

Safety Evaluation Report For Reactor Internals Flow-Induced Vibration Program NEDE-33259P

Introduction

The purpose of Licensing Topical Report (LTR) NEDE-33259P, "ESBWR Reactor Internals Flow Induced Vibration Program (Refs. 1, 2, 3)," is to provide the complete flow-induced vibration (FIV) evaluation of all economic simplified boiling-water reactor (ESBWR) reactor internals except for the steam dryer, which is evaluated in LTR NEDE-33313P, ESBWR Steam Dryer Structural Evaluation (Ref. 4). LTR NEDE-33259P provides data for components that are considered acceptable because of similarity with components with successful operating experience and provides details for components that required additional work to evaluate and test for FIV. For those reactor internals where additional evaluation is performed, the evaluation method, the results and conclusions are provided. For reactor internals requiring testing during startup of the first ESBWR, the type and locations are identified.

The original version of LTR NEDE-33259P and its two revisions have been submitted to the U.S. Nuclear Regulatory Commission (NRC) (Refs. 1, 2, 3). The original LTR (Rev. 0) was released during the time frame of the issuance of the first ESBWR Design Control Document (DCD) Sections 3.9.2 and 3.9.5. These original documents lacked sufficient organization, content, and analysis. As a result, the NRC staff formulated several requests for additional information (RAIs) on Revision 0 LTR. These RAIs were treated as the RAIs for DCD Sections 3.9.2 and 3.9.5. The applicant responded promptly to some of these RAIs, and its evaluation is incorporated into the Safety Evaluation Report (SER) prepared for the DCD Sections 3.9.2 and 3.9.5. For the remaining RAIs (RAIs 3.9-49, 3.9-51, 3.9-53, 3.9-72, 3.9-75, 3.9-76, 3.9-78, 3.9-79, 3.9-96, 3.9-132, and 3.9-140 (Ref. 5)), the applicant referred to Revision 1 of the LTR.

The applicant submitted its response to the remaining RAIs in Revision 1 to LTR NEDE-33259P. This report will be referred to as Revision 1 LTR. The staff reviewed Revision 1 LTR and formulated additional RAIs (RAIs 3.9-233 through RAI 3.9-242 (Ref. 6)). Later, the staff reviewed the applicant's responses to these RAIs and found them acceptable, thus resolving all FIV issues associated with Revision 1 LTR.

Revision 2 to LTR NEDE-33259P was submitted on June 11, 2009. This report will be referred to as Revision 2 LTR. Modifications of Revision 1 LTR were made to produce Revision 2 LTR and mainly reflect the design changes and FIV analyses made since the issuance of Revision 1 LTR. The staff's review of Revision 2 LTR was not made through the issuance of new RAIs, but rather was addressed and resolved via an NRC audit held at GEH, in Wilmington, NC on August 25, 2009. Based on the review of Revision 2 LTR and on audit presentations, the staff formulated questions and formally submitted them to the applicant for written response in an audit report (Ref. 7). This report includes the applicant's responses to staff audit questions related to reactor internals, except for those related to the steam dryer.

This report presents the staff evaluation of Revision 1 LTR and Revision 2 LTR. To provide better understanding of FIV design margins and an historical record, this SER includes all RAIs issued and discussed in the review of Revision 1 LTR, even though

some have become obsolete because of design changes made since the issuance of Revision 1 LTR. Because most FIV issues were resolved in the review of Revision 1 LTR, they have not been reopened in the review of Revision 2 LTR.

The applicant considered the ESBWR to be a Non-Prototype Category II through Revision 6 of DCD Tier 2 (Ref. 9), but revised its classification to Prototype in Revision 7 (Ref. 10). For further information, see the discussion of RAI 3.9-75 S02 at the end of Section 3.9.2.4.3 in the SER for DCD Section 3.9.2.

Summary

The applicant supplied a complete FIV evaluation of all reactor internals, except the steam dryer, in the LTR and its responses to NRC staff questions and RAIs.

