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Docket Nos. 50-390
and 50-391

BCC: ACRS (16)
TERA
NSIC

JUL 31 1980

Mr. H. G. Parris
Manager of Power
Tennessee Valley Authority
500A Chestnut Street Tower II
Chattanooga, Tennessee 37401

Dear Mr. Parris:

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION - WATTS BAR 1 & 2

Enclosed are requests for additional information 040.73 through 040.124 concerning power systems. Your responses to these requests should be provided by September 5, 1980. If you cannot meet this schedule or you require any clarification of these requests, please contact the staff's assigned project manager.

Sincerely,

[Signature]
Robert L. Tedesco, Assistant Director
for Licensing
Division of Licensing

Enclosure:
Request for Additional
Information

cc w/enclosure:
See next page

[Handwritten mark]

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OFFICE	LB #2/DL	LB #2/DL	A/D L/DL			
SURNAME	WKane/LLM	ASchwencer	RLTedesco			
DATE	6/30/80	7/28/80	7/30/80			

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ENCLOSURE

REQUESTS FOR ADDITIONAL INFORMATION

SECOND ROUND REQUESTS
(SUPPLEMENT)

040.0 POWER SYSTEMS BRANCH

040.73
(8.3)
RSP

Operating experience at certain nuclear power plants which have two cycle turbocharged diesel engines manufactured by the Electromotive Division (EMD) of General Motors driving emergency generators have experienced a significant number of turbocharger mechanical gear drive failures. The failures have occurred as the result of running the emergency diesel generators at no load or light load conditions for extended periods. No load or light load operation could occur during periodic equipment testing or during accident conditions with availability of offsite power. When this equipment is operated under no load conditions insufficient exhaust gas volume is generated to operate the turbocharger. As a result the turbocharger is driven mechanically from a gear drive in order to supply enough combustion air to the engine to maintain rated speed. The turbocharger and mechanical drive gear normally supplied with these engines are not designed for standby service encountered in nuclear power plant application where the equipment may be called upon to operate at no load or light load condition and full rated speed for a prolonged period. The EMD equipment was originally designed for locomotive service where no load speeds for the engine and generator are much lower than full load speeds. The locomotive turbocharged diesel hardly ever runs at full speed except at full load. The EMD has strongly recommended to users of this diesel engine design against operation at no load or light load conditions at full rated speed for extended periods because of the short life expectancy of the turbocharger mechanical gear drive unit normally

furnished. No load or light load operation also causes general deterioration in any diesel engine.

To cope with the severe service the equipment is normally subjected to and in the interest of reducing failures and increasing the availability of their equipment EMD has developed a heavy duty turbocharger drive gear unit that can replace existing equipment. This is available as a replacement kit, or engines can be ordered with the heavy duty turbocharger drive gear assembly.

To assure optimum availability of emergency diesel generators on demand, applicant's who have on order or intend to order emergency generators driven by two cycle diesel engines manufactured by EMD should be provided with the heavy duty turbocharger mechanical drive gear assembly as recommended by EMD for the class of service encountered in nuclear power plants. Confirm your compliance with this requirement.

040.74
(8.3)

Provide a detailed discussion (or plan) of the level of training proposed for your operators, maintenance crew, quality assurance, and supervisory personnel responsible for the operation and maintenance of the emergency diesel generators. Identify the number and type of personnel that will be dedicated to the operations and maintenance of the emergency diesel generators and the number and type that will be assigned from your general plant operations and maintenance groups to assist when needed.

In your discussion identify the amount and kind of training that will be received by each of the above categories and the type of ongoing training program planned to assure optimum availability of the emergency generators.

Also discuss the level of education and minimum experience requirements for the various categories of operations and maintenance personnel associated with the emergency diesel generators.

040.75
(8.3)
RSP

Periodic testing and test loading of an emergency diesel generator in a nuclear power plant is a necessary function to demonstrate the operability, capability and availability of the unit on demand. Periodic testing coupled with good preventive maintenance practices will assure optimum equipment readiness and availability on demand. This is the desired goal.

