



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

January 7, 2009

Mr. John T. Carlin
Vice President R.E. Ginna Nuclear Power Plant
R.E. Ginna Nuclear Power Plant, LLC
1503 Lake Road
Ontario, NY 14519

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION RE: 2008 STEAM GENERATOR
TUBE INSPECTIONS - R.E. GINNA NUCLEAR POWER PLANT (TAC NO.
MD9727)

Dear Mr. Carlin:

By letter dated September 23, 2008, R.E. Ginna Nuclear Power Plant, LLC submitted the results of the 2008 steam generator tube inspections performed at the R.E. Ginna Nuclear Power Plant.

The Nuclear Regulatory Commission (NRC) staff has reviewed the information provided and has determined that additional information is needed to complete its review. Enclosed is the NRC staff's request for additional information (RAI). As discussed with your staff, we understand that you intend to respond to this RAI within 60 days of the date of this letter.

Please contact me at 301-415-1364 if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Douglas V. Pickett".

Douglas V. Pickett, Senior Project Manager
Plant Licensing Branch I-1
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

Docket No. 50-244

Enclosure:
As stated

cc w/encl: Distribution via Listserv

REQUEST FOR ADDITIONAL INFORMATION

R.E. GINNA NUCLEAR POWER PLANT

2008 STEAM GENERATOR TUBE INSERVICE INSPECTION REPORT

DOCKET NO. 50-244

1. On page 6 of the September 23, 2008 letter, it states, in part, that all tubes were examined full length; however, other parts of the report indicate that approximately 60 percent of the tubes were inspected. Please clarify this apparent discrepancy.
2. R9C121 did not receive a bobbin examination on the cold-leg, but the tube was ultimately tested full length with a combination of a bobbin coil and plus-point coil. Please confirm that the cold-leg was examined full length with a plus-point coil. Please clarify the discussion that this tube was inspected full length in 2005 with a different robot and the use of a lighter robot has proven difficult (i.e., why does the robot affect the ability of the probe to pass through the tube). In addition, please clarify whether the dent/ding in this tube is becoming more severe since, in 2008, a 0.610-inch diameter probe could not pass through this tube (unlike prior inspections in which a 0.610-inch probe did pass through the tube).
3. Approximately 25 tubes have been historically identified as being in close proximity. Please discuss whether any additional tubes were identified as being in close proximity (since other plants have found additional tubes in close proximity during subsequent inservice inspections).
4. For each refueling outage and steam generator (SG) tube inspection since installation of the SGs, please provide the cumulative effective full-power months that the SGs have operated.
5. Denting was observed in the cold-leg of SG B. Please discuss your insights into the cause of this degradation mechanism (since it does not appear to be widespread in plants with Alloy 690 tubing). Include in your response, why it is only occurring on the cold-leg of one SG, and how you assessed this condition in your condition monitoring/operational assessment.
6. A significant number of tubes were tested with a 0.610-inch bobbin probe in SG A. In the text of the document, reference is only made to one tube with a restriction that would not pass a 0.620-inch diameter probe. Please clarify why the 0.610-inch diameter probe was used to inspect so many tubes in SG A.
7. A few tubes were identified as having a status of reset incomplete (RIC). Please confirm that these tubes (or portions of tubes) were subsequently inspected satisfactorily (i.e., that RIC is a temporary code that would have required another retest). If a satisfactory inspection was not completed, please discuss how tube integrity was confirmed for these tubes.
8. Please discuss the results of your feeding examination in SG A and your upper internals examinations of SG B.
9. Please clarify the results of your inspections for loose parts. On page 34, you indicate that two parts were removed and that plus-point examinations revealed no additional objects or evidence of tube degradation. On page 35, however, you indicate that

Enclosure

additional potential loose parts were identified by a combination of eddy current and visual examinations. Please confirm that all potential loose part locations were visually inspected, these inspections revealed at least two parts, two parts were removed from the SGs, other loose parts were identified visually, and any loose parts left in the SGs were assessed to confirm that it was acceptable to leave them in the SGs until the next inspection.

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/RA/

Douglas V. Pickett, Senior Project Manager
Plant Licensing Branch I-1
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