

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401
400 Chestnut Street Tower II

November 3, 1982

WBRD-50-390/82-104
WBRD-50-391/82-98

U.S. Nuclear Regulatory Commission
Region II
Attn: Mr. James P. O'Reilly, Regional Administrator
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

**WATTS BAR NUCLEAR PLANT UNITS 1 AND 2 - SAFETY INJECTION SYSTEM PIPE
SUPPORTS WELDED TO LINER PLATES - WBRD-50-390/82-104, WBRD-50-391/82-98 -
FIRST INTERIM REPORT**

The subject deficiency was initially reported to NRC-OIE Inspector R. V. Crlenjak on October 6, 1982 in accordance with 10 CFR 50.55(e) as NCR WBN SWP 8255. Enclosed is our first interim report. We expect to submit our next report on or about January 24, 1983.

If you have any questions, please get in touch with R. H. Shell at FTS 858-2688.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills
L. M. Mills, Manager
Nuclear Licensing

Enclosure
cc: Mr. Richard C. DeYoung, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

NOV 5 11:57
REGIONAL OFFICE
ATLANTA, GEORGIA

OFFICIAL COPY
IE 27

8211090149 821103
PDR ADDCK 09000390
S PDR

ENCLOSURE

**WATTS BAR NUCLEAR PLANT UNITS 1 AND 2
SAFETY INJECTION SYSTEM PIPE SUPPORTS WELDED TO LINER PLATES
NCR WBN SWP 8255
WBRD-50-390/82-104, WBRD-50-391/82-98
10 CFR 50.55(e)
FIRST INTERIM REPORT**

Description of Deficiency

During normal design review of the Safety Injection System (SIS) piping for unit 1, a deficiency was noted on pipe supports designed by Bergen-Paterson Pipesupport Corp., Laconia, New Hampshire. These supports, 8 for unit 1 and 8 for unit 2, are located in the Residual Heat Removal (RHR) system valve sump rooms for each unit, and support the train A and train B SIS piping which serve as part of the recirculation loop for residual heat removal. The supports are attached to the RHR sump valve room by welds to a 1/4-inch steel liner plate in the room, and could transmit loads up to approximately 150 kips into the liner plate. The liner plate, however, cannot withstand significant bending or tension loads.

Interim Progress

TVA has notified Bergen-Paterson of their deficient design but because the Bergen-Paterson contract has expired, TVA is redesigning the supports in-house. TVA is also investigating the cause of this deficiency and action required to prevent recurrence.