June 20, 2000

Mr. Michael Mulligan
5420 Maltdie Court
Sugar Hill, GA 30518
Internet:stmshvl@together.net

Dear Mr. Mulligan:

I am responding to your enclosed e-mail to Mr. Victor Dricks of the U.S. Nuclear Regulatory Commission (NRC) Public Affairs Office, dated May 26, 2000, at 9:49 p.m. Your e-mail asked these questions regarding Licensee Event Report (LER) 00-07 of Nine Mile Point Nuclear Station, Unit No. 2. We paraphrase your questions as follows:

> The LER addressed throttling of service water flow to both residual heat removal (RHR) heat exchangers to temporarily compensate for a design flaw of the service water system. Would there be enough service water flow to the RHR heat exchangers under worst-case or most limiting conditions for a design basis loss-of-coolant accident? Can the throttled flow meet all of the design core cooling needs of the RHR? Would the flow restriction of the throttle valves create less than design flow (e.g., the 1991 Vermont Yankee loss of offsite power event) under some minimum system line-up condition?

Please be advised that these matters have been discussed on page 7 of Inspection Report Nos. 05000220/2000-002 and 05000410/2000-002. This report is available in the NRC Public Document Room and also the NRC Public Electronic Reading Room (PERR) link at the NRC home page, http://www.nrc.gov/NRC/ADAMS/index.html. We appreciate your keeping us aware of the issues that you are concerned with at Nine Mile Point.

Sincerely,

/RA/

Peter S. Tam, Senior Project Manager, Section 1
Project Directorate I
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Enclosure: E-mail dated May 26, 2000

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Enclosure: E-mail dated May 26, 2000

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From: "Michael Mulligan" <stmshvl@together.net>
To: "Deb Katz" <can@shaysnet.com>, "Victor Dricks" <VL...
Date: Fri, May 26, 2000 9:49 PM
Subject: Immediate Safety Concern at NMP-2

Dear Mr. Dricks
On Nine Mile Point 2, LER 00-07 talks about throttling SW flow to both RHR HX'S that temporarily compensates for a design flaw of the SW system. As A LA Vermont Yankee 1991 Loop and service water problems, would there be enough SW flow to the throttled flow of the RHR HX at NMP 2- worst case or or most limiting condition- such that it meets the needs of the DBA LOCA or core cooling needs of RHR. Including worst case river or pond level, worst case service water temp or most limiting flow. Can that throttled flow meet all of the design needs of core cooling portion of RHR? Would the flow restriction of the throttle valves create less that design flow at some minimum system line-up simular to the Vermont Yankee 1991 LOOP?
Thanks
mike mulligan

Enclosure

Dear Mr. DricksOn Nine Mile Point 2, LER 00-07 talks about throttling SW flow to both RHR HX'S that temporarily compensates for a design flaw of the SW system. As A LA Vermont Yankee 1991 Loop and service water problems, would there be enough SW flow to the throttled flow of the RHR HX at NMP 2- worst case or or most limiting condition- such that it meets the needs of the DBA LOCA or core cooling needs of RHR. Including worst case river or pond level, worst case service water temp or most limiting flow. Can that throttled flow meet all of the design needs of core cooling portion of RHR? Would the flow restriction of the throttle valves create less that design flow at some minimum system line-up simular to the Vermont Yankee 1991 LOOP?Thanksmike mulligan

Mail Envelope Properties (392F2AD5.1C5 : 14 : 41413)

Subject: Immediate Safety Concern at NMP-2
Creation Date: Fri, May 26, 2000 9:49 PM
From: "Michael Mulligan" <stmshvl@together.net>

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VLD (Dricks)

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"mjd@necnp.org"
"shadis@ime.net"
"sylvia.field@valley.net"
"Jim_Perkins@lewnet.avcnet.org"
"necnp@sover.net"
"dlochbaum@ucsusa.org"
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