

William J. Cahill, Jr.
Vice President

CENTRAL FILES

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

August 1, 1979

re: Indian Point Units Nos. 1 & 2
Docket Nos. 50-3 & 50-247

Mr. Boyce H. Grier, Director
Office of Inspection and Enforcement
Region I
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

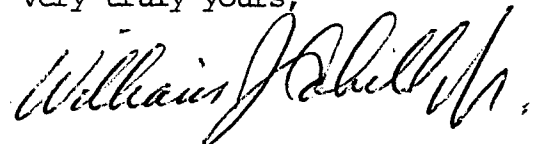
Dear Mr. Grier:

In accordance with your letters of July 2, 1979 and July 18, 1979, Attachment A to this letter provides our initial response to IE Bulletins 79-14 and 79-14-Rev. 1 for Indian Point Unit No. 2.

With respect to Indian Point Unit No. 1, the unit was shutdown on October 31, 1974 and is presently in the defueled condition awaiting a decision by the company whether or not to install an emergency core cooling system in accordance with the Commission's regulations. The information requested in the Bulletin will be provided if an affirmative decision is reached to return the unit to service.

Should you or your staff have any questions, please contact us.

Very truly yours,



William J. Cahill, Jr.
Vice President

attach.

cc: Mr. Victor Stello, Jr., Director
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Mr. Darrell Eisenhut, Acting Director
Division of Operating Reactors
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Mr. T. Rebelowski, Resident Inspector
U. S. Nuclear Regulatory Commission
P. O. Box 38
Buchanan, N. Y. 10511

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ATTACHMENT A

Response to IE Bulletins

79-14 and 79-14-Revision 1

(Seismic Analyses for As-built Safety-
related Piping Systems)

Consolidated Edison Company of New York, Inc.
Indian Point Unit No. 2
Docket No. 50-247
August 1, 1979

On May 17, 1979 and May 22-23, 1979, meetings were held between representatives of Consolidated Edison, Power Authority of the State of New York, United Engineers and Constructors, and the NRC Regulatory Staff. The purpose of these meetings was to discuss the Indian Point Unit No. 2 and Unit No. 3 responses to IE Bulletin 79-07 (Seismic Stress Analysis of Safety Related Piping). As a result of these meetings, certain followup actions were deemed necessary for Indian Point Unit No. 2 and were committed to in our letters of May 22, 1979 and May 25, 1979. Those actions are as follows:

- (1) For safety-related piping systems presently supported based on dynamic seismic analyses utilizing an algebraic summation option for intramodal response combinations, reanalyze the piping systems using a computer code not employing the algebraic summation technique.
- (2) For those piping systems requiring reanalysis per (1) above, verify that the as-built configurations of the piping systems are consistent with the input information for the analysis.

As stated in our May 22, 1979 and May 25, 1979 letters, our specific review of Indian Point Unit No. 2 safety-related piping determined that eight (8) lines (i.e., lines nos. 1,2,3,4,63,70,80 and 96) are presently supported in accordance with the UE&C-ADLPIPE-1 dynamic seismic computer code which uses an algebraic summation option. As documented in the above referenced letters, four of these lines (i.e., lines nos. 63,70,80 and 96) have been reanalyzed as required using the more recent UE&C-ADLPIPE-2 dynamic seismic computer code. The newly calculated total maximum pipe stresses remain substantially below the allowable stress limits. As committed in our May letters, reconfirmation analyses for the remaining four (4) lines (i.e., lines nos. 1,2,3 and 4) are presently underway and will be completed prior to the end of the present refueling/maintenance outage (which began on June 16, 1979).

Furthermore, as required and as documented in our May 25, 1979 letter, a "walk-through" of all eight (8) lines addressed above is presently underway to verify their as-built configurations. This work will also be completed prior to the completion of the present refueling/maintenance outage.

On July 6, 1979, we received IE Bulletin 79-14 which was issued on July 2, 1979. This Bulletin appeared to address the same concerns that were addressed at the May meeting with the Regulatory Staff regarding as-built configurations of safety-related piping systems. It required verification "...that the seismic analysis input information conforms to the actual configuration of safety-related systems." We interpreted the work scope of this Bulletin to require line "walk-throughs" for verification of the as-built configuration of any safety-related piping system for which dynamic seismic analyses were performed. Specifically, the walk-through is intended to verify that the input data for the dynamic seismic computer code reflects actual field configurations.

Accordingly, the as-built verification presently underway for the eight (8) lines identified pursuant to IE Bulletin 79-07 satisfies the requirements of IE Bulletin 79-14. In addition to those eight (8) lines, five other Indian Point Unit No. 2 lines (i.e., lines nos. 45,46,47,48 and 64) are presently supported based on a dynamic seismic analysis. These lines are associated with the steam generator secondary blowdown systems and the CVCS auxiliary spray system. The dynamic computer codes for these five (5) lines utilized a square root of the sum of the squares (SRSS) option

for intramodal response combinations and, therefore, were not addressed in response to IE Bulletin 79-07. Nonetheless, based on our interpretation of IE Bulletin 79-14, we are also presently conducting a field verification of the as-built configurations of these five (5) additional lines. The verification of these five (5) lines will also be completed prior to the end of the current refueling/maintenance outage.

On July 16, 1979, our interpretation of IE Bulletin 79-14 and our planned actions (as described above) were the subject of a telephone conversation between Mr. L. Liberatori of Con Edison and Mr. R. McGaughy of NRC OI&E-Region I. During this conversation, Mr. McGaughy confirmed the acceptability of our planned actions with regard to IE Bulletin 79-14. He specifically confirmed that only those safety-related lines which were dynamically analyzed required as-built verification and that the requirements of the Bulletin do not apply to piping systems which were statically designed using span tables. This confirmation was consistent with the guidance provided by the NRC Regulatory Staff at the May 17 and 22-23, 1979 meetings regarding IE Bulletin 79-07. Furthermore, on July 18, 1979, Revision 1 to IE Bulletin 79-14 was issued to clarify the intent of the original Bulletin. The revised Bulletin now specified that the actions required "...apply to all safety related piping 2 1/2-inches in diameter and greater and to seismic Category I piping, regardless of size which was dynamically analyzed by computer." This revision again confirmed the appropriateness of our planned actions.

