

JUN 1 1989

MEMORANDUM FOR: Richard H. Wessman, Project Director  
Project Directorate I-3  
Division of Reactor Projects I/II

FROM: Faust Rosa, Chief  
Electrical Systems Branch  
Division of Engineering & Systems Technology

SUBJECT: MAINE YANKEE: PROPOSED RESPONSE TO LICENSEE'S LETTER  
DATED MARCH 31, 1989

The attachment to this memorandum provides our proposed response to the licensee's letter dated March 31, 1989. As stated in the attachment, we (SELB) cannot grant the licensee's request for staff concurrence that his proposed electrical system enhancements that are not yet completely designed will fully resolve NRC's concerns regarding Maine Yankee's offsite power system.

This is our best, and hopefully last, shot at this.

\*Original Signed By:  
Faust Rosa  
Faust Rosa, Chief  
Electrical Systems Branch  
Division of Engineering & Systems Technology

Attachment:  
As stated

cc: L. Shao  
A. Thadani  
P. Sears

Distribution:  
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Maine Yankee S/F

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ATTACHMENT

DRAFT RESPONSE TO MAINE YANKEE LETTER OF MARCH 31, 1989

By letter dated March 31, 1989, you transmitted the design report on the recently installed capacitor bank (YAEC-1666, 115KV Capacitor Bank Design Report, February 1989). You also stated that Maine Yankee (1) is prepared to install a redundant transformer in parallel to the existing X-14 transformer, and (2) is evaluating a second design enhancement involving replacement of the electromechanical relays in the auto bus transfer logic. Your letter further stated that:

"We are proceeding with the design of the redundant transformer and evaluation of improvements to the auto bus transfer system. We would like to implement the eventual improvements by the end of the spring, 1990 refueling outage. However, prior to installing these changes, we request HRC concurrence that these enhancements will fully resolve NRC's concerns regarding Maine Yankee's offsite power system."

The staff has not yet completed its review of the design report on the capacitor bank. However, our preliminary review indicates that this design modification may significantly improve offsite power (Surowiec line) availability. We expect to complete this review in June 1989; this may entail a meeting at your offices to attain a more detailed understanding of the design and the design verification testing that has been performed.

In regard to the two additional design enhancements being considered, the staff believes that these modifications, if properly implemented, could be major steps towards resolution of the previously documented staff concerns regarding the off-site power supply to the emergency buses. However, your March 31 submittal clearly stated that your design and evaluation of these enhancements was not completed, and it provided no information on which the staff could base a conclusion that the proposed modifications would provide a complete resolution of the staff concerns. For example, the effect that the added paralleled transformer has on bus voltage and on bus and breaker fault current capability was not addressed,

nor was an analysis provided addressing the operation of the auto bus transfer with the proposed replacement relays. Therefore, the staff cannot unequivocally state that the proposed enhancements would resolve all staff concerns.

We recommend acceleration of your evaluation and design efforts for these enhancements, and propose that a meeting in your offices be scheduled as soon as your design is complete to review the final designs and resolve any remaining issues. The staff is prepared to do everything possible to support your schedule for final design and procurement in order to effect installation during the 1990 refueling outage.