To achieve this optimum equipment readiness status, the following requirements should be met:

1. The equipment should be tested with a minimum loading of 25 percent of rated load. No load or light load operation will cause incomplete combustion of fuel resulting in the formation of gum and varnish deposits on the cylinder walls, intake and exhaust valves, pistons and piston rings, etc., and accumulation of unburned fuel in the turbocharger and exhaust system. The consequences of no load or light load operation are potential equipment failure due to the gum and varnish deposits and fire in the engine exhaust system.
2. Periodic surveillance testing should be performed in accordance with the applicable NRC guidelines (R.G. 1.108), and with the recommendations of the engine manufacturer. Conflicts between any such recommendations and the NRC guidelines, particularly with respect to test frequency, loading and duration, should be identified and justified.

3. Preventive maintenance should go beyond the normal routine adjustments, servicing and repair of components when a malfunction occurs. Preventive maintenance should encompass investigative testing of components which have a history of repeated malfunctioning and require constant attention and repair. In such cases consideration should be given to replacement of those components with other products which have a record of demonstrated reliability, rather than repetitive repair and maintenance of the existing components. Testing of the unit after adjustments or repairs have been made only confirms that the equipment is operable and does not necessarily mean that the root cause of the problem has been eliminated or alleviated.

4. Upon completion of repairs or maintenance and prior to an actual start, run, and load test a final equipment check should be made to assure that all electrical circuits are functional, i.e., fuses are in place, switches and circuit breakers are in their proper position, no loose wires, all test leads have been removed, and all valves are in the proper position to permit a manual start of the equipment. After the unit has been satisfactorily started and load tested, return the unit to ready automatic standby service and under the control of the control room operator.

Provide a discussion of how the above requirements have been implemented in the emergency diesel generator system design and how they will be considered when the plant is in commercial operation, i.e., by what means will the above requirements be enforced.

040.76
(8.3)
RSP

The availability on demand of an emergency diesel generator is dependent upon, among other things, the proper functioning of its controls and monitoring instrumentation. This equipment is generally panel mounted and in some instances the panels are mounted directly on the diesel generator skid. Major diesel engine damage has occurred at some operating plants from vibration induced wear on skid mounted control and monitoring instrumentation. This sensitive instrumentation is not made to withstand and function accurately for prolonged periods under continuous vibrational stresses normally encountered with internal combustion engines. Operation of sensitive instrumentation under this environment rapidly deteriorates calibration, accuracy and control signal output.

Therefore, except for sensors and other equipment that must be directly mounted on the engine or associated piping, the controls and monitoring instrumentation should be installed on a free standing floor mounted panel separate from the engine skids, and located on a vibration free floor area or equipped with vibration mounts.

Confirm your compliance with the above requirement or provide justification for noncompliance.

040.77
(9.5.2)

The information regarding the onsite communications system (Section 9.5.2) does not adequately cover the system capabilities during transients and accidents. Provide the following information:

- (a) Identify all working stations on the plant site where it may be necessary for plant personnel to communicate with the control room

or the emergency shutdown panel during and/or following transients and/or accidents (including fires) in order to mitigate the consequences of the event and to attain a safe cold plant shutdown.

- (b) Indicate the maximum sound levels that could exist at each of the above identified working stations for all transients and accident conditions.
- (c) Indicate the types of communication systems available at each of the above identified working stations.
- (d) Indicate the maximum background noise level that could exist at each working station and yet reliably expect effective communication with the control room using:
 - 1. the page party communications systems, and
 - 2. any other additional communication system provided that working station.
- (e) Describe the performance requirements and tests that the above onsite working stations communication systems will be required to pass in order to be assured that effective communication with the control room or emergency shutdown panel is possible under all conditions.
- (f) Identify and describe the power source(s) provided for each of the communications systems.
- (g) Discuss the protective measures taken to assure a functionally operable onsite communication system. The discussion should include the considerations given to component failures, loss of power, and the severing of a communication line or trunk as a result of an accident or fire.

