



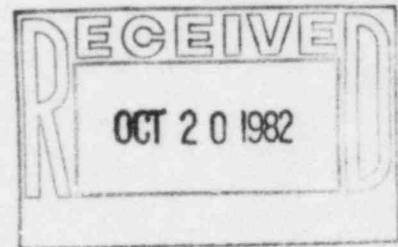
GULF STATES UTILITIES COMPANY

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October 14, 1982
RBG-13,558
File Nos. G9.5, G9.25.1.1

Mr. John T. Collins, Regional Administrator
U. S. Nuclear Regulatory Commission
Region IV, Office of Inspection and Enforcement
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011



Dear Mr. Collins:

River Bend Station Unit 1
Docket No. 50-458
Final Report/DR-46

On September 14, 1982, Gulf States Utilities (GSU) notified the Region IV Office that the potentially reportable deficiency reported on April 26, 1982 had been determined to be reportable. This deficiency (DR-46) concerned improperly retained rod end bushings that may disengage from Bergen Paterson snubber and sway strut assemblies. Attached is the thirty (30) day written report as required by 10CFR50.55(e)(3). This concludes our response on this subject.

Sincerely,

J. E. Booker
Manager-Engineering & Licensing
River Bend Nuclear Group

JEB
JEB/RJK/kt

cc: Director of Inspection & Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

R. L. Brown (RRI)

IE 27

October 14, 1982
RBG-

ATTACHMENT

DR-46/Improperly Retained Rod End Bushings

Background

River Bend Station pipe support detail (BZ Series) drawings are developed by Stone & Webster (S&W). All S&W BZ drawings go to Bergen-Paterson (B-P), the component vendor, for a compatibility check and special vendor engineering if required. The B-P review ordinarily would ensure only that compatible parts were specified on the drawings. In order to expedite drawing issuance, BZ drawings could be issued by S&W with part numbers indicated by either a generic number or by "Later".

I&E Circular 81-05 entitled "Self-Aligning Rod End Bushings for Pipe Supports" discussed the potential problem of bearings coming out of snubber and strut end fittings. To address I&E Circular 81-05, the riser clamps associated with the snubber and sway strut assemblies that were provided by B-P for River Bend Station included bushings.

Special vendor-engineered riser clamps for snubbers and struts which include a clamp and spacer washers that prevent disengagement were made and shipped to the jobsite.

Description of the Deficiency

Special clamps and washers were not specified on all S&W Engineering drawings. During a review it was discovered that drawings did not exclude self-aligning ball bushings that could become disengaged from Bergen-Paterson snubber and sway strut assemblies which are attached to riser clamps (B-P Part No. 370). This deficiency was not found during the review for the problem described in I&E Circular 81-05.

Safety Significance

The incorrect part number generically identified on the S&W BZ drawings for the riser clamps could have led to an improper riser clamp being installed and accepted in safety-related piping in the event of a future reorder or field change. The consequences of complete disengagement of the bushing would be to invalidate the original analytical assumptions used in the piping analysis, potentially creating an overstress condition in the piping or overloading the supports. If uncorrected, such a condition could adversely affect the safe operation of the plant.

Corrective Action

All riser clamps associated with the snubber and sway strut assemblies that were provided by B-P to River Bend Station contained bushings. Because these bushings are present on the riser clamps, the associated bearings will not disengage from the snubber and sway strut assembly. To avoid any further confusion with B-P Part No. 370 series clamps, the generic part number has been changed on the BZ drawings via Engineering and Design Coordination Report No. P-30,730 and Construction Revision Notices H-00263 through H-00272, to indicate a unique number to describe the modified clamps which were provided. The practice of indicating either a generic part number or "Later" has been stopped. These actions will ensure that only the correct, compatible parts will be specified or ordered.