

**From:** Robert Tregoning *RES*  
**To:** William Cullen *RES*  
**Date:** Thursday, November 07, 2002 1:36PM  
**Subject:** Re: D-B cracked clad, J-weld sectioning plan

Bill:

I'd still like to know if any of that cladding cavity is SMAW as we've postulated. This would affect the uncertainty analysis. A metallographic section parallel to the length of the cavity (along the line connecting nozzles 3 to 11) would answer this. This line would not need to be contiguous and could intersect other cuts. Do you think that this is possible?

Thanks,  
Rob

>>> William Cullen 11/07/02 09:54AM >>>  
Good morning,

Here is the long-awaited (we made the decisions on 9/24) plan to carve up the section of the D-B head at BWXT. There can be some iteration of the location of the lines, but the total amount of work needs to remain unchanged, otherwise, we will have a big delay. We need comments quickly. I think Hiser and I may try to finalize this today, or Monday at the latest. I will be making one small change, and that is to take a look at the cladding thickness near the 90° or 270° locations, where the thickness precipitously reduced to 0.20 or 0.21 from nearby 0.24 measurements. I want to know if concentrated, stagnant boric acid solutions that were sort of "tucked away" in the corners, caused some corrosion of the clad at just those two locations, or is the reduced thickness merely a consequence of the original cladding process. There appears to be no corrosion of the clad out in the more open areas of the exposed portion, i.e., the thicknesses (0.24 to 0.30, roughly) correspond well with the thicknesses measured at locations where the clad was still bonded to the LAS.

Bill

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