



MAINE YANKEE ATOMIC POWER COMPANY •

ENGINEERING OFFICE

TURNPIKE ROAD (RT 9)  
WESTBORO MASSACHUSETTS 01581  
617-366-9011

B.4.2.1  
WMY 79-70

July 12, 1979

United States Nuclear Regulatory Commission  
Office of Inspection and Enforcement  
Region I  
King of Prussia, Pennsylvania

Attention: Mr. Boyce H. Grier, Director

- References:
- (a) License No. DPR-36 (Docket No. 50-309)
  - (b) USNRC Letter to MYAPC dated March 8, 1979,  
I & E Bulletin 79-02
  - (c) USNRC Letter to MYAPC dated June 21, 1979  
I & E Bulletin 79-02, Revision 1
  - (d) MYAPC Letter to I & E dated July 5, 1979  
(WMY 79-68).

Dear Sir:

Subject: Response to I&E Bulletin No. 79-02. Revision I

Our letter, Reference (d), responded to I&E Bulletin 79-02, Revision 1. Since the time of transmittal, we have learned that due to an administrative omittance some of the information on Page 3 of the response required clarification. For this reason, we have enclosed a revised copy of Page 3 for insertion in place of Page 3 of Reference (d).

Should you have any questions, please contact us.

Very truly yours,

MAINE YANKEE ATOMIC POWER COMPANY

Robert H. Groce  
Licensing Engineer

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capability and assures little to no cycling of anchor bolt loads.

4. Sufficient QC documentation does not exist at Maine Yankee to assure correct installation. A testing program has been initiated to accomplish this. This program provides for testing a randomly selected sample of drilled-in anchor bolts. Testing consists of first verifying that the number, size (diameter), type, location and length (embedment depth) of the bolts meet the drawing requirements. The bolts are then torqued to an equivalent tensile value equal to the bolt design load. The relationship of torque to tension is being verified by on site testing. A test is also made at this time to assure that anchor bolt shells and leveling nuts are not in contact with the back side of the base plate. The testing program has shown thus far no failures of any anchor bolts. Furthermore, since anchor bolts are used for deadweight anchors as well as seismic restraints, and have not shown a history of failures even though they have been under constant load since their installation; we feel that initial correct installation has been amply demonstrated. In the event a review of the applied loads (from the results of the re-analysis) indicates any value in excess of the design load for any bolt, a design adjustment and modifications to the structure will be made to rectify any inadequacies.

A large majority of the 2½ inch diameter and smaller pipes at Maine Yankee were analyzed by the chart method which has been shown to be very conservative. Visual inspection of the supports for these pipes will be conducted. If no failures or incorrect installation of the drilled-in anchor bolts for these pipes is noted by this method, no further action will be undertaken. Any failure to meet our inspection requirements will require the inclusion of these piping supports into our sampling and testing program. They would then be required to meet the requirements of that program.

5. Anchor bolt testing at Maine Yankee is complete. No failed or improperly installed anchor bolts have been found.

In conclusion, Maine Yankee has demonstrated a total adequacy in design and installation of seismic piping restraints and drilled-in concrete anchor bolts. This conclusion is based on the recent test results of seismic restraints, the complete lack of failures of dead load supports in more than five years of operation, and the conservatism in design demonstrated in the piping stress analysis review this past spring.