

NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL

TO: Mr Stello		FROM: Florida Power & Light Co Miami, Fla R E Uhrig		FILE NUMBER
				DATE OF DOCUMENT 5-10-76
				DATE RECEIVED 5-13-76
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DESCRIPTION
Ltr re telephone conversation on 5-5-76.....
furnishing info concerning SNUBBERS.....

PLANT NAME: Turkey Point 3 & 4

ENCLOSURE

SAFETY		FOR ACTION/INFORMATION		ENVIRO 5-20-76 ehf	
ASSIGNED AD :		ASSIGNED AD :			
BRANCH CHIEF :	<i>Hear (5)</i>	BRANCH CHIEF :			
PROJECT MANAGER :	<i>Elliott</i>	PROJECT MANAGER :			
LIC. ASST. :	<i>Parrish</i>	LIC. ASST. :			

INTERNAL DISTRIBUTION			
<input checked="" type="checkbox"/> REG FILE	SYSTEMS SAFETY	PLANT SYSTEMS	ENVIRO TECH
<input checked="" type="checkbox"/> NRC PDR	HEINEMAN	TEDESCO	ERNST
<input checked="" type="checkbox"/> I & E (2)	SCHROEDER	BENAROYA	BALLARD
<input checked="" type="checkbox"/> QELD		LAINAS	SPANGLER
<input checked="" type="checkbox"/> GOSSICK & STAFF	ENGINEERING	IPPOLITO	
MIPC	MACCARY		SITE TECH
CASE	KNIGHT	OPERATING REACTORS	GAMMILL
HANAUER	SIMWEIL	STELLO	STEPP
HARLESS	PAWLICKI		HULMAN
		OPERATING TECH	
PROJECT MANAGEMENT	REACTOR SAFETY	EISENHUT	SITE ANALYSIS
BOYD	ROSS	SHAO	VOLIMER
P. COLLINS	NOVAK	BAER	BUNCH
HOUSTON	ROSZTOCZY	SCHWENGER	J. COLLINS
PETERSON	CHECK	GRIPES	KREGER
MELTZ			
HELTENES	AT & I	SITE SAFETY & ENVIRO	
SKOVHOLT	SALTZMAN	ANALYSIS	
	RUTBERG	DEPTON & MILLER	

EXTERNAL DISTRIBUTION			CONTROL NUMBER
<input checked="" type="checkbox"/> LDR: Miami, Fla	NATL. LAB	BROOKHAVEN NATL. LAB	4855
<input checked="" type="checkbox"/> TIC	REG. V-TE	ULTRASON (ORNL)	
<input checked="" type="checkbox"/> NSIC	LA PDR		
<input checked="" type="checkbox"/> ASLB	CONSULTANTS		
<input checked="" type="checkbox"/> ACS/6 HOLDING/SENT	TO LA Parrish		



May 10, 1976
L-76-186



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[Handwritten signature]

Office of Nuclear Reactor Regulation
Attn: Mr. Victor Stello, Jr., Director
Division of Operating Reactors
U. S. Nuclear Regulatory Commission
Washington DC 20555

Dear Mr. Stello:

Re: Turkey Point Plant Units 3 & 4
Docket Nos. 50-250 and 50-251
Snubbers

The following information is forwarded to you in accordance with a telephone request from Don Elliott of your Staff on May 5, 1976:

Turkey Point Unit 3

1. Seventy (70) Bergen-Paterson hydraulic snubbers were installed during the period from January 1, 1974 to December 1975, and thirty-eight (38) from December 1975, to April 1, 1976, Thirty-two (32) Bergen-Paterson hydraulic snubbers were replaced by Pacific Scientific mechanical snubbers in December 1975.
2. Thirteen (13) Bergen-Paterson hydraulic snubbers were replaced by spare units between January 1, 1974 and April 1, 1976 because the indicated fluid level was below the required level. The FPL inspection procedure requires replacement of the unit if the indicated level is "two marks" below the specified normal level. However, the units contain sufficient excess fluid that they are normally still operable when replaced. The causes for the below normal fluid levels are as follows - three (3) piston rod packings were not properly installed during the rebuilding, ten (10) had low fluid due to leakage past seals which could not be specifically identified.
3. Thirty-two (32) Pacific Scientific mechanical snubbers were installed in December 1975. There were no mechanical snubbers installed prior to that time. There have been no failures of any mechanical snubbers.

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Mr. Victor Stello, Jr.
May 10, 1976
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Turkey Pint Unit 4

1. Forty-nine (49) Bergen-Paterson hydraulic snubbers were installed between January 1, 1974 and June 1975, and twenty-six (26) from June 1975 to April 1, 1976. Sixteen (16) Power-Piping hydraulic snubbers were installed between January 1, 1974 and June 1975, and none after June 1975.
2. Thirteen (13) Bergen Paterson hydraulic snubbers were replaced with spare units because the indicated fluid level was below the required level between January 1, 1974 and April 1, 1976. The FPL inspection procedure requires replacement of the unit if the indicated level is "two marks" below the specified normal level. However, the units contain sufficient excess fluid that they are normally still operable when replaced. The causes of the low fluid are as follows - one (1) had leakage past the piston rod packing, and twelve (12) had low fluid caused by leakage past seals which could not be specifically identified. No Power-Piping hydraulic snubbers have been found to have experienced low fluid level.
3. Thirty-eight (38) Pacific Scientific mechanical snubbers were installed in June 1975 and one (1) in September 1975. There were no mechanical snubbers installed prior to June 1975. There have been no failures of any mechanical snubbers.

Turkey Point Units 3 & 4

1. There is no information available on the number of repeat snubber failures.
2. Our hydraulic snubber repairs have been generally successful. However, for those snubbers installed horizontally on pipes which experience vibration during normal operation, the problem of fluid leakage does not appear to have been significantly changed.
3. This information is for safety-related snubbers only. Thirteen (13) Bergen-Paterson hydraulic snubbers are installed in each unit, but there is no repair data available.

Very truly yours,

J. A. De Mistry
or

Robert E. Uhrig
Vice President

REU:tg

cc: Jack R. Newman, Esquire