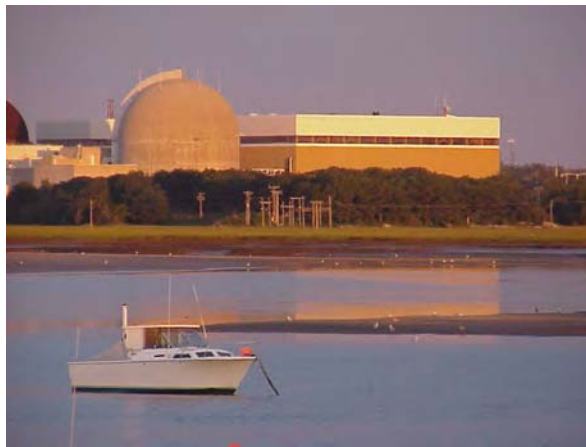
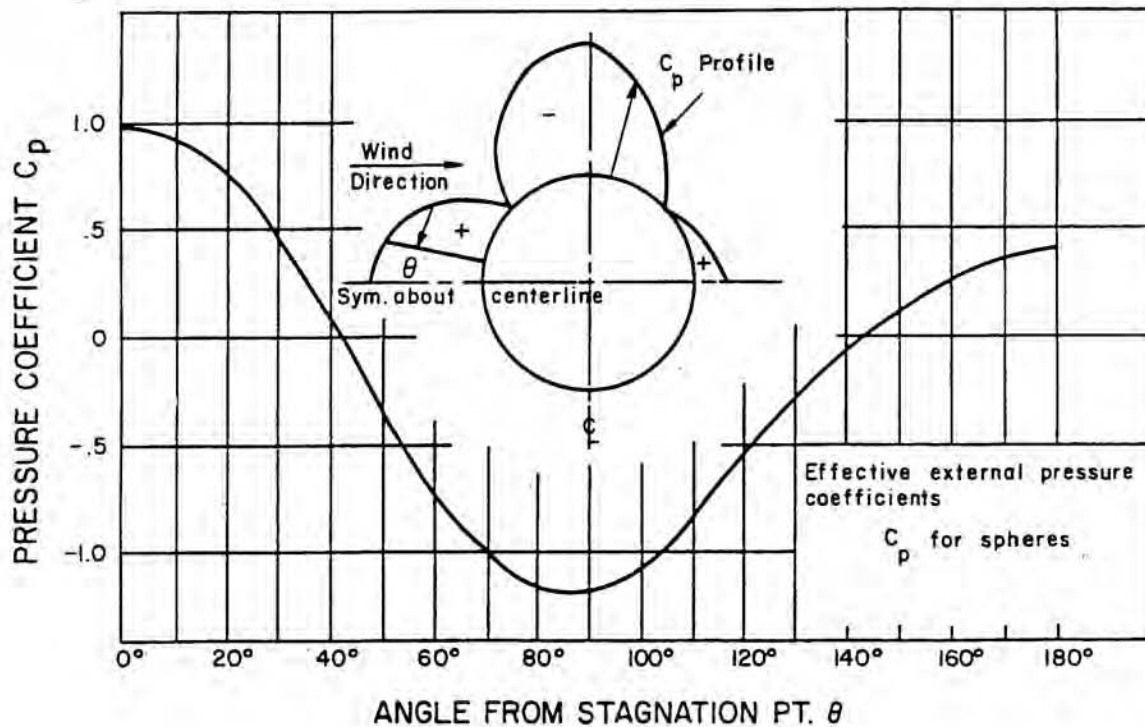
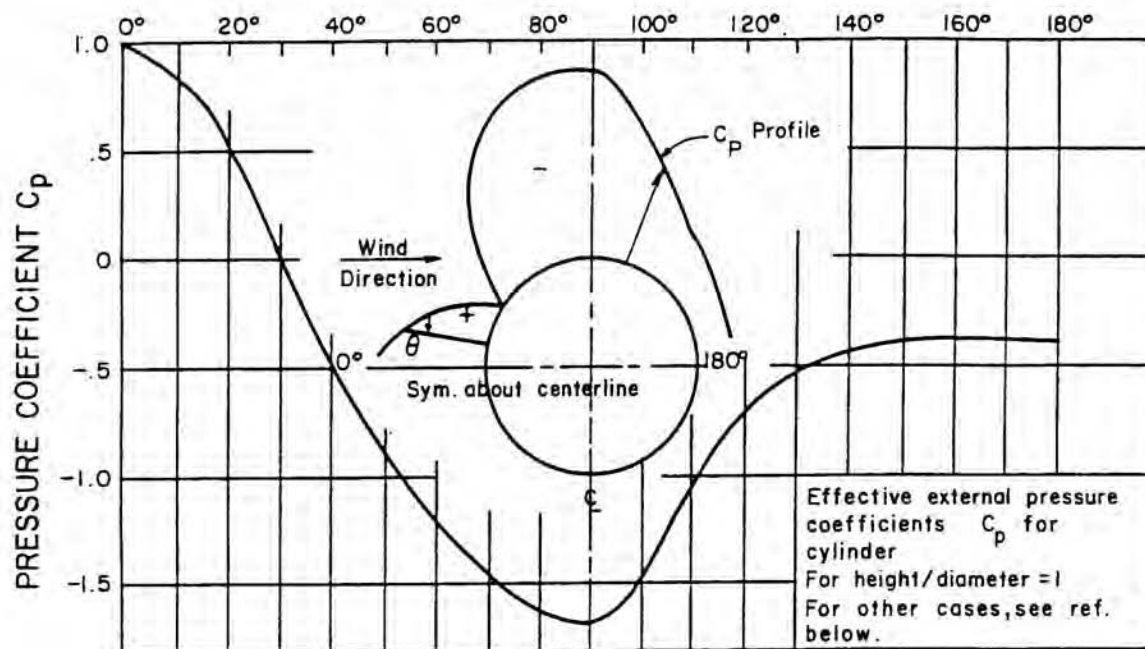


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT

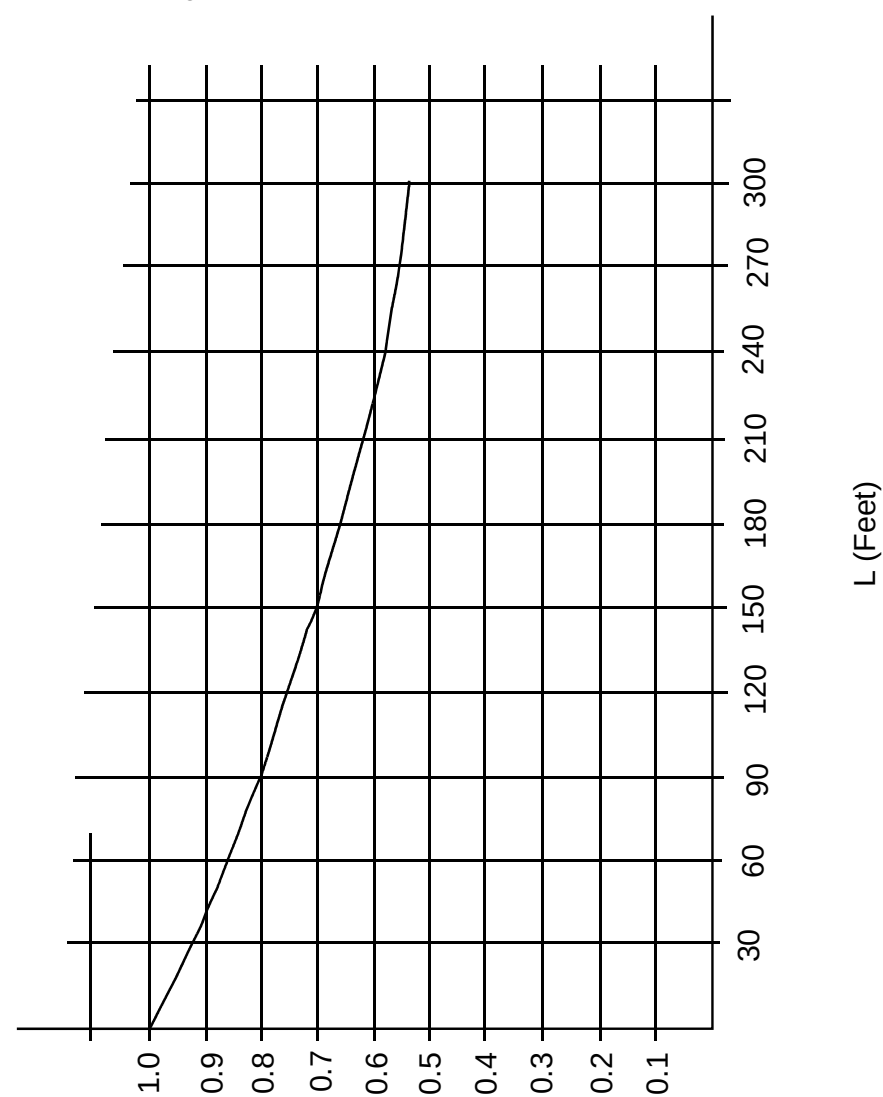
CHAPTER 3 DESIGN OF STRUCTURES, COMPONENTS, EQUIPMENT AND SYSTEMS

FIGURES





Size Factor C_s = Average Pressure/Max. Tornado Pressure



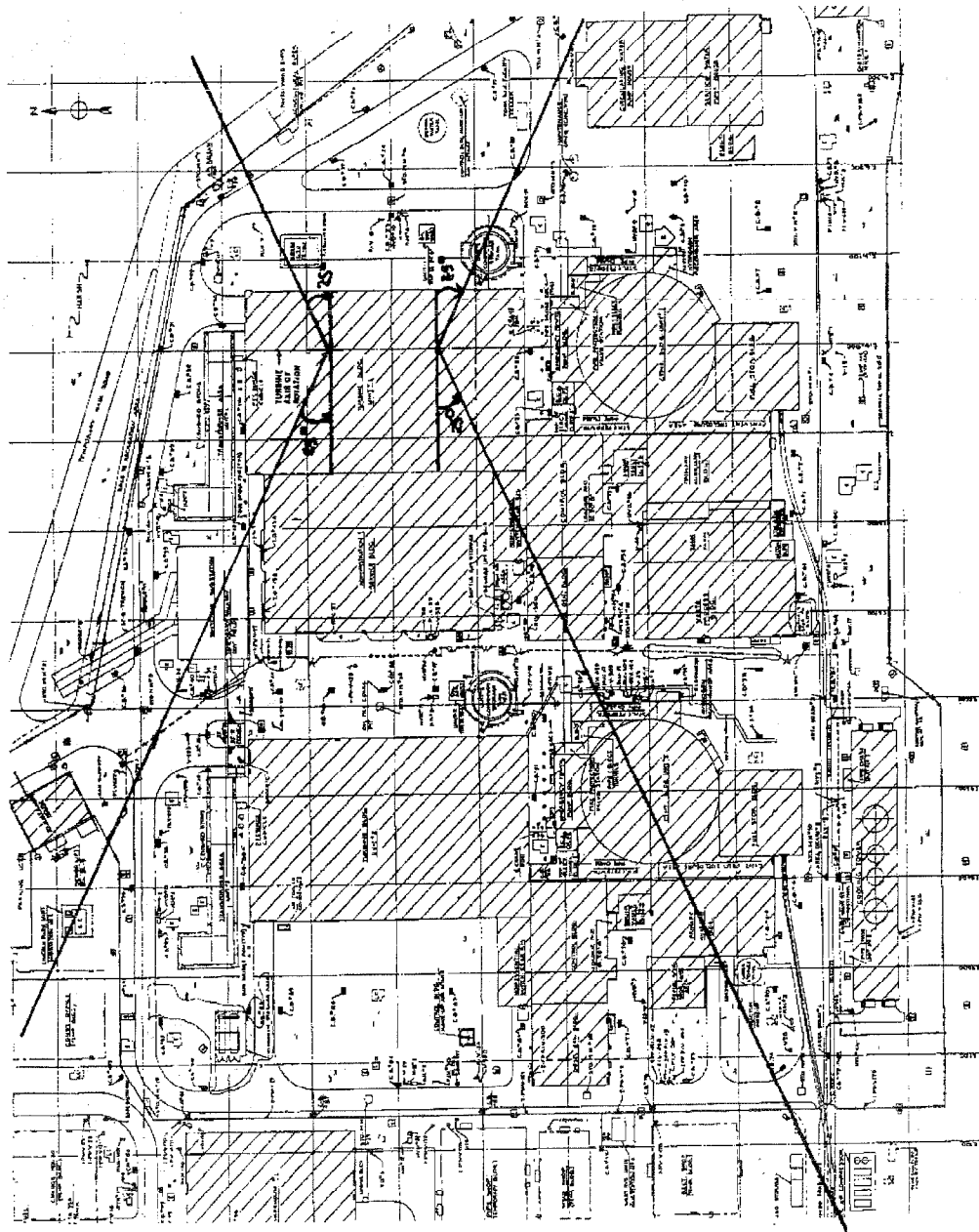
Size Factor C_s = Average Pressure/Max. Tornado Pressure

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Tornado Size Factor C_s Versus Building Length (L)	
		Figure 3.3-2

See 101696

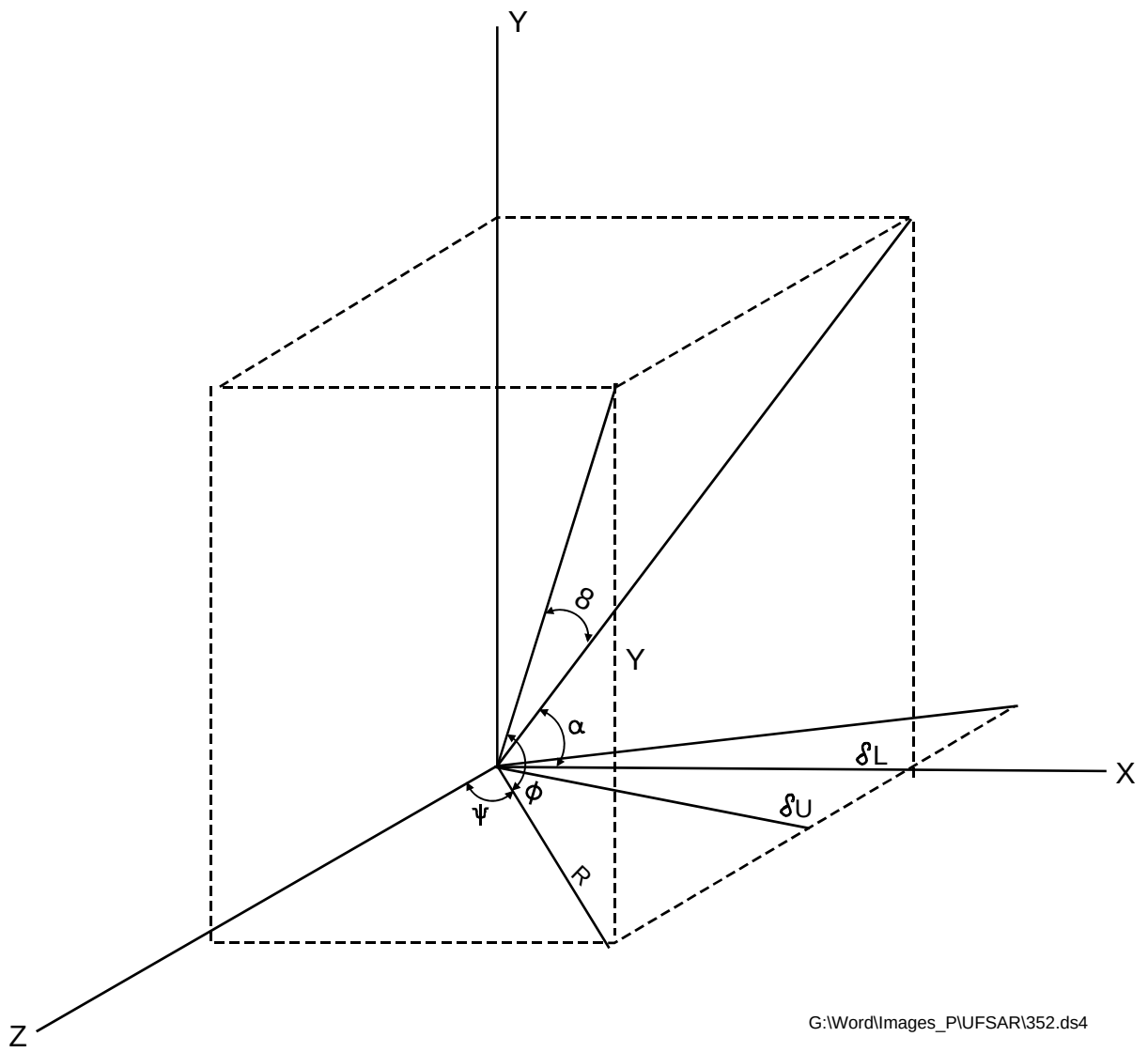
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Waterproofing Concrete Typical Details	
		Figure 3.4-1



SEABROOK STATION
 UPDATED FINAL SAFETY
 ANALYSIS REPORT

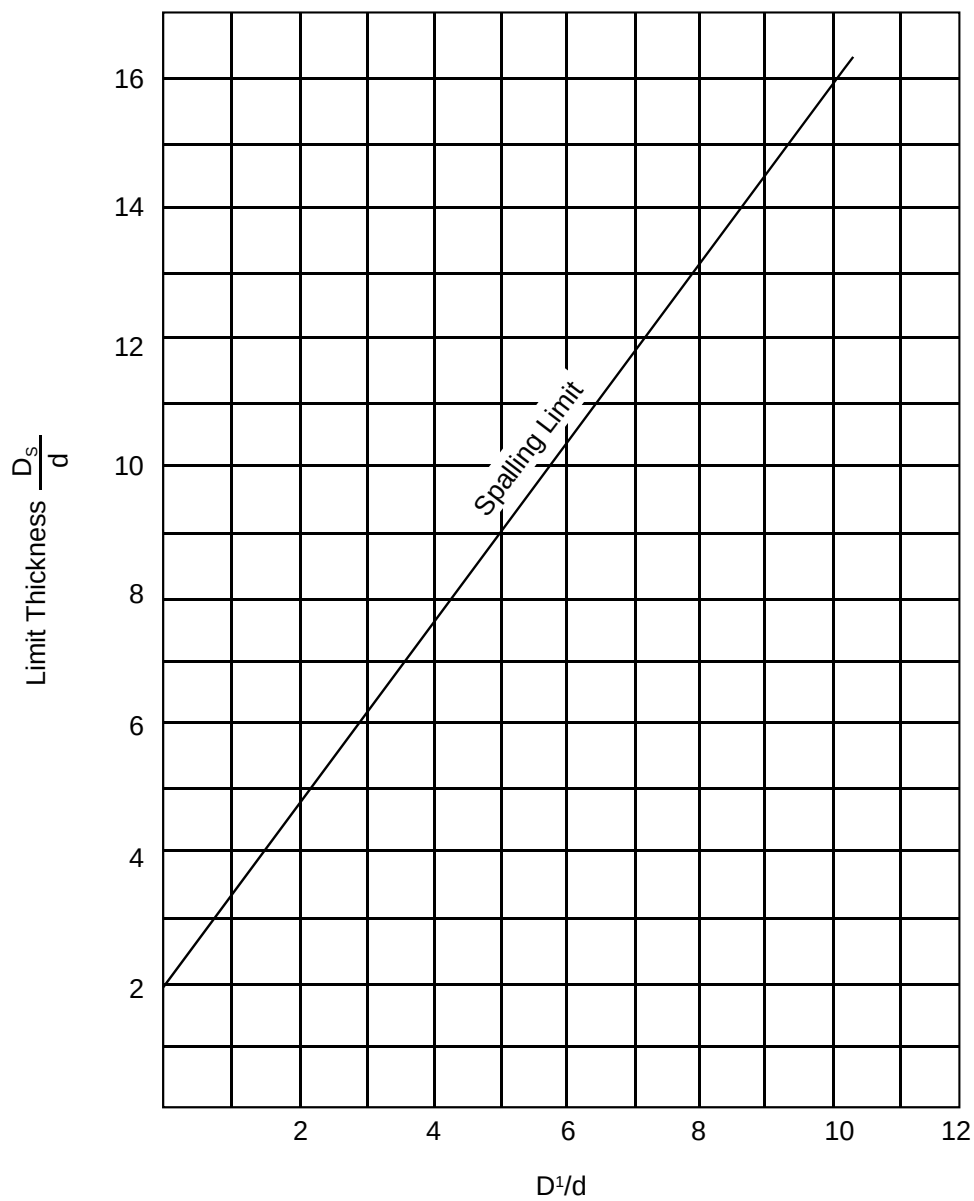
Possible Turbine Missile Trajectory

Figure 3.5-1



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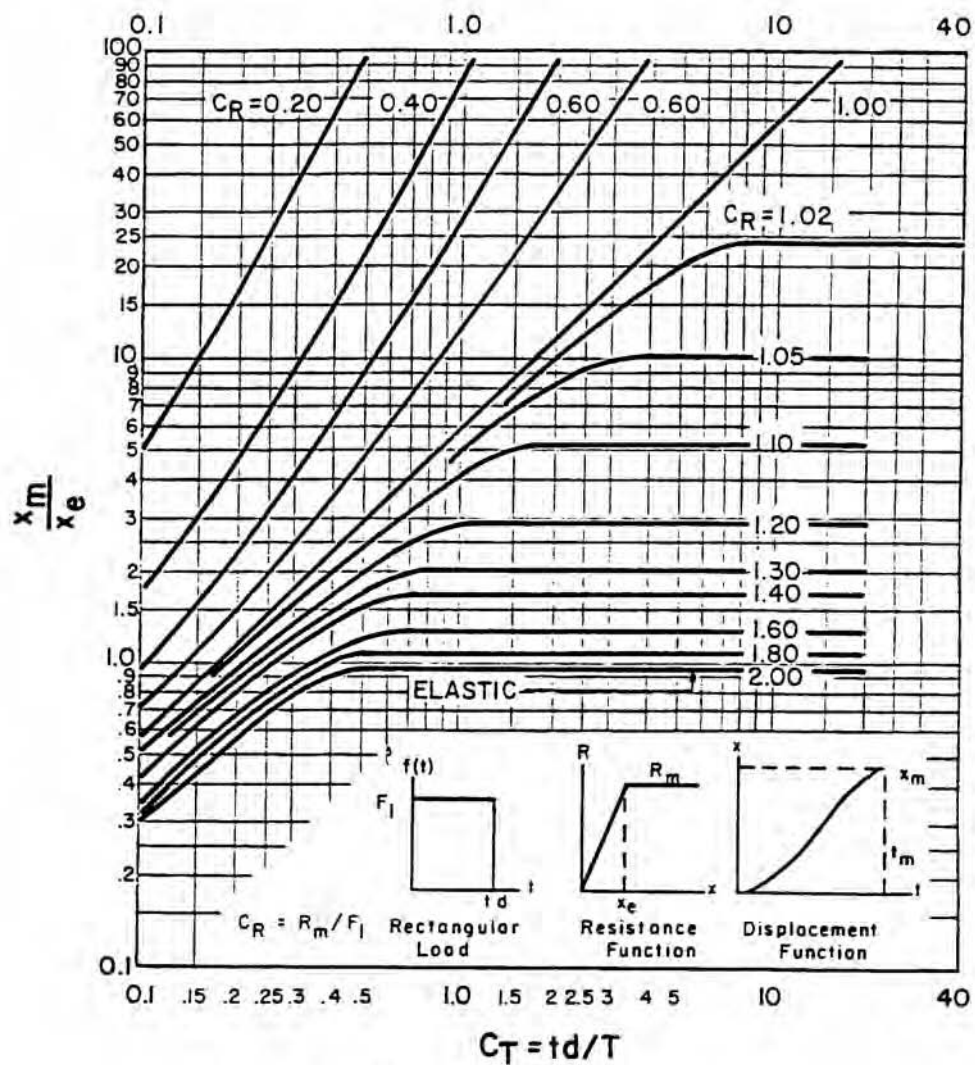
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Coordinate Systems	
		Figure 3.5-2

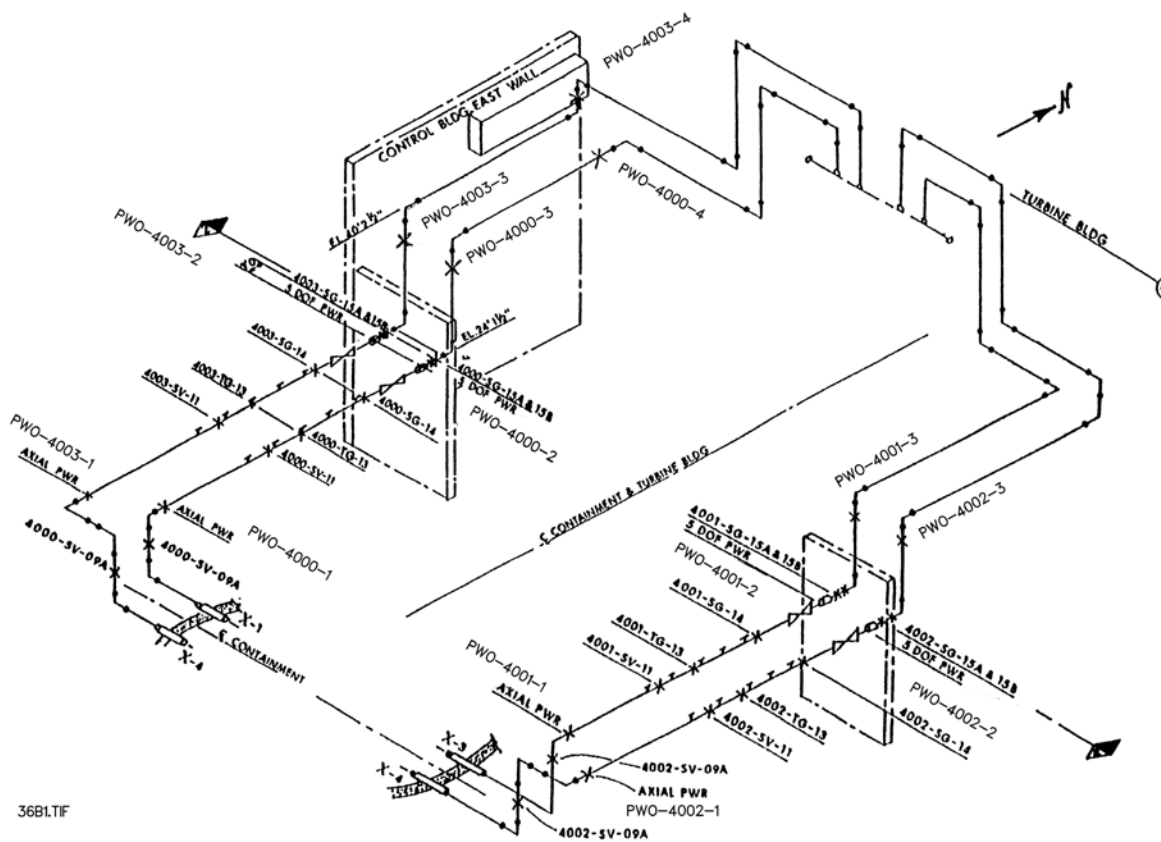


D^1 = Penetration
 d = Diameter of Missile
 D_s = Thickness required to Prevent Spalling

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Relationship of Penetration to Scabbing Limit Thickness (Reference 12)	
		Figure 3.5-4

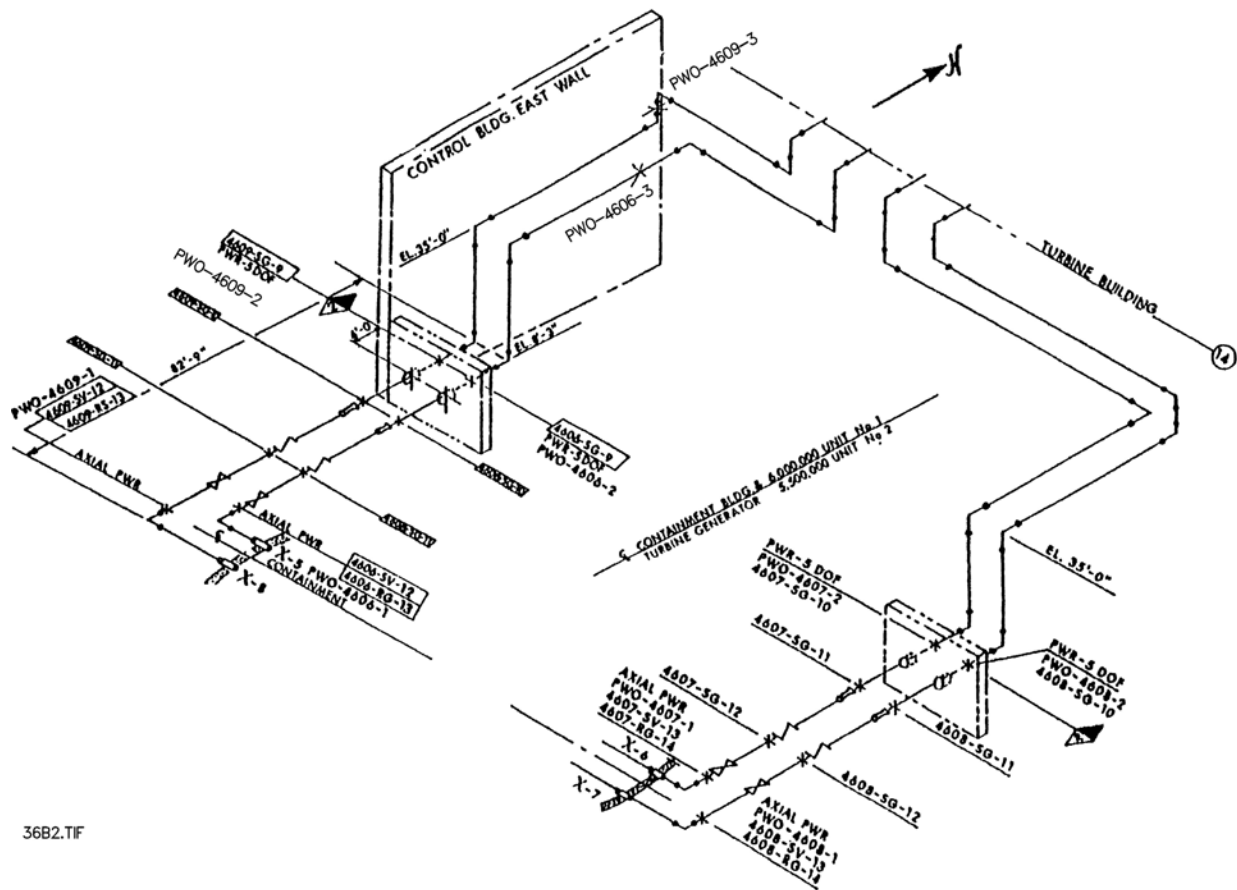




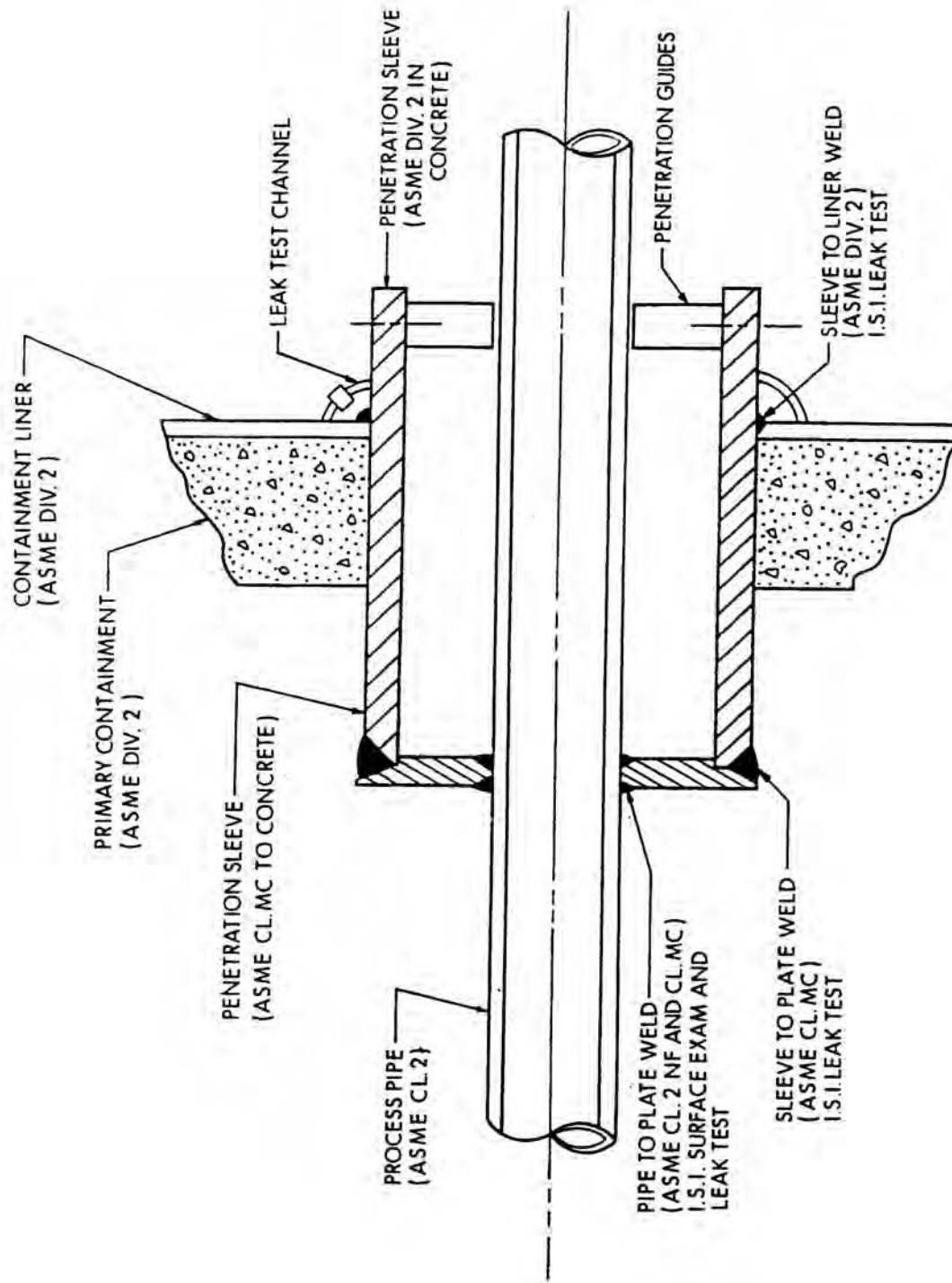
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Main Steam Piping Outside Containment

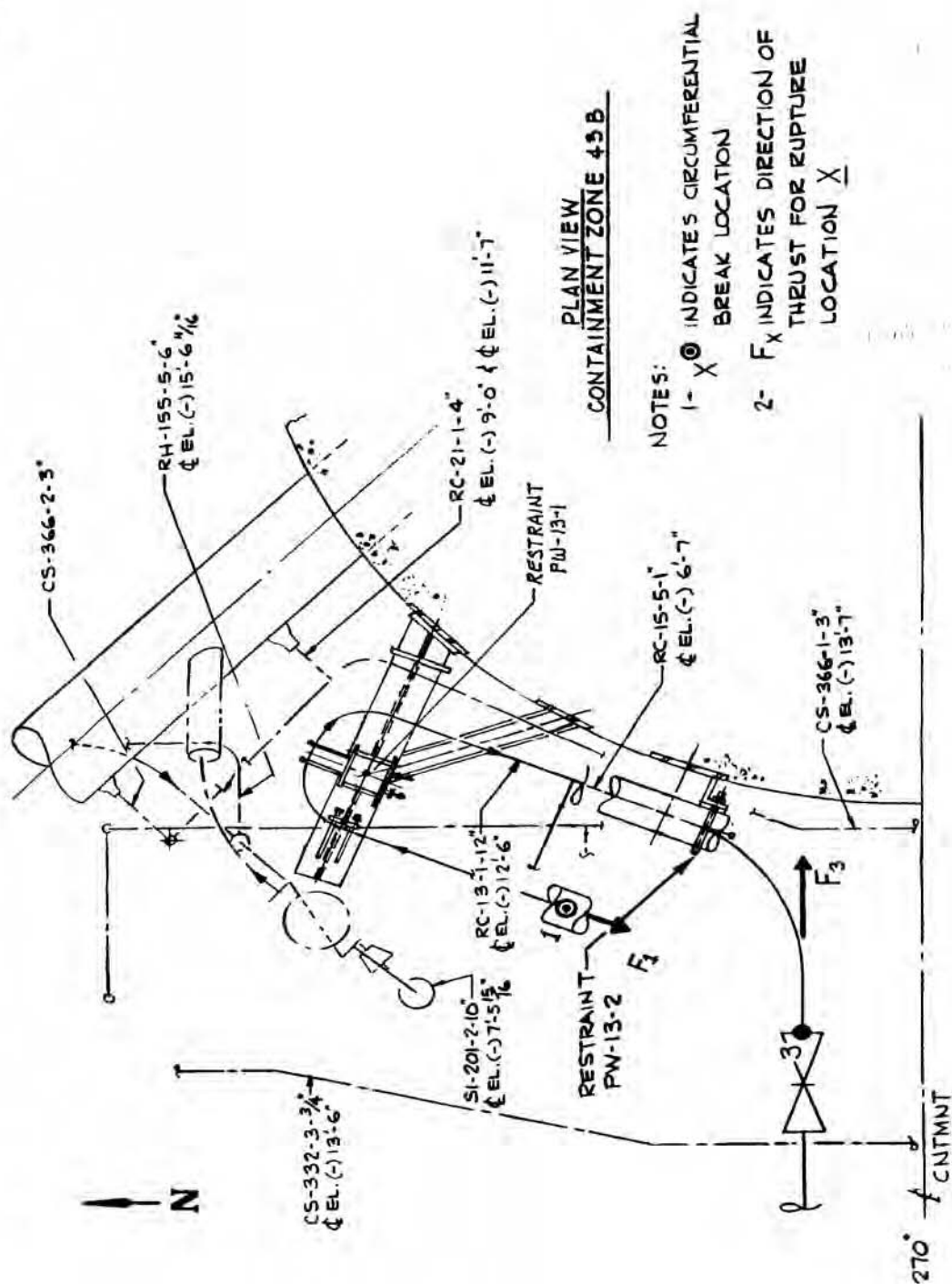
Figure 3.6(B)-1

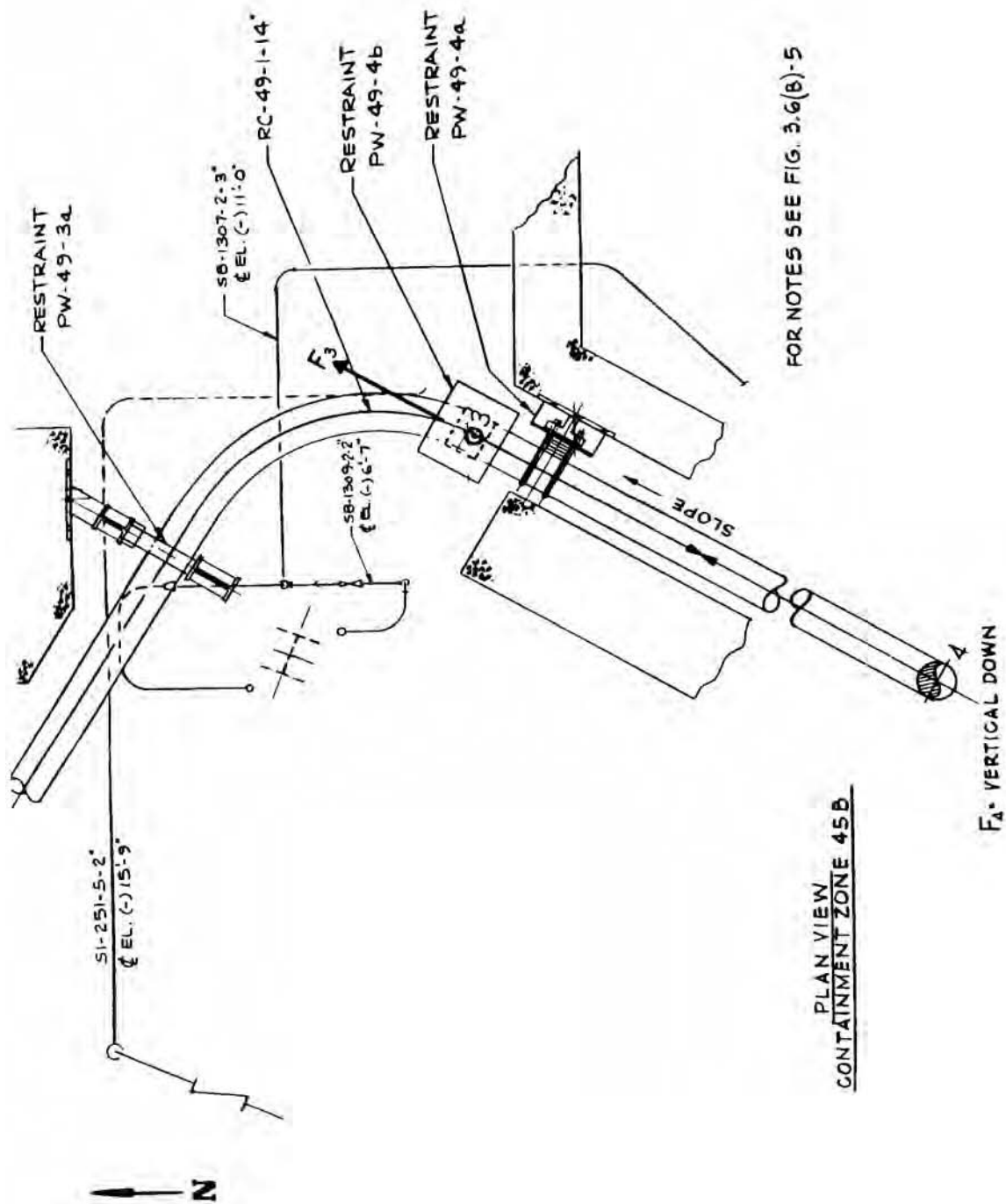


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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Penetration (Cold High Energy Lines)	
		Figure 3.6(B)-4

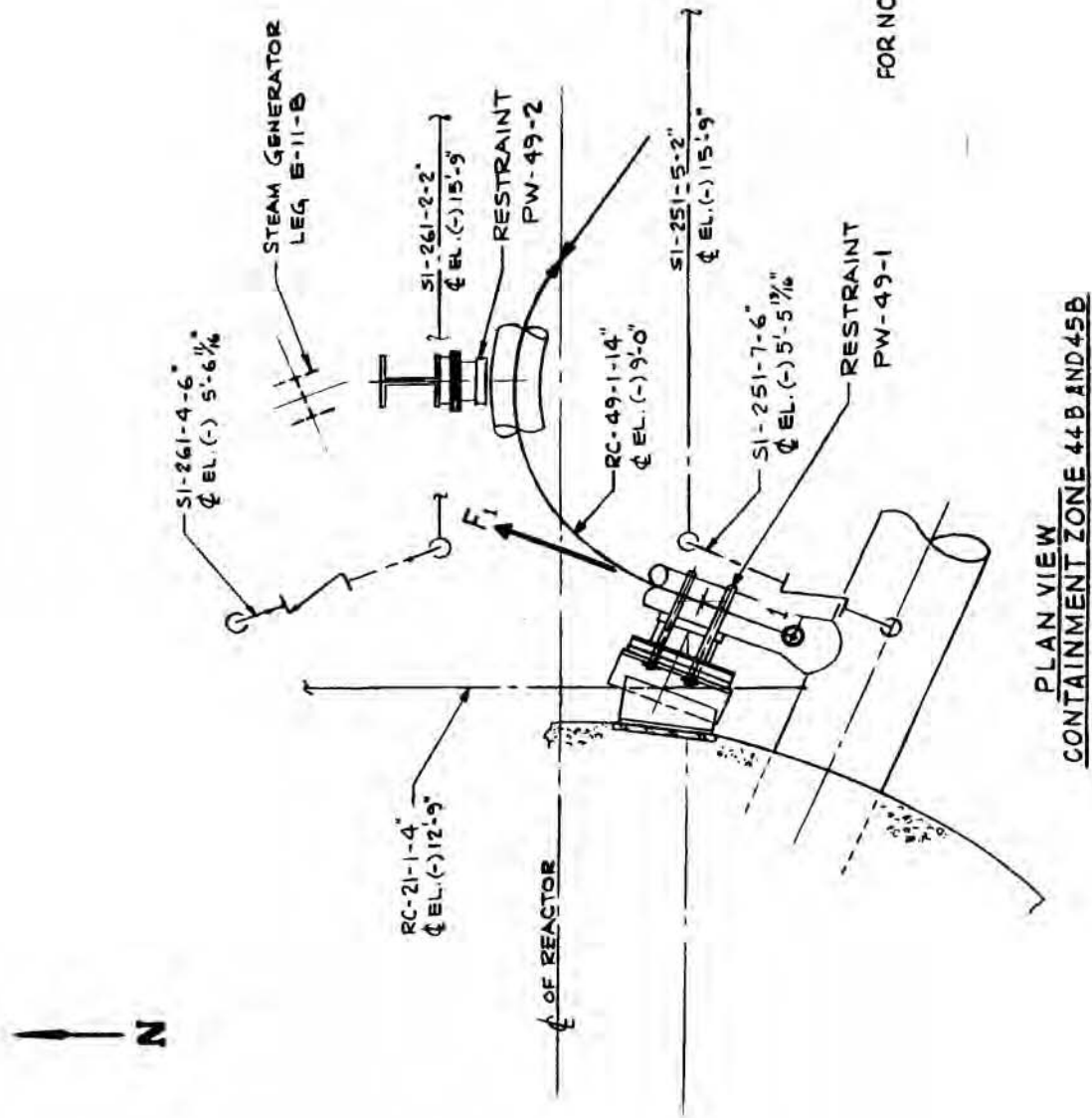




SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

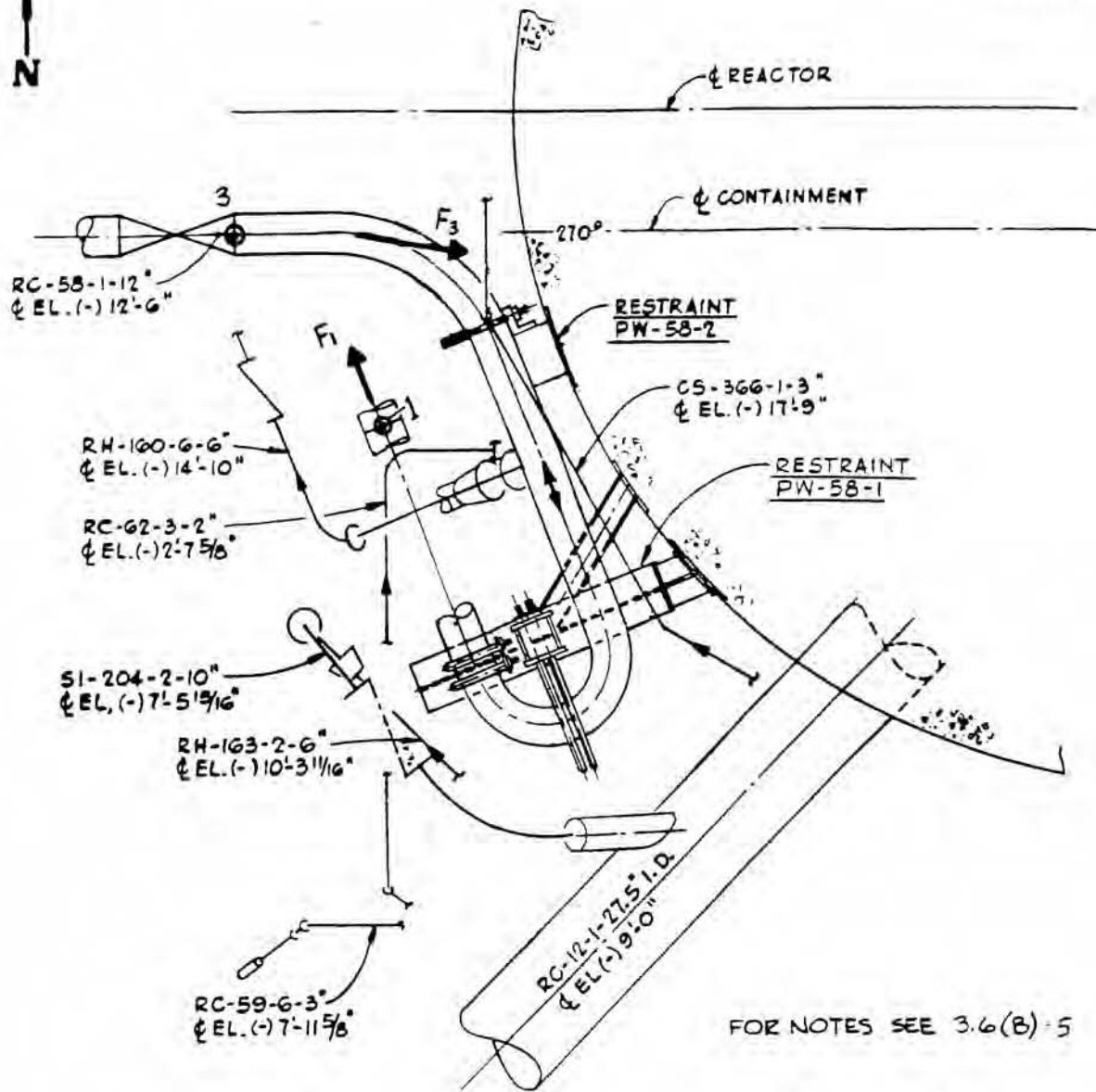
Pressurizer Surge Line Pipe Whip Restraint Protecting Steam
Generator Blowdown and Safety Injection Lines -
Containment Zone 45B