040.78
(9.5.3)

Identify the vital areas and hazardous areas where emergency lighting is needed for safe shutdown of the reactor and the evacuation of personnel in the event of an accident. Tabulate the lighting system provided in your design to accommodate those areas so identified. Include the degree of compliance to Standard Review Plan 9.5.1 regarding emergency lighting requirements in the event of a fire.

040.79
(9.5.4)

You described the instruments, controls, sensors and alarms provided for monitoring the diesel engine fuel oil storage and transfer system and describe their function, but you did not discuss the testing necessary to maintain and assure a highly reliable instrumentation, controls, sensors and alarm system and where the alarms are annunciated. Provide this information. Also discuss the system interlocks provided. (SRP 9.5.4, Part III, item 1).

040.80
(9.5.4)

The diesel generator structures are designed to seismic and tornado criteria and are isolated from one another by a reinforced concrete wall barrier. Describe the barrier (including openings) in more detail and its capability to withstand the effects of internally generated missiles resulting from a crankcase explosion, failure of one or all of the starting air receivers, or failure of any high or moderate energy line and initial flooding from the cooling system so that the assumed effects will not result in loss of an additional generator (SRP 9.5.4, Part III, Item 2).

040.81
(9.5.4)

Describe your design provisions made to protect the fuel oil storage tank fill and vent lines from damage by tornado missiles. (SRP 9.5.4, Part II).

040.82
(9.5.4)

Discuss the means for detecting or preventing growth of algae in the diesel fuel storage tank. If it were detected, describe the methods to be provided for cleaning the affected storage tank. (SRP 9.5.4, Part III, Item 4).

040.83
(9.5.4)

In section 9.5.4.2 you state whether materials selected for the diesel fuel oil system assure adequate corrosion protection to minimize fuel oil contamination. Expand the FSAR to include a more explicit description of proposed protection of underground piping. Where corrosion protective coatings are being considered (piping and tanks) include the industry standards which will be used in their application. Also discuss what provisions will be made in the design of the fuel oil storage and transfer system in the use of an impressed current type cathodic protection system, in addition to water proof protective coatings, to minimize corrosion of buried piping or equipment. If cathodic protection is not being considered, provide your justification. (SRP 9.5.4, Part II, and Part III, item 4).

040.84
(3.2)
(9.5.4)
(9.5.5)
(9.5.6)
(9.5.7)
(9.5.8)

The FSAR text and Table 3.2-1 states that the components and piping systems or the diesel generator auxiliaries (fuel oil system, cooling water, lubrication, air starting, and intake and combustion system) are designed to seismic Category I. It cannot be determined from the FSAR text, table 3.2-1 or the P&ID's to what Quality Group Classification (ASME Section III Class 3, Quality Group C, ANSI B31.1 or other industry standard) the diesel auxiliary systems were designed. This is not in accordance with Regulatory Guide 1.26 which requires the entire diesel generator auxiliary systems be designed to ASME Section III Class 3 or Quality Group C. Provide

the industry standards that were used in the design, manufacture, and inspection of the engine mounted piping and components as well as all other diesel engine system piping and components. Also show on the appropriate P&ID's where the Quality Group classification changes from Quality Group C.

040.85
(9.5.4)

In Section 9.5.4.3 you state that diesel fuel oil is available from local distribution sources. Identify the sources where diesel quality fuel oil will be available and the distances required to be travelled from the source(s) to the plant. Also discuss how fuel oil will be delivered onsite under extremely unfavorable environmental conditions. (SRP 9.5.4, Part III, Item 5b).

