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MAY 31 1979

Report No. 50-338/79-24

Licensee: Virginia Electric and Power Company
P. O. Box 26666
Richmond, Virginia 23261

Facility Name: North Anna 1

Docket No. 50-338

License No. NPF-4

Safeguards Group No. IV

Inspection at North Anna Site near Mineral, Virginia

Inspector: J. M. Fuchko
J. M. Fuchko

5/30/79

Date Signed

Approved by: William J. Tobin
W. J. Tobin, Acting Section Chief,
Safeguards Branch

5/30/79

Date Signed

SUMMARY

Inspection on May 9-10, 1979

Areas Inspected

This special announced inspection involved 16 inspector-hours on site in the area of fuel security.

Results

Of the one area inspected, one apparent item of noncompliance was found (Deficiency - Vital areas authorization - paragraph 4 (50-338/79-24-01)).

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DETAILS

1. Persons Contacted

Licensee Employees

*W. R. Cartwright, Station Manager
*E. W. Harrell, Superintendent, Maintenance
*C. F. Winecoff, Station Security Supervisor
*C. W. Smith, Jr., Security Operations Supervisor
*B. L. Lockemer, Security Shift Supervisor
T. Clune, Nuclear Instrument Technician
A. Neufer, Operations Shift Supervisor
J. Horton, Chemistry Supervisor

Other licensee employees contacted include technicians, operators, mechanics, security force members and office personnel.

NRC Resident Inspector

M. S. Kidd

*Attended exit interview.

2. Exit Interview

The inspection scope and findings were summarized on May 10, 1979, with those persons indicated in Paragraph 1 above.

3. Unresolved Items

Unresolved items were not identified during this inspection.

4. During the course of this special inspection, the Inspector examined the additional security measures taken by the licensee to upgrade the security being provided the fuel storage area at the site.

The Inspector verified that the following actions were being taken:

- a. A guard was continually stationed in the fuel storage area to maintain the fuel under his observation. This post was created mid-morning on May 8, 1979. Prior to that, the licensee had initiated hourly patrols of the area, which commenced on May 7, 1979, at 2301 hours. Upon discovery of a shaft which led to the bottom of the new fuel pool, the location of the guard was changed to maintain this possible approach to the fuel under his observation.
- b. Access to the area was being controlled as if it were a vital area.

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- c. The doors leading to the area were locked and "alarmed".

The alarms were functionally tested during the period 2300 -0700 on May 8-9, 1979.

The licensee increased security on the Unit 2 construction side by posting a contract watch person to control access to Unit 2 containment.

An inspection of the new fuel located in the fuel storage area was conducted on May 8, 1979, with no damage discovered. At present there are 125 fuel elements in the new fuel pit and 32 fuel elements in the dry spent fuel pit. During the course of inspecting the area and reviewing various blueprints, the inspector observed that there are three doors equipped with card readers.

The following areas were discussed with licensee management:

1. How does the guard stationed at the fuel storage area determine if individuals working in the vicinity of or with the fuel is conducting a legitimate activity?
2. How is it determined if any security devices on the various levels have been defeated or tampered with and if any suspicious items have been introduced?
3. The weakness in hardware installation for several locking devices utilized to secure the perimeter portals.
4. How will "tailgating" (multiple entries to a vital area on one cardkey) be discouraged in the future?
5. Do all the individuals authorized access to the fuel area require access? Following is the distribution of active cardkeys on May 9, 1979.

	<u>Fuel Access</u>	<u>Total Keys</u>
Plant Operations	346	390
Construction/Systems	12	184
Contractors	<u>38</u>	<u>580</u>
Total	396	1154

Discussions with licensee management resulted in the following actions:

- (a) A written instruction was issued on May 9, 1979, to the security organization to verify the "legitimacy" of any activities performed in the vicinity of and to the fuel.

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This would be done by contacting the Operations Shift supervisor on duty.

- (b) An additional patrol would be conducted every four hours to check the fuel storage area (all three levels) for any damage done to the security devices or any suspicious items.
- (c) A work order number was initiated on May 9, 1979, to correct the lock weakness.
- (d) On May 10, 1979, Plant Management issued a memorandum stressing the importance of avoiding "tailgating".
- (e) Plant management will conduct a review of all individuals authorized access to the fuel building to reduce the number from its present level.

Licensee management personnel indicated that any alarms in the area are responded to as personnel perm.t, since required security actions take priority. They also indicated that the mechanical keys to the fuel storage building doors are controlled by security.

The last key card inventory was conducted on May 4, 1979. The previous one was completed on March 2, 1979.

The following key cards were lost and not recovered.

<u>Badge Number</u>	<u>Date Lost</u>
2142	Unknown
1295	April 3, 1979
1297	April 29, 1979

Paragraph 1.6.1 of the licensee's security plan requires, in part, that the need for access to vital areas and authorization for unescorted arcess to vital areas is revaluated at least once each calendar month, by the station manager or his designated representative.

As of May 9, 1979, the following badge series vital area authorizations were last validated on the date indicated:

<u>Series</u>	<u>Date Validated</u>
1000	March 23, 1979
2000	March 28, 1979
3000	March 29, 1979

This item is categorized as a deficiency and is identified as 50-338/79-24-01.

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The station manager issued a memorandum dated May 10, 1979, revalidating the access list until revision of personnel allowed access to the fuel building was completed.

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