



Integrated Nuclear Services

October 2, 1996  
ESC-96-532

Document Control Desk  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555-0001

Attention: Mr. J. L. Birmingham

Subject: September Status Report for B&W Fuel Assembly Grid Deformation Concern

Gentlemen:

The technical resolution of the B&W fuel assembly grid deformation concern was initiated in June and is described in the June status report. This month's efforts were still centered on the RV Internals Hydraulics Analyses, RV Asymmetric Cavity Pressure, and Structural Analysis being performed to determine the reactor vessel core plate motion.

RV Internals Hydraulic and Structural Analyses:

- RV Internal Hydraulic Analysis: The reactor vessel internals model representative of the skirt supported plants has been retrieved and verified to be the same as that used in BAW-1621. The model has been modified to represent a core flood line break. The hydraulic analysis has been completed for the core flood line break. The pressure outputs have been run through the post processor code to determine the loadings on the RV and internals. To assess the decay heat line and surge line breaks, appropriate model modifications were done. The hydraulic analyses were performed and the results are being assessed. Documentation and QA are on-going.
- RV Asymmetric Cavity Pressure Analysis: The Oconee model, representing the bounding cavity for the skirt supported plants, has been retrieved and verified to be the same as that used in BAW-1621. Mass and energy data from the bounding core flood line break has been determined. Using the mass and energy data representing the bounding core flood line break, the cavity pressure run has been completed. The pressure outputs have been run through the post processor code to determine the loading on the RV. Documentation and QA are on-going.

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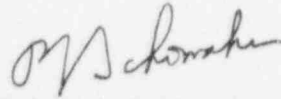
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- Structural Analysis: The reactor vessel and internals structural model used as the bounding model for the skirt supported plants in BAW-1621 has been retrieved. Conversion of the model to our present day structural analysis code has been completed. Preliminary runs have been made using the core flood line break hydraulic loadings (ACP and RVI hydraulics). The results are being assessed.

If there are any questions on the above information, please do not hesitate to call me at 804-832-2917.

Very truly yours,



Robert J. Schomaker  
Project Manager  
B&W Owners Group Management

RJS/bcc

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