040.86
(9.5.4)

Discuss what precautions have been taken in the design of the fuel oil system in locating the fuel oil day tank and connecting fuel oil piping in the diesel generator room with regard to possible exposure to ignition sources such as open flames and hot surfaces. (SRP 9.5.4, Part III, Item 6).

040.87
(9.5.4)

Section 9.5.4.1 emergency diesel engine fuel oil storage and transfer system (EDEFSS) does not specifically reference ANSI Standard N195 "Fuel Oil Systems for Standby Diesel Generators." Indicate if you intend to comply with this standard in your design of the EDEFSS; otherwise provide justification for non-compliance. (SRP 9.5.4, Rev. 1, Part II, Item 12).

040.88
(9.5.4)

Discuss the precautionary measures that will be taken to assure the quality and reliability of the fuel oil supply for emergency diesel generator operation. Include the type of fuel oil, impurity and quality limitations as well as diesel index number of its equivalent, cloud point, entrained moisture, sulfur, particulates and other deleterious insoluble substances; procedure for testing newly delivered fuel, periodic sampling and testing of on-site fuel oil (including interval between tests), interval of time between periodic removal of condensate from fuel tanks and periodic system inspection. In your discussion include reference to industry (or other) standards which will be followed to assure a reliable fuel oil supply to the emergency generators. (SRP 9.5.4, Part III, Items 3 and 4).

040.89
(9.5.4)

Assume an unlikely event has occurred requiring operation of a diesel generator for a prolonged period that would require replenishment of fuel oil without interrupting operation of the diesel generator. Identify those provisions made in the design of the fuel oil storage fill system to minimize the creation of turbulence of the sediment in the bottom of the storage tank. Stirring of this sediment during addition of new fuel has the potential of causing the overall quality of the fuel to become unacceptable and could potentially lead to the degradation or failure of the diesel generator.

040.90
(9.5.4)

You state in section 9.5.4.2 that the diesel generator fuel oil storage tank is provided with an individual fill and vent line. Indicate where these lines are located (indoor or outdoor) and the height these lines are terminated above finished ground grade. If these lines are located outdoors discuss the provisions made in your design to prevent entrance of water into storage tank during adverse environmental conditions.

040.91
(9.5.4)

Provide the source of power for the seven day fuel oil storage tank transfer pumps and the motor characteristics i.e., motor horsepower, operating voltage, phase(s) and frequency. Also include pump capacity and discharge head. Revise the FSAR accordingly.

040.92
(9.5.5)

Provide the results of a failure mode and effects analysis to show that failure of a piping connection between subsystems (engine water jacket, lube oil cooler, governor lube oil cooler, and engine air inter-cooler) does not cause total degradation of the diesel generator cooling water system. (SRP 9.5.5, Part III, Item 1a).

040.93
(9.5.5)

Your response to Question 040.43 is incomplete. You did not indicate the measures to preclude long-term corrosion and organic fouling in the diesel engine cooling water system that would degrade system cooling performance, and the compatibility of any corrosion inhibitors used with the materials of the system. Provide this information. Also indicate if the water chemistry will be in conformance with the engine manufacturers recommendations. (SRP 9.5.5, Part III, Item 1c.)

040.94
(9.5.5)

Describe the instrumentation, controls, sensors and alarms provided for monitoring of the diesel engine cooling water system and describe their function. Discuss the testing necessary to maintain and assure a highly reliable instrumentation, controls, sensors, and alarm system, and where the alarms are annunciated. Identify the temperature, pressure, level, and flow (where applicable) sensors which alert the operator when these parameters exceed the ranges recommended by the engine manufacturer and describe what operator actions are required during alarm conditions to prevent harmful effects to the diesel engine. Discuss the systems interlocks provided. (SRP 9.5.6, Part III, Item 1c).

040.95
(9.5.5)

Describe the provisions made in the design of the diesel engine cooling water system to assure that all components and piping are filled with water. (SRP 9.5.5, Part III, Item 2).

