

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401
1630 Chestnut Street Tower II

August 28, 1985

BLRD-50-438/84-17
BLRD-50-439/84-16

U.S. Nuclear Regulatory Commission
Region II
Attn: Dr. J. Nelson Grace, Regional Administrator
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

Dear Dr. Grace:

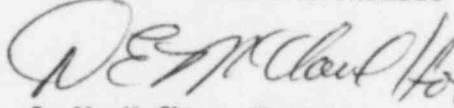
BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2 - ITT GRINNELL PIPE SUPPORTS DESIGNED
WITH SWAY STRUTS INSTEAD OF REQUIRED GAPS - BLRD-438/84-17, BLRD-439/84-16 -
SECOND INTERIM REPORT

The subject deficiency was initially reported to NRC-OIE Inspector
Ross Butcher on February 8, 1984 in accordance with 10 CFR 50.55(e) as NCR BLN
BLP 8403. This was followed by our first interim report dated March 6, 1984.
Enclosed is our second interim report. We expect to submit our next report on
or about October 29, 1986. We consider 10 CFR Part 21 applicable to this
deficiency.

If you have any questions concerning this matter, please get in touch with
R. H. Shell at FTS 858-2688.

Very truly yours,

TENNESSEE VALLEY AUTHORITY



J. W. Hufham, Manager
Licensing and Risk Protection

Enclosure

cc: Mr. James Taylor, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Records Center (Enclosure)
Institute of Nuclear Power Operations
1100 Circle 75 Parkway, Suite 1500
Atlanta, Georgia 30339

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ENCLOSURE
BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2
ITT GRINNELL PIPE SUPPORTS DESIGNED WITH SWAY STRUTS
INSTEAD OF REQUIRED GAPS
BLRD-50-438/84-17, BLRD-50-439/84-16
NCR BLNBLP8403
10 CFR 50.55(e)
SECOND INTERIM REPORT

Description of Deficiency

ITT Grinnell-designed pipe supports ORF-MPHG-03-9, revision 3, 1VE-MPHG-2392, sheet 1, revision 2, and 1VE-MPHG-2392, sheet 2, revision 0, which are located on alternately analyzed safety-related plant systems have incorrect pipe movement data shown on the ITT Grinnell detail sheets. This could result in a support design where friction loads were not evaluated or swing angles were not properly checked.

Interim Progress

TVA is approximately 90-percent complete with the revision of the support designs identified as deficient. TVA will provide the report on this deficiency upon conclusion of our design revisions, which is expected to be on or about October 29, 1986.