Revision 1 LTR provides additional design details and analyses for components that remained to be evaluated for FIV analysis and testing at the time the original version of the LTR was issued. Revision 1 LTR gives the evaluation method, results and conclusions for those components that required additional evaluation. For components requiring testing during the startup of the first ESBWR, the type and locations of sensors are given. Revision 1 LTR focuses on the following components:

- chimney head/steam separator assembly
- shroud/chimney assembly
- top guide
- core plate
- standby liquid control (SLC) piping
- control rod drive housings
- control rod guide tubes (CRGT)
- in-core monitor guide tubes (ICMGT)
- in-core monitor housings (ICMH)
- chimney and chimney partitions

The remaining reactor internals components that are not specifically identified in Appendix 3L of the ESBWR DCD, or in Revision 1 LTR, have designs and flow conditions that are similar to prior operating boiling-water reactor (BWR) plants, and the applicant considers them proven by past trouble-free BWR experience. The plant that is used for comparison purposes, because it is closest to the ESBWR configuration, is the advanced boiling-water reactor (ABWR). Revision 1 LTR notes that three ABWR plants are currently operating in Japan. The first plant completed an FIV program that included analysis, testing and inspection as outlined in Regulatory Guide 1.20, Revision 2 (Ref. 11). Most important, the Japanese plants have been operating without FIV incidences.

As presented in Revision 2 LTR, the main design changes made since the issuance of Revision 1 LTR are: (1) the elimination of the core support brackets and replacement with core support legs and a support ring; (2) changes in the design of the core plate and chimney head from reinforced plates to solid plates; and (3) redesign of the chimney partition to be removable for refueling. Recalculations showed that stresses remained well below design limits for the internal structures. Some details of the partition design remain unfinished but will be done within the modeling assumptions used in the analysis

results given in Revision 2 LTR. Also, as discussed below, the analysis will be rechecked by the applicant as part of inspections, tests, analyses, and acceptance criteria (ITAAC) closure. The design changes did not affect instrumentation for startup testing, except for the relocation of strain gauges at calculated maximum stress locations. The plant used for comparison purposes continues to be the ABWR.

Regulatory Criteria

The following regulatory requirements and guidelines provide the basis for the acceptance criteria for the NRC staff's review:

- Title 10 of the *Code of Federal Regulations* (10 CFR) Part 50 (Ref. 12), "Domestic Licensing of Production and Utilization Facilities," and 10 CFR 50.55a, "Codes and Standards," as they relate to codes and standards
- General Design Criterion (GDC) 1, "Quality Standards and Records," of Appendix A, "General Design Criteria for Nuclear Power Plants," to 10 CFR Part 50, as it relates to structures and components being designed, fabricated, erected, constructed, tested, and inspected to quality standards commensurate with the importance of the safety function to be performed
- GDC 2, "Design Bases for Protection against Natural Phenomena," of Appendix A to 10 CFR Part 50, as it relates to systems, components, and equipment important to safety being designed to withstand appropriate combinations of the effects of normal and accident conditions with the effects of natural phenomena safe-shutdown earthquake
- GDC 4, "Environmental and Dynamic Effects Design Bases," of Appendix A to 10 CFR Part 50, as it relates to systems and components important to safety being appropriately protected against the dynamic effects of discharging fluids
- RG 1.20, Revision 3, "Comprehensive Vibration Assessment Program for Reactor Internals during Preoperational and Initial Startup Testing" (Ref. 13)

Staff Evaluation of Revision 1 LTR

The staff's review of Revision 1 LTR addressed and resolved many FIV issues that were not reopened in the review of Revision 2 LTR. This section describes all the Revision 1 LTR issues and their resolution, including design RAls made obsolete by design changes made since the issuance of Revision 1 LTR.

1. Shroud/Chimney/Separator Structure

According to Section 5.2.1 of Revision 1 LTR, the applicant used a beam model to determine FIV dynamic response, because of the axisymmetric nature of the structure and the fluid flow field and forces. Also, the eight restraints located at the top of the chimney structure were assumed to provide translational and torsional restraint that transmits loads through the reactor pressure vessel (RPV). Because of the restraints, modal analysis found the fundamental beam frequency for the much longer ESBWR structure to be higher than that of the ABWR structure. Any torsional motion, argued to

be small, would be readily resisted by the restraints. Section 5.2 and Table 5 of Revision 1 LTR indicate that the restraints are an important feature of the design in maintaining the low stresses in the ESBWR. Revision 1 LTR did not discuss details of the design and the consequences of alternate modeling scenarios of the restraints.

