



MISSISSIPPI POWER & LIGHT COMPANY

Helping Build Mississippi

P. O. BOX 1640, JACKSON, MISSISSIPPI 39205

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JAMES P. McGAUGHY, JR.  
VICE PRESIDENT

May 31, 1984

U. S. Nuclear Regulatory Commission  
Region II  
101 Marietta Street, N.W.  
Suite 2900  
Atlanta, Georgia 30303

Attention: Mr. J. P. O'Reilly, Regional Administrator

Dear Mr. O'Reilly:

SUBJECT: Grand Gulf Nuclear Station  
Unit 2  
License No. NP-7-13  
Docket Nos. 50-417  
File 0260/15525/15526/16694.4  
PRD-83/16, Interim Report #2  
Unit 2, MSRV, MSIV  
Accumulators  
AECM-84/2-0008

Reference: 1) AECM-83/0759, 11/18/83

On November 15, 1983, Mississippi Power & Light Company notified Ms. L. Watson, of your office, of a Reportable Deficiency at the Grand Gulf Nuclear Station (GGNS). The deficiency concerns failure of the internal coating of the MSRV and MSIV accumulators. This deficiency has been determined to be reportable under the guidelines of 10CFR21 for Unit 1. Our Final Unit 1 Report was submitted in Reference 1.

Our investigation into the reportability of this condition for Unit 2 has been completed and it has been determined that it is reportable under the provisions of 10CFR50.55(e). Telephone notification was made to Mr. Ed Ford, of your office, on April 11, 1984. Mr. Ford agreed that the written report could be submitted on today's date.

Attached is our Interim Report #2 for Unit 2. We expect to submit a Final Report prior to Unit 2 Fuel Load.

Yours truly,

For J. P. McGaughy, Jr.

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ATTACHMENT

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Mr. J. P. O'Reilly  
NRC

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Hattiesburg, MS 39401

INTERIM REPORT #2 FOR UNIT 2, PRD-83/16I. Description of the Deficiency

The deficiency concerns the failure of the internal coating applied to the MSIV and MSRV valve accumulators. The coating application on the accumulators was not adequate.

The results of "air blows" conducted as a result of an earlier deficiency of the instrument air system prompted an internal inspection of the coated carbon steel accumulators and ADS receivers. This inspection revealed failures in the internal coating of the accumulators. However, the internal coating on the four (4) ADS receivers was satisfactory. The failure of the coating was exhibited by blistering, peeling, and uncoated areas which resulted in rust formation inside the vessels. It has been determined that the cause of failure was due to improper surface preparation and/or application of the coating.

The deficiency affects the Instrument Air System and the Main Steam System. It is not reportable under 10CFR21 for Unit 2 since the systems/components have not been turned over to MP&L.

The existence of uncoated carbon steel vessels could result in corrosion products being introduced into the air supply to the MSRV's and MSIV's, which could impair the performance of these valves from changing position, when required, during a steam line break. This would prevent closure of the valves which could lead to exceeding the limits of 10CFR100.

Therefore, had the cited condition remained uncorrected, the deficiency could have affected adversely the safety of operations of the power plant at any time throughout the expected lifetime of the plant.

This deficiency is not applicable to the NSSS Vendor.

II. Approach to Resolution of the Problem

It has been determined that the cause of the failure was due to improper surface preparation of the tank internal surface and/or improper application of the coating. The deficiency applies to 36 accumulator tanks for Unit 2.

Proposed changes will be to replace all of the existing coated tanks with new stainless steel tanks for corrosion prevention.

Since this proposed change corrects the deficiency for all subject tanks, the problem will not occur on additional tanks at a later date.

III. Status of Proposed Resolution

The safety implications, cause, and extent of the deficiency have all been determined. Corrective actions and actions to prevent recurrence have been proposed but have not been finalized and completed at this time. All corrective actions will be complete prior to Unit 2 fuel load.

IV. Reason Why Final Report is Delayed

The final report is delayed pending finalization of the proposed design changes to be implemented for Unit 2.

V. Date when Final Report will be Submitted

A final report will be submitted prior to Unit 2 fuel load.