

April 29, 1996

Mr. Charles H. Cruse
Vice President - Nuclear Energy
Baltimore Gas and Electric Company
Calvert Cliffs Nuclear Power Plant
1650 Calvert Cliffs Parkway
Lusby, MD 20657 - 4702

**SUBJECT: NRC Region I Integrated Inspection Report Nos. 50-317/96-02 and
50-318/96-02**

Dear Mr. Cruse:

This report transmits the findings of the safety inspection conducted by NRC inspectors at the Calvert Cliffs Nuclear Power Plant from February 11, 1996 to March 30, 1996. The enclosed report presents the results of that inspection. At the conclusion of the inspection, these findings were discussed with Mr. Katz of your staff.

Overall, the NRC has concluded that your facility was operated in a safe manner. However, a number of events that occurred during the inspection period indicate that additional attention is needed to ensure control of maintenance activities. In one event, troubleshooting in the switchyard resulted in a loss of offsite power to Unit 2 and a reactor trip that required a natural circulation recovery. In another event, a 480 volt motor control center was damaged when an electrician grounded energized buswork with a cable. Other maintenance events of lower safety consequence included an unplanned opening of a power operated relief valve and an inadvertent shift in pressurizer pressure indication that caused backup heaters to energize.

For each occurrence, the corrective actions taken for the event by your staff were appropriate to the circumstances. However, the NRC is concerned that in the aggregate, these events indicate that your procedures and programs may not be fully effective in ensuring that maintenance activities are satisfactorily accomplished. Your attention in this area is warranted.

We determined that your staff responded appropriately following the identification of the cylinder liner scuffing problem (for the new diesel generators) in January 1996. Extensive effort was provided by BGE management to promptly identify the failure root causes and implement appropriate corrective actions. The integrated root cause analysis team properly integrated and validated the root cause findings from various consultants and vendors. The methodology used by BGE to select a new lubricating oil for the low-sulfur diesel fuel was logical.

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We appreciate your cooperation.

Sincerely,

Original Signed by:

Lawrence T. Doerflein, Chief
Reactor Projects Branch No. 1
Division of Reactor Projects

Docket/License Nos: 50-317/DPR-53
50-318/DPR-69

Enclosure: NRC Region I Integrated Inspection Report Nos. 50-317/96-02 and
50-318/96-02

cc w/encl:

T. Camilleri, Director, Nuclear Regulatory Matters (CCNPP)
R. McLean, Administrator, Nuclear Evaluations
J. Walter, Engineering Division, Public Service Commission of Maryland
K. Burger, Esquire, Maryland People's Counsel
R. Ochs, Maryland Safe Energy Coalition
State of Maryland (2)

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