

May 10, 2007

Mr. Gene F. St. Pierre, Site Vice President  
c/o James M. Peschel  
Seabrook Station  
FPL Energy Seabrook, LLC  
PO Box 300  
Seabrook, NH 03874

SUBJECT: SEABROOK STATION, UNIT NO. 1 - REQUEST FOR ADDITIONAL  
INFORMATION (RAI), GENERIC LETTER 2006-03, "POTENTIALLY  
NONCONFORMING HEMYC AND MT FIRE BARRIER CONFIGURATIONS  
(TAC NO. MD1631)

Dear Mr. St. Pierre:

The Nuclear Regulatory Commission (NRC) acknowledges the receipt of your response to Generic Letter 2006-03, "Potentially Nonconforming Hemyc and MT Fire Barrier Configurations," dated June 9, 2006. Under oath or affirmation, you have stated that the Seabrook Station, Unit No. 1 (Seabrook) does not rely on either the Hemyc or MT fire barrier system. Additionally, your letter stated that other 1- or 3-hour fire barriers that separate redundant safe shutdown trains located within the same fire area are installed at Seabrook. The NRC staff requires additional information to evaluate the acceptability of this alternate fire barrier material. The specific information requested is contained in the enclosure to this letter.

The information was discussed with Mr. Michael O'Keefe of your staff on April 12, 2007, and it was agreed that you would respond to these questions within 60 days from the date of this letter.

If you have any questions regarding this response, please contact me at (301) 415-2481.

Sincerely,

*/ra/*

G. Edward Miller, Project Manager  
Plant Licensing Branch I-2  
Division of Operating Reactor Licensing  
Office of Nuclear Reactor Regulation

Docket No. 50-443

Enclosure: RAI

cc w/encl: See next page

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Seabrook Station, Unit No. 1

cc:

Mr. J. A. Stall  
Senior Vice President, Nuclear and  
Chief Nuclear Officer  
Florida Power & Light Company  
P.O. Box 14000  
Juno Beach, FL 33408-0420

Mr. Peter Brann  
Assistant Attorney General  
State House, Station #6  
Augusta, ME 04333

Resident Inspector  
U.S. Nuclear Regulatory Commission  
Seabrook Nuclear Power Station  
P.O. Box 1149  
Seabrook, NH 03874

Town of Exeter  
10 Front Street  
Exeter, NH 03823

Regional Administrator, Region I  
U.S. Nuclear Regulatory Commission  
475 Allendale Road  
King of Prussia, PA 19406

Office of the Attorney General  
One Ashburton Place, 20th Floor  
Boston, MA 02108

Board of Selectmen  
Town of Amesbury  
Town Hall  
Amesbury, MA 01913

Mr. Robert Poole  
Federal Emergency Management Agency  
Region I  
99 High Street, 6<sup>th</sup> Floor  
Boston, MA 02110

Mr. Tom Crimmins  
Polestar Applied Technology  
One First Street, Suite 4  
Los Altos, CA 94019

John Giarrusso  
Massachusetts Emergency Management Agency  
400 Worcester Road  
Framingham, MA 01702-5399

Ms. Kelly Ayotte, Attorney General  
Mr. Orvil Fitch, Deputy Attorney General  
33 Capitol Street  
Concord, NH 03301

Mr. Christopher M. Pope, Director  
Homeland Security & Emergency Mgmt.  
New Hampshire Department of Safety  
Bureau of Emergency Management  
33 Hazen Drive  
Concord, NH 03301

Mr. M. S. Ross, Managing Attorney  
Florida Power & Light Company  
P.O. Box 14000  
Juno Beach, FL 33408-0420

Mr. Rajiv S. Kundalkar  
Vice President - Nuclear Engineering  
Florida Power & Light Company  
P.O. Box 14000  
Juno Beach, FL 33408-0420

James M. Peschel  
Regulatory Programs Manager  
FPL Energy Seabrook, LLC  
PO Box 300  
Seabrook, NH 03874

Ms. Marjan Mashhadi  
Senior Attorney  
Florida Power & Light Company  
801 Pennsylvania Ave., NW Suite 220  
Washington, DC 20004

Seabrook Station, Unit No. 1

cc:

Mr. Mark E. Warner  
Vice President, Nuclear Operations Support  
Florida Power & Light Company  
P.O. Box 14000  
Juno Beach, FL 33408-0420

REQUEST FOR ADDITIONAL INFORMATION

RESPONSE TO GENERIC LETTER 2006-03

POTENTIALLY NONCONFORMING HEMYC AND MT FIRE BARRIER CONFIGURATIONS

FPL ENERGY SEABROOK, LCC

SEABROOK STATION, UNIT NO. 1

DOCKET NO. 50-443

By letter dated June 9, 2006, FPL Energy Seabrook, LLC (FPLE), responded to Generic Letter 2006-03, "Potentially Nonconforming Hemyc and MT Fire Barrier Configurations." The Nuclear Regulatory Commission (NRC) staff has been reviewing this response and finds that the following information is required to complete its review:

1. In your letter dated June 9, 2006, you stated that Seabrook Station, Unit No. 1, utilizes the 3M Interam material as a 1- or 3-hour fire barrier that separates redundant safe shutdown trains located within the same fire area. Additionally, you stated that the ratings were based on fire resistance testing. The NRC staff requests that you describe what guidance was used to conclude that the barriers comply with the regulations contained in Appendix R to Title 10 of the *Code of Federal Regulations*, Part 50.

In responding, please address the following:

- a) Is the support protection and penetrating item protection for these barriers in the plant representative of the protection provided during the testing? If not, how were deviations evaluated?
- b) Does the testing encompass or bound the installed configurations (for example, were the tested configurations similar in size and shape as the installed configurations)? If not, how was the barrier determined to be bounding?
- c) Is the plant cable loading (i.e., the thermal mass) of the installed configurations bounded by the tested configurations? If not, how were raceways having less thermal mass evaluated?
- d) Was the American Society for Testing and Materials E-119 time temperature curve used during testing of these barriers? If not what temperatures were used?
- e) What measure was used to determine that the protected cables would be free of fire damage (e.g., temperature rise criteria, operation during fire conditions, meggering, etc)?

Enclosure