

September 30, 1985

U.S. Nuclear Regulatory Commission
Vendor I.E./DQVAT
Mail Stop EWW 359
Washington, DC 20555

Attn: K.R. Naidu

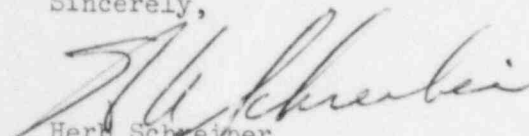
Subj: Weld Inspection 10CFR21 Report

Gentlemen:

In response to your recent phone call, attached is an update of the 10CFR21 report in regard to cracked welds.

If you have any questions, please call.

Sincerely,


Herb Schreiber
Manager, Product Service

HAS/dkh

Enclosure

8510040264 850930
PDR ADOCK 05000322
S PDR

IE19
1/1

Colt Industries



Fairbanks Morse
Engine Division
701 Lawton Avenue
Beloit, Wisconsin 53511-5492
Telephone: 608/364-4411
Telecopier: 608/364-0382

September 26, 1985
948-1306/85

Louis Allis
427 E. Stewart Street
P. O. Box 2020
Milwaukee, WI 53201-2020

Attn: Mr. H.A. Schreiber
Manager, Product Service

Subject: Generator Bracket Cracked Welds
10CFR21 Report

Gentlemen:

We have contacted our people at Hope Creek jobsite and requested them to have site personnel send in a completion report on repair of cracked welds.

I contacted Rod Huber at Union Electric and they have decided to postpone inspection until shutdown for refueling (probably April 1986).

I am enclosing a copy of our Steve Lang's report dated May 5, 1985. This states both units inspected and no cracks. (Wolf Creek)

I have nothing further on Marble Hill that is different from what you report in your letter of September 23, 1985.

Very truly yours,

COLT INDUSTRIES OPERATING CORP.
FAIRBANKS MORSE ENGINE DIVISION

Jay W. Johnson, Supervisor
Product Service Department

JWJ/lm

Enclosure

cc: R. Keyser



BF-1285F

CUSTOMER SERVICE REPRESENTATIVE
DAILY PROGRESS REPORTSPAGE I OF IIArea II

Number _____

Regional
Sales Office

Stationary or Marine

Plant or
Vessel LocationBURLINGTON, KANSAS

Written by

Date 5-5-85Customer
or VesselK.G.E. WOLF CREEK NUCLEAR

City

BURLINGTON

State

KANSAS

Zip

Purchase

Date of

Order No.

Arrival

5-1-85

Time of

Arrival

0800

Customer

Contact

BILL MONDAY

Engine S/N #

P04 70000 1/2A

Engine Hrs.

253.1

Model #

P02.5

Engine S/N #

P04 70000 1/2B

Engine Hrs.

247.0

RPM

514

HP

8600

Reason for customer's

Service Request:

INSPECT GENERATOR AIR DEFLECTORS FOR WELD CRACKS

Details of Repairs, Adjustments, Settings, and Clearances Accomplished each day for week ending

5-5-85MONDAY 4-29 → UNASSIGNED TIMETUESDAY 4-30 → TRAVELED TO EMPORIA, KANSAS. TRIED TO CONTACT
MR. MONDAY, K.G.E. NO ANSWER.WEDNESDAY 5-1 → ARRIVED JOBSITE @ 0800, PULLED GENERATOR SCREENS
ON "A" UNIT. NO CRACKS FOUND ON WELDS ATTACHING
CONICAL AIR DEFLECTOR TO GENERATOR FRAME. ALSO NOTED
WAS THE CONICAL AIR DEFLECTOR DID NOT EXIST ON THE
FWD. END OF GEN. AS PER B.P.S. DRW. I WAS
INFORMED TO RETURN ON 5-2 FOR INSP. OF "B" UNIT.THURSDAY 5-2 → NO WORK DUE TO TAGGING NOT COMPLETE.FRIDAY 5-3 → UNIT "A" DECLARED INOPERABLE DUE TO WELD CRACKS
FOUND ON EXHAUST MUFFLER SUPPORT LEGS.SATURDAY 5-4 → UNIT "A" NOW DECLARED OPERABLE, HOWEVER, THE
TERRY TURBINE IS NOW INOPERABLE AND MUST BE
OPERATIONAL PRIOR TO TAGGING OUT UNIT "B"

