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Dear Board Members:

By copy of a letter dated November 21, 1984, from R J Erhardt to H R Denton, the Board was informed that logs "B-1 through B-4" of borings taken in 1977 in the area of the diesel fuel oil tanks at the Midland Nuclear Plant were in fact logs of borings taken elsewhere in the Midland area. Testing data indicates that a series of borings, also labeled "B-1 through B-4," was made at the diesel fuel oil tank area, but CPCo is now informed by Bechtel that the two series were confused, and data from the wrong series was transmitted to the NRC. The Applicant has reviewed the effect of this erroneous information on its technical analysis of the soils underlying the diesel fuel oil tanks and concludes that the only technical issue potentially affected is the liquefaction of soils below the diesel fuel oil tanks.

Professor Richard Woods, the Applicant's liquefaction witness, testified on November 20, 1982 concerning the potential for liquefaction of soils underlying the diesel fuel storage tanks. Professor Woods' testimony relied, in part, on an analysis of liquefaction performed by Bechtel that assumed the existence of a sand layer beneath the entire tank area, but not extending beyond the tank area, at a depth and thickness representative of information obtained from boring DF-5 taken in 1979. This boring (DF-5) is not one of the borings called into question by recent information. Dr Woods initial analysis of liquefaction of soils beneath the tanks, which was based on a review of Bechtel's analysis of the same subject and was performed independent

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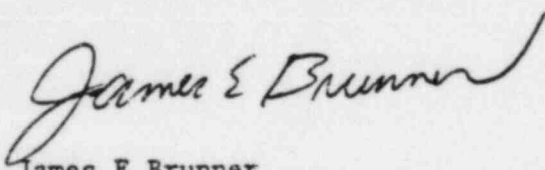
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of the information in borings B-1 through B-4, concluded that liquefaction did not pose a safety problem for the tanks. Subsequently, but prior to his testimony on November 20, 1982, Dr Woods reviewed the data from the records B-1 through B-4 later found to be erroneous and determined that they did not alter his previous conclusion.

In presentations to the NRC Staff that preceded the filing of testimony, Consumers Power technical staff concluded that the sand pocket found in boring DF-5 does not extend beyond the tank area, in part, on the basis of information contained in the log of 1977 boring B-1 that has now been determined to be invalid. Testing data available from the B-1 through B-4 borings taken in the diesel fuel tank area indicate material acceptable for its intended purpose at the elevations where tests were taken, however none of the borings extend to the depth necessary to provide information as to the actual extent of the sand pocket observed in boring DF-5. Because of these circumstances, the Applicant has determined that the analysis of the liquefaction potential of the soils beneath the diesel fuel oil tanks is inconclusive.

Because of the shutdown of the Midland project, the Applicant does not now plan to perform the additional analyses or obtain additional field information to close out this issue. We will keep the Board informed of any further developments on this matter.

Thank you for your attention.



James E Brunner

JEB/lr

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