

William J. Cahill, Jr.
Vice President

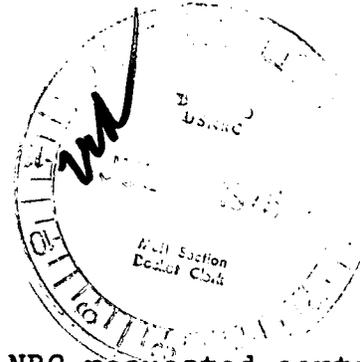
Consolidated Edison Company of New York, Inc.
4 Irving Place, New York, N Y 10003
Telephone (212) 460-3819



July 7, 1975

Re Indian Point Unit No. 2
Docket No. 50-247
Facility Operating License DPR-26

Mr. George Lear, Chief
Operating Reactors Branch #3
Division of Reactor Licensing
U.S. Nuclear Regulatory Commission
Washington, D. C. 20555



Dear Mr. Lear

In your letter dated May 27, 1975, the NRC requested certain information pertaining to the four (4) swing-check type main steam isolation valves (MSIVs) installed at Indian Point Unit No. 2. Accordingly, Consolidated Edison discussed the matter with Atwood and Morrill Co., Inc. (A&M), the manufacturer of the valves, who advised that the analyses requested by the NRC are not available at this time and would require approximately four (4) months. Allowing sufficient time for receipt of the A&M analyses and subsequent review by Consolidated Edison, we anticipate responding to your request by January 15, 1976.

It should be pointed out that those PWR plants that have experienced major difficulties with swing-check MSIVs are those units employing valves supplied by a manufacturer other than A&M. Since startup of Indian Point Unit No. 2, Consolidated Edison's operational experience with the presently installed MSIVs has been very good with the exception of spurious closures of these valves experienced during late spring 1974 due to insufficient pneumatic pressures. At that time, these occurrences were eliminated by performing the following modifications on each valve in accordance with A&M recommendations:

- (1) Material was removed from the disc stop to raise the open position of the disc.
- (2) A temporary 125 lb. nitrogen system was supplied to the valve operator cylinder. For a permanent system, Consolidated Edison is presently proceeding with replacement of the existing 9" air cylinders with dashpot, with 12" air cylinders without dashpot.

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Mr. George Lear, Chief

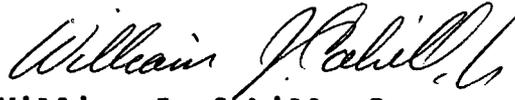
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July 7, 1975

These modifications are similar to those made to the A&M MSIVs at Point Beach Nuclear Generating Station. In addition, the oil level in the dashpot on the air cylinder was lowered. This modification was not related to spurious closures but was a preventative measure taken to preclude the shearing of pins as occurred at Point Beach Station.

The four (4) swing-check MSIVs at Indian Point Unit No. 2 are connected in series with four (4) check valves in the four (4) main steam lines. The "Rupture of a Steam Pipe" analysis in section 14.2.5 of the FSAR states that these eight (8) valves "prevent blowdown of more than one steam generator for any break location even if one valve fails to close". Therefore, the single failure of any one valve will not compromise the safety of the unit.

Very truly yours,



William J. Cahill, Jr.
Vice President

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