

**From:** Barkley, Richard  
**Sent:** Tuesday, May 17, 2016 8:56 AM  
**To:** 'Tom Gurdziel' <[tgurdziel@twcny.rr.com](mailto:tgurdziel@twcny.rr.com)>  
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**Subject:** RE: RE: Here is the prior report on the Salem UNIT 2 turning vane bolts

Thanks for getting back to me Tom – Always interesting talking to you.

I'll ask about the loose parts monitoring system at Salem - I have seen them at other PWRs, but can't remember a significant actuation of these systems. I suspect small, dense items like bolt heads quickly fall out of the flow stream to the bottom of the vessel or get jammed in one location so they don't generate a sufficient signal to be detected.

I give you a call next week with what I find out. Take care – Stay healthy and happy.

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**From:** Tom Gurdziel [<mailto:tgurdziel@twcny.rr.com>]  
**Sent:** Monday, May 16, 2016 10:24 PM  
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**Subject:** RE: Here is the prior report on the Salem UNIT 2 turning vane bolts

Hello Rich,

Reading section 4OA2.3, I am sure that this is the bolt-in-the-coolant-pump problem that I had heard of a few years ago.

The casual attitude of PSEG towards opening up their big pumps is disheartening. In fact, it brings to mind their determination to run a reactor coolant pump at their Hope Creek BWR plant to over 130,000 operating hours, despite formidable vibration. You may recall that the vendor recommendation, even without high pump vibration, was to open up and inspect that pump at 80,000 operating hours.

The number of specific procedure non-performance items identified by the various NRC inspectors (and branch chief) in this report is truly amazing. It would be nice if some NRC Senior Executive Service people would get serious about non-ADR Enforcement action that would cost PSEG some money.

Thank you,  
Tom

Don't PWRs have loose parts monitors that work?

**From:** Barkley, Richard [<mailto:Richard.Barkley@nrc.gov>]  
**Sent:** Monday, May 16, 2016 3:11 PM  
**To:** [tgurdziel@twcny.rr.com](mailto:tgurdziel@twcny.rr.com)  
**Subject:** Here is the prior report on the Salem UNIT 2 turning vane bolts

Unit 1 is the one with the current baffle bolt problems.