



FLEXITALLIC GASKET COMPANY INC.

INTEROFFICE MEMORANDUM

To: T. G. Warren Date: June 5, 1981

From: F. J. Kurdziel

Subject: Report on Trip to: All: C. Elizay
E. Murray
M. J. Smith

Louisiana Power & Light
Waterford 3 Nuclear Plant
Biliana, Louisiana

DATE OF TRIP: May 20, 1981

PURPOSE

A request was made by Mr. R.J. Milhiser (site Manager) of Ebasco Services, at the urging of LP&L, for us again to visit the Waterford 3 Nuclear site to inspect gaskets installed into a Byron Jackson reactor coolant pump that had failed hydrotest.

PERSONNEL PRESENT

Berry Toupe	LP&L	Q.A.
Ben P. Brown	LP&L	Q.A.
R. P. Skidmore	Ebasco	Q.A.
M. C. Arden	Ebasco	Construction
C. J. Decareaux	LP&L	Project Coordinator
D. R. Lindsey	Ebasco	Construction
P. G. Harrington	Ebasco	Engineering
R. Virre	Ebasco	Engineering
R. E. Boutreau	LP&L	Project Coordinator
Bobby Jones	Byron Jackson	Service
Earl E. Lucas	Byron Jackson	Field Service
Ron Mann	Combustion Engineering	Site
Don R. Wade	Combustion Engineering	Windsor, Connecticut
M. E. Masters	LP&L	Start Up Staff Assistant
R. E. Swenson	LP&L	Start Up Staff Assistant
J. Gutierrez	Ebasco	Site Q.A. Engineer
Lon Bass	LP&L	Q.A.
R. J. Milhiser	Ebasco	Site Manager
R. K. Stampley	Ebasco	Project Manager
C. Elizay	Flexitallic	Sales
F. J. Kurdziel	Flexitallic	Engineering

PRELIMINARY INSPECTION

A group consisting of two representatives each from LP&L, C.E., Byron Jackson, Ebasco, and Flexitallic visited the reactor building to inspect the pumps that had failed hydrotest at 2500 PSI. Upon arrival, we found the upper pump housing raised up and sitting on top of the threaded studs. This did not allow for much space to do a good inspection of gaskets and surface. However, an inspection was performed with the following observations:

- a) Surfaces at the bottom of the pump groove had not been re-machined and were similar to those indicated in my report of February 27, 1981.
- b) The upper mating surface had been "stoned" and was approximately 63 to 125 AARH.

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- c) The gasket's general appearance was acceptable. The outer wrap was bent outward at various points on the gasket. This may have been caused by bolt up.
- d) The gaskets measured consistently (.134 - .135) around its circumferential face and consistently across the gasket face (at the same point ID versus OD).
- e) The groove depths were consistent (.124 - .125).
- f) The asbestos from the gasket did not leave an even residue on the mating surface. It was very inconsistent. I do not know why, and am not sure that this is even important.

DISCUSSION

Mr. Milheser opened the meeting by asking Flexitallic's evaluation of the inspection. We made a brief presentation of our opinion. Mr. Milheser then asked Combustion Engineering for their opinion as to why the pumps were leaking. Mr. Don Wade was the CE spokesman, and he had no real reasons as to cause. Mr. Wade stated that they would like to do more inspections of the gasket surfaces to check for flatness. Mr. S. Brown of LPL questioned the method of performing this operation.

Many questions were directed at Flexitallic by the group present, although most questions came from Combustion Engineering. They questioned what the tolerance was on the gasket flange width. I stated it could be .020 to .030", although I clearly indicated that we do not specifically address this parameter during the manufacture process. It was explained that our manufacturing concerns were for the gasket ID, OD, and thickness. Mr. Milheser asked if we thought that the gaskets they had were O.K., and we stated that they were acceptable. NOTE: As best we could see, it appeared that gaskets supplied by Harbor City were dense.

The question of surface finish again was discussed. Combustion Engineering stated that they have had success with 32 AARM and this is what they recommend. Flexitallic voiced their unsuccessful field experiences with smooth surfaces. Mr. Milheser questioned the total bolt load, but the consensus of opinion was that total loading was sufficient.

As this point, it appeared the meeting reached a stalemate. Since it was obvious that CE and BJ were not going to remachine their surfaces, Flexitallic, when asked their opinion for a fix, suggested the use of an extruded .190 - .195" thick gasket. This concept was discussed briefly and then the meeting was adjourned.

CONCLUSION

It is obvious that the relationship between S. Brown of Louisiana Power and Light and the Combustion Engineering/Byron Jackson personnel is extremely hostile. Although we were offering our honest comments, it appears that Flexitallic is being pulled into the middle of a political fiasco, where everyone is pointing fingers.

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After the meeting, we were asked by CE to meet in their site trailer. This we did, with both BJ people also present. This meeting started out slightly hostile, with CE and BJ strongly criticizing S. Brown of LP&L. We calmed matters down by stating that we were there to help solve a sealing problem and were in no way, shape, or form, offering any criticism to anyone.

I returned to Camden on Thursday, when we shipped 8 gaskets (.190 - .195" thick) by Air Freight on Thursday afternoon to LP&L at a cost of \$100.00 Net Each

POSTSCRIPT

It was BJ's experience that replacing leaking gaskets with new gaskets solved their sealing problems in many cases. Since my return home there has been several telecons with various parties involved. Everything that has happened since our visit, only reinforces our belief that animosities existing overshadow potential solution to this problem.

To the best of my knowledge, none of the eight (8) gaskets shipped were used, since Byron Jackson ordered 6 gaskets from Flanitzville Harbor City on a 1 day delivery basis. I gave all the manufacturing information to Harbor City.

I believe that credit for gaskets should be assigned to C. Elizay since site is in his territory.

F. J. Kardziel:rae