Figure 3.6(B)-6





REV 02

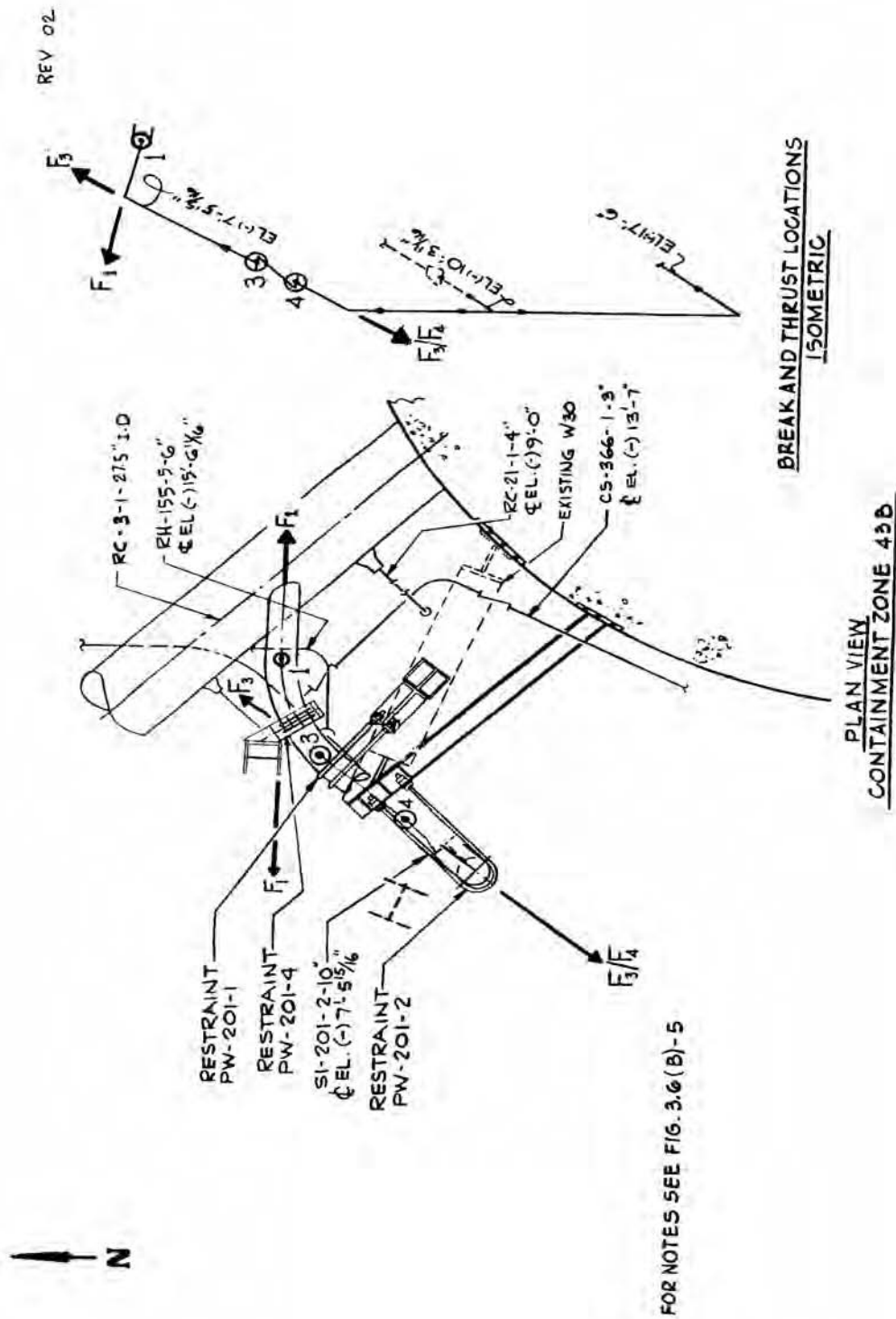


PLAN VIEW
CONTAINMENT ZONE 46B

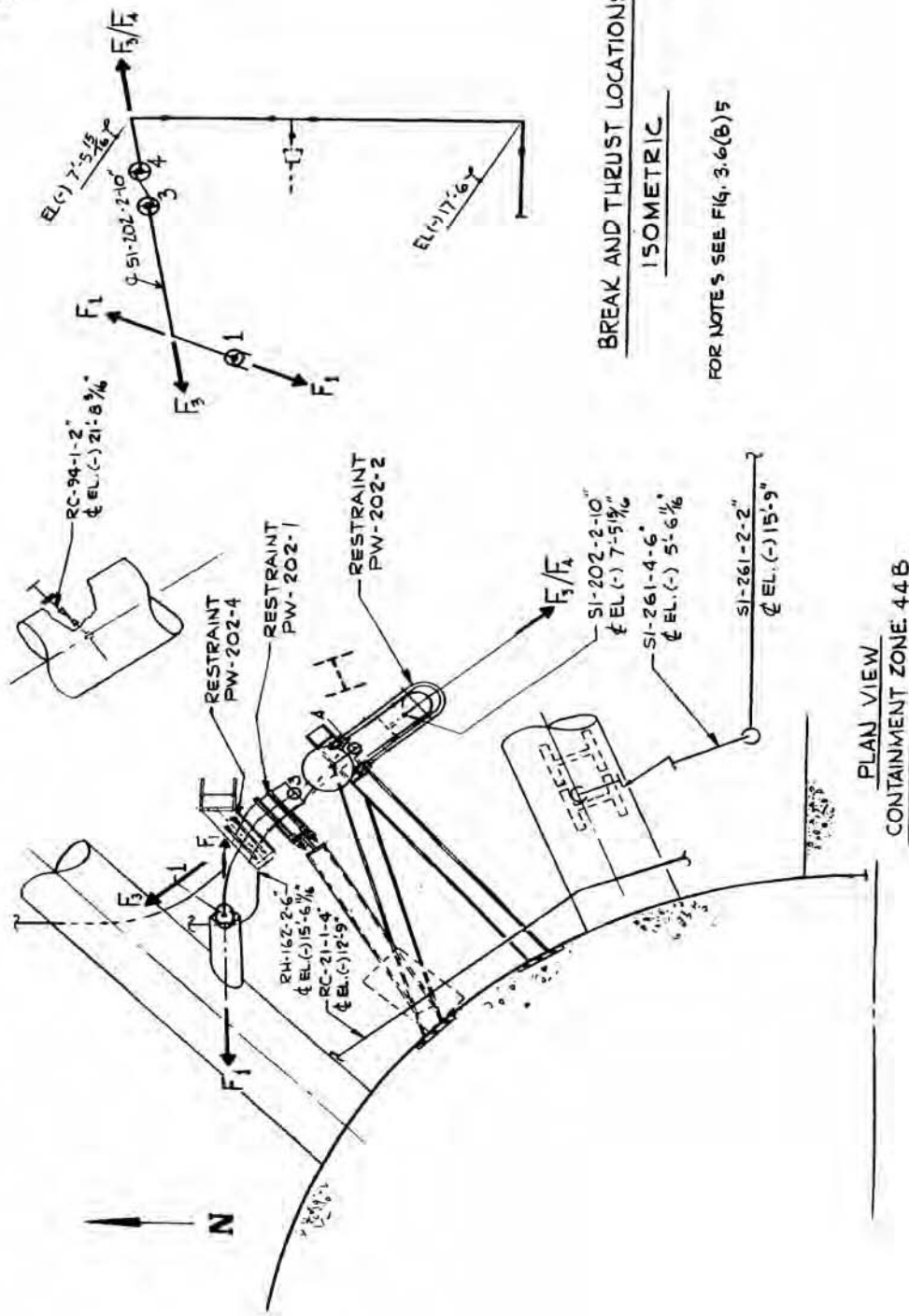
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

RC-58 Pipe Whip Restraint Protecting RC, RH, and SI Lines
and Valves - Containment Zone 46B

Figure 3.6(B)-8



REV 02

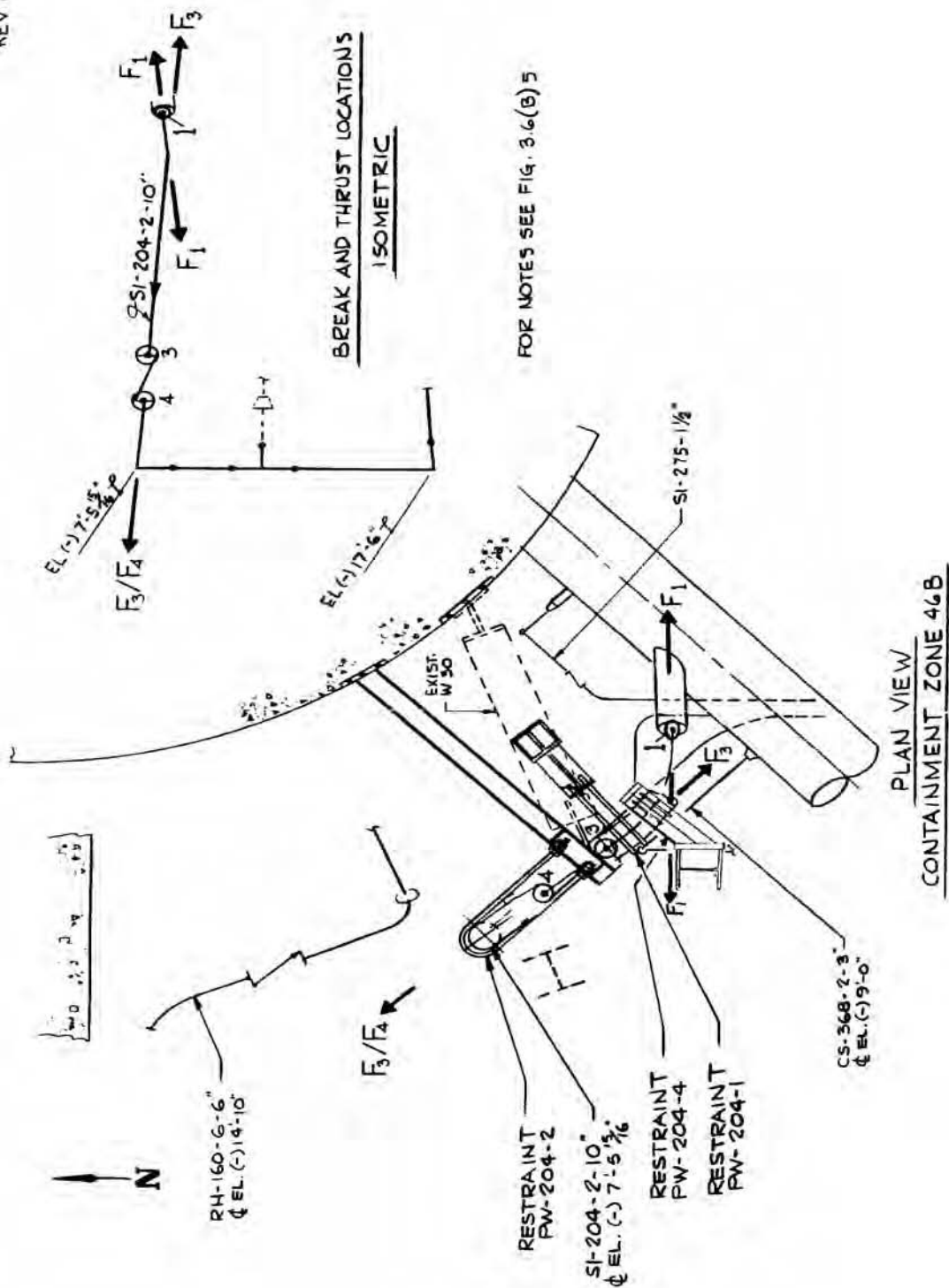


SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

SI Line Pipe Whip Restraints Protecting RC, RH, and SI
Lines and Valves - Containment Zone 44B

Figure 3.6(B)-10

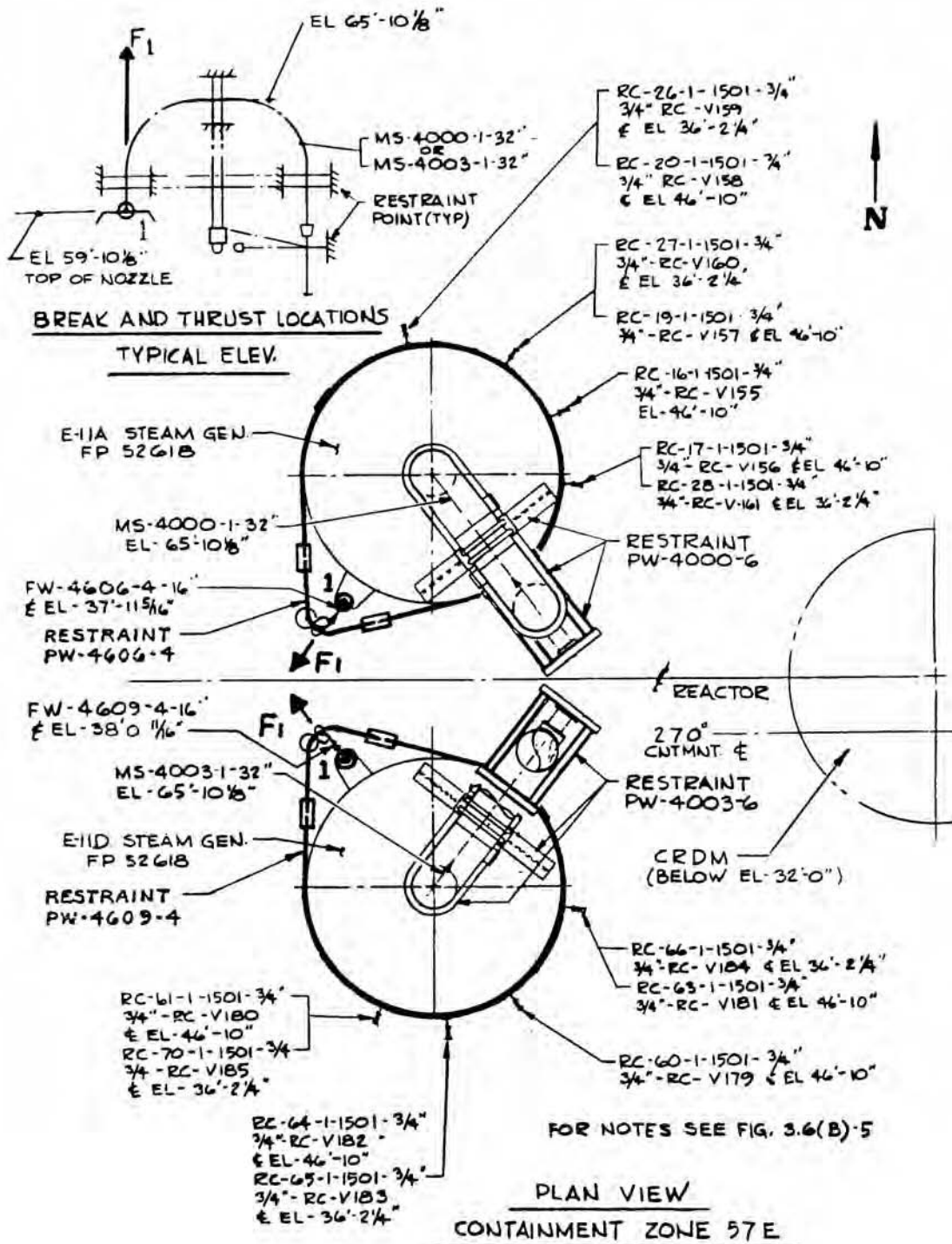
REV 02

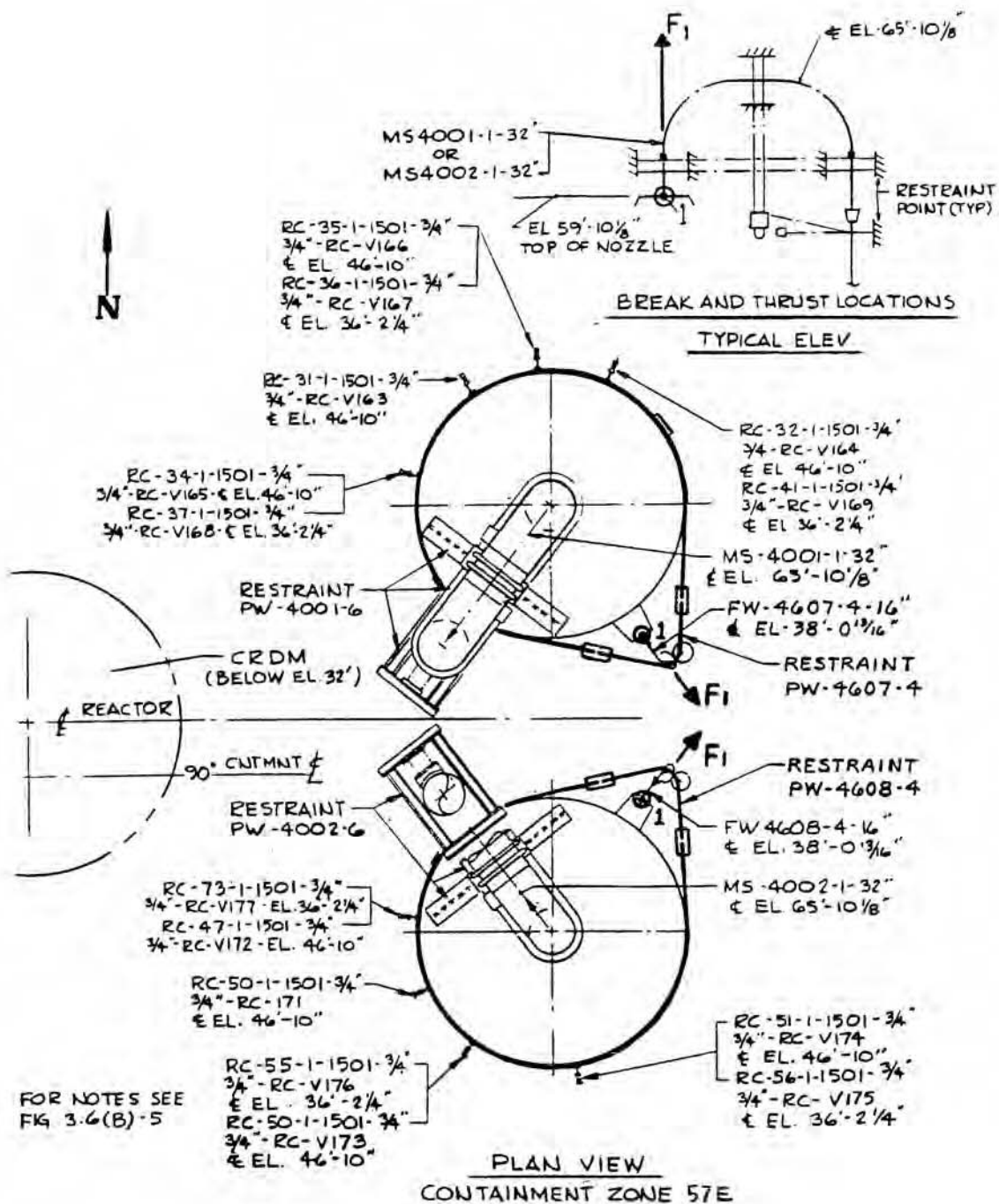


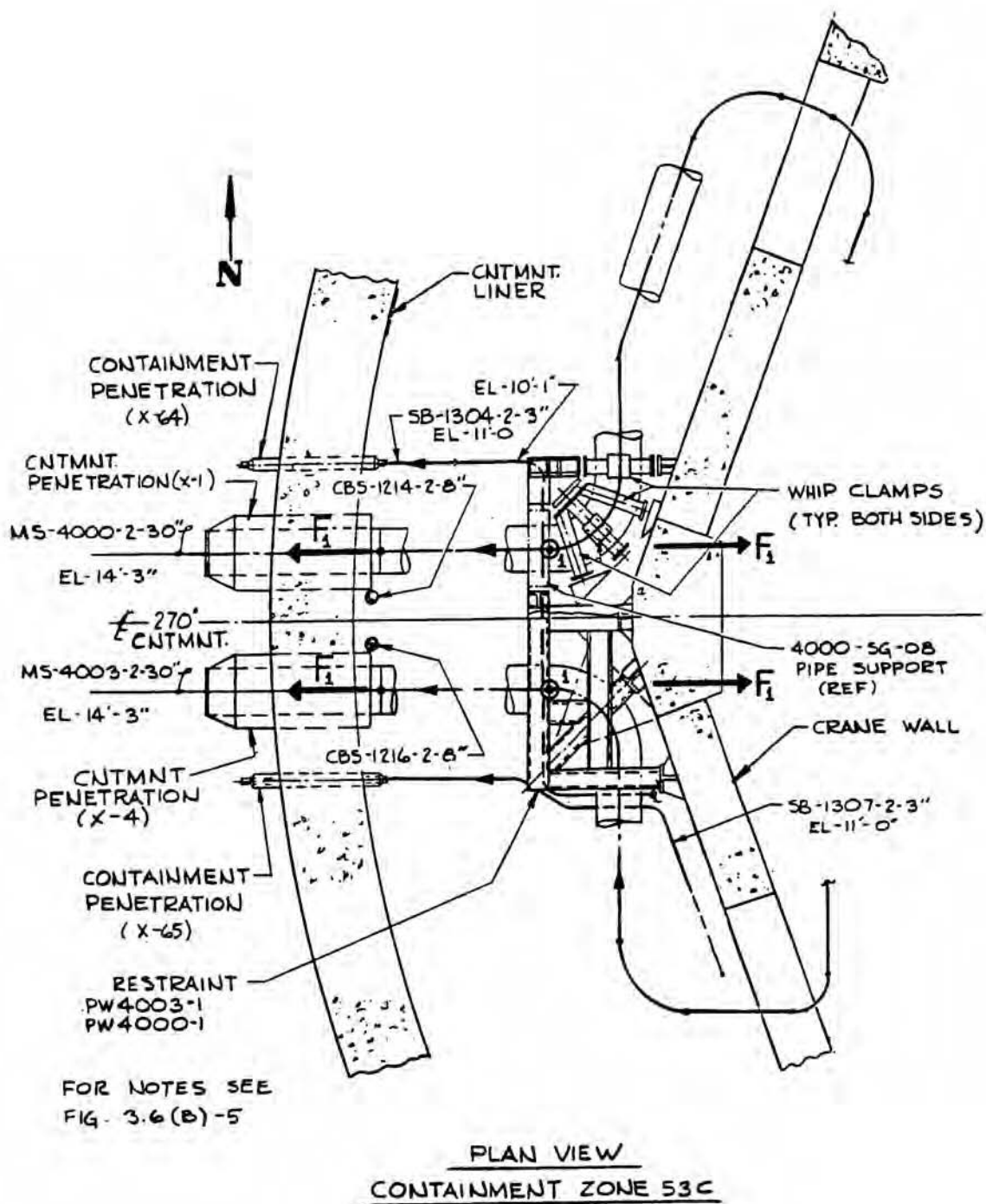
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

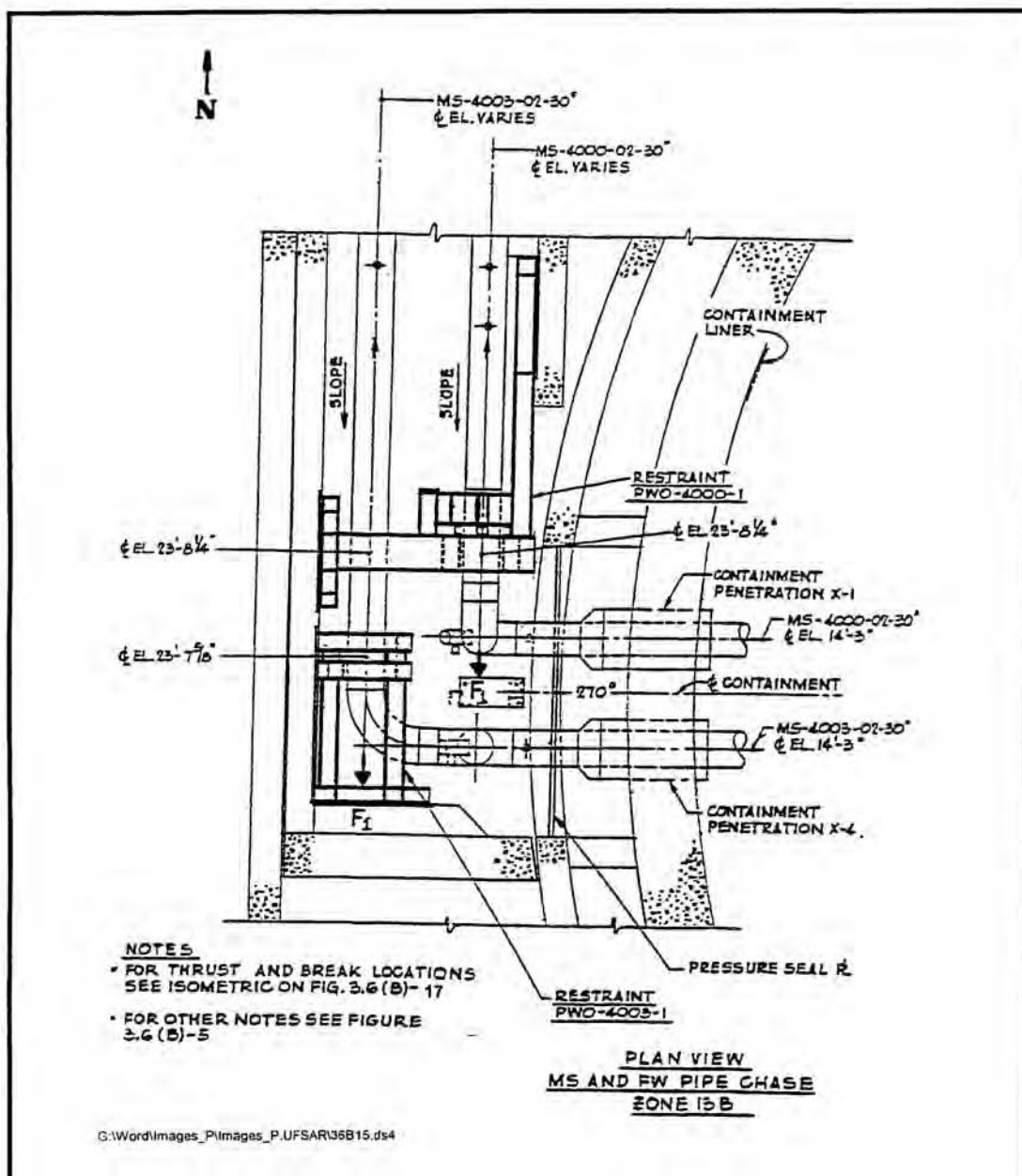
SI Pipe Whip Restraint Protecting CS, RC, RH and SI Lines
and Valves - Containment Zone 46B

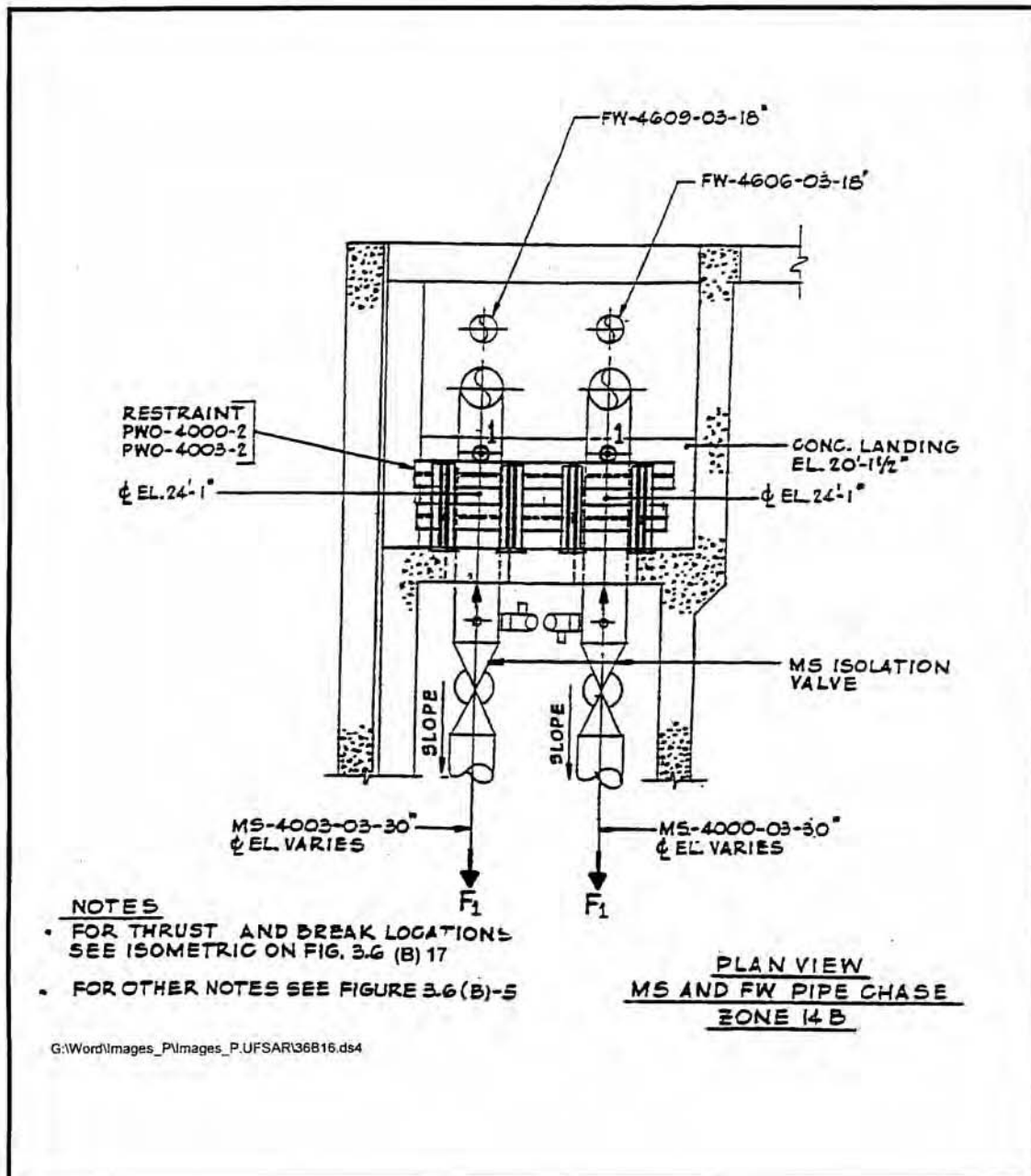
Figure 3.6(B)-12

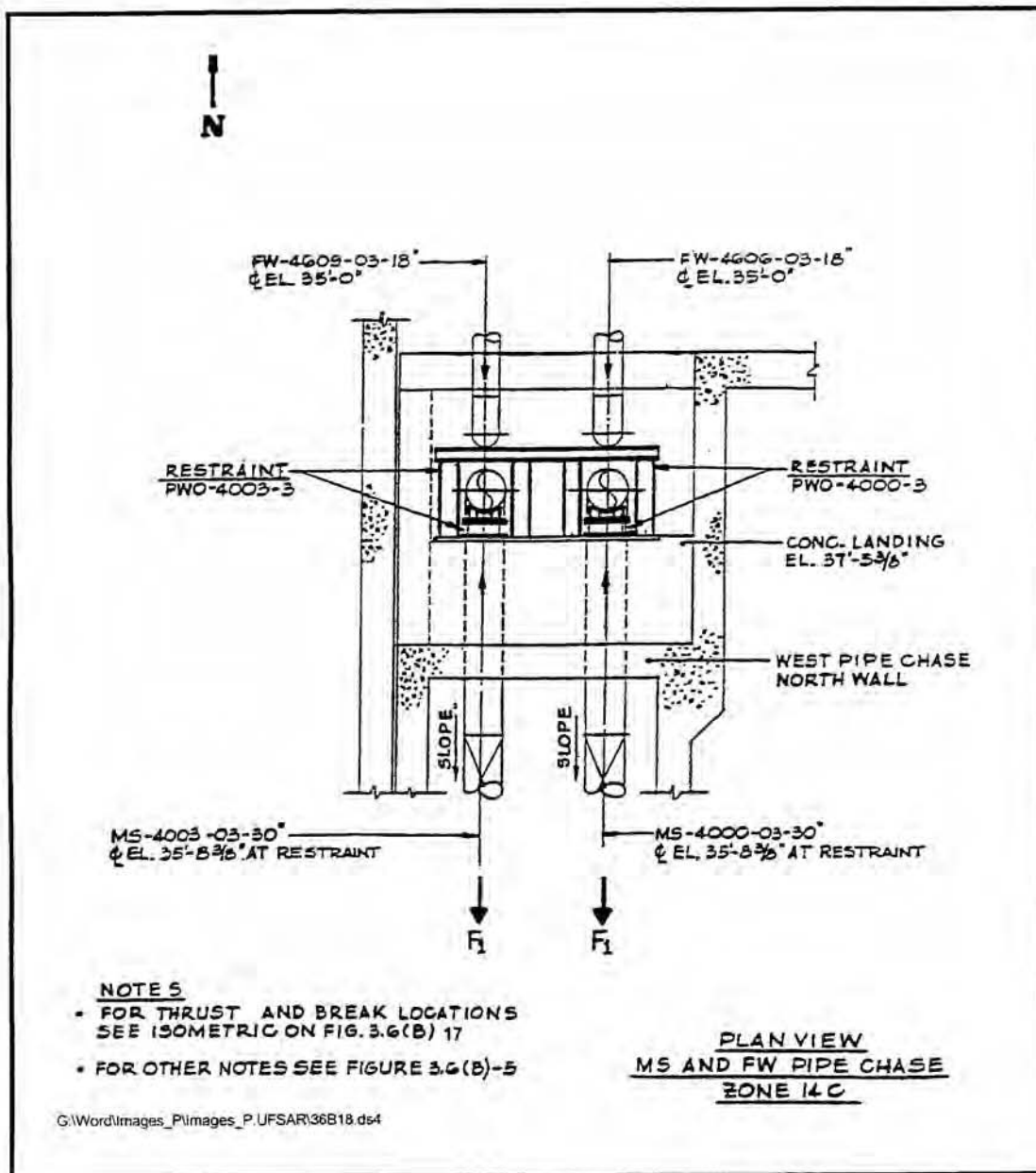


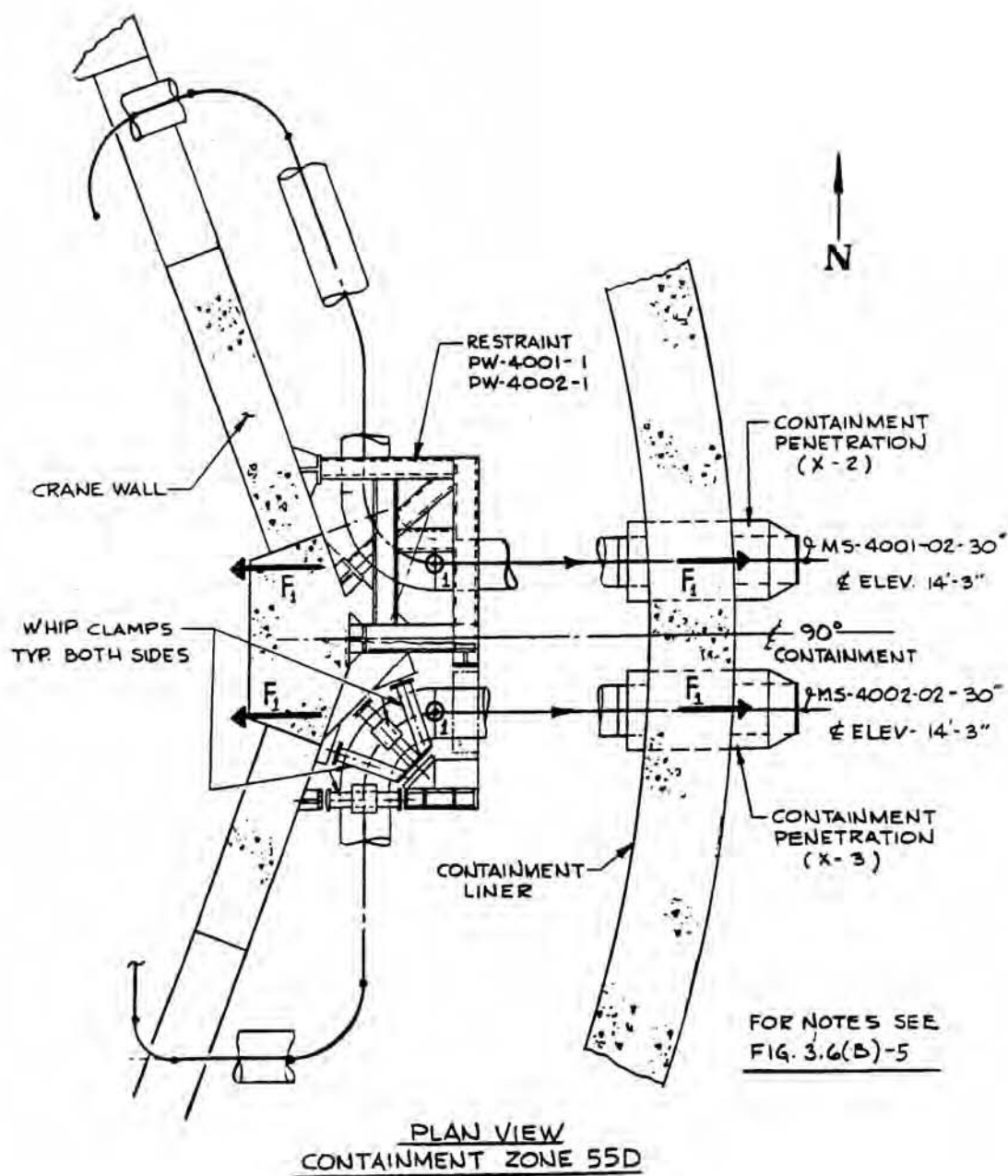


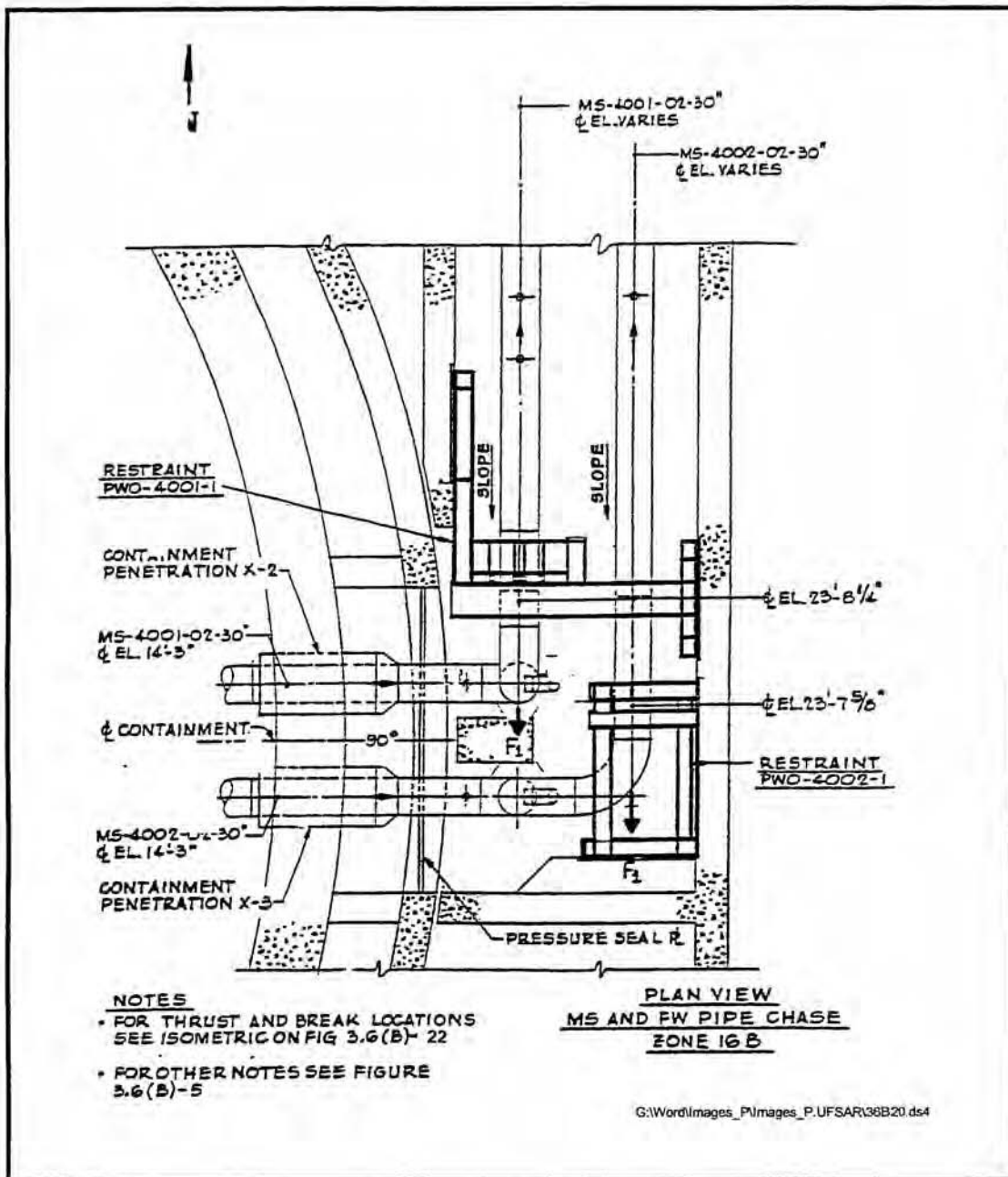


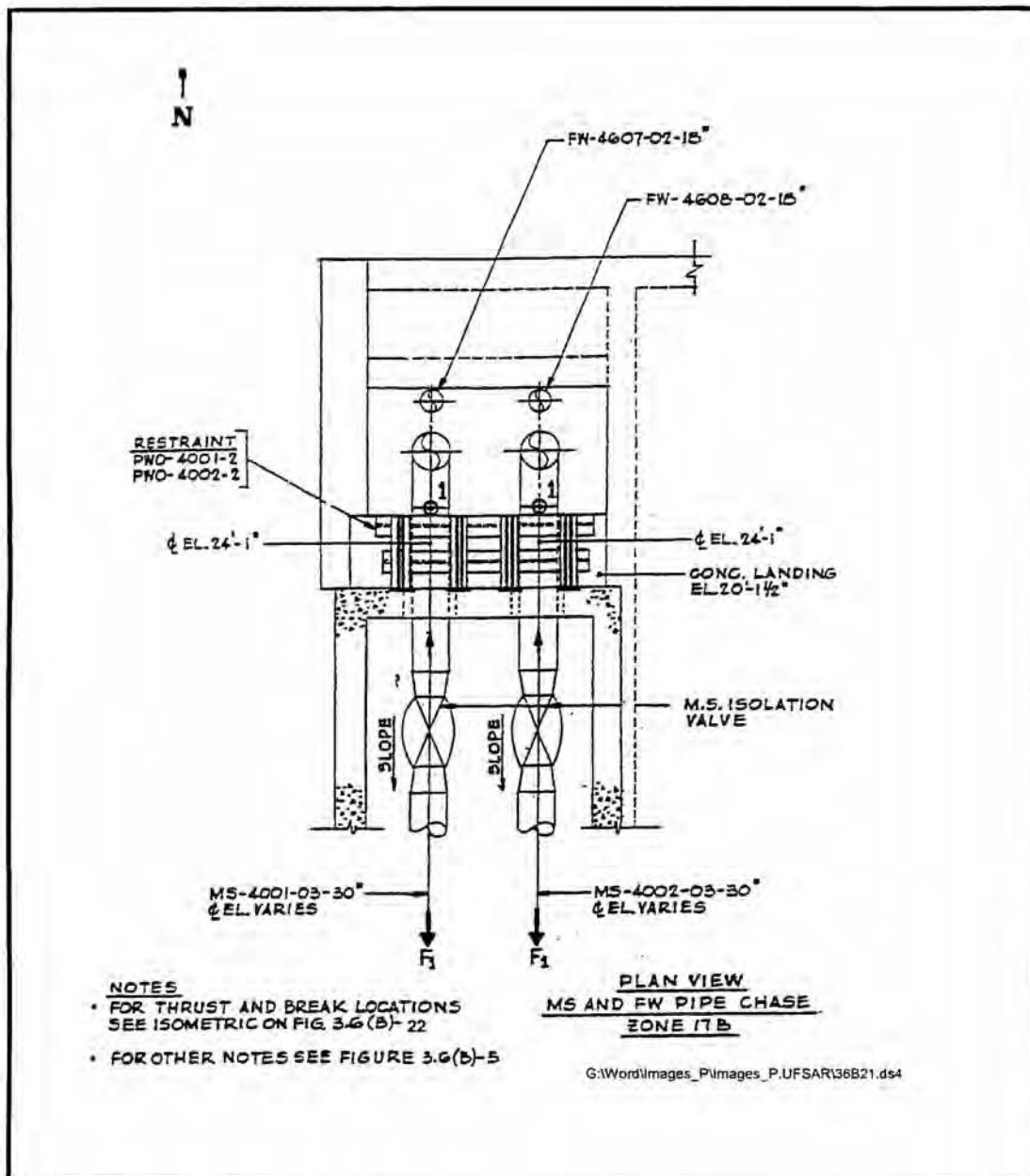


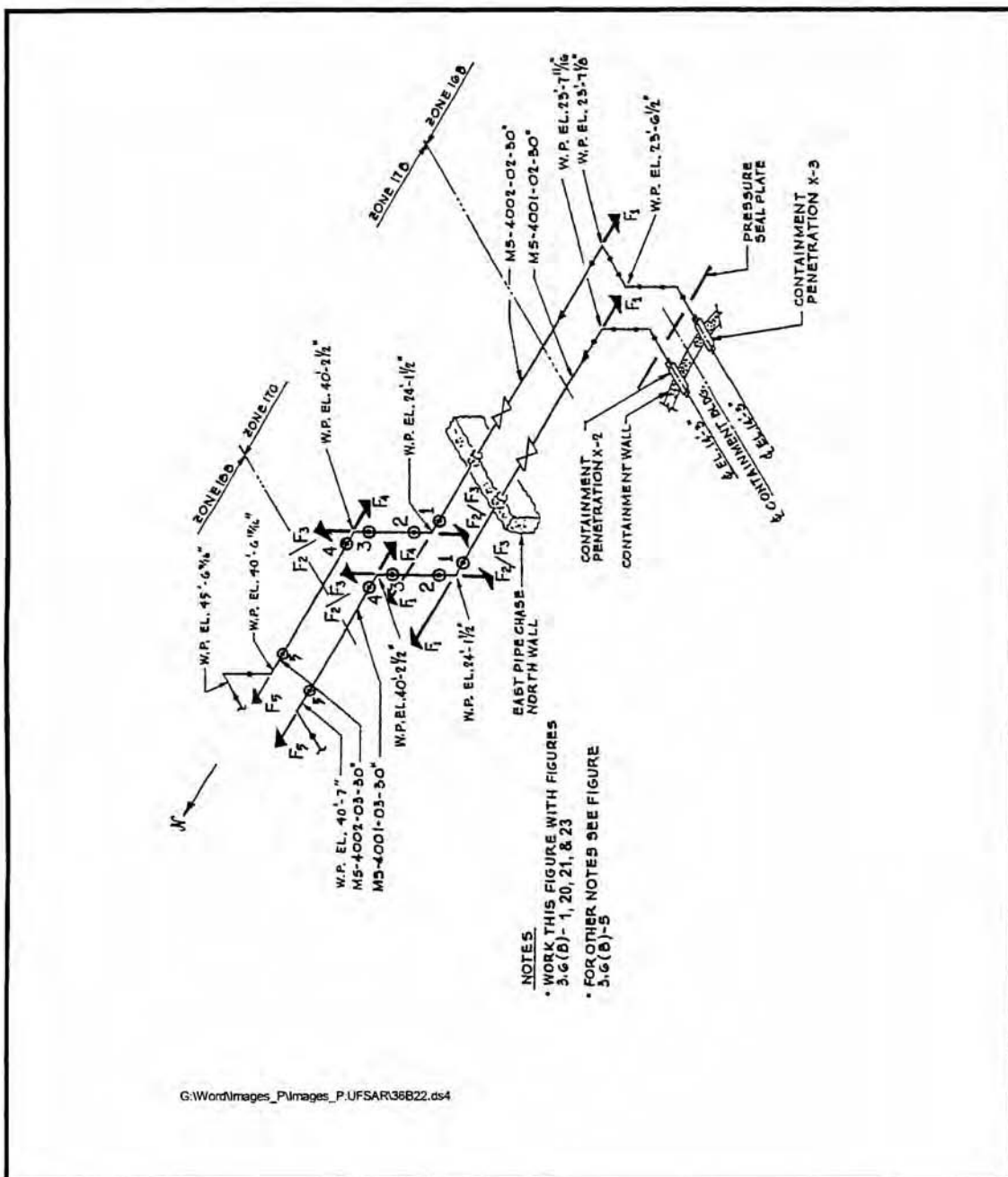




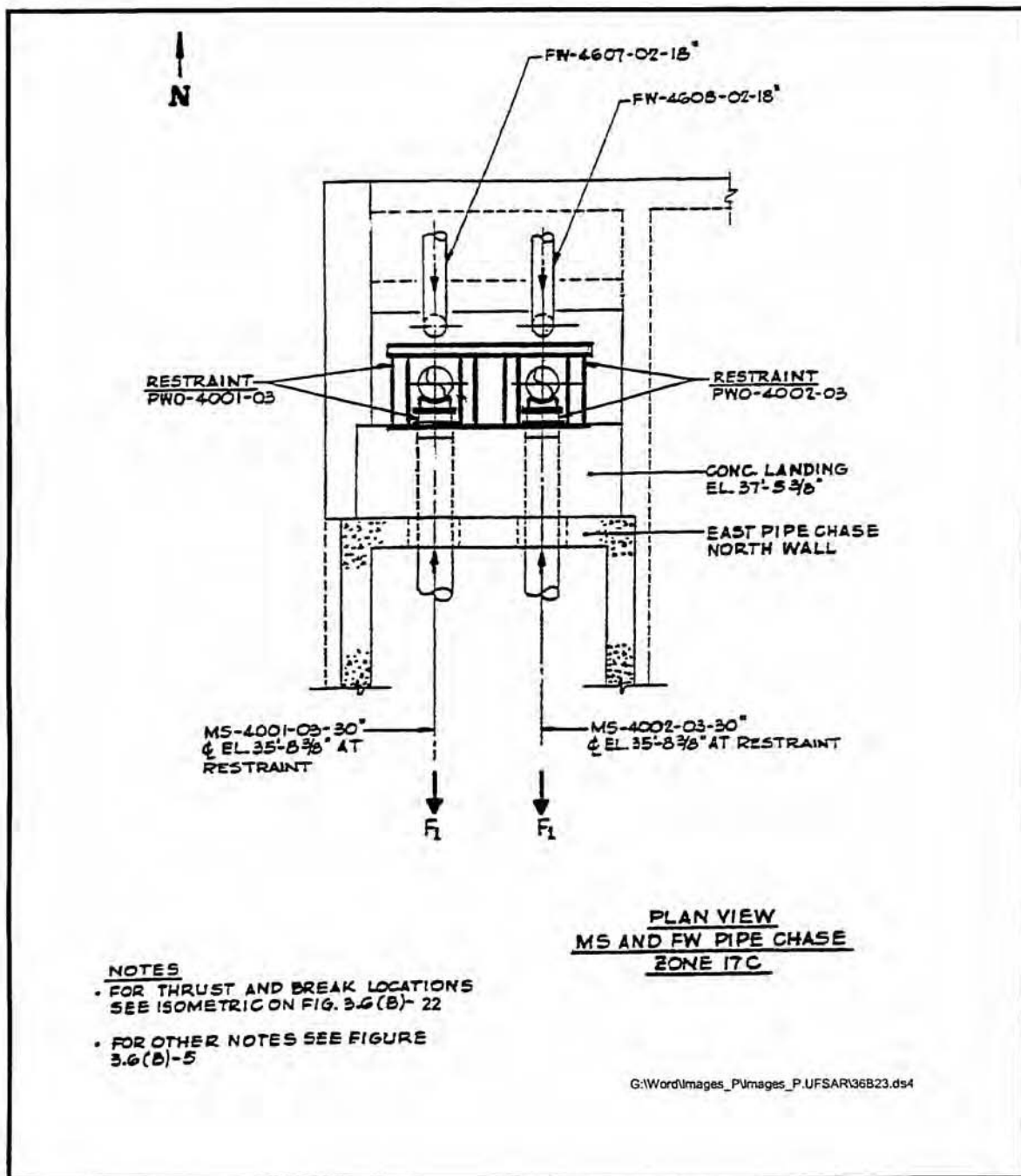


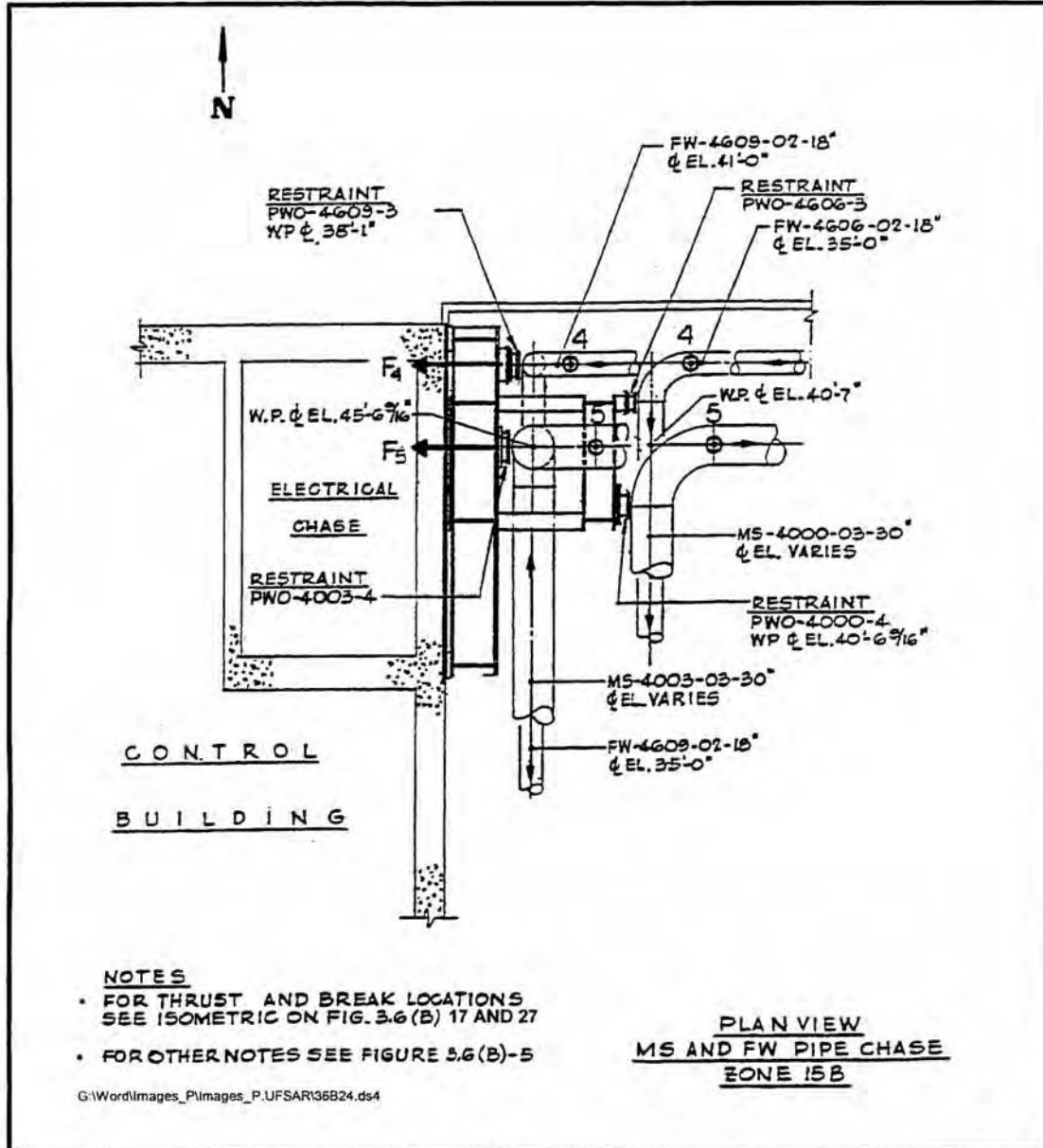


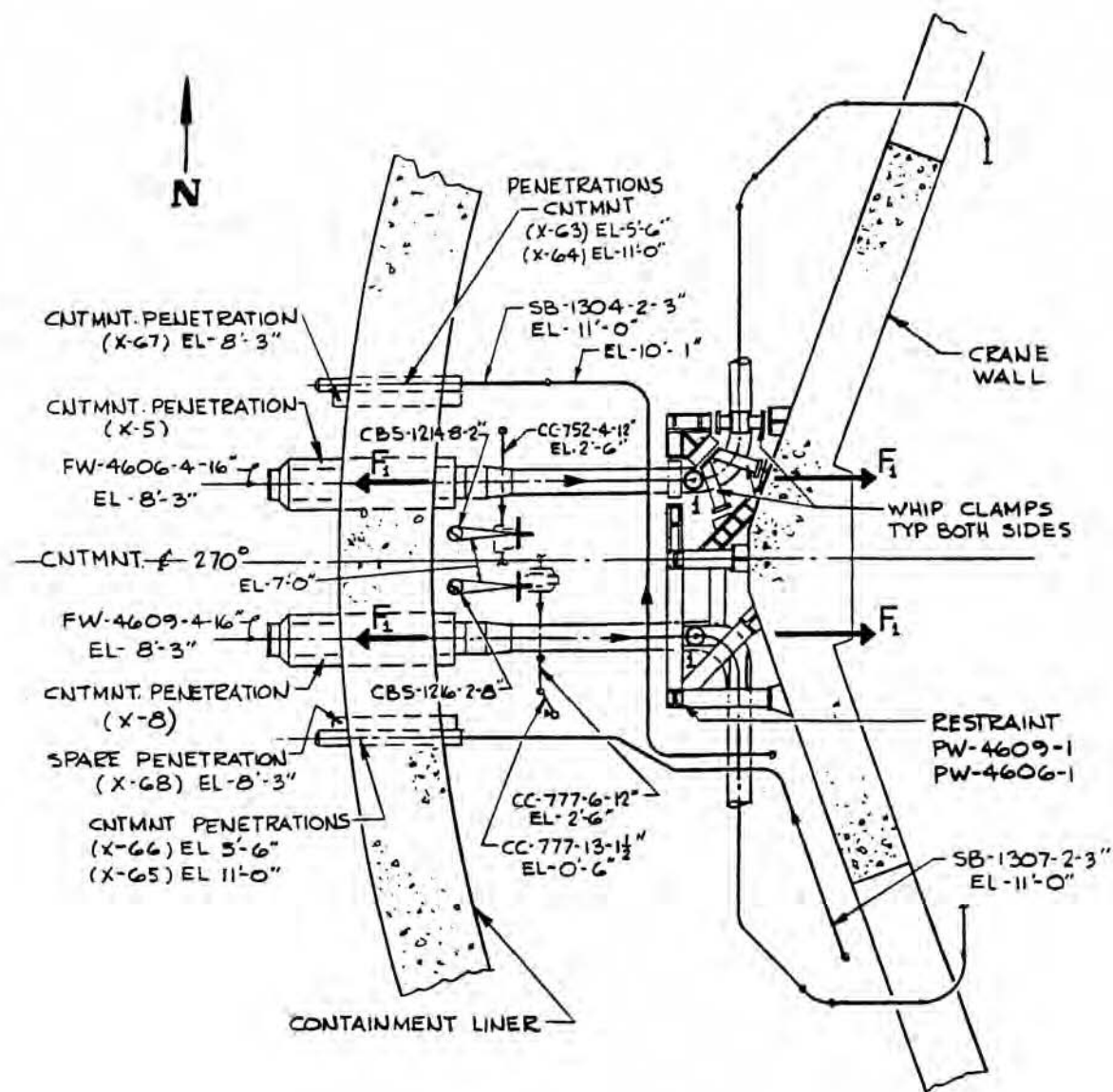




SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Break and Thrust Locations Isometric for MS Pipes in East Pipe Chase	
		Figure 3.6(B)-22







