

SOUTH CAROLINA ELECTRIC & GAS COMPANY

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VICE PRESIDENT AND GROUP EXECUTIVE  
SPECIAL SERVICES AND PURCHASING

June 18, 1979

United States Nuclear Regulatory Commission  
Attn: Mr. James P. O'Reilly  
Director  
Region II  
101 Marietta Street, NW  
Atlanta, Georgia 30303

Subject: V. C. Summer Nuclear Station  
Unit #1  
Reportable Items in Accordance  
with 10CFR50.55(e)

Gentlemen:

On June 7, 1979, SCE&G identified to Region II concerns with rated loadings for upset conditions on certain pipe supports due to the use of incorrect weights of Velan valves. On May 18, 1979, SCE&G also identified to Region II concerns related to incorrect terminations of 7KV motors. This letter is to provide reports relative to these matters and to update status of previously identified items.

Pipe Support Loading - SCE&G was notified by Westinghouse (the NSSS supplier) on 5/21/79 that weights provided on drawings for the 3T58 & 3T78 Velan valves were incorrect. The drawings were discovered to have design weights provided in lieu of actual weights. The valves involved are not check valves as defined in the recent NRC IE Bulletin 79-04, but were discovered during periferal investigations.

The information from Westinghouse was provided to the Architect Engineer for assessment of impact relative to the piping analysis. Seven valves were identified, five of which were in safety related systems. The A/E's assessment showed that three of the five valves affected associated pipe supports in that the rated loadings of the supports for upset conditions were exceeded. A total of seven supports associated with these three valves were affected.

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June 18, 1979

To resolve this problem, the seven supports are to be redesigned to accommodate the loads due to the increased valve weights. The redesign information will be translated into working documents, the supports corrected, and acceptance provided by SCE&G's QA program in existence for design changes.

Status of the redesign actions and issuance of engineering changes to resolve the problem, will be provided in future reports. These actions will conclude reporting as implementation will follow standard construction sequences.

7KV Motor Terminations - As a result of questions arising by construction personnel regarding thickness of tape on 7KV motor terminations, a review was made of the design and construction guidelines issued to the field for performance of taping. It was determined that manufacturer's standards were improperly translated into implementing instructions. In particular, a taping requirement for terminations that are braced to provide adequate spacing between conductors, was utilized generically and applied to 7KV motor terminations that are not braced. The cause of the incorrect information being translated to the field was that the Architect Engineer upgraded non-safety related termination instructions for nuclear safety related application without sufficient review to discover that manufacturer's standards were not properly incorporated. The result is that the 7KV motors could conceivably fail during a seismic event due to improper termination. As such, a reportable item in accordance with 10CFR50.55(e) exists.

To correct the problem with terminations on 7KV motors, immediate revisions to the construction guidelines were prepared. In addition, an Engineering Change Notice providing instructions for proper taping of 7KV motor terminations was issued. Future terminations will be made in accordance with the newly provided instructions. Also, 7KV motors that had been previously terminated were determined and a Nonconformance Notice was issued to assure that these terminations were reworked and corrected within the existing QA Program.

Since all actions to correct this problem have been initiated, and only implementation and completion within the existing QA Program are required, this will be the final report for this item.

Our update of previous reported items is as follows:

1. Electrical Support Splices - Documentation reviews are complete which have provided information relative to all known splices. In addition,

June 18, 1979

an inspection program has been established to reinspect electrical supports to identify unknown splices. The inspection program is of a sampling nature utilizing a Magnetic Particle examination method that has demonstrated ability to detect defective splices. The reinspection program was implemented on June 11, 1979, and is currently in process. A final report will be issued upon completion of this effort.

2. RT Film Deficiencies - The systematic method for review of remaining film packets has been determined and reviews are currently underway. Upon completion of this review cycle, the team of Level III's of SCE&G and DCC will again resolve questionable film packets. Upon completion of this cycle, film packets will be considered to represent quality weld joints and a final report will be issued. Results of the review relative to the need for joint repair will also be reported.
3. Emergency Diesel Generator Deficiencies - Installation of the lube oil headers on the diesel generators has not been completed. The installation of the headers is now on hold pending receipt of lube oil on site that is required for flushing of the headers prior to installation. The lube oil supply, and thus the installation of headers, is subject to future start-up testing requirements for the diesel generators.

SCE&G has received from Colt their analysis of the diesel generator problems as they apply to the SCE&G equipment. Colt has determined that SCE&G did not have a reportable item concerning rocker arms. They did confirm that SCE&G equipment problems relating to the injection pumps, fuel line flaring, and lube oil headers, existed and are considered reportable.

Upon installation of the replacement lube oil headers, all actions on this item will be complete. Therefore, this is considered a final report on this item.

Documentation associated with the above items is available for NRC review during inspections at the site. If any additional information is needed, please feel free to contact us.

Very truly yours,



MCJ:jls

cc: C. J. Fritz  
G. C. Meetze  
Office of Director  
of Inspection & Enforcement  
Washington, D. C.