PP&L Pennsylvania Power & Light Company
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Norman W. Curtis
Vice President-Engineering & Construction-Nuclear
215/770-7501

December 5, 1983

Dr. Thomas E. Murley
Regional Administrator, Region I
U.S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

SUSQUEHANNA STEAM ELECTRIC STATION
FINAL REPORT OF A DEFICIENCY INVOLVING
ESW PIPING TO RHR MOTOR OIL COOLERS
ER 100508 FILE 821-10
PLA-1973

Dear Dr. Murley:

THis letter serves to provide the Commission with a final report on a deficiency involving the Emergency Service Water piping to the oil coolers for the RHR motors. This deficiency was originally reported by telephone to Mr. E. C. McCabe of NRC Region I on November 2, 1983, by Mr. J. Saranga of PP&L as potentially reportable under the provisions of 10CFR50.55(e) for Unit 2.

The attachment to this letter contains a description of the deficiency, its cause, safety impact, and planned corrective action. The information is furnished pursuant to the provisions of 10CFR50.55(e).

Since the details of this report provide information relevant to the reporting requirements of 10CFR21 for Unit 2, this correspondence is considered to also discharge any formal responsibility PP&L may have in compliance thereto.

We trust the Commission will find this report to be satisfactory.

Very truly yours,

N. W. Curtis
Vice President-Engineering & Construction

js/ltk20a:sd

Attachment

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Copy to:
Mr. Richard C. DeYoung (15)
Director-Office of Inspection & Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Mr. G. McDonald, Director
Office of Management Information & Program Control
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Mr. Gary Rhoads
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P.O. Box 52
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Records Center
Institute of Nuclear Power Operations
1100 Circle 75 Parkway, Suite 1500
Atlanta, GA 30339

December 5, 1983

SSES PLA-1973
ER 100450 FILE 821-10

FINAL REPORT

Subject:

Insufficient corrosion allowance for the ESW piping to and from the RHR pump motor oil coolers.

Description of Deficiency:

The "Design Specification for Nuclear Piping for the RHR and ESW Systems" specifies that the corrosion allowance for these piping systems shall be 0.25 inches. FSAR Section 9.2.5.2 also states ESW has 0.25 inches of corrosion allowance. Line class HRC, which constitutes most of ESW, has the 0.25 inch corrosion allowance. However, contrary to these requirements, the 1" and 3/4" piping to and from the RHR pump motor oil coolers is line class HBC which has a corrosion allowance of 0.080 inches which is considered insufficient for this service.

Extent:

The insufficient corrosion allowance in the ESW system is limited to the supply and return piping on the RHR pump motor oil coolers.

Safety Impact:

The safety impact of the insufficient corrosion allowance is the potential for corrosion to result in a common mode failure of the ESW piping to the RHR motor oil cooler. This piping failure could deprive the RHR motors of cooling water which may cause them to fail. Also, a non-isolatable breach of the ESW piping could occur. Either of these situations could compromise the safe shutdown of the unit.

Corrective Action:

The subject piping will be replaced by the end of 1988 with pipe that has a 0.25 inch corrosion allowance. This date is based on the predicted corrosion rates and an appropriate safety factor.

PP&L NCR 83-1472 has been issued to document and track the cited deficiency and covers both Units 1 and 2.