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 FACIL:50-220 Nine Mile Point Nuclear Station, Unit 1, Niagara Powe 05000220  
 AUTH.NAME AUTHOR AFFILIATION  
 MANGAN,C.V. Niagara Mohawk Power Corp.  
 RECIP.NAME RECIPIENT AFFILIATION  
 VASSALLO,D.B. Operating Reactors Branch 2

SUBJECT: Forwards "Stub Tube 360-Degree Crack Evaluation,Nine Mile Point 1" & supporting safety assessment,per 840410 meeting w/NRC.

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1. The purpose of this document is to provide a comprehensive overview of the current status of the project. It is intended for the use of management and other stakeholders who are involved in the project. The information contained herein is confidential and should be handled accordingly.

2. The project has been initiated in accordance with the approved business plan. The initial phase of the project has been completed, and the results are being reviewed. It is expected that the project will be completed by the end of the fiscal year.

3. The following table provides a summary of the project's progress to date. It includes information on the status of each task, the resources allocated, and the estimated completion date. This information is intended to provide a clear and concise overview of the project's current state.

Task ID	Task Name	Status	Start Date	End Date	Resources
1.1	Project Initiation	Completed	01/01/2024	01/31/2024	10 FTE
1.2	Requirements Gathering	In Progress	02/01/2024	02/28/2024	15 FTE
1.3	System Design	Not Started	03/01/2024	03/31/2024	20 FTE
1.4	Development	Not Started	04/01/2024	04/30/2024	25 FTE
1.5	Testing	Not Started	05/01/2024	05/31/2024	15 FTE
1.6	Deployment	Not Started	06/01/2024	06/30/2024	10 FTE
1.7	Project Closure	Not Started	07/01/2024	07/31/2024	5 FTE

May 11, 1984

Director of Nuclear Reactor Regulation  
Attention: Mr. Domenic B. Vassallo, Chief  
Operating Reactors Branch No. 2  
Division of Licensing  
U. S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Re: Nine Mile Point Unit 1  
Docket No. 50-220  
DPR-63

Dear Mr. Vassallo:

During our meeting of April 10, 1984, information was presented regarding visual examinations performed on the stub tubes at Nine Mile Point Unit 1. In addition, a safety assessment of the conditions of the stub tubes was presented. Attached for your information are results of the nondestructive examination and supporting safety assessment.

The contents of this letter have not been completely verified by Niagara Mohawk at this time. Any revisions resulting from this verification will be provided.

Sincerely,

NIAGARA MOHAWK POWER CORPORATION

*C. V. Mangan*

C. V. Mangan  
Vice President  
Nuclear Engineering and Licensing

CVM/RJP:bd  
Attachments

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## ATTACHMENT 1

### Stub Tube to Control Rod Drive Housing Weld and Control Rod Drive Stub Tube to Reactor Pressure Vessel Weld, Heat Affected Zone Inspections

After leakage was observed from control rod drive flange No. 46-27 (approximately 15 drops per minute) from inside the drywell, additional examinations, visual and ultrasonic were scheduled.

Upon completing a visual examination from under the reactor pressure vessel of the control rod drive housing to reactor pressure vessel interface, a total of nine (9) stub tube/control rod drive housing assemblies were chosen for underwater closed circuit television inspection from inside the reactor pressure vessel. The areas of inspection for each of the nine assemblies consisted of the heat affected zone and weld areas of the control rod drive stub tube to control rod drive housing and control rod drive stub tube to reactor pressure vessel. During the visual examination of the nine assemblies, an additional three assemblies were chosen for closed circuit television examination based on a "pan" of adjacent assemblies. Of these three additional assemblies, the closed circuit television inspection indicated that only one assembly contained an indication (see Table 1).

To minimize potential leakage, it was decided to perform a rolling operation on the nine originally identified assemblies. Prior to and after performing the rolling operation, the rolled assemblies were inspected with 0° and 45° axial ultrasonics. There were no reportable indications. In addition, prior to the rolling operation being performed, the control rod drive housing material, from two inches above the "J" weld (control rod drive stub tube to control rod drive housing weld) through and including two inches below the "J" weld, was inspected with 0° and 45° axial ultrasonics with no reportable indications (Note: The ultrasonic testing was performed from the inside diameter of the control rod drive housings).

