

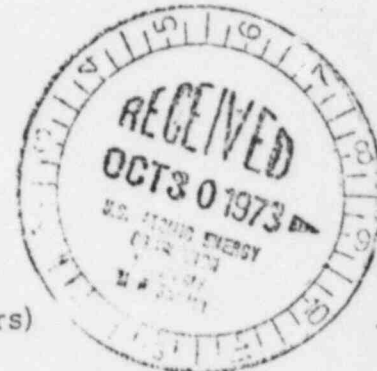
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October 26, 1973

Mr. Donald J. Skovholt
Assistant Director for Operating Reactors
Directorate of Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545



Subject: Inspection of Hydraulic Shock Suppressors (Snubbers)
R. E. Ginna Nuclear Power Plant, Unit No. 1
Docket No. 50-244

Dear Mr. Skovholt:

This is in response to your letter of October 1, 1973 in which you requested the periodic inspection of hydraulic suppressors (snubbers).

Ginna Station has the following units installed:

	<u>Safeguard System</u>	<u>Non-Safeguard System</u>	<u>Total</u>
Bergen-Paterson	22	4	26
Grinnel	8	5	13
Anker-Holth (Steam Generators)	16	0	16

An inspection was made during the period October 9-12, 1973 of the snubber installation on both safeguard and non-safeguard systems. All units were considered operable, but the Bergen-Paterson accumulator on snubber MS-148, located outside the intermediate building on the "B" main steam line, was found to have a defective accumulator assembly. This installation has a remote accumulator mounted vertically about ten feet above the snubber. During the inspection, fluid was added to the accumulator and the piston on the accumulator would not move. This accumulator was replaced with a rebuilt accumulator with polyurethane "O" rings and piston seal.

Upon inspection of the removed accumulator, the spring was found to be broken and the piston had seized in the cylinder. The space under the piston still contained hydraulic fluid. It is believed that the piston had seized due to moisture entering the space above the piston through the indicator opening. Plastic covers have now been installed over all outside accumulators to prevent entry of moisture.

Subsequent to the above inspection, on October 22 when the station was not operational, the Bergen-Paterson accumulator was removed from snubber FW-30

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DATE October 26, 1973

TO Mr. Donald J. Skovholt

to replace a seal that appeared to be leaking. Inspection in the shop found a worn piston seal and broken piston spring. The space under the piston still contained hydraulic fluid. New polyurethane "O" rings and piston seal are being installed, the spring replaced and the accumulator reinstalled.

From inspection of the two accumulators with broken springs, it appears there was still sufficient spring force to apply a positive head of hydraulic fluid pressure to ensure proper operation of the snubber. All accumulators have been tested to ensure that the pistons are free and hydraulic fluid is in the cylinders. We have discussed with Bergen-Paterson the spring failures and requested that information and recommendations for corrective action be provided as soon as possible.

Very truly yours,

Keith W. Amish
Keith W. Amish

xc: Mr. J. P. O'Reilly