



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

SEP 28 1985

Docket Nos.: 50-445  
50-446

Mrs. Juanita Ellis, President  
Citizens Association for Sound Energy  
1426 South Polk Street  
Dallas, Texas 75224

Dear Mrs. Ellis:

I am writing you to respond to 2 questions that you raised in our February 1, 1985 telephone conversation. The questions you asked involved a reactor coolant pump motor failure and cutting of the spent fuel pool liner at Comanche Peak Steam Electric Station (CPSES).

I have asked the Region IV staff to look into these questions and provide answers. They have completed their review of the two areas and the following facts have been reported to me:

On October 28, 1984, while filling and venting the Unit 1 Reactor Coolant, (RC) System, the No. 4 RC pump motor tripped due to a phase A and B over-current condition. This overcurrent condition was apparently caused by a stator winding insulation breakdown. A piece of metal resembling a washer could have caused the insulation breakdown. The pump motor failure was considered by the Applicant to be an isolated incident on a non-safety related component. I understand that this motor failure was discussed with you during a meeting at the Dallas Fort Worth Airport Hilton Hotel on November 7, 1984.

The second reactor coolant pump failure you mentioned did not involve the coolant pump motor, but was a seal leak on the No. 2 reactor coolant pump shaft seal assembly. During the plant cooldown that followed the hot plant tests conducted in November and December 1984, an operator observed excessive leakage coming from a seal. Upon disassembly and inspection of all 3 seals on No. 2 RC pump, the Applicant noted a degradation of the "double Delta seals." The Applicant checked the seal ring assemblies on all RC pumps for similar problems and is investigating the cause with assistance from the pump seal vendor. The NRC Resident Inspectors are following this problem to insure that the corrective actions are adequate.

You also mentioned to me that you heard that the Applicant was cutting spent fuel pool liners for the purpose of examining the concrete. Your understanding of this matter is correct. In August of 1982, the Applicant's personnel made preparations to pour the concrete annulus around the reactor vessel for Unit 2. On removing the expanded metal frame work from the reactor side of compartment concrete walls, a void in the concrete at the bottom of the stainless steel liner wall for compartments 1 and 4 was observed. The Applicant documented this void on NCR C-82-01202. The repair of the identified void required

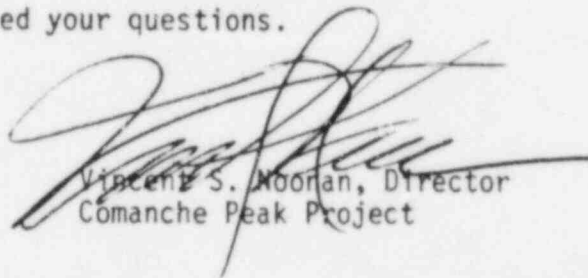
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removal of a portion of the stainless steel liner; therefore, final disposition of NCR C-82-01202 was delayed until the completion of construction activities for Unit 1. During late 1984, the Applicant's resources were then made available to accomplish the work related to the concrete void.

To fully evaluate the extent of voids and confirm repairs, 3 areas of the liner were removed and concrete excavated by Applicant's personnel. To assure full definition of the suspect area, a grid pattern of 1½-inch diameter probe holes and grout holes was used. The Applicant reviewed the grid pattern results and compared the grid pattern results in compartments 2 and 3 to compartments 1 and 4. The Applicant's reviews indicated that the voids do not exist in compartments 2 and 3.

The repair procedure (DCA-20856) required that the total extent of the concrete voids be determined and repairs be made to the identified concrete voids. Twenty five bags of grout (½ cubic yard) were used to make the repairs. The repairs are documented on grout card 261. The DCA indicates that the voids were not extensive ( 28 square feet by 8 inches maximum depth). The Applicant states that its repair procedure indicated that the total extent of the voids have been discovered. Repair was accomplished as directed by DCA-20856, Revision 1. The stainless steel liner plates had been reinstalled. The Comanche Peak Project staff is also reviewing the technical aspects of this matter and will report the results of its review when completed. As we discussed, Dr. Shao has responsibility for this matter.

I trust that this letter has answered your questions.



Vincent S. Noonan, Director  
Comanche Peak Project

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- 2 -

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To fully evaluate the extent of voids and confirm repairs, 3 areas of the liner were removed and concrete excavated by Applicant's personnel. To assure full definition of the suspect area, a grid pattern of 1 1/4-inch diameter probe holes and grout holes was used. The Applicant reviewed the grid pattern results and compared the grid pattern results in compartments 2 and 3 to compartments 1 and 4. The Applicant's reviews indicated that the voids do not exist in compartments 2 and 3.

The repair procedure (DCA-20856) required that the total extent of the concrete voids be determined and repairs be made to the identified concrete voids. Twenty five bags of grout (1/2 cubic yard) were used to make the repairs. The repairs are documented on grout card 261. The DCA indicates that the voids were not extensive (28 square feet by 8 inches maximum depth). The Applicant states that its repair procedure indicated that the total extent of the voids have been discovered. Repair was accomplished as directed by DCA-20856, Revision 1. The stainless steel liner plates had been reinstalled. The Comanche Peak Project staff is also reviewing the technical aspects of this matter and will report the results of its review when completed. As we discussed, Dr. Shao has responsibility for this matter.

I trust that this letter has answered your questions.

Vincent S. Noonan, Director  
Comanche Peak Project

cc: L. Shao

\* See next page for previous concurrences

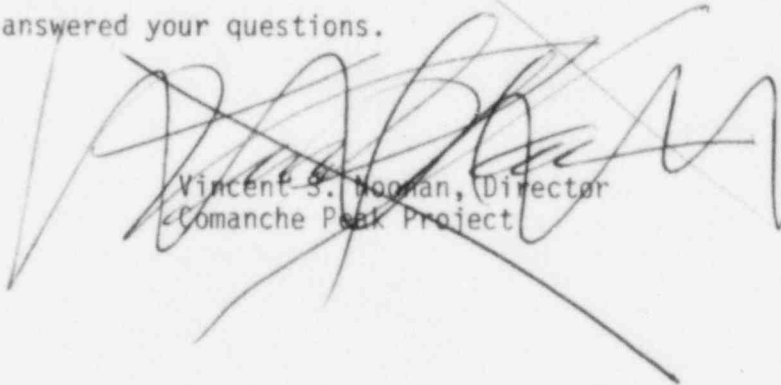
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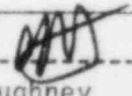
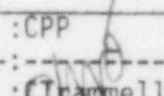
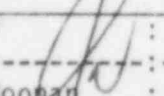
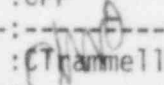
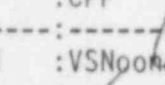
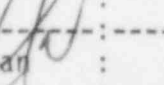
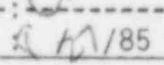
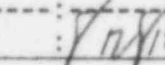
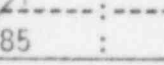
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Vincent S. Noonan, Director  
Comanche Peak Project

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