



830 Power Building
TENNESSEE VALLEY AUTHORITY
CHATTANOOGA, TENNESSEE 37401

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JUN 14 1976

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~~50-257,240,296~~

Mr. Norman C. Moseley, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region II - Suite 818
230 Peachtree Street, NW.
Atlanta, Georgia 30303

Dear Mr. Moseley:

BROWNS FERRY NUCLEAR PLANT UNIT 3 - REPORTABLE DEFICIENCY -
RPV STABILIZER PLATES INSTALLED INCORRECTLY

Initial report of the subject reportable deficiency was made to G. R. Klingler, NRC-IE, Region II, on May 13, 1976. In compliance with paragraph 50.55(e) of 10 CFR Part 50, we are enclosing an interim report of the deficiency. A final report will be prepared once all of the new shims have been installed and pertinent backup information is received from General Electric.

Very truly yours,

J. E. Gilleland
Assistant Manager of Power

Enclosure

CC (Enclosure):

Dr. E. Volgenau, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

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ENCLOSURE

BROWNS FERRY NUCLEAR PLANT UNIT 3
RPV STABILIZER PLATES INSTALLED INCORRECTLY
DDR 232 - INTERIM REPORT

The General Electric Company recently released a field disposition instruction (FDI) requesting that an inspection be performed on the reactor pressure vessel (RPV) seismic stabilizers at Browns Ferry Nuclear Plant. The purpose of the inspection was to determine if the stabilizers were installed with sufficient clearances to permit relative deflections between the reactor vessel and shield wall without binding and inducing cyclic stresses in the stabilizers.

In performing this inspection it was discovered that part of the stabilizer assembly had been incorrectly installed. Bearing plates at each end of the stabilizer assembly had been installed 90 degrees from the intended orientation. These plates make contact during a seismic event with bumper brackets mounted on top of the biological shield wall. The incorrect orientation reduces the amount of contact area between the bearing plate and bumper bracket. This could lead to damage of the stabilizer assembly during a seismic event.

After being notified of the deficiency, GE recommended one of two fixes:
(1) rotate the bearing plate 90 degrees to the correct orientation, or
(2) replace the shim plate on the bumper bracket with a new design of different dimensions. Since the stabilizers are fully assembled and are located in an area with limited access, rotation of the bearing plates would have been very difficult. Instead, new shim plates have been fabricated and are being installed.

A final report will be prepared once all of the new shims have been installed and pertinent backup information is received from GE.