

# CATEGORY 1

## REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION N~~2~~A:9605170524      DOC.DATE: 96/05/11      NOTARIZED: NO      DOCKET #  
 FACIL:50-244 Robert Emmet Ginna Nuclear Plant, Unit 1, Rochester G      05000244  
 AUTH.NAME      AUTHOR AFFILIATION  
 MECREDY,R.C.      Rochester Gas & Electric Corp.  
 RECIP.NAME      RECIPIENT AFFILIATION  
 VISSING,G.S.

SUBJECT: Forwards control rod drag testing results from spent fuel  
 pool testing conducted between 960410 & 11,per NRC Bulletin  
 96-001.

DISTRIBUTION CODE: IE57D      COPIES RECEIVED:LTR 1 ENCL 1 SIZE: 3  
 TITLE: NRC Bulletin 96-01 - Control Rod Insertion Problems

NOTES:License Exp date in accordance with 10CFR2,2.109(9/19/72).      05000244

	RECIPIENT ID CODE/NAME	COPIES LTTR ENCL	RECIPIENT ID CODE/NAME	COPIES LTTR ENCL
	PD1-1 PD	1 1	PD4-2/THOMAS,K	1 1
	VISSING,G.	1 1		
INTERNAL:	AEOD	1 1	<u>FILE CENTER 01</u>	1 1
	NRR/DSSA/SRXB	1 1	RES	1 1
EXTERNAL:	NOAC	1 1	NRC PDR	1 1

C  
A  
T  
E  
G  
O  
R  
Y  
  
1  
  
D  
O  
C  
U  
M  
E  
N  
T

NOTE TO ALL "RIDS" RECIPIENTS:  
 PLEASE HELP US TO REDUCE WASTE! CONTACT THE DOCUMENT CONTROL DESK,  
 ROOM OWFN 5D-5(EXT. 415-2083) TO ELIMINATE YOUR NAME FROM  
 DISTRIBUTION LISTS FOR DOCUMENTS YOU DON'T NEED!

TOTAL NUMBER OF COPIES REQUIRED: LTTR 9 ENCL 9

SECRET

11

SECRET



ROCHESTER GAS AND ELECTRIC CORPORATION • 89 EAST AVENUE, ROCHESTER, N.Y. 14649-0001

May 11, 1996

TELEPHONE  
AREA CODE 716 546-2700

U.S. Nuclear Regulatory Commission  
Document Control Desk  
Attn: Guy S. Vissing  
Project Directorate I-1  
Washington, D.C. 20555

Subject: Submittal of Control Rod Drag Testing Results  
NRC Bulletin 96-01 "Control Rod Insertion  
Problems"  
R.E. Ginna Nuclear Power Plant  
Docket No. 50-244

Reference: (a) Letter from R.C. Mecredy (RG&E) to A.R.  
Johnson (NRC), Subject: Response to NRC  
Bulletin 96-01, dated March 28, 1996  
(b) Letter from R.C. Mecredy (RG&E) to A.R.  
Johnson (NRC), Subject: 30-day Response to  
NRC Bulletin 96-01, dated April 8, 1996  
(c) Letter from R.C. Mecredy (RG&E) to A.R.  
Johnson (NRC), Subject: Response to NRC  
Bulletin 96-01, dated March 29, 1996

Dear Mr. Vissing;

In accordance with our commitment made in Reference (a) under our response to Requested Action 3, and repeated in our 30-day response to NRC Bulletin 96-01, Reference (b), enclosed are the control rod drag testing results from spent fuel pool testing conducted between 4/10/96 and 4/11/96.

Relative to the test results the following information is provided.

The ability of the RCCAs to fully insert was verified during an unplanned trip on March 7, 1996 (See Reference c), prior to the plant shutdown on April 1, 1996. After the shutdown the core was unloaded and all fuel assemblies containing a RCCA were drag tested in the spent fuel pool. The purpose of this testing was to determine the condition of the thimble tubes related to RCCA drag. It should be pointed out that Westinghouse Specification F-5.1 criteria is intended to identify assemblies that require additional review, from those that are of no concern relative to RCCA drag. The criteria are not intended to reject fuel assemblies.