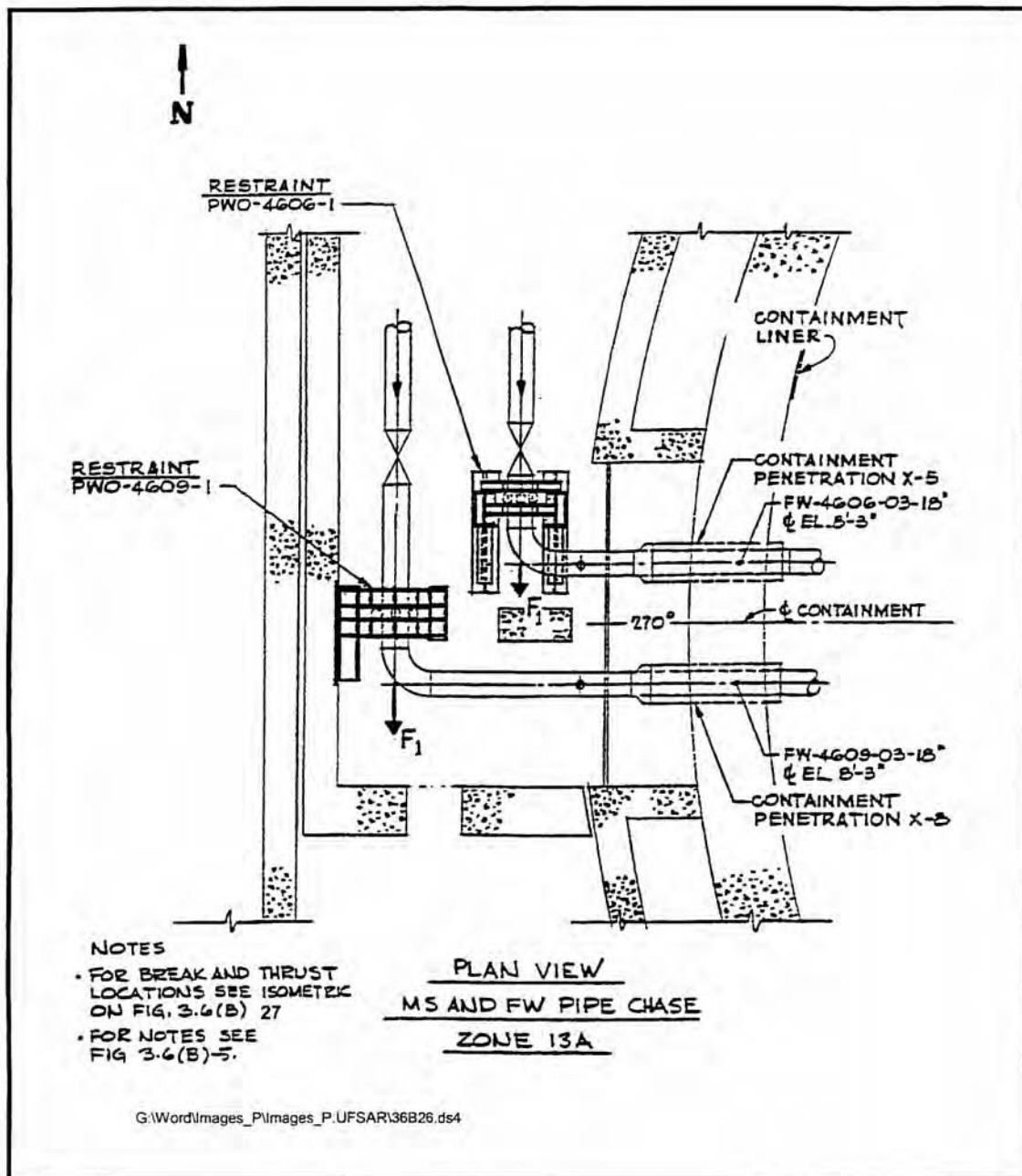
FOR NOTES SEE FIG. 3.6(B)-5

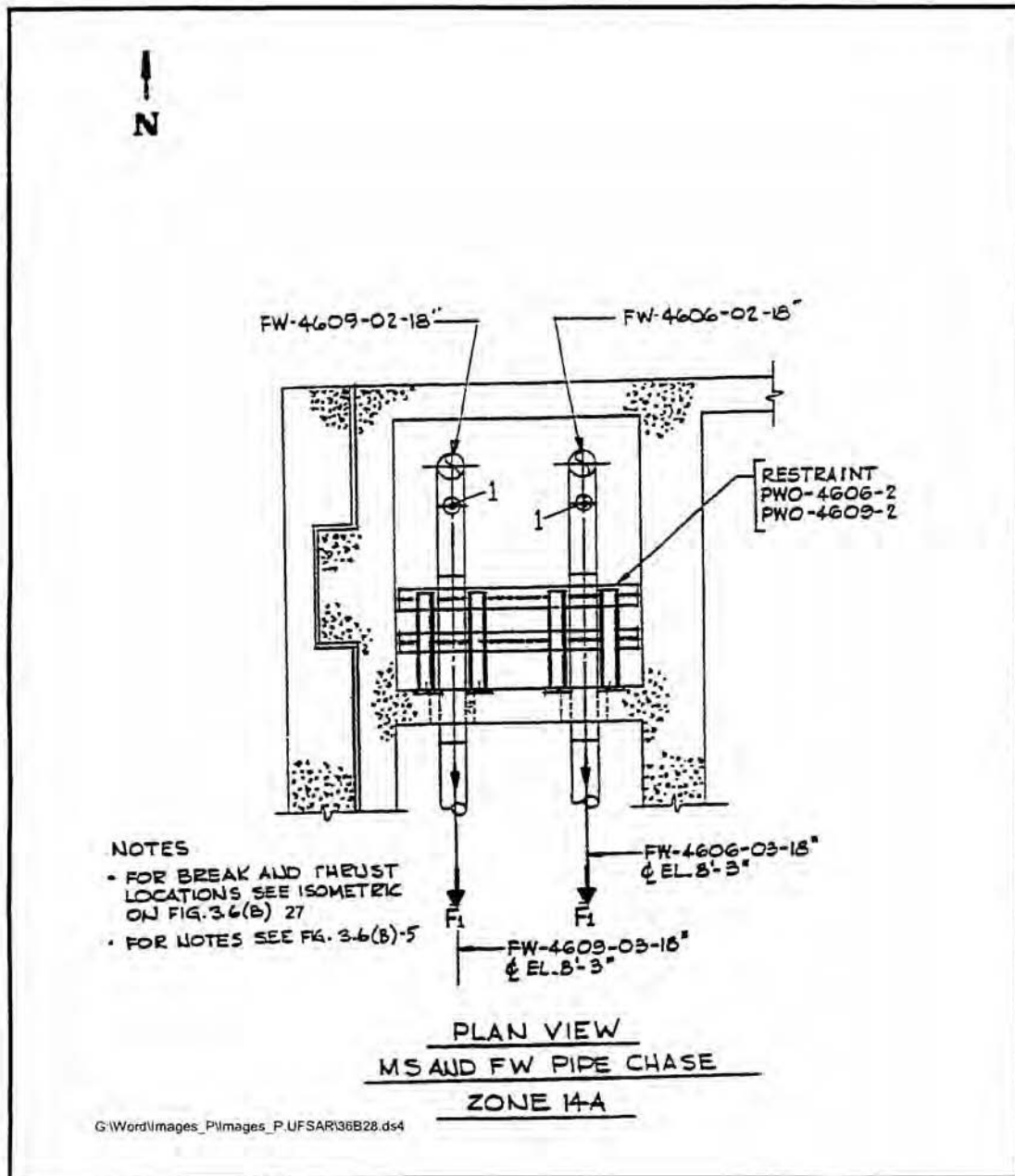
PLAN VIEW
CONTAINMENT ZONE 53C

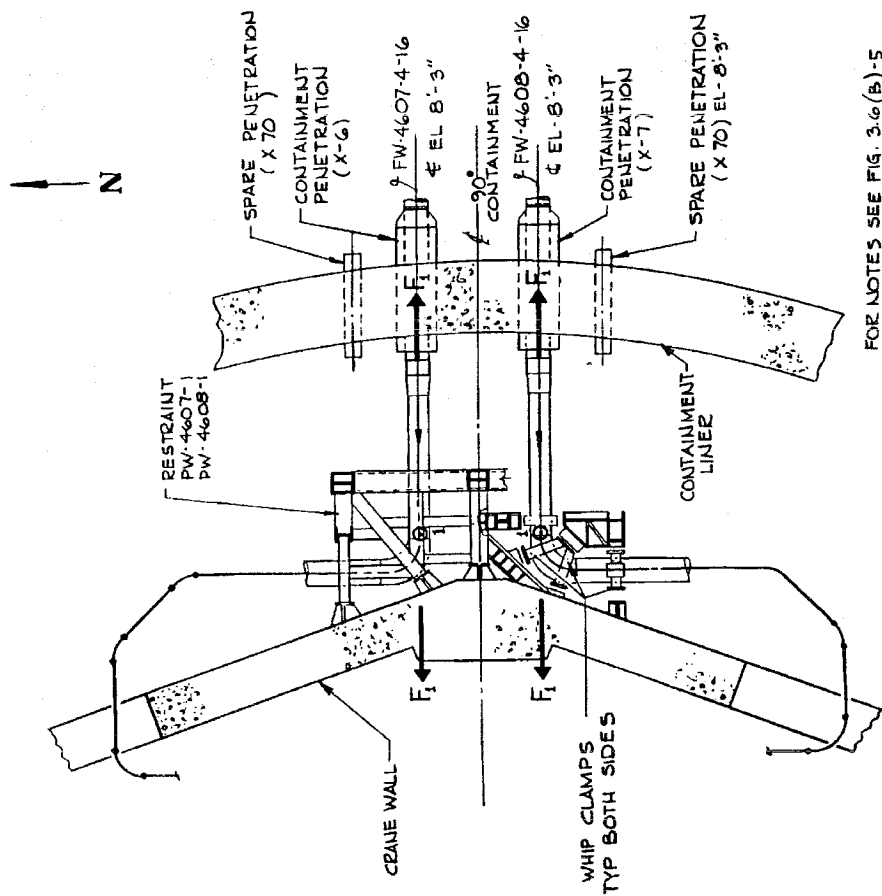
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Feedwater Pipe Whip Restraint Protecting the Containment
Liner and Penetrations and CC & SB Lines and Valves -
Containment Zone 53C

Figure 3.6(B)-25

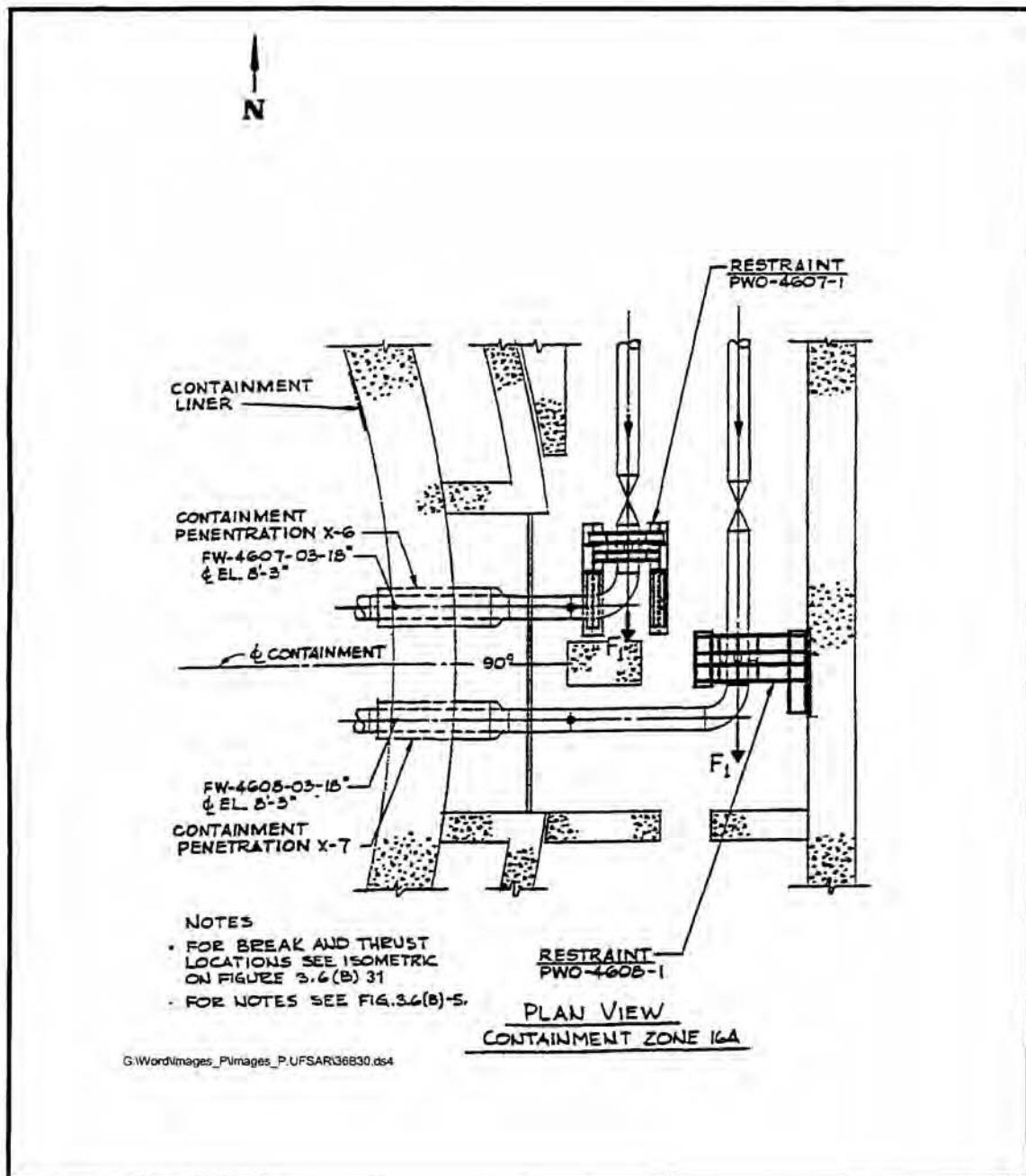


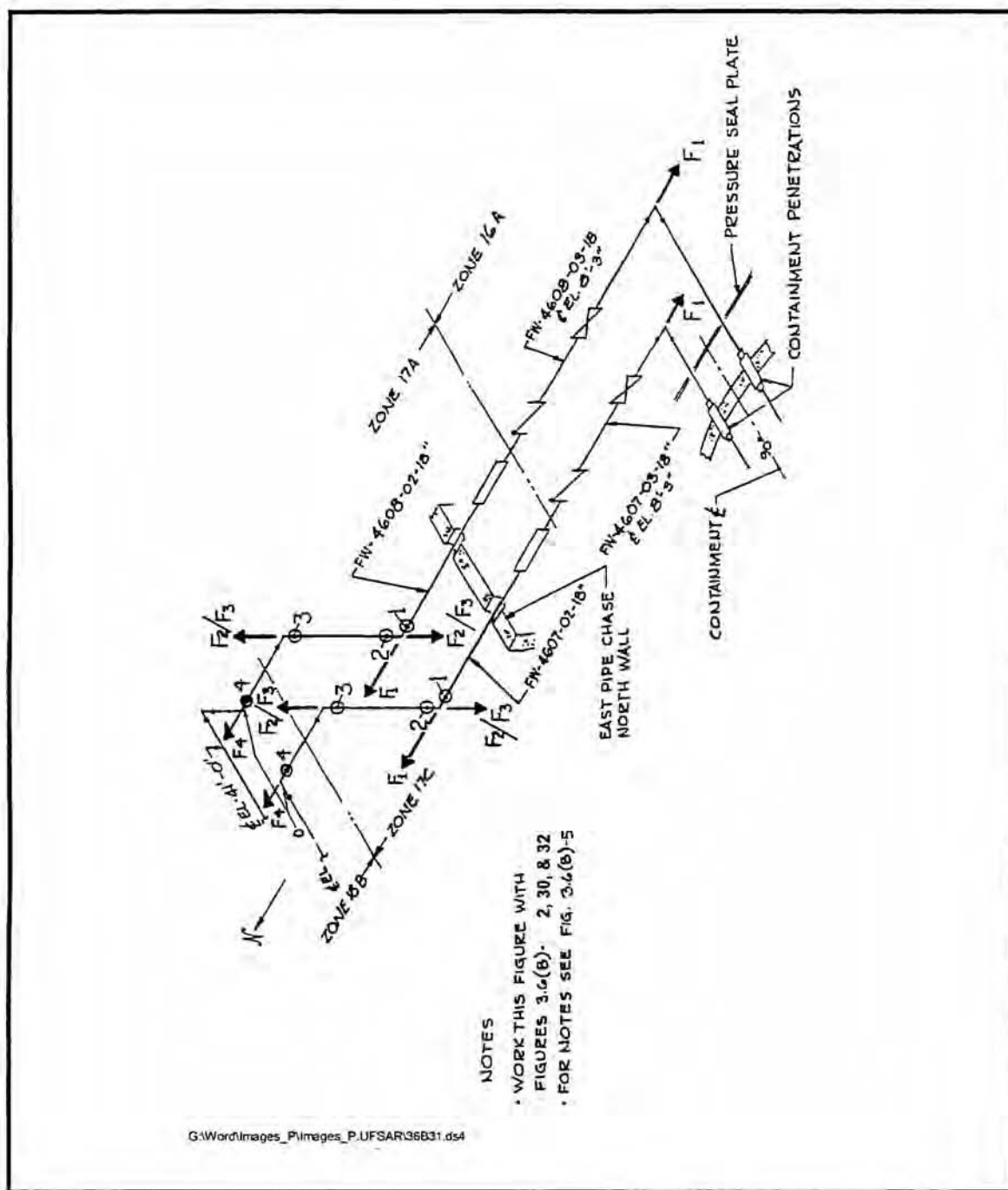


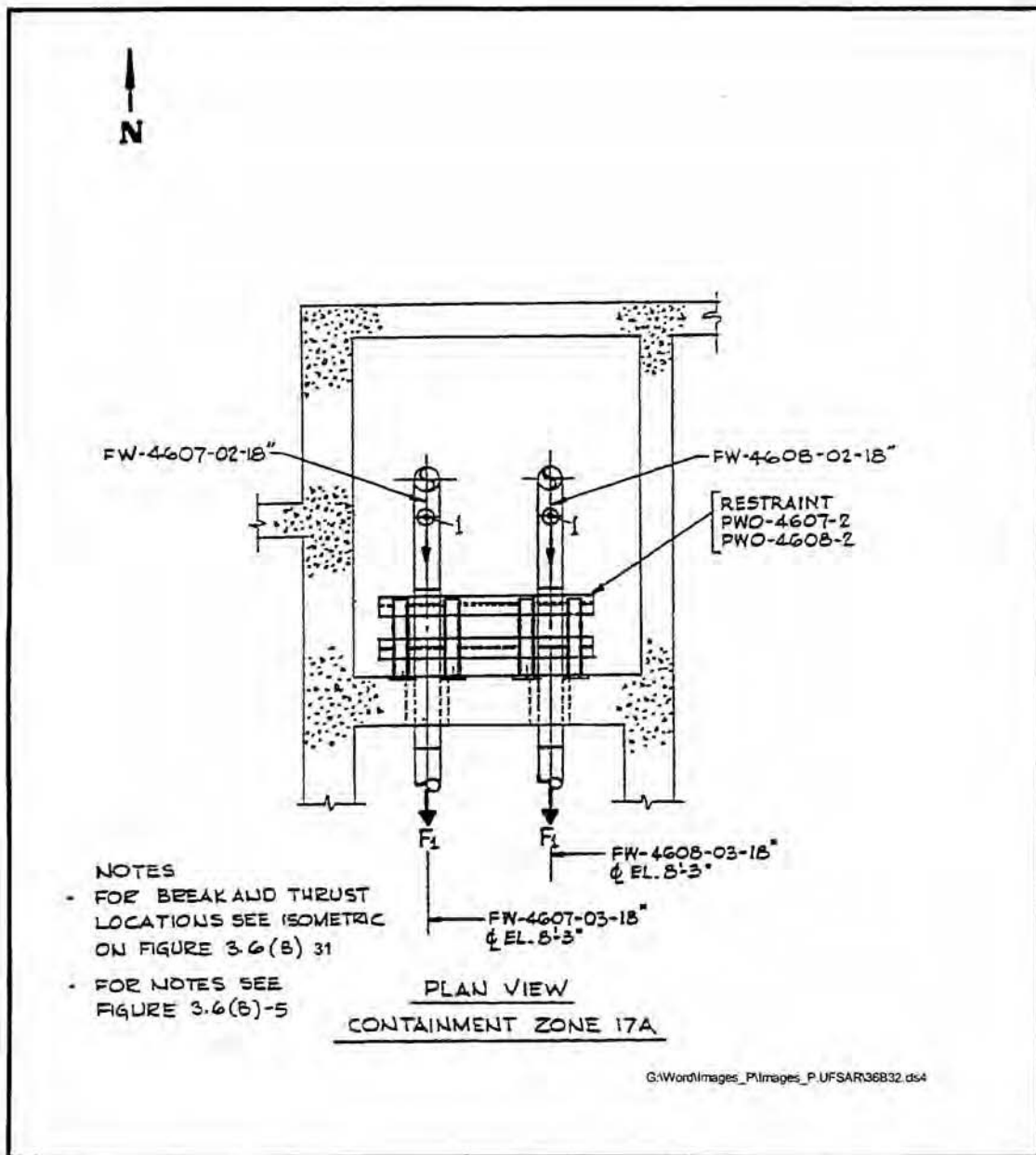


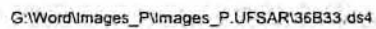
FOR NOTES SEE FIG. 3.6(B)-5

PLAN VIEW
CONTAINMENT ZONE 55C

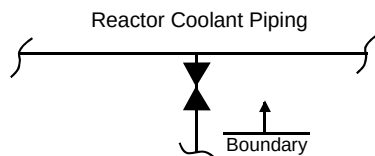






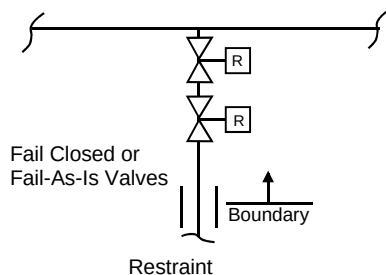
Figure 3.6(B)-33

CASE I Outgoing Lines With Normally Closed Valve



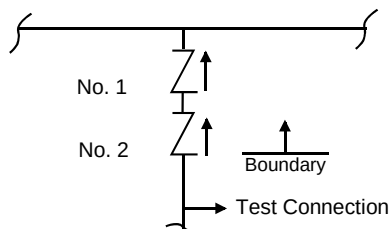
Note: Pressurizer Safety Valves Are Included Under This Case.

CASE II Outgoing Lines With Normally Open Valve

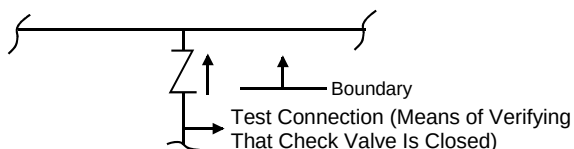


Note: The Reactor Coolant Pump No. 1 Seal Is Assumed To Be Equivalent To First Valve

CASE III Incoming Lines Normally With Flow



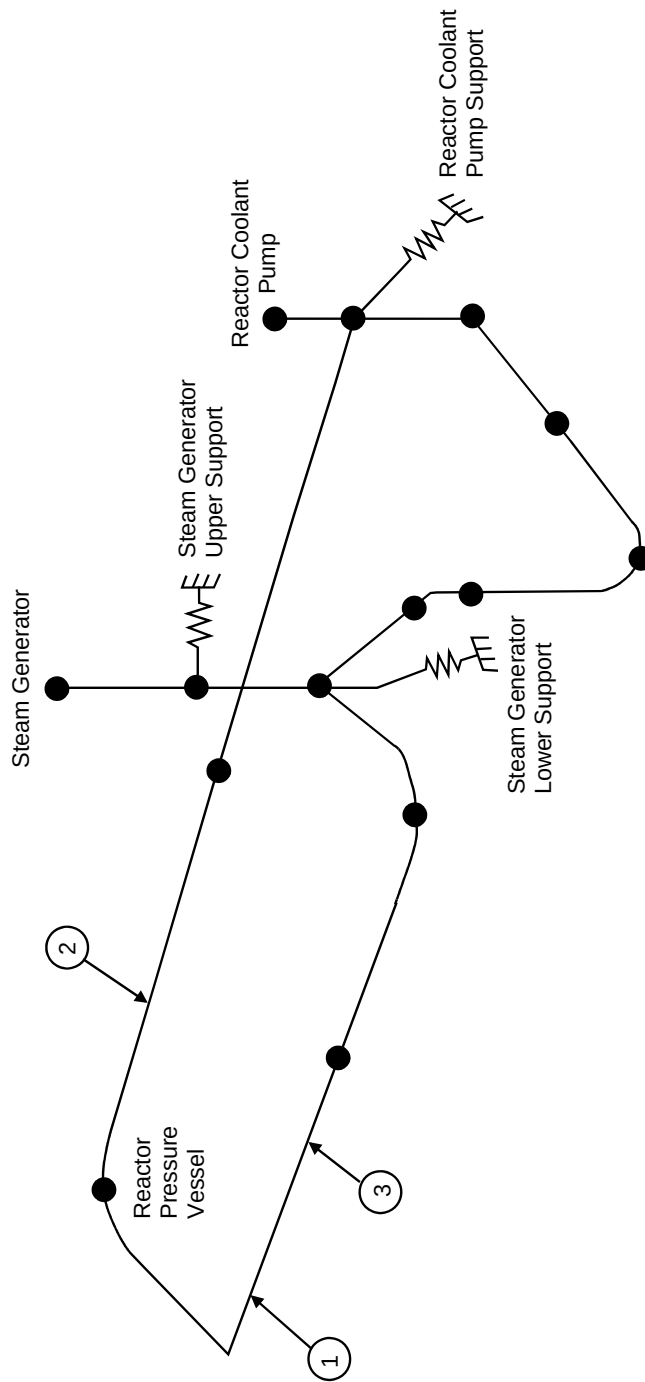
CASE IV Incoming Lines Normally Without Flow



CASE V All Instrumentation Tubing and Instruments Connected Directly to the Reactor Coolant System is Considered as a Boundary. However, a Break Within this Boundary Results in a Relatively Small Flow Which Can Normally be Made Up With the Charging System.

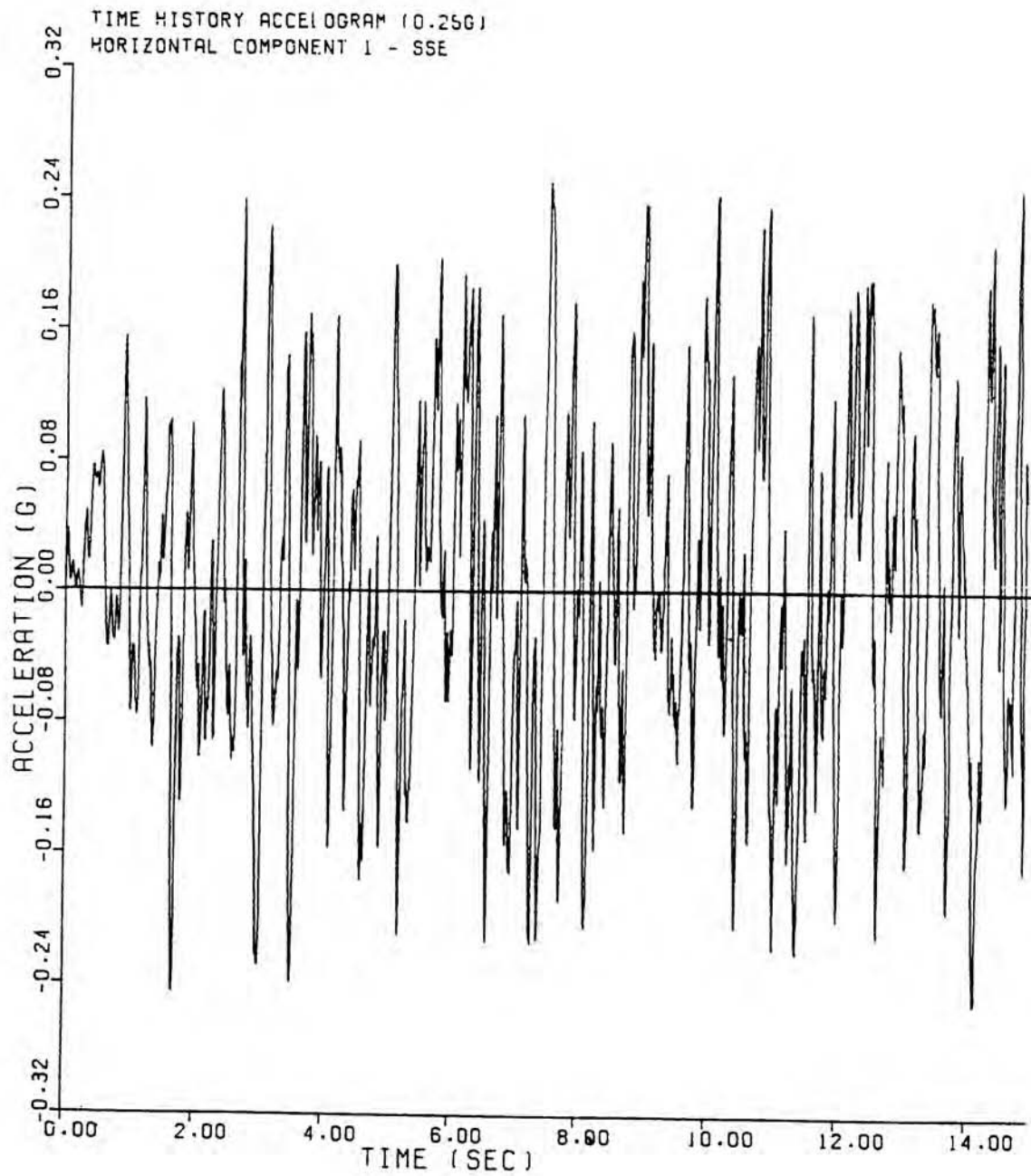
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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Loss of Reactor Coolant Accident Boundary Limits	
		Figure 3.6(N)-1

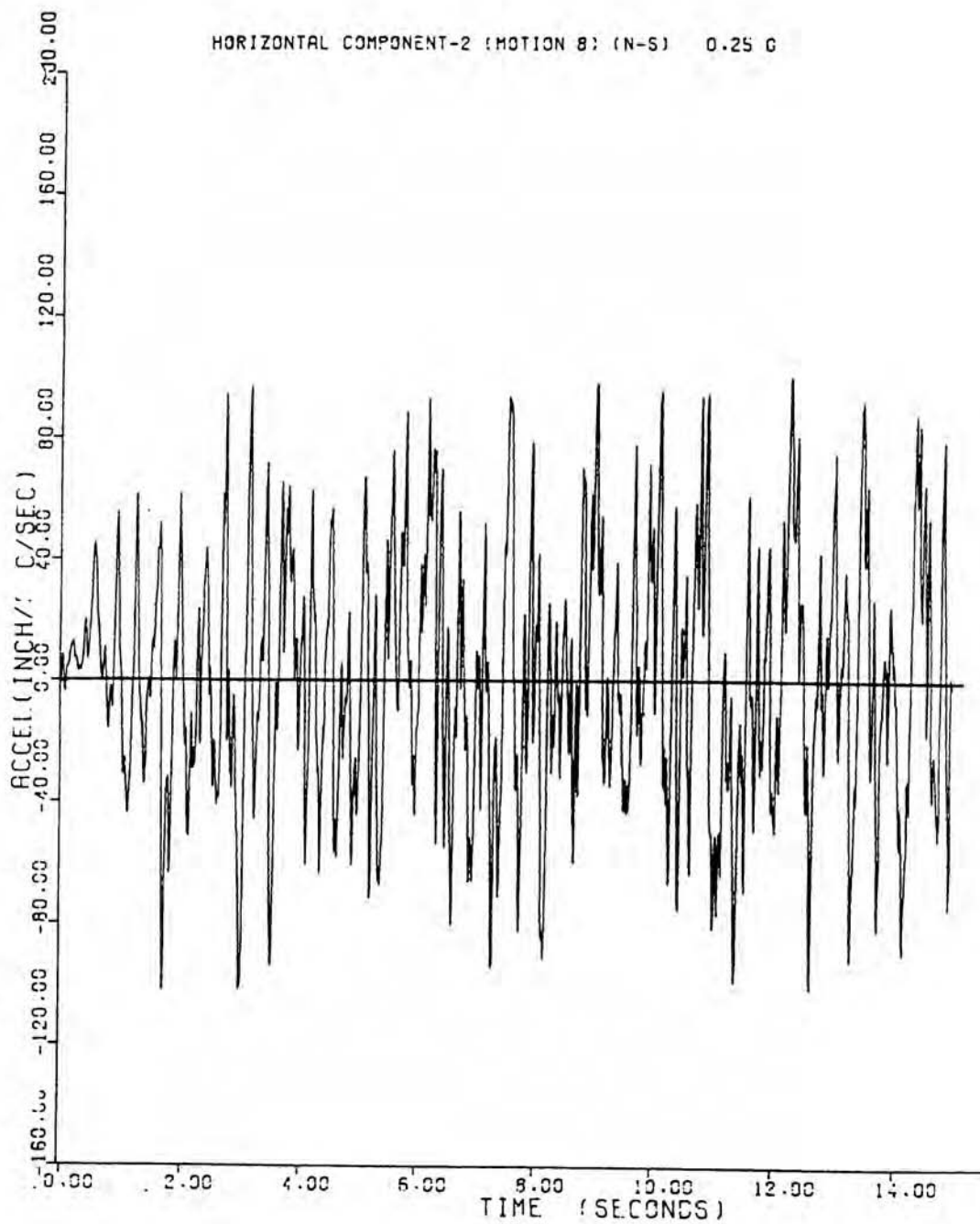


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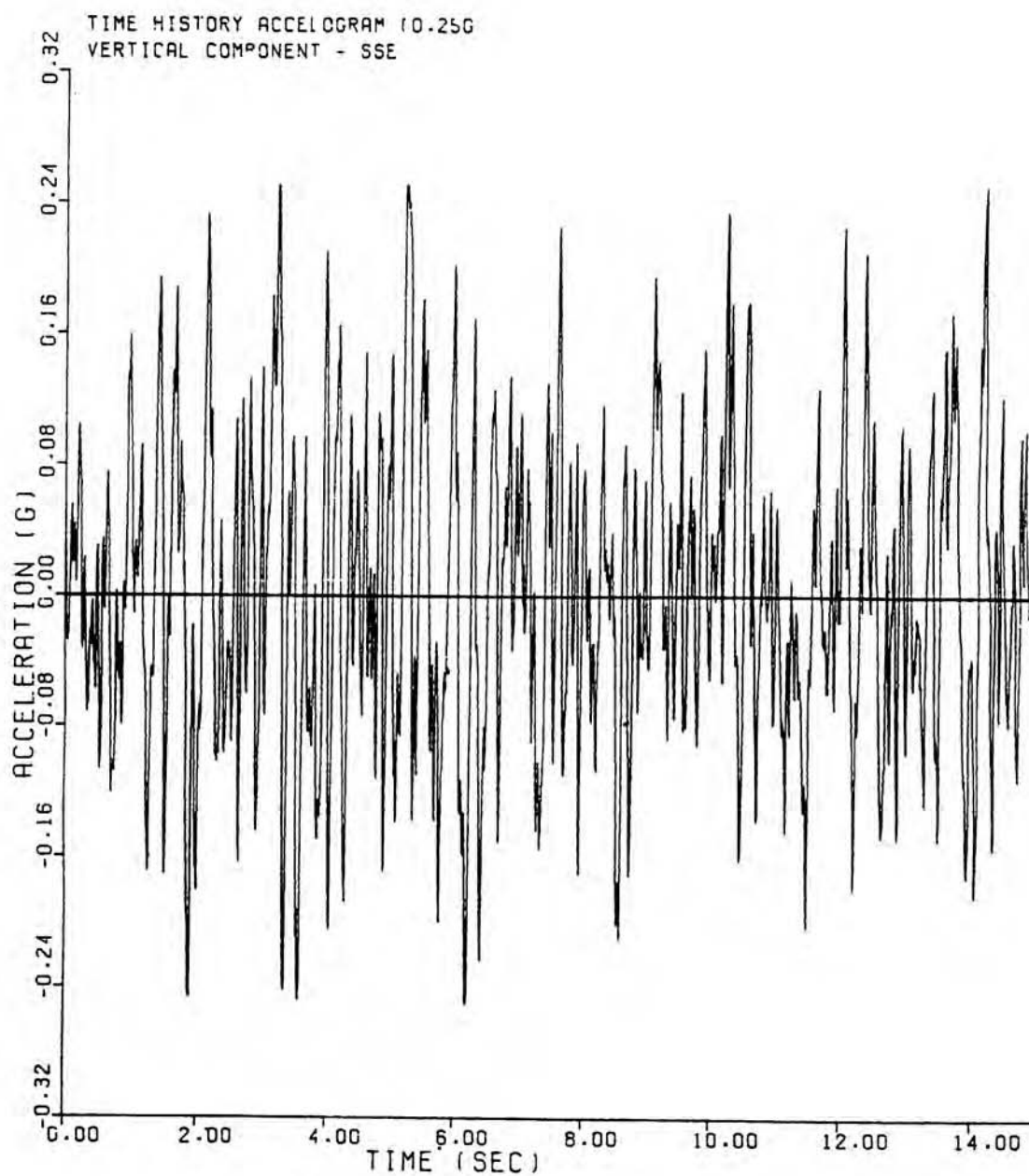
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Reactor Coolant System, Pipe Break and Whip Restraint Locations	
		Figure 3.6(N)-2



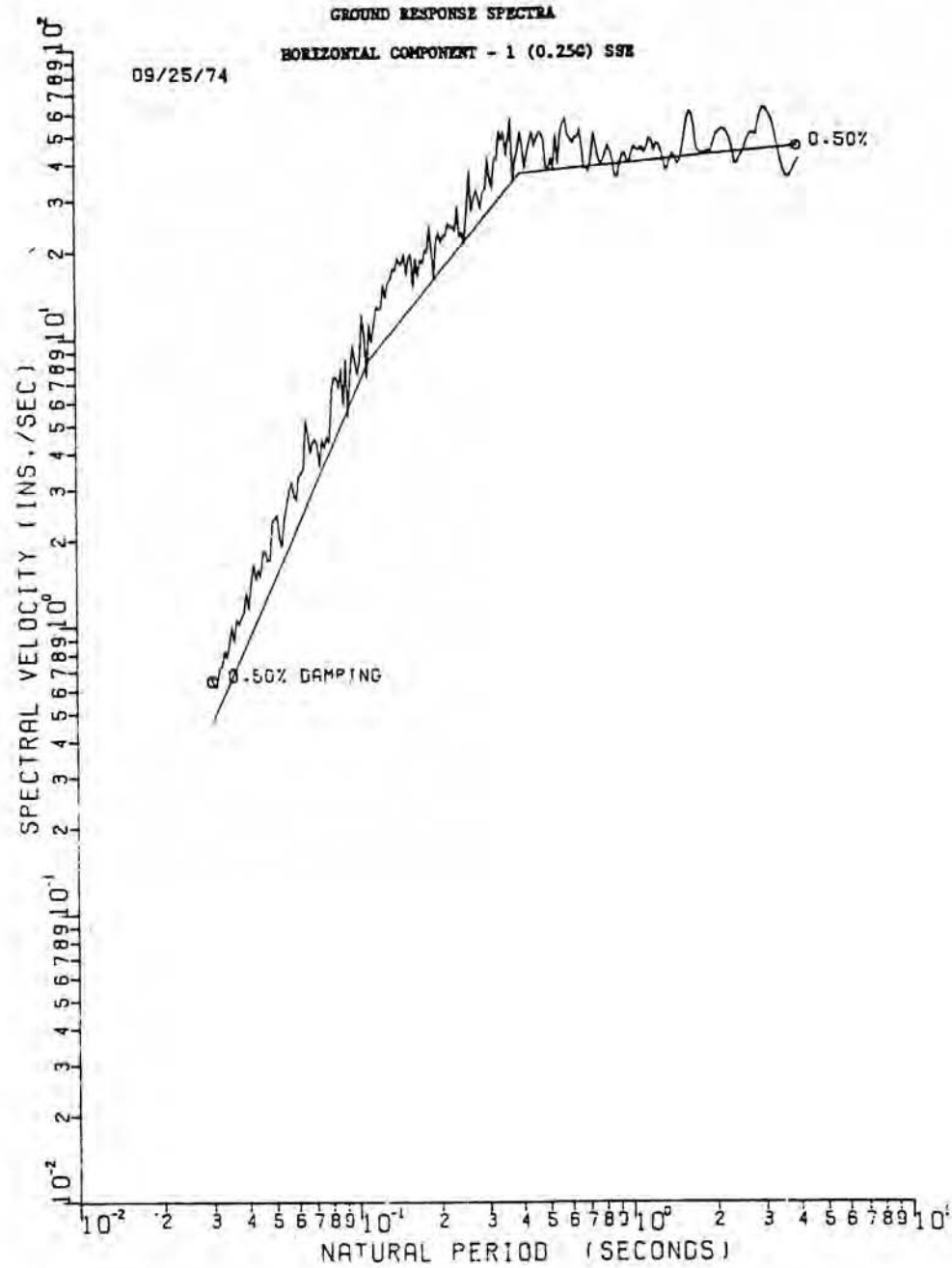
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Time History Accelogram (0.25g), Horizontal Component 1 - SSE	
		Figure 3.7(B)-1



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Time History Accelogram (0.25g), Horizontal Component 2 - SSE	
		Figure 3.7(B)-2



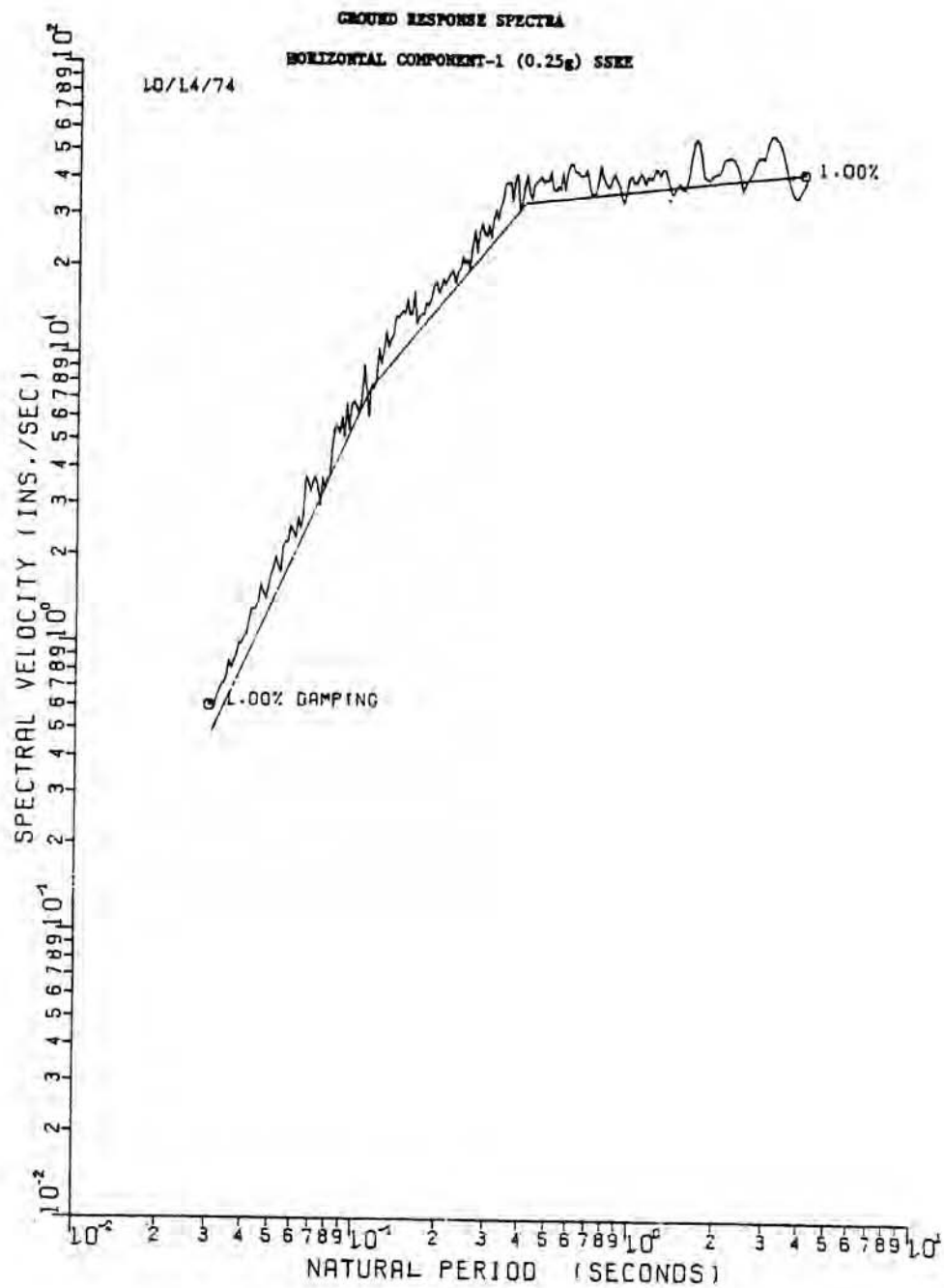
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Time History Accelogram (0.25g), Vertical Component - SSE	
		Figure 3.7(B)-3



