

Ginna Station

March 13, 1970



Dr. Peter A. Morris, Director  
Division of Reactor Licensing  
U.S.A.E.C.  
7920 Norfolk Avenue  
Bethesda, Maryland 20014

Subject: Excess leakage from all penetrations and isolation valves on  
S-6-70 (Tech. Spec. 15.4.4.2.2), Ginna Station Unit #1  
Docket No. 50-244

Dear Dr. Morris:

On Friday, March 6, 1970, at 0600 hours, our engineers were conducting a surveillance test on the personnel air lock seals of the equipment hatch (15.4.4.2.4 ii) using the pressure decay method.

When the air pressure between the two air lock doors reached 40 psig, it was noted that there was excessive air leakage around the lower of the two handwheel shafts that penetrate to the outside hand wheels. A rough calculation at this pressure showed that we were well above our allowed leakage rate of 15,500 cc/min at 60 psig, 90° F. The engineer entered containment and found that the two shaft penetrations for the inside handwheels were leaking a considerable amount of air, with the lower shaft packing leaking most of the air.

Mr. Doyle Hunnicutt of the A.E.C. Compliance office in Newark, N.J. was notified immediately and a telegram was sent to Mr. R. W. Kirkman, Director-Region I, Division of Compliance.

A Plant Operating Review Committee meeting was called and the problem was discussed.

The design of the shaft sealing system on these four shaft penetrations is such that it is difficult to take up on the packing and very difficult to re-pack the seals.

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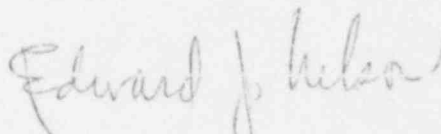
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Dr. Peter A. Morris

The first repair was the addition of a ring of packing to the lower handwheel shaft at the exterior door. An air leakage retest at 1330 hours on the air lock following this first repair indicated that the leakage had been reduced to 6,000 cc/minute which is within the Technical Specification limits.

On Saturday, March 7, 1970, maintenance men repacked the lower handwheel shaft at the containment side of the interior door. This took considerably longer than the repacking that was done on Friday because an indicating gear had to be cut from the shaft to permit sliding the packing gland far enough to permit insertion of new packing. This was completed at 1730 hours and a subsequent air leakage test indicated the leakage to be 2,172 cc/minute at the 60 psig, 90° F condition.

We have been in contact with the designer of our personnel air locks and we hope to be able to come up with a revision to simplify taking up or replacing the shaft seals.

Very truly yours,

  
Edward J. Nelson