However, on July 30, 1979, Mr. McGaughy telephoned to inform us that the requirements of IE Bulletins 79-14 and 79-14-Rev. 1 apply not only those piping systems which were dynamically analyzed but also those piping systems which were statically designed using span tables.

Indian Point Unit No. 2 safety-related piping that was not dynamically analyzed (i.e., all but thirteen (13) lines) was designed and constructed in a very conservative manner using static seismic design criteria that preclude dynamic motion of the piping and limit the maximum seismic stress to 3000 psi. This conservative design is evidenced by the large number of seismic restraints presently installed at the facility. No computer codes are used for this type of design. In addition, the inherent conservatism of the static design approach was discussed in detail at the May 17 and 22-23, 1979 meetings with the NRC Regulatory Staff. Furthermore, as discussed in our May 25, 1979 letter, a review was conducted by Westinghouse to confirm the adequacy and conservatism of the original static design criteria for seismic Category I piping systems at Indian Point Unit No. 2.

As discussed earlier, the Regulatory Staff agreed that exact as-built configuration information was only necessary for lines dynamically analyzed. Such lines incorporate fewer restraints in their design since the sophistication of the dynamic computer model technique permits higher seismic stresses in the piping than does static seismic evaluation. Consequently, slight variations between computer models and actual field conditions could result in significantly different calculated maximum stresses.

Based on the information presented above, Con Edison believes that as-built verification of statically designed lines is not required. Accordingly, we expect to follow through with the NRC approved plan to complete the as-built configuration verification for the thirteen (13) lines which were dynamically analyzed by the end of the current refueling/maintenance outage. As required by item 1 of IE Bulletin 79-14 and 79-14-Rev. 1, we are providing in Attachment B to this letter a listing of the design documents which were sources of input information for the seismic analyses of these lines.

Furthermore, the schedule of the current refueling/maintenance outage is such that any new work programs would extend the outage duration. Therefore, pursuant to the July 30, 1979 advice by the Region I representative, noted above, we are determining what further action, if any, is required relative to statically designed systems. Any action requiring plant outage will be planned for the next outage of sufficient duration.

ATTACHMENT B

Design Documents to be Used for Verification
of Actual Configuration of Safety-related Lines
Nos. 1,2,3,4,45,46,47,48,63,64,70,80 and 96

Consolidated Edison Company of New York, Inc.
Indian Point Unit No. 2
Docket No. 50-247
August 1, 1979

Indian Point Unit No. 2

Specifications

<u>Specification No.</u>	<u>Revision No.</u>	<u>Date</u>	<u>Titles</u>
9321-01-248-18	3A	5/3/78	Fabrication of Piping Systems
9321-01-248-27	3	5/30/74	Hangers, Anchors & Supports
9321-01-249-1	1	5/31/74	Thermal Insulation

LINE NO. 1 SERVICE: MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM S.G. #22 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
BLOW-OFF MUFFLER ADDITIONS MAIN STEAM DUMP VALVE VENT LINES - SH. 1	A 205932	1	9-8-76
BLOW-OFF MUFFLER ADDITIONS-SUPPORT DETAILS FOR MAIN STEAM DUMP VALVE VENT LINE #1134/5-SH. 2	A 205934	0	4-3-75
BLOW-OFF MUFFLER ADDITIONS-SUPPORT DETAILS FOR MAIN STEAM DUMP VALVE VENT LINE #1136/7-SH. 3	A 205935	0	4-3-75
INSERVICE INSPECTION - ISOMETRIC OF MAIN STEAM LINE #1 INSIDE CONTAINMENT-SH. 1 of 2	B 206555	0	11-3-78
INSERVICE INSPECTION - ISOMETRIC OF MAIN STEAM LINE #1 OUTSIDE CONTAINMENT-SH. 2 of 2	B 206556	0	11-3-78
SHIELD WALL AREA - PIPE PLATFORM FRAMING PLANS ELEVATIONS 59'-0 ³ / ₄ " TO 66'-0"	9321-F-1344	4	9-20-73
YARD AREA - WEST OF CONTAINMENT BLDG MAIN STEAM PIPING PLAN - SH. 1	9321-F-2049	23	5-15-79
YARD AREA - WEST OF CONTAINMENT BLDG MAIN STEAM PIPING - SECTS. & ELEVS. SH. 2	9321-F-2050	17	4-19-79
TURBINE BUILDING & HEATER BAY MAIN STEAM PIPING PLAN - SH. 3	9321-F-2051	15	10-4-78
TURBINE BUILDING & HEATER BAY MAIN STEAM PIPING PLAN - SH. 4	9321-F-2052	14	4-19-79
YARD AREA - WEST OF CONTAINMENT BLDG MAIN STEAM PIPING SECTIONS - SH. 7	9321-F-2073	14	10-4-78
YARD AREA - WEST OF CONTAINMENT BLDG - DETAILS & ASSY OF PIPE RESTRAINTS FOR MN STM PIPG. SH. 1	9321-F-2108	10	9-21-73
YARD AREA - WEST OF CONTAINMENT BLDG - DETAILS & ASSY OF PIPE RESTRAINTS FOR MN STM PIPG. SH. 2	9321-F-2109	10	9-21-73
MARK NO. CV-105	2806-2	2	3-23-72
MARK NO. CV-106	2807-2	2	3-23-72
MARK NO. CV-107	2808-2	2	3-23-72
MARK NO. CV-108	2809-2	2	3-15-72
MARK NO. CV-109	2810-2	2	3-15-72
MARK NO. MS-150	1001 sh. 1 of 2	0	8-11-67
MARK NO. MS-150	1001 sh. 2 of 2	0	8-11-67
MARK NO. MS-151	1002-1 sh. 1 of 2	1	11-2-67
MARK NO. MS-152	1003-2	2	11-2-67
MARK NO. MS-351	2401-3	3	1-11-72
MARK NO. MS-351a	2401a-2	2	1-9-69
MARK NO. MS-352	2402-1	1	11-22-67

