



# THE CLEVELAND ELECTRIC ILLUMINATING COMPANY

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Dalwyn R. Davidson

VICE PRESIDENT

SYSTEM ENGINEERING AND CONSTRUCTION

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April 28, 1982



Mr. James G. Keppler  
Director, Region III  
Office of Inspection and Enforcement  
U. S. Nuclear Regulatory Commission  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

RE: Perry Nuclear Power Plant Docket  
Nos. 50-440; 50-441, Interim Report  
on Standby Diesel Generator ASME  
Code Piping Welds  
(RDC 52(82))

Dear Mr. Keppler:

This letter will serve as the Interim Report as required by 10CFR50.55(e) on the potential significant deficiency concerning Transamerica Delaval Standby Diesel Generator ASME Section III, Class 3, piping. This matter was discussed during a telephone conversation between E. Riley of The Cleveland Electric Illuminating Company and Mr. J. Neisler of your office, on March 29, 1982.

This report contains a description of the deficiency, an analysis of safety implication, and planned corrective action.

## DESCRIPTION OF DEFICIENCY

The Model DSRV16 Standby Diesel Generators were manufactured by Transamerica Delaval, Incorporated. Delaval is supplying four (4) diesel generator units that will be used as a standby power source for the Perry Nuclear Power Plant. During a pre-installation inspection program conducted by the installing contractor, diesel generator jacket water pipe 02.717.02 DV/75051 was found to have a fillet weld overlap which violated the surface condition of welds for ASME Section III Class 3 pipe. In addition, lub oil pipe 02.717.01 th/75051 had weld reinforcement which violated ASME Section III Class 3 requirements for weld reinforcement. These nonconformances were documented on site nonconformance report PO 39-0477. Upon the detection of these two nonconforming welds, a sampling of all code piping welds was initiated. This inspection consisted of approximately 20 pipes (100 welds), approximately 10 welds were nonconforming. This indicates a potential 10% nonconformance rate for the remaining welds on code piping.

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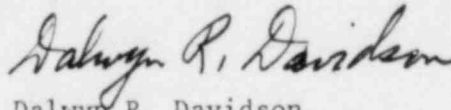
ANALYSIS OF SAFETY IMPLICATIONS

Failure of any welds in this piping could result in diesel generator unavailability. However, failure of these welds is unlikely due to the low operating pressures of the systems and the large design margin used in system design.

CORRECTIVE ACTION

Due to the results of previous inspections, an inspection of 100% of diesel generator ASME code piping will be conducted. All deficient welds will then be repaired. This inspection will be completed by September 1, 1982, and we are presently planning to file our final report by October 1, 1982.

Sincerely,



Dalwyn R. Davidson  
Vice President  
System Engineering and Construction

DRD/llp

cc: Mr. M. L. Gildner  
NRC Site

Director, Office of Inspection and Enforcement  
U. S. Nuclear Regulatory Commission  
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