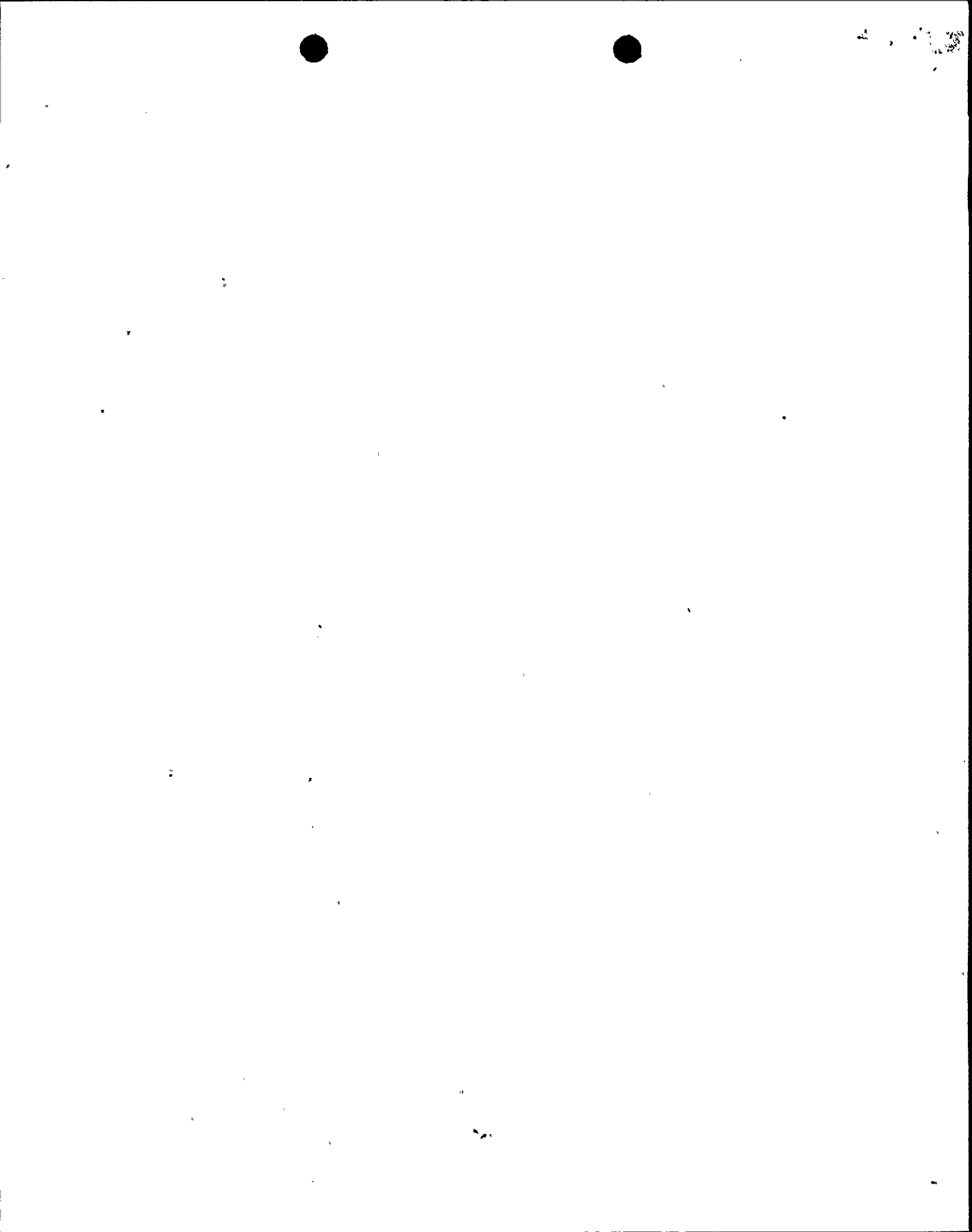


TABLE 1  
RESULTS OF INSPECTIONS AS OF  
APRIL 4, 1984

<u>HOUSING NO.</u>	<u>PRESENCE OF LEAKAGE</u>	<u>RESULTS OF TV INSPECTIONS</u>
46-27	15 drops per minute leakage	Significant crack, 270° in extent
14-11	Evidence of leakage (wetness) around housing-head annulus	Significant 200°+ crack observed
30-07	Suspected of prior leakage	Tight crack approximately 330° around circumference observed
34-07	Suspected of prior leakage	35° long light crack
42-39	Suspected of prior leakage	No evidence of cracks
38-31	Suspected of prior leakage	No evidence of cracks
34-39	Suspected of prior leakage	No evidence of cracks
10-27	Suspected of prior leakage	Light crack approximately 100° long
46-39	Suspected of prior leakage	No evidence of cracks
34-35	No evidence of leakage	No evidence of cracks
10-23	No evidence of leakage	No evidence of cracks
10-31	No evidence of leakage	Light crack approximately 100° long

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Note: Observed cracks were generally horizontally oriented and approximately 1/2 to 1 inch below the elevation of the CRD housing to stub tube field weld.

