

U. S. ATOMIC ENERGY COMMISSION
DIRECTORATE OF REGULATORY OPERATIONS

REGION I

RO Inspection Report No.: 50-286/74-01

Licensee: Consolidated Edison Company (Indian Point 3)

4 Irving Place

New York, New York 10003

Location: Buchanan, New York

Type of Licensee: PWR:1050MWe (Westinghouse)

Type of Inspection: Routine, Unannounced

Dates of Inspection: January 7, 8 and 9, 1974

Dates of Previous Inspection: December 6 and 7, 1973

Reporting Inspector: *J. Allentuck*
J. Allentuck, Reactor Inspector

Accompanying Inspectors: None

Other Accompanying Personnel: None

Reviewed by: *R. F. Heishman*
R. F. Heishman, Senior Reactor Inspector

Docket No.: 50-286

License No.: CPFR-62

Priority: _____

Category: B

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SUMMARY OF FINDINGS

Enforcement Action

None

Licensee Action on Previously Identified Enforcement Items

The licensee has determined that the violation relative to carbon steel in contact with stainless steel identified in RO Inspection Report No. 50-286/73-12 did not result in conditions which could cause adverse metallurgical effects and has taken measures to prevent a recurrence of the violation. (Details, Paragraph 3)

Design Changes

None

Unusual Occurrences

None

Other Significant Findings

A. Current Findings

1. Certain required QC documentation for the wire rope assemblies of the main steam line restraints is not available at the site. (Details, Paragraph 9)
2. The licensee has undertaken to evaluate the apparent discrepancy in a statement in the FSAR relative to foreign manufacture of reactor pressure boundary components. (Details, Paragraph 10)

B. Status of Previously Unresolved Items

1. The licensee has not yet complied with the requirements of the AEC letter of January 22, 1973. This matter is unresolved. (Details, Paragraph 4)
2. The licensee has not yet fulfilled the commitments made in the letter to AEC dated January 23, 1973. This matter is unresolved. (Details, Paragraph 5)
3. The constructor has prepared an OIR to document deficient welds adjacent to valves SWN#63 in the diesel engine jacket water system. This matter remains unresolved. (Details, Paragraph 6)
4. Investigation by the constructor has determined that other welds in the diesel generator jacket water systems, previously identified as inadequate, had been corrected and are in accordance with code requirements. This matter is resolved. (Details, Paragraph 7)

5. Letters of compliance for certain pipe supports exist at the site. This matter is resolved. (Details, Paragraph 8)
6. A formal report of the ultrasonic test (UT) examination of the reactor coolant pumps' flywheels is not available at the site. This matter is unresolved. (Details, Paragraph 11)
7. The constructor has requested the NSSS to furnish QCR's for certain electrical equipment which was identified as unavailable in Inspection Report No. 50-286/73-12. This matter is unresolved. (Details, Paragraph 12)
8. Instrument Bus #32 is included as Class I equipment. This matter is resolved. (Details, Paragraph 13)
9. Certain cables associated with Instrument Bus #32 are included as Class I equipment. This matter is resolved. (Details, Paragraph 14)

Management Interview

An exit interview was conducted at the site with the following individuals:

Consolidated Edison Company

- D. Hartsfield, Superintendent
- A. Kohler, Site Manager
- D. Milano, Electrical Superintendent
- P. Upton, Construction Inspector

WEDCO

- D. Trueblood, Manager, QC
- J. Campbell, Manager, QA
- M. Snow, Manager, Reliability

Items discussed are summarized below:

- A. The inspector stated that he had examined the licensee's statement relative to the possible adverse metallurgical effects due to a violation identified during a previous inspection* and had no comment. He further stated that he had examined the licensee's and constructor's instructions to site personnel prepared to prevent a recurrence of the violation and has no comment. This matter is resolved. (Details, Paragraph 3)
- B. The inspector stated that certain QC documentation required by the procurement documents for the wire rope assemblies of the main steam line restraints were not available for inspection. The licensee stated that this was correct. This matter is unresolved. (Details, Paragraph 9)

*RO Inspection Report No. 50-286/73-12

- C. The inspector stated that the licensee had not as yet complied with the requirements of the AEC letter of January 22, 1973. The licensee stated that this was correct. This matter is unresolved. (Details, Paragraph 4)
- D. The inspector stated that the licensee had not as yet fulfilled the commitments made in the letter to AEC dated January 23, 1973. The licensee stated that this was correct. This matter is unresolved. (Details, Paragraph 5)
- E. The inspector stated that he had examined an OIR prepared to document deficient welds adjacent to valves SWN #63 in the diesel engine jacket water system. The licensee stated that this was correct. This matter is unresolved. (Details, Paragraph 6)
- F. The inspector stated that he had examined a deficiency report which indicated inadequacies in welds in the diesel engine jacket water systems had been closed on the basis of inspection of corrective action. This matter is resolved. (Details, Paragraph 7)
- G. The inspector stated that he had examined letters of compliance for certain pipe supports and had no comments. This matter is resolved. (Details, Paragraph 8)
- H. The inspector stated that he had been informed by the constructor that a formal report of the results of UT examination of the reactor coolant pumps' flywheels was unavailable. The licensee stated that this was correct. This matter is unresolved. (Details, Paragraph 11)
- I. The inspector stated that he had examined a memorandum prepared by the constructor requesting QCR's for certain electrical equipment items. The licensee agreed that this was correct. This matter is unresolved. (Details, Paragraph 12)
- J. The inspector stated that he had examined a memorandum prepared by the constructor seeking clarification from the NSSS of an apparent contradiction between a statement in the FSAR and the foreign origin of portions of the reactor coolant pumps. The licensee stated that he would attempt to resolve this matter. This item is open. (Details, Paragraph 10)
- K. The inspector stated that he had examined a WEDCO procedure which indicates that Instrument Bus #32 has been included as Class I equipment. This matter is resolved. (Details, Paragraph 13)
- L. The inspector stated that he had examined a memorandum which indicated that certain cables associated with Instrument Bus #32 are Class I. This matter is resolved. (Details, Paragraph 14)
- M. The inspector stated that he had been unable to determine what specific instructions are given constructor maintenance inspectors for field inspections of equipment stored in place. The licensee was unable to provide this information. This matter is unresolved. (Details, Paragraph 15)