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

0.50% Critical Damping Ground Response Spectrum,
Horizontal Component 1 - SSE

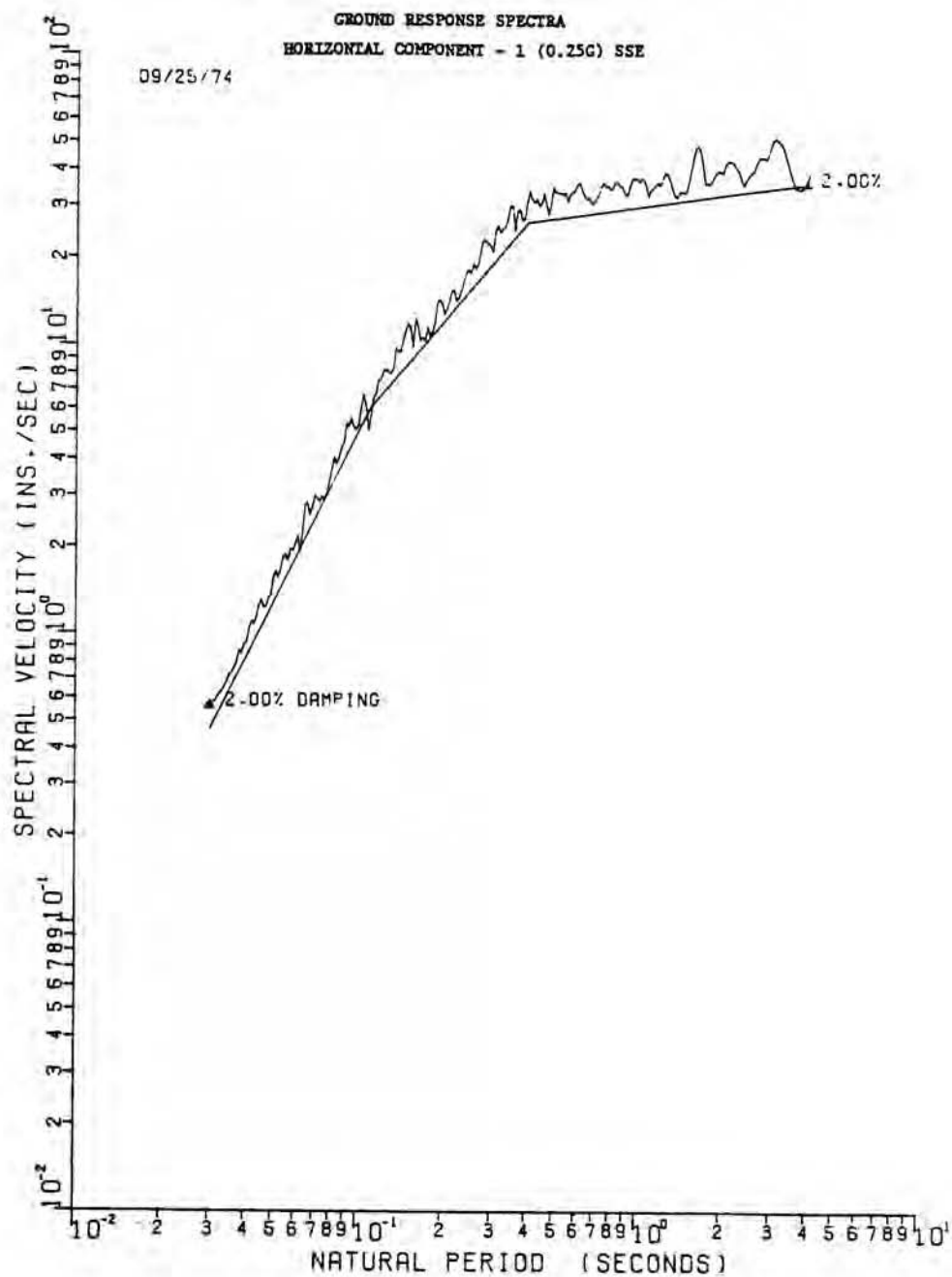
Figure 3.7(B)-4



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

1% Critical Damping Ground Response Spectrum,
Horizontal Component 1 - SSE

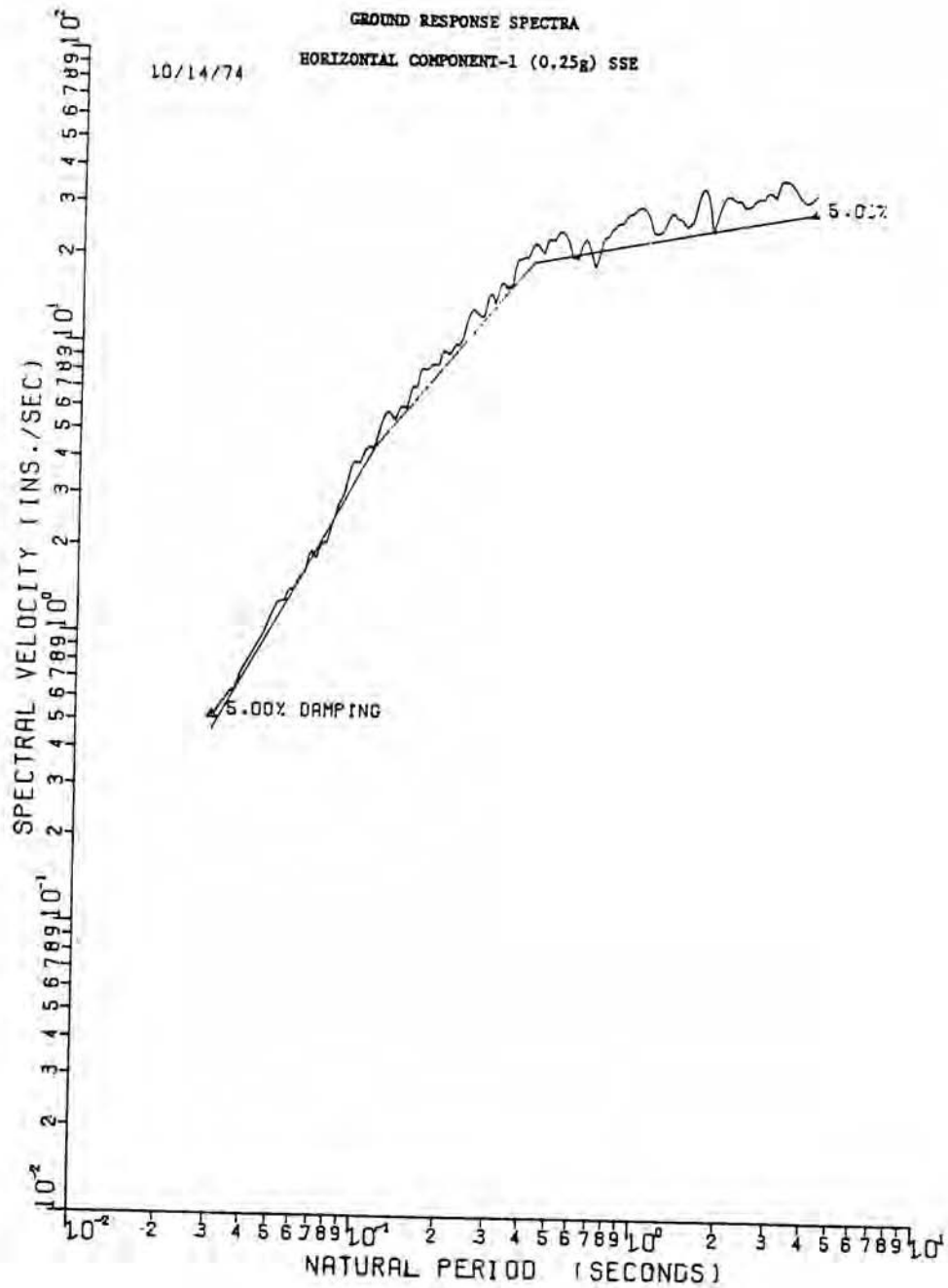
Figure 3.7(B)-5



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

2% Critical Damping Ground Response Spectrum,
Horizontal Component 1 - SSE

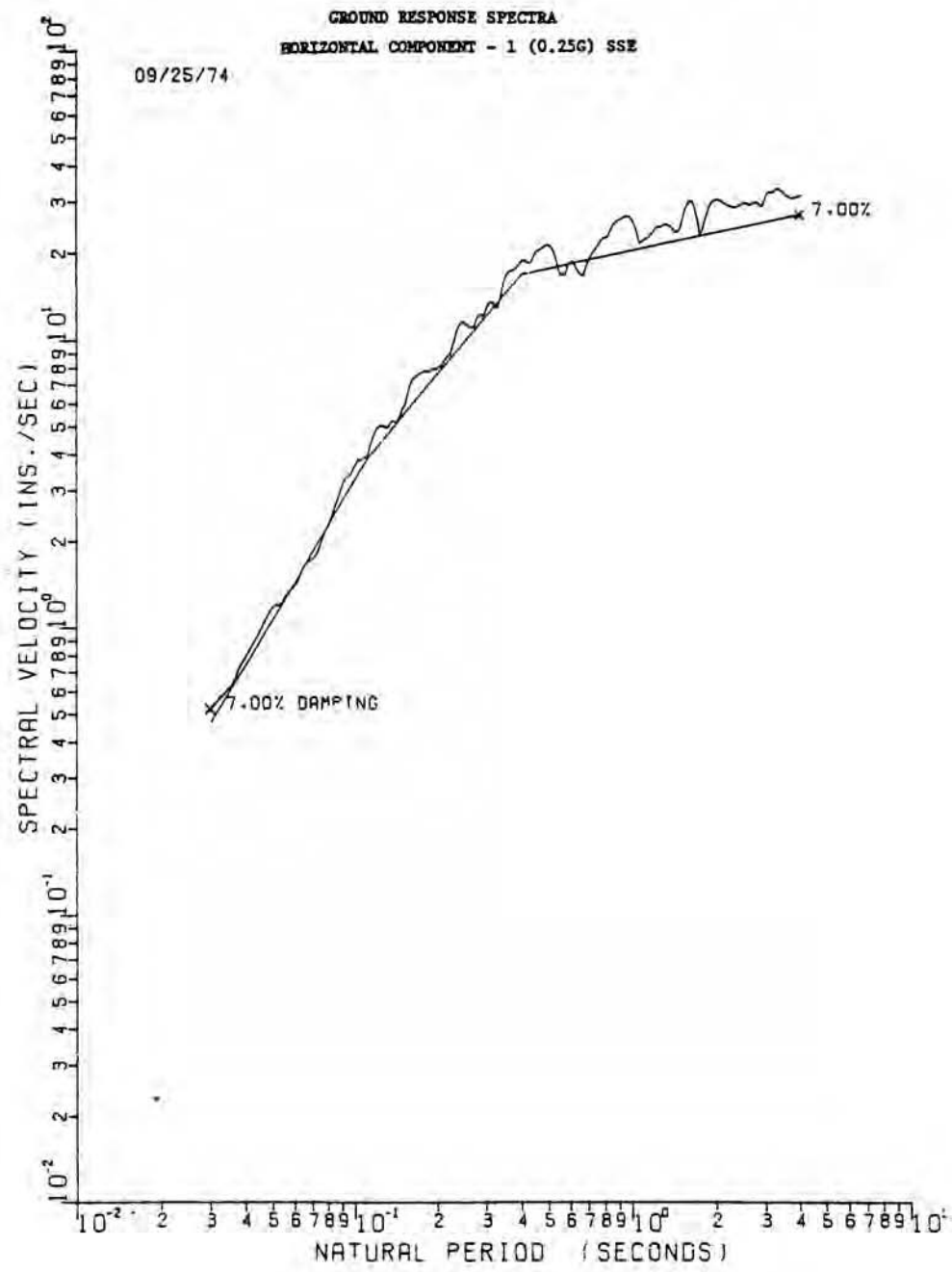
Figure 3.7(B)-6



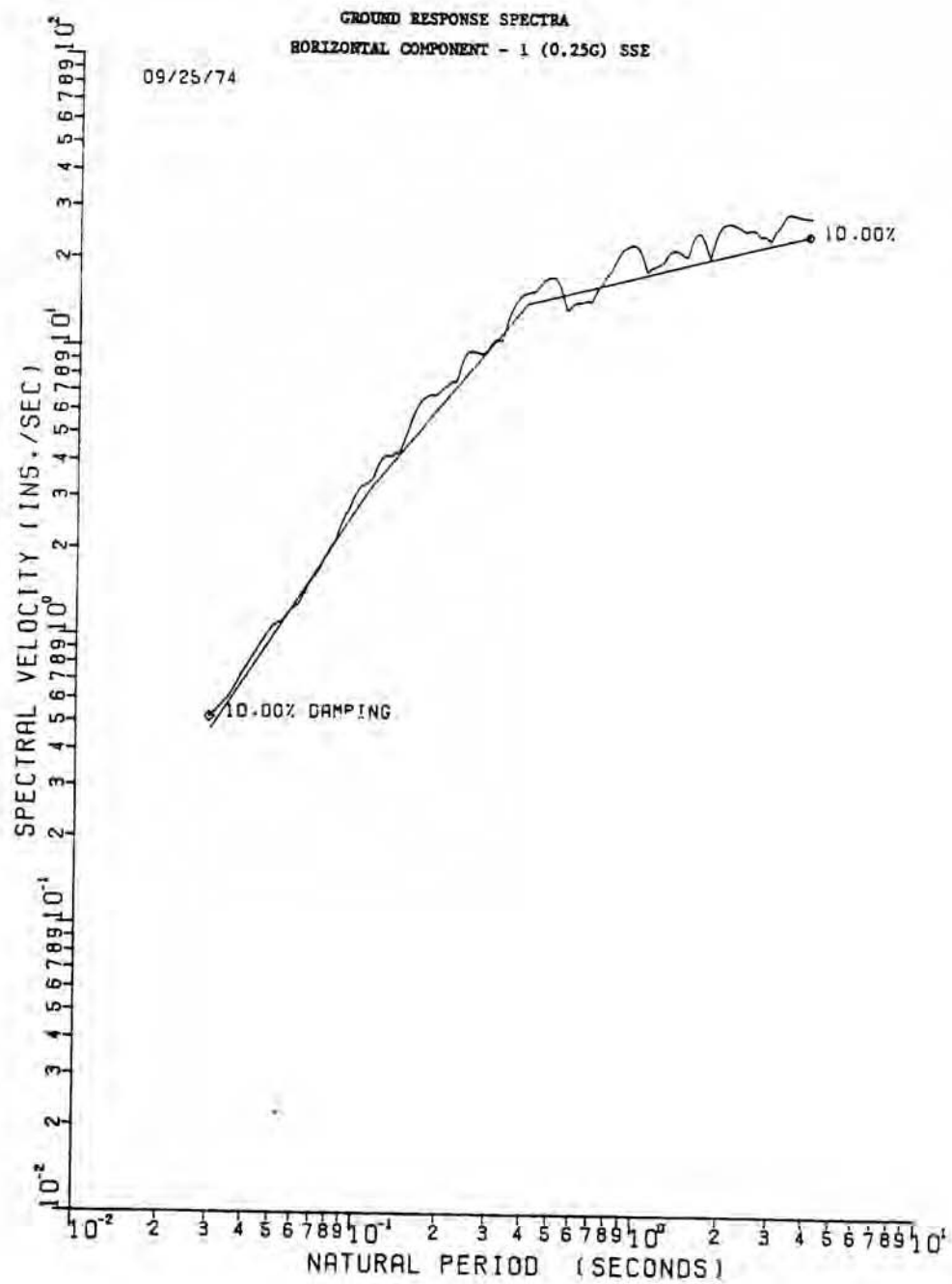
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

5% Critical Damping Ground Response Spectrum,
Horizontal Component 1 - SSE

Figure 3.7(B)-7



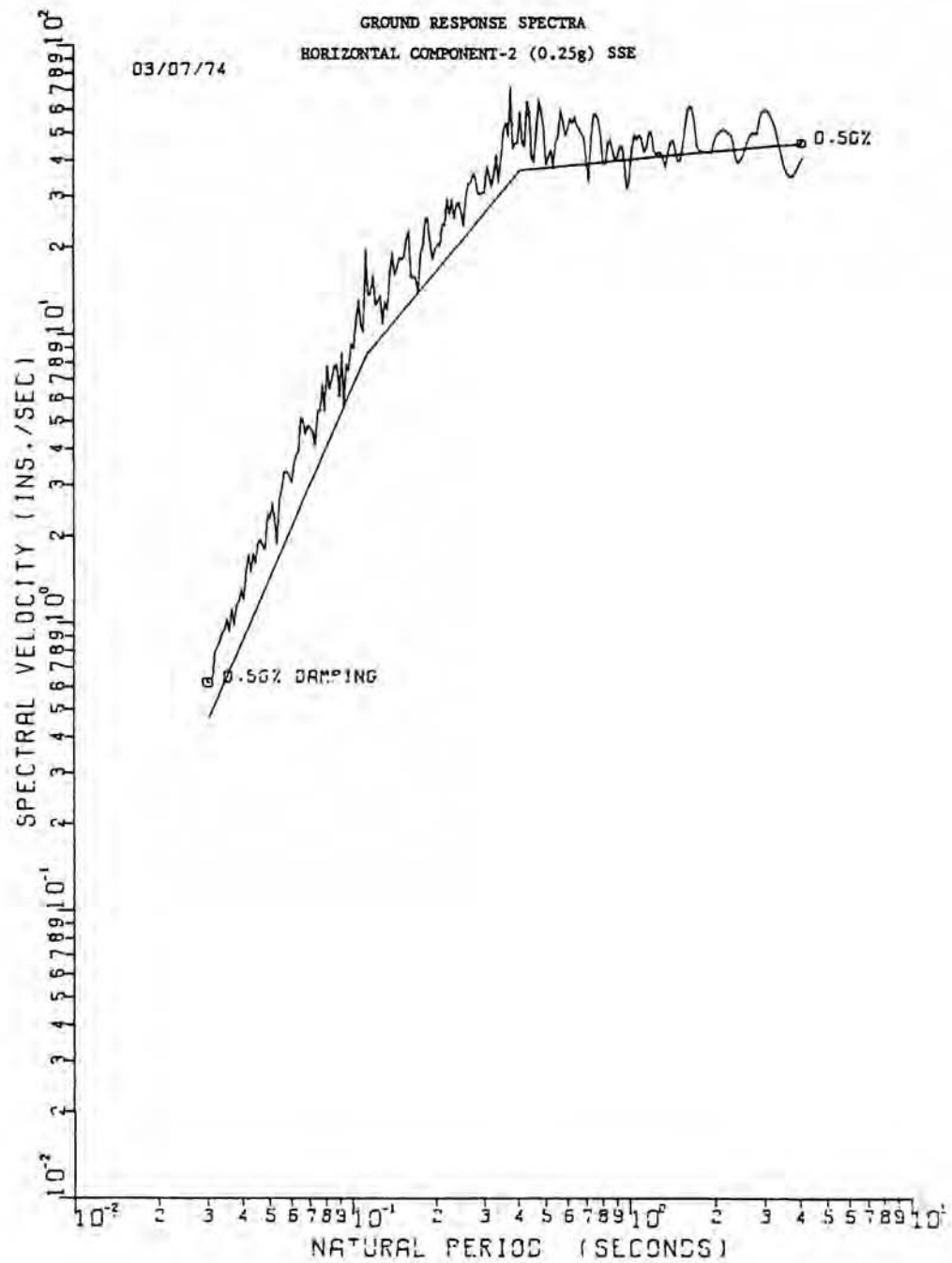
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	7% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-8



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

10% Critical Damping Ground Response Spectrum,
Horizontal Component 1 - SSE

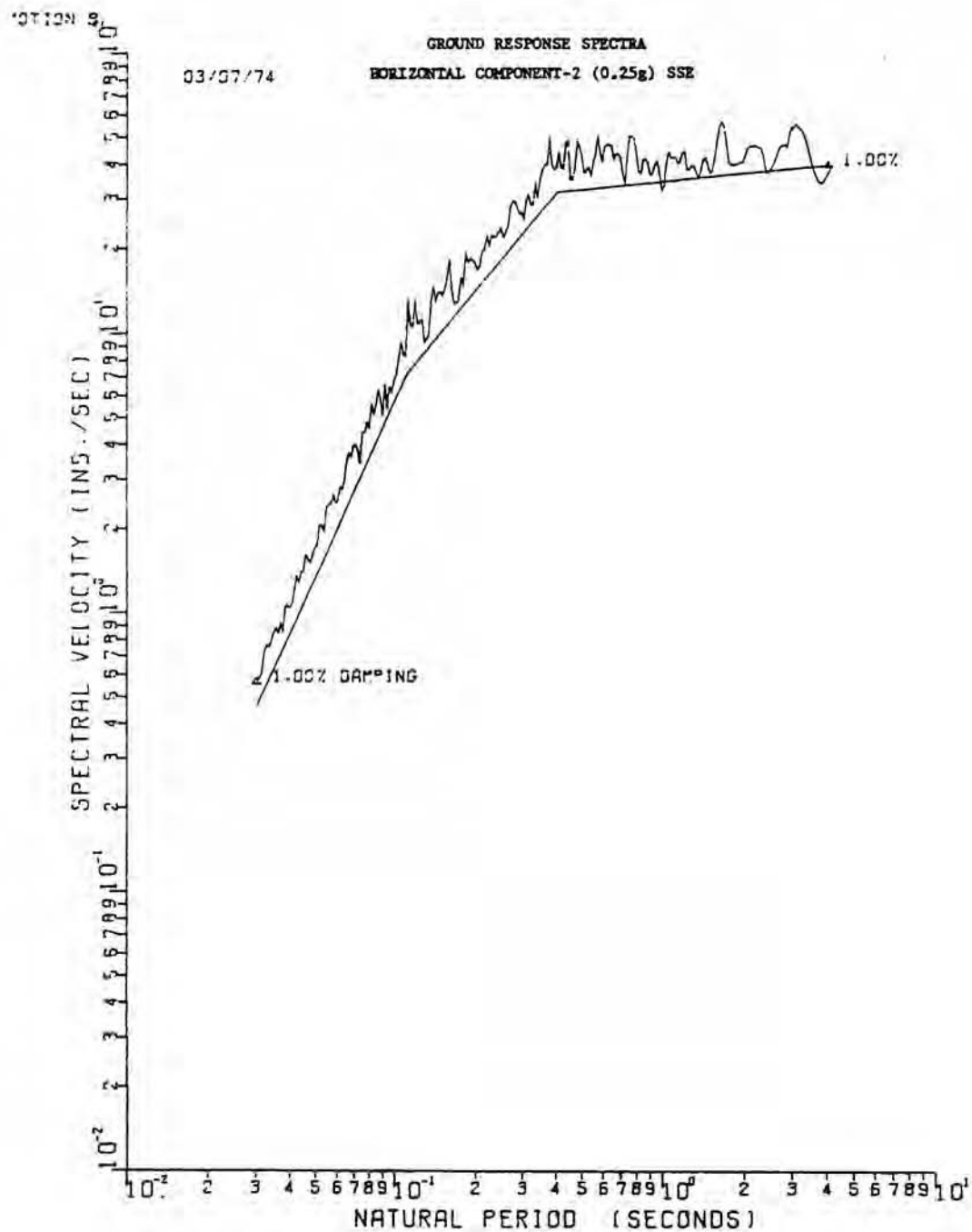
Figure 3.7(B)-9



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

0.5% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

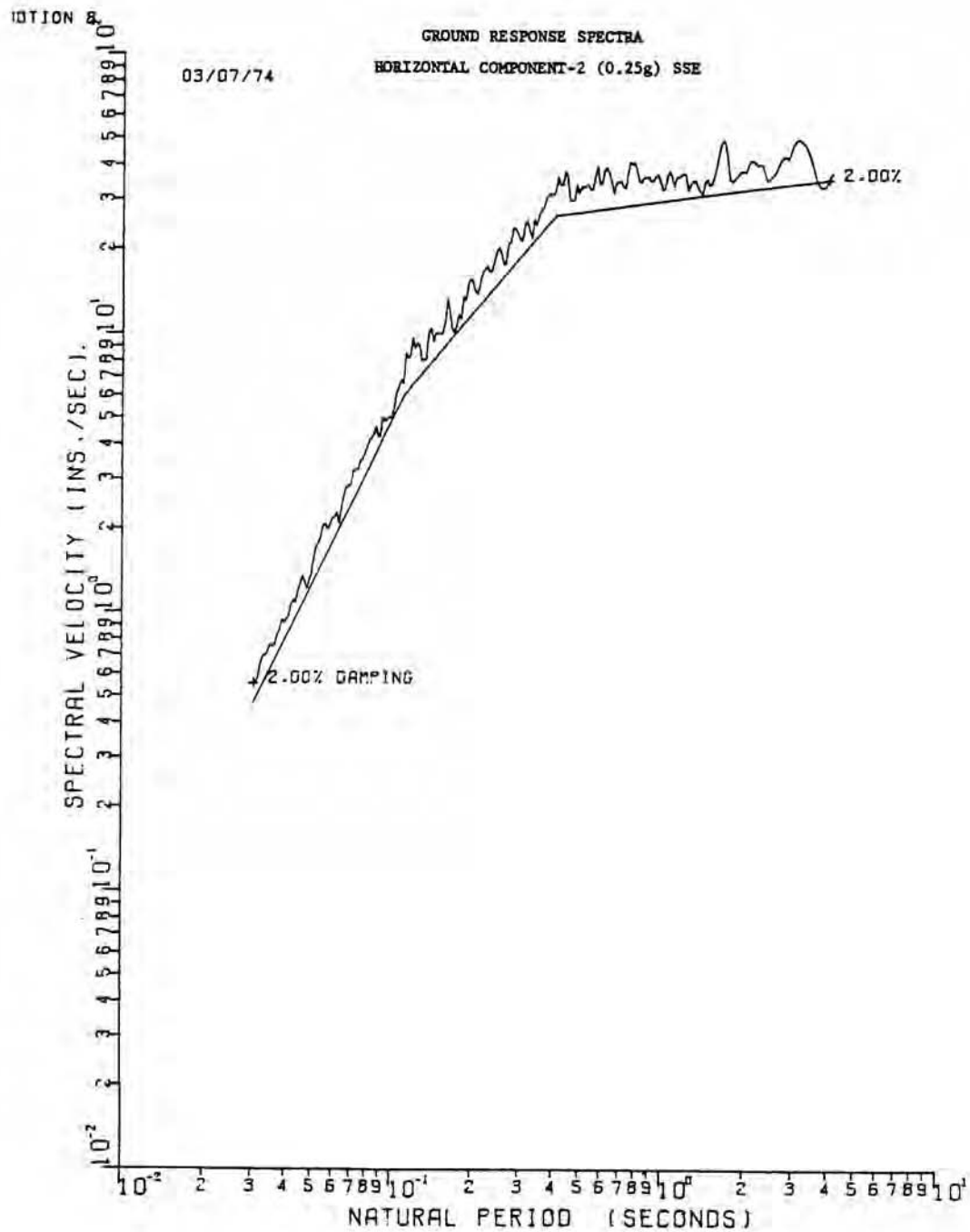
Figure 3.7(B)-10



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

1% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

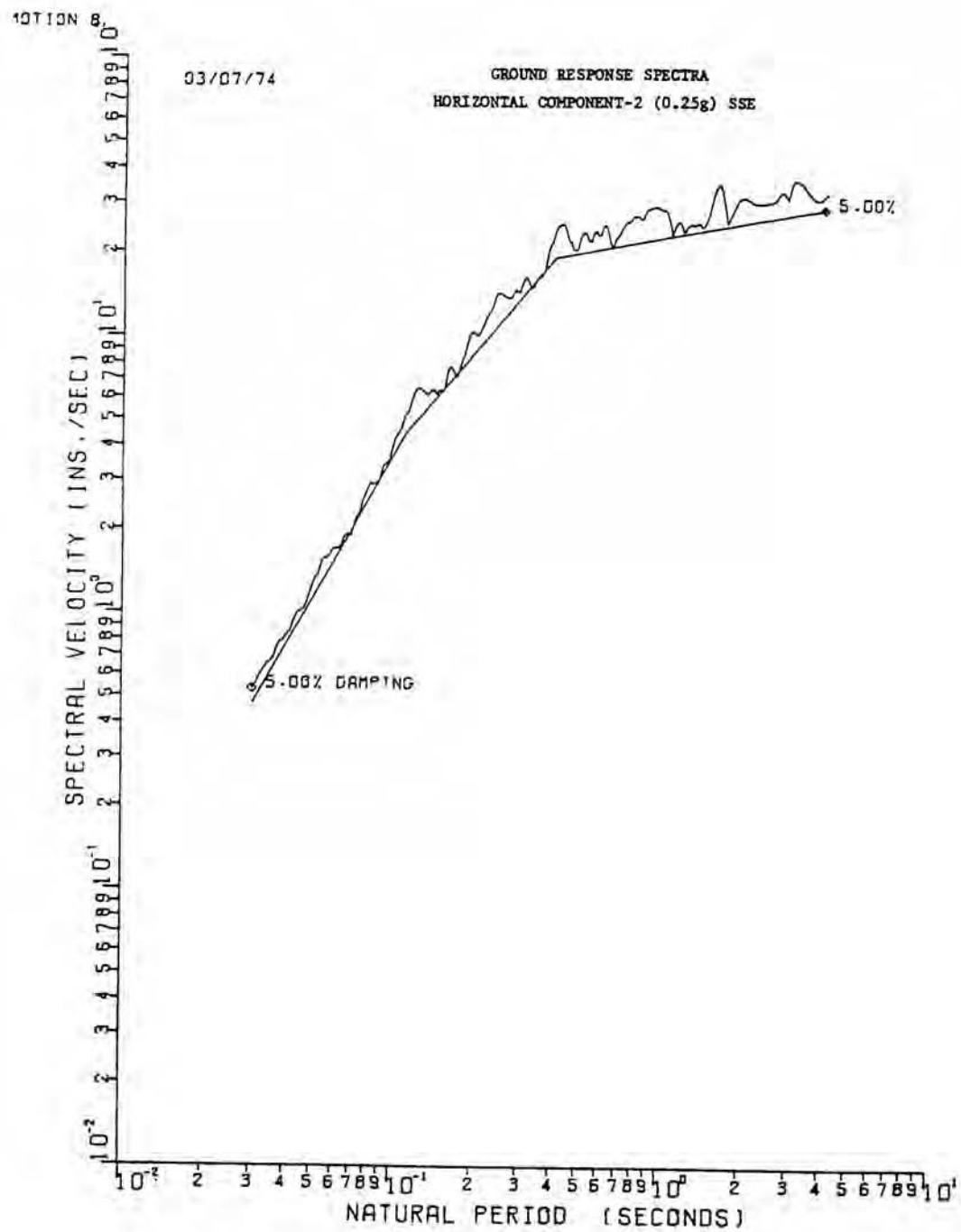
Figure 3.7(B)-11

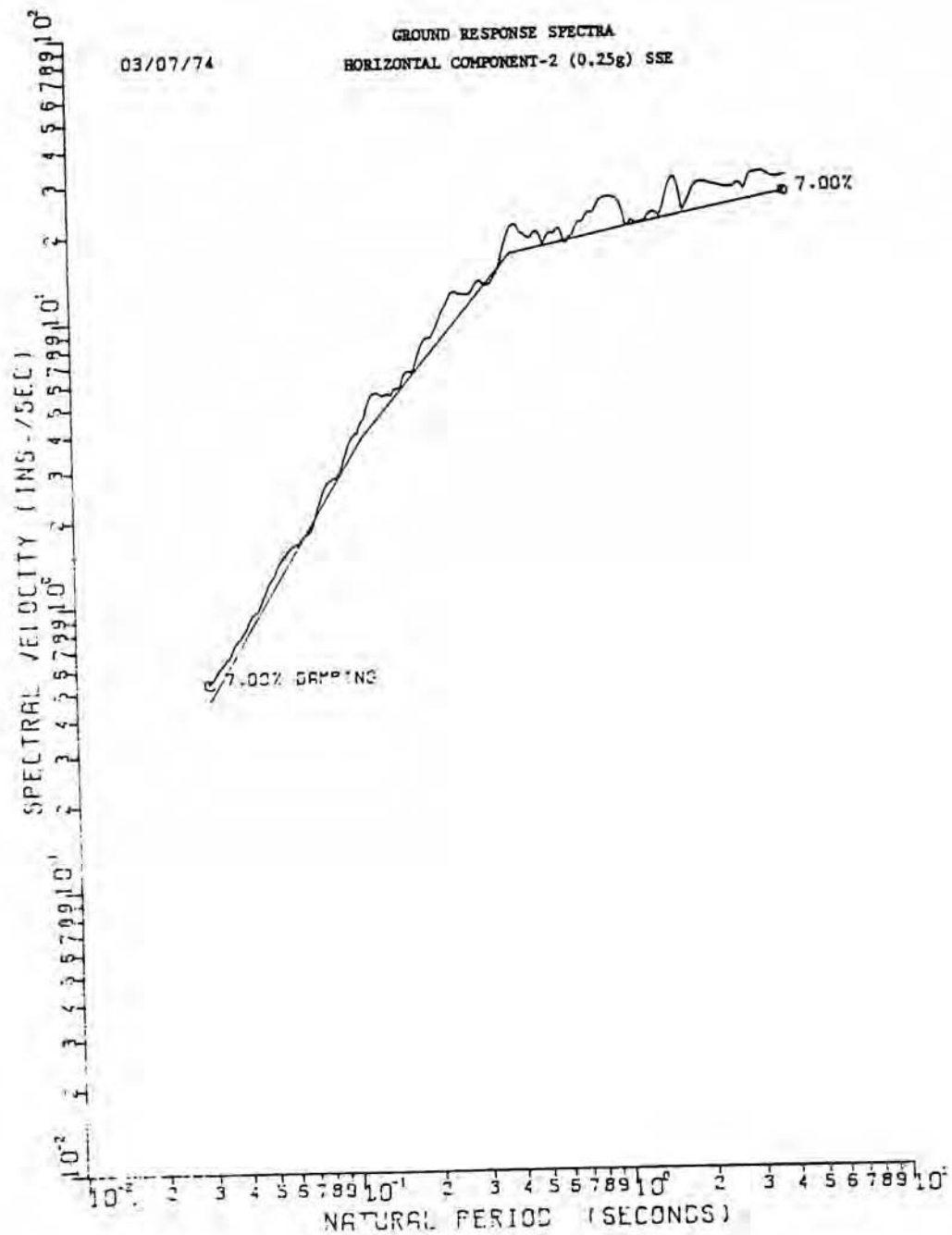


SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

2% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

Figure 3.7(B)-12

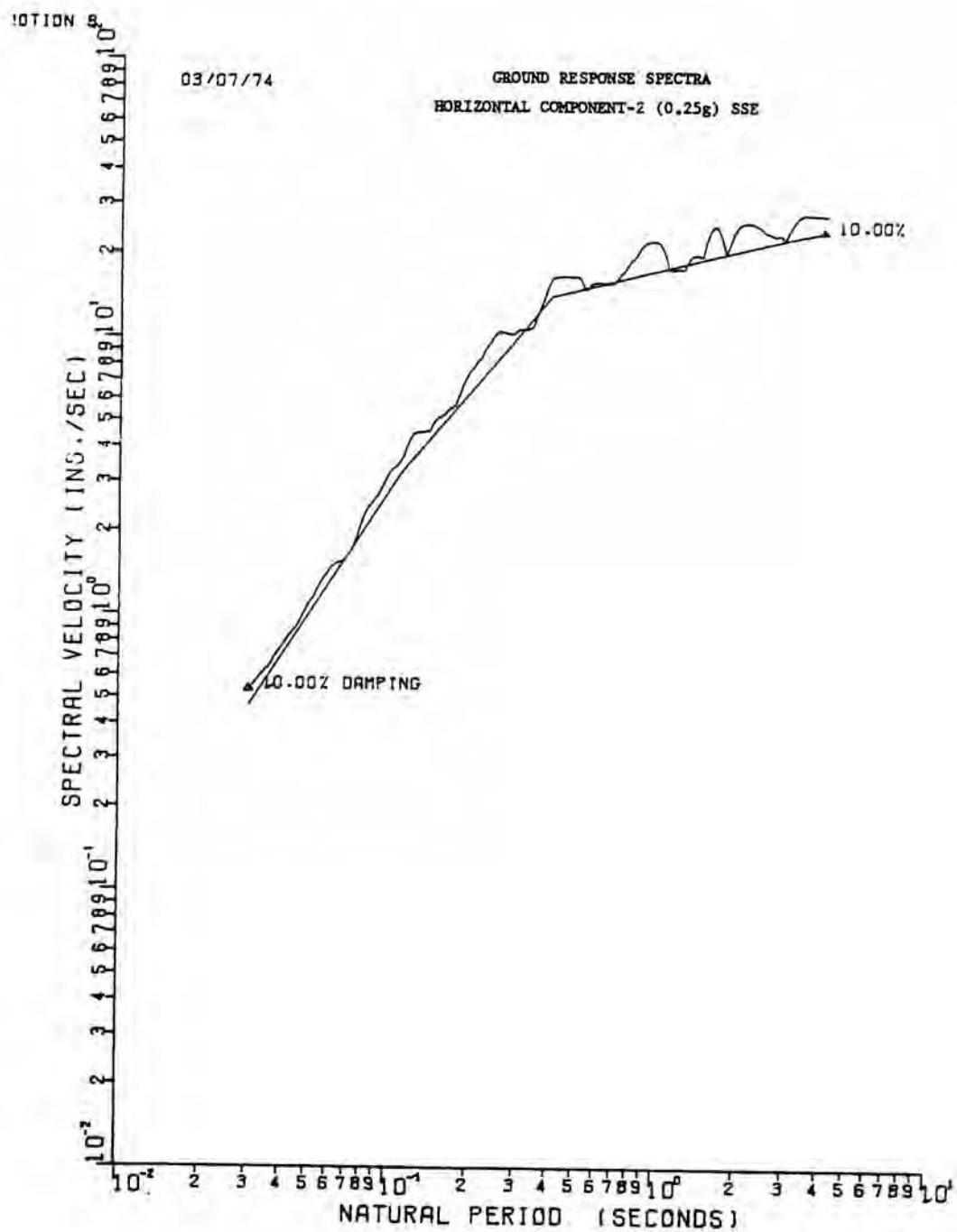




SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

7% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

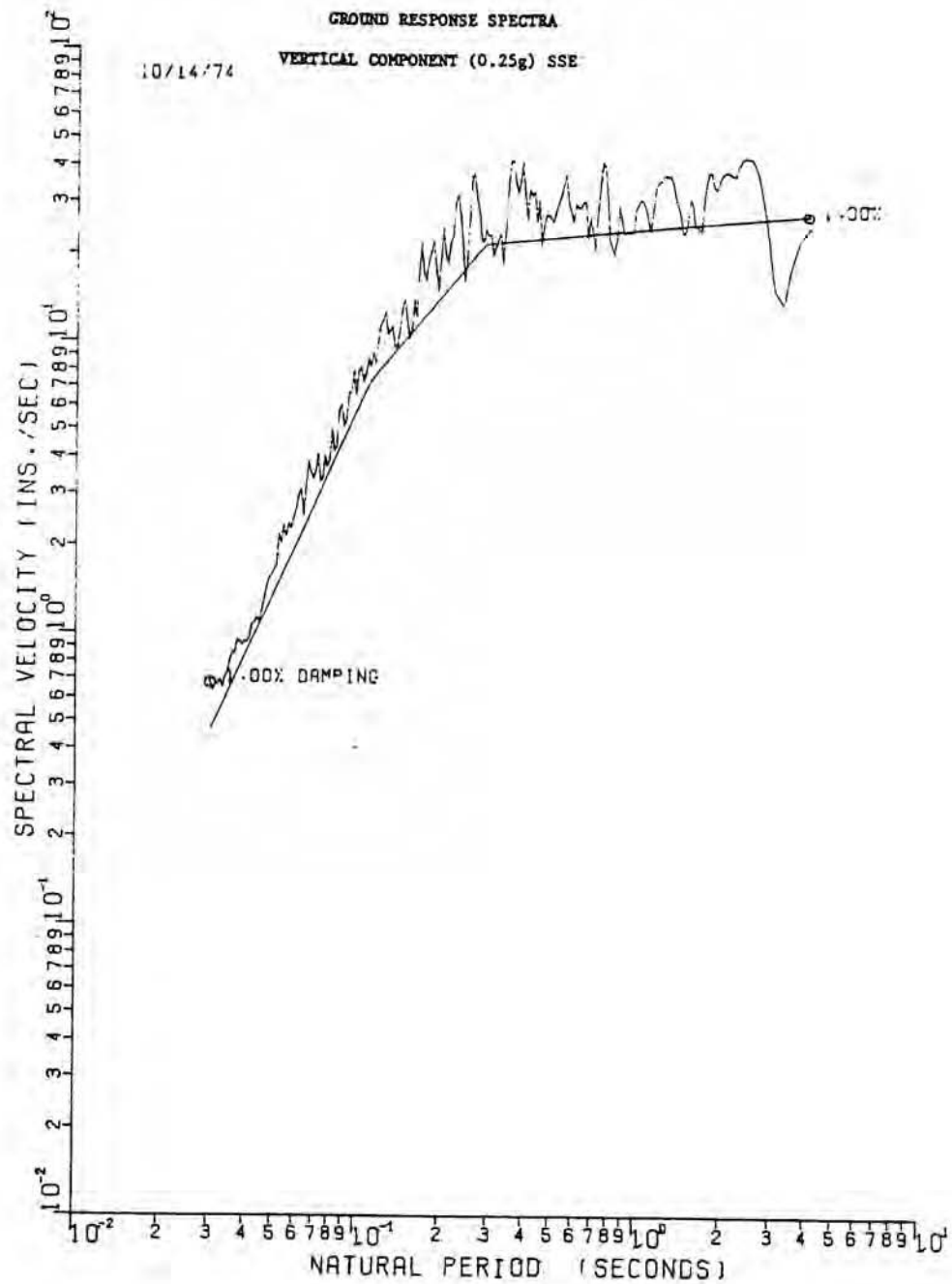
Figure 3.7(B)-14



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

10% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

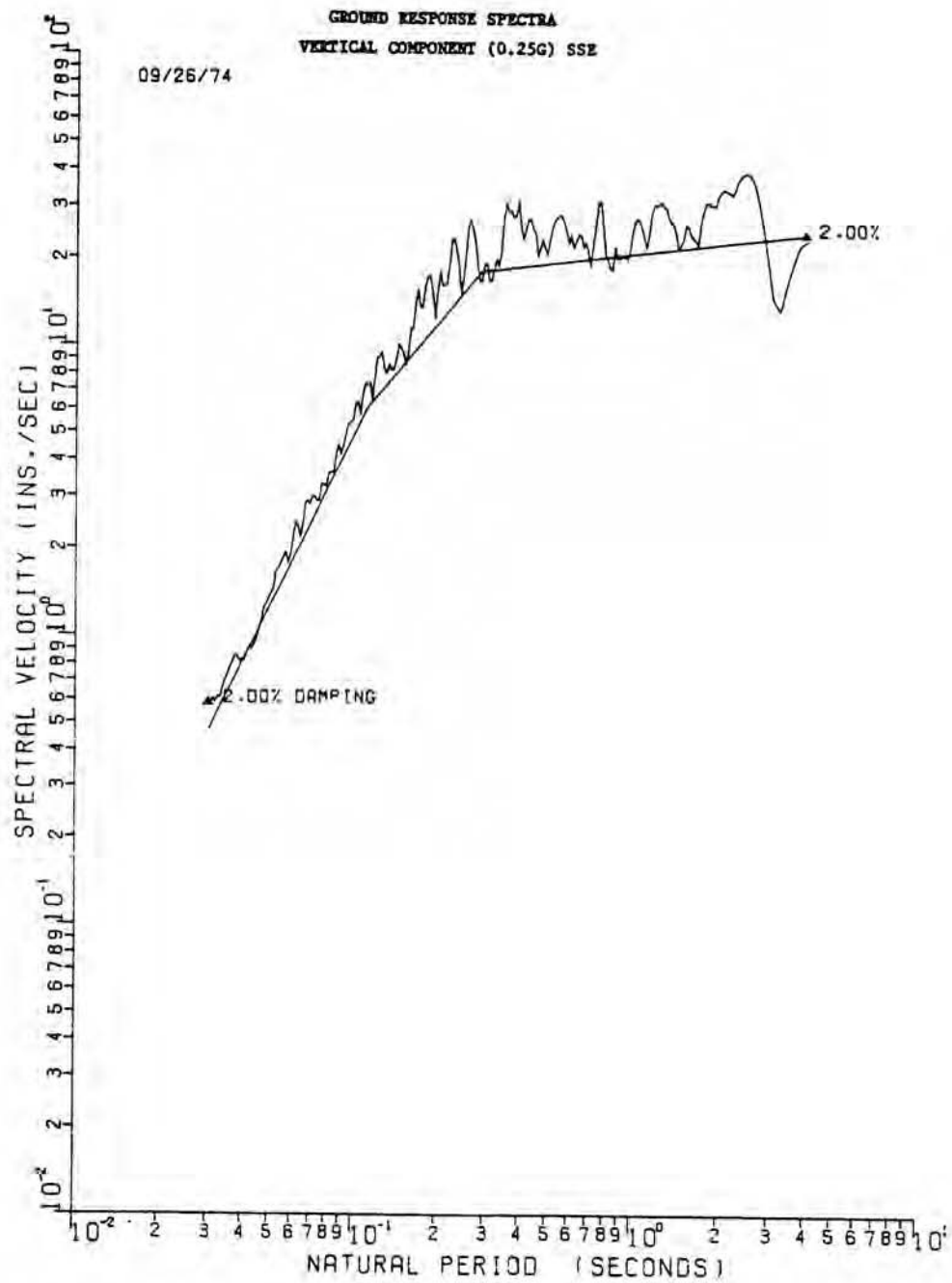
Figure 3.7(B)-15



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

1% Critical Damping Ground Response Spectrum, Vertical
Component - SSE

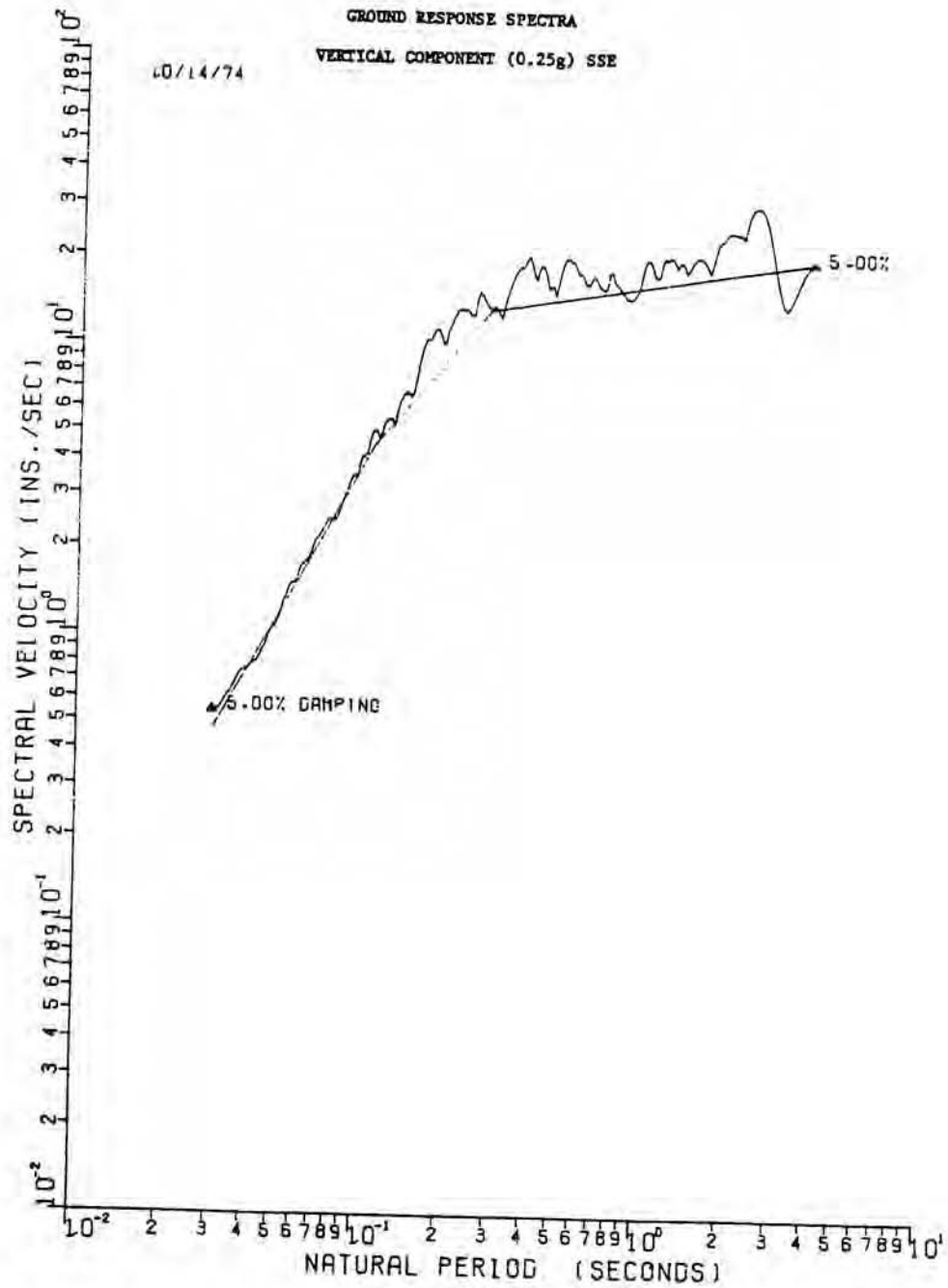
Figure 3.7(B)-16



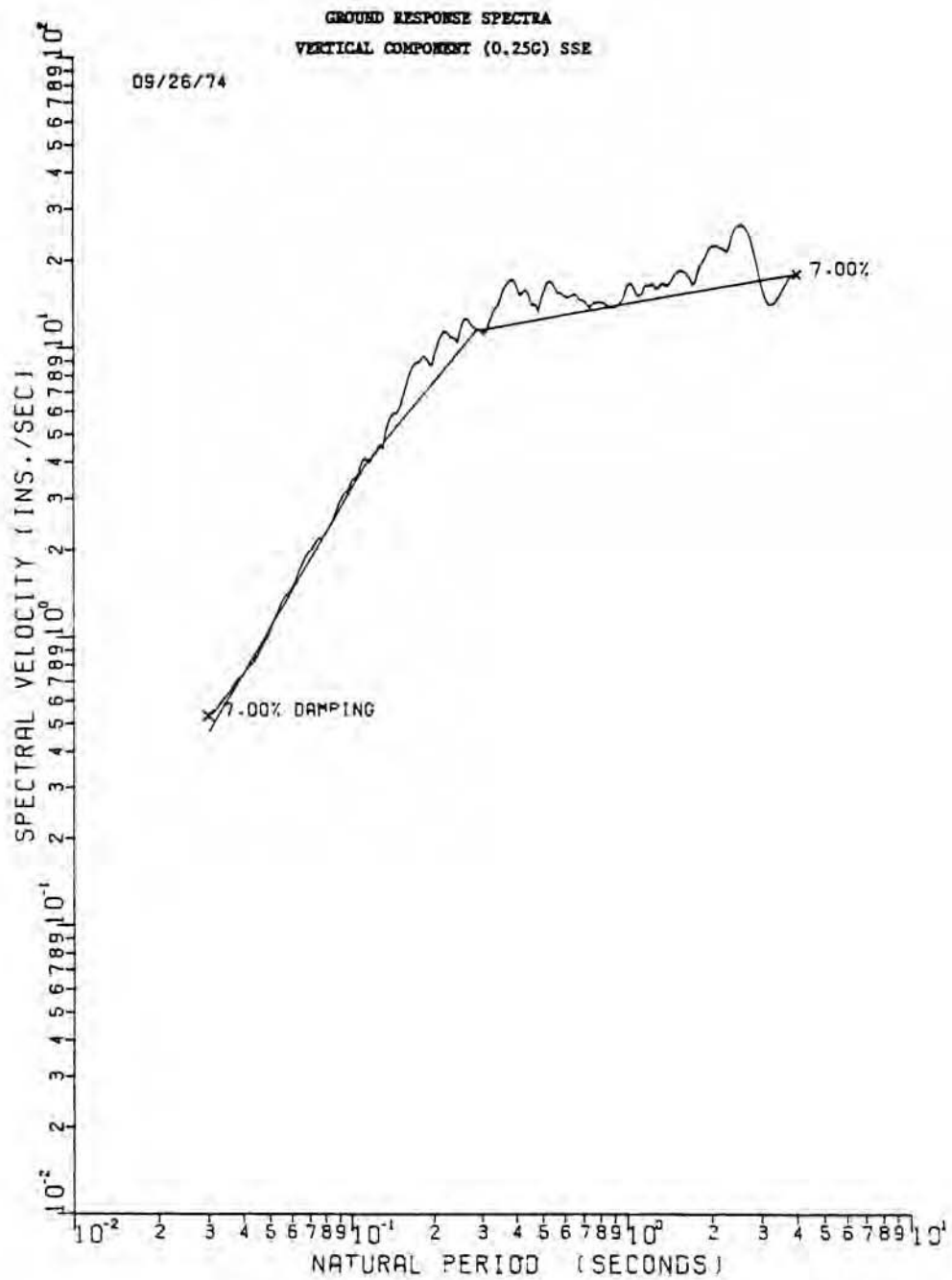
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

