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Kewaunee / Point Beach Nuclear
Operated by Nuclear Management Company, LLC

NRC 2002-0048

10 CFR 50.4

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U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, DC 20555

Docket 50-266 and 50-301
Point Beach Nuclear Plant, Unit 2
Degraded Fire Barrier
Point Beach Nuclear Plant, Unit 1 and 2

Ladies/Gentlemen:

Enclosed is a special report for Point Beach Nuclear Plant (PBNP), Unit 1 and Unit 2. This report is provided in accordance with the PBNP Fire Protection Evaluation Report (FPER), Section 8.1.5. That section requires the submittal of a special report to the U.S. Nuclear Regulatory Commission when degradation of fire protection systems or components exceeds the time listed in FPER Section 8.1.3. Paragraph C.1.b.4 of that section requires this special report if an inoperable fire barrier cannot be restored to operable status within seven days.

Appendix A, Table 2, of PBNP procedure OM 3.27, "Control of Fire Protection and Appendix R Safe Shutdown Equipment," identifies a 30 foot clear space directly outside the east wall of the G-01 and G-02 Emergency Diesel Generator (EDG) Rooms as a fire barrier. Item 5.1.4.e of OM 3.27 specifies that: "The 30 foot clear space outside the east wall of G-01 and G-02 shall remain clear of flammable and combustible materials."

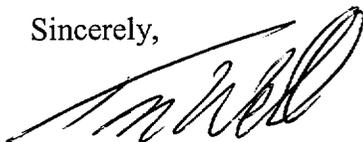
In order to facilitate diagnostic and return to service testing of the recently repaired generator associated with the G-02 EDG, a load bank on a trailer was temporarily brought on-site. The equipment on the load bank trailer was parked just outside the 30 foot clear space. In order to hook up the generator output to the load bank, it was necessary to run three 4160 volt cables through the ventilation louvers on the east wall of the G-02 room, across the 30 foot clear space to the load bank trailer. In addition, a separate 480 volt power supply cable to the load bank trailer was also installed across the 30 foot clear space.

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As a result of placing these cables in this location, the 30 foot clear space "fire barrier" was declared to be degraded and inoperable. Appropriate actions were taken to identify and track this barrier degradation. In addition, as directed by Section 5.1.3 of OM 3.27, compensatory hourly fire watch inspections were initiated on each side of the fire barrier. The temporary installation of these cables and the described compensatory actions were initiated on May 10, 2002, the load bank cable were removed on May 24, 2002, when the return to service testing which required the load bank was completed. On that date, the load testing cables and power supply cable to the trailer were removed from the 30 foot clear space. Following completion of those actions, the fire barrier was restored to an operable status and the hourly fire rounds were secured.

If you have any questions concerning our resolution of this matter, please contact us.

Sincerely,



Thomas J. Webb
Regulatory Affairs Manager

CWK/kmd

cc: NRC Regional Administrator
NRC Resident Inspector

NRC Project Manager
PSCW