

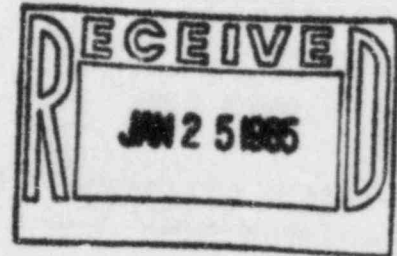


KANSAS GAS AND ELECTRIC COMPANY

GLENN L. KOESTER
VICE PRESIDENT - NUCLEAR

January 18, 1985

Mr. R.P. Denise, Director
Wolf Creek Task Force
U.S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, Texas 76011



KMLNRC 85-025
Re: Docket No. STN 50-482
Ref: 1) Interim Report KMLNRC 84-187, dated 10/17/84
From GLKoester, KG&E, to DRHunter, NRC
2) Letter KMLNRC 84-238, dated 12/31/84
From GLKoester, KG&E, to RCDeYoung, NRC
Subj: Final 10CFR50.55(e) Report - Inspection of Welds

Dear Mr. Denise:

This letter provides the final report submitted pursuant to 10CFR50.55(e) concerning inspections of structural steel welding at Wolf Creek Generating Station. This matter was initially reported by Kansas Gas and Electric Company (KG&E) on September 18, 1984, and supplemental information was provided in Reference 1.

Reference 2 provided a comprehensive report which described the corrective actions taken by KG&E to resolve this matter. As stated in the report KG&E Corrective Action Request #19 was the corrective action vehicle initiated to assure resolution of the concern and Corrective Action Request #19 has now been closed.

The report transmitted in Reference 2 also documented that part of the corrective actions associated with CAR #19 included a review of other AWS Welding to determine whether any similar concerns could exist in areas other than structural steel. Only one other area was identified in which additional investigation was required. This was in the area of electrical equipment installation where the method of permanent installation is by welding the equipment mounting frame to the foundations embeds. Daniel Corrective Action Report 1-EW-0046 was initiated to document and track the resolution of this concern.

The specific concern associated with CAR 1-EW-0046 is that not all shims less than 1/4 inch thick were flush with the mounting frame as required by the AWS code. The code requires that shim less than 1/4 inch thick be flush with the frame and the size of the weld increased by the thickness of the shim. Some equipment mounting frames were identified in which the shim was not flush. This resulted in a situation where the shim carried the shear load. A walkdown was performed to identify and document these nonconformances. The rework associated with CAR 1-EW-0046 is in progress and scheduled for completion prior to fuel load.

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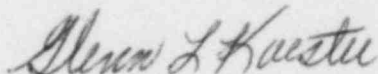
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Please contact me or Mr. Otto Maynard of my staff if you have any questions concerning this subject.

Yours very truly,



Glenn L. Koester
Vice President - Nuclear

GLK:dab

xc: PO'Connor
HBundy
RCDeYoung
WGuldemond