2% Critical Damping Ground Response Spectrum, Vertical
Component - SSE

Figure 3.7(B)-17



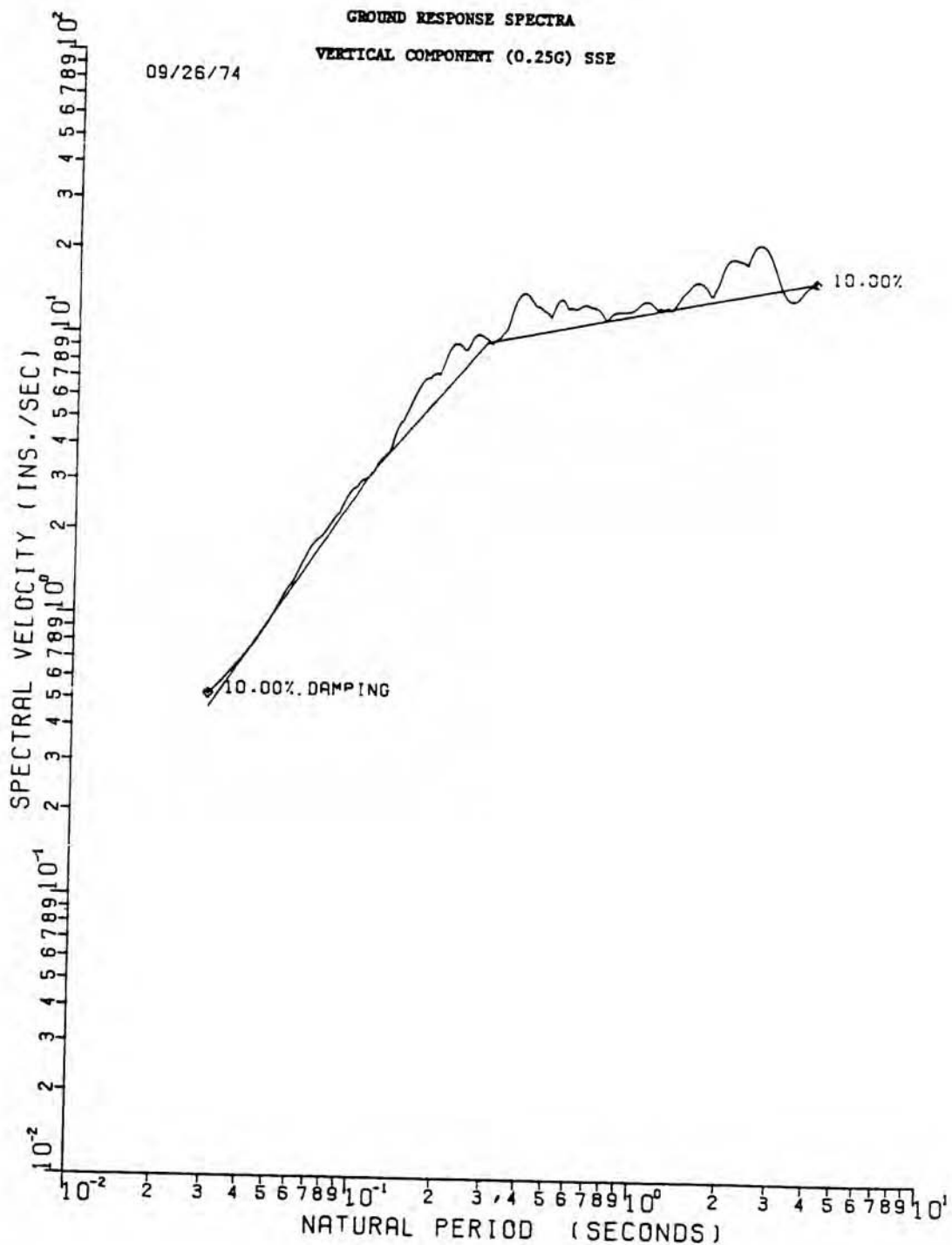
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	5% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-18



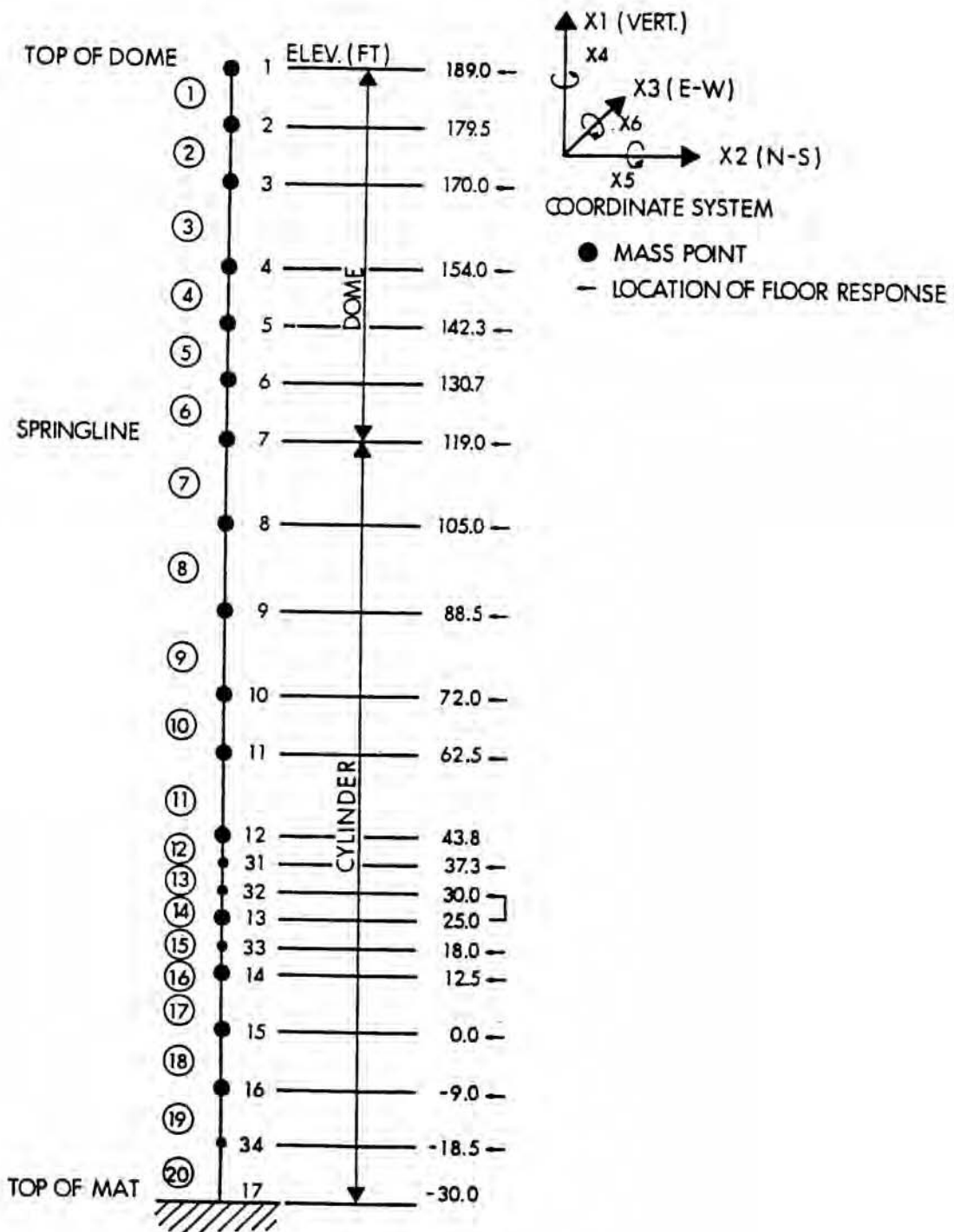
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

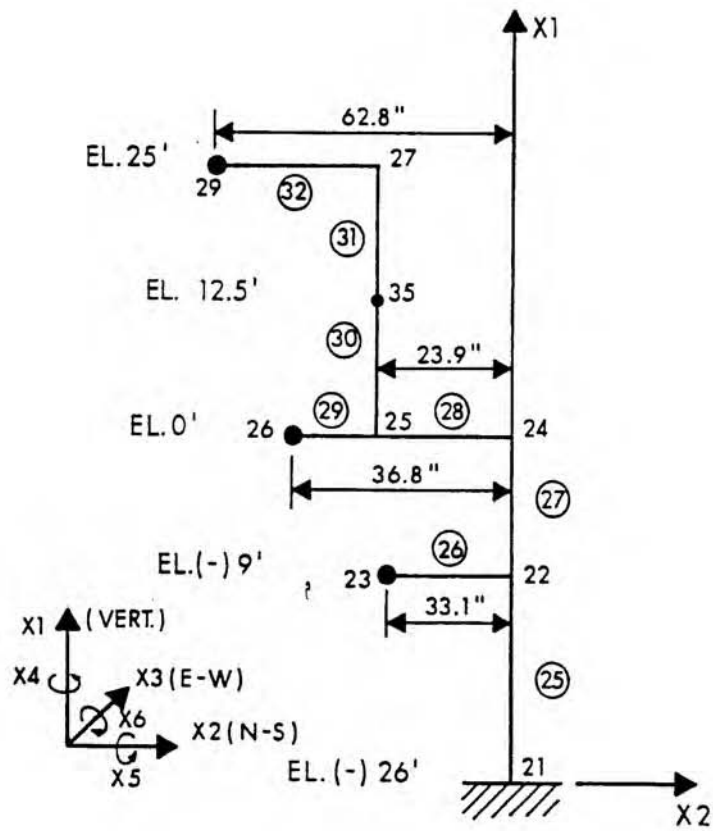
7% Critical Damping Ground Response Spectrum, Vertical
Component - SSE

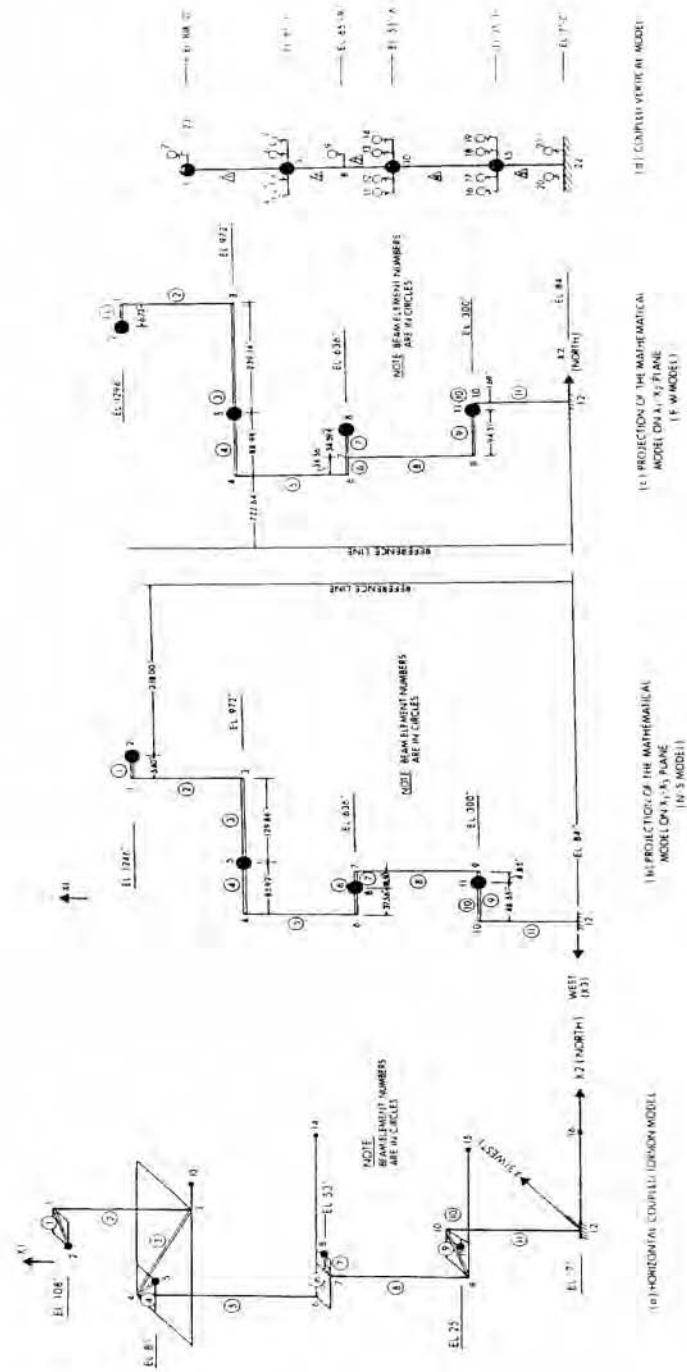
Figure 3.7(B)-19



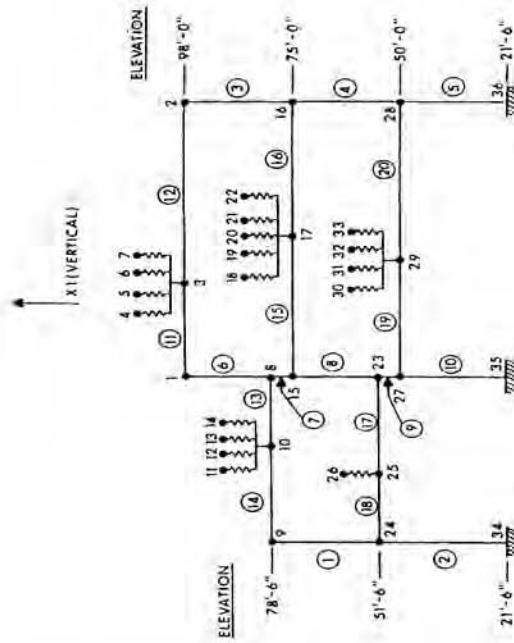
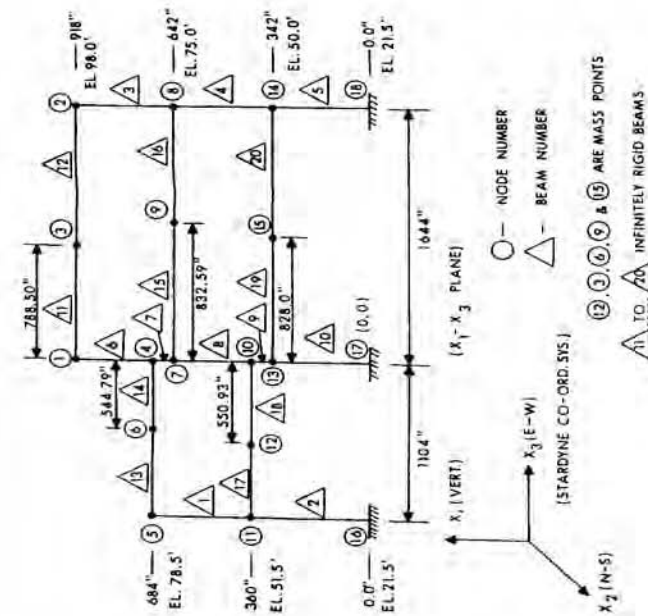
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	10% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-20



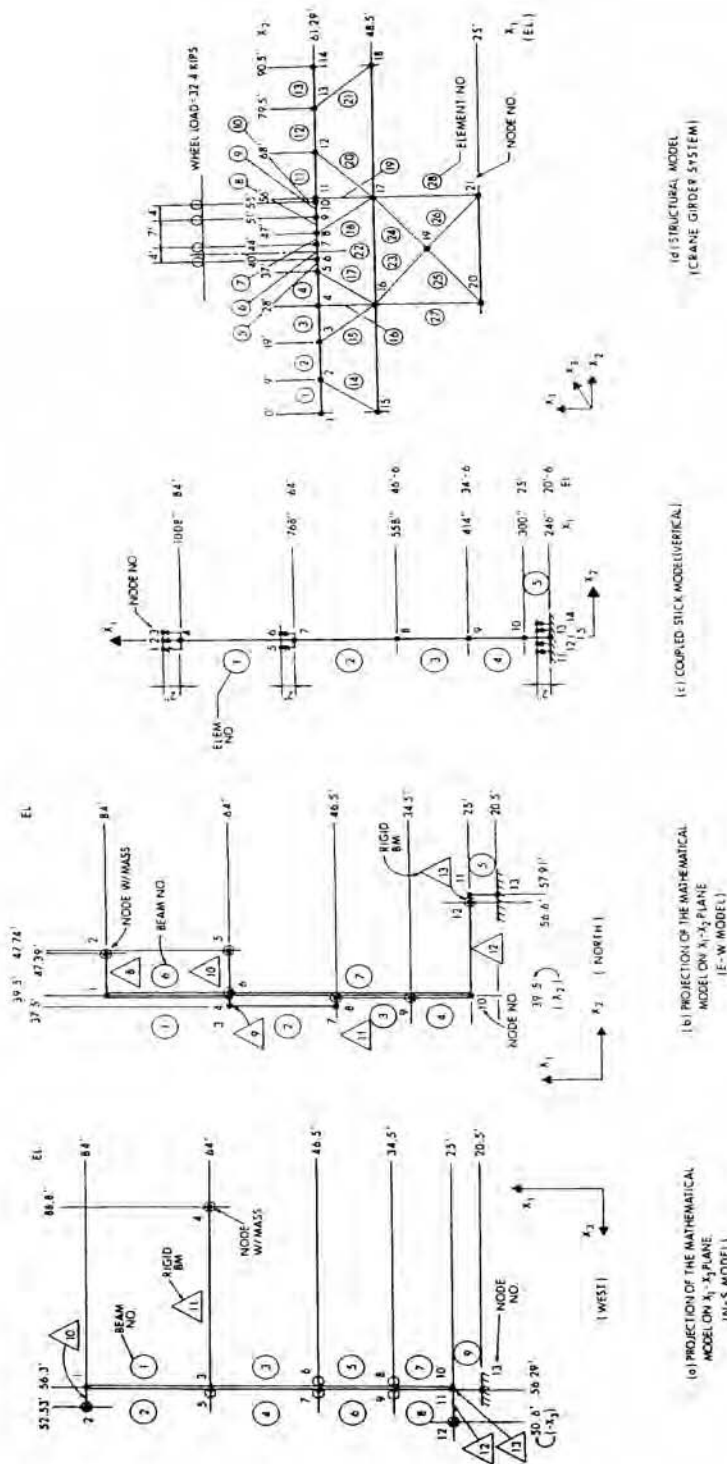


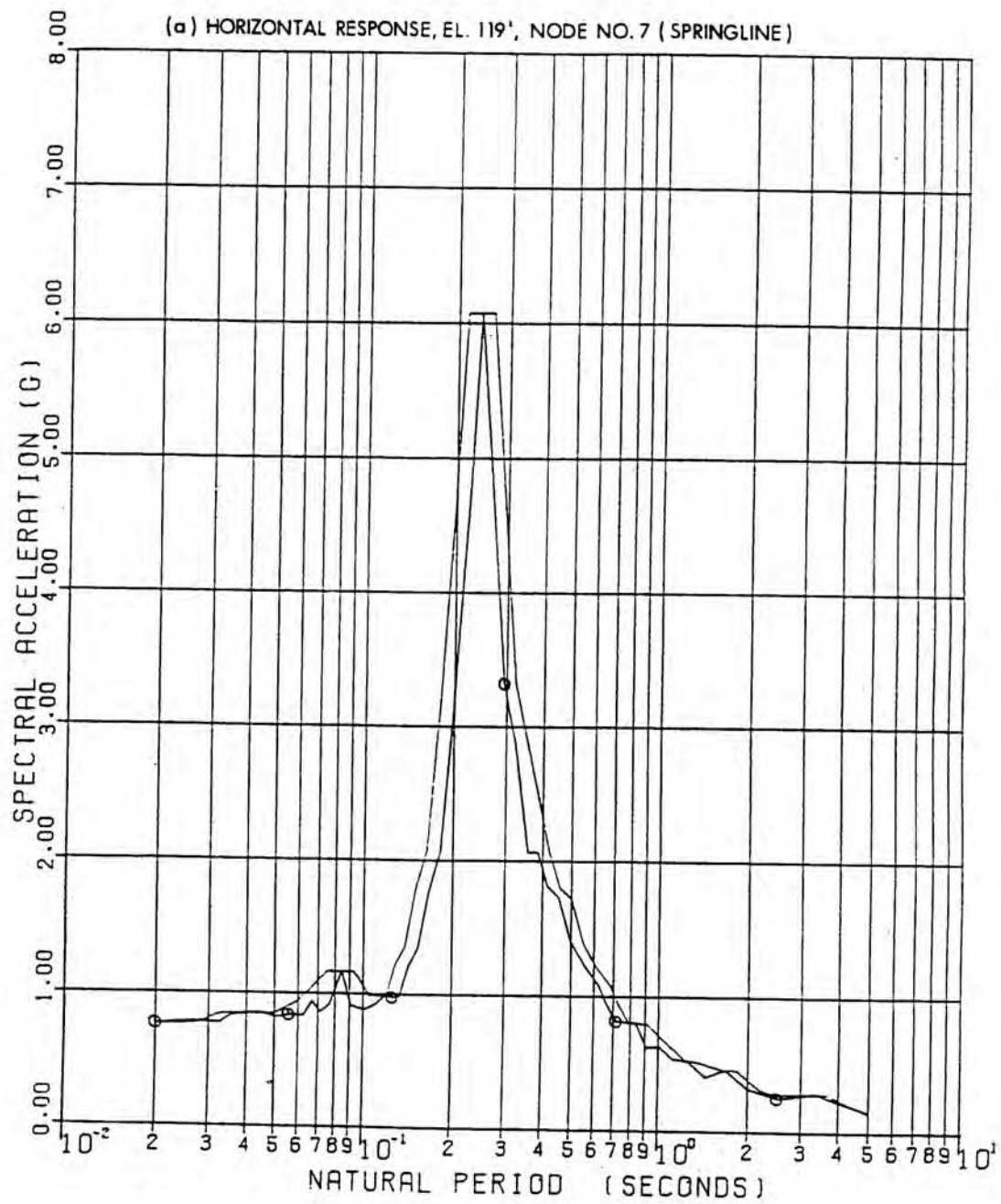


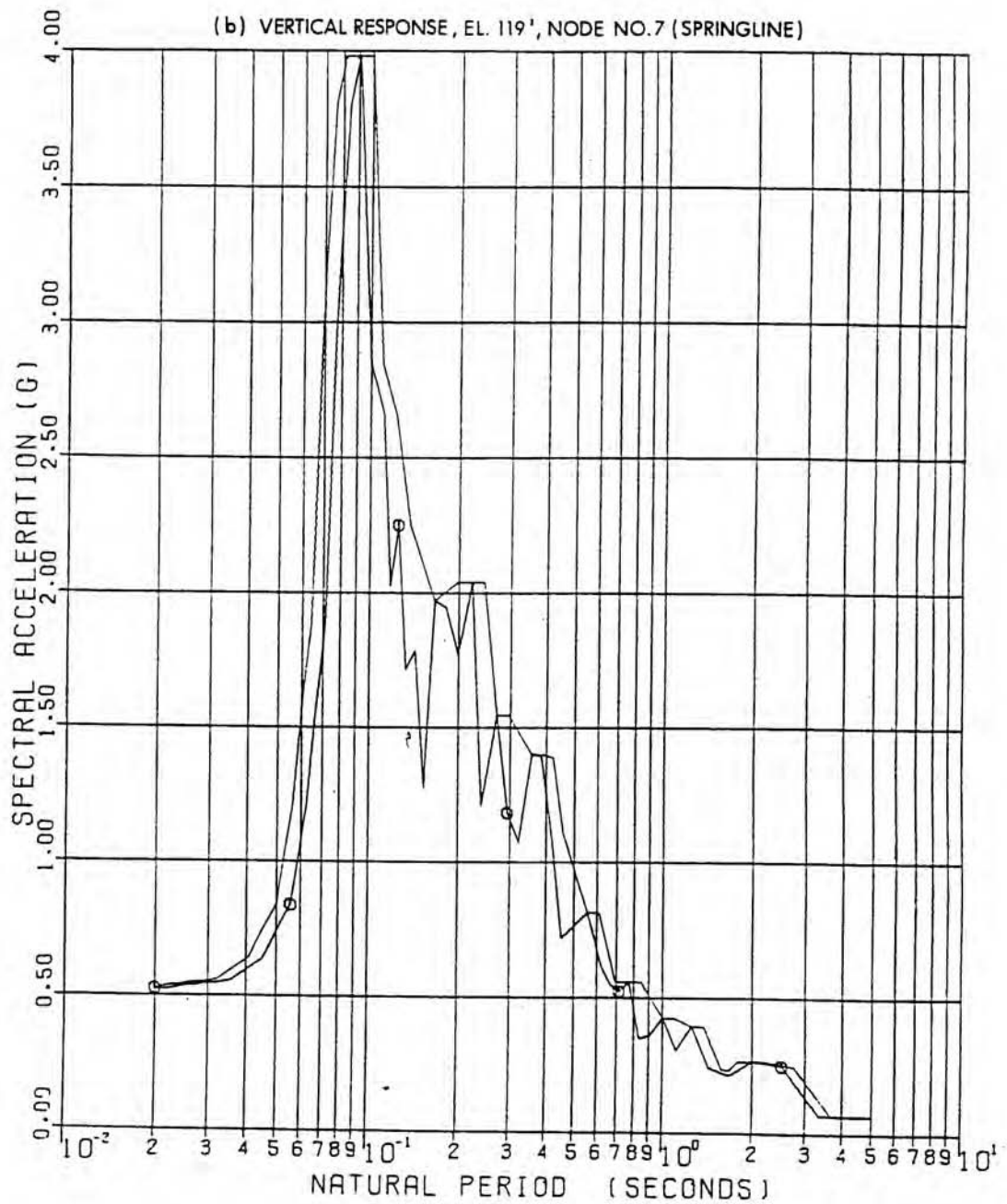
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Primary Auxiliary Building Seismic Analysis - Mathematical Model	
		Figure 3.7(B)-23

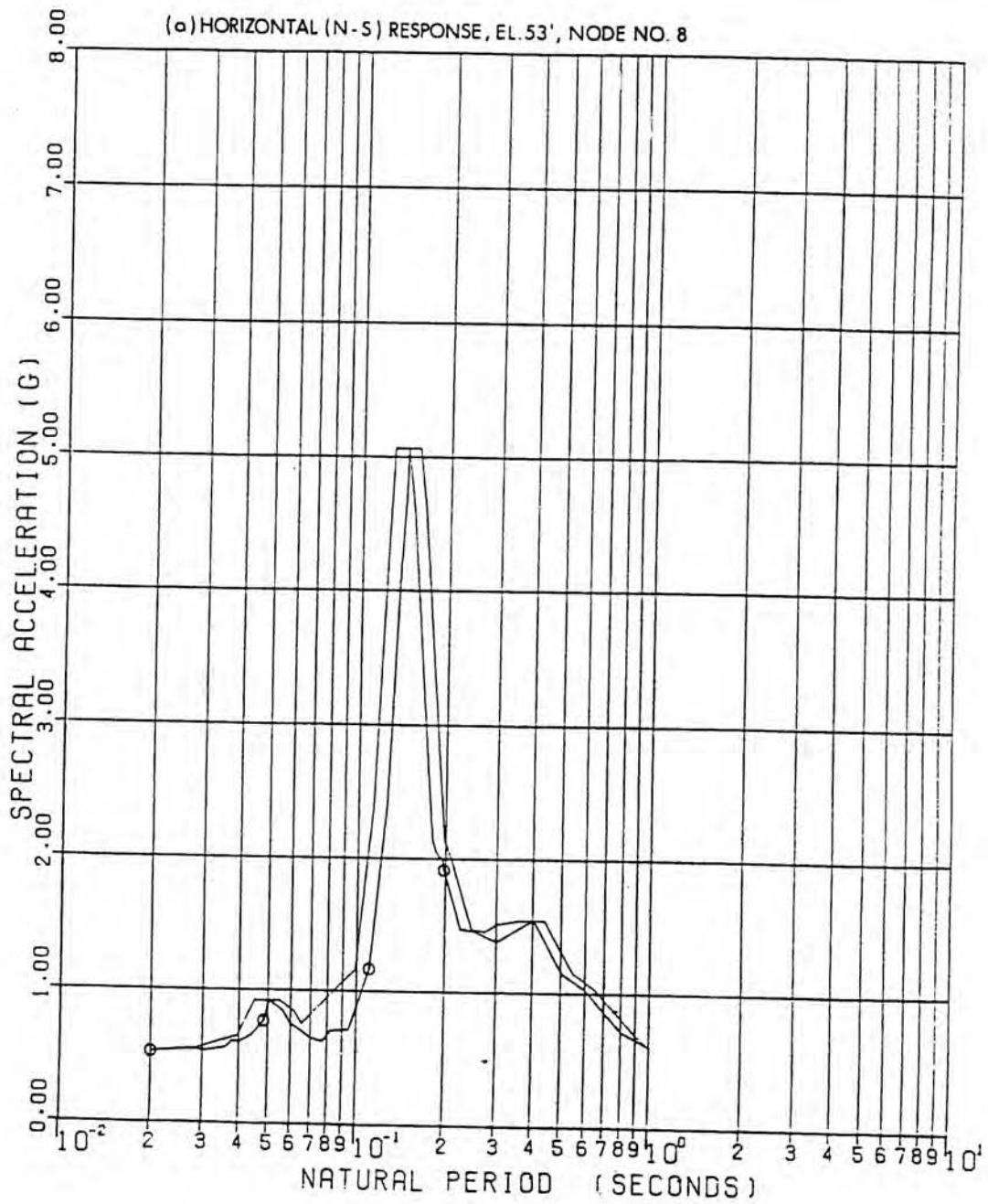


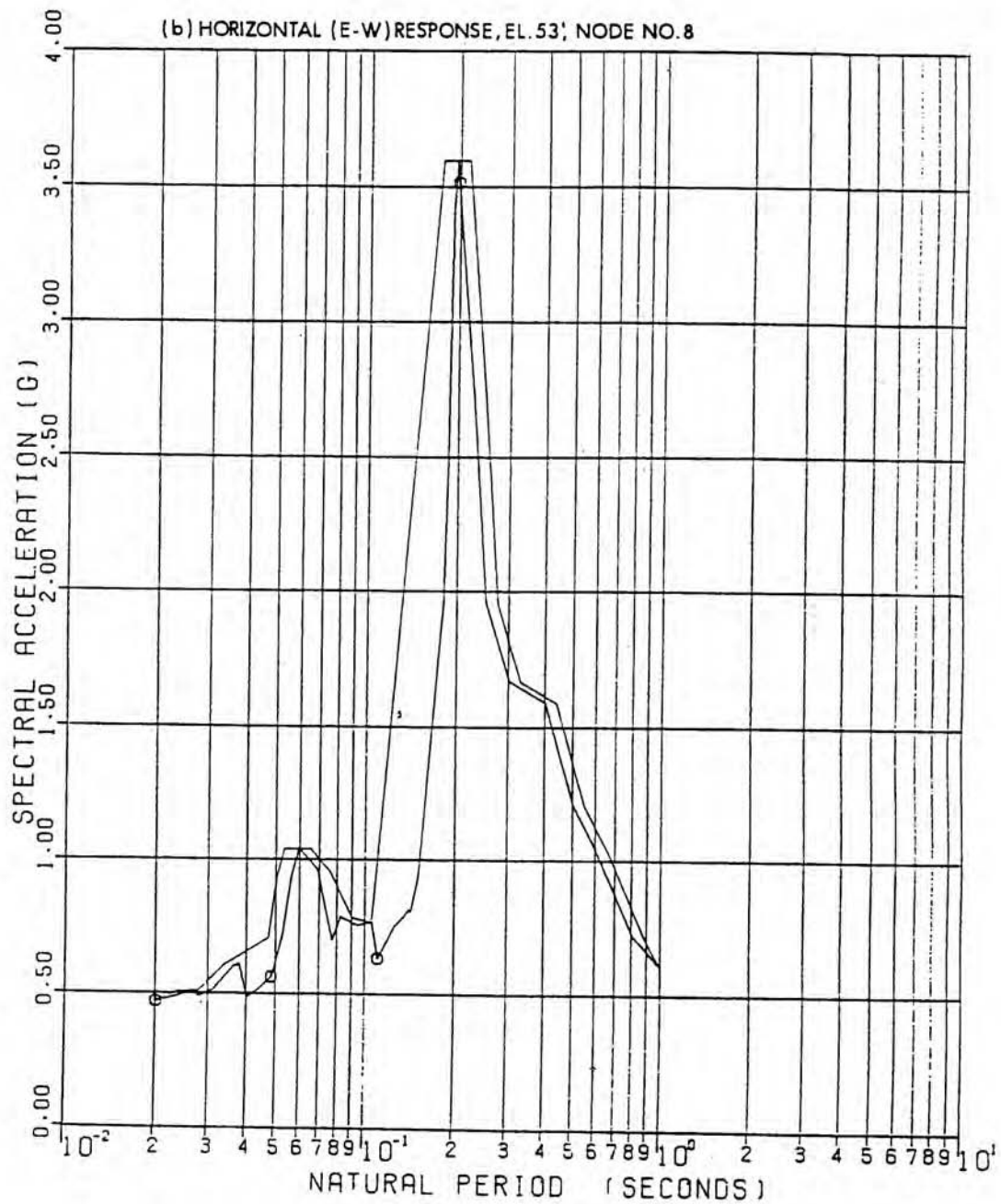
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Fuel Storage Building Seismic Analysis - Mathematical Model	
		Figure 3.7(B)-25

