



UNITED STATES
 NUCLEAR REGULATORY COMMISSION
 REGION II
 101 MARIETTA ST., N.W., SUITE 3100
 ATLANTA, GEORGIA 30303

Report Nos. 50-321/80-23 and 50-366/80-23

Licensee: Georgia Power Company
 270 Peachtree Street
 Atlanta, GA 30303

Facility Name: E. I. Hatch Nuclear Plant

Docket Nos. 50-321 and 50-366

License Nos. DPR-56 and NPF-5

Inspection at E. I. Hatch Nuclear Plant near Baxley, Georgia

Inspector: W. P. Ang
 W. P. Ang

6-26-80
 Date Signed

Approved by: A. R. Herdt
 for A. R. Herdt, Section Chief, RCES Branch

6/26/80
 Date Signed

SUMMARY

Inspection on June 5-6, 1980

Areas Inspected

This special, announced inspection involved 10 inspector-hours on site in the area of safety-related mechanical snubbers.

Results

Of the area inspected, no items of noncompliance or deviations were identified.

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DETAILS

1. Persons Contacted

Licensee Employees

- *M. Manry, Plant Manager
- *C. Locke, Engineering Supervisor
- *C. Belflower, QA Site Supervisor
- *C. Miles, Jr., QA Field Supervisor
- *D. McCusker, QC Supervisor
- *L. Sumner, Engineering Supervisor

NRC Resident Inspector

*W. H. Barron

*Attended exit interview

2. Exit Interview

The inspection scope and findings were summarized on June 6, 1980 with those persons indicated in Paragraph 1 above.

3. Licensee Action on Previous Inspection Findings

Not inspected.

4. Unresolved Items

Unresolved items were not identified during this inspection.

5. Safety-Related Mechanical Snubbers

On May 31, 1980, the licensee reported that during a random visual inspection of mechanical snubbers on Unit 1 safety systems, six were found to be "locked-up". Subsequent inspections revealed a total of 42 of 63 mechanical snubbers inspected were "locked-up". Discussions with the licensee indicates the following:

- a. Both International Nuclear Safeguards (INS) Corporation and Pacific Scientific type mechanical snubbers were installed and inspected. Only International Nuclear Safeguards Corporation type mechanical snubbers were found to be inoperable.
- b. Both older (carbon steel internals) and newer (stainless steel) type INS mechanical snubbers were installed and inspected. Inoperable snubbers of both types were identified.

- c. Inoperable snubbers were found throughout the plant with no apparent area/atmosphere preference.

As noted on RII's confirmation of action letter dated June 3, 1980, and the licensee's report of May 31, 1980, the licensee has committed to take the following action:

- a. Inspect all INS mechanical snubbers Unit 1 safety-related systems and take corrective action as necessary prior to re-start.
- b. Inspect all INS mechanical snubbers in Unit 2 safety-related systems and take corrective action as necessary prior to system synchronization.
- c. Functionally test 20% of the INS mechanical snubbers installed in safety-related systems during each Unit 1 and Unit 2 outage of five days or greater and more than thirty days since the last inspection.
- d. Replace all INS mechanical snubbers during the next refueling outage of Units 1 and 2.

An inspection was conducted to verify compliance with licensee commitments. The licensee indicated that 33 INS snubbers were installed in Unit 2. All 33 were inspected and tested. Three snubbers were found to be defective and were replaced. The licensee also indicated that 63 INS mechanical snubbers were installed in Unit 1. All were inspected and tested. 42 snubbers were found to be defective. The defective snubbers are being replaced. The licensee stated that where replacement Pacific Scientific type snubbers were available, they were being installed. However, if new INS type snubbers were the only ones available for replacement, new INS type snubbers were being installed and would be replaced with Pacific Scientific type snubbers during the Units next refueling outage. The replacement snubbers were being inspected and tested prior to installation. Maintenance surveillance sheets for the inspection of the following supports were reviewed:

Unit 1

B21-F22 Item 4 - MS system
B21-F23 Item 5 - MS system
X32-1F6 Item 34 - Recirc system
B21-107 Item 54 - MS system
B21-110 Item 66 - MS system

Unit 2

B21-S148 Item 1 - MS system
B21-S143 Item 12 - MS system
B31-S14 Item 30 - Recirc system
B21-S67 Item 24 - MS system
B21-S67 Item 20 - MS system

Snubber replacement detail sheets for the following Unit 1 snubbers were reviewed: B21-F22 Item #4 - Main steam system B21-F23 - Item #5 - Main steam system

Installed snubber RT-48-F30 Item 23 was visually inspected. Defective snubbers that had been removed from Units 1 and 2 were visually inspected. Extensive corrosion was visible on most of the defective snubbers. However, two snubbers that were "locked-up" did not appear to have any visible significant corrosion. One of the two was sectioned by the licensee and visually examined but the cause of the binding or "locked-up" condition could not be determined - no significant quantity of internal corrosion was evident.

The replacement of snubbers in some cases may result in modification of supports. The licensee was reminded that all necessary documentation of design engineering evaluations replacement and inspection activities had to be completed.

No items of noncompliance or deviations were identified.