

Carrion, Robert

From: Carrion, Robert *RC*
Sent: Wednesday, November 11, 2009 10:27 AM
To: Franke, Mark
Cc: louis.lake@nrc.com
Subject: CR3 SIT Status (November 11, 2009)

Mark,

In case you were unable to open the attachment to the e-mail sent earlier today, I have cut and pasted today's status as follows:

Mark

Lou, George, and I attended the 7:30 status meeting conducted by Garry Miller. Yesterday a core bore in the "doghouse" area (part of the shield wall below the equipment hatch but not part of the containment wall) was taken to support the Root Cause Analysis specialists. This is concrete which has not been subjected to stresses and strains of the tendons and rebar of the Containment Building walls and will be considered a "control" specimen. Also, NDE between Buttresses #2 and #3 was completed in Panels D, G, J, M, and P before bad weather forced the work to halt. The rest of the panels between Buttresses #2 and #3 are scheduled to be completed today. The platform from which the NDE is being done will then be moved to the bay between Buttresses #3 and #4 to support three additional core borings and boroscope inspection of the delamination. Seven boroscope inspections of core-drilled holes were completed yesterday. The overall status of the core boring is: 49 holes have been completed and 23 additional holes are scheduled to be worked.

CTL technicians continued NDE inside of the Auxiliary and Intermediate Buildings and are scheduled to continue today.

The previously drilled core bore holes on the exterior of the Containment Building remain sealed with an inflatable bladder. They were originally installed to prevent any water (and chlorides) from entering the hole during the rains from Tropical Storm Ida.

Contracts for survey crews to survey the Containment Building dimensions are expected to be signed today. AREVA is expected to deliver survey data on the inner diameter of the Containment Building today.

Tendon liftoff measurements were completed yesterday.

Results of accelerometers are available.

Although no root cause has yet been identified, 32 (of the original 79) failure modes are currently considered to be viable.

Bob Carrion

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