



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

FEB 24 1982

Docket No. 50-460/513

MEMORANDUM FOR: A. W. Dromerick, Chief, Section A, Engineering & Technical
Support Branch, DEQA, IE

FROM: R. E. Shewmaker, Senior Structural Engineering, Section A,
ETSB, DEQA, IE

SUBJECT: CLOSEOUT OF AITS H07003383, IE:HQ ACTION, ON PART 21 REPORT
81-545-000: UE&C DESIGN OF STRUCTURAL STEEL AT WNP 1&4

Upon receipt of this action item on February 3, 1982, I reviewed the IE procedures for handling Part 21 reports since I have not been involved with them since two reorganizations ago. Manual Chapter TI 1105/2 and 92715B and 92716B address these reports. TI 1105/2 is out of date since November 1980 and 92715B and 92716B are out of date since the last reorganization which went into effect on January 4, 1982. These outdated procedures are now under revision and are out for comment by memo of February 11, 1982 by P. McKee.

After a discussion with you on February 4, 1982, I proceeded to contact the relevant parties involved. Prior to my assignment on this item I had been personally contacted by an engineer from UE&C regarding who in the NRC would be doing the technical review. They wished to discuss their approach to the problem reported with someone in the NRC during the Boise ASME B&PV Code, Section III, Div. 2 meetings.

Prior to my leaving for the Code meeting I attempted to contact B. Faulkenberry (on February 9, 1982) in RV to understand what path the region had taken on this item but he was out. I then contact UE&C and indicated I could meet with them in Boise to discuss their approach. That meeting took place on the evening of February 10, 1982 in Boise, Idaho. I received several documents as defined in the notes from that meeting which are enclosed.

Upon my return to Bethesda I was able to contact RV (Faulkenberry and Narbut) on this item (on February 16, 1982). The Part 21 report was logged in the RV control system and I learned that the licensee, WPPSS, had in turn reported this item as a 50.15(e) deficiency for Units 1&4 on January 28, 1982. We discuss how the matter was to be handled for resolution and it was clear to me that RV is following this item. I indicated I would discuss the matter with IE management and get back to them. I also indicated I would forward the material I received from the UE&C engineers I discussed the matter with as well as my notes from the meeting.

I have also made contacts on this item with RIV (C. Hale) and HQ-Vendor Section (M. Peranich).

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XA Copy Has Been Sent to PDR

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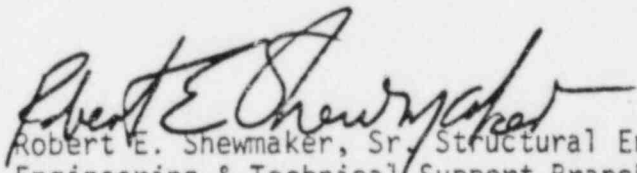
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I recommend that the enclosed material be forwarded to RV for their use and if this is acceptable I will notify my contacts at UE&C to communicate with RV on this matter.

In looking at this item from a generic standpoint, I believe, based on what I was told by the UE&C engineers that no similar design concept has been used at other UE&C designed facilities. With regard to what other A/E's have done I cannot comment since I have no information available on which to make a conclusion. The occurrence of accident temperature is a condition which is included in the load combinations required as part of the NRC design criteria so that we can say there is a requirement that temperatures be considered. As we discussed on February 17, 1982 an information notice would not serve any real purpose in this case in providing us with information related to other A/E's designs for accident temperature effects on internal structural steel. If you desire other action, please notify me.

By a copy of this memo I am sending this closeout information to W. Mills.

If there are questions, please contact me.


Robert E. Shewmaker, Sr. Structural Engineering
Engineering & Technical Support Branch
Division of Engineering and Quality Assurance

Enclosures:

1. Package of documents from
UE&C, dated February 10, 1982
2. Notes of meeting on
February 10, 1982
3. AITS Control Sheet

cc: w/enclosures
W. R. Mills