Public Service
Electric and Gas
Company

Steven E. Miltenberger

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October 4, 1988

NLR-N88158

United States Nuclear Regulatory Commission
Document Control Desk
Washington, DC 20555

Gentlemen:

RESULTS OF FEEDWATER NOZZLE EXAMINATIONS
HOPE CREEK GENERATING STATION
DOCKET NO. 50-354

Pursuant to NUREG-0619 "BWR Feedwater Nozzle and Control Rod Drive (CRD) Return Line Nozzle Cracking," Public Service Electric and Gas Company (PSE&G) has committed to perform the examinations specified for the nozzle configuration that exists at Hope Creek Generating Station. Since the Hope Creek Reactor Vessel design does not include a CRD return line nozzle, only the six (6) feedwater nozzles, N4A through N4F, were examined.

The Hope Creek Reactor Pressure Vessel Feedwater Nozzles have the triple sleave design with two (2) sister ring seals, with the cladding removed. This design requires an ultrasonic exam every two refueling outages, a visual inspection of the feedwater spargers every four refueling outages, and "Routine PTs" of the nozzle bore every nine (9) refueling outages or 135 shutdown/startup cycles.

The examination of the safe ends and the nozzle inside radii were performed on the six (6) feedwater nozzles during the Preservice Inspection (PSI). No recordable indications were found.

During the First Refueling Outage at Hope Creek Generating Station, PSE&G contracted Southwest Research Instituted (SWRI) for the performance of ultrasonic (UT) examinations of the six (6) nozzle inner bore areas, and General Electric Co. for the performance of visual examinations (VT) of the feedwater sparger flow holes, welds in the sparger arms and sparger tees. No recordable indications were found.

Two (2) areas with limitations were identified by SWRI on nozzles N4B and N4D. The limitations were caused by permanently welded thermocouple pads while scanning from the nozzle boss. The limitation area on nozzles N4B was from 7-9 o'clock, and on

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nozzle N4D from 8:30-9 o'clock, as viewed facing the reactor pressure vessel.

Copies of examination procedures, field examination data, and video tapes have been retained and are available at the site for review.

Should you have any further questions with regard to these examination results, please do not hesitate to contact us.

Sincerely,

Stan E Miltenberger

C Mr. G. W. Rivenbark
Licensing Project Manager

Mr. G. W. Meyer
Senior Resident Inspector

Mr. W. T. Russell, Administrator
Region I

Ms. J. Moon, Interim Chief
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380 Scotch Road
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