314. These plates are manufactured by Stellar Manufacturing Company (Stellar). These plates are used to mount equipment in the fuel building service pool and as fuel rack grid assembly supports. The cause of the deficiency was due to Stellar's inadvertent substitution of similar sized anchor plates (one-half inch thick) instead of the one-inch thick support plates required.

Safety Implications

Had this condition remained uncorrected, the structural integrity of the fuel building service pool could have been jeopardized, adversely affecting the safe operations of the plant.

Corrective Actions

TVA has reworked the insert plates to ensure their adequacy. Structural angles were welded the full length of the insert plate. Welding was done in accordance with the AWS Code D1.1 and weld inspection was performed as required by C. F. Braun Specification 300-12. Stellar has indicated they will prevent this type of condition from recurring in future work. To ensure that Stellar's corrective measures are adequate, TVA will require that a "hold" point be placed on similar sized anchor and support plates to be provided for Phipps Bend unit 2. These plates will then be inspected by TVA before shipment. Corrective actions will be completed on or before March 31, 1981.