BALTIMORE
GAS AND
ELECTRIC

CHARLES CENTER · P. O. BOX 1475 · BALTIMORE, MARYLAND 21203

ARTHUR E. LUNDVALL, JR.
VICE PRESIDENT
SUPPLY

May 28, 1985

Mr. Thomas E. Murley
Regional Administrator, Region I
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

Dear Mr. Murley:

Subject: Calvert Cliffs Nuclear Power Plant
Unit Nos. 1 & 2; Docket Nos. 50-317 and 50-318
Reporting of Defects and Non-Compliance

References: 10 CFR Part 21, Paragraph 21.21 (b) (1)

The attached report is submitted in accordance with the requirements of reference (a).

Items discussed in subparagraphs (b) (3) (vii) and (b) (3) (viii) will be supplied at a later date.

Very truly yours,

A. E. Lundvall Jr.

AEL/ERZ/vf

cc: Mr. D. A. Brune, Esq.
Mr. G. F. Trowbridge, Esq.
Mr. D. H. Jaffe, NRC
Mr. T. Foley, NRC
Mr. R. C. DeYoung, NRC

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Report of Defect at

Calvert Cliffs Nuclear Power Plant Unit Nos. 1 & 2

The following information is submitted as required by 10 CFR Part 21, Paragraph 21.21 (b) (3).

(i) A. E. Lundvall, Jr.
Vice President, Supply
Baltimore Gas and Electric Company
P. O. Box 1475
Baltimore, MD 21203

(ii) Bar, round 7/8 in. diameter x 2 ft., ASTM A-564, Type 630, Condition A, 17-4 PH Stainless Steel, heat number 656045, used for body to bonnet studs for CV-100-E & F (Pressurizer Spray Valves).

(iii) Joseph T. Ryerson & Son, Inc.
P. O. Box 7349
PHiladelphia, PA 19101

(iv) The first shipment of material received under this order was identified by Baltimore Gas and Electric's Materials Engineering and Analysis Unit as being a 316 series stainless vice the ASTM A-564, Type 630, Condition A 17-4 PH as ordered. The Certified Material Test Report supplied with the order indicates that the material shipped was 17-4 PH. Two subsequent shipments received at Calvert Cliffs were verified to be the correct material by analysis.

If the plant had been operated with the material received installed in 1-CV-100 E & F, the integrity of the reactor coolant system pressure boundary would have been compromised during the design bases event.

(v) May 24, 1985

(vi) The first shipment of bar stock was manufactured into five body to bonnet studs and one test standard. A sample of the remainder of the order, approximately 16 feet, was examined by an electron microscope to verify the correct material characteristics. These bars were made into body to bonnet studs which were installed in 1-CV-100 E & F.

(vii) The corrective action taken was to remove the body to bonnet studs manufactured from the incorrect material and to verify that the remainder of the order received was the correct material.

Additional corrective action, if any, has yet to be determined.

(viii) This section will be completed at a later date.