040.96
(9.5.5)

The diesel generators are required to start automatically on loss of all offsite power and in the event of a LOCA. The diesel generator sets should be capable of operation at less than full load for extended periods without degradation of performance or reliability. Should a LOCA occur with availability of offsite power, discuss the design provisions and other parameters that have been considered in the selection of the diesel generators to enable them to run unloaded (on standby) for extended periods without degradation of engine performance or reliability. Expand your PSAR/FSAR to include and explicitly define the capability of your design with regard to this requirement. (SRP 9.5.5, Part III, Item 7).

040.97
(9.5.5)

You state in section 9.5.5 each diesel engine cooling water system is provided with an expansion tank to provide for system expansion and for venting air from the system. In addition to the items mentioned, the expansion tank is to provide for minor system leaks at pump shafts seals, valve stems and other components, and to maintain required NPSH on the system circulating pump. Provide the size of the expansion tank and location. Demonstrate by analysis that the expansion tank size will be adequate to maintain required pump NPSH and make up water for seven days continuous operation of the diesel engine at full rated load without makeup, or provide a seismic Category I, safety class 3 make up water supply to the expansion tank.

040.98
(9.5.5)

Provide the source of power for the electric jacket water heater.
Provide the electric heater characteristics, i.e., operating voltage, phase(s), frequency and kw output as applicable. Revise the FSAR accordingly.

040.99
(9.5.6)

Describe the instrumentation, controls, sensors and alarms provided for monitoring the diesel engine air starting system, and describe their function. Describe the testing necessary to maintain a highly reliable instrumentation, control, sensors and alarm system and where the alarms are annunciated. Identify the temperature, pressure and level sensors which alert the operator when these parameters exceed the ranges recommended by the engine manufacturer and describe any operator actions required during alarm conditions to prevent harmful effects to the diesel engine. Discuss system interlocks provided. Revise your FSAR accordingly. (SRP 9.5.6, Part III, item 1).

040.100
(9.5.6)
RSP

A study by the University of Dayton has shown that accumulation of water in the starting air system has been one of the most frequent causes of diesel engine failure to start on demand. Condensation of entrained moisture in compressed air lines leading to control and starting air valves, air start motors, and condensation of moisture on the working surfaces of these components has caused rust, scale and water itself to build up and score and jam the internal working parts of these vital components thereby preventing starting of the diesel generators.

In the event of a loss of offsite power the diesel generators must function since they are vital to the safe shutdown of the reactor(s). Failure of the diesel engines to start from the effects of moisture condensation in air starting systems and from other causes have lowered

their operational reliability to substantially less than the desired reliability of 0.99 as specified in Branch Technical Position ICSB (PSB).2 "Diesel Generator Reliability Testing" and Regulatory Guide 1.108 "Periodic Testing of Diesel Generator Units Used as Onsite Electric Power Systems at Nuclear Power Plants."

In an effort toward improving diesel engine starting reliability we require that compressed air starting system designs include air dryers for the removal of entrained moisture. The two air dryers most commonly used are the dessicant and refrigerant types. Of these two types, the refrigerant type is the one most suited for this application and therefore is preferred. Starting air should be dried to a dew point of not more than 50°F when installed in a normally controlled 70°F environment, otherwise the starting air dew point should be controlled to at least 10°F less than the lowest expected ambient temperature.

Revise your design of the diesel engine air starting system accordingly and describe this feature of your design.

040.101
(9.5.6)

Provide the source of power for the diesel engine air starting system compressors and motor characteristics, i.e., motor hp, operating voltage, phase(s), and frequency. Revise your FSAR accordingly.

040.102
(9.5.7)

For the diesel engine lubrication system in Section 9.5.7 provide the following information: 1) define the temperature differentials, flow rate, and heat removal rate of the interface cooling system external to the engine and verify that these are in accordance with recommendations of the manufacturer: 2) discuss the measures that will be taken

to maintain the required quality of the oil, including the inspection and replacement when oil quality is degraded; 3) describe the protective features (such as blowout panels) provided to prevent unacceptable crankcase explosion and to mitigate the consequences of such an event; and 4) describe the capability for detection and control of system leakage. (SRP 9.5.7, Part II, Items 8a, 8b, 8c, Part III, Item 1).

