



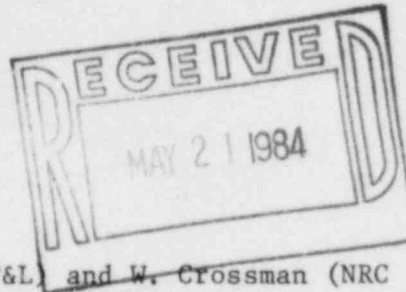
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**POWER & LIGHT**

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May 11, 1984

W3K84- 1141  
Q-3-A35.07.110

Mr. John T. Collins  
Regional Administrator, Region IV  
U. S. Nuclear Regulatory Commission  
611 Ryan Plaza Drive, Suite 1000  
Arlington, Texas 76012



REFERENCE: Telecon C. N. Hooper (LP&L) and W. Crossman (NRC IV) on  
April 19, 1984

Dear Mr. Collins:

SUBJECT: Waterford SES Unit No. 3  
Docket No. 50-382  
Significant Construction Deficiency No. 110  
"G.H. Bettis (Part 21) Valve Actuators"  
Final Report

In accordance with the requirements of 10CFR50.55(e), we are hereby providing two copies of the Final Report of Significant Construction Deficiency No. 110, "G.H. Bettis (Part 21) Valve Actuators". This item was previously reported as PRD No. 168.

If you have any questions, please advise.

Very truly yours,

*T. F. Gerrets*  
T. F. Gerrets

Corporate Quality Assurance Manager

TFG:CNH:VBR

Attachment

cc: Director  
Office of Inspection & Enforcement  
U. S. Nuclear Regulatory Commission  
Washington, D.C. 20555  
(15 copies)

Mr. John T. Collins

May 11, 1984

W3K84-1141

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cc: Director  
Office of Management  
Information and Program Control  
U. S. Nuclear Regulatory Commission  
Washington, D.C. 20555

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FINAL REPORT OF  
SIGNIFICANT CONSTRUCTION DEFICIENCY NO. 110  
"G.H. BETTIS (PART 21) VALVE ACTUATORS"

INTRODUCTION

This report is submitted pursuant to 10CFR50.55(e). It describes the problem concerning the potential degradation of performance related to actuator stroking times described in G.H. Bettis (Part 21).

This deficiency was notified to USNRC by G.H. Bettis Company in their 10CFR21 Report No. CAR #0023, dated February 13, 1984.

DESCRIPTION OF PROBLEM

In their 10CFR21 report, dated February 13, 1984, Bettis identified the series/model numbers of their actuators which have potential of degradation in stroking times due to a particular combination of seal and grease used in the original manufacture.

Our review of series/model numbers of all Bettis manufactured actuators employed at Waterford Unit No. 3 valves and dampers revealed that there are only five (5) valve operators that fall under this classification. These five valve tag number are: 3CC-B187A/B, 3CC-B188A1, 3CC-B189B1, 3CC-B190A2, and 3CC-B191B2.

SAFETY EVALUATION

The five valves identified above are located inside containment in lines supplying cooling water to RC pump motors and CEDM cooling coil. These components are not required to operate following a design basis accident and this cooling water is supplied from the nonessential seismically-qualified component cooling water loop, which is isolated from the essential loop on a containment isolation signal. The failure of these valves to operate will not affect the ability of the Component Cooling Water System to perform its intended function following a design basis accident.

Hence, we have concluded that the above problem is not reportable under 10CFR50.55(e).

CORRECTIVE ACTION

The five valve actuators in question will be serviced with new seals and Dow Corning Molykote 44 lubricant in accordance with the recommendations contained in the G.H. Bettis 10CFR21 report.