LINE NO. 1 (Cont) SERVICE: MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM S.G. #22 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
MARK NO. MS-354	2404-1	1	11-22-68
MARK NO. MS-355	2405-1 sh.1	1	11-22-68
MARK NO. MS-355	2405-1 sh.2	0	10-11-68
MARK NO. MS-356	2406-2	2	5-5-72
MARK NO. MS-373	2423-4A	4B	3-22-79
MARK NO. MS-373a	2423a-7	7	8-31-71
MARK NO. MS-373B	2423B-1A sh.1	1A	2-3-78
MARK NO. MS-373B	2423B-1 sh.2	1	8-31-71
MARK NO. MS-375a	2425a-6	6	8-31-71
MARK NO. MSHR-2	9321-H-2047	2	11-1-73
MARK NO. MSR-7	7457-1	1	10-14-68
MARK NO. MSR-8	7458-1	1	10-14-68
MARK NO. MSR-12	7462-2	2	1-10-69
MARK NO. MSR-18	7468-1	1	1-22-69
MARK NO. MSR-18	7468A-1	1	1-22-69
MARK NO. MSR-22	7472-1	1	10-14-68
MARK NO. MSR-28	7478-1	1	10-14-68
MARK NO. MSR-30	7480-1	1	10-14-68
MARK NO. SR-M4	15480-2	2	6-11-71
MARK NO. SR-M5a	15481-3 sh.1	3	7-27-71
MARK NO. SR-M5a	15481-3 sh.2	0	5-5-71
MARK NO. SR-M5b	15482-3	3	7-27-71
MARK NO. SR-M29	15855-1	1	9-10-71
MARK NO. SR-M30	15856-2	2	9-15-71
MARK NO. SR-M31	15857-2	2	9-15-71

LINE NO. 2 SERVICE: MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM SG#21 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
BLOW OFF MUFFLER ADDITIONS			
MAIN STEAM DUMP VALVE VENT LINES SH. 1	A 205932	1	9-8-76
BLOW-OFF MUFFLER ADDITIONS-SUPPORT DETAILS FOR MAIN STEAM DUMP VALVE VENT LINE #1134/S-SH.2	A 205934	0	4-3-75
BLOW-OFF MUFFLER ADDITIONS-SUPPORT DETAILS FOR MAIN STEAM DUMP VALVE VENT LINE #1136/7-SH.3	A 205935	0	4-3-75
IN-SERVICE INSPECTION- ISOMETRIC OF MAIN STEAM LINE #2 INSIDE CONTAINMENT-SH. 1 of 2	B 206657	0	11-3-78
IN-SERVICE INSPECTION- ISOMETRIC OF MAIN STEAM LINE #2 OUTSIDE CONTAINMENT-SH. 2 of 2	B 206658	0	11-3-78
SHIELD WALL AREA- PIPE PLATFORM FRAMING PLANS ELEVATIONS 59'-0 ³ / ₄ " TO 66'-0"	9321-F-1344	4	9-20-75
TURBINE BLDG & HEATER BAY- MAIN STEAM HEADERS- STEAM HAMMER RESTRAINTS	9321-H-2047	2	11-1-73
YARD AREA- WEST OF CONTAINMENT BLDG MAIN STEAM PIPING PLAN-SH. 1	9321-F-2049	23	5-15-79
YARD AREA- WEST OF CONTAINMENT BLDG MAIN STEAM PIPING - SECTS. & ELEVS. SH. 2	9321-F-2050	17	4-19-79
TURBINE BLDG & HEATER BAY MAIN STEAM PIPING PLAN-SH. 3	9321-F-2051	15	10-4-78
TURBINE BLDG & HEATER BAY MAIN STEAM PIPING PLAN-SH. 4	9321-F-2052	14	4-19-79
YARD AREA- WEST OF CONTAINMENT BLDG MAIN STEAM PIPING SECTIONS - SH. 7	9321-F-2073	14	70-4-75
YARD AREA- WEST OF CONTAINMENT BLDG DETAILS & ASSY OF PIPE RESTRAINTS FOR MN STM PIPE	9321-F-2108	10	9-21-73
YARD AREA- WEST OF CONTAINMENT BLDG- DETS SH. 1 & ASSY OF PIPE RESTRAINTS FOR MN STM PIPE-SH. 2	9321-F-2109	10	9-21-73
MARK NO. CV-125	2826-5	5	3-21-72
MARK NO. CV-126	2827-5	5	3-22-72
MARK NO. CV-127	2828-2	2	9-8-71
MARK NO. CV-128	2829-4	4	3-22-72
MARK NO. CV-129	2830-5	5	3-4-72
MARK NO. MS-153	1004 sh. 1	0	8-11-67
MARK NO. MS-153	1004 sh. 2	0	8-11-67
MARK NO. MS-154	1005	0	8-11-67
MARK NO. MS-155	1006-1 sh. 1	1	10-10-67
MARK NO. MS-155	1006 sh. 2	0	9-1-67
MARK NO. MS-294	1144-1	1	4-9-65

LINE NO. 2 (Cont.) SERVICE:

MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM SG #21 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
MARK NO. MS-358	2408-1	1	11-22-68
MARK NO. MS-359	2409-1	1	11-22-68
MARK NO. MS-361	2411-1 sh.1	1	11-22-68
MARK NO. MS-361	2411-1 sh.2	1	11-22-68
MARK NO. MS-362	2412-1 sh.1	1	11-22-68
MARK NO. MS-362	2412-1 sh.2	1	11-22-68
MARK NO. MS-362	2412-1 sh.3	1	11-22-68
MARK NO. MS-374	2424-3A sh.1	3 B	3-22-79
MARK NO. MS-374A	A 205934 2424a-6	0 6	4-3-75 8-31-71
MARK NO. MSR-3	7453-1	1	10-14-68
MARK NO. MSR-4	7454-1	1	10-14-68
MARK NO. MSR-11	7461-2	2	7-10-69
MARK NO. MSR-13	7463-1 sh.1	1	10-14-68
MARK NO. MSR-13	7463-1 sh.2	1	10-14-68
MARK NO. MSR-16	7466A-1	1	1-22-69
MARK NO. MSR-16	7466 sh.1	0	9-13-68
MARK NO. MSR-16	7466 sh.2	0	9-13-68
MARK NO. MSR-17	7467-1	1	1-22-69
MARK NO. MSR-17	7467A-1	1	1-22-69
MARK NO. MSR-21	7471-1	1	10-14-68
MARK NO. MSR-24	7474-1	1	10-14-68
MARK NO. MSR-27	7477-1	1	10-14-68
MARK NO. MSR-29	7479-1	1	10-14-68
MARK NO. SR-M1	15476-3	3	6-13-72
MARK NO. SR-M2	15477-2	2	6-11-72
MARK NO. SR-M3	15478-3 sh.1	3	7-27-79