9605170524 960511  
PDR ADDCK 05000244  
Q PDR

170072


*Handwritten signature/initials*

The results of the drag tests are shown on the enclosed table. The strip chart data shows that all assemblies meet the dashpot criteria in Westinghouse Specification F-5.1. This compares favorably to the anomalous (high drag) assemblies observed at Wolf Creek. All of the Wolf Creek assemblies that failed to fully insert, also failed to meet this dashpot criterion (typically by a substantial amount) when tested in core.

For two fuel assemblies, strip chart data did not meet the criteria in F-5.1 for the upper guide thimbles. Both assemblies (C52 and A62) exceeded the criteria by one pound. Westinghouse experience is that 14x14 and 15x15 fuel assemblies normally show a higher drag than 17x17 fuel assemblies. RCCA insertion anomalies have not been observed when only one criteria (dashpot, thimble) has been exceeded.

After a review of the attached drag test data, it is concluded that the behavior of the assemblies at Ginna is not similar to that of the anomalous assemblies at Wolf Creek. All of the Ginna assemblies (even the highest burned) passed the dashpot criteria in F-5.1. The two assemblies that exceed the drag criteria for the major diameter of the guide thimble are moderate burnup, and still fully inserted during the trip. Based on the review of the attached test results, it has been concluded by both Westinghouse and RG&E that there is no concern for RCCA insertion anomalies at burnups tested for Ginna.

Very Truly Yours,



Robert C. Mecredy

Enclosure  
NRC5\427

xc: Mr. Guy S. Vissing (Mail Stop 14B2)  
Project Directorate I-1  
Washington, D.C. 20555

U.S. Nuclear Regulatory Commission  
Region I  
475 Allendale Road  
King of Prussia, PA 19406

US NRC Ginna Senior Resident Inspector



GINNA STATION  
EOC 25 DRAG TESTING  
STRIP CHART READINGS

ASSEMBLY #	BURNUP	RCCA #	Dashpot ((100 lbs Max)		Guide Thimble (40 lbs Max)	
	(MWD/MTU)		Withdrawal	Insertion	Withdrawal	Insertion
A65	43706	R76	60	84	33	39
F62 *	0	R76	24	41	23	31
C50	38259	R80	62	78	31	37
C53	37944	R74	39	60	35	29
C52	38006	R59	51	72	41	29
C51	38058	R56	49	67	40	35
E76	13523	R63	36	42	30	24
E54	15271	R79	33	47	31	26
E80	13497	R78	46	51	40	27
E78	13485	R64	36	55	29	34
E51	14981	R77	30	54	20	33
E57	15171	R81	30	45	19	31
E81	13314	R65	39	46	34	29
E77	13127	R82	29	41	24	28
D75	29153	R71	32	53	19	32
E50	15124	R75	20	37	22	27
D72	29387	R60	34	52	28	38
E56	14876	R67	30	43	23	28
D80	28922	R62	34	53	21	36
D69	29316	R68	37	42	40	25
E55	14981	R57	28	42	18	24
D60	28371	R61	34	45	21	28
E53	14741	R72	28	41	21	27
D52	28259	R73	35	58	20	37
E52	15152	R69	28	45	26	26
D50	28471	R58	50	55	34	35
D61	28394	R70	34	50	29	37
E75	13091	R83	26	44	24	30
E74	13035	R66	24	46	19	27
E79	13458	R84	17	48	14	31
A62 **	33558	R66	21	45	27	41
* NEW ASSEMBLY TESTED FOR COMPARISON ONLY						
** CENTER ASSEMBLY FOR CYCLE 26 CORE ( NOT RODDED IN CYCLE 25)						

TABLE 1

Enclosure to RG&E letter dated May 11, 1996