Date of work completion

5-5-85

Time of work completion

0200 HRS.

Use supplement set if additional space is required

Customer KGE WOLF CREEK Engine Number P0470000 1/2A-B Date 5-5-85

MR. CLAIR STATED HE WOULD CONTACT ME AT HOTEL WHEN UNIT "B" WAS READY FOR INSPECTION. RECEIVED CALL @ 1400 STATING UNIT "B" WOULD BE TAGGED-OUT BY 1500 HRS. WAITING FOR RELIABILITY RUN ON UNIT "A" TO BE COMPLETED PRIOR TO TAG-OUT OF UNIT "B". "B" UNIT FINALLY TAGGED-OUT @ 1930, NO QC OR MAINT. AVAILABLE @ THIS TIME. IT SEEMS THEY ARE ASSIGNED TO HIGHER PRIORITY JOBS. STARTED GENERATOR DISASSEMBLY @ 2100 HRS. INSP. OF DEFLECTOR WELDS REVIEWED NO CRACKS. QC QUESTIONED A 1/2" AREA @ 9 O'CLOCK POSITION UPPER SECTION, THE UPPER SECTION HAS A CONTINUOUS WELD BEAD THROUGH THE ENTIRE AREA, LENGTH. SUSPECTED CRACK WAS SPOT CHECKED, QC RULED IT A CRACK. I SUGGESTED THE POSSIBILITY OF A FALSE INDICATION DUE TO DEEP VALLEY FOR BUILD UP. SUSPECTED CRACK WAS FILED DOWN IN BUILD UP AREA, NO CRACK REVIEWED. SIGNED OFF JOB, TRAVELED TO KANSAS CITY.

Stel Ling



September 23, 1985

Colt Industries
Fairbanks Morse Engine Division
701 Lawton Avenue
Beloit, Wisconsin 53511-5492

Attention: J. W. Johnson, Supervisor Product Service Dept.

Subject: 10CFR21 Report - Cracked Welds

Dear Jay:

Attached is a copy of a letter I wrote to Harlan Leusink on July 8, giving him a status report of the various jobs that were being investigated for this 10CFR21 report.

Item #1, Long Island Lighting Company, as you know, has been completed, and the back charge has been passed along to us for crediting to Colt Industries. This credit is in process and should be in your hands shortly.

Item #2, Public Service Gas and Electric, is as we state in the letter, and we have heard nothing further, and would like to have you contact those people to see if that project has been completed.

Item #3, Union Electric Company - the last we heard was as stated, and we would like for you to contact Union Electric to see if that project has been started, completed, or whatever.

Item #4, Kansas Gas and Electric - we have no further report on this, and would like to get an update and would appreciate your contacting the client and advising.

Item #5 - Public Service of Indiana - we presume will have no action taken since they have mothballed the units, and as stated the owner is looking for a buyer and no doubt if the units are sold they will not be going to a nuke plant, and as a result the 10CFR21 would no longer apply.

Item #6, Washington Power. We can update you on that item as follows: The brackets for the units have been sent to our plant here in Milwaukee for re-welding. We found that when we investigated this, Ebasco no longer had people at the site that could handle this project, and as a result we had our service shop, Cascade Electric, remove the brackets and ship them to us. It was not possible to have them rewelded in Seattle, due to the fact that the service facility did not have certified welders, and also did not have access to an inspection laboratory which would give the proper certification for the weld procedure and the weld inspection. In evaluating this we felt it would be easier to have the brackets returned here and we will process them for re-welding and return them to Cascade to be installed on the units.