040.103
(9.5.7)

What measures have been taken to prevent entry of deleterious materials into the engine lubrication oil system due to operator error during recharging of lubricating oil or normal operation. (SRP 9.5.7, Part III, Item 1c).

040.104
(9.5.7)

Describe the instrumentation, controls, sensors and alarms provided for monitoring the diesel engine lubrication oil system and describe their function. Describe the testing necessary to maintain a highly reliable instrumentation, control, sensors and alarm system and where the alarms are annunciated. Identify the temperature, pressure and level sensors which alert the operator when these parameters exceed the ranges recommended by the engine manufacturer and describe any operator action required during alarm conditions to prevent harmful effects to the diesel engine. Discuss systems interlocks provided. Revise your FSAR accordingly. (SRP 9.5.7, Part III, Item 1e).

040.105
(9.5.7)
RSP

Several fires have occurred at some operating plants in the area of the diesel engine exhaust manifold and inside the turbocharger housing which have resulted in equipment unavailability. The fires were started from lube oil leaking and accumulating on the engine exhaust manifold and accumulating and igniting inside the turbocharger housing. Accumulation of lube oil in these areas, on some engines, is apparently caused from

an excessively long prelube period, generally longer than five minutes, prior to manual starting of a diesel generator. This condition does not occur on an emergency start since the prelube period is minimal.

When manually starting the diesel generators for any reason, to minimize the potential fire hazard and to improve equipment availability, the prelube period should be limited to a maximum of three to five minutes unless otherwise recommended by the diesel engine manufacturer. Confirm your compliance with this requirement or provide your justification for requiring a longer prelube time interval prior to manual starting of the diesel generators. Provide the prelube time interval of your diesel engine will be exposed to prior to manual start.

040.106
(9.5.7)
RSP

An emergency diesel generator unit in a nuclear power plant is normally in the ready standby mode unless there is a loss of offsite power, an accident, or the diesel generator is under test. Long periods on standby have a tendency to drain or nearly empty the engine lube oil piping system. On an emergency start of the engine as much as 5 to 14 or more seconds may elapse from the start of cranking until full lube oil pressure is attained even though full engine speed is generally reached in about five seconds. With an essentially dry engine, the momentary lack of lubrication at the various moving parts may damage bearing surfaces producing incipient or actual component failure with resultant equipment unavailability.

The emergency condition of readiness requires this equipment to attain full rated speed and enable automatic sequencing of electric load within ten seconds. For this reason, and to improve upon the availability of this equipment on demand, it is necessary to establish as quickly as possible

an oil film in the wearing parts of the diesel engine. Lubricating oil is normally delivered to the engine wearing parts by one or more engine driven pump(s). During the starting cycle the pump(s) accelerates slowly with the engine and may not supply the required quantity of lubricating oil where needed fast enough. To remedy this condition, as a minimum, an electrically driven lubricating oil pump, powered from a reliable DC power supply, should be installed in the lube oil system to operate in parallel with the engine driven main lube pump. The electric driven prelube pump should operate only during the engine cranking cycle or until -satisfactory lube oil pressure is established in the engine main lube distribution header. The installation of this prelube pump should be coordinated with the respective engine manufacturer. Some diesel engines include a lube oil circulating pump as an integral part of the lube oil preheating system which is in use while the diesel pump may not be needed.

Confirm your compliance with the above requirement or provide your justification for not installing an electric prelube oil pump.

040.107
(9.5.8)

Describe the instrumentation, controls, sensors and alarms provided in the design of the diesel engine combustion air intake and exhaust system which alert the operator when parameters exceed ranges recommended by the engine manufacturer and describe any operator action required during alarm conditions to prevent harmful effects to the diesel engine.

