

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

830 Power Building

Central File
50-390
391

August 14, 1978

Mr. James P. O'Reilly, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region II - Suite 3100
101 Marietta Street
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

OFFICE OF INSPECTION AND ENFORCEMENT BULLETIN 78-10 - RII:JPO
50-259, -260, -296, -327, -328, -390, -391, -438, -439, -518,
-519, -520, -521, -553, -554, -566, -567 - BROWNS FERRY, SEQUOYAH,
WATTS BAR, BELLEFONTE, HARTSVILLE, PHIPPS BEND, AND YELLOW CREEK
NUCLEAR PLANTS

In response to your June 27, 1978, letter which transmitted IE
Bulletin 78-10, enclosed are the results of our investigations for
Browns Ferry, Sequoyah, Watts Bar, Bellefonte, Hartsville, Phipps
Bend, and Yellow Creek Nuclear Plants.

Very truly yours,


for J. E. Gilleland
Assistant Manager of Power

Enclosure

AO 2
GD

ENCLOSURE

SEQUOYAH, WATTS BAR, BELLEFONTE, HARTSVILLE, PHIPPS BEND AND YELLOW CREEK
(50-327, -328, -390, -391, -438, -439, -518, -519, -520, -521, -553, -554,
-566, -567)

Hydraulic shock suppressor accumulator spring coils of the type described in the NRC IE Bulletin 78-10 are neither found in, nor part of, the equipment on order for any of the above nuclear plants.

BROWNS FERRY NUCLEAR PLANT (50-259, -260, -296)

Through several seal replacement programs at Browns Ferry Nuclear Plant over a number of years, the accumulator spring corrosion problem referred to in the subject bulletin has not been detected. During the entire time Bergen-Paterson snubbers have been maintained at Browns Ferry, not more than two or three accumulator springs have been replaced because they were broken. None have been replaced because of excessive corrosion.

However, to help ensure the highest possible level of snubber operability the following action will be taken in response to the items enumerated in the subject bulletin:

1. During the next refueling outage of each unit, the following steps will be taken:
 - a. All Bergen-Paterson snubbers will be observed as listed in the Surveillance Instruction 4.6.H to determine which have the external pipe configuration. The external pipe configuration snubbers will be checked to determine whether their serial numbers fall within the lots 487000 to 515000 and F60635 to F75000.
 - b. Snubbers whose serial numbers fall within the subject lots will be removed from the system and disassembled to the extent necessary to observe the accumulator spring. Any springs which are not stainless steel or Teflon coated carbon steel will be replaced with springs meeting that description.
 - c. The snubbers will be reassembled, filled to the proper fluid level and bled, functionally tested, and reinstalled in the system or placed in stores as ready spares. Alternately, snubbers not suspected of having the uncoated accumulator springs may be installed in place of those removed from the system.
 - d. Snubbers in the storeroom serving as ready spares will be reviewed and the action outlined for the installed snubbers will be taken by the completion of the next refueling outage.
2. Not applicable.

3. Documentation will be developed during the accomplishment of item 1 to indicate the location at that time of snubbers originally furnished with carbon steel springs having insufficient corrosion protection. Snubbers may be routinely drawn from stores and installed in the plant to replace a snubber removed for inspection and possible repairs. The snubber removed, after being repaired and functionally tested, may then be placed in stores as a ready spare. The snubber identification, therefore, is not fixed to a specific location, and the serial number does not identify a unique snubber in that more than one snubber has been assigned the same serial (or lot) number by the manufacturer. It is estimated that a total of 35 snubbers in the three units at Browns Ferry have serial numbers that fall within the subject lots.

4. Refueling outages are now scheduled as follows and the corrective action as listed is expected to be accomplished at those times:

Unit 3	September 1978
Unit 1	November 1978
Unit 2	April 1979