As stated we would appreciate hearing from you in regard to Items 2, 3, 4, and 5. Item 5 may not be a problem; however we feel that there should be something official in our records, stating that no work will be performed and that that decision is at the discretion of the contractor or utility.

Yours very truly,

H. A. Schreiber
Manager
Product Service

me

cc: H. Leusink
J. Borman
D. Bryant



DATE July 8, 1985
FROM H. A. Schreiber
TO Harlan Leusink
cc: J. Bormann
D. Bryant

SUBJECT COLT INDUSTRIES
10 CFR 21 REPORT, CRACKED WELDS

This is an update of status involving those units we reported in April as recommended for weld inspection after broken welds had been detected at Long Island Lighting Company.

1. Long Island Lighting Company
Shoreham Station
Long Island, New York

Contractor: Stone and Webster
Units: 3 pcs. 4430 KW, frame 1X-30
514 RPM, 4160 V., 700513

Reported to Colt Industries and LILCO advised to proceed with inspection and rewelding.

LILCO letter 4/29/85 reported they were proceeding and cost estimate was \$23,000.

Information transmitted to Louis Allis by letter from Colt, Jay Johnson 5/3/85.

Mike Novak letter of 3/19/85 advised that the weld spec issued by Catalytic, Inc. was satisfactory procedure to use for repair welding. Catalytic spec CS(N)-1021.

2. Public Service Gas and Electric Co.
Newark, New Jersey
Hope Creek #1
Hancock Bridge, New Jersey 08038

Contractor: Bechtel Corporation

Units: 4 pcs. Serial 700510
4430 KW, 514 RPM, 4160 V., Frame 1X-30

First response was phone from A. Gardino advising:

#1 Unit-found 4 cracked welds on front end and one crack on back end.

#2 Unit - found one cracked weld.

#3 and #4 were to be inspected week of 5/6/85. No report to date.

Mr. Goldsmith of Bechtel was given weld specs and repair procedure was to be made. We authorized a complete weld (original was skip weld).

Charges will be submitted when program is complete.

3. Union Electric Company
St. Louis, Missouri 63166
Calloway #1

Contractor: Bechtel Corporation

Units: 2 pcs. 6930 KW, 514 RPM, 4160 V.
Frame 1X-31, Serial 700508

Weld procedure given to Jim Lucheloff, Union Electric on 5/13/85 via phone.

They were arranging for a 72-hour lockout to make inspection and do repair work. No further report to date.

4. Kansas Gas and Electric Company
Kansas City Power and Light Company
Wolf Creek
Wichita, Kansas 67201

Units: 2 pc. 2930 KW, 514 RPM, 4160 V., Frame 1X-31, Serial 700508

See information under Union Electric.

5. Public Service of Indiana
Marble Hill
New Washington, Indiana

Contractor: Sargent and Lundy

Units: 4 pcs. 6078 KW, 514 RPM, 4160 V. Serial 700512

This plant is not to be started and presently "moth-balled". No action being taken except S&L will tag the units, noting this 10 CFR 21 report. Owner is presently looking for a buyer of the equipment. No further action at this time by Louis Allis.

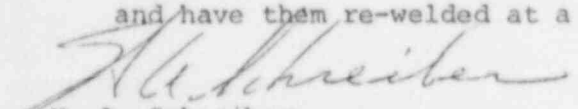
6. Washington Public Power System, Richmond, Washington 99352

Units at Elma, Washington.

Contractor: Ebasco Services, Inc.

Units: 4 pcs. 8360 KW, 514 RPM, 4160 V., Frame 1X-48, Serial 700509

Louis Allis will arrange with Ebasco to remove brackets from motors and have them re-welded at a Louis Allis authorized service shop in Seattle.


H. A. Schreiber
Manager