In RAI 3.9-233 (Ref. 6), the staff requested the applicant to elaborate on the design and modeling of the restraints (or supports) as they relate to FIV structural dynamic analysis and the insertion and removal of the chimney during initial fabrication and refueling. In particular, are the physical supports and gaps adjustable and how are the supports modeled (e.g., as simple supports) in dynamic structural analysis? If the eight lateral restraints are not engaged, what are the modal characteristics of the shroud/chimney/separator structure? What is the uncertainty that the beam model of the support employed in the modal analysis is representative of the physical support? How are impact forces at the gaps accounted for?

In its response to RAI 3.9-233 (Ref. 14), the applicant stated that as described in its response to RAI 3.9-238, the chimney partition is structurally separated from the chimney cylinder except at the top of the partitions. To reflect this structural feature, the analysis models the chimney partitions and chimney cylinder as separate beams. The chimney partition beam model is structurally connected to the chimney cylinder beam model at the top and to the top guide at the bottom through the locating pins. The chimney cylinder beam model is connected to the RPV beam model at the eight top lateral restraints. The upper chimney support where the chimney is restrained by the RPV, is modeled as simply supported. Because the dimensional tolerances at the chimney cylinder restraints are such that it is possible for the chimney lugs to be touching the RPV bracket, modeling the chimney top as simply supported is realistic.

When the tolerance stack-up is at the other extreme, a small gap is possible and the chimney cylinder behaves like a cantilevered beam. In such a situation, the system becomes nonlinear and, theoretically, a modal analysis to obtain the natural frequencies and mode shapes is not appropriate. In a nonlinear system, the response may be periodic, depending on the nature of the forcing function. However, the period depends upon the amplitude of the vibration. To overcome this theoretical barrier, analysts have used the "equivalent linearization" method. In the equivalent linearization process, vibration amplitude is first assumed and an equivalent linear spring is determined for that particular amplitude. The equivalent linear spring rate for a particular vibration amplitude is a rate that minimizes the error between the real spring rate (a bilinear curve in the case of a gap) and the linear spring rate. This equivalent linear spring rate is then used in a linear model to calculate the vibration response amplitude per the description in the original version of the LTR (Ref. 1). The response amplitude is then compared to the assumed amplitude. If there is reasonable agreement, the process is terminated. If the amplitudes do not agree, an iterative process is started until there is reasonable agreement.

For the ESBWR chimney FIV response analysis, a linear model with a calculated stiffness to simulate a simple support is developed. For the other extreme where the chimney cylinder behaves as a cantilever, a zero spring rate is used. For the case where the gap may be closed during part of a vibration cycle, equivalent linear stiffness of 50 percent and 10 percent of simply supported case stiffness is determined. Table 1 of the applicant's response (reproduced below) shows the results from these cases.

From the results in Table 1, the applicant concluded that the effect of the gap is minimal. The small displacement because of FIV forces is consistent with the intent of the chimney restraint support, (i.e., it is meant to resist seismic forces, not FIV forces). The effect of a large gap may increase stresses in the shroud but the stresses are negligibly small and any increase is of little significance.

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The staff finds the applicant's response acceptable because the applicant provided details of the restraints and how the analysis using finite element method (FEM) was performed for various gap conditions. The stress results shown in Table 1 for bounding gap conditions are insignificant, because of flow in the annulus between the chimney and RPV. Therefore, RAI 3.9-233 is closed.

In calculating the FIV response of the ESBWR shroud/chimney/separator structure, the applicant used the measured [[

The calculated ESBWR stresses were well below design limits.

The applicant's use of the ABWR's [[]] is reasonable, unless the fluid forces generated in ABWR's shroud head/steam separator create a significant FIV excitation source.

In RAI 3.9-234 (Ref. 6), the staff requested the applicant to elaborate on the possibilities of other excitation sources and potential fluid forces created by the head/steam separators and their possible effects on FIV excitation of the ESBWR shroud/chimney/separator structure.

In its response to RAI 3.9-234 (Ref. 15), the applicant referred to its response to RAI 3.9-236 (Ref. 15). After review and staff acceptance of the applicant's response to RAI 3.9-236 (see below), the staff concurs that an acceptable response to RAI 3.9-234 was incorporated into the response to RAI 3.9-236. Therefore, RAI-3.9-234 is closed.

