

Masters, Anthony

From: Lake, Louis *RL*
Sent: Monday, December 14, 2009 12:57 PM
To: Masters, Anthony
Subject: RE: Update on Crystal River

Categories: Perform Review

You are correct. In order for the NDE (used in the extent of condition of the de-lamination) to identify cracks close to the liner it would have to be calibrated to do so. The extent of condition NDE was set up to identify the existence of the de-lamination and could not examine the concrete inside of the de-lamination. It could examine the concrete a short distance (distance calibrated for) beyond the depth of the de-lamination if there was no delamination to interfere with the NDE. Also these cracks were not seen prior to the reinstallation of the liner plate.

Lou

From: Masters, Anthony *RL*
Sent: Friday, December 11, 2009 9:16 AM
To: Lake, Louis
Cc: Dan naus; Carrion, Robert; Thomas, George
Subject: RE: Update on Crystal River

Lou,

I do not believe that the NDE used for scanning the building would have been able to identify this size crack at this depth near the liner from the outside surface. Therefore, it may be interesting to review the official justification/conclusion regarding this crack and how it can be confidently stated that this is a localized occurrence on in this one section. Also, I do not believe any of the cores went to this depth to justify this. It was my understanding that they had planned to get a couple of 30" cores, but this looks as if it would have been deeper than that.

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From: Lake, Louis *RL*
Sent: Thursday, December 10, 2009 11:54 AM
To: Franke, Mark; Saba, Farideh; Sykes, Marvin; Khanna, Meena; Reyes, Luis; Kennedy, Kriss; Wert, Leonard; Munday, Joel; Morrissey, Thomas; Reyes, Rogerio; Dan naus; Lake, Louis; Masters, Anthony; Carrion, Robert; Thomas, George
Subject: Update on Crystal River

I received the following update on three areas from Garry Miller this morning:

Field Work

While removing grout (that was temporarily installed to provide a level surface for the SGR platform) from the bottom of the SGR opening cracks were identified in the containment concrete close to the containment liner.