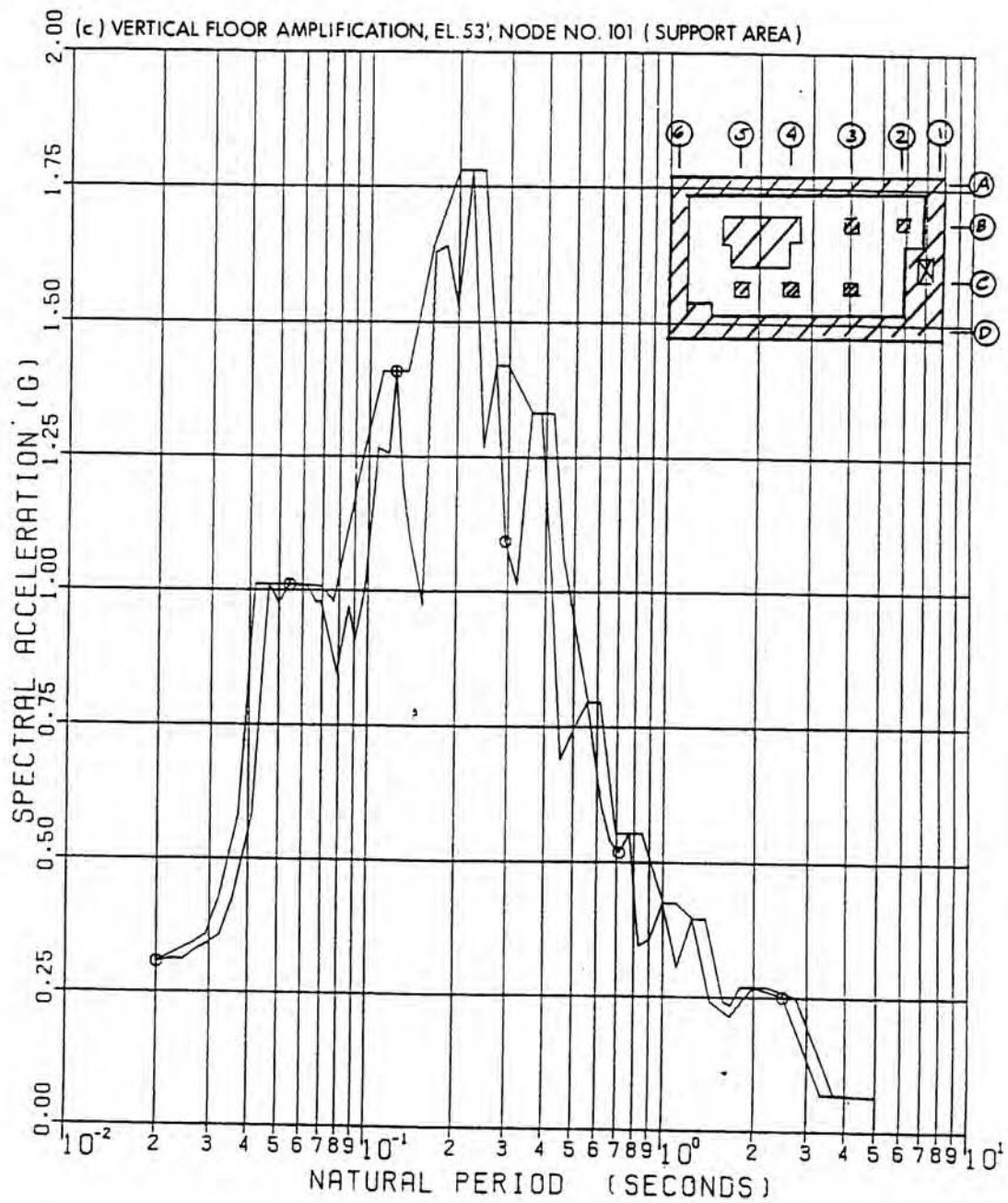


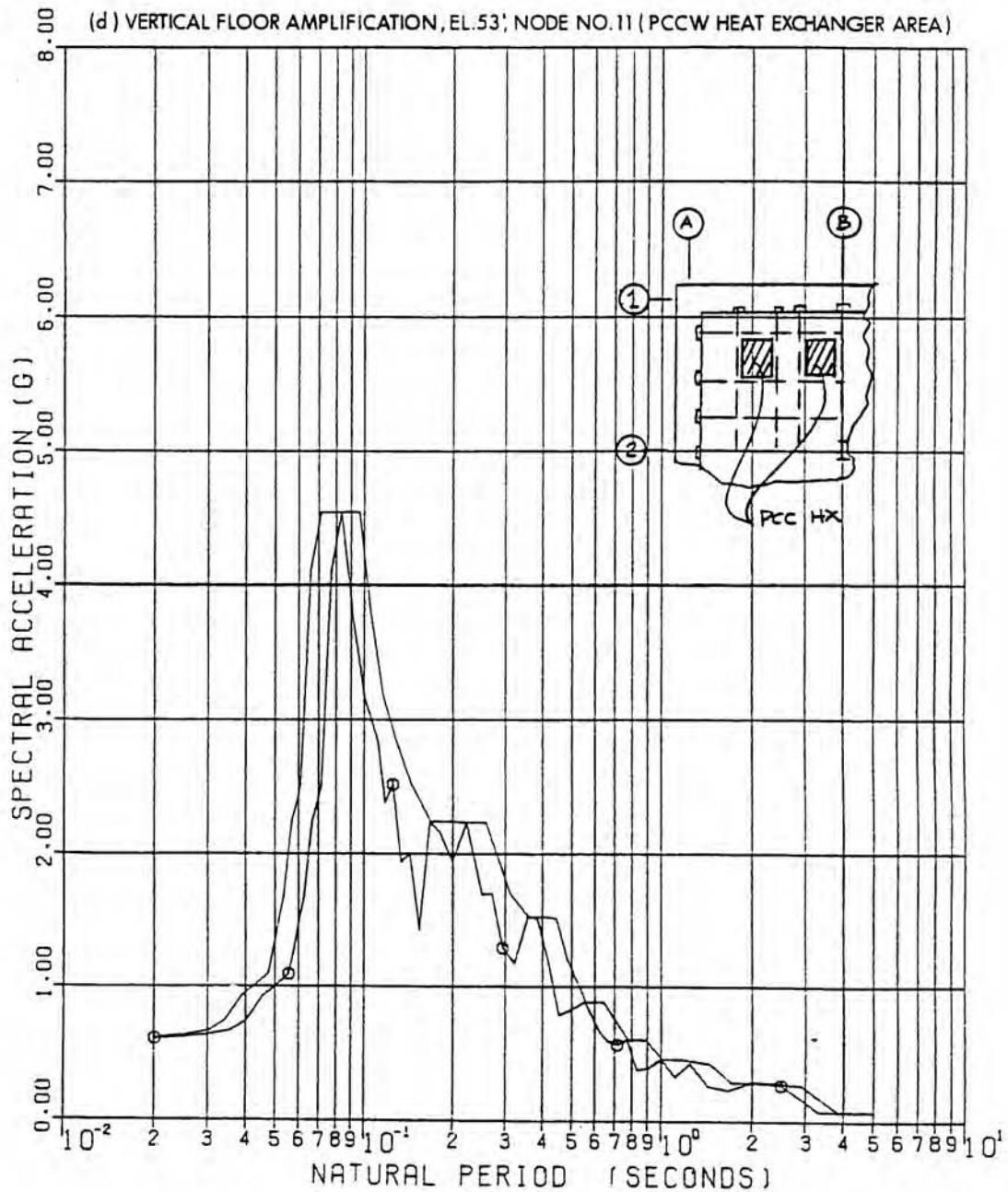


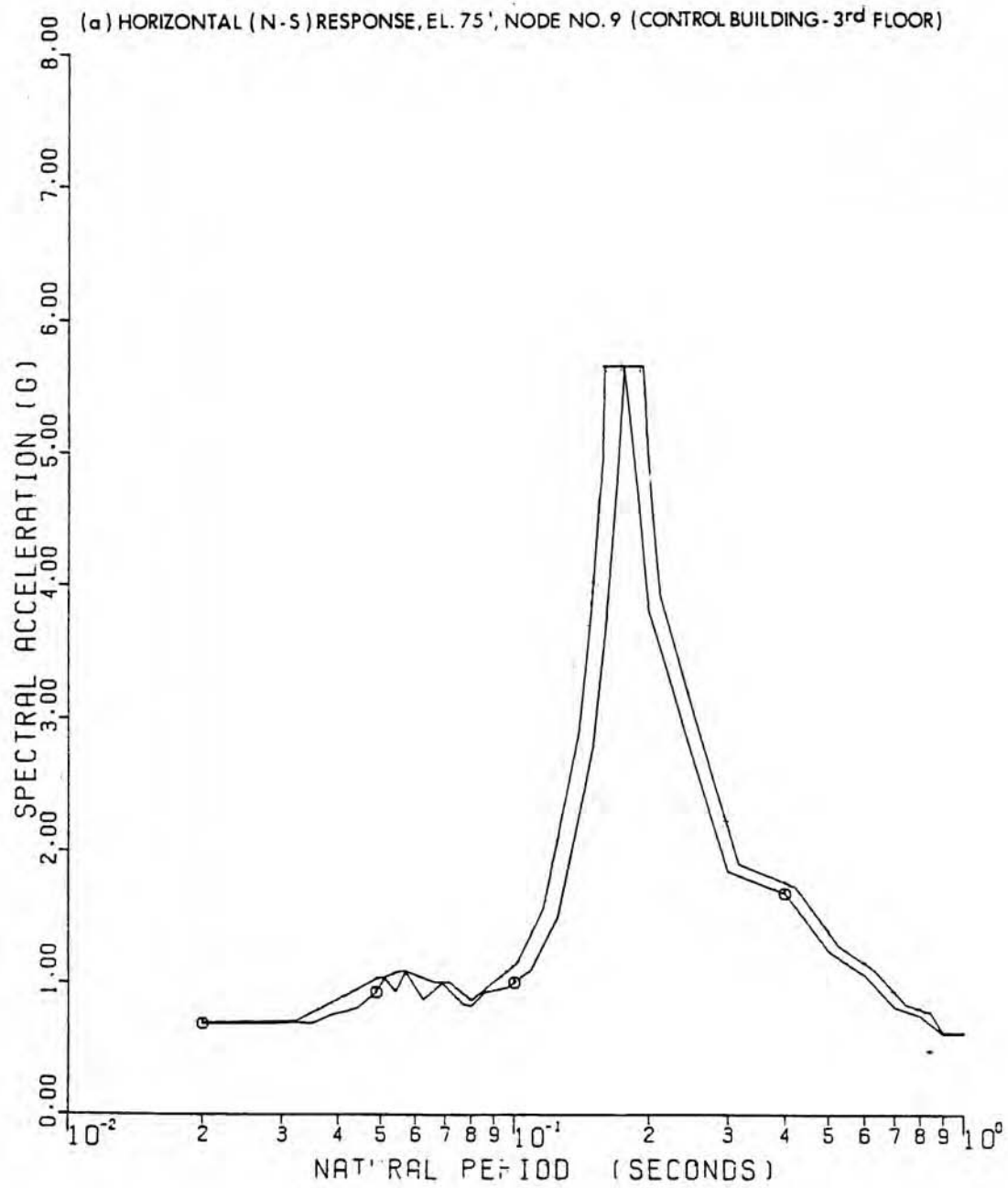


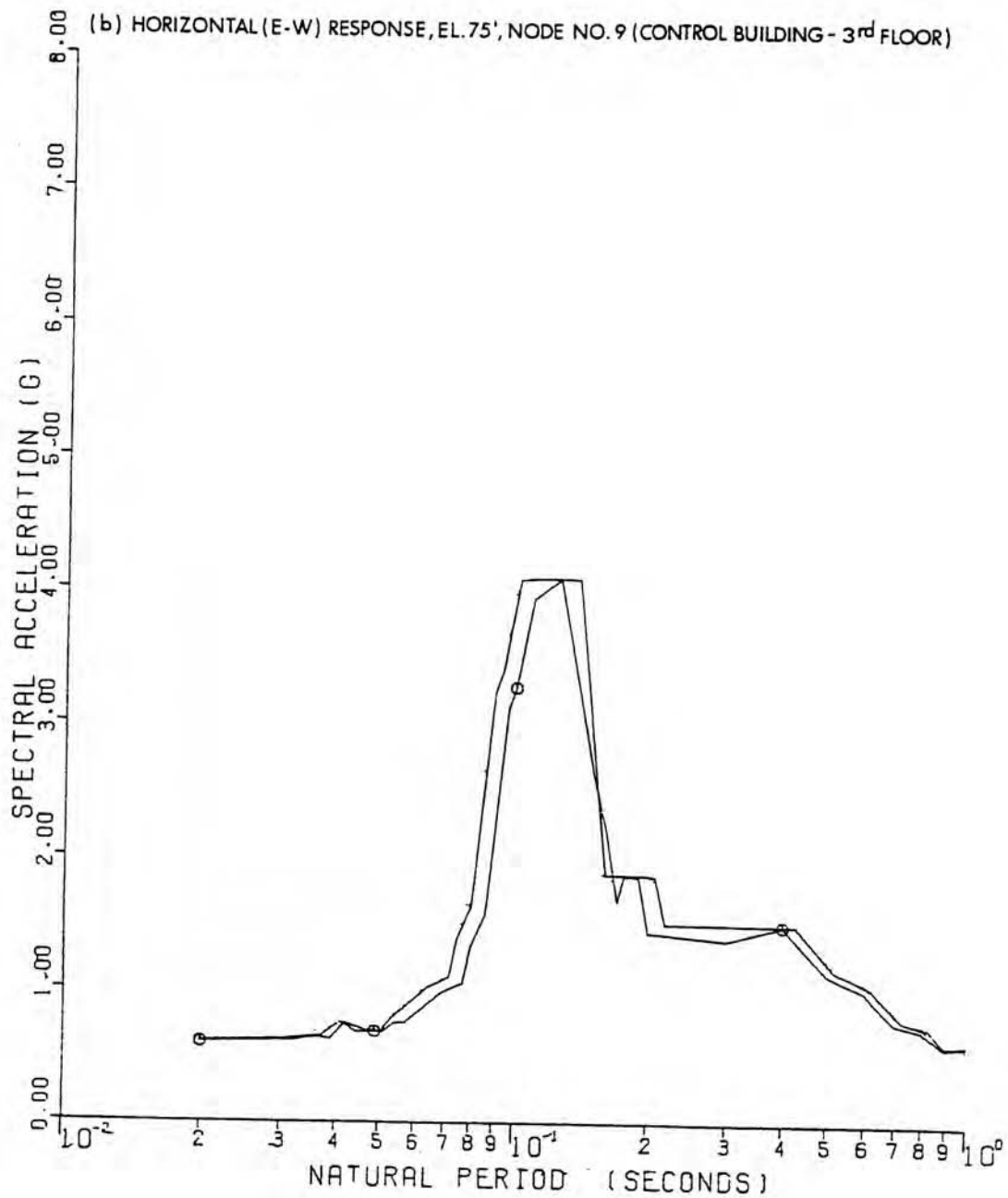




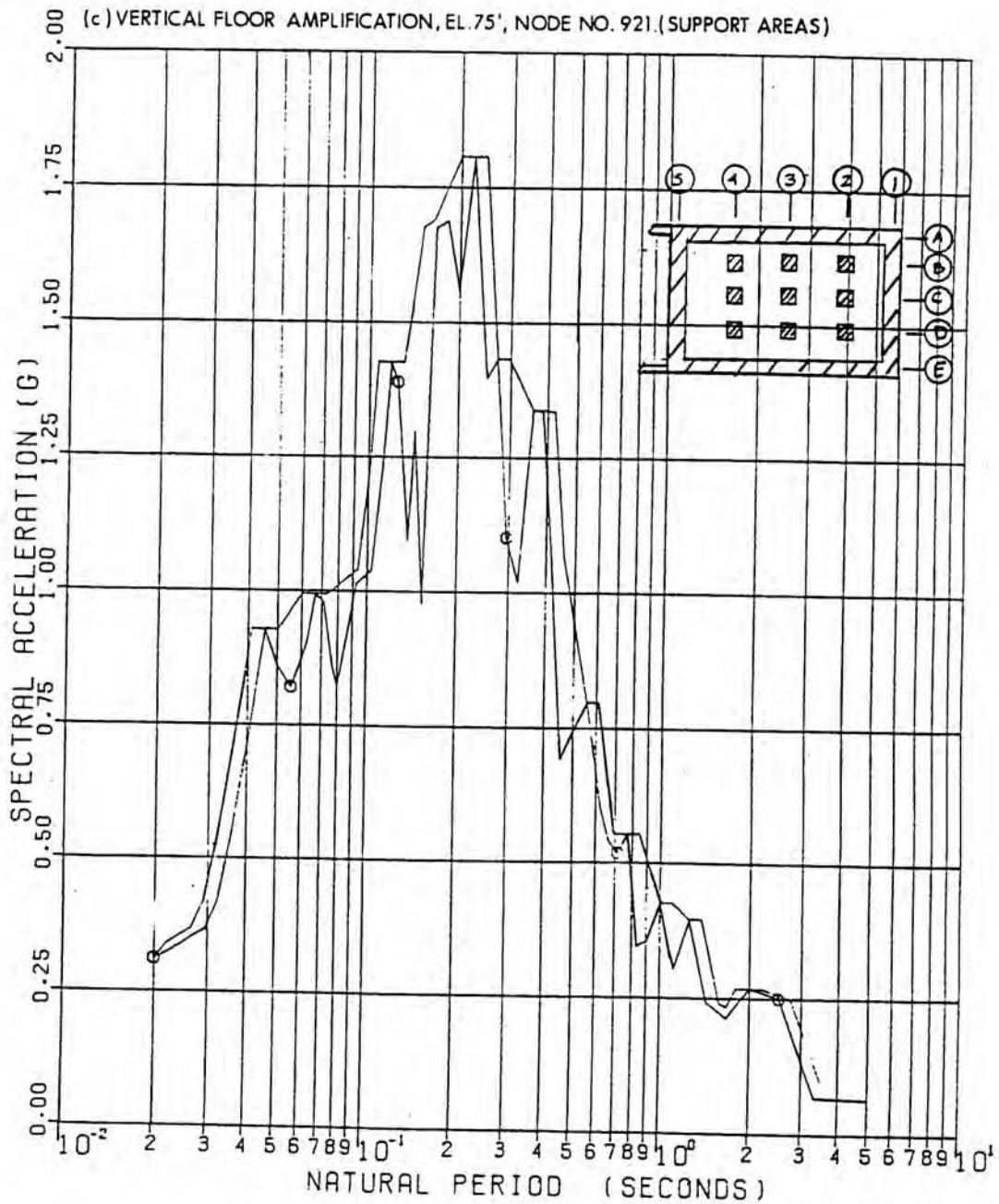


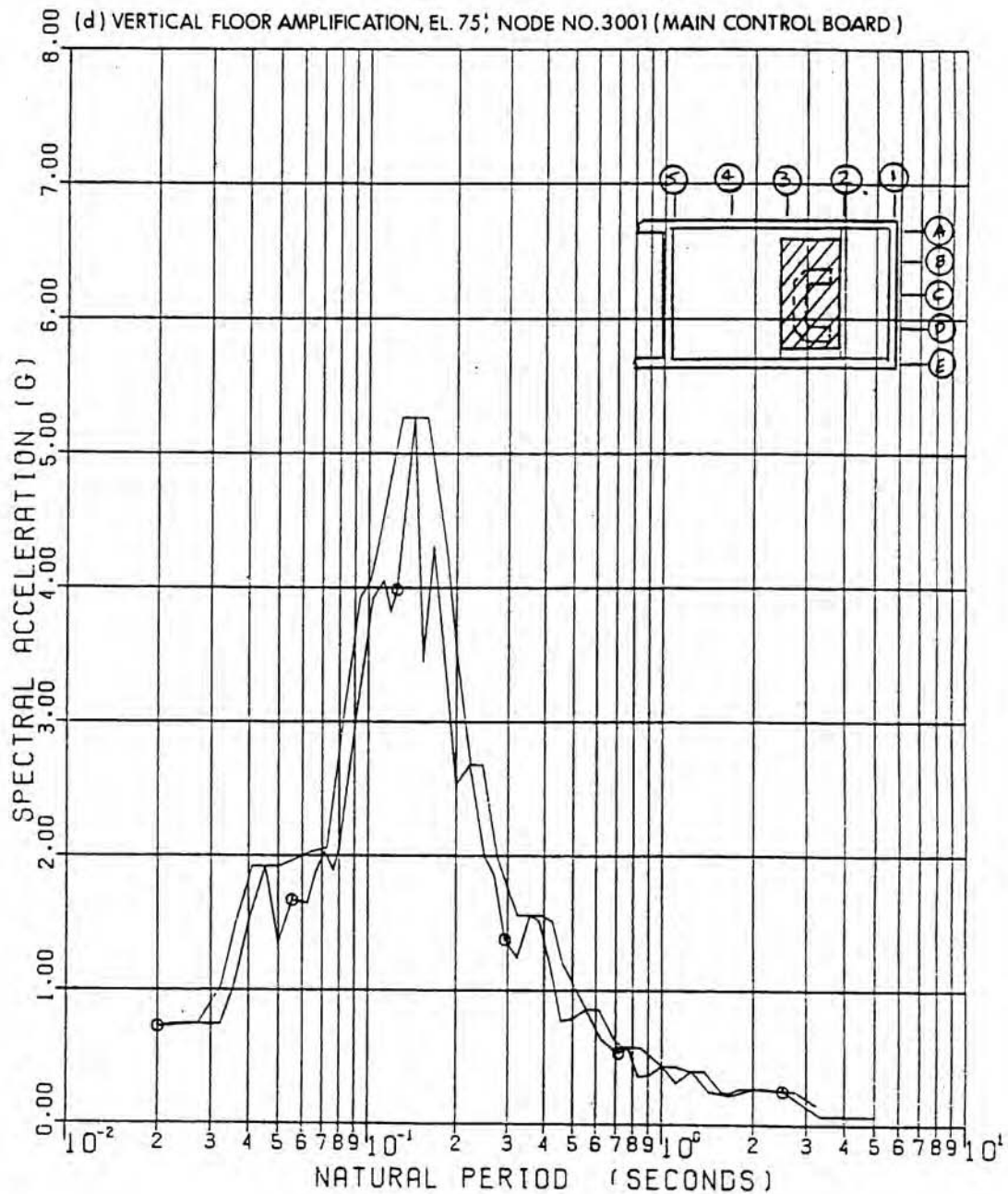


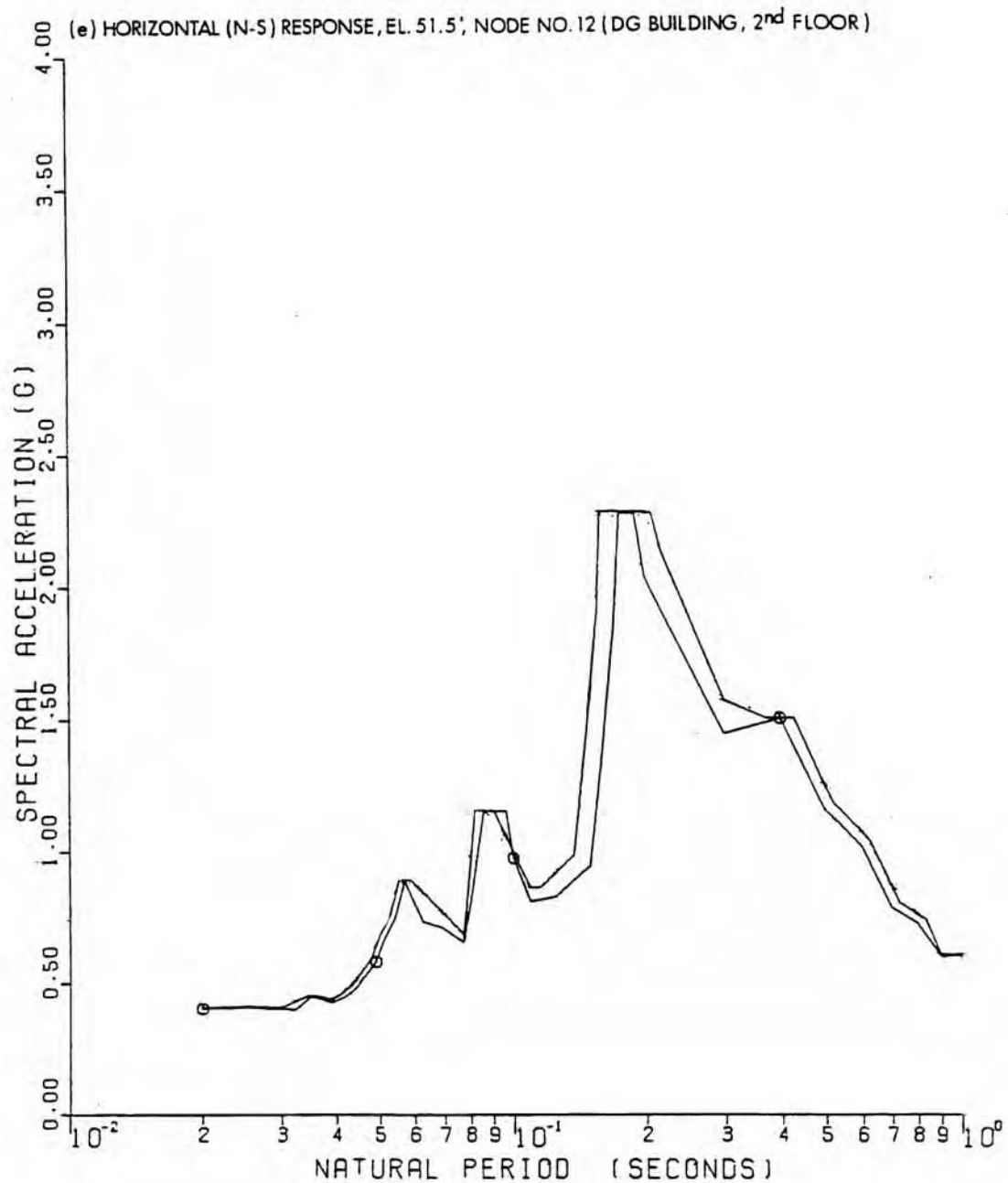


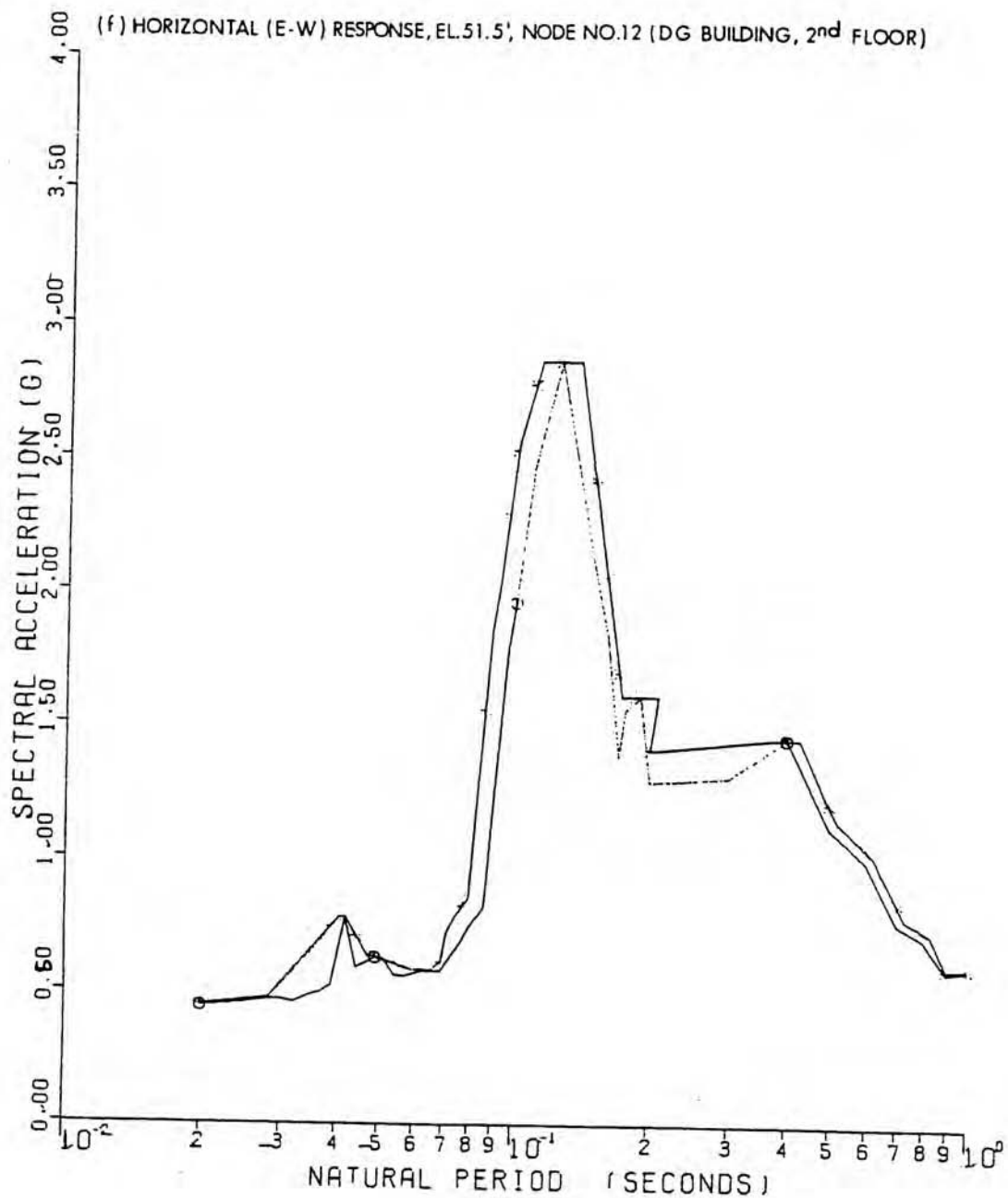


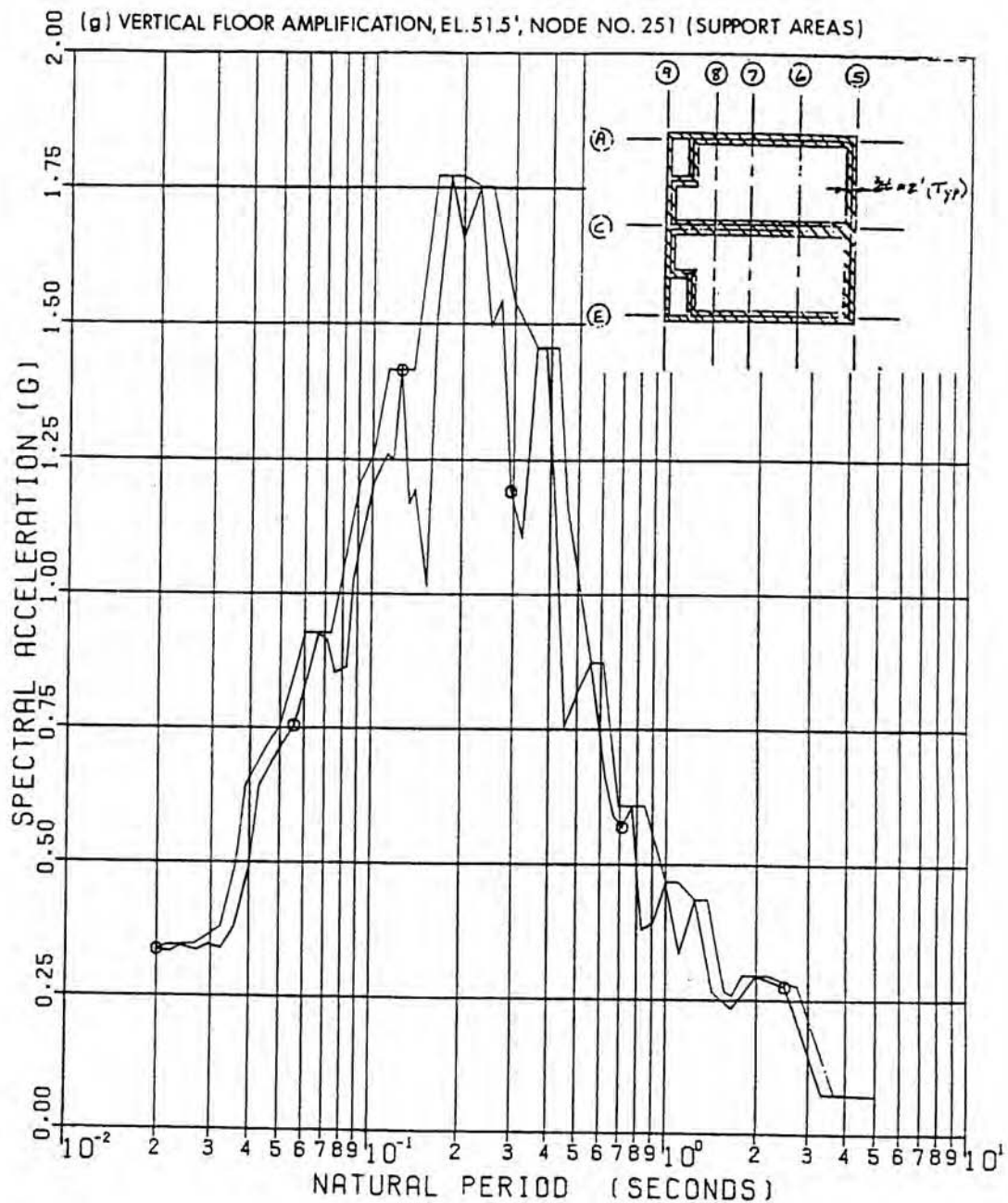
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Control/Diesel Generator Building - 7% Structural Damping; 2% Equipment Damping [8 Sheets]	
	Figure 3.7(B)-28	Sh 2 of 8

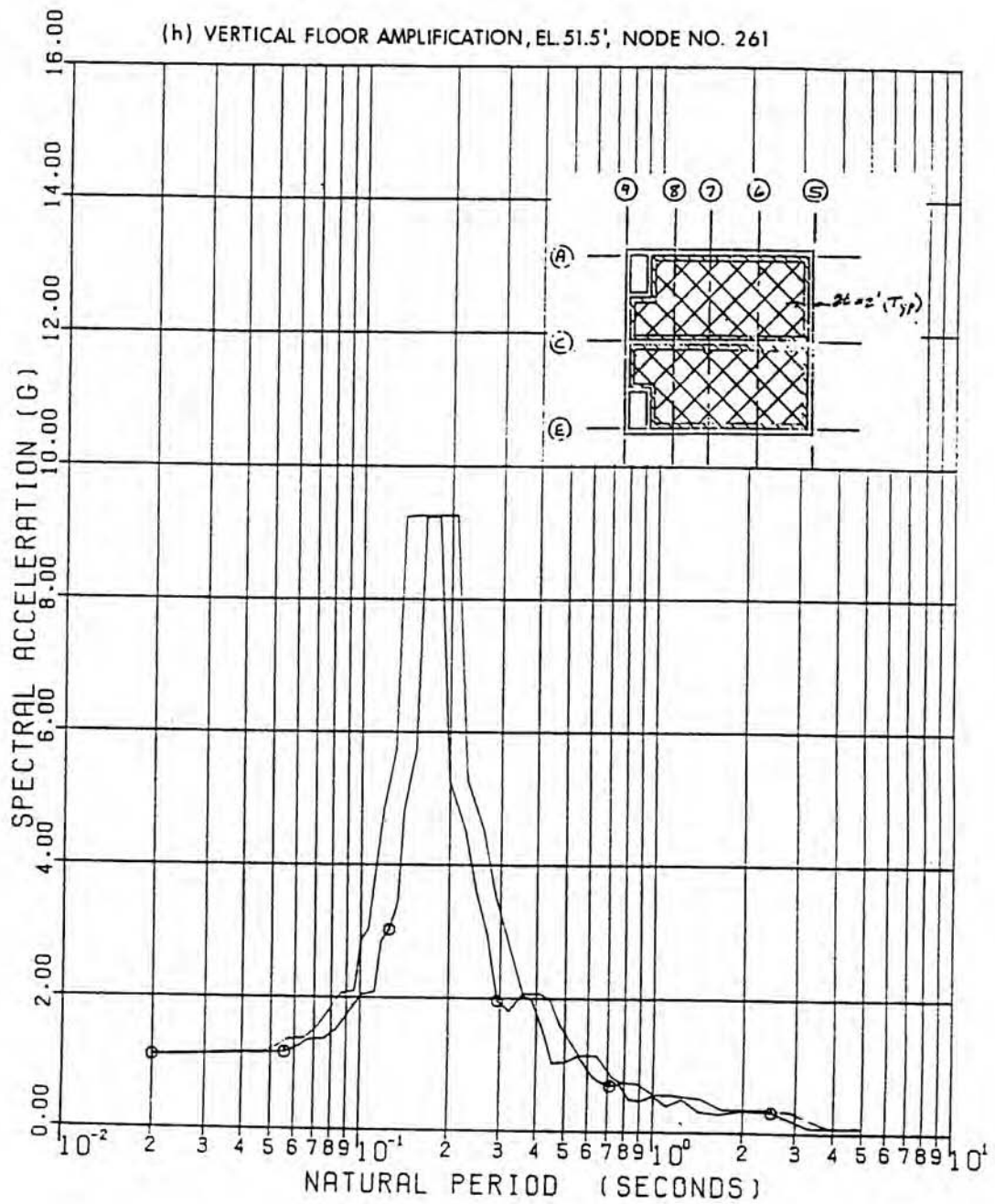


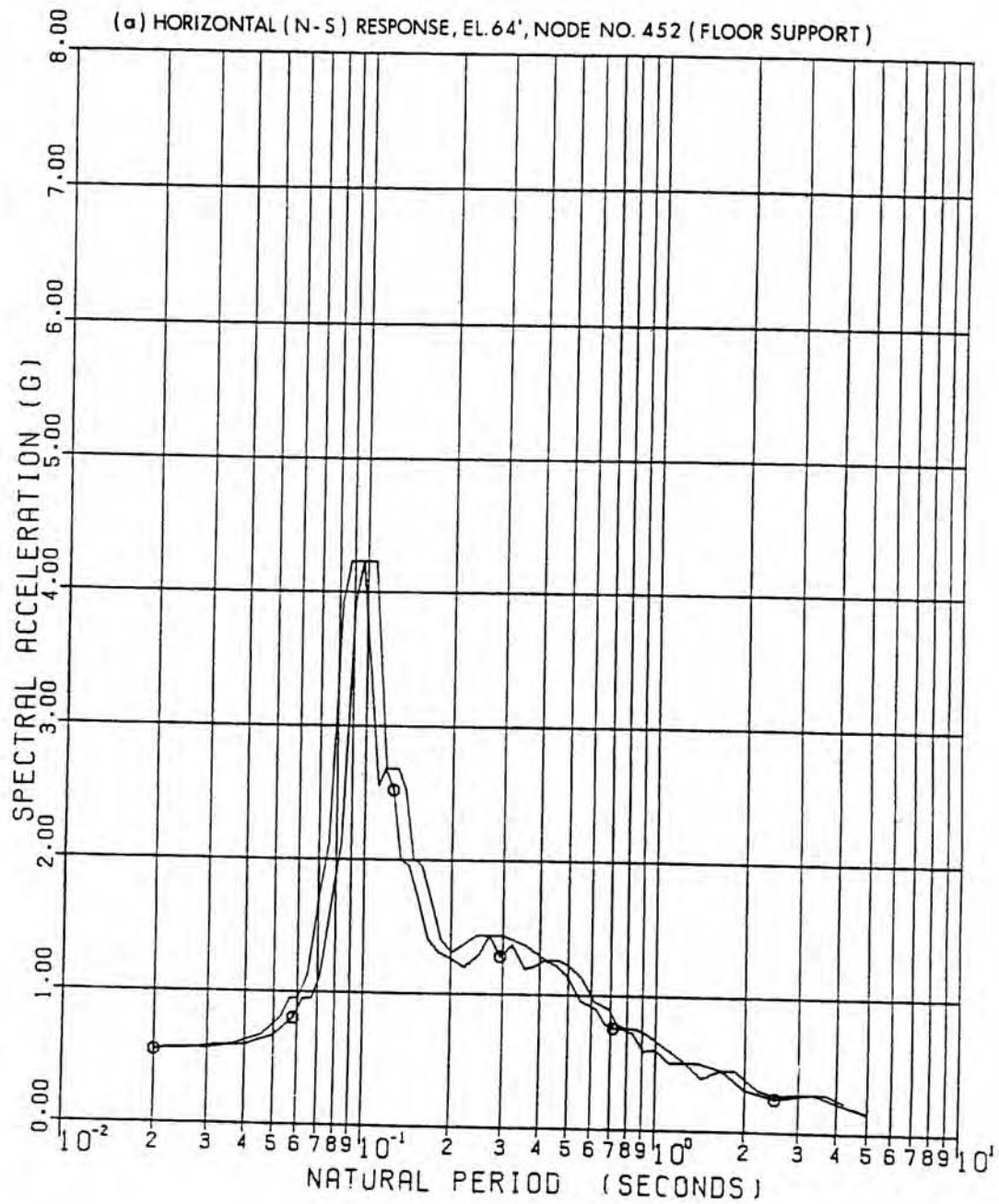


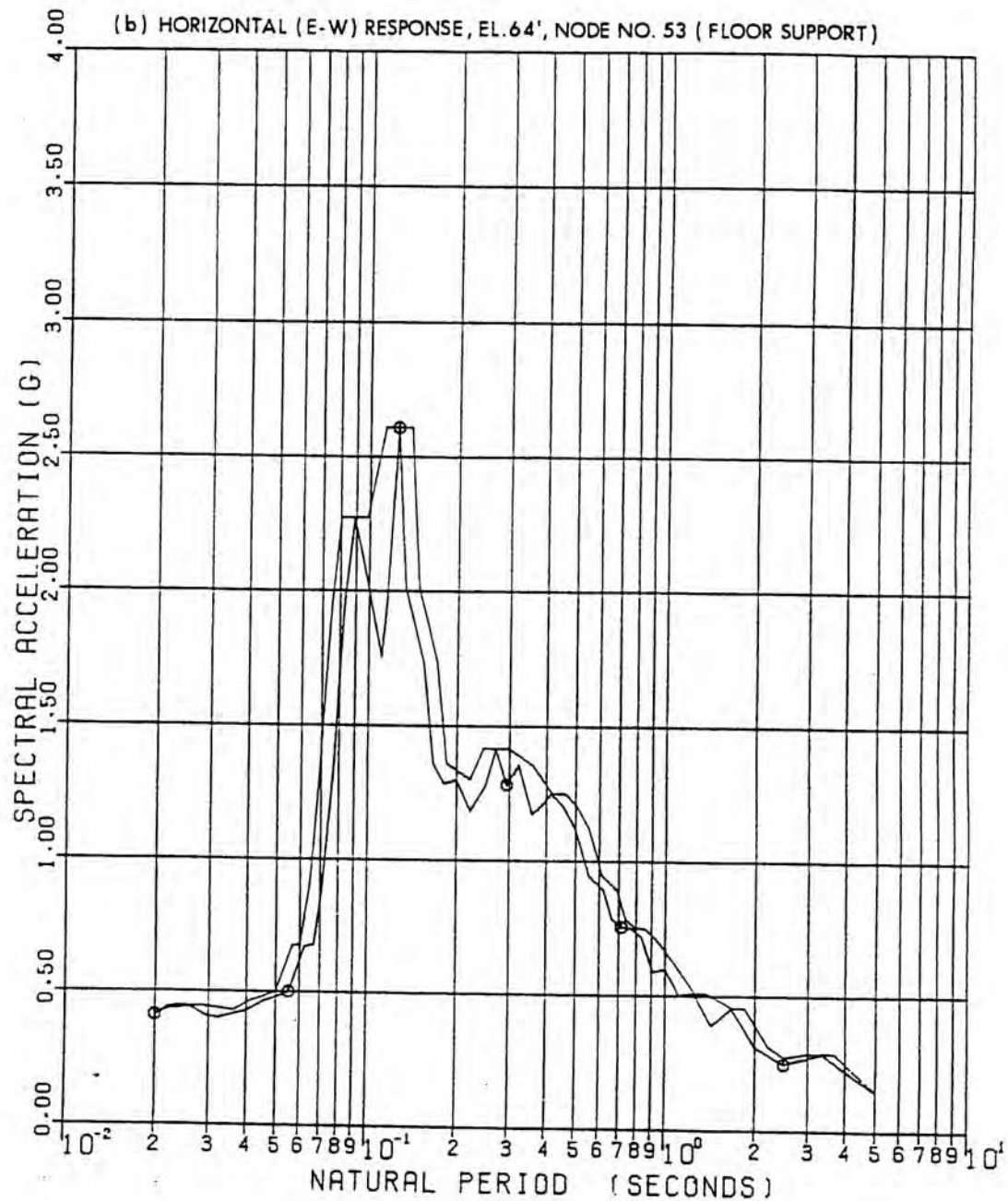


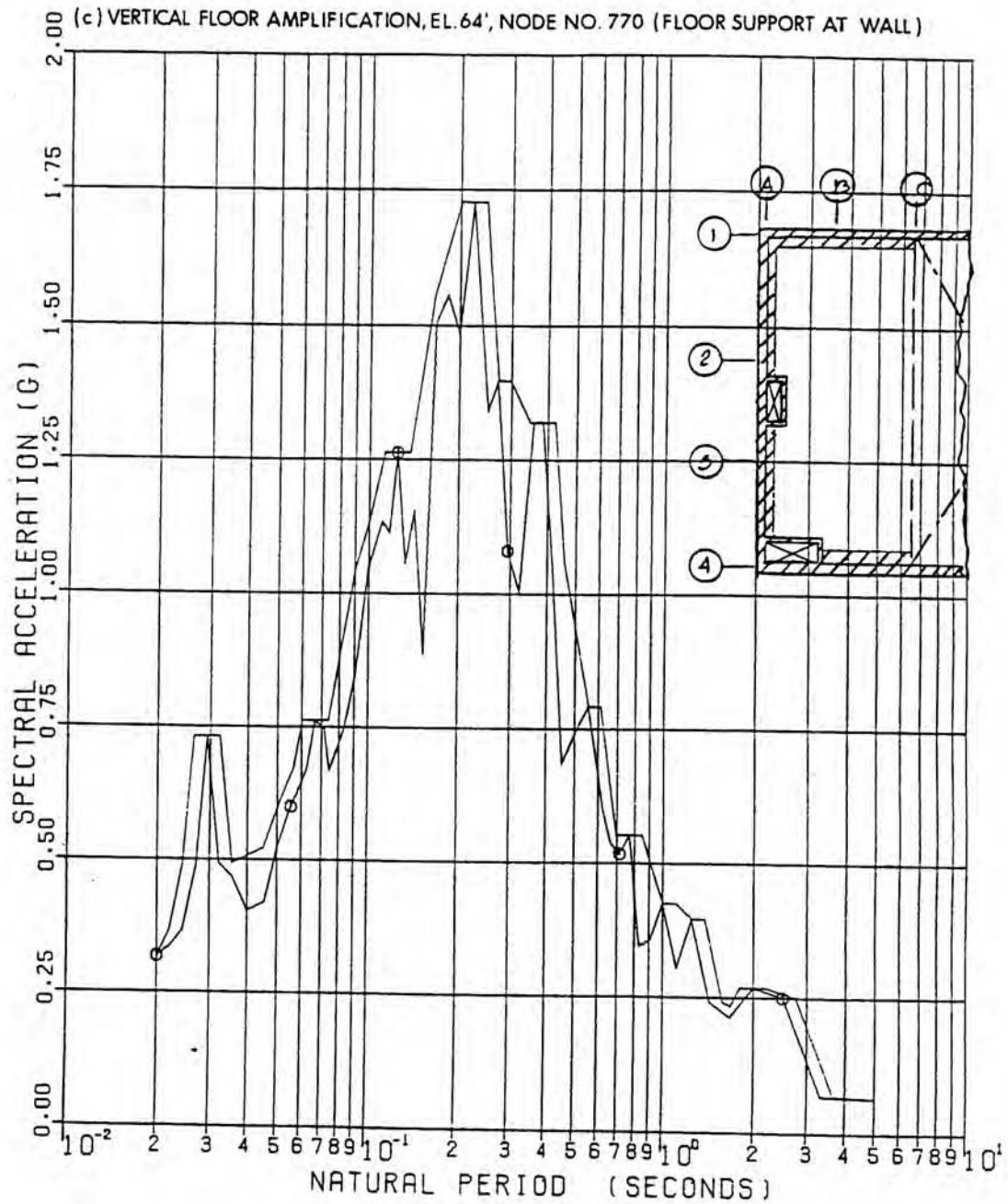


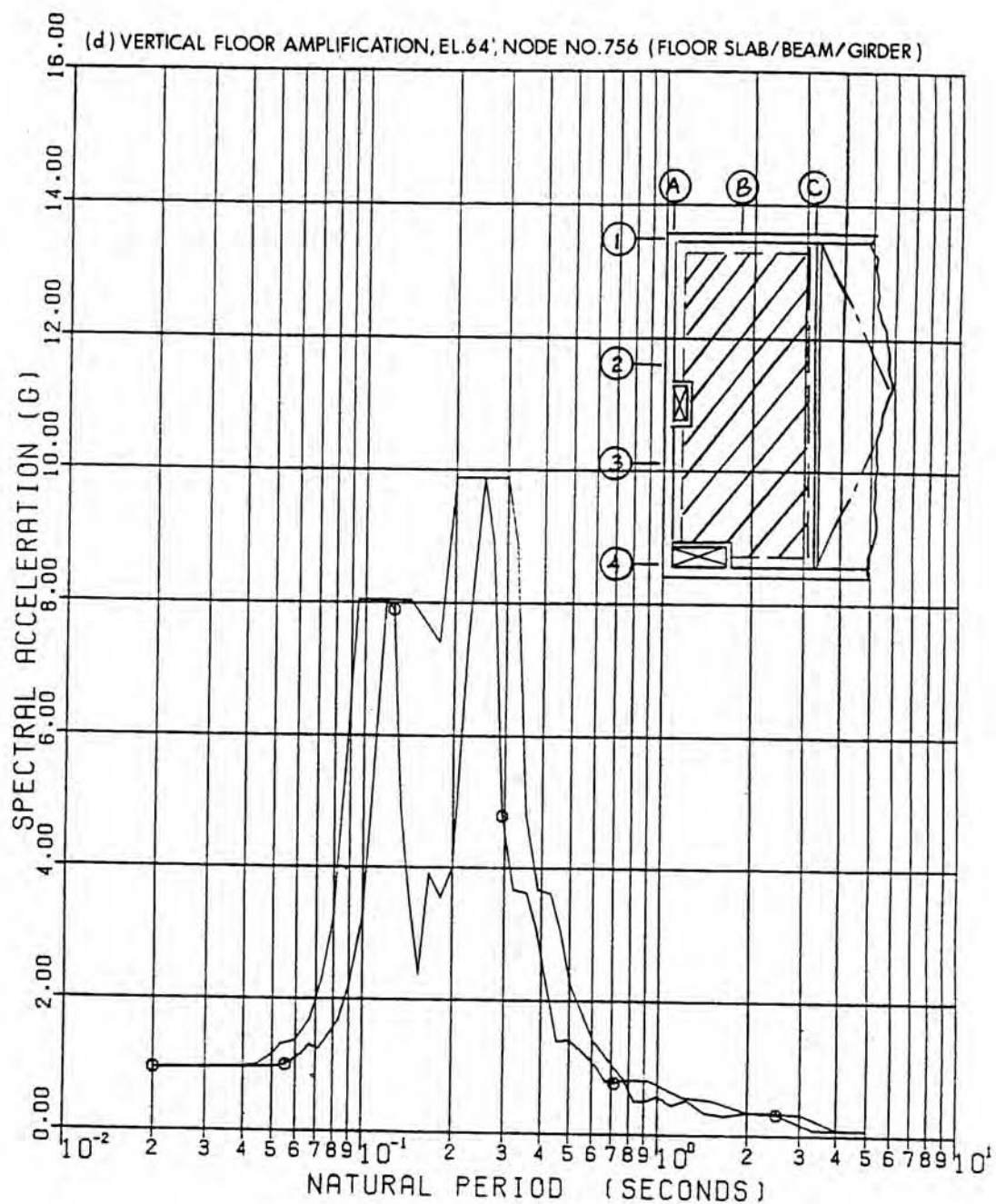


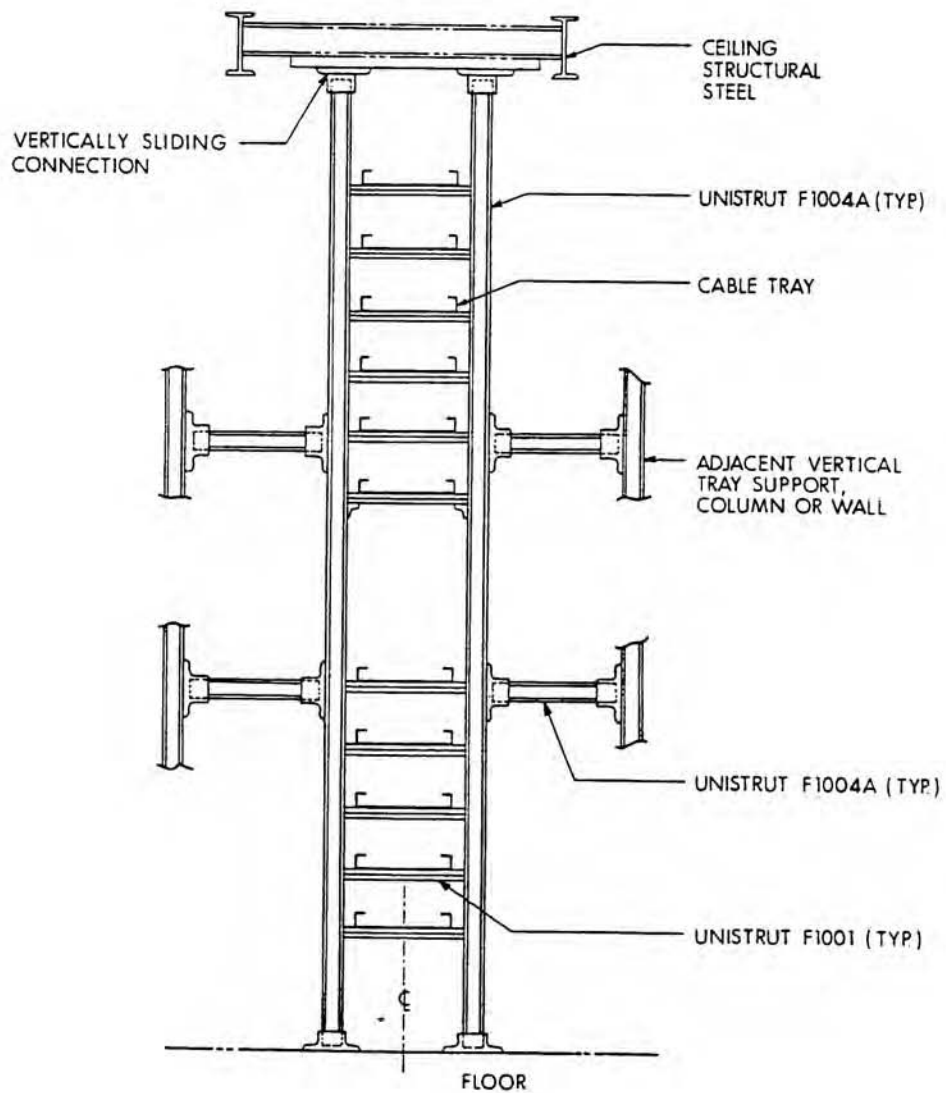


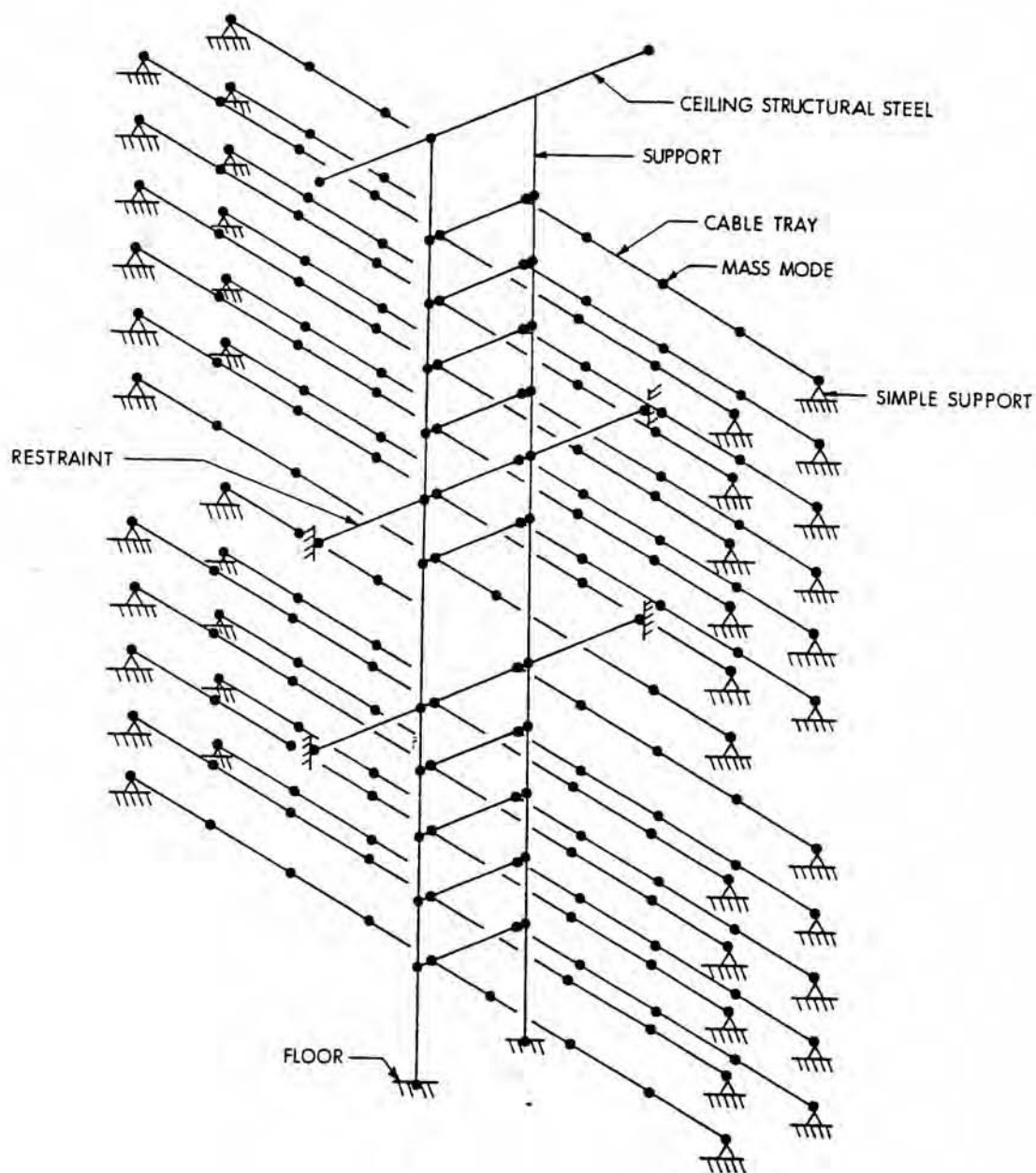


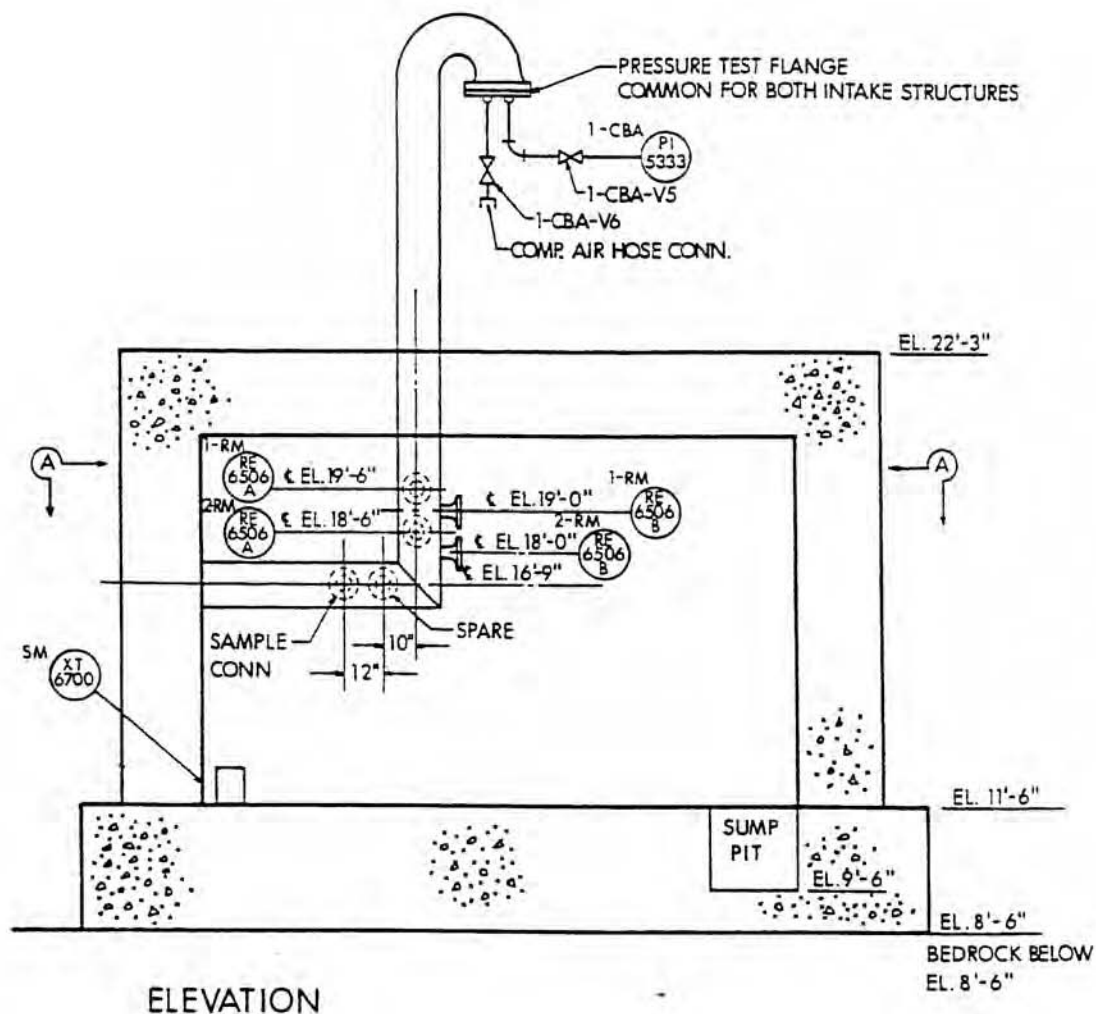






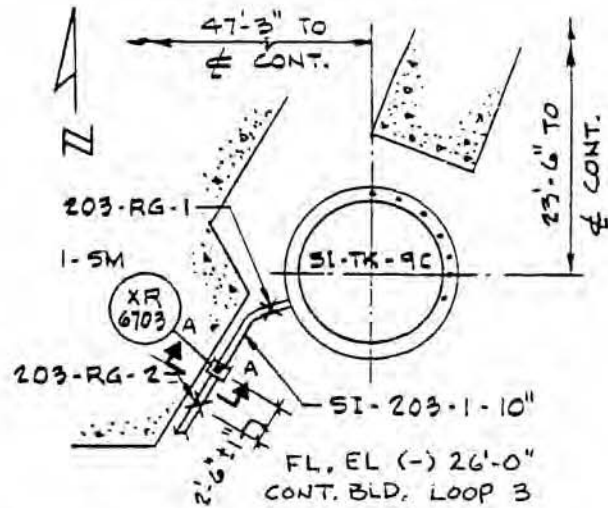






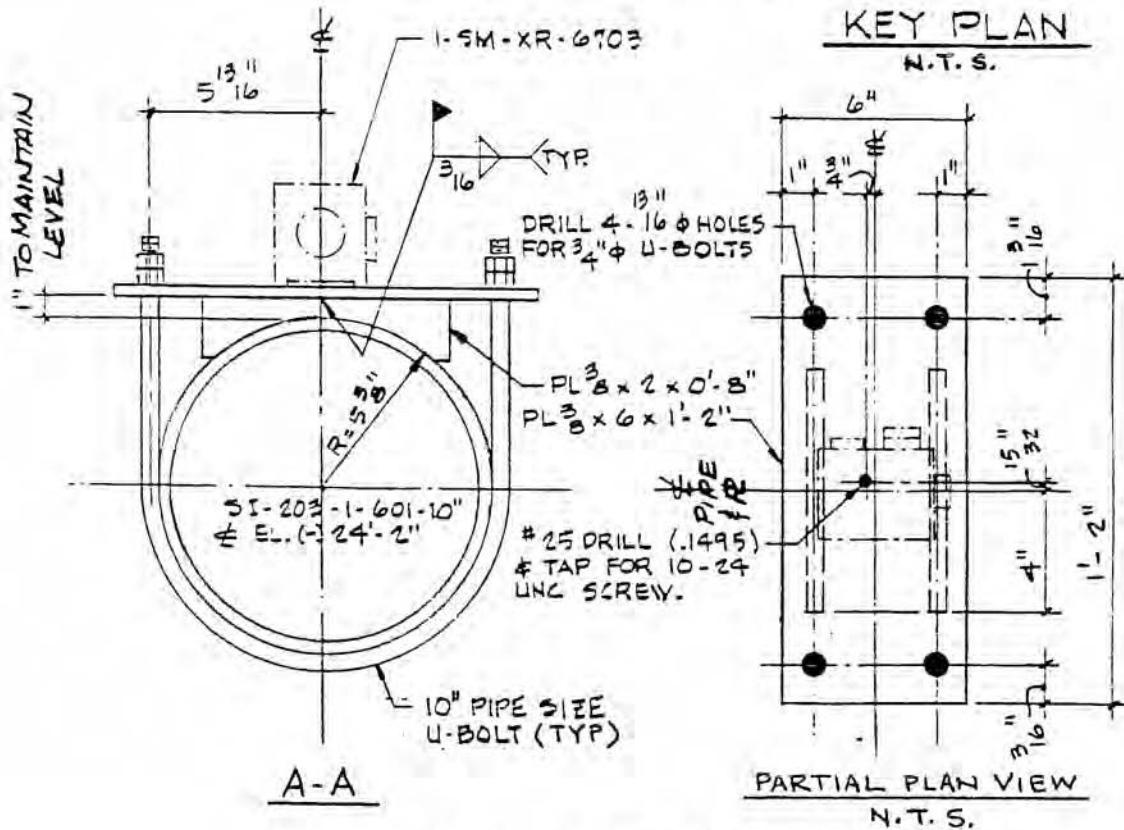
NOTES

1. TORQUE THE INST. MOUNTING SCREW TO 40 ± 10 IN-LBS
2. TORQUE U-BOLTS TO 80 FT-LBS ± 20
3. LEVEL MOUNTING PLATE WITHIN $1/4"$ ($1/64"$ IN $3\frac{1}{2}"$).
4. EDGE OF MOUNTING PLATE TO BE PARALLEL WITH ϕ OF PIPE.
5. ALIGN LONG SIDE OF INSTRUMENT PARALLEL WITH THE EDGE OF MOUNTING PLATE WITHIN $3"$ ($1/4"$ IN $5"$).



KEY PLAN

N.T.S.

