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TOLEDO EDISON COMPANY	8/24/76	8/31/76	60963
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DESCRIPTION: (Must Be Unclassified) DAVIS-BESSE NUCLEAR PLANT UNIT 1 PERSONNEL LOCK, EQUIPMENT HATCH, AND EMERGENCY LOCK EMBEDMENT SLEEVE SEAL KLDS	REG. NO. 50-346	REFERRED TO: WARNICK	DATE	RECEIVED BY: R.A. HARTFIELD	DATE
ENCLOSURES: OPIES FOR PDR, LOCAL PDR, NSIC, AND DTIE SENT TO REGIONAL COORDINATOR FOR DISTRIBUTION					
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U. S. NUCLEAR REGULATORY COMMISSION

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Reactor Facility Branch

TOLEDO EDISON

LOWELL E. ROE
Vice President
Facilities Development
(419) 259-5242

August 24, 1976

Serial No. 104

Docket No. 50-346

Mr. James G. Keppler
Regional Director, Region III
Directorate of Regulatory Operations
U. S. Nuclear Regulatory Commission
799 Roosevelt Road
Glen Ellyn, Illinois 60137

Dear Mr. Keppler:

This letter is submitted in accordance with 10 CFR 50.55(e) as consummation of the Toledo Edison Interim Report dated November 25, 1975, regarding the apparent deficiency related to the Davis-Besse Nuclear Power Station Unit No. 1 personnel lock, equipment hatch, and emergency lock embedment sleeve seal welds.

Description of the Deficiency

As noted in I.E. Inspection Report No. 050-346/75-20, a non-code fillet weld was applied in the field to seal weld the embedment sleeve to the personnel lock. Upon our investigation, we discovered that this seal weld was required but had been overlooked by Chicago Bridge and Iron personnel during the fabrication of the personnel lock due to a misinterpretation of a weld symbol on the personnel lock embedment sleeve drawing. Further investigation revealed that the equipment hatch and emergency lock also had not been seal welded to their embedment sleeves. Again, misinterpretation of the weld symbol was determined to be the cause of this deficiency.

Corrective Action

The Chicago Bridge and Iron drawings for the equipment hatch, personnel lock, and emergency lock embedment sleeves have been revised to clearly show an intermittent fillet weld on one side of the attachment of the embedment sleeve to the lock and a continuous fillet seal weld on the other side.

Chicago Bridge and Iron is presently on site to make the necessary approved repairs to the personnel lock, emergency lock, and equipment hatch.

The non-code accepted weld on the personnel lock is being removed by arc gouging, and cleared by magnetic particle inspection. The seal weld will then be

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made using welders qualified in accordance with Section IX of the ASME Boiler and Pressure Vessel Code, and the final weld magnetic particle inspected.

For the equipment hatch and emergency lock, the seal weld will be completed as required by the revised embedment sleeve drawings and the final weld magnetic particle inspected.

Safety Implications

Any possible adverse safety considerations have been resolved with the timely discovery and repair of the personnel lock, equipment hatch, and emergency lock embedment seal welds.

Yours very truly,

Stuart E. Rose

ss

cc: Dr. Ernst Volgeneau, Director ✓
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555