LINE NO. 2 (Cont) SERVICE:

MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM SG #21 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION		DWG. NO.	REV. NO.	DATE	
MARK NO.	SR-M3a	15478-3 sh.2	0	5-5-71	
MARK NO.	SR-M3b	15479-2	2	6-11-71	
MARK NO.		SR-M27	15853-2	2	6-22-72
MARK NO.		SR-M28	15854-1	1	9-10-71
MARK NO.		SR-M50	SR-M50 sh.1	1	7-17-72
MARK NO.		SR-M50	SR-M50 sh.2	0	7-6-72
MARK NO.		SR-M51	SR-M51	0	6-29-72
MARK NO.		SR-M52	SR-M52	0	6-29-72
MARK NO.		SR-M26	15852-1	1	9-10-71
Clamp Detail		2423 c2 sh.1	2	11-15-71	
MARK NO.		MSHR-1	9321-H-2047	2	11-1-73
MARK NO.		SR-M25	15851-1 sh.1	1	9-10-71
MARK NO.		SR-M25	15851-1 sh.2	1	9-10-71

LINE NO. 3

SERVICE:

MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM SG#23 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
BLOW-OFF MUFFLER ADDITIONS			
MAIN STEAM DUMP VALVE VENT LINES - SH. 1	A 205932	1	9-8-76
BLOW-OFF MUFFLER ADDITIONS-SUPPORT DETAILS FOR MAIN STEAM DUMP VALVE VENT LINE #1134/5 SH. 2	A 205934	0	4-3-75
BLOW-OFF MUFFLER ADDITIONS-SUPPORT DETAILS FOR MAIN STEAM DUMP VALVE VENT LINE #1136/7 SH. 3	A 205935	0	4-3-75
IN-SERVICE INSPECTION ISOMETRIC OF MAIN STEAM LINE NO. 3-INSIDE CONTAINMENT. SH. 1	B 206659	0	11-3-78
IN-SERVICE INSPECTION ISOMETRIC OF MAIN STEAM LINE NO. 3-OUTSIDE CONTAINMENT	B 206660	0	11-3-78
SHIELD WALL AREA-PIPE PLATFORM FRAMING PLANS ELEVATIONS 59'-03/4" TO 66'-0"	9321-F-7344	4	9-20-73
YARD AREA-WEST OF CONTAINMENT BLDG MAIN STEAM PIPING PLAN-SH. 1	9321-F-2049	23	5-15-79
YARD AREA-WEST OF CONTAINMENT BLDG MAIN STEAM PIPING-SECTS & ELEVS. SH. 2	9321-F-2050	17	4-19-79
TURBINE BUILDING & HEATER BAY MAIN STEAM PIPING PLAN-SH. 3	9321-F-2051	15	10-4-78
TURBINE BUILDING & HEATER BAY MAIN STEAM PIPING PLAN-SH. 4	9321-F-2052	14	4-19-79
YARD AREA-WEST OF CONTAINMENT BLDG MAIN STEAM PIPING SECTIONS-SH. 7	9321-F-2073	14	10-4-78
YARD AREA-WEST OF CONTAINMENT BLDG-DETS & ASSY OF PIPE RESTRAINTS FOR MAIN STM PIPG SH. 1	9321-F-2108	10	9-21-73
YARD AREA-WEST OF CONTAINMENT BLDG-DETAILS & ASSY OF PIPE RESTRAINTS FOR MAIN STM PIPG SH. 2	9321-F-2109	10	9-21-73
TURBINE BLDG & HEATER BAY-MAIN STEAM HEADERS-STEAM HAMMER RESTRAINTS	9321-H-2047	2	11-1-73
MARK NO. CV-120	2821-3	3	9-8-71
MARK NO. CV-121	2822-3	3	9-8-71
MARK NO. CV-122	2823-3	3	9-8-71
MARK NO. CV-123	2824-4	4	9-8-71
MARK NO. CV-124	2825-5	5	3-22-72
MARK NO. MS-156	1007 sh. 1	0	8-11-67
MARK NO. MS-156	1007 sh. 2	0	8-11-67
MARK NO. MS-157	1008-1 sh. 1	1	10-10-67
MARK NO. MS-157	1008 sh. 2	0	8-11-67
MARK NO. MS-157	1008-1 sh. 3	1	10-10-67
MARK NO. MS-158	1009-3 sh. 1	3	11-9-71

LINE NO. 3 (Cont.) SERVICE: MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM SG #23 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV. NO.	DATE
MARK NO. MS-159	1010-3	3	11-9-71
MARK NO. MS-293	1143-1	1	4-9-68
MARK NO. MS-368	2418-3	3	1-11-72
MARK NO. MS-368a	2418a-2	2	1-9-69
MARK NO. MS-369	2419-1	1	11-22-68
MARK NO. MS-370	2420-1	1	11-22-68
MARK NO. MS-371	2421-1	1	11-22-68
MARK NO. MS-371a	2421a-2	2	1-9-69
MARK NO. MS-372	2422-1 sh1	1	11-22-68
MARK NO. MS-372	2422-1 sh2	1	11-22-68
MARK NO. MS-372	2422-1 sh3	1	11-22-68
MARK NO. MS-376	2426-5A	5B	3-22-79
MARK NO. MS-376a	2426a-6	6	8-31-71
MARK NO. MS-376B	2426B-1 sh1	1A	2-3-78
MARK NO. MSR-1	7451-1	1	10-21-68
MARK NO. MSR-2	7452-1	1	10-14-68
MARK NO. MSR-9	7459-1 sh1	1	10-14-68
MARK NO. MSR-9	7459-1 sh2		
MARK NO. MSR-14	7464-1 sh1	1	10-14-68
MARK NO. MSR-14	7464-1 sh2	1	10-14-68
MARK NO. MSR-15	7465 sh1	0	9-13-68
MARK NO. MSR-15	7465 sh2	0	9-13-68
MARK NO. MSR-20	7470-1	1	10-14-68
MARK NO. MSR-26	7476-1	1	10-14-68
MARK NO. SR-M6	15483-3	3	6-13-72

LINE NO 3 (Cont.) SERVICE: MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM SG #23 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
MARK NO. SR-M8a	15485-2A sh1	2A	3-23-79
MARK NO. SR-M8a	15485-2A sh2	2A	3-23-79
MARK NO. SR-M8b	15486-2 sh1	2	6-11-71
MARK NO SR-M8b	15486-2 sh2	0	5-5-71
MARK NO SR-M34	15860-1	1	9-10-71
MARK NO SR-M35	15861-3	3	11-24-71
MARK NO SR-M36	15862-1	1	9-10-71
MARK NO SR-M37 (Looking W)	15863-2	2	6-22-72
MARK NO SR-M37 (Looking E)	15863-3	3	6-22-72
MARK NO SR-M38	15864-2	2	9-15-71
MARK NO SR-M53	SR-M53	0	6-4-72
MARK NO. V-H-1136-1-V	A 205935	0	4-3-75
MARK NO MSHR-3	9321-H-2047-2	2	11-1-73

LINE NO 4 SERVICE: MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM SG # 24 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV. NO.	DATE
BLOW-OFF MUFFLER ADDITIONS			
MAIN STEAM DUMP VALVE VENT LINES - SH. 1	A 205932	1	9-8-76
BLOW-OFF MUFFLER ADDITIONS - SUPPORT DETAILS FOR MAIN STEAM DUMP VALVE VENT LINE #1134/S	A 205934	0	4-3-75
BLOW-OFF MUFFLER ADDITIONS - SUPPORT DETAILS FOR MAIN STEAM DUMP VALVE VENT LINE #1136/7 - SH. 2	A 205935	0	4-3-75
INSERVICE INSPECTION - ISOMETRIC OF MAIN STEAM LINE #4 - INSIDE CONTAINMENT SH. 1 of 2	B 206661	0	11-3-78
INSERVICE INSPECTION - ISOMETRIC OF MAIN STEAM LINE #4 - OUTSIDE CONTAINMENT	B 206662	0	11-3-78
SHIELD WALL AREA - PIPE PLATFORM FRAMING PLANS ELEVATIONS 59'-0 ³ / ₄ " TO 66'-0"	9321-F-1344	4	9-20-73
YARD AREA - WEST OF CONTAINMENT BLDG MAIN STEAM PIPING PLAN - SH. 1	9321-F-2049	23	5-15-79
YARD AREA - WEST OF CONTAINMENT BLDG MAIN STEAM PIPING - SECTS & ELEVS. SH. 2	9321-F-2050	17	4-19-79
TURBINE BUILDING & HEATER BAY MAIN STEAM PIPING PLAN - SH. 3	9321-F-2051	15	10-4-78
TURBINE BUILDING & HEATER BAY MAIN STEAM PIPING PLAN - SH. 4	9321-F-2052	14	4-19-79
YARD AREA - WEST OF CONTAINMENT BLDG MAIN STEAM PIPING SECTIONS - SH. 7	9321-F-2073	14	10-4-78
YARD AREA - WEST OF CONTAINMENT BLDG - DETS, & ASSY OF PIPE RESTRAINTS FOR MAIN STM PIPG SH. 1	9321-F-2108	10	9-21-73
YARD AREA - WEST OF CONTAINMENT BLDG - DETS, & ASSY OF PIPE RESTRAINTS FOR MN STM PIPG SH. 2	9321-F-2109	10	9-21-73
MARK NO. CV-100	2801-1	1	11-22-69
MARK NO. CV-101	2802-1	1	11-22-68
MARK NO. CV-102	2803-1	1	11-22-68
MARK NO. CV-103	2804-1	1	11-22-68
MARK NO. CV-104	2805-1	1	11-22-68
MARK NO. MS-160	1011-1 sh. 1	1	10-10-67
MARK NO. MS-160	1011-1 sh. 2	1	10-10-67
MARK NO. MS-160	1011-1 sh. 3	1	10-10-67
MARK NO. MS-161	1012-1 sh. 1	1	10-10-67
MARK NO. MS-161	1012 sh. 2	0	8-11-67
MARK NO. MS-162	1013-1 sh. 1	1	10-10-67
MARK NO. MS-162	1013 sh. 2	1	10-10-67

LINE NO. 4 (CONT.) SERVICE: MAIN STEAM ATMOSPHERIC RELIEF LINE
FROM SG #24 MAIN STEAM LINE
(OUTSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
MARK NO. MS-163	1014-4 sh 2	0	8-11-67
MARK NO. MS-164	1015-4	4	11-9-71
MARK NO. MS-363	2413-3	3	1-11-72
MARK NO. MS-364	2414-1	1	11-22-68
MARK NO. MS-365	2415-1	1	11-22-68
MARK NO. MS-366	2416-1	1	11-22-68
MARK NO. MS-366	2416-1	1	11-22-68
MARK NO. MS-367	2417-4 sh 1	4	6-12-72
MARK NO. MS-367	2417-1 sh 2	1	11-22-68
MARK NO. MS-375	2425-7A sh 1	7B	3-22-79
MARK NO. MS-375a	2425a -6	6	8-31-71
MARK NO. MS-375B	2425B-1A sh 1	1A	2-3-78
MARK NO. MSR-5	7455-1	1	10-14-68
MARK NO. MSR-6	7456-1	1	10-14-68
MARK NO. MSR-10	7460-1 sh 1	1	10-14-68
MARK NO. MSR-10	7460-1 sh 2	1	10-14-68
MARK NO. MSR-19	7469-1	1	10-14-68
MARK NO. MSR-25	7475-1	1	10-14-68
MARK NO. SR-M9	15487-3 sh 1	3	6-16-72
MARK NO. SR-M9	15487- sh 2	0	6-7-72
MARK NO. SR-M10a	15488-3 sh 1	3	7-27-71
MARK NO. SR-M10b	15489-2 sh 1	2	7-27-71
MARK NO. SR-M39	15865-1	1	9-10-71
MARK NO. SR-M40	15866-3	3	6-23-72
MARK NO. SR-M41	15867-2	2	9-15-71

IP #2

LINE NO. 45 SERVICE:

SG #22 BLOWDOWN FROM GENERATOR TO CONTAINMENT PENETRATION (INSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
CONTAINMENT BUILDING - STEAM GENERATOR BLOWDOWN PIPING - PLAN & SECTIONS - SH. NO. 1	9321-F-2558-7	7	1-16-79
MARK NO. 45-H-1	15131	0	7-27-71
MARK NO. 45-H-2	15132	0	5-10-71
MARK NO. 45-H-3	15133	0	7-27-71
MARK NO. 45-H-4	15134	0	7-27-71
MARK NO. 45-H-5	15135	0	5-10-71
MARK NO. 45-H-6	15136	0	5-10-71
MARK NO. 45-H-7	15137	0	5-10-71
MARK NO. 45-H-8	15138	0	5-10-71
MARK NO. 45-H-9	15139	0	5-10-71
MARK NO. 45-H-10	15140	0	5-10-71
MARK NO. 45-SR-5	15145	0A	12-9-74
MARK NO. 45-SR-6	15146	0	5-10-71
MARK NO. 45-SR-9	15149	0	5-10-71
MARK NO. 45-SR-10	15149-0A	0A	12-9-74

IP #2

LINE NO. 46 SERVICE:

SG #21 BLOWDOWN FROM GENERATOR TO CONTAINMENT PENETRATION (INSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
CONTAINMENT BUILDING - STEAM GENERATOR BLOWDOWN PIPING - PLAN & SECTIONS - SH. NO. 1	9321-F-2558-7	7	1-16-79
MARK NO. 46-H-1	15107	0	3-17-71
MARK NO. 46-H-2	15109	0A	12-12-74
MARK NO. 46-H-3	15111	0	3-17-71
MARK NO. 46-H-4	15113	0	3-17-71
MARK NO. 46-H-5	15115	0	3-17-71
MARK NO. 46-H-6	15116	0	3-17-71
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MARK NO. 46-H-7	15117	0	3-17-71
MARK NO. 46-H-8	15118	0	3-17-71
MARK NO. 46-H-9	15119	0	3-17-71
MARK NO. 46-H-10	15120	0	3-17-71
MARK NO. 46-SR-2	15108	0	3-17-71
MARK NO. 46-SR-3	15110	0	3-17-71
MARK NO. 46-SR-4	15112-0A	0A	12-9-74
MARK NO. 46-SR-6	15117-0A	0A	12-9-74

LINE NO. 47 SERVICE:

SG #23 BLOWDOWN FROM GENER-
ATOR TO CONTAINMENT PENETRATION
(INSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV. NO.	DATE
CONTAINMENT BUILDING - STEAM GENERATOR BLOWDOWN PIPING - PLAN & SECTIONS SH. NO. 1	9321-F-2558-7	7	1-16-79
MARK NO 47-H-1	15016	0	5-10-71
MARK NO 47-H-3	15020	0	5-10-71
MARK NO 47-H-4	15022	0	5-10-71
MARK NO 47-H-5	15024	0	5-10-71
MARK NO 47-H-6	15026	0	5-10-71
MARK NO 47-H-7	15028	0	5-10-71
MARK NO 47-H-8	15030	0	5-10-71
MARK NO 47-H-9	15032	0	5-10-71
MARK NO 47-H-10	15034	0	5-10-71
MARK NO 47-H-11	15036	0	5-10-71
MARK NO 47-H-12	15038	0	5-10-71
MARK NO 47-H-13	15040	0	5-10-71
MARK NO 47-H-14	15043	0	5-10-71
MARK NO 47-H-15	15045	0	5-10-71
MARK NO 47-H-16	15048	0	5-10-71
MARK NO 47-H-17	15049	0	5-10-71
MARK NO 47-H-18	15051	0	5-10-71
MARK NO 47-H-19	47-H-19	0	—
MARK NO 47-H-20	15053	0	5-10-71
MARK NO 47-H-21	15054	0	5-10-71
MARK NO 47-H-22	15055	0	5-10-71
MARK NO 47-H-23	15056	0	5-10-71
MARK NO 47-H-24	15057	0	5-10-71
MARK NO 47-H-25	47-H-25	0	—

LINE NO. 47 (Cont) SERVICE:

SG #23 BLOWDOWN FROM GENER-
ATOR TO CONTAINMENT PENETRATION
(INSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
MARK NO 47-H-27	47-H-27	0	—
MARK NO. 47-SR-1	15017-0A	0A	12-9-74
MARK NO 47-SR-3	15143	0	7-27-71
MARK NO 47-SR-5	15025	0	5-10-71
MARK NO 47-SR-7	15029-0A	0A	12-9-74
MARK NO 47-SR-8	15031-0A	0A	12-9-74
MARK NO 47-SR-9	15033-0A	0A	12-9-74
MARK NO 47-SR-10	15035-0A	0A	12-9-74
MARK NO 47-SR-11	15037-0A	0A	12-9-74
MARK NO 47-SR-12	15039-0A	0A	12-9-74
MARK NO 47-SR-13	15041-0A	0A	12-9-74
MARK NO 47-SR-14	15042-0A	0A	12-9-74
MARK NO 47-SR-15	15044-0A	0A	12-9-74
MARK NO 47-SR-16	15046-0A	0A	12-9-74
MARK NO 47-SR-17	15047-0A	0A	12-9-74
MARK NO 47-SR-18	15050-0A	0A	12-9-74
MARK NO 47-SR-19	15052-0A	0A	12-9-74
MARK NO 47-SR-24	15062-0A	0A	12-9-74
MARK NO 47-SR-25	15063-0A	0A	12-9-74
MARK NO 47-SR-26	15064-0A	0A	12-9-74
MARK NO 47-SR-27	15064A-0A	0A	12-9-74
MARK NO 47-SR-28	15064B-0A	0A	12-9-74

LINE NO. 48 SERVICE:

SG #24 BLOWDOWN FROM GENER-
ATOR TO CONTAINMENT PENETRATION
(INSIDE CONTAINMENT)

DWG. IDENTIFICATION	DWG. NO.	REV. NO.	DATE
CONTAINMENT BUILDING - STEAM GENERATOR BLOWDOWN PIPING - PLANS & SECTIONS SH. NO. 1	9321-F-2558-7	7	1-16-79
MARK NO. 4B-H-1	15066	0	5-10-71
MARK NO. 4B-H-3	15067	0	5-10-71
MARK NO. 4B-H-4	15068	0	5-10-71
MARK NO. 4B-H-5	15069	0	5-10-71
MARK NO. 4B-H-6	15070	0	5-10-71
MARK NO. 4B-H-7	15071	0	5-10-71
MARK NO. 4B-H-8	15072	0	5-10-71
MARK NO. 4B-H-9	15073	0	5-10-71
MARK NO. 4B-H-10	15074	0	5-10-71
MARK NO. 4B-H-10A	4B-H-10A	0	—
MARK NO. 4B-H-11A	4B-H-11A	0	—
MARK NO. 4B-H-13	15076	0	5-10-71
MARK NO. 4B-H-14	15077	0	5-10-71
MARK NO. 4B-H-15	4B-H-15	0	—
MARK NO. 4B-H-16	4B-H-16	0	—
MARK NO. 4B-H-17	4B-H-17	0	—
MARK NO. 4B-H-18	4B-H-18	0	—
MARK NO. 4B-SR-5	15082-0A	0A	12-9-74
MARK NO. 4B-SR-7	15084-0A	0A	12-9-74
MARK NO. 4B-SR-9	15086-0A	0A	12-9-74
MARK NO. 4B-SR-13	15089-0A	0A	12-9-74
MARK NO. 4B-SR-15	15091-0A	0A	12-9-74
MARK NO. 4B-SR-17	15092-0A	0A	12-9-74
MARK NO. 4B-SR-19	15094-0A	0A	12-9-74

LINE NO. 63 SERVICE: Surge-S.G.#24(H.L.) To Press'rizer #2

DWG. IDENTIFICATION	DWG. NO.	REV. NO.	DATE
CONTAINMENT BUILDING - PRIMARY COOLANT PRESSURIZER PIPING PLAN (NORTH HALF)	9321-F-2537	18	2-3-78
CONTAINMENT BUILDING - ARRANGEMENT OF PIPE RESTRAINTS PRESSURIZER SURGE LINE	9321-F-2763	12	5-9-79
IN-SERVICE INSPECTION ISOMETRIC OF PRESSURE SURGE LINE NO. 63	B 206710	0	11-3-78
MARK NO. RCH-76	6016	1	8-21-69
MARK NO RCH-78	6018-2 sh 1	2	2-19-70
MARK NO RCH-78	6018-1 sh 2	1	8-21-69
MARK NO PWR-120	9120-1 sh 1	1	9-23-69
MARK NO PWR-120	9120-1 sh 2	1	9-23-69
MARK NO PWR-120	9120-1 sh 3	1	9-25-69
MARK NO PWR-120A	9120A sh 1	0	7-28-69
MARK NO PWR-120A	9120A sh 2	0	7-28-69
MARK NO. PWR-121	9121-1 sh 1	1	9-25-69
MARK NO PWR-121	9121-1 sh 2	1	9-23-69
MARK NO PWR-121	9121-2 sh 3	2	10-27-69
MARK NO PWR-121A	9121A sh 1	0	7-28-69
MARK NO. PWR-121A	9121A sh 2	0	7-28-69
MARK NO PWR-122	9122-1 sh 1	1	9-8-69
MARK NO PWR-122	9122 sh 2	0	7-28-69
MARK NO PWR-122	9122-1 sh 3	1	9-8-69
MARK NO PWR-122 (W. sling)	PWR-122 E	—	—
MARK NO PWR-122 (E. sling)	PWR-122 W	—	—
MARK NO PWR-123	9123-1 sh 1	1	9-8-69
MARK NO PWR-123	9123 sh 2	0	7-28-69
MARK NO PWR-123	9123-1 sh 3	1	9-8-69
MARK NO PWR-123	PWR-123 E	—	—

LINE NO. 63 SERVICE: Surge - S.G. #24 (H.L.) To Press. V2R #2

DWG. IDENTIFICATION	DWG. NO.	REV. NO.	DATE
MARK NO PWR-123	9123-1 sh 1	1	9-8-69
MARK NO PWR-123	9123 sh.2	0	7-28-69
MARK NO PWR-123	9123-1 sh.3	1	9-8-69
MARK NO PWR-123	PWR-123	-	-
MARK NO PWR-123 (w sling)	PWR-123 W	-	-
MARK NO PWR-124	9124-1 sh 1	1	9-8-69
MARK NO PWR-124	9124-1 sh 2	1	9-8-69
MARK NO PWR-124	9124-1 sh 3	1	9-8-69
MARK NO PWR-124	9124-1 sh.4	1	9-8-69
MARK NO PWR-125	9125-2 sh 1	2	12-6-70
MARK NO PWR-125	9125-1 sh 2	1	12-6-70
MARK NO PWR-125	9125-1 sh 3	1	9-8-69
MARK NO PWR-125	9125-2 sh 4	0	7-28-69
MARK NO PWR-125	9125-2 sh 5	0	7-28-69

LINE NO. 64 SERVICE: Aux. Spray - Regen HT XCH to Spr. Ln. #

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
CONTAINMENT BLDG - PRIMARY COOLANT PRESSURIZER PIPING PLAN (NORTH HALF)	9321-F-2537	21	7-17-79
CONTAINMENT BLDG - PRIMARY COOLANT PRESSURIZER PIPING PLAN (SOUTH HALF)	9321-F-2538	14	7-17-79
CONTAINMENT BLDG - CHEMICAL AND VOLUME CONTROL SYSTEM SH. NO 1	9321-F-2581	21	7-17-79
MARK NO. 64-H-2	15191	0	5-10-71
MARK NO. 64-H-3	1592-0C	0C	7-17-79
MARK NO. 64-H-4	15193	0	5-10-71
MARK NO. 64-H-5	15194	0	5-10-71
MARK NO. 64-H-5A	64H-5A	0	—
MARK NO. 64-H-6	15195-0C	0C	7-17-79
MARK NO. 64-H-7	15196-0B	0C	7-17-79
MARK NO. 64-H-8	15197-0C	0C	7-17-79
MARK NO. 64-H-9	15198-0C	0C	7-17-79
MARK NO. 64-H-10	15199-4B sh.1	4B	5-9-79
MARK NO. 64-H-10	15199-0B sh.2	0B	5-9-79
MARK NO. PWR-104A/B/C/D	9104-2	2	6-9-71
MARK NO. PWR-105	9105-1	1	6-25-69
MARK NO. PWR-106	9106-1	1	6-25-69
MARK NO. PWR-107	9107-1	1	6-25-69
MARK NO. PWR-108	9108-2	2	6-10-71
MARK NO. PWR-109	9109-1	1	6-25-69
MARK NO. 64-SR-6	15205-0B	0B	5-9-79
MARK NO. 64-SR-7	15206-0B	0B	5-9-79
MARK NO. 64-SR-8	15207-0B	0B	5-9-79
MARK NO. 64-SR-9	15208-1B	1B	5-9-79
MARK NO. 64-SR-10	15209-0B	0B	5-9-79

LINE NO. 70 SERVICE: Sfty R.V. Disch - Press #21 to Press. Rel. Tank #21

DWG. IDENTIFICATION	DWG. NO.	REV. NO.	DATE
CONTAINMENT BUILDING - PRIMARY COOLANT PRESSURIZER SAFETY RELIEF VALVE PIPING - SH. NO. 1	9321-F-2545	10	1-26-78
CONTAINMENT BUILDING - PRIMARY COOLANT PRESSURIZER SAFETY RELIEF VALVE PIPING - SH. NO. 2	9321-F-2546	13	3-28-79
CONTAINMENT BUILDING - PRIMARY COOLANT PRESSURIZER POV & MOV - VALVE PIPING MODIFICATION	A-206832	0	1-26-78
CONTAINMENT BUILDING - PRIMARY COOLANT PRESSURIZER POV & MOV PIPING - ISOMETRIC FOR STRESS ANALYSIS	A-206993	0	2-2-78
IN-SERVICE INSPECTION - ISOMETRIC OF REACTOR COOLANT LINE #70 - INSIDE CONTAINMENT	B-206712	0	11-3-78
MARK NO. 70-PR-101	D 70-PR-101-0	0	1-26-78
MARK NO. 70-PR-102	D 70-PR-102-0	0	1-26-78
MARK NO. RCH-51	7351-2B	2B	1-18-78
MARK NO. RCH-52	7352-2B	2B	1-18-78
MARK NO. RCH-53	7353-3-A	3A	7-19-74
MARK NO. RCH-55	7355-0A	0A	7-18-74
MARK NO. RCH-56	7356-0A	0A	7-19-74
MARK NO. RCH-57	7357-3-A sh1	3A	7-19-74
MARK NO. RCH-57	7357-3 sh2	3	4-14-71
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MARK NO. RCS-5	8005-2 sh1	2	6-8-69
MARK NO. RCS-5	8005 sh2	0	3-18-69
MARK NO. 70-RCS-5A	15466	0	5-10-71
MARK NO. RCS-6	8006-1 sh1	1	4-16-69
MARK NO. RCS-6	8006 sh2	0	3-18-69
MARK NO. 70-SR-3	15461	0	5-10-71
MARK NO. 70-SR-4	15463	0	5-10-71
MARK NO. 70-SR-5	15465	0	5-10-71
MARK NO. 70-SR-6	16052	0	—
MARK NO. 70-SR-10	70-SR-10	—	—

LINE NO. 80 SERVICE: R.C. Pump #21 Suct. to Regen. HT. Xc

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
CONTAINMENT BUILDING - CHEMICAL AND VOLUME CONTROL SYSTEM SH. NO. 1	9321-F-2581	21	7-17-79
CONTAINMENT BUILDING - CHEMICAL AND VOLUME CONTROL SYSTEM SH. NO. 2	9321-F-2582	14	9-21-73
IN-SERVICE INSPECTION - ISOMETRIC OF CHEM. & VOLUME CONTROL LINE NO. 80 - INSIDE CONTAINMENT	B 206714	0	11-3-78
MARK NO CH-129	6831-2	2	7-16-69
MARK NO CH-130	6832-1	1	6-4-69
MARK NO CH-131	6833	0	5-9-68
MARK NO CH-132	6834-1	1	6-4-69
MARK NO CH-133	6835	0	5-9-69
MARK NO CH-134	6836	0	5-9-69
MARK NO PWR-85	9085-2 sh1	2	8-25-69
MARK NO PWR-85	9085-1 sh2	1	6-25-69
MARK NO SR 915 B	8940B-3sh1	3	6-21-71
MARK NO SR 915 B	8940B sh 2	0	7-17-70
MARK NO SR-916	8941-2	2	6-21-71
MARK NO SR-917	8942-3	3	6-21-71
MARK NO SR-918	8943-1 sh1	1	8-21-70
MARK NO SR-918	8943-0 sh2	0	7-17-70
MARK NO SR-919	8944-1	1	8-28-70
MARK NO SR-920	8945-1	1	8-28-70
MARK NO SR-920 A	8945A-4 sh 1	4	9-14-71
MARK NO SR-920 A	8945A-2 sh 2	2	10-20-71
MARK NO SR-920 B	8945B-2	2	9-13-71

LINE NO. 96 SERVICE: Charg'g Wtr - Regen. Ht Xch. (Ln #80)
to cld leg S.G. #21

DWG. IDENTIFICATION	DWG. NO.	REV NO.	DATE
CONTAINMENT BUILDING - CHEMICAL AND VOLUME CONTROL SYSTEM - SH. NO. 1	9321-F-2581	21	7-17-79
CONTAINMENT BUILDING - CHEMICAL AND VOLUME CONTROL SYSTEM - SH. NO. 2	9321-F-2582	14	9-21-73
INSERVICE INSPECTION - ISOMETRIC OF CHEMICAL & VOLUME CONTROL LINE NO. 96 - INSIDE CONTAINMENT	B206723	0	11-3-78
MARK NO. CH-135	6837	0	5-9-69
MARK NO. CH-136	6838-1 sh 1	1	4-14-71
MARK NO. CH-136	6838 sh 2	0	5-9-69
MARK NO. CH-137	6839	0	5-9-69
MARK NO. CH-138	6840-1	1	6-4-69
MARK NO. CH-139	6841-1	1	6-4-69
MARK NO. CH-140	6842	0	5-9-69
MARK NO. PWR-84	9084-1	1	6-25-69
MARK NO. PWR-84A	9084A	0	3-8-71
MARK NO. SR-912	8937-1 sh 1	1	8-28-71
MARK NO. SR-912	8937-1 sh 2	1	8-28-71
MARK NO. SR-913	8938-2	2	6-18-71
MARK NO. SR-914	8939-3	3	6-21-71
MARK NO. SR-915	SR-915A	2	11-9-71