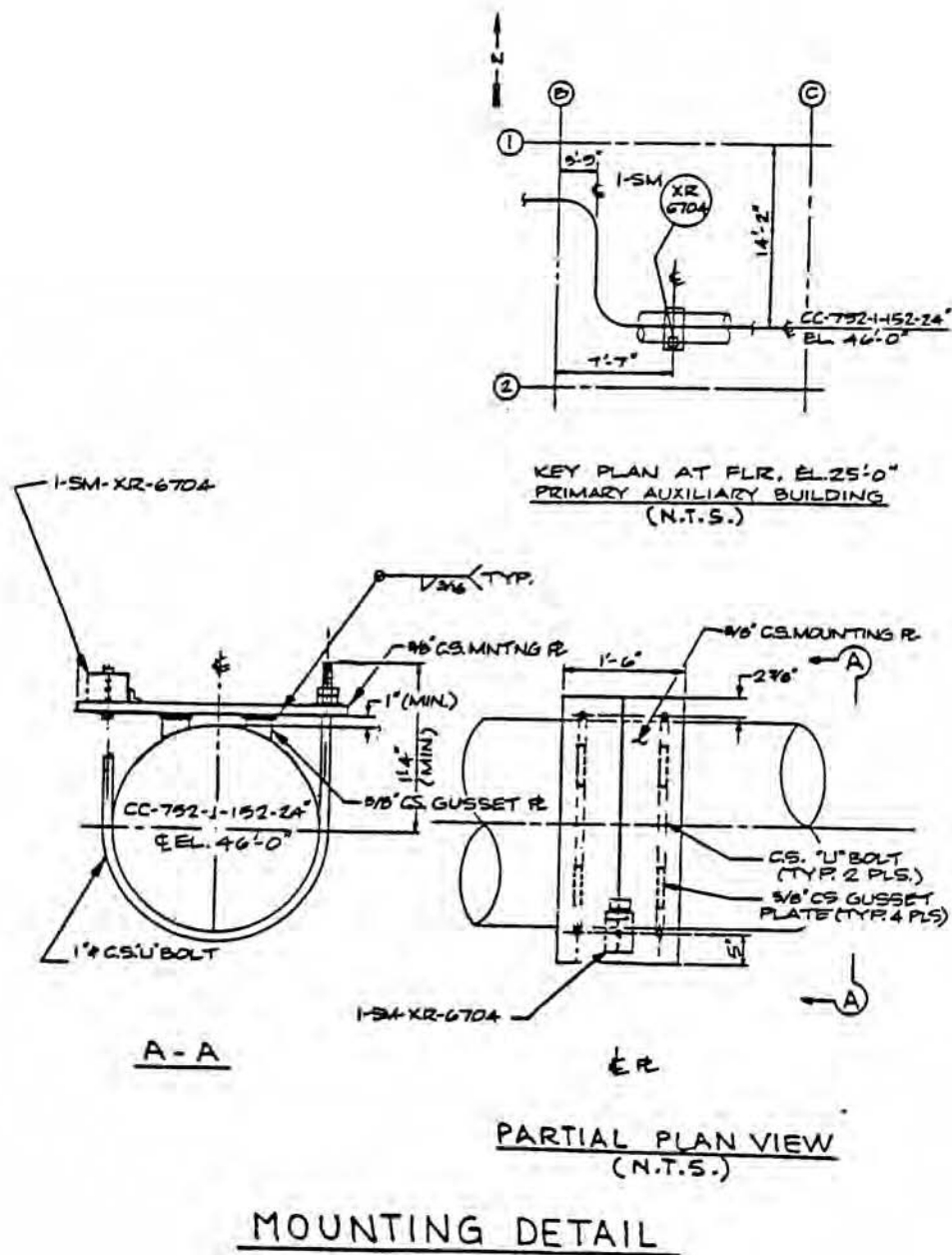


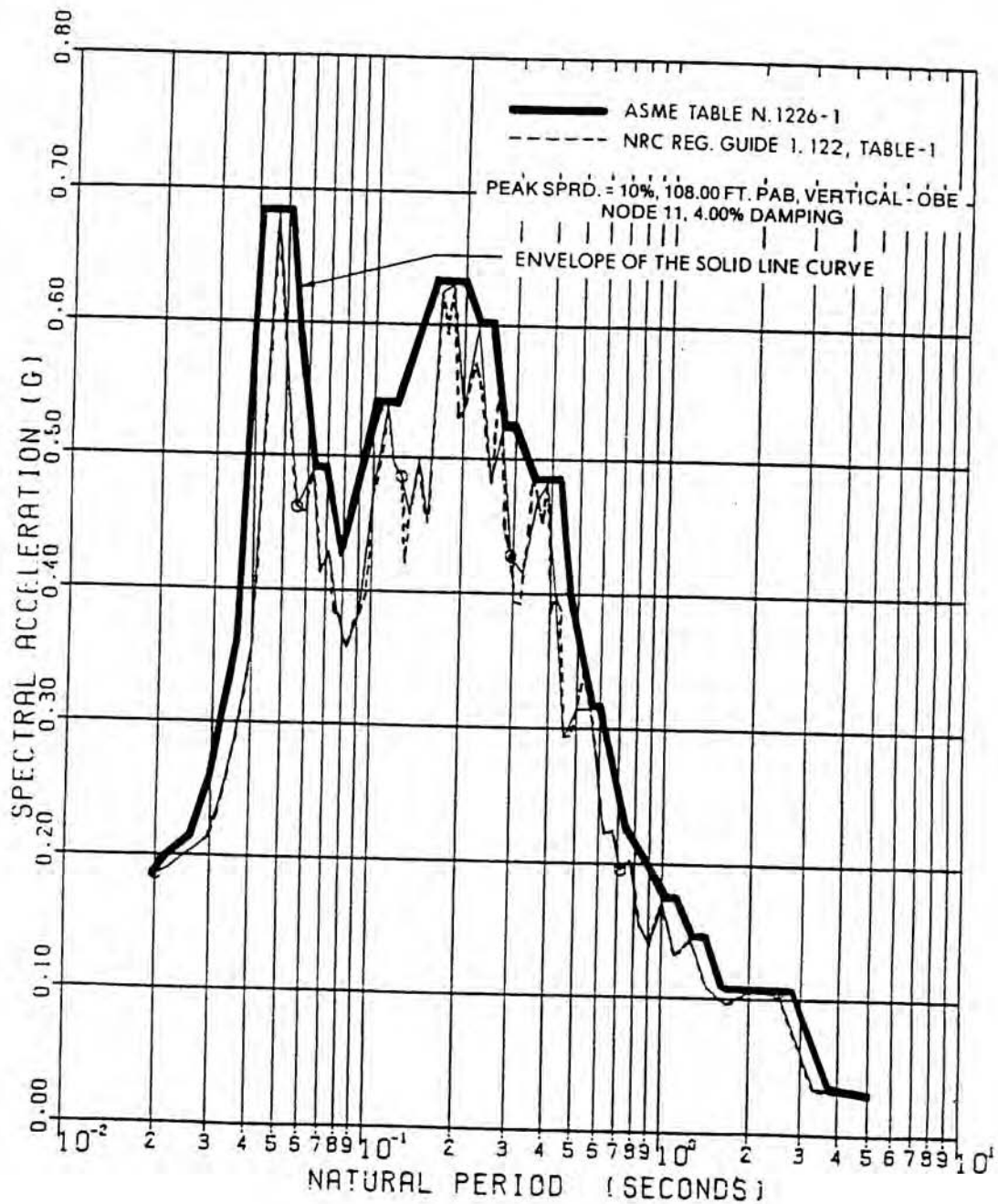
MOUNTING DETAIL

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ANALYSIS REPORT

Mounting Detail of Triaxial Peak Accelerograph, XR-6703,
on Safety Injection Piping (Line 203)

Figure 3.7(B)-33

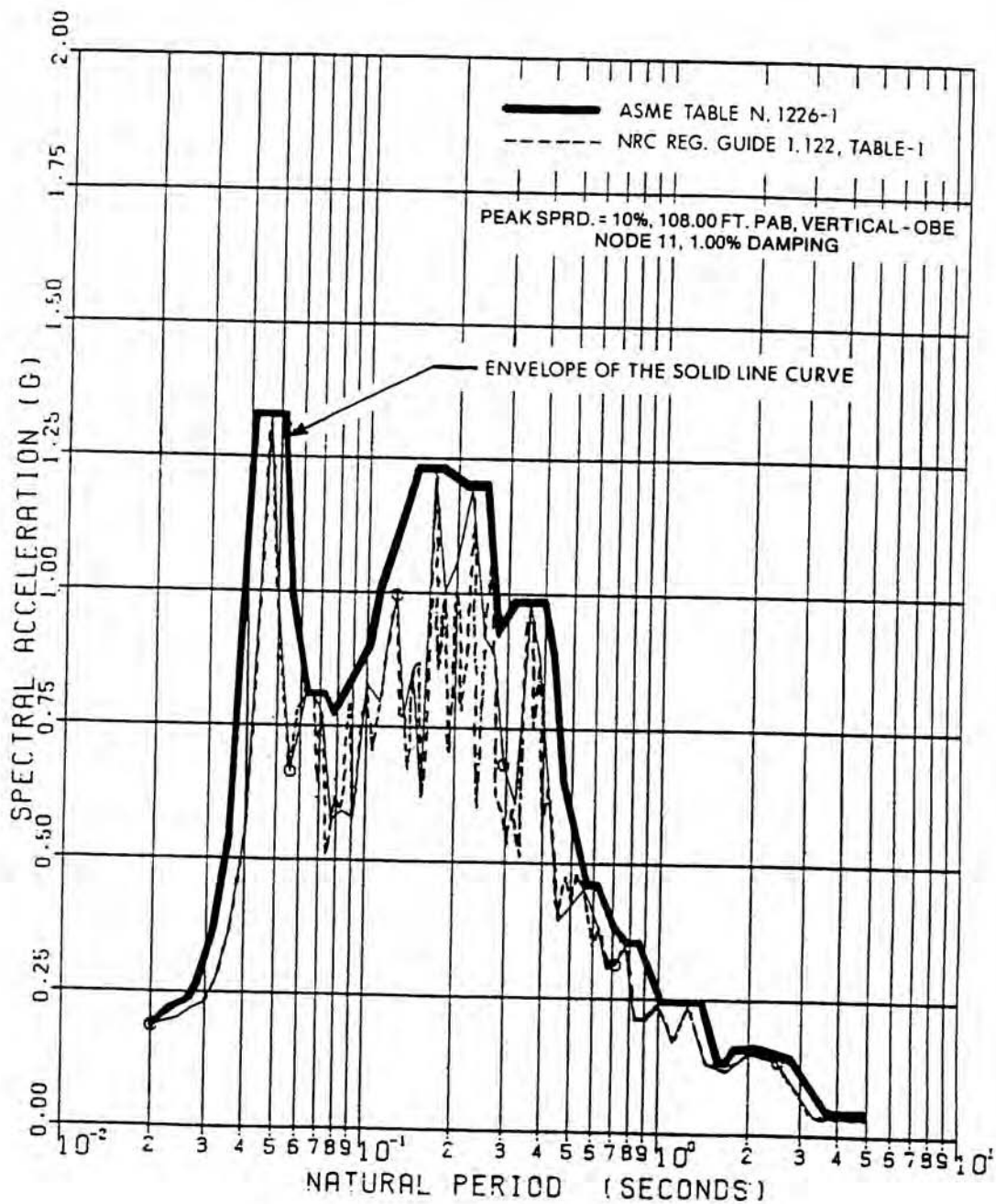




SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Primary Auxiliary Building Amplified Response Spectra
(Vertical) OBE, 4% Damping

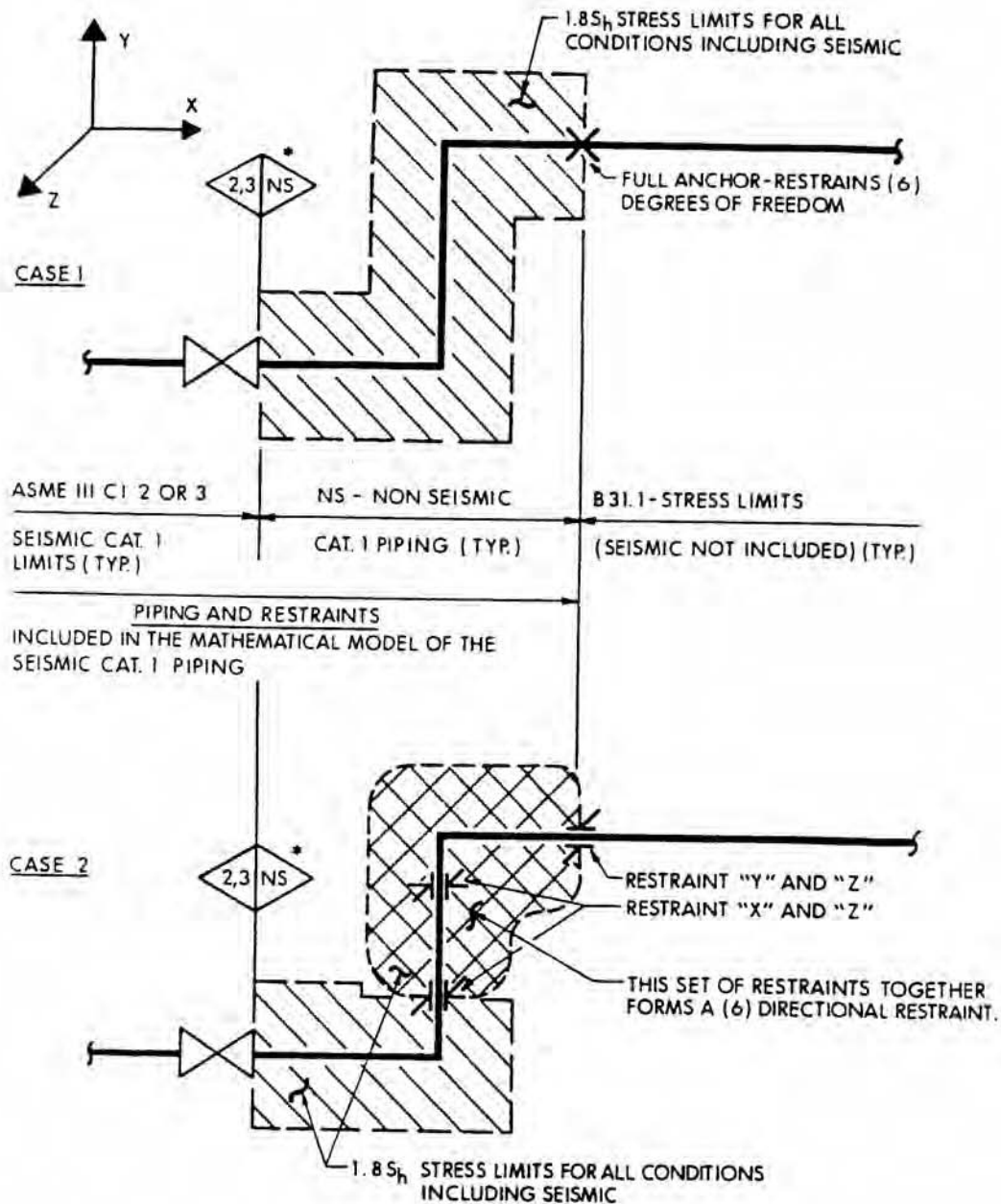
Figure 3.7(B)-35



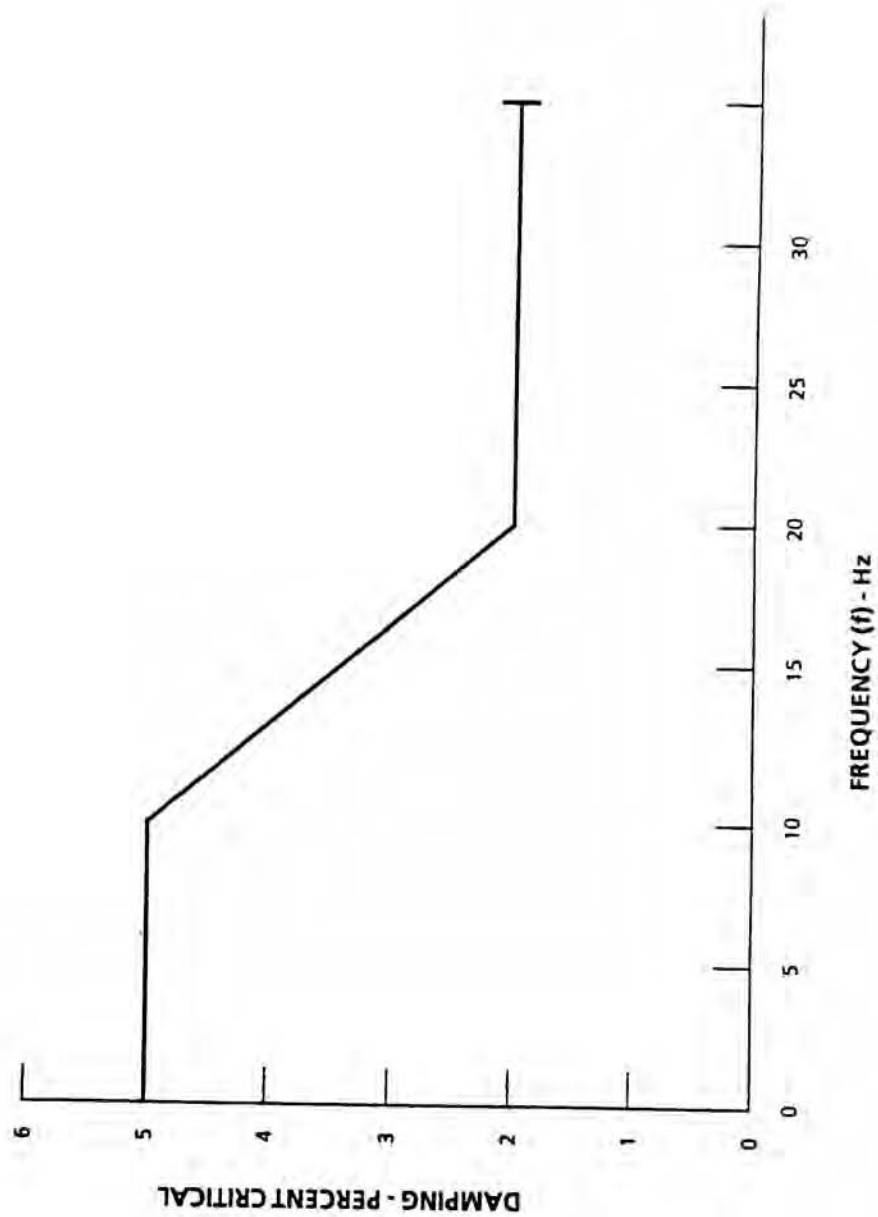
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Primary Auxiliary Building Amplified Response Spectra
(Vertical) OBE, 1% Damping

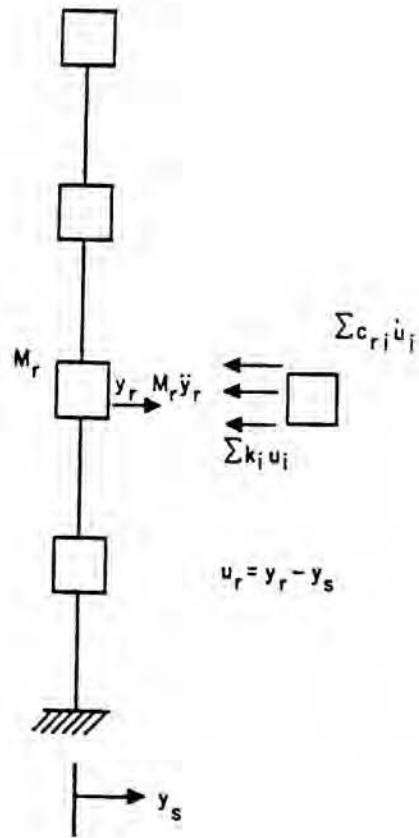
Figure 3.7(B)-36



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Pipe Support Systems	
		Figure 3.7(B)-37



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Alternative to Regulatory Guide 1.61 Damping Values	
		Figure 3.7(B)-38



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Multi-Degree of Freedom System	
		Figure 3.7(N)-1

See 101401

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Mat Reinforcing [2 Sheets]	
		Figure 3.8-1 Sh. 1 of 2

See 101402

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Mat Reinforcing [2 Sheets]	
		Figure 3.8-1 Sh. 2 of 2

See 101435

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Typical Reinforcing	
		Figure 3.8-2

See 101441
See 101444

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Equipment Hatch Typical Reinforcing [2 Sheets]	
		Figure 3.8-3 Sh. 1 of 2

See 101440

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Equipment Hatch Typical Reinforcing [2 Sheets]	
		Figure 3.8-3 Sh. 2 of 2

See 101442

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Personnel Air Lock Typical Reinforcing [2 Sheets]	
		Figure 3.8-4 Sh. 1 of 2

See 101443

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Personnel Air Lock Typical Reinforcing [2 Sheets]	
		Figure 3.8-4 Sh. 2 of 2

See 101461

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Liner Details [2 Sheets]	
		Figure 3.8-5 Sh. 1 of 2

See 101463

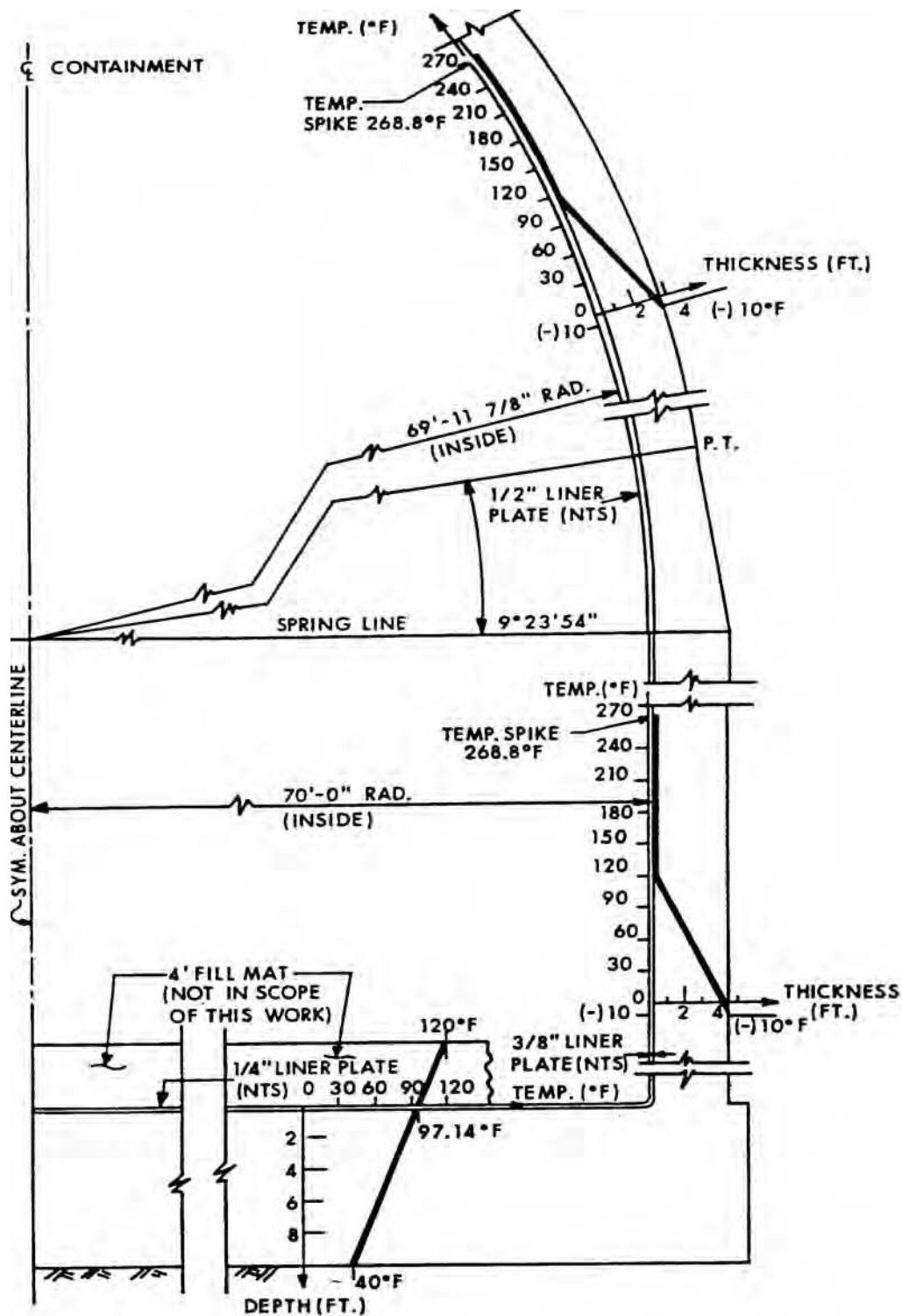
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Liner Details [2 Sheets]	
		Figure 3.8-5 Sh. 2 of 2

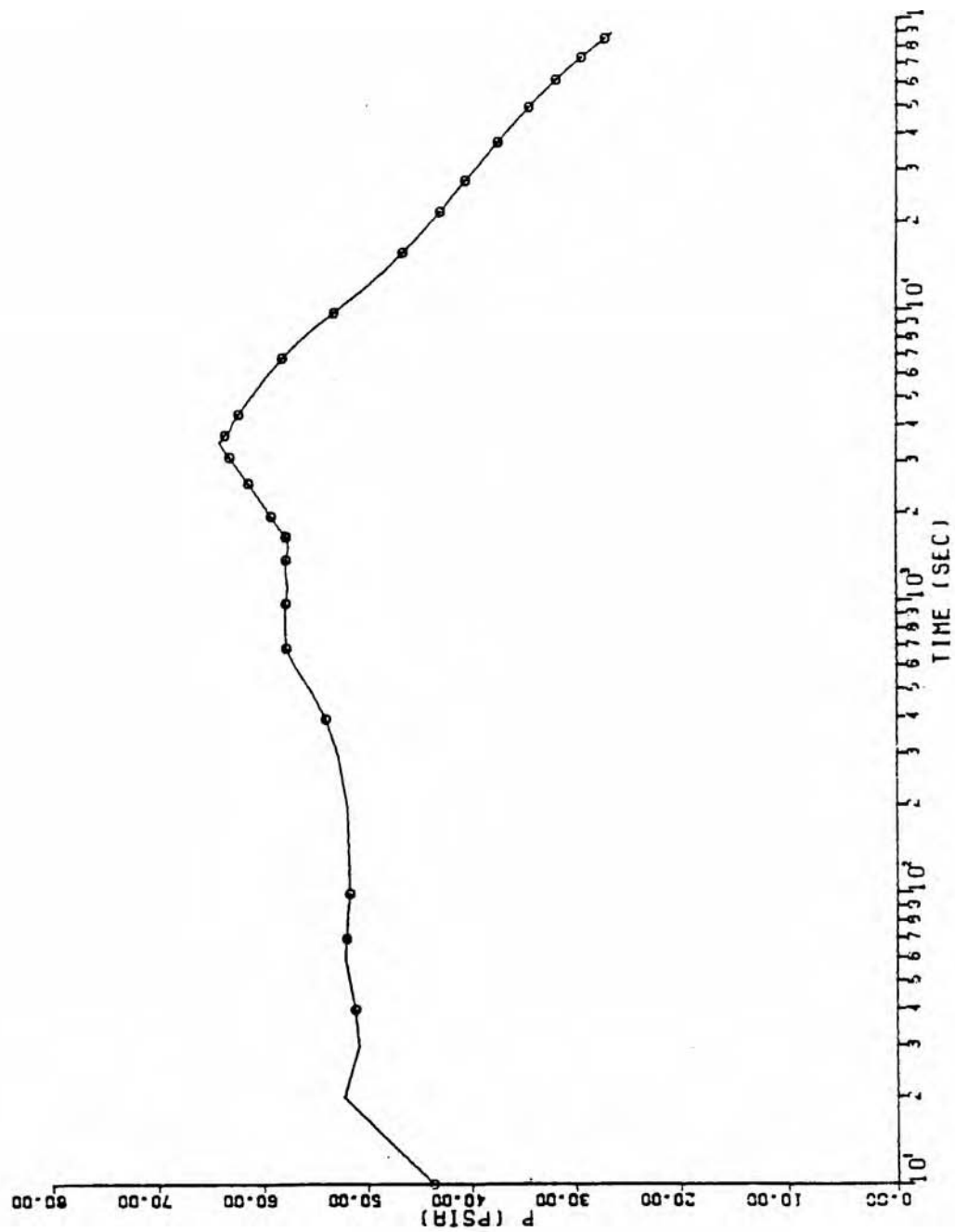
See 101438

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Reinforcing at Penetrations	
		Figure 3.8-6

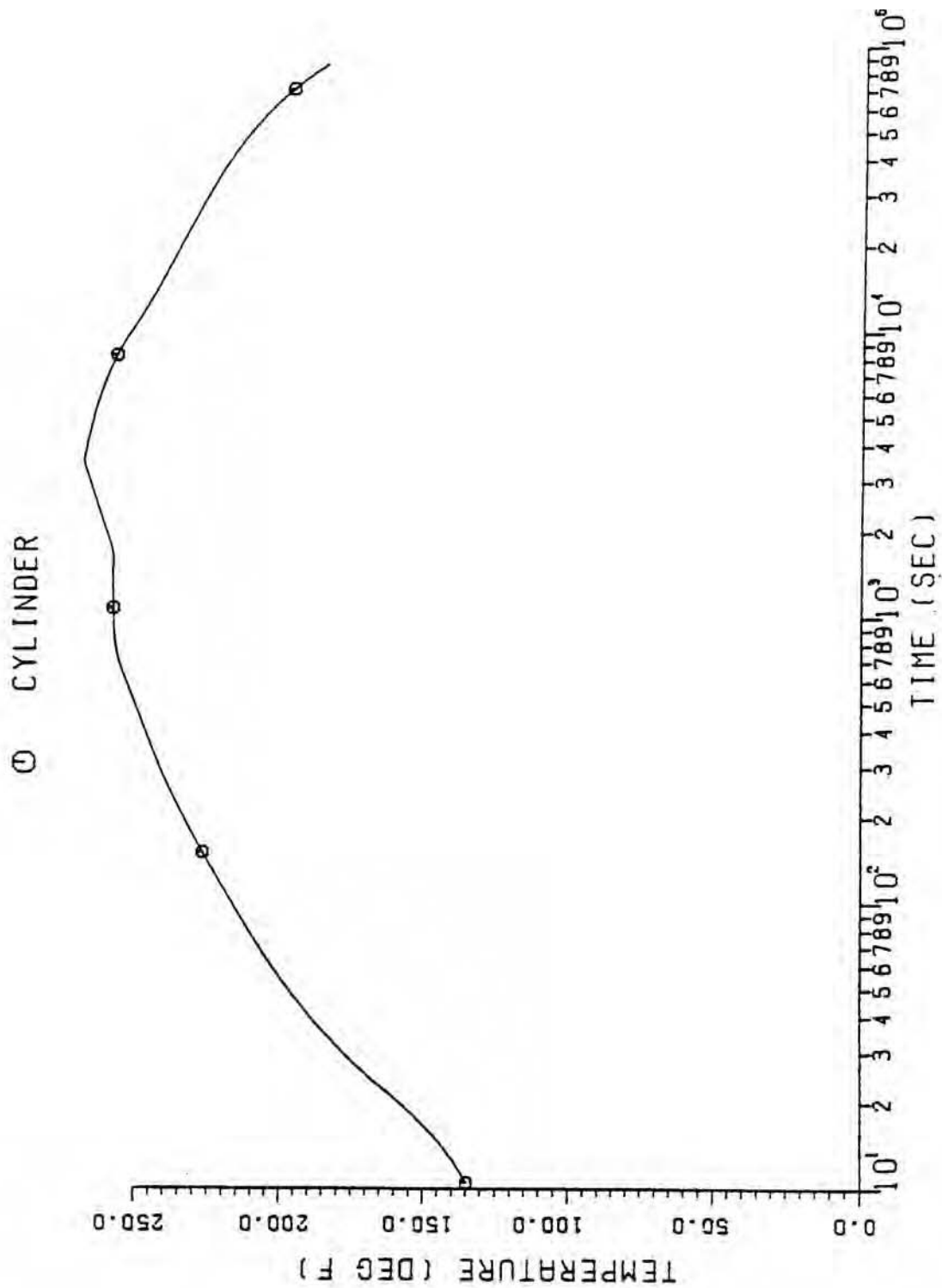
See 101436

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Dome Reinforcing	
		Figure 3.8-7





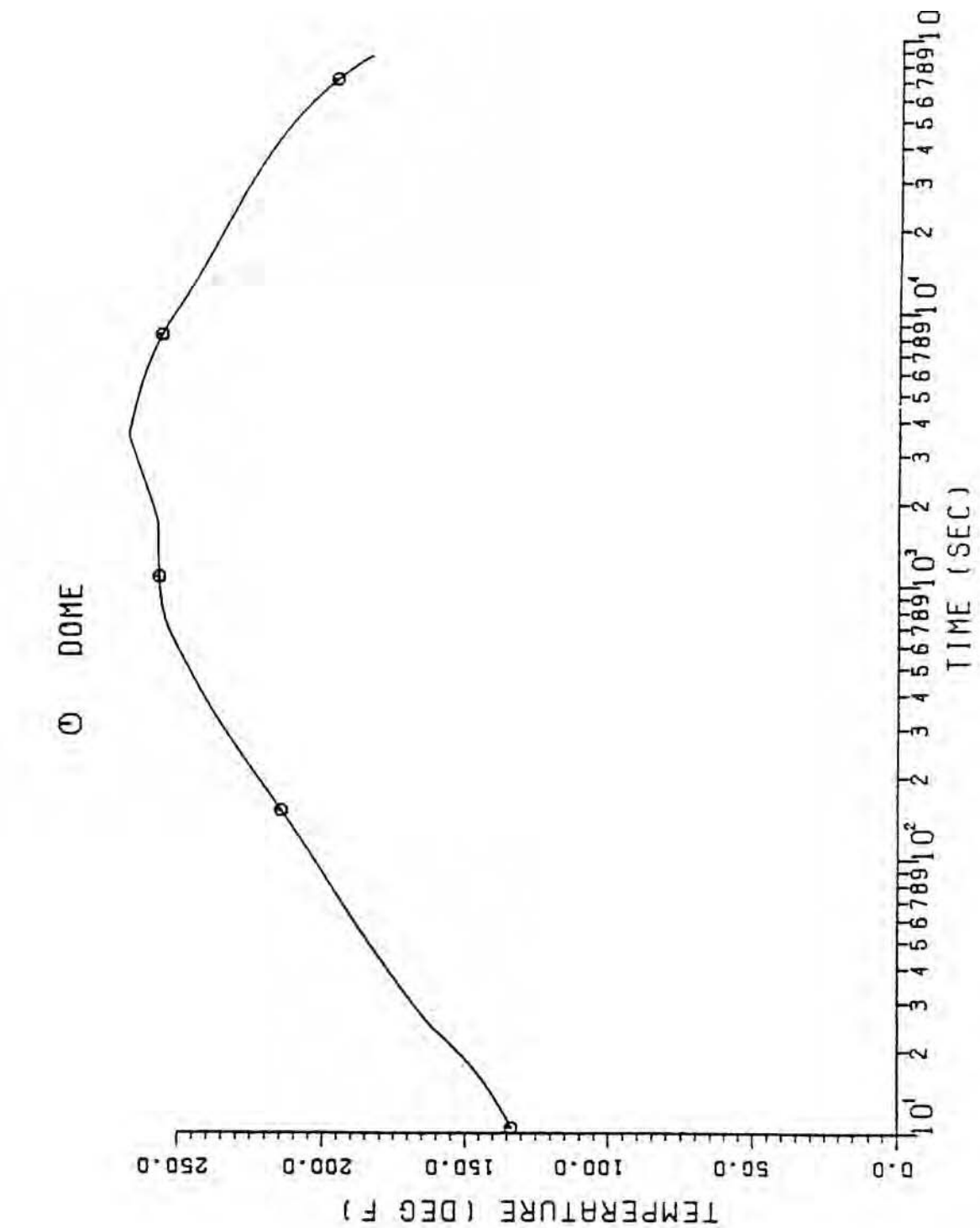
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Pressure Transients Following a LOCA	
		Figure 3.8-9



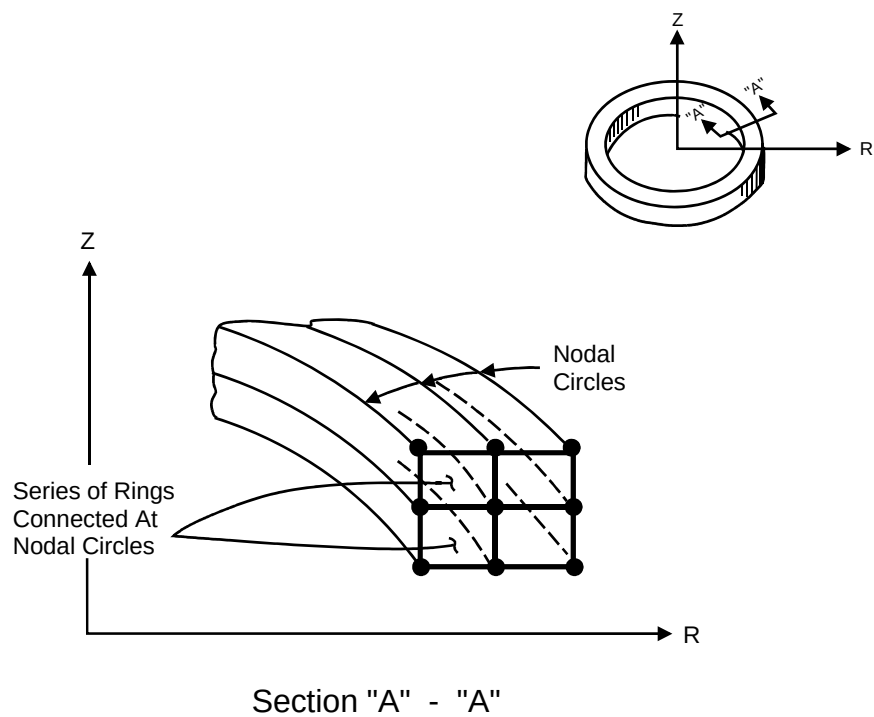
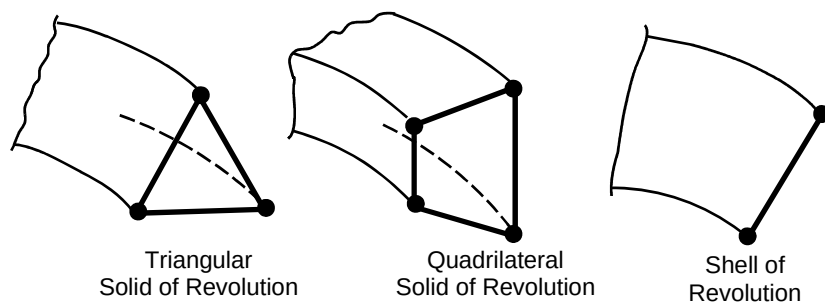
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Containment Cylinder Liner Temperature Transients Curve

Figure 3.8-10

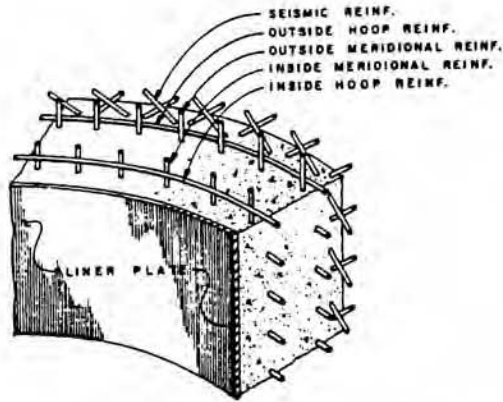


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Dome Liner Temperature Transients Curve	
		Figure 3.8-11

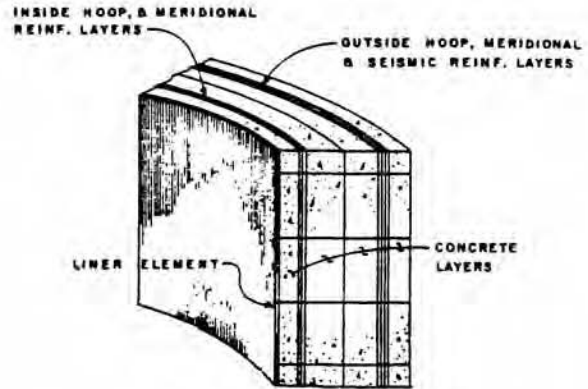


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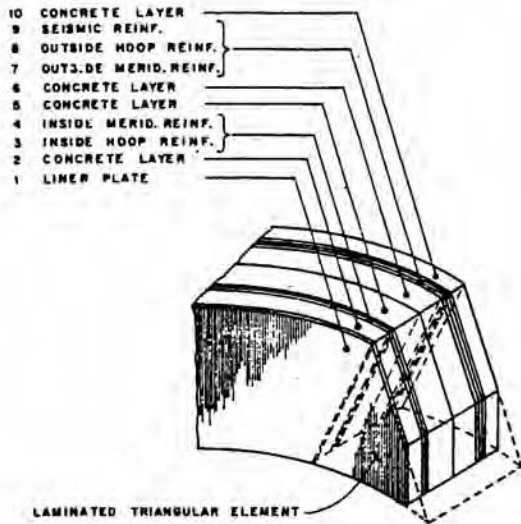
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Axisymmetric Modeling Elements	
		Figure 3.8-12



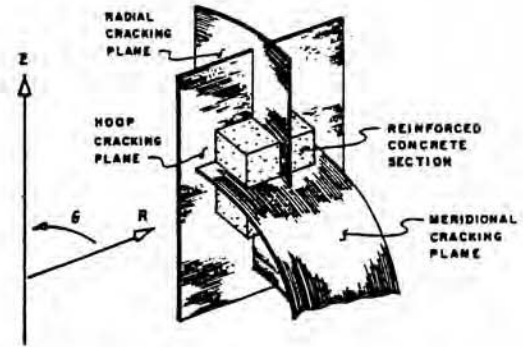
TYPICAL SECTION THROUGH
REINFORCED CONCRETE WALL



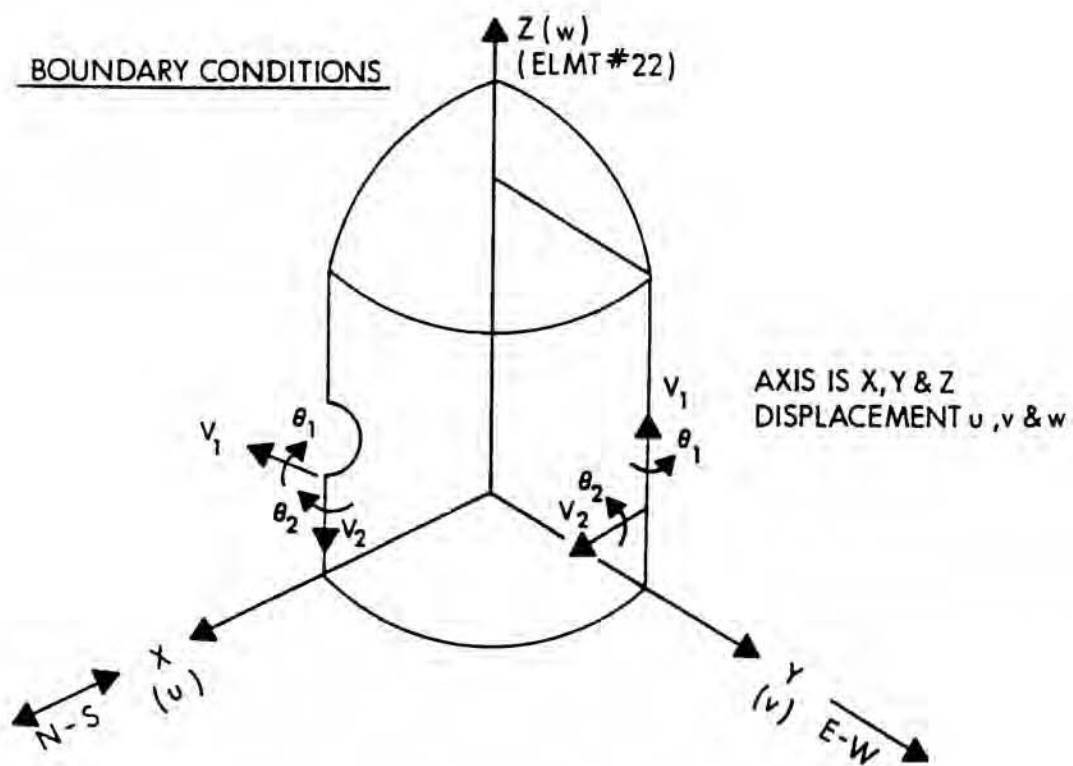
EQUIVALENT LAMINATED
CONTAINMENT WALL



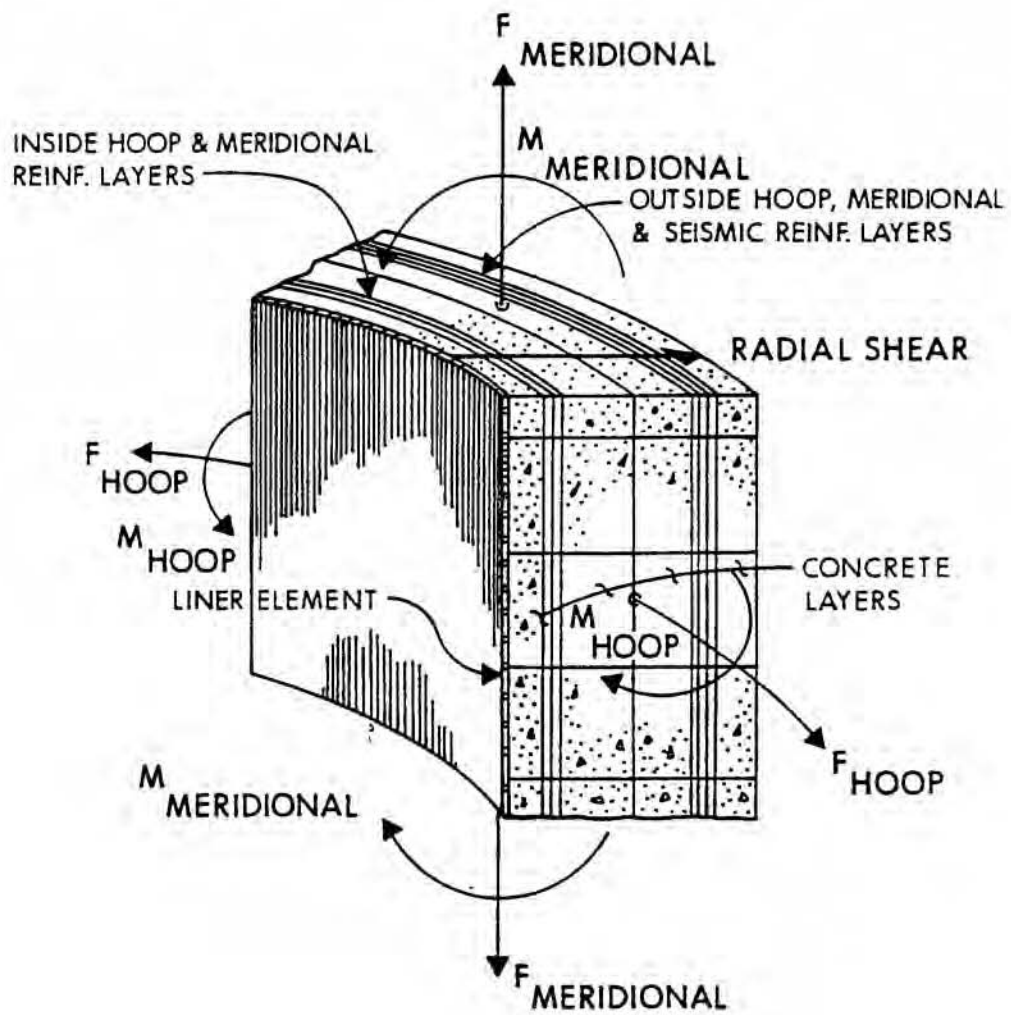
IDEALIZED MATERIAL MODEL



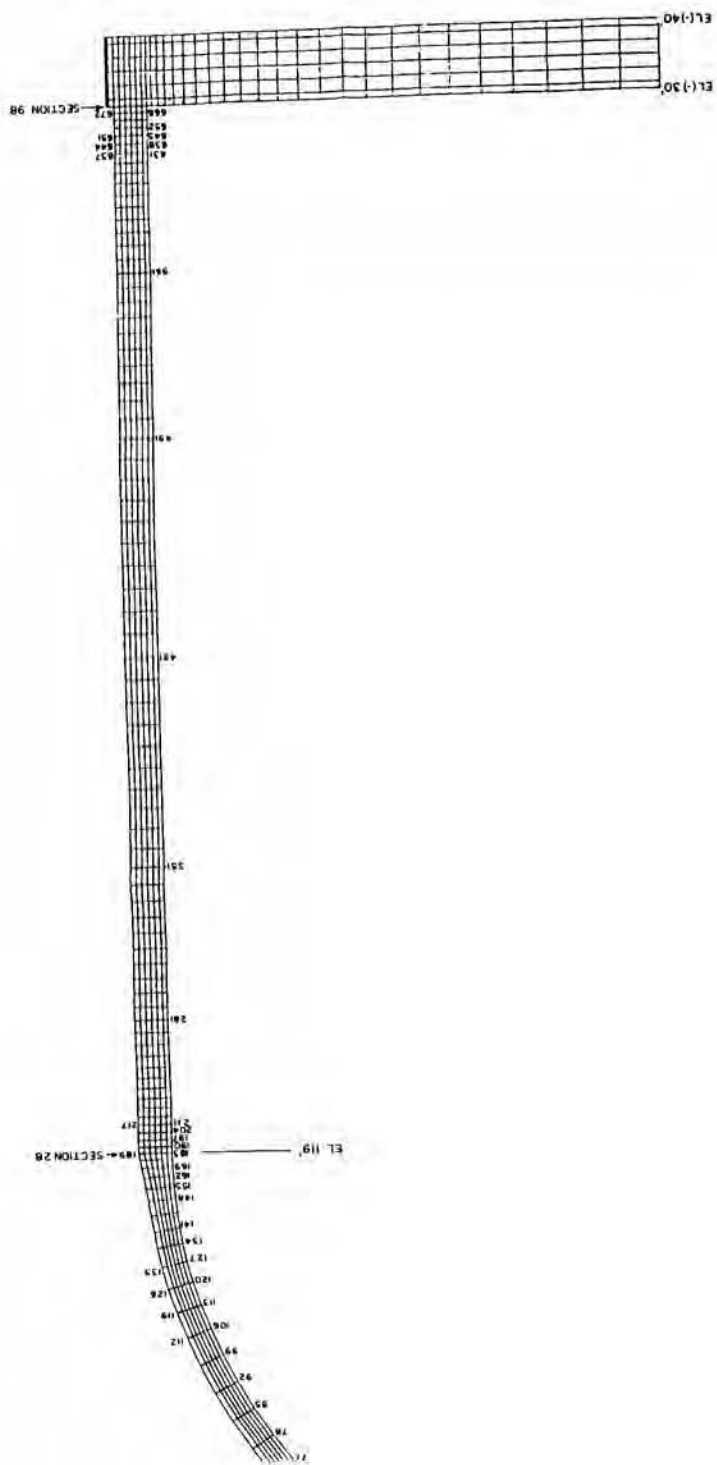
CONCRETE CRACKING PLANES AND
ASSOCIATED COORDINATE DIRECTIONS



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Boundary Conditions for Equipment Hatch Analysis - Model Sketch	
		Figure 3.8-14



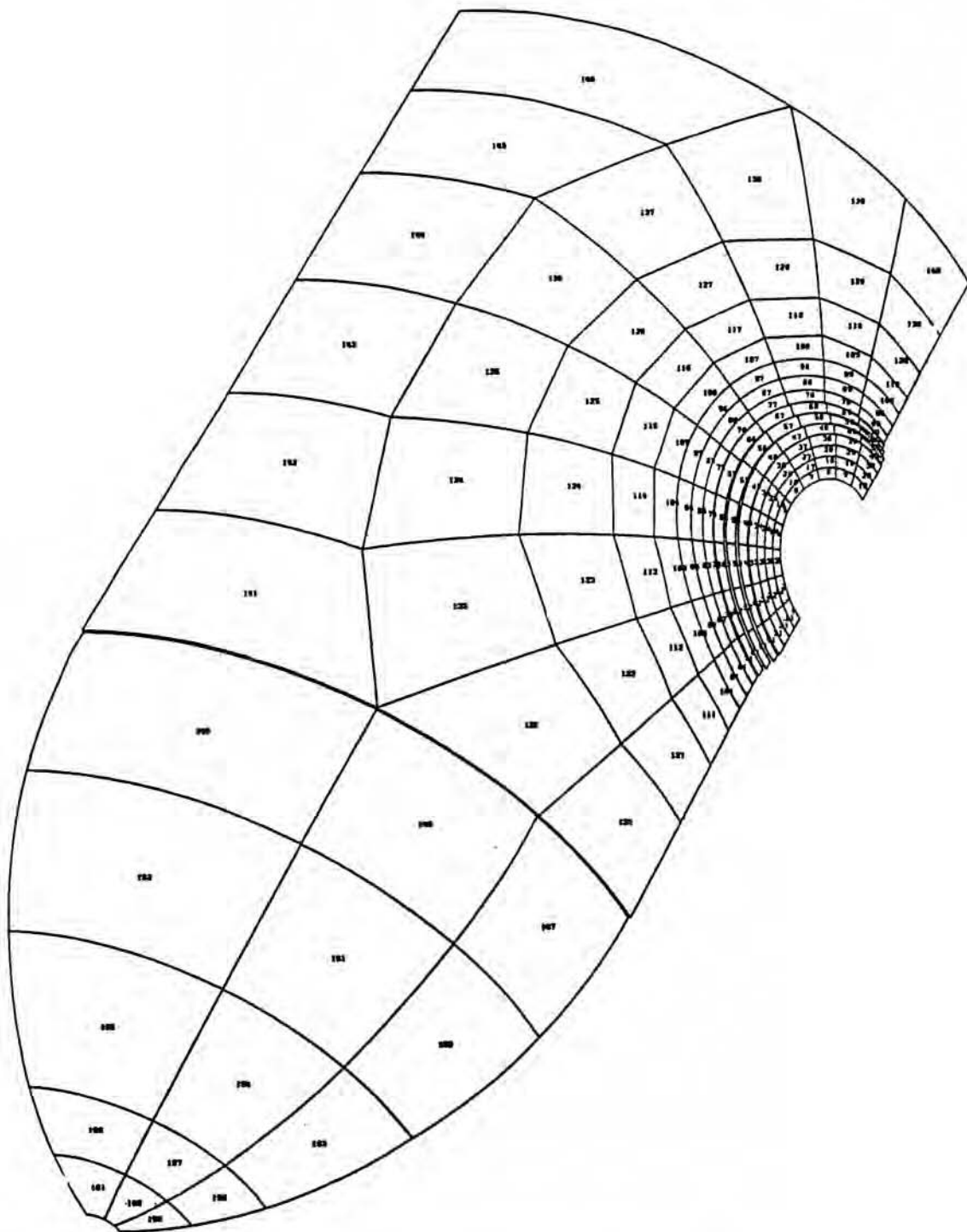
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Shell Section Illustrating Computed Force and Moment Resultants	
		Figure 3.8-15