The applicant used the forces and moments determined in the dynamic analysis of the ESBWR shroud/chimney/separator structure subject to fluid pressures in the annulus to analyze the stresses in the chimney head and steam separator assembly (Section 5.2.2 of Revision 1 LTR) and the shroud support bracket (Section 5.7 of Rev. 1 LTR). Stresses in the chimney head and steam separator assembly were found to be a small fraction (10 percent) of the allowable stresses. Stresses in the shroud support bracket were even smaller. However, the applicant did not provide any analysis for the upper chimney restraints.

In RAI 3.9-235 (Ref. 6), the staff asked the applicant to provide the loads transmitted to the RPV and the stresses in the upper chimney restraints, in the case that the upper restraints are engaged. The staff also asked the applicant to elaborate on the uncertainties in the calculated stresses to account for ambiguities in the support provided by restraints excitation sources.

In its response to RAI 3.9-235 (Ref. 15), the applicant stated that it supplied the requested information in its response to RAI 3.9-233 (Ref. 15) (see above); the staff finds that the loads transmitted to the RPV were reported in RAI 3.9-233, but the stresses in the restraint were not. However, the shear loads due to FIV are small, especially in comparison to the seismic loads used to design the supports. Therefore, the staff concludes that support stresses due to FIV will be insignificant and RAI 3.9-235 is closed.

Section 5.1 of Revision 1 LTR indicated that the flat-shaped chimney head/separator assembly has replaced the proven dome-shaped design of the shroud head/separator assembly. In RAI 3.9-236 (Ref. 6), the staff requested the applicant to provide the rationale for the change to the new flat-shaped chimney head/separator assembly design in the ESBWR, the pertinent details of the structural design as they relate to structural dynamic analysis, the pertinent details of the internal flow conditions and their potential for FIV excitation. Also, the staff asked the applicant to discuss the stresses in the chimney head/separator assembly's separator/standpipe "forest" and in individual separator/standpipe units that are caused by internal flow.

In its response to RAI 3.9-236 (Ref. 15), the applicant stated that the chimney head/separator assembly is designed as a slightly curved plate to optimize the performance of the reactor internals. In the TRACG analysis, maximizing of the water volume outside and above the core boundary was necessary to ensure that the water level in the core could be maintained within the design criteria. Therefore, a change from a dome-shaped head to an essentially flat head optimized the amount of fluid on the exterior to the core and increased the inventory of available fluid to flood the core. The head design has a slight curvature in order to reduce stresses within the structure and to lower the overall weight of the structure.

The dominant FIV excitation of the separators/separator head comes from the turbulence of the two-phase flow inside the separator. There is a small periodic forcing function because the swirling flow behaves like an unbalanced wheel. The force is zero if swirling flow is uniform. Because of flow turbulence, the flow is slightly nonuniform. The nonuniformity is random, so acting forces are random and have different phases. Therefore the aggregate effect on the separator head is minimal.

From the beam model, the maximum stress occurs at the end of the standpipes and is less than [[]]. This is negligibly small when compared to the allowable 68.9 MPa (10,000 psi). The response to RAI 3.9-239 discusses the reliability of the individual separators.

In review of the applicant's response to RAI 3.9-236 the staff finds the applicant explained the pertinent design details, identified the internal flow through the forest of separator standpipes as the only significant flow excitation source of the separator head, and provided the maximum stresses [[]], created at the connection of the separator standpipe to the separator head. Further, the applicant referred to their response to RAI 3.9-239, which staff had already reviewed and accepted. In the response to RAI 3.9-239, the applicant included a summary of testing and stress measurements made on an individual separator under prototypic flow conditions (previously reported in response to RAI 3.9-56) that showed maximum stress levels of [[]] are well below the acceptance criteria of 68.95 MPa (10,000 psi) stress. When the [[]] due to the interconnected separators responding as a unit (the "forest") to all the internal flows is added, the stresses in the separator tubes are still acceptable. Therefore, RAI 3.9-236 is closed.

