



NIAGARA MOHAWK POWER CORPORATION / 300 ERIE BOULEVARD WEST, SYRACUSE, N.Y. 13202 / TELEPHONE (315) 474-1511

December 2, 1985
(NMP2L 0551)

Mr. R. W. Starostecki, Director
U.S. Nuclear Regulatory Commission
Region I
Division of Reactor Projects
631 Park Avenue
King of Prussia, PA 19406

Re: Nine Mile Point - Unit 2
Docket No. 50-410

Dear Mr. Starostecki:

Enclosed is a final report in accordance with 10CFR50.55(e) for the problem concerning linear indications in tube steel seam welds. This problem was reported via tel-con to L. Doerflein of your staff on June 20, 1985.

Very truly yours,

C. V. Mangan
Senior Vice President

CVM/GG/cia
(1317H)

xc: Director of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

R. A. Gramm, NRC Senior Resident Inspector

Project File

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NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT UNIT 2
DOCKET NO. 50-410

Final Report for a Problem
Concerning Linear Indications in
Tube Steel Seam Welds
(55(e)-85-18)

Description of the Problem

During field inspection of some tube steel safety-related electrical conduit supports, a linear indication on a tube steel seam weld was noted. The extent of the condition was found to apply to two heat numbers of tube material which have lack of fusion in the seam weld and could have affected the support design. The material (4 x 4 x 3/8 in. ASTM A500 grade tube steel) was purchased from Interstate Steel and fabricated by Unarco Levitt. One hundred twenty-one (121) installed safety related conduit supports were identified as being fabricated from this material.

Analysis of Safety Implications

Of the 121 supports, 120 have been analyzed as open sections. The remaining one support was replaced using material from an unaffected heat number prior to the engineering analysis being started. When analyzed in this manner, stresses in the tube material were acceptable, but two of the 120 supports exceeded the allowable stress limits in the attachment weld. However, neither of these weld stress levels would have affected the safe operation of the plant. The maximum weld stress noted was 28.2 ksi for the E70 electrodes which have an allowable stress of 21 ksi. However, the nominal tensile strength of the weld is 70 ksi. Furthermore, there are 21 supports which may have a welded threaded stud located over the tube steel seam weld. For these supports, a local stud failure of the two-hole strap under postulated loading may have occurred and caused an overstress in the stud weld. However, the remaining stud and/or adjacent supports would maintain the integrity of the raceway. Niagara Mohawk believes that this problem would not have adversely affected safe operation of the plant. Therefore, no corrective actions were considered necessary.

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