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ANALYSIS REPORT

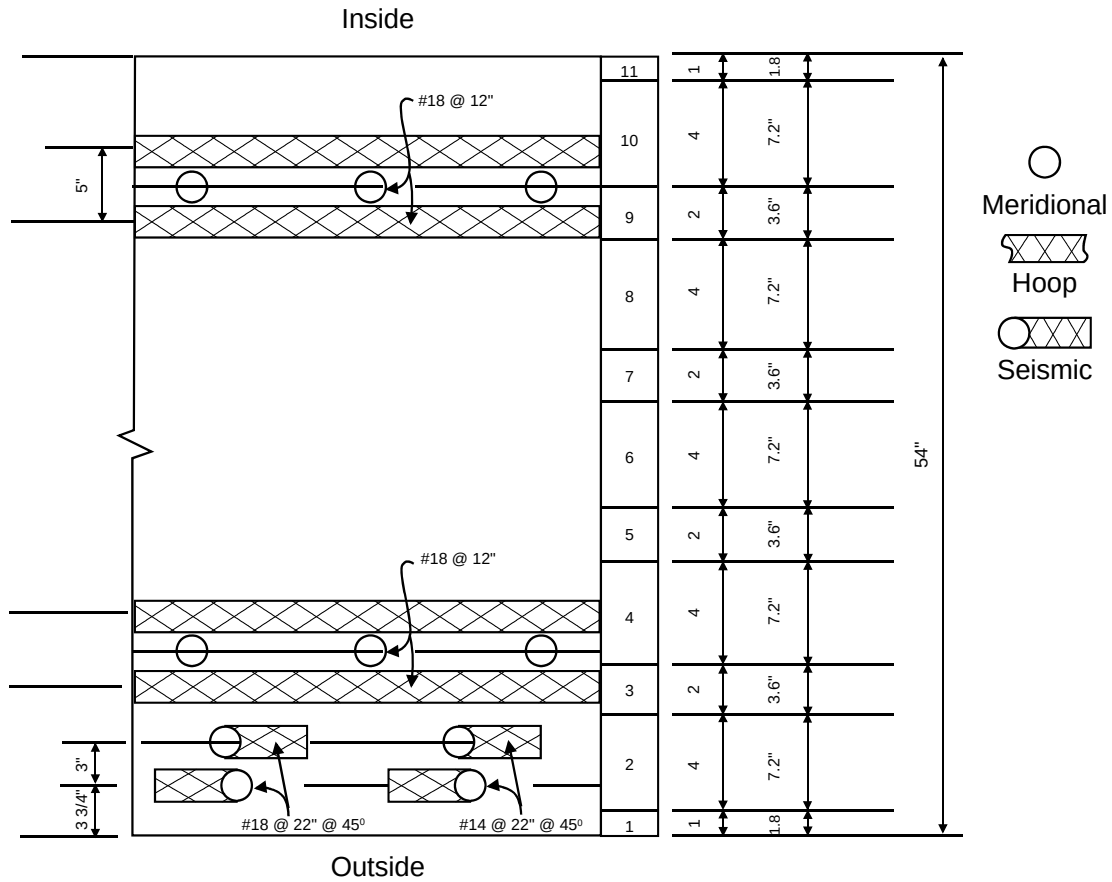
Containment Axisymmetric Model

Figure 3.8-16



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Three-Dimensional Finite Element Model for Equipment Hatch Analysis	
		Figure 3.8-17

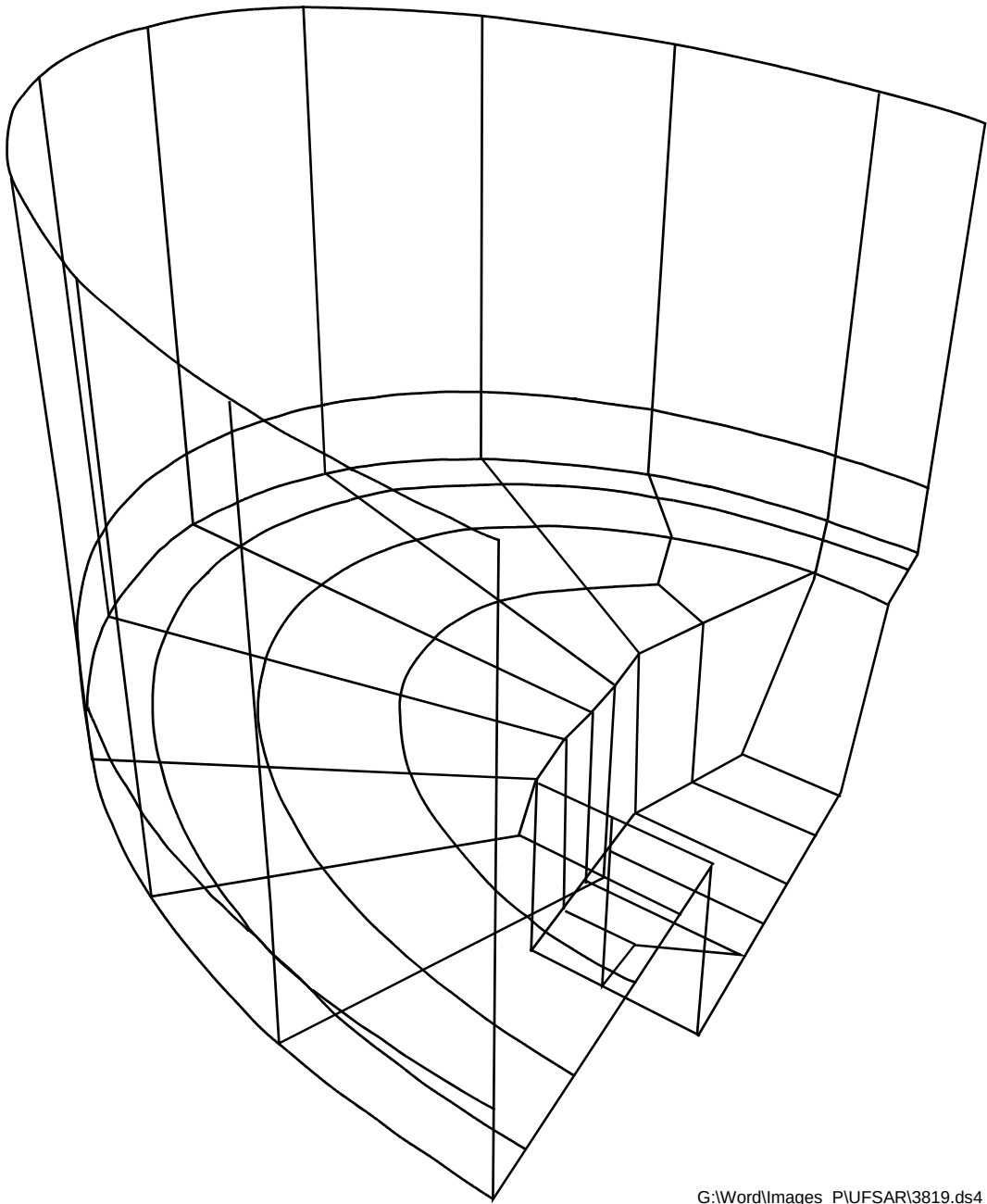
Rebar in Membrane Region From
El. 80' - 0" To El. 119' - 0"



$$\begin{aligned} 1/30 \times 54" &= 1.8" \\ 2/30 \times 54" &= 3.6" \\ 4/30 \times 54" &= 7.2" \end{aligned}$$

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Layered Cross Section Model for MARC-CDC Element 22	
	Figure	3.8-18



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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Finite Element Model of Containment Mat	
		Figure 3.8-19

See 101496

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Personnel Airlock	
		Figure 3.8-20

See 101496

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Equipment Hatch with Personnel Airlock	
		Figure 3.8-21

See 805575

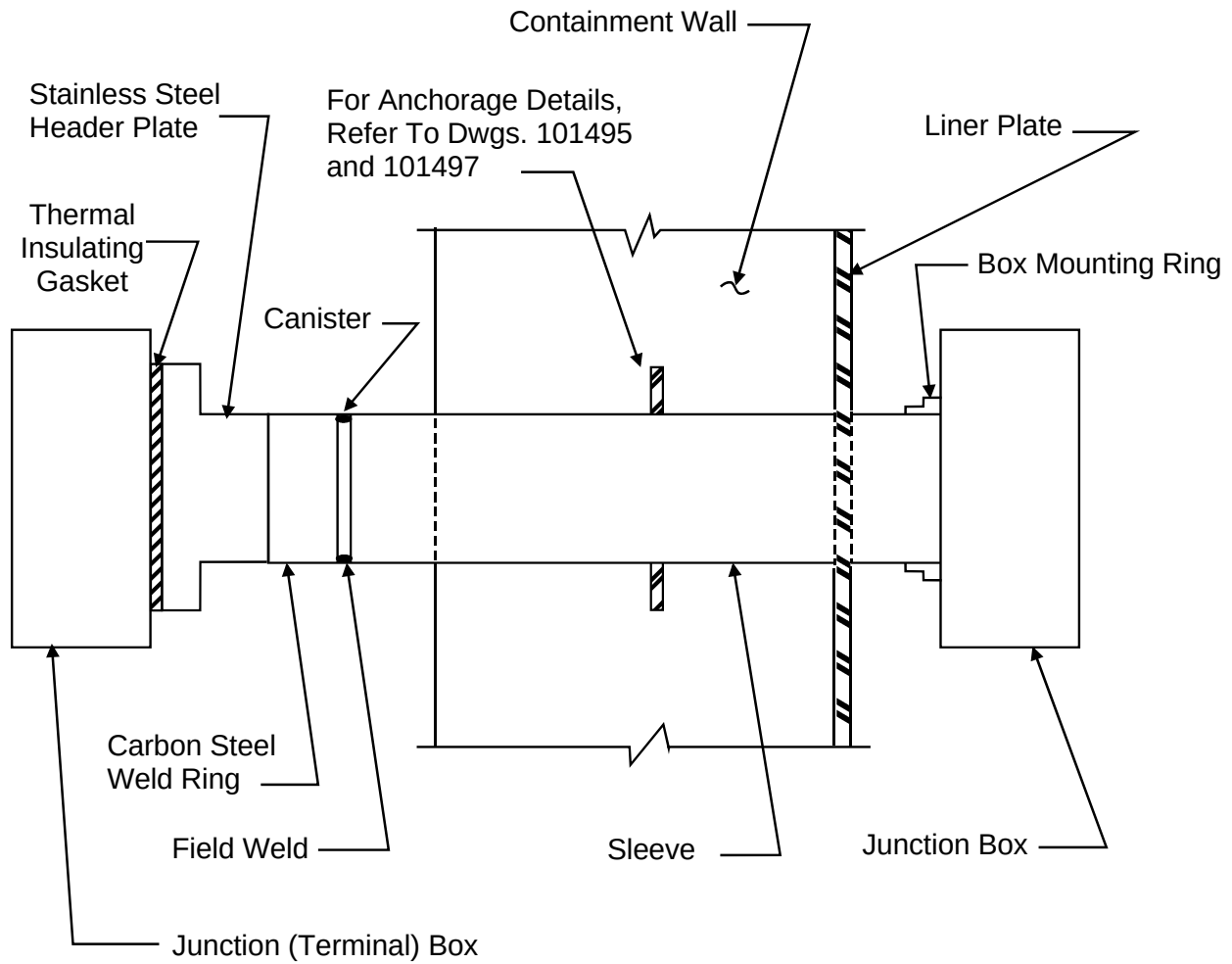
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical High Energy Piping Penetration	
		Figure 3.8-22

See 805575

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Moderate Energy Piping Penetration	
		Figure 3.8-23

OUTBOARD

INBOARD

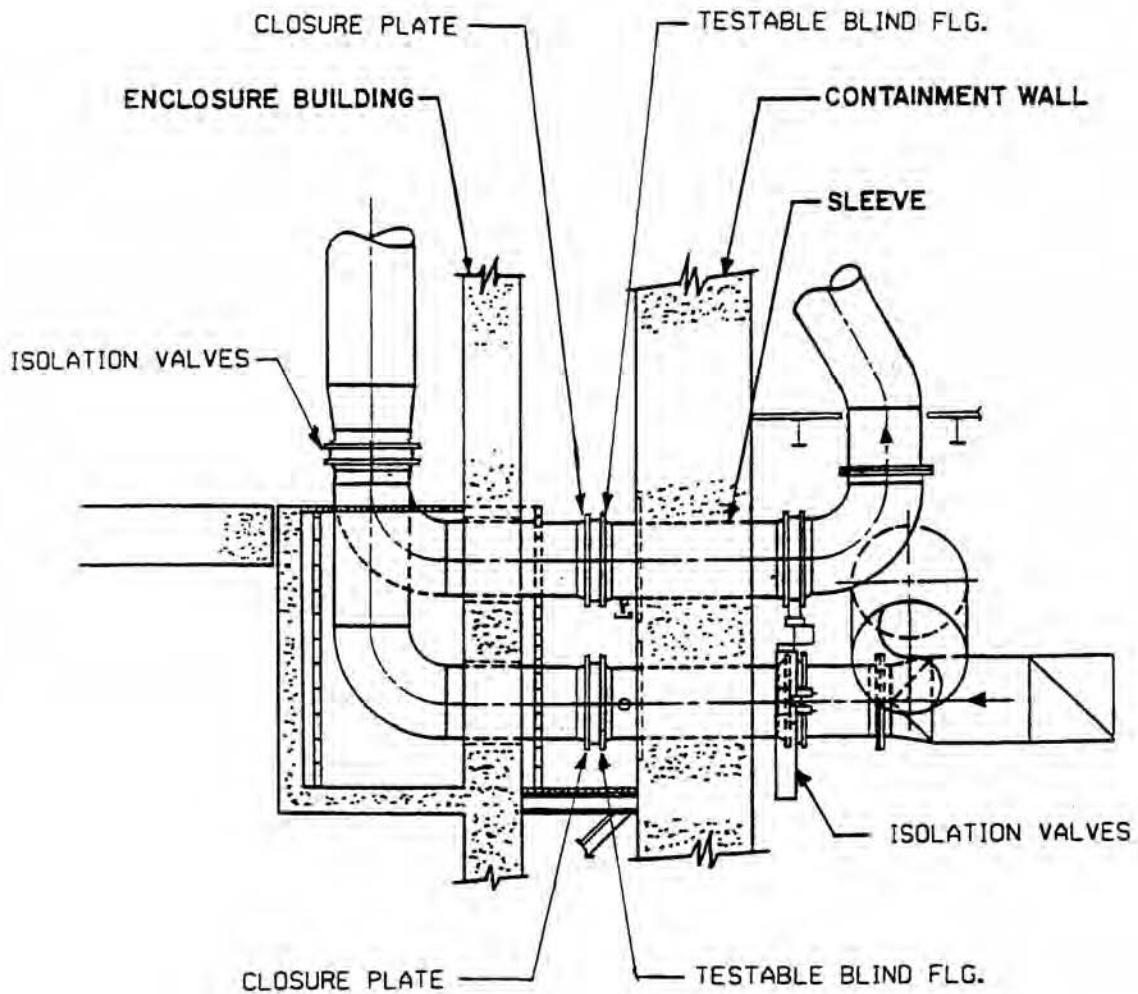


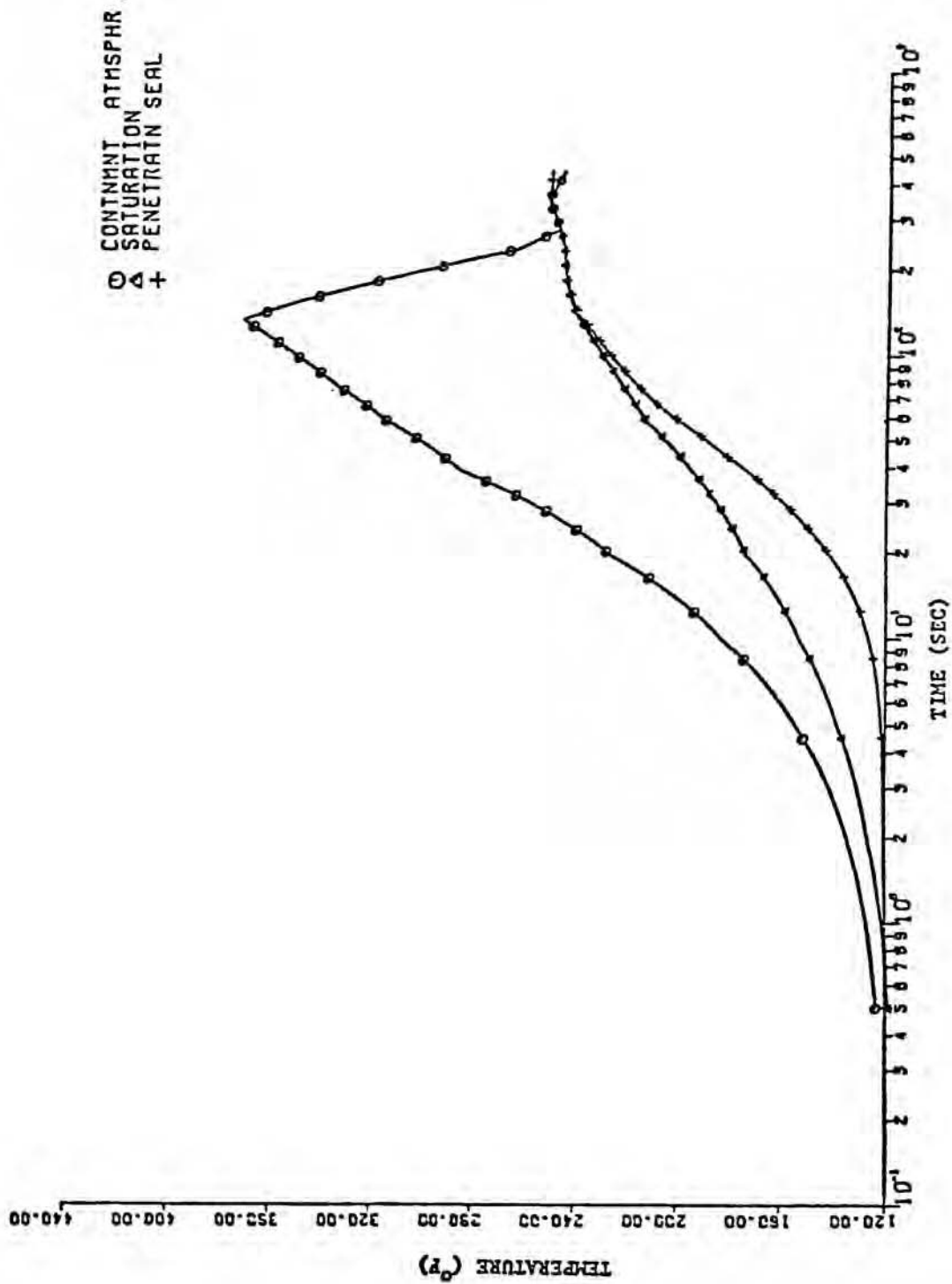
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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Electrical Penetration	
		Figure 3.8-24

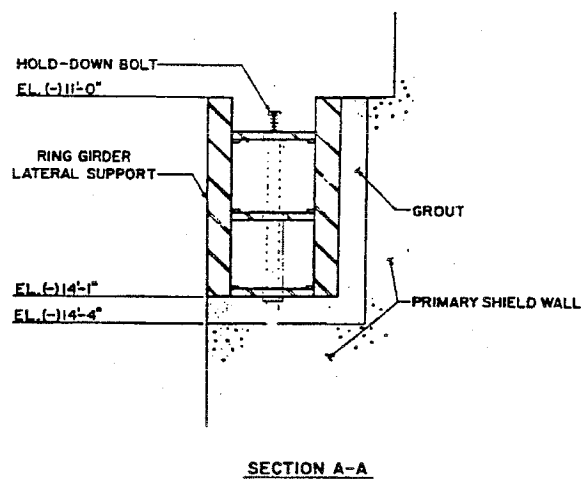
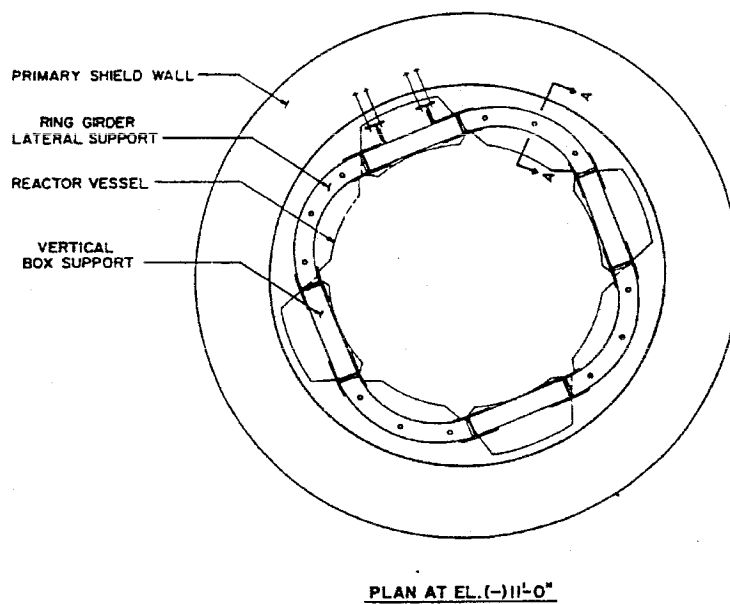
See 805573

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Ventilation Penetration	
		Figure 3.8-25



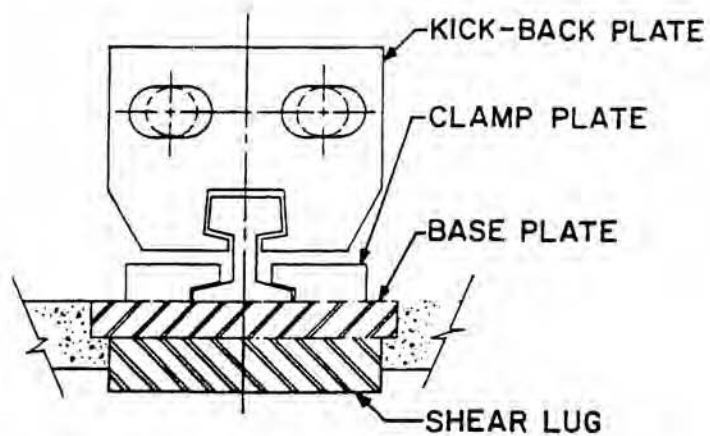


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Electrical Penetration Seal Temperature Response Following 0.84 ft ² Split Rupture at 75% Power	
	Figure	3.8-27

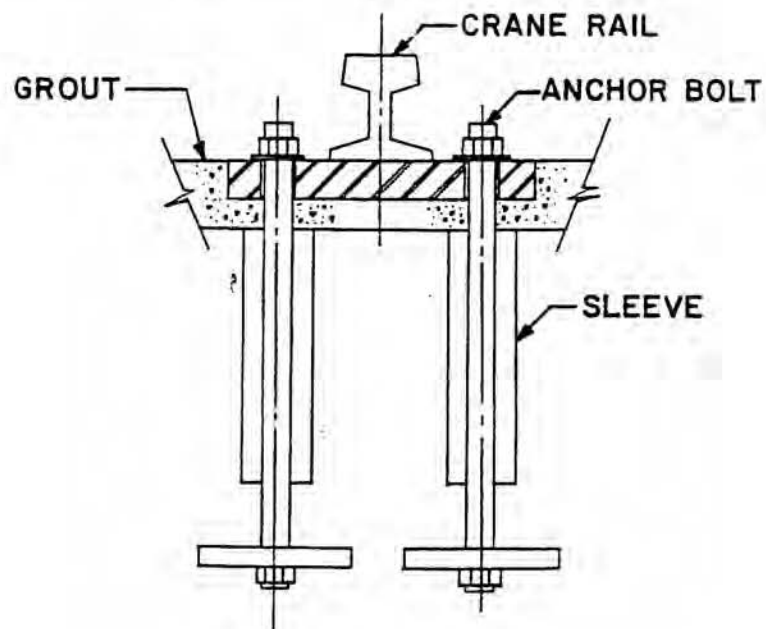


See 101425

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Primary Shield Wall Main Reinforcement and Anchorage System	
		Figure 3.8-29



SECTION THROUGH CLAMP PLATES



SECTION THROUGH ANCHOR BOLTS

NOTE: CLAMP PLATES AND KICK-BACK PLATES ARE ALTERNATELY SPACED 9" CENTER TO CENTER.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Design of Kick-Back Plate, Clamp Plate, Base Plate and Anchor Bolts for Polar Crane	
		Figure 3.8-30

See 101334
See 101337

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Control Room Makeup Air Intake Structure East and West	
		Figure 3.8-31

See 101327

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Enclosure for Condensate Storage Tank	
		Figure 3.8-32

See 101635

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Pipe Tunnels (Typical)	
		Figure 3.8-33

See 101303

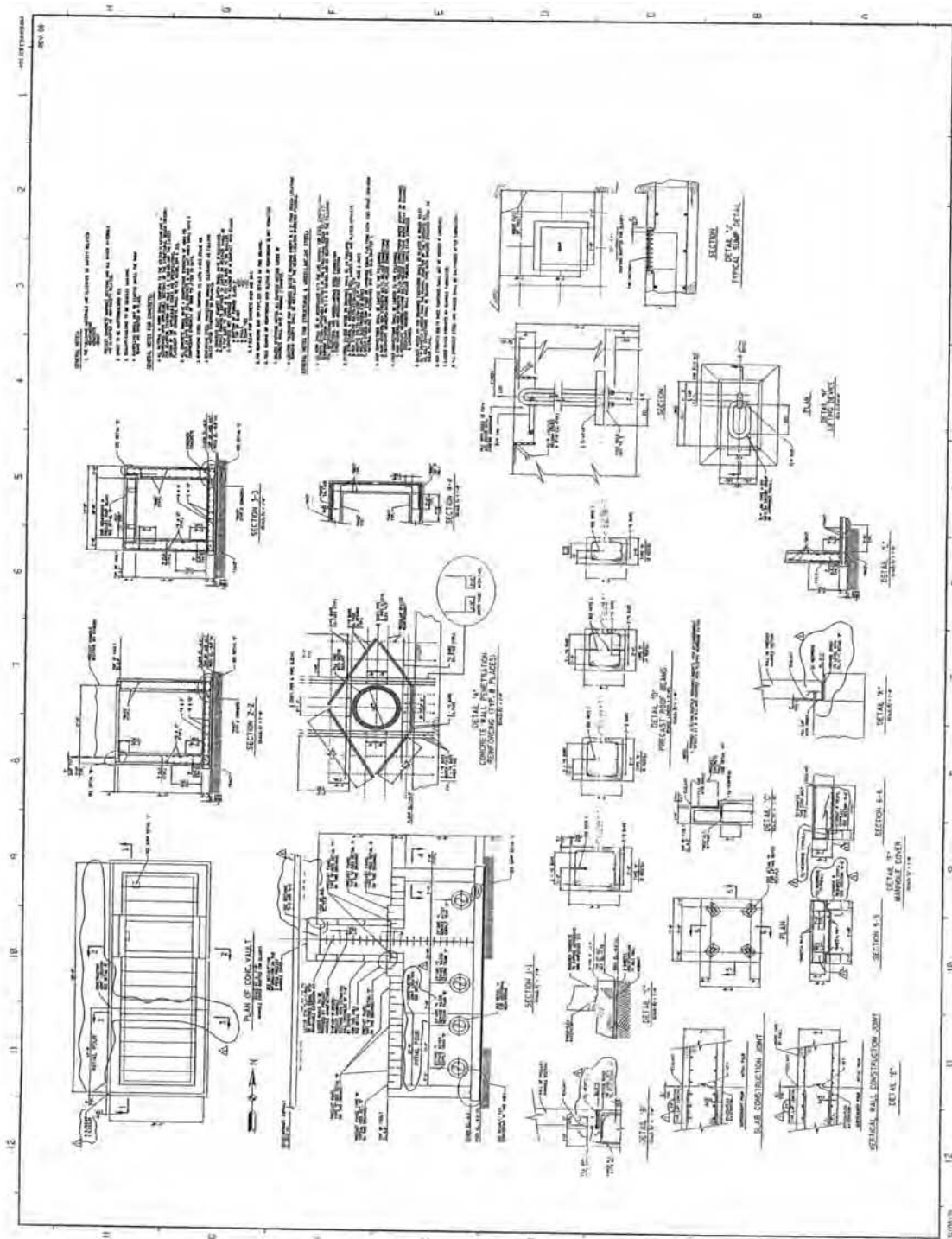
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Safety-Related Electrical Duct Banks - Typical Cross Section	
		Figure 3.8-34

See 101692

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Safety-Related Electrical Manholes	
		Figure 3.8-35

See 101528

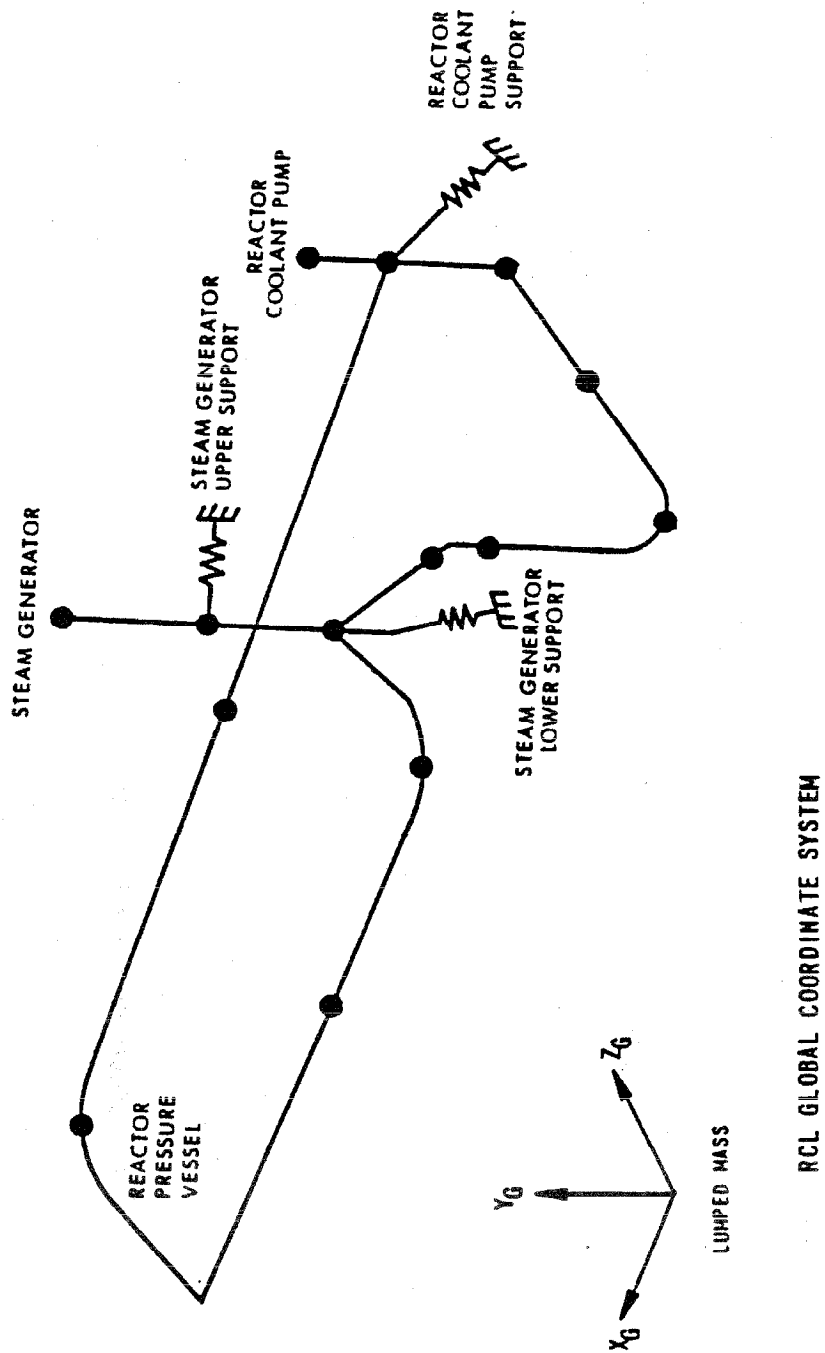
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Reinforcing Detail at Base Slab and Wall	
		Figure 3.8-36

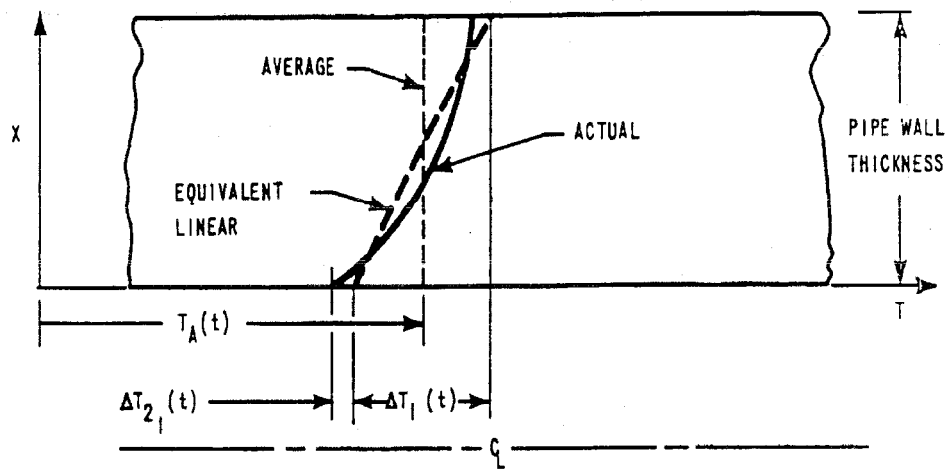


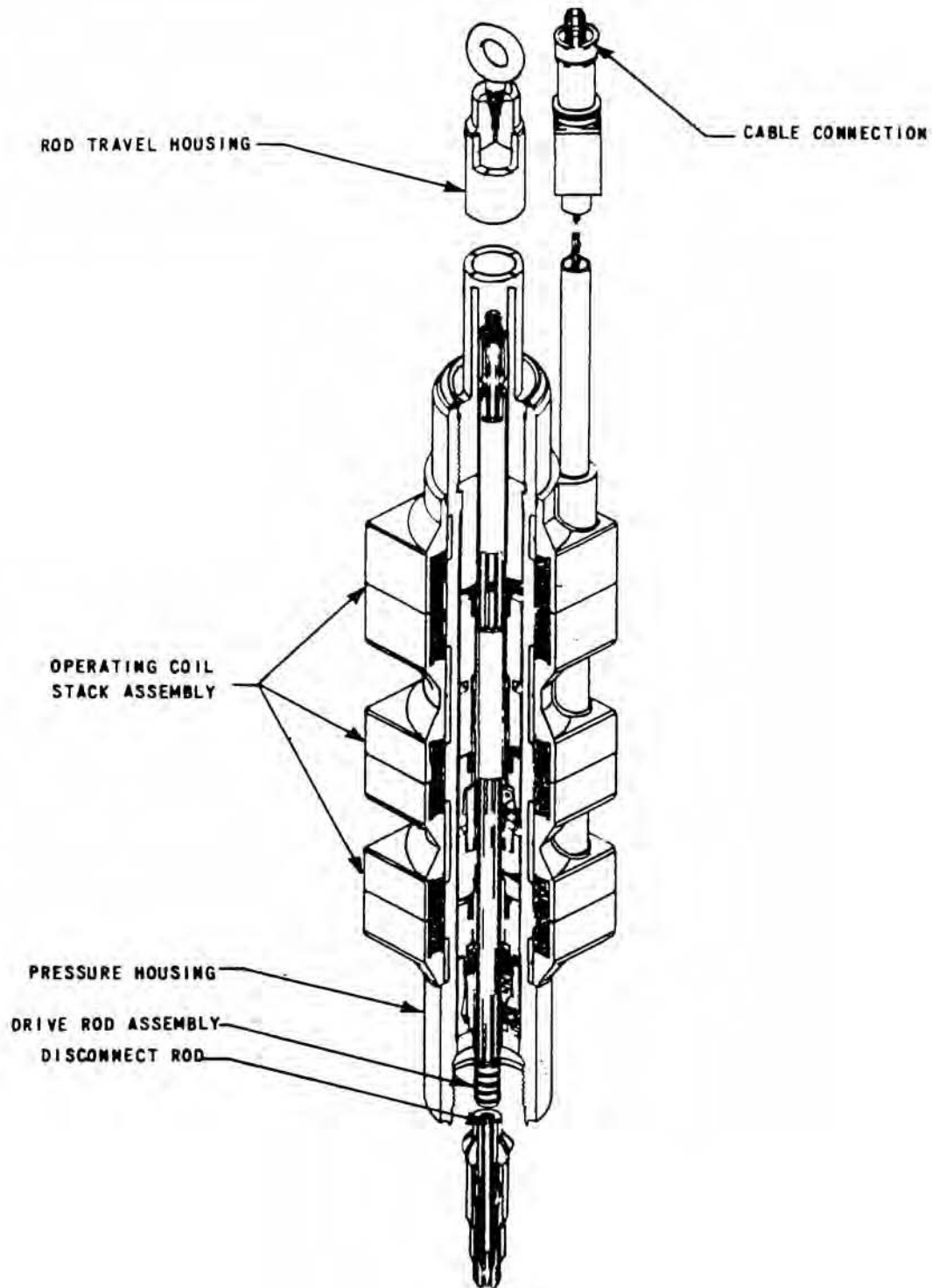
SEABROOK STATION
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ANALYSIS REPORT

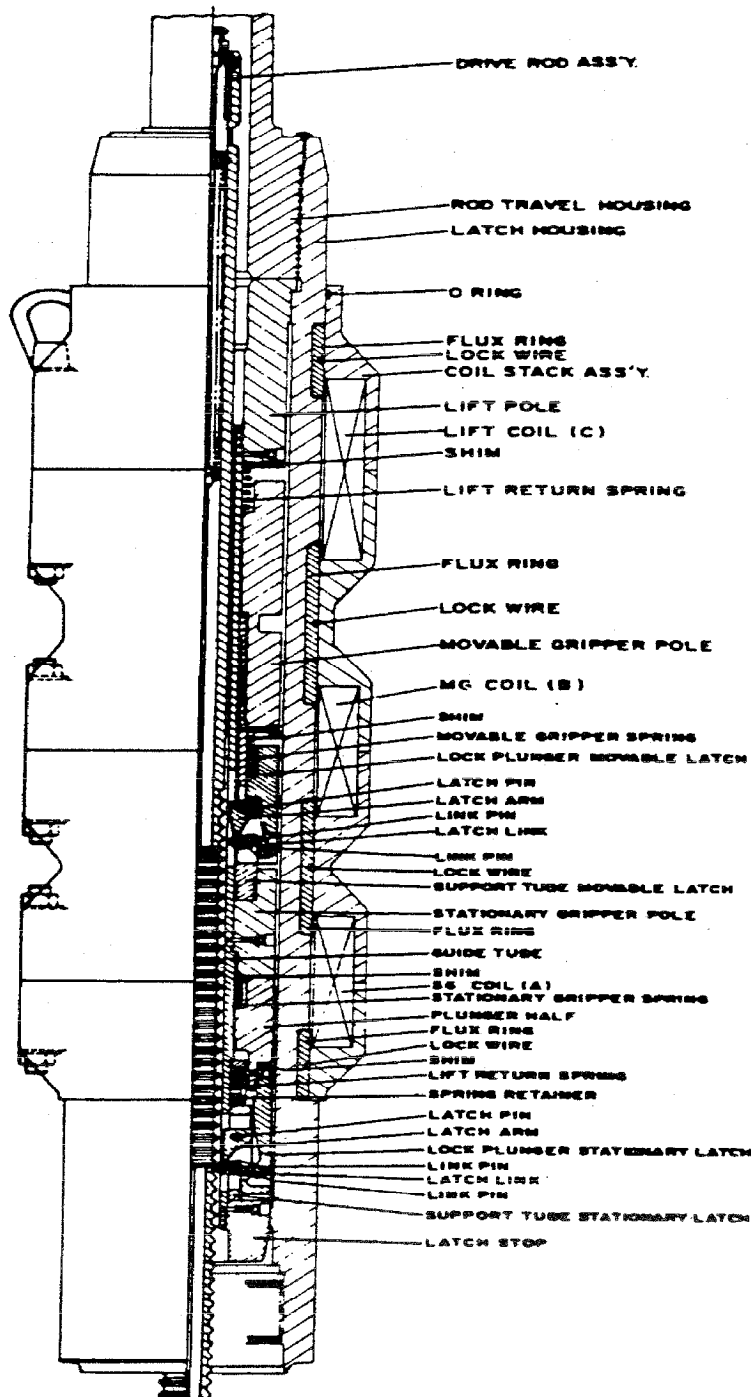
Service Water Pipe Access Vault Concrete Plan & Sections
Precast Roof Option

Figure 3.8-37







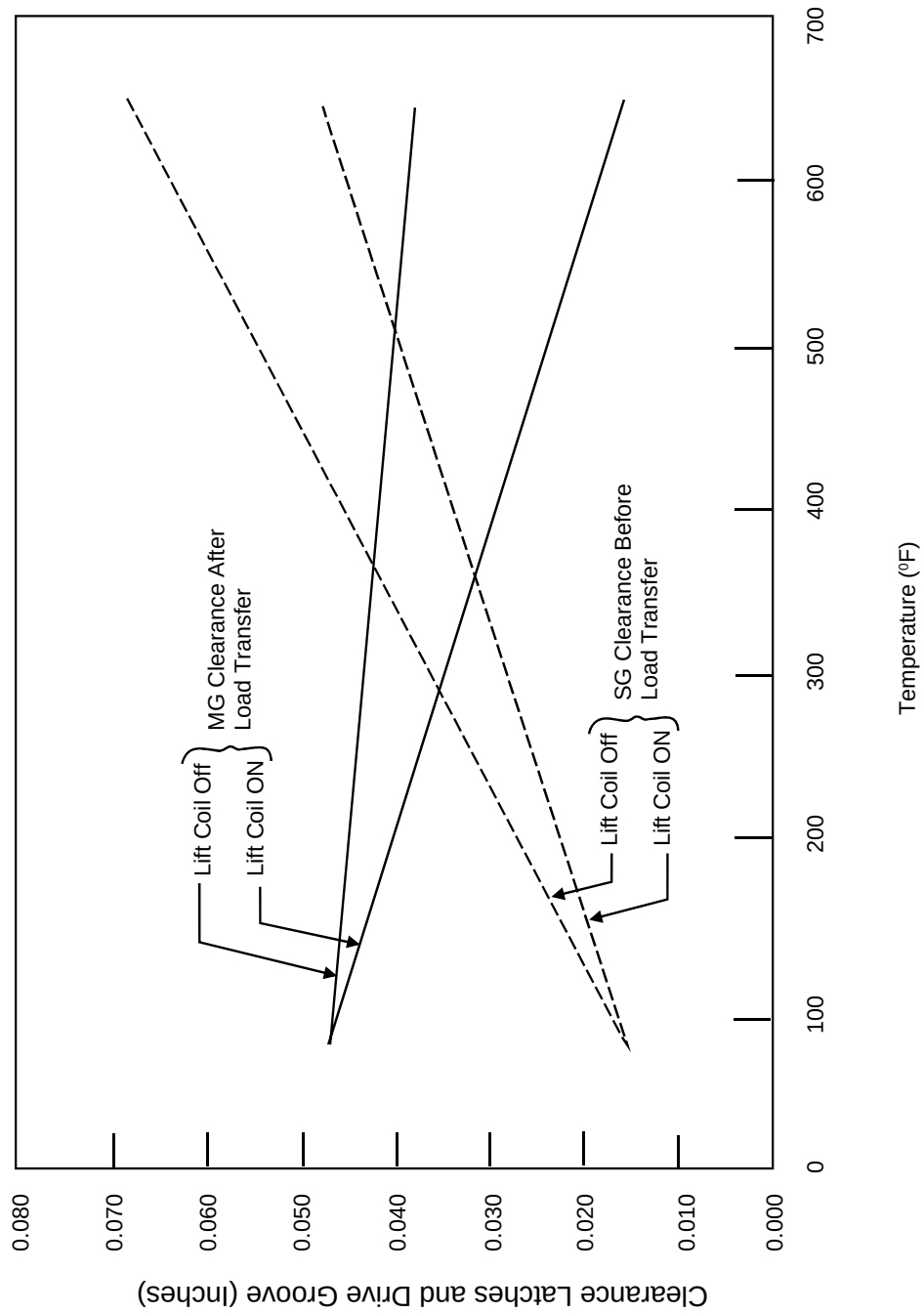


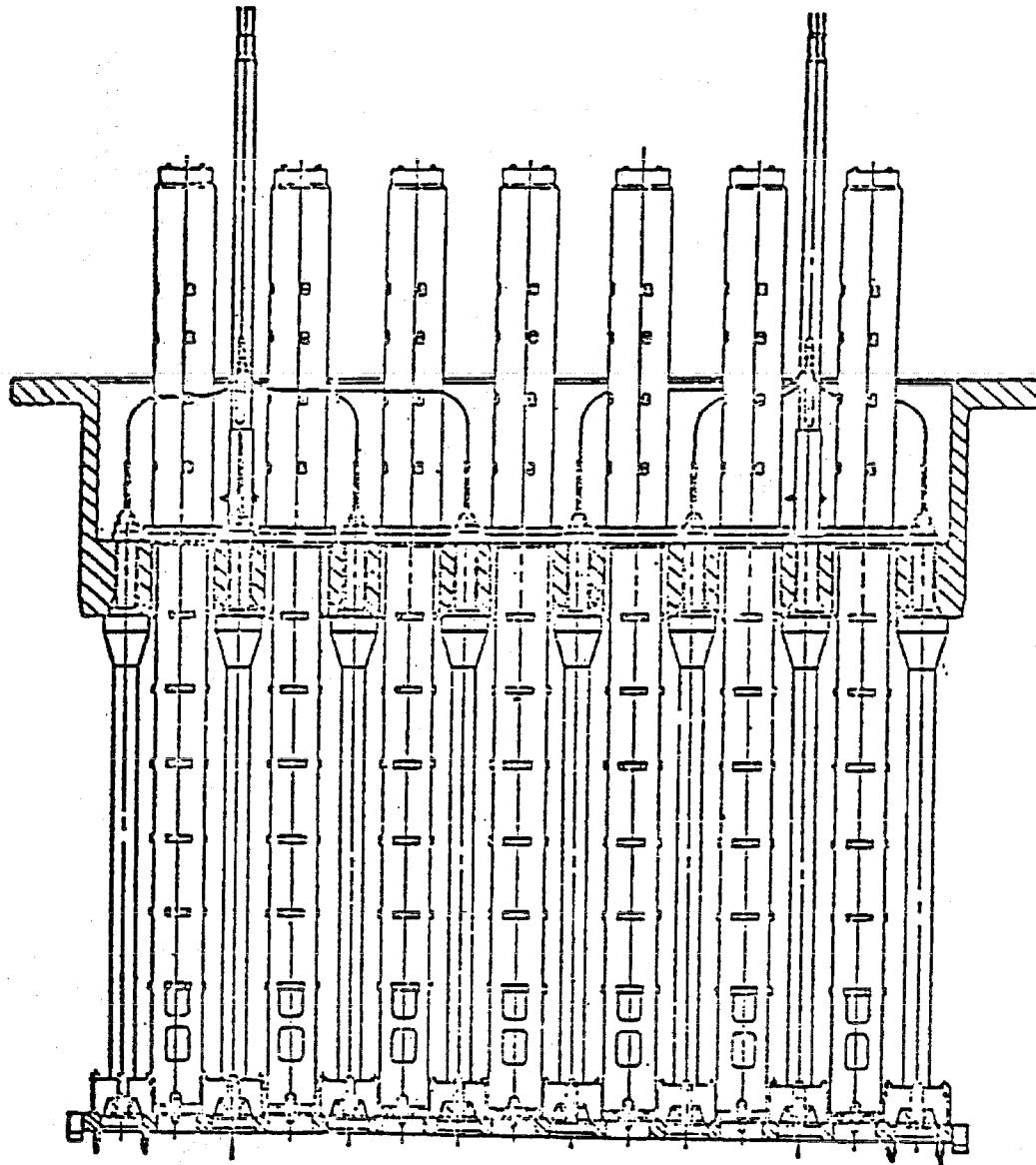
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ANALYSIS REPORT

Control Rod Drive Mechanism Schematic

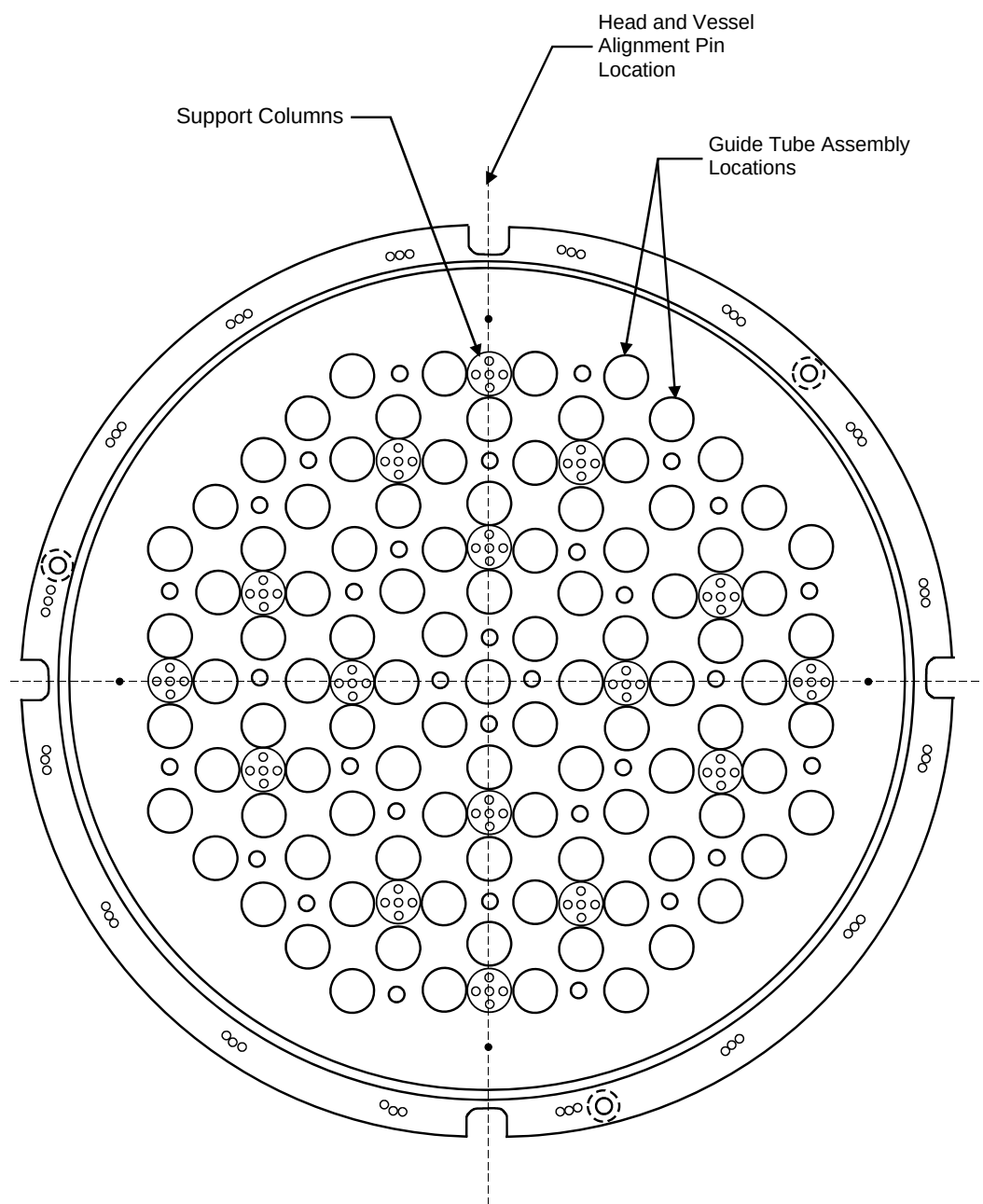
Figure 3.9(N)-4

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Control Rod Drive Mechanism Latch Clearance Thermal Effect	
		Figure 3.9(N)-6





SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Upper Core Support Structure	
		Figure 3.9(N)-8



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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Plan View of Upper Core Support Structure	
		Figure 3.9(N)-9

See 1-NHY-300219 sh 1 of 5

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 1 of 5

See 1-NHY-300219 sh 2 of 5

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 2 of 5

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 3 of 5

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 4 of 5

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 5 of 5

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Composite Piping Zones (Nuclear) Key Plan	
		Figure 3A-1

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Turbine Building Zone Key Plan Piping	
		Figure 3A-2

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Auxiliary Building Zone Key Plan Piping	
		Figure 3A-3