

18 FEB 1987

MEMORANDUM FOR: Jacque P. Durr, Chief, Engineering Branch
FROM: Jack R. Strosnider, Chief, Materials and Processes Section
SUBJECT: INSPECTOR CONCERNS REGARDING NINE MILE 2 MAIN STEAM ISOLATION VALVES

On February 17, 1987, I received the attached note from Mr. Harold Gregg stating his concerns regarding the ball type main steam isolation valves at Nine Mile 2. Upon receiving his note I called Harold at Oyster Creek where he was conducting an inspection. During our telephone conversation Harold indicated to me that his note was prompted in large part by the results of the recent prototype testing in which a valve was cycled for the first time under temperature, pressure, and steam conditions and excessive valve leak rates resulted.

I discussed the existing Nine Mile Point Unit 2 license condition with Harold, pointing out that the reactor cannot be made critical until three construction deficiency reports related to the MSIV's are resolved (Attachment II). One of the construction deficiency reports specifically addresses the failure of the MSIVs to meet local leak rate test requirements. After discussing the license conditions Harold agreed that they provided adequate limits on reactor operation. He emphasized, however, that the NRC must be cautious and not accept a "bandaid" fix for the MSIVs. I stated that the Regional Office will continue, as we have in the past, to monitor developments regarding the Nine Mile 2 MSIVs and that we would be closely involved with NRR in review and disposition of any corrective actions proposed by the licensee. I further pointed out that it is our (Region I) responsibility to close out the construction deficiency reports discussed above and that we would not do so until we were satisfied that corrective actions adequate to result in safe plant operation had been taken.

Based on our telephone conversation, I don't believe that Harold thinks it is necessary to rescind the Nine Mile 2 license or to add any additional condition to the license at this time. To confirm this, I am sending Harold a copy of this memorandum and requesting that he inform me immediately in writing if he disagrees with its contents.

The recent prototype test results do raise additional concerns regarding the reliability of the Nine Mile 2 MSIVs. DRP and NRR are well aware of these concerns. As indicated above, I plan for the Materials and Processes Section to continue to be closely involved in this issue. This will be accomplished through appropriate inspections, technical reviews and participation in related meetings. I believe that our current position regarding the Nine Mile 2 MSIVs is appropriate.

Original Signed By:

Jack R. Strosnider, Chief
Materials and Processes Section

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