

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

0	9		C	D	11	B	12	B	13	V	A	L	V	E	X	14	F	15	D	16		
7	8		9	10		11		12		13					18		19		20			
(17) LER/RO REPORT NUMBER		EVENT YEAR				SEQUENTIAL REPORT NO.				OCCURRENCE CODE				REPORT TYPE				REVISION NO.				
8	1					0	0	7			0	3			X				i			
21	22		23			24		26		27		28		29	30		31		32			
ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		NPRD-4 FORM SUB.		PRIME COMP. SUPPLIER		COMPONENT MANUFACTURER						
A	18	Z	19	Z	20	Z	21	0	0	0	0	Y	23	Y	24	A	25	R	3	4	0	26
33	34		35			36		37			40	41		42		43		44			47	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

FACILITY STATUS (28) 1 5 D 29 0 0 0 30 OTHER STATUS NA 31 METHOD OF DISCOVERY B 32 DISCOVERY DESCRIPTION Surveillance Test

ACTIVITY CONTENT
RELEASED OF RELEASE

1 6 2 33 2 34

7 8 9 10 11

AMOUNT OF ACTIVITY (35)

NA

44

LOCATION OF RELEASE (36)

NA

45 80

PERSONNEL EXPOSURES

NUMBER			TYPE	DESCRIPTION
1	7	000	(37) Z (38)	NA

PERSONNEL INJURIES		NUMBER		DESCRIPTION	
1	2	0	0	0	40 NA

		8		9		10		11		12		
				TYPE		DESCRIPTION		(42)		(43)		
1	9	Z	(42)	NA								

8 9 10
PUBLICITY
ISSUED DESCRIPTION (45) NA
2 0 N 44
8306020430 830519
PDR ADOCK 05000318
S PDR
NRC USE ONLY

PHONE: 301-269-4973/4871

BALTIMORE GAS AND ELECTRIC COMPANY

P.O. BOX 1475

BALTIMORE, MARYLAND 21203

NUCLEAR POWER DEPARTMENT
CALVERT CLIFFS NUCLEAR POWER PLANT
LUSBY, MARYLAND 20657

May 19, 1983

Mr. James M. Allan
Acting Regional Administrator
U. S. Nuclear Regulatory Commission
Region 1
631 Park Avenue
King of Prussia, PA 19406

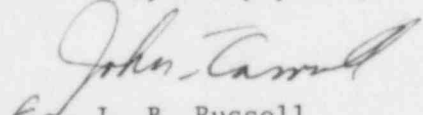
Docket No. 50-318
License No. DPR 69

Dear Mr. Allan:

In accordance with Technical Specification 6.9 please find the attached follow-up report for LER 81-07/3X, Rev. 1.

Should you have any questions regarding this report, we would be pleased to discuss them with you.

Very truly yours,


L. B. Russell
Plant Superintendent

LBR:PJW:bsb

cc: Director, Office of Management Information
and Program Control
Messrs: A. E. Lundvall, Jr.
J. A. Tiernan

IE22
41

LER NO. 81-07/3X, Rev. 1
DOCKET NO. 50-318
LICENSE NO. DPR 69
EVENT DATE 1/18/81
REPORT DATE 5/19/83
ATTACHMENT

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS

During the most recent refueling outage, 21 & 22 MSIVs were disassembled and overhauled. During disassembly, heavy stem galling was observed to have extended to the junk ring location inside each packing gland. Subsequent x-ray spectography indicated that the junk rings which were removed were composed of an alloy chemically similar to an AISI grade 4140 chromium molybdenum. The drawing of the valve calls for a AISI grade 1015-1025 mild carbon steel.

Upon each stroke of the MSIV, the junk ring is the closest stationary part to the valve stem (.005" clearance). Thus, it should be, as designed, a significantly softer steel than the stainless steel stem. If, as found, it is a steel similar in hardness to the stem, galling may and did occur. This tends to bind the stem, slowing valve closure.

Before reassembly, a junk ring made of the proper material was fabricated on site and installed in each valve.

The purchase specification by which replacement parts are obtained from the manufacturer has been changed to require documentation of proper junk ring material composition. The first junk rings procured since then have been tested by the licensee and determined to, in fact, be mild steel. Additionally, the valve overhaul procedure has been changed to make the final bonnet bolt torque pass after backseating the valve. This will result in a better alignment of the bonnet and its enclosed packing chamber parts (including the junk ring) with the valve stem.