

Update Report: Previous report date 4/8/80.

0 1 N C B E P 2 2 0 0 - 0 0 0 0 0 - 0 0 3 4 1 1 1 1 4 5
7 8 9 LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 37 CAT 38 39

CONT
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7 8

REPORT SOURCE L 6 0 5 0 - 0 3 2 4 7 0 3 1 1 8 0 8 0 5 1 3 8 0 9
60 61 DOCKET NUMBER 68 69 EVENT DATE 74 75 REPORT DATE 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

While decontaminating the torus in preparation for torus modifications, the torus coating was found to be blistered under the normal waterline with 1/4" to 1/2" diameter intact blisters. A combination of high pressure air and demineralized water sprays and hydrolasing has no adverse effects on the coating. The coating was Model 6548/7107/7475 (3 coat). This event in no way affected the health and safety of the public.

Technical Specification 6.9.1.9b

Technical Specification 9.9.1.95

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SYSTEM CODE: X X (11)

CAUSE CODE: E (12)

CAUSE SUBCODE: X (13)

COMPONENT CODE: X X X X X X (14)

COMP. SUBCODE: Z (15)

VALVE SUBCODE: Z (16)

LER/RO REPORT NUMBER: 8 0 (17)

EVENT YEAR: 8 0 (21, 22)

SEQUENTIAL REPORT NO.: 0 2 4 (24, 25, 26)

OCCURRENCE CODE: 0 3 (28, 29)

REPORT TYPE: L (30)

REVISION NO.: 1 (32)

ACTION TAKEN: X (18)

FUTURE ACTION: X (19)

EFFECT ON PLANT: Z (20)

SHUTDOWN METHOD: Z (21)

HOURS: 0 0 0 0 (22, 23, 24, 25)

ATTACHMENT SUBMITTED: Y (23)

NPRD-4 FORM SUB.: Y (24)

PRIME COMP. SUPPLIER: A (25)

COMPONENT MANUFACTURER: K 0 4 3 (26, 27, 28, 29)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

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1 0 The epoxy coating system was permeable to demineralized water, which became entrapped
1 1 between the steel liner and the coating. The suction strainers for ECCS systems were
1 2 inspected with no paint chips found. Ten samples sent to Oak Ridge showed negligible
1 3 corrosion beneath the blisters while performing successfully in a DBA environment.

Based on this, the Unit 2 torus will not be recoated until the next refueling outage.

FACILITY STATUS			% POWER			OTHER STATUS			METHOD OF DISCOVERY			DISCOVERY DESCRIPTION		
1	5	H	0	0	0	NA	C	Outage Inspection						
ACTIVITY			CONTENT			AMOUNT OF ACTIVITY			LOCATION OF RELEASE					
1	6	Z	Z	NA		NA								
PERSONNEL EXPOSURES			TYPE			DESCRIPTION								
1	7	0	0	0	Z	NA								
PERSONNEL INJURIES			TYPE			DESCRIPTION								
1	8	0	0	0		NA								
LOSS OF OR DAMAGE TO FACILITY			TYPE			DESCRIPTION								
1	9	Z	NA											
PUBLICITY			TYPE			DESCRIPTION			NRC USE ONLY					
2	0	N	NA											

NAME OF PREPARER

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LER ATTACHMENT -- RO #2-80-24

Facility: BSEP Unit No. 2

Event Date: March 11, 1980

UE&C has reviewed the results of the Oak Ridge testing and independently inspected the exposed samples of the torus coating following the DBA testing. It is noted that the samples removed from the autoclave testing were virtually the same as they were prior to testing. Four (4) of the ten (10) panels exhibited minor changes as noted below; however, no film, peeling, spalling, flaking or delamination occurred. Those specimens that changed are as follows:

Sample No. 4 - Slight increase in blister breaking.

Sample No. 7 - Slight breaking of blisters and slight increase in loss of adhesion in the cracked area.

Sample No. 8 - Slight increase in blister breaking and slight loss of adhesion of the paint to the surface.

Sample No. 9 - Slight increase in blister cracking.

In addition to the inspection of the samples, it was noted that a 20 mesh strainer (.040" opening) that filtered the recirculating autoclave water was clean. Therefore, no paint chips were removed from the test sample which could lend themselves to the clogging of suction strainers for safety-related pumps since these strainers have openings on the order of 0.104".

It is concluded that the BSEP Unit No. 2 Torus does not require recoating during the present refueling outage. This conclusion is based on the negligible corrosion of a carbon steel torus beneath the intact blisters and a successful DBA testing performed at Oak Ridge. Considering the minimal steel corrosion associated with the nitrogen blanketed torus, the steel surfaces exposed by the current torus modifications will not be recoated now, but we plan to recoat the entire submerged torus region during the next scheduled refueling outage. Based on the inspections and testing, it also concluded that Unit No. 1 may safely continue operation without jeopardizing plant safety.