DETAILS

1. Persons Contacted

Consolidated Edison Company

D. Hartsfield, Superintendent
A. Kohler, Site Manager
D. Milano, Electrical Superintendent
P. Upson, Construction Inspector

WEDCO

D. Trueblood, Manager, QC
J. Campbell, Manager, QA
M. Snow, Manager, Reliability

2. Status of Construction

The licensee estimated that the status of completion of physical construction was 85%.

3. Carbon Steel in Contact with Stainless Steel

The licensee's deficiency report NP 149 documented the deficiency noted in RO Inspection Report No. 50-286/73-12 relative to the contact of carbon steel with stainless steel pipe. This deficiency report was closed on the basis of removing the carbon steel. In addition, the licensee stated in a letter to AEC-RO:I dated January 4, 1974 that conditions requisite to adverse metallurgical effects did not exist.

The inspector examined WEDCO's IOM M-1975, dated January 3, 1974, to construction trades supervision which contained instructions to preclude a recurrence of the deficiency. RO:I has no further questions with regard to this matter at this time.

4. Requirements of AEC Letter of January 22, 1973

The inspector reviewed the status of the licensee's implementation of the design requirements of the AEC letter of January 22, 1973 by examining correspondence indicating transmittal of revised drawings to the licensee by the Architect-Engineer and comments sent by the former to the latter. He noted that of the separate items included, design revisions had been approved for six. Design changes for four items had several outstanding comments. In no case, apparently, had construction been ordered for any of the revised items. This item is unresolved.

5. Commitments of Licensee's Letter of January 23, 1973

In his letter to the AEC dated January 23, 1974, the licensee undertook the following commitments:

- a) Installation of level alarm switches at EL 3'-3" in the turbine hall.
- b) Installation of adequate drainage to preclude flooding in the RHR pump area.
- c) Installation of adequate drainage to preclude flooding in the boiler feed pump area.

None of this work has been completed. This matter is unresolved.

6. Weld Adjacent to SWN #63

The inspector examined WEDCO OIR 3-P-322 written to document deficient welds adjacent to SWN #63 on each of the diesel engine jacket water systems. The OIR stated, in part..."Subject welds have threaded nipples in both the inlet and outlet sides. These nipples have been seal welded but there is not sufficient metal to cover all threads." This matter is unresolved.

7. Welds in Diesel Generator Jacket Water Systems

The constructor had prepared a deficiency report against several welds in the above system on the basis of lack of fusion, porosity and undercutting uncovered in routine inspection. These welds have been corrected and documented by constructor quality control documents. This matter is resolved.

8. QC Documents for Pipe Supports

The inspector examined certificates of compliance for the following pipe supports:

<u>Pipe Supports</u>	<u>Certificate of Compliance Date</u>
CH-R-17B; 16A.H	April 9, 1973
HMS 4	February 6, 1973
HMS 3	" " "
HMS 18	" " "

No deficiencies were identified. This matter is resolved.

9. Quality Control Documentation for Wire Rope Assemblies

The inspector examined Change Order #30 to P.O. 9321-05-248-27A. By reference to Drawing Nos 9321 F 27763 and 9321 F 27773, certain QC documentation, including material certifications and certification of proof-testing, was required. The certification of proof-testing indicated no deficiencies; however, material certifications were not available for examination. This matter is unresolved.

10. Foreign Manufacture of Components in Reactor Pressure Boundary

The FSAR states that no components of the reactor pressure boundary are of foreign manufacture. Data at the site indicates that the reactor coolant pump casing is of Swiss origin. The constructor has prepared a memorandum dated January 8, 1974 requesting the NSSS to resolve this apparent discrepancy. This matter is unresolved.

11. UT of Reactor Coolant Pumps' Flywheels

The final report of the UT performed on the reactor coolant pumps' flywheels in place in September 1973 was not available at the site for inspection. An informal report, however, had been examined by the inspector during a previous inspection. This matter is unresolved.

12. Request for QCR's

The inspector examined a memorandum RO-0122, dated December 21, 1973, by the constructor requesting that the NSSS provide QCR's for MCC37, 480 v switchgear, Battery Chargers #31 and #32. The unavailability of these documents had been identified by the inspector as an unresolved item in RO Inspection Report No. 50-286/73-12. This matter is unresolved.

13. Seismic Classification of Instrument Bus #32

The inspector determined by examination of WEDCO Procedure WQA-4-0-9 that Instrument Bus #32 was included in the project as Seismic Class I. This matter is resolved.

14. Classification of Cables Associated with Instrument Bus #32

The inspector examined the Architect-Engineer's letter APD18294 which stated, in part..."The following cables which have been designed and treated as vital should be included in the WEDCO QA program for Class I cable."

<u>AC Cables</u>	<u>DC Cables</u>	
GD2 - PE9	PCI-WV7	PC2-WV8
GD1 - PE5	GE1-WV7/1	GE2-WV8/1
	GE1-WV7/2	GE2-WV8/2

The constructor's QC representative verified that the cables had been installed as Class I equipment. This matter is resolved.

15. Instructions to Maintenance Inspectors

The inspector examined the maintenance record card attached to iodine fan #32, as well as cards attached to other items of equipment. These