

THE CINCINNATI GAS & ELECTRIC COMPANY



E. A. BORGMANN
VICE PRESIDENT

July 8, 1980
QA-1317

U. S. Nuclear Regulatory Commission
Region III
799 Roosevelt Road
Glen Ellyn, Illinois 60137

Attention: Mr. Gaston Fiorelli, Chief
Reactor Construction and Engineering
Support Branch

RE: WM. H. ZIMMER NUCLEAR POWER STATION - UNIT I
NRC INSPECTION REPORT NO. 80-13, DOCKET NO.
50-358, CONSTRUCTION PERMIT CPPR-88, W.O. #
57300-957, JOB E-5590

Gentlemen:

This letter constitutes our formal reply to the subject inspection report. It is our opinion that nothing in the report or in this letter is of a proprietary nature.

We have investigated this matter with our architect-engineer and it is our conclusion that no apparent noncompliance exists as identified in Appendix "A" of the report. The following is a summary of the information supplied by S&L for the purchase of the whip restraint bolts:

Para. 3 - The design drawing (S-432, Rev. K) specified 16 each, 1-3/8" diameter A490-F bolts for each tension leg. The length of the bolt is determined by calculating the grip (total thickness of fastened material, excluding the washers) and adding the value shown in Table 6 of the "Specification for Structural Joints Using ASTM A325 or A490 Bolts" (American Institute of Steel Construction, Manual of Steel Construction, Part 5). It is not required that the designer specify the bolt length. The bolts were ordered in accordance with the design drawings and a correct length of 5 1/2" was specified on Purchase Order #15012.

A misalignment problem was discovered during installation which required the addition of two 1/2" thick plates to each tension leg. Henry J. Kaiser Company ordered new A-490 bolts, 6 1/2" in length, with 6 threads per inch. The length was correctly specified in accordance with

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the previously referenced table. The original 5½" long bolts were supplied with 8 threads per inch which is optional for that bolt size. Although the 6½" long bolts meet the chemical requirements for corrosion resistant bolts, they are not marked as such and are not certified as such. Also, because the bolts are specified for a friction connection (A490-F) the presence of threads in the shear plane of the connection has no effect on the design capacity of the connection.

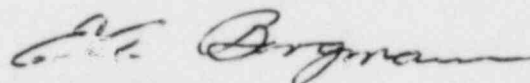
It appears, from the above, that all the necessary design criteria were provided by Sargent & Lundy in applicable design documents.

We believe that the above discussion supports our conclusion that no apparent noncompliance exists. We will be happy to discuss this and other questions with the inspector during a future visit.

Very truly yours,

THE CINCINNATI GAS & ELECTRIC COMPANY

By



E. A. BORGMANN
SENIOR VICE PRESIDENT

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