2. SLC Lines

In Section 5.5 of Revision 1 LTR, the applicant designated the SLC line as a new ESBWR component that is located in the down-comer flow region in the annulus between the RPV and the chimney. A diagram of the design showed that the SLC line has a new geometry and location within the RPV. Revision 1 LTR also summarized the manner of support for the SLC line and the results of an FEM modal analysis showed that the SLC line fundamental frequency [[]] was well above predicted vortex shedding frequency [[]] because of the down-comer flow, and that the associated SLC line stresses will be minimal. The staff concurs that the avoidance of significant stresses due to self-generated vortex shedding excitation must be considered. However, Revision 1 LTR did not discuss stresses generated by other excitation sources.

In RAI 3.9-237 (Ref. 6), the staff asked the applicant to elaborate on stresses created in the SLC line due to the dynamics of the supports. Section 5.5 stated that each SLC line is said to be supported at two locations on the RPV and 4 locations on the shroud. The staff asked the applicant to supply the analyses that show the stresses in the SLC line are below design limits, because of the relative dynamic motion of the shroud and the RPV in higher vibration modes.

[[]]

[[]]. Because both longitudinal and lateral supports of the SLC line are provided, both beam and shell mode induced motion of the supports appear to be important.

In its response to RAI 3.9-237 (Ref. 16), the applicant stated that the stiffness of the SLC lines is very small when compared to that of a much larger structure like the ESBWR shroud and RPV. Although a small shroud or RPV displacement may result in significant stresses in the shroud and RPV, a similar SLC line displacement will result in much lower stresses. [[]]

]] The unamplified stresses due to support motion are classified as secondary stresses per the American Society of Mechanical Engineers Boiler and Pressure Vessel Code (ASME Code) (Ref. 17) and have much higher stress allowable. The applicant stated that therefore they are of no concern.

The shroud/chimney/steam separator assembly is essentially an axisymmetric structure and the flow is also axisymmetric. Hence, no significant shell mode, other than $n=0$ and $n=1$ will be excited. Any minor unbalance forces because of the nonaxisymmetric structural elements such as chimney internal partitions, and separator structural ties will result in small shell mode responses. Because the ESBWR flow is more uniform than in the ABWR, fluid forces would be even smaller than in the ABWR. Therefore, any shell mode responses will be smaller in the ESBWR than in the ABWR. In summary, SLC support motion will result in negligible stresses on the SLC lines. Therefore, stresses due to support motion will be much below the allowable limits.

The staff's review of the response to RAI 3.9-237, which identified a potential FIV problem with the SLC finds that the applicant analyzed the potential and showed that stresses will be much below allowable limits. In particular, the applicant explained that the maximum displacement response of the ABWR shroud, which supports one end of the SLC, was primarily at [[

]]. Thus, static deformation and stresses of the flexible SLC will be small. Therefore, RAI 3.9-237 is closed.

3. Chimney Partition

The chimney contains a welded crate-like structure with cells that channels the flow from different groups of individual fuel assemblies upward to the steam separators. The structure is called the chimney partition, extends nearly the whole length of the chimney. Because the chimney structure is unique to the ESBWR, the applicant performed a series of tests to simulate and measure chimney partition flow characteristics during normal ESBWR operation. These tests formed the basis of the FIV analyses reported in Section 5.8 of Revision 1 LTR. Three scale model tests were performed: a 1/6 scale, a 1/12 scale, and one almost full scale. The tests used a mixture of air and water to simulate two-phase flow inside the chimney. Air was supplied by a compressor and the water was supplied by a water pump. The air and water were combined in a mixer at the chimney inlet and flowed through the simulated chimneys. Twelve pressure sensors were used to measure dynamic pressures at 10 elevations on the simulated chimney.

Two smaller scale models were used to investigate the effect of model size on the test results. They showed that the magnitude of the pressure fluctuations tends to [[]]. The applicant also used the smaller scale model tests to show that the effects of inlet air-and-water mixing conditions had little influence on the pressures

measured. In addition, the correlations of the pressures between the cells of the chimney partition were found to be [[]]. Test results from the large scale model show a maximum peak-to-peak pressure of [[]].

