

Point Beach Nuclear Plant  
PBNP SHUTDOWN SAFETY ASSESSMENT AND FIRE CONDITION CHECKLIST

Date: April 20, 2004 Time: 0200 Preparer: Richard Wood U 1 R 28

NOTE: Refer to base procedure NP 10.3.6 for safety assessment checklist KSF definitions.

NOTE: Whenever fuel has been removed from the reactor vessel and refueling cavity, all key safety functions are GREEN except spent fuel pool cooling.

KEY SAFETY FUNCTION CRITERIA: No/False = 0, Yes/True = 1 through 4

REACTIVITY		Subtotal	Condition
1.	RCS Boron concentration = 2894 ppm		
a.)	For RSD, RCS boron > Refueling boron concentration specified in unit-specific COLR (TRM 2.1) > 2200 ppm		
b.)	For CSD and prior to RSD no fuel motion, RCS boron > boron concentration required by OP 3C	(0-1) <u>1</u>	0-1
2.	Number of boration paths	(0-2) <u>2</u>	2
3.	No fuel motion	(0-1) <u>1</u>	3-4
4.	SR instrumentation operable	(0-1) <u>1</u>	5
Subtotal =		<u>5</u>	<b>GREEN</b>

CORE COOLING		Subtotal	Condition
1.	Number of SG available for DHR	(0-2) <u>0</u>	0-1
2.	Refueling cavity filled	(0-1) <u>0</u>	2
3.	Number of trains RHR available	(0-2) <u>2</u>	3
4.	RCS level above REDUCED INVENTORY	(0-1) <u>1</u>	4-5
RCS TEMP = 98°F; 17 days shutdown; RCS 69%		Subtotal =	<u>3</u>
RCS Time to Boil <u>45 min</u> (Applicable at Cold or Refueling Shutdown)			

POWER AVAILABILITY		Subtotal	Condition
1.	Independent off-site power sources available to A-05 and A-06 (totally independent at the 4160 V, 13.8 kV, and 345 kV levels)		1
			2
			3
			4-5
2.	G-01 or G-02/A-05/B-03 available	(0-2) <u>2</u>	
	G-03 or G-04/A-06/B-04 available	(0-1) <u>1</u>	
		(0-1) <u>1</u>	
3.	G-05 available, Reactor Cavity filled to ≥ 23 ft above the top of the reactor vessel flange, upper internals removed and RCS time to boil ≥ 12 hours.	(0-1) <u>0</u>	
Subtotal =		<u>4</u>	<b>GREEN</b>

INVENTORY		Subtotal	Condition
1.	Pressurizer level ≥ 20 percent w/head on		0-1
		(0-1) <u>0</u>	2
2.	Refueling Cavity filled (see definition)	(0-3) <u>0</u>	3
3.	RCS level above REDUCED INVENTORY	(0-1) <u>1</u>	4
4.	Makeup from VCT/BLENDER and/or RWST available	(0-2) <u>2</u>	
Subtotal =		<u>2</u>	<b>GREEN</b>

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			Subtotal	
<b>CONTAINMENT</b>				
1.	Containment integrity (TS 15.1.D) {Containment Operable} {ITS TS 3.6.1} set	(0 or 4) <u>0</u>	0	RED
2.	Containment Closure CL-1E maintained and closure < time to boil	(0 or 2) <u>2</u>	1	ORANGE
3.	No fuel motion	(0-1) <u>1</u>	2-3	YELLOW
4.	DHR Capability:		4-5-6	<b>GREEN</b>
	- cavity flooded and internals out			
	<u>OR</u>			
	- at least one SG available			
	<u>OR</u>			
	- one fan cooler with Equip hatch installed and personnel hatches capable of being shut	(0-1) <u>1</u>		
	Subtotal =	<u>4</u>		

**SPENT FUEL POOL COOLING**  
(ONLY APPLICABLE when starting AND during FULL CORE OFFLOADS)

**NOTE:** Take credit for only one P-12 Independent offsite power source during periods of single X-03 or X-04 availability (\*).

			Subtotal	
1.	"A" SFP cooling pump available with power available from:		0-1	RED
	- G-02 or G-01 via 2B-32	(0-1) <u>n/a</u>	2	ORANGE
	-(*) an independent off-site power source different than that for Train B below	(0-1) <u>n/a</u>	3	YELLOW
2.	"B" SFP cooling pump available with power available from:		4-5	GREEN
	- G-03 or G-04 via 1B-42	(0-1) <u>n/a</u>		
	-(*) an independent off-site power source different than that for Train A above	(0-1) <u>n/a</u>		
3.	Temporary power available to one SFP cooling pump, G-05 available, and SFP time to boil ≥ 12 hours.	(0-1) <u>n/a</u>		
	Subtotal =	<u>n/a</u>		

SFP Temperatures:

NW n/a °F

SE n/a °F

SFP Average Temp n/a °F

SFP Time to Boil n/a

**GIVE A BRIEF EXPLANATION OF ANY CHANGE IN SAFETY ASSESSMENT THAT TOOK PLACE:**

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**OUTAGE SAFETY ASSESSMENT**

UNIT:   1  

DATE:   April 20, 2004  

TIME:   0200  

**KEY SAFETY FUNCTIONS:**

REACTIVITY:	GREEN
CORE COOLING:	YELLOW
POWER AVAILABLE:	GREEN
INVENTORY:	YELLOW
CONTAINMENT:	GREEN
SFP COOLING:	NA

**PROTECTED EQUIPMENT:**

**COMMENTS:**

Fire Protection Condition III: Credit is taken for fire rounds as fire prevention contingency  
RCS Time to Boil is 45 minutes  
RCS is at 69% Reactor Vessel Level  
Hot Leg Vent Path is the Pressurizer manway

et4