

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401
400 Chestnut Street Tower II

February 16, 1985

Director of Nuclear Reactor Regulation
Attention: Ms. E. Adensam, Chief
Licensing Branch No. 4
Division of Licensing
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Ms. Adensam:

In the Matter of the Application of) Docket Nos. 50-390
Tennessee Valley Authority 50-391

By letter dated January 31, 1984, TVA requested a change to the Watts Bar technical specification requirements for diesel fuel oil sampling. The basis for the recommended changes was a report prepared for the Standardized Nuclear Unit Power Plant System (SNUPPS).

A conference call was held between TVA and NRC representatives on May 3, 1984 regarding the proposed changes to the diesel fuel oil technical specifications (NRC representatives involved in the conference call were T. Kenyon and E. Tomlinson). NRC stated that there were no technical problems with TVA's request; however, additional information was required to support the request. The additional information included marked-up specific Watts Bar technical specification pages, information on laboratory technician training to ensure consistency of performance, and a description of the technique used for water sampling and removal for the storage tanks. The information requested on the latter subject included whether TVA used dipsticks or installed sampling connections for water detection and whether TVA used portable or installed water removal equipment. TVA provided the requested information to NRC by letter dated June 19, 1984.

TVA was informed by NRC representative R. Giardina in a meeting on January 22, 1985, that additional information was needed to support TVA's request for a change to the fuel oil sampling requirements. In the discussion that followed, Mr. Giardina identified what information was required. The information which Mr. Giardina was requesting was the same information requested during the May 3, 1984 telephone conference call and which TVA had provided by the previously referenced letter of June 19, 1984. It should be noted that TVA was not given advance notice of the details of the reviewer's problem with the diesel fuel oil sampling requirements. The only information provided to TVA before the January 22, 1985 meeting was that diesel fuel oil sampling requirements were to be discussed.

TVA was again informed by Mr. Giardina in a meeting on February 6, 1985 that additional information was needed to support TVA's request for a change to the fuel oil sampling requirements. Mr. Giardina indicated that he needed to know

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TO: Tom Kenyon (Pa)

Director of Nuclear Reactor Regulation

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where the dipstick was used to sample the seven-day tanks (inside the diesel generator room or in the hallway outside) and whether one tank or all four were sampled for water. Again, TVA was not given advance notice of the details of the reviewer's problem with the diesel fuel oil sampling requirements. The only information provided to TVA before the February 6, 1985 meeting was that diesel fuel oil sampling requirements were to be discussed.

TVA provided the requested information to NRC representatives K. Jabbour and R. Giardina during a conference call on February 13, 1985. Water sampling is performed in the hallway. The dipstick and vacuum hose are used in only one of the end tanks. Mr. Giardina indicated that more information was needed to support TVA's request for a change to the fuel oil sampling requirements. Mr. Giardina requested that a complete set of mechanical layout drawings for the seven-day tank system be provided in order to verify that water can be removed from all four tanks through the single sample port.

The requested information is enclosed. TVA believes that with this transmittal, sufficient information has been provided to support TVA's requested technical specification changes.

If you have any questions concerning this matter, please get in touch with D. B. Ellis at FTS 858-2681.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

R. H. Shell

R. H. Shell
Nuclear Engineer

Sworn to and subscribed before me
this 16th day of Feb 1985.

Bryant M. Lowery
Notary Public

My Commission Expires 4/8/86

Enclosure

cc: U.S. Nuclear Regulatory Commission
Region II
Attn: Dr. J. Nelson Grace, Regional Administrator
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

ENCLOSURE

WATTS BAR NUCLEAR PLANT

DIESEL FUEL OIL SAMPLING TECHNICAL SPECIFICATION

TVA is providing two copies of the following drawings:

Diesel fuel oil flow diagram - 47W840-1 R25

Diesel generator building embedded piping mechanical layout - 17W585-3 R5

Diesel generator seven-day tanks mechanical layout - 47W310-6 R1

Vendor fabrication drawings for seven-day tanks - L-1991 (sheets 1-4)
TVA contract No. 75K-54-83145-2

The diesel fuel oil flow diagram is provided for a general overview of the diesel fuel oil system. The four vendor drawings show the fabrication of the four tanks that comprise the seven-day storage volume for a single diesel generator. The seven-day tank mechanical layout drawing shows the interconnection of the four tanks to make a single seven-day storage volume. The embedded piping drawing shows the as-installed arrangement for the seven-day tanks.

The vendor drawings show the detail of the individual tank construction. Details E and F on sheets 1 and 4 show the interconnections between tanks. Details E, F, G, and H on sheets 2 and 3 also show the interconnections. The interconnections are flush with the tops and bottoms of the tank and join the tanks into common liquid and vapor spaces.

The tanks shown on sheets 1 and 4 have installed sample tubes that extend down to within 3/4 inches from the bottom of the tanks. These sample ports are also shown on the embedded piping drawing. Detail D3 shows that one tube is capped and not used. The other tube is connected to an access plug at the floor level (detail A3).

The seven-day tank to day tank transfer pump suction lines are shown on sheets 3 and 4. The suction lines shown on sheet 3 as details L and M are located near the low end of the tank. The ends of these suction pipes are eight inches above the bottom of the tank. The suction lines shown on sheet 4 as details G and H are located near the high end of the tank. The ends of these suction pipes are two inches above the bottom of the tank.

The overall fuel oil system transfer pump suction is shown on sheet 2 as detail K. It is located in the same relative location as the diesel supply piping near the low end of the tank. This line also ends eight inches above the bottom of the tank. The overall transfer pump return is shown on sheet 3 as detail J. It is fitted with an anti-splash deflector.