To estimate the FIV stresses in the chimney partition, the applicant input the test results into an ANSYS Version 5.6 FEM model that employed both plate and solid three dimensional elements. The FEM was first used to extract the eigenvalues, which showed the lowest frequency of the chimney to be [[]]. Because the pressure forcing function from the flow tests was dominant around [[]], a static analysis was used to calculate FIV response. The peak test pressure of [[]] was applied uniformly on four sides in one cell and the opposite pressure applied in adjacent cells. The calculated response results show that the maximum stress occurs [[]]. Using a fatigue strength reduction factor of two for welded joints from ASME Code Section III Table NG-3352-1, the applicant found the maximum stress intensity to be [[]], well below the allowable value of 68.9 MPa (10,000 psi).

The staff agrees that internal partition flow results in acceptable stresses for the assumptions of the FEM model, but did not understand the modeling of partition boundary conditions, and the effects, if any, of the deformation of the chimney, and the possibility of other boundary conditions.

The staff noted that in response to RAI 3.9-140 (Ref. 18), (formulated in an FIV review of DCD Section 3.9.5), the applicant reported that the FEM model of the partition assumed the outermost ends of the partition were essentially fixed ends. The response to RAI 3.9-140(c) implied that the partition is attached along the entire length of the chimney. However, at the time of the applicant's response to RAI 3.9-140, the design of the connections to provide such rigidity was still in progress. Therefore, in RAI 3.9-238 (Ref. 6), the staff requested the applicant to elaborate on the design of the chimney partition and its connections to the chimney, the sensitivity of the boundary condition assumptions on the calculated partition stresses, and why motion of the chimney because of flow in the annulus between the chimney and the RPV does not create additional significant stresses in the partition.

In its response to RAI 3.9-238 (Ref. 15) the applicant stated that as described in Section 9.1.4.15 of DCD Revision 5, the chimney partitions are designed to be removable for refueling. To facilitate proper alignment of the lower end of the chimney partitions to the top guide structure, alignment pins are necessary. Therefore, there is a secure lateral support at the lower end of the chimney partitions at the pin interface with the top guide. There is also a secure lateral support at the top of the chimney partitions that can be readily released for chimney removal. At the edges of the peripheral chimney partitions there are vertical plates attached to the partitions to stiffen and reduce stresses at the outer partition locations. Therefore, the only interface with the chimney cylinder is at the top of the chimney partitions, because contact along the length of the partition structure is not expected. The chimney partition is restrained laterally at the bottom by the top guide through the locating pins.

The chimney partition is free to move in the axial direction but restrained in the radial and tangential directions by the chimney cylinder. The fluid forces acting on the outer chimney cylinder surfaces are derived from the ABWR measurement as described in Section 5.2.1 of Revision 1 LTR. The vibration of the chimney cylinder resulting from

these forces is transmitted to the chimney partition through the restraints. As described in the applicant's response to RAI 3.9-233 (Ref. 7), the chimney partition is modeled as a beam separated from the chimney cylinder beam except at the top of the chimney partition where they are connected. Therefore, any chimney cylinder vibration induced by the flow between the RPV and the shroud/chimney annulus is transmitted to the partition through this upper connection. The partition vibration stresses induced by the cylinder vibration are automatically accounted for in the chimney partition and chimney cylinder models. The boundary conditions at the top and bottom of chimney partitions are clearly defined. From the beam model the maximum partition stress is [[]]. This is negligibly small when compared to the allowable 68.9 MPa (10,000 psi). In view of the small value of these stresses, any possible increase as a result of alternate boundary conditions is not of any significance.

In its response to RAI 3.9-238, the applicant described the connection between the chimney and the partition and stated that it was included in the FEM FIV analysis of upper internals structures subject to the flow between the chimney and the RPV. Staff's review of the FIV analysis found stresses in the partition due to flow in the annulus to be very small and not of concern. Therefore, RAI 3.9-238 is closed.

4. ESBWR Instrumentation

In Section 5.1 of Revision 1 LTR, the applicant stated that the steam separator standpipes are longer than those in the ABWR, which will result in a lower natural frequency. Because of this change the applicant selected the chimney head/steam separator assembly for further evaluation. The applicant stated that restraints in the separator/standpipe "forest" were designed to increase the natural frequency and to minimize vibration responses to flow conditions. Accelerometers will be provided for the ESBWR prototype FIV test to confirm the adequacy of the design. However, the staff did not understand how the instrumentation proposed in Table 6 of Revision 1 LTR is adequate to accomplish the confirmation.

