

FOIA Resource

From: Patricia Larimore <plarimore@talisman-intl.com>
Sent: Friday, December 11, 2015 12:14 PM
To: FOIA Resource
Subject: WWW Form Submission

FOIA# 2016-0149
Case No.: 2016-0149
Date Rec'd 12/11/15
Specialist _____
Related Case _____

Below is the result of your feedback form. It was submitted by

Patricia Larimore (plarimore@talisman-intl.com) on Friday, December 11, 2015 at 12:13:56

through the IP 23.63.227.37

using the form at <http://www.nrc.gov/reading-rm/foia/foia-submittal-form.html>

and resulted in this email to foia.resource@nrc.gov

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Desc: Request for Corrective Action Report (CAR-12-028) as described in NRC Inspection Report 99901030/2013-201, attached to NRC letter dated September 20, 2013. (M. Cheek to I. Otake) (ADAMS ML13261A189) Specific reference to the CAR is found on page 7 of the inspection report:

"CAR-12-028 was issued May 10, 2012, for using the incorrect fluid elastic velocity as input into the evaluation of FIVATS. Specifically, the SGDS had planned and documented that they had applied the analysis method of American Society of Mechanical Engineers (ASME) Code Section III Division 1, Non-Mandatory Appendix N-1300, "Flow Induced Vibration of Tubes and Tube Banks," in to the evaluation of flow induced vibration of the tubes. Flow velocity "V" used in the analysis is defined as gap velocity between the tubes as shown in the figure below, and the gap of tube arrangement in SONGS RSG should be defined as "P-D." (narrow gap - 1.0 inches). The MHI SGDS applied the different flow velocity which is defined by another gap (wide gap - 1.73 inches)."

If possible, a response within two weeks would be appreciated.

FeeCategory: Private_Corporation

MediaType:

MediaType_Other_Description:

Expedite_ImminentThreatText:

Expedite_UrgencyToInformText:

Waiver_Purpose:

Waiver_ExtentToExtractAnalyze:

Waiver_SpecificActivityQuals:

Waiver_ImpactPublicUnderstanding:

Waiver_NatureOfPublic:

Waiver_MeansOfDissemination:

Waiver_FreeToPublicOrFee:

Waiver_PrivateCommericalInterest:
