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50-237

WPW Ltr.#125-74

Dresden Nuclear Power Station
R. R. #1
Morris, Illinois 60450
February 21, 1974



Mr. J. F. O'Leary, Director
Directorate of Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545

SUBJECT: LICENSE DPR-19, DRESDEN NUCLEAR POWER STATION, UNIT #2,
REPORT ON INSPECTION OF BERGEN-PATERSON SHOCK SUPPRESSORS
AND RESTRAINTS.

Dear Mr. O'Leary:

This letter is to report the findings of the fourth inspection of Bergen-Paterson shock suppressors on Unit 2. The unit was shutdown on February 11, 1974 because of excessive drywell floor drain leakage.

The inspection of the Bergen-Paterson shock suppressors revealed that twelve (12) of the thirty-one (31) snubbers in the drywell were found to be inoperable. Of the twelve (12) failed snubbers, five were found extremely low on fluid, and seven were found without any fluid level indication. Following is a list of the failed snubbers giving the actual and indicated piston extension and the seal material used:

<u>SNUBBER</u> <u>I. D. NO.</u>	<u>ACTUAL</u> <u>PISTON</u> <u>EXTENSION</u>	<u>EXTENSION</u> <u>INDICATED BY</u> <u>OIL LEVEL</u>	<u>SEAL</u> <u>MATERIAL</u>
1	3 inches	6 inches	Untreated polyurethane
12	3 inches	4 1/2 inches	Untreated polyurethane
13	3-7/8 inches	Not visible	Untreated polyurethane
19	2 inches	5 inches	Untreated polyurethane
20	2 inches	5 inches	Untreated polyurethane
22	3 inches	Not visible	Untreated polyurethane
23	3 inches	Not visible	Untreated polyurethane
26	2 1/2 inches	Not visible	Untreated polyurethane
27	6 inches	Not visible	Untreated polyurethane
28	3 1/2 inches	Not visible	Untreated polyurethane
30	3-7/8 inches	6 inches	Ethylene-Propylene
31	3-7/8 inches	Not visible	Untreated polyurethane

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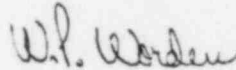
February 21, 1974

As shown by the above list, all but number 30 snubber had untreated polyurethane seals. Number 30 snubber had all ethylene-propylene seals except for the main piston and accumulator piston seals, which were untreated polyurethane. On examination of all seal material, it was found that the untreated polyurethane seals were deteriorated to the extent that a satisfactory seal was not possible. The ethylene-propylene seals from shock suppressor number 30 were inspected and found to be in satisfactory condition. It is believed that number 30 snubber failed because of leakage by the main and accumulator piston seals which were untreated polyurethane.

At present, all of the failed snubbers have been repaired with new seals and "O" rings installed. The new seals and "O" rings material was ethylene-propylene, including the main and accumulator piston seals. However, snubber number 13 was of a size which the ethylene-propylene seals were not available. The seals which were installed in this snubber were the untreated polyurethane. It is believed that with the installation of ethylene-propylene seals, the failures experienced on these snubbers will be substantially minimized.

In addition to the above repairs, the remaining snubbers with untreated polyurethane in Unit 2 will be overhauled with the ethylene-propylene seals as time and seal material are available.

Sincerely,



W. P. Worden
Superintendent

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