In Section 5.2.4 of Revision 1 LTR, the applicant stated that for the ESBWR, [[]] accelerometers, [[]] degrees apart, will be placed near the calculated maximum acceleration elevation to measure the radial and tangential motion of the shroud/chimney/separator assembly. The maximum acceleration location is near the separator support ring. [[]] additional accelerometers, [[]] degrees apart, will be placed at the midpoint of the chimney to measure chimney motion. These are clearly intended to confirm the analysis and design of the shroud/chimney, but the applicant did not discuss the adequacy of the instrumentation is not discussed.

In RAI 3.9-239 (Ref. 6), the staff asked the applicant to elaborate on the rationale for and the location of the instrumentation intended to confirm the adequacy of the design of the steam separator assembly. In light of RAI 3.9-236, the staff asked the applicant to comment on whether the instrumentation will measure/confirm stresses induced by internal flow in the individual separators.

In its response to RAI 3.9-239 (Ref. 16), the applicant stated that there are [[]] accelerometers installed on the upper guide ring of the steam separator assembly. Because of their location on the relatively rigid upper ring, these accelerometers measure the gross motion of the separator assembly rather than the acceleration of the individual separators. Dynamic analyses of the separator/chimney/shroud structure and

the ABWR shroud structures show that the maximum FIV stresses from gross motion occur at the roots of the standpipes. Therefore, it can be concluded that dynamic analysis results show the accelerometer placement is appropriate.

The reliability of the individual separators has been confirmed through out-of-reactor tests. As stated in the response to RAI 3.9-56 (Ref. 19) during development testing of the particular separator used in the ESBWR, hot tests were conducted to determine the FIV response of the separator using various flow rates. During the test, the maximum flow rate through the steam separator was [[]] quality. This is higher than the ESBWR maximum separator flow of [[]]. Test results show a maximum FIV stress of less than [[]] that is well below the acceptance criteria of 68.95 MPa (10,000 psi). Thus the applicant concluded that separator FIV effects are acceptable. Furthermore, satisfactory operating experience in many BWRs and the ABWR, with higher flow rates, give added assurance that FIV induced stresses are acceptably low in the individual steam separators.

Because the applicant justified the instrumentation locations for the out-of-reactor testing to assess the adequacy of the steam separator assembly due to overall FIV motion and the adequacy of the individual tubes to maintain FIV stresses well below the acceptance criteria for internal flow that exceeded ESBWR operating conditions, the staff concludes that RAI 3.9-239 is closed.

In RAI 3.9-240 (Ref. 6), the staff asked the applicant to elaborate on the redundancy the instrumentation on the shroud/chimney structure provides, in the case of loss of one or more of the transducers. The staff also asked the applicant to discuss whether the instrumentation enables the calculation of the motion of the supports of the SLC lines.

In its response to RAI 3.9-240 (Ref. 20), the applicant stated that as described in the Revision 1 LTR, the shroud/chimney structure will have two levels of accelerometers with four sensors at each level, for a total of eight accelerometers. In addition, two strain gauges will be placed near the shroud bottom at the maximum stress location, along the principal stress directions. In theory, two accelerometers, 90 degrees apart, will be sufficient to define the motion of the shroud chimney structure. Given the frequencies and mode shapes of the shroud/chimney structure, the motion of all other points on the structure can be determined using finite element analysis results. In addition, based on past experience of their use in many BWRs indicates that the reliability of accelerometers for one startup cycle is very high. Therefore, it can be concluded that the eight accelerometers provide adequate redundancy. The two strain gauges at the bottom of the shroud provide additional redundancy.

The SLC line has its own set of instrumentation and does not rely on the measurements made on the shroud/chimney structure for stress calculation during startup. The SLC support motions are not used to calculate the SLC line stresses. Instead, two strain gauges are placed directly near the points of calculated maximum stresses of an SLC line. The strain measurements will allow accurate determination of the SLC maximum stresses. Inference of the SLC support motion from measured SLC strains and accelerations are subject to considerable error and uncertainty and is deemed unnecessary. Based on these explanations, the staff finds that the instrumentation plans for the shroud/chimney and SLC are adequate. Therefore, RAI 3.95-240 is closed.

