

PART 21 IDENTIFICATION NO. 89-420-000 COMPANY NAME TVA

DATE OF LETTER 5/6/81 DOCKET NO. 50-438/439

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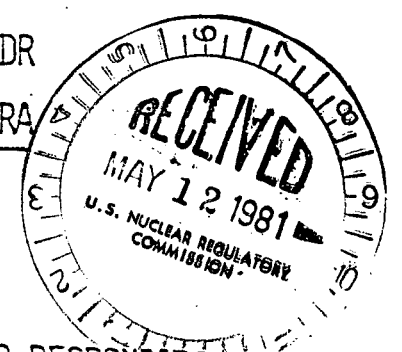
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ACTION:

PRELIMINARY EVALUATION OF THE ATTACHED REPORT INDICATES LEAD RESPONSIBILITY FOR FOLLOWUP AS SHOWN BELOW:

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8105180/105

TENNESSEE VALLEY AUTHORITY
CHATTANOOGA, TENNESSEE 37401

81-420-000

400 Chestnut Street Tower II

May 6, 1981

Mr. James P. O'Reilly, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region II - Suite 3100
101 Marietta Street
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2 - STRUCTURAL TRACK FOR FUEL TRANSFER
EQUIPMENT - NCR 1287 - SECOND INTERIM REPORT

The subject nonconformance was initially reported to NRC-OIE Inspector R. W. Wright on November 26, 1980, in accordance with 10 CFR 50.55(e). This was followed by our first interim report dated December 23, 1980. Enclosed is our second interim report. We expect to submit our next written report by August 14, 1981. We consider 10 CFR Part 21 to be applicable to this nonconformance.

If you have any questions concerning this matter, please get in touch with D. L. Lambert at FTS 857-2581.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills, Manager
Nuclear Regulation and Safety

Enclosure

cc: Mr. Victor Stello, Jr., Director (Enclosure) ✓
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

ENCLOSURE
BELLEFONTE NUCLEAR PLANT UNITS 1 AND 2
STRUCTURAL TRACK FOR FUEL TRANSFER EQUIPMENT
NCR 1287
SECOND INTERIM REPORT

Description of Deficiency

The Fuel Transfer System is used to transport fuel assemblies between the Reactor Building and the storage pool. Welds on the Fuel Transfer System's track section structural support members do not conform to the AISC Code as specified in the Final Safety Analysis Report (FSAR).

Interim Progress

B&W has provided the stress report on the Fuel Transfer System for TVA review and has reviewed the design calculations for the Fuel Transfer System rail support welds. TVA is also reviewing the drawings of the fuel transfer system to determine the stresses in the welds and the minimum required weld sizes for selected welds.

B&W has been asked to provide additional information for TVA review before a final resolution is made.