Discuss systems interlocks provided. Revise your FSAR accordingly.

(SRP 9.5.8, Part III, Item 1 & 4).

040.108
(9.5.8)

Provide the results of an analysis that demonstrates that the function of your diesel engine air intake and exhaust system design will not be degraded to an extent which prevents developing full engine rated power or cause engine shutdown as a consequence of any meteorological or accident condition. Include in your discussion the potential for, and effect of, fire extinguishing (gaseous) medium, recirculation of diesel combustion products, products or combustion from a plant fire or other gases that may intentionally or accidentally be released on site, on the performance of the diesel generator. (SRP 9.5.8, Part III, Item 3).

040.109
(9.5.8)

Discuss the provisions made in your design of the diesel engine combustion air intake and exhaust system to prevent possible clogging, during standby and in operation, from abnormal climatic conditions (heavy rain, freezing rain, dust storms, ice and snow) that could prevent operation of the diesel generator on demand. (SRP 9.5.8, Part III, Item 5).

040.110
(9.5.8)

Show by analysis that a potential fire in the diesel generator building, together with a single failure of the fire protection system will not degrade the quality of the diesel combustion air so that the remaining diesel will be able to provide full rated power.

040.111
(9.5.8)

Experience at some operating plants has shown that diesel engines have failed to start due to accumulation of dust and other deleterious material on electrical equipment associated with starting of the diesel generators (e.g., auxiliary relay contacts, control switches - etc.). Describe the provisions that have been made in your diesel generator building design, electrical starting system, and combustion air and ventilation air intake design(s) to preclude this condition to assure availability of the diesel generator on demand.

Also describe under normal plant operation what procedure(s) will be used to minimize accumulation of dust in the diesel generator room, specifically address concrete dust control. In your response also consider the condition when Unit 1 is in operation and Unit 2 is under construction (abnormal generation of dust).

040.112
(10.2)

Expand your discussion of the turbine speed control and overspeed protection system. Provide additional explanation of the turbine and generator electrical load following capability for the turbine speed control system with the aid of system schematics (including turbine control and extraction steam valves to the heaters). Tabulate the individual speed control protection devices (normal emergency and backup), the design speed (or range of speed) at which each device begins operation to perform its protective function (in terms of percent of normal turbine operating speed). In order to evaluate the adequacy of the control and overspeed protection system provide schematics and include identifying numbers to valves and mechanisms (mechanical and electrical) on the schematics. Describe in detail, with references to the identifying numbers, the sequence of events in a turbine trip including response times, and show that the turbine stabilizes. Provide the results of a failure mode and effects analysis for the overspeed protection systems. Show that a single steam valve failure cannot disable the turbine overspeed trip from functioning. (SRP 10.2, Part III, items 1, 2, 3 and 4).

040.113
(10.2)

Provide a complete list of turbine generator protective trips. Separate these trips into two categories, 1) those that will trip the turbine due to mechanical faults, and 2) those that will trip the turbine due to generator electric faults.

040.114
(10.2)

Your response to request 040.48 is incomplete in that you only provided a partial response on the protection to the turbine overspeed control system equipment, electrical wiring and hydraulic lines from the effects of a high or moderate energy trip failure so that the turbine overspeed protection system will not be damaged to preclude its safety function. You state that in the event of a high energy line break which damages either the mechanical or electrical overspeed trips that the other overspeed trip will still function. You also stated that no protection from high and moderate energy line breaks was provided for the electrical wiring and hydraulic lines of the turbine overspeed protection system. Show that in the event of a high or moderate energy line break which damages the electrical wiring and/or hydraulic lines of the turbine overspeed protection system that the safety function of the systems will not be impaired (i.e., failsafe system).