In Section 5.5 of Revision 1 LTR, the applicant found that FIV excitation of the SLC is of no concern, because the fundamental frequency of the SLC line was determined to be [[]], which is over [[]] times higher and well separated from the vortex shedding frequency of [[]]. However, the applicant gave no explanation for the use of the [[]] sensors to be placed on the SLC lines.

In RAI 3.9-241 (Ref. 6), the staff asked the applicant to elaborate on the rationale for the selection and location of the sensors to be placed on the SLC lines. The staff also asked the applicant to comment on whether the motion measured by the shroud/chimney instrumentation and the accelerations measured on the SLC lines will be comparable.

In its response to RAI 3.9-241 (Ref. 20), the applicant stated that one SLC line is instrumented. Two strain gauges, on one SLC line shroud penetration at the bottom, along the principal stress directions, are used. Two accelerometers, on one SLC line near the end of the circular header, are used to measure radial and tangential accelerations. The locations of these sensors are based on the dynamic analysis results of a three-dimensional finite element model of the SLC line. The strain gauges are located near the points of the calculated maximum principal stresses. The two accelerometers are located near the points of maximum calculated accelerations.

Eight accelerometers at two levels of the shroud/chimney structure measure the acceleration of the shroud/chimney structure. The dynamic structural characteristics, such as the natural frequencies and mode shapes, of the SLC line and shroud/chimney structures are different from each other. The forcing functions acting on these structures, including the forcing frequencies and amplitudes, are also different. Thus, even though some of the natural and forced frequencies of the shroud/chimney structure may appear as response frequencies in the SLC piping, their magnitudes are indeterminate. Because sensors are mounted directly on the SLC piping, the SLC piping stresses can be determined directly using the sensor signals. There is no need to use the support motion for stress determination. The staff finds the applicant's plans for instrumentation of SLC piping adequate to determine its stresses. Therefore, RAI 3.9-241 is closed.

In Section 5.7.2 of Revision 1 LTR, the applicant stated that because of the addition of the chimney in the structure, the shroud/chimney/separator structure will be more heavily instrumented than in the ABWR. [[]] strain gauges will be placed at the maximum calculated stress locations in addition to the [[]] accelerometers, [[]] degrees apart, placed at the calculated maximum ESBWR shroud/chimney/separator acceleration elevation and the [[]] accelerometers, [[]] degrees apart, placed at the midpoint of the chimney.

These

[[]] strain gauges will be placed on the shroud above the support bracket along the calculated principal stress directions at the highest stress point. However, the applicant did not state the stress levels predicted for the shroud above the support bracket are not given.

In RAI 3.9-242 (Ref. 6), the staff asked the applicant to elaborate on the rationale for the selection and location of the sensors to be placed on the shroud above the support bracket and to provide predicted stresses. If these are not the maximum stresses, the

staff asked the applicant to provide the value and location of the maximum stresses for the shroud/chimney/separator assembly.

In its response to RAI 3.9-242 (Ref. 15), the applicant stated that the shroud support design has been changed from “shroud support brackets” to “shroud support legs”. As before, strain gauges will be placed near the points of maximum calculated principal stresses. Placement of strain gauges near the principal stress locations will obviate the need for extrapolation of stresses based on the results of finite element model analyses. Based on the loads generated by the beam model described in the response to RAI 3.9-233 (Ref. 15), the maximum bending stresses are less than [[]] and occur at the lateral brace location on the shroud leg. In light of the new design details, the staff finds the rationale and location for the strain gauges on the support legs acceptable. Therefore, RAI 3.9-242 is closed.

In response to a past-unresolved RAI 3.9-77 S01 (Ref. 21) developed in the DCD review, the applicant indicated that it would be resolved in Revision 1 LTR, which was then to be released shortly. For tracking purposes, the staff asked RAI 3.9-77 S01 again during the review of Revision 1 LTR, renumbered as RAI 3.9-243 (Ref. 6).

In RAI 3.9-243 (Ref. 6), the staff asked the applicant to provide the justification for extrapolating the stresses in the ESBWR top guide from stresses calculated in the ABWR, based on the