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Docket Nos. 50-348  
50-364

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**Alabama Power**  
The Southern Electric Company

June 1, 1984

Mr. J. P. O'Reilly  
Regional Administrator  
U. S. Nuclear Regulatory Commission  
Region II, Suite 3100  
101 Marietta Street, N. W.  
Atlanta, Georgia 30303

**Joseph M. Farley Nuclear Plant - Units 1 and 2**  
**IE Bulletin 83-03**

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Gentlemen:

Pursuant to the requirements of IE Bulletin (IEB) 83-03, Alabama Power Company submitted its initial report on diesel generator check valve integrity to the Nuclear Regulatory Commission by letter dated June 10, 1983. This initial report provided a list of the affected diesel generator check valves, initial valve integrity verification method, schedule for implementation and valve maintenance history. By letter dated November 17, 1983, Alabama Power Company provided a description of actions taken during the Unit 2 second refueling outage which was completed October 24, 1983. During this outage, the Service Water System Train A was drained and the three accessible check valves (6 inch and 8 inch inlets and 12 inch outlet) were inspected. All valves were found to be in good operating condition with discs free to move in the fully open and shut positions. This letter also stated that the same inspection program would be implemented on Unit 1 during the fifth refueling outage.

The Unit 1 fifth refueling outage began February 10 and was completed on April 24, 1984. During this outage, both Service Water System Trains A and B were drained and the five check valves (two 6 inch inlets, one 8 inch inlet and two 12 inch outlet) were inspected. One 12 inch swing check valve was found with the disc, pivot arm and hinge pin intact; however, the pivot arm was eroded. The other 12 inch swing check valve was found to be operable and had no sign of

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Mr. J. P. O'Reilly  
June 1, 1984  
Page 2

degradation of the type described in IEB 83-03; however, the disc was misaligned which prevented complete seating. The inlet check valves were found to be in good operating condition with discs free to move in the fully open and shut positions.

Each of these valves were disassembled and individual components were examined for evidence of wear or degradation similar to that described in IEB 83-03. The inlet check valves are the tilting disc type, which utilizes a disc with an integrally cast pivot arm. Since the disc is not retained by a fastener, loosening of the disc as described in IEB 83-03 cannot occur. The hinge pins and hinge arm bushings were inspected and no abnormal wear was noted. All internal parts of these three valves were removed from the valve bodies, cleaned and inspected. Following inspection, the valves were reassembled using original parts except for new gaskets. The outlet check valves are the swing check type. Outlet check valve Q1P16V565 in Train A was found to have an intact but eroded pivot arm. The pivot arm and the hinge pin were replaced and the valve was reassembled using new gaskets. Check valve Q1P16V564 in Train B was found to be operable with no indication of degradation or pivot arm erosion of the type found in the other valve or as described in IEB 83-03. This valve was found to have a misaligned disc which would not seat completely. All internal parts were cleaned, the disc was realigned and the valve was reassembled using original parts except for a new roll pin and new gaskets.

Due to the one degraded check valve found in Unit 1 Train A, Alabama Power Company will inspect the remaining Unit 2 Train B check valves which have not been disassembled for inspection (one 6 inch inlet and one 12 inch outlet). This inspection is planned for the third refueling outage tentatively scheduled to begin in January 1985. Results of this inspection will be reported to the NRC and will complete all of the initial check valve integrity verifications required by IEB 83-03.

Alabama Power Company has examined the inservice testing requirements for these valves and will make the following modifications to the Inservice Testing (IST) Programs for Units 1 and 2:

1. The outlet check valves (Q1/2P16V564 and Q1/2P16V565) will be added to the IST Programs for both units. The inlet check valves are already in the IST Programs.
2. The positive flow test presently used to verify inlet check valve integrity by performance of quarterly stroke tests will

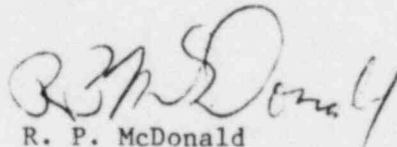
Mr. J. P. O'Reilly  
June 1, 1984  
Page 3

continue to be utilized to verify the integrity of the inlet and outlet check valves.

3. During the next and each successive refueling outage of each unit, one outlet swing check valve will be disassembled and inspected for signs of degradation as described in IEB 83-03. If degradation is found, the remaining outlet check valve will be inspected. If no degradation is found, the remaining outlet check valve will be inspected at the next refueling outage.

It is the judgement of Alabama Power Company that the corrective action planned and performed to date and the proposed modifications to the IST Programs are sufficient to assure integrity of the diesel generator check valves.

Yours truly,

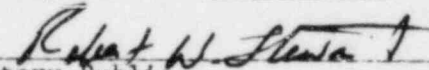
  
R. P. McDonald

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cc: Mr. L. B. Long  
Mr. S. A. Varga  
Mr. E. A. Reeves  
Mr. W. H. Bradford

Sworn to and subscribed before me

this 1<sup>st</sup> day of June, 1984.

  
Notary Public

My commission expires: 10/27/85