040.115
(10.3)

As explained in issue No. 1 of NUREG of 0138, credit is taken for all valves downstream of the Main Steam Isolation Valve (MSIV) to limit blowdown of a second steam generator in the event of a steam line break upstream of the MSIV. In order to confirm satisfactory performance following such a steam line break provide a tabulation and descriptive text (as appropriate) in the FSAR of all flow paths that branch off the main steam lines between the MSIV's and the turbine stop valves. For each flow path originating at the main steam lines, provide the following information:

- a) System identification
- b) Maximum steam flow in pounds per hour.
- c) Type of shut-off valve(s)
- d) Size of valve(s)
- e) Quality of the valve(s)
- f) Design code of the valve(s)
- g) Closure time of the valve(s)
- h) Actuation mechanism of the valve(s) (i.e., solenoid operated, motor operated, air operated diagram valve, etc.)
- i) Motive or power source for the valve actuating mechanism

In the event of the postulated accident, termination of steam flow from all systems identified above, except those that can be used for mitigation of the accident, is required to bring the reactor to a safe cold shutdown. For these systems describe what design features have been incorporated to assure closure of the steam shut-off valve(s). Describe what operator actions (if any) are required.

If the systems that can be used for mitigation of the accident are not available or a decision is made to use other means to shut down the reactor describe how these systems are secured to assure positive steam shut-off. Describe what operator actions (if any) are required.

If any of the requested information is presently included in the FSAR text, provide only the references where the information may be found.

040.116
(10.4.1) Provide a tabulation in your FSAR showing the physical characteristics and performance requirements of the main condensers. In your tabulation include such items as; 1) the number of condenser tubes, material and total heat transfer surface, 2) overall dimensions of the condenser, 3) number of passes, 4) hot well capacity, 5) special design features, 6) minimum heat transfer, 7) normal and maximum steam flows, 8) normal and maximum cooling water temperature, 9) normal and maximum exhaust steam temperature with no turbine by-pass flow and with maximum turbine by-pass flow, 10) limiting oxygen content in the condensate in cc per liter, and 11) other pertinent data. (SRP 10.4.1, Part III, item 1).

040.117
(10.4.1) Discuss the effect of main condenser degradation (leakage, vacuum loss) on reactor operation. Also discuss the measures taken to prevent loss of vacuum. (SRP 10.4.1, Part III, Item 1).

040.118
(10.4.1) Discuss the measures taken for detecting, controlling correcting condenser cooling water leakage into the condensate stream. Provide the permissible cooling water in-leakage and time of operation with in-leakage to assure that condensate/feedwater quality can be maintained within safe limits.

040.119
(10.4.1)

In section 10.4.1.4 you have discussed tests and initial field inspection but not the frequency and extent of inservice inspection of the main condenser. Provide this information in the FSAR. (SRP 10.4.1, Part II).

040.120
(10.4.1)

Discuss the effect of loss of main condenser vacuum on the operation of the main steam isolation valves (SRP 10.4.1, Part III, Item 3).

040.121
(10.4.4)

Provide additional description (with the aid of drawings) of the turbine by-pass valves and associated controls. In your discussion include the number, size, principle of operation, construction, set points, and capacity of each valve and the malfunctions and/or modes of failure considered in the design of the turbine by-pass system. (SRP 10.4.4, Part III, Item 1.)

040.122
(10.4.4)

Provide the results of an analysis indicating that failure of the turbine by-pass system high energy line will not have an adverse effect or preclude operation of the turbine speed control system or any safety related components or systems located close to the turbine by-pass system. (SRP 10.4.4, Part III, Item 4).

040.123
(10.4.4)

Provide the maximum electric load step change that the condenser dump system and atmospheric dump system will permit without reactor trip.

040.124
(10.4.4)

In section 10.4.4.4 you have discussed tests and initial field inspection but not the frequency and extent of inservice testing and inspection of the turbine by-pass system. Provide this information in the FSAR. (SRP 10.4.4, Part II).