GULF STATES UTILITIES COMPANY
RIVER BEND STATION POST OFFICE BOX 220 ST. FRANCISVILLE, LOUISIANA 70775
AREA CODE 504 635-3237 387-4257

February 8, 1985
RBG-20140
File Nos. G9.5, G9.25.1.1

Mr. Robert D. Martin, 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. Martin:

River Bend Station Unit 1
Docket No. 50-458
Final Report/DR-243

On January 9, 1985, GSU notified Region IV by telephone that it had determined DR-243 concerning the installation of Pacific Scientific supplied snubbers (PSA 10) and the associated Bergen Paterson supplied clamps (PT 1001-15) to be reportable under 10CFR50.55(e). The attachment to this letter is GSU's final 30-day written report pursuant to 10CFR50.55(e)(3) with regard to this deficiency.

Sincerely,

William J. Cahill, Jr.
for J. E. Booker
Manager-Engineering,
Nuclear Fuels & Licensing
River Bend Nuclear Group

PJD
JEB/PJD/trp

Attachment

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

NRC Resident Inspector-Site

INPO

IE-27
1/1

ATTACHMENT

February 8, 1985
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DR-243/Incompatability of Bergen
Paterson and Pacific Scientific Support Parts

Background and Description of the Problem

This deficiency concerns the incompatability of Bergen Paterson (BP) Part No. 1001-15 and Pacific Scientific (PS) PSA-10 support parts as described in Nonconformance and Disposition Report (N&D) Nos. 6985, 7720, 7565, and 7977. The problem was originally identified during an NRC surveillance inspection of pipe support 1-FWS*PSSP-3000A1. The basic problem was identified with BP Part No. 1001-15 when used in conjunction with the PSA-10 snubber manufactured by PS. Subsequent inspections of similar installations indicated that, depending on how the swing radius of Part No. 1001-15 is fabricated, the interference could occur between the snubber's rear adapter and Part No. 1001-15.

BP had supplied Part No. 1001-15 with various swing radii. The purpose of providing a swing radius is to provide freedom of movement for the snubber assembly. However, when this part is manufactured to a swing radius of 1 1/2 in. or larger, the gap left between the toe of Part No. 1001-15 and the surface of the rear adapter of the snubber is not sufficient for the snubber movements. BP has supplied some of these parts with swing radii of 1 1/2 in. or larger that created interference problems with snubber rear adapters.

Because of concerns previously raised by the NRC, snubber clearance was included in the Pre-service Inspection Plan. In addition, GSU will include in the Startup and Test Program the verification of snubber clearance in appropriate procedures (1-ST-17 and 1-ST-101).

Safety Implication

Since GSU's Pre-service Inspection Plan and Start-up Test Program for snubber clearance verification were in the process of being implemented, it is felt that the identified condition could not have remained uncorrected. However, if the condition identified in the referenced N&D's had remained uncorrected, the interference between Part No. 1001-15 and the rear adapter of the snubber would have created functional restraint to various snubbers on various safety-related systems, such as the main steam relief system, service water system, feedwater system, etc.

Corrective Action

The problematic rear brackets (Part No. 1001-15) were corrected by grinding them to the extent that would leave a minimum of 1/4 in. clearance as recommended by the manufacturer (BP). One hundred percent inspections of Part No. 1001-15 were performed, and necessary corrections were implemented by means of N&D Nos. 698, 7720, and 7565. Also, the current revision of the load capacity data sheet for Part No. 1001-15 has already recognized this situation and show proper swing radius. Since the deficiency discussed above involved a vendor and his ability to specify appropriate parts, additional inspections of other snubber parts supplied by the vendor are being undertaken. Therefore, additional inspection attributes have been introduced through Construction Site Instruction Document No. CSI 8.1.1, Revision 1, which will be performed prior to commercial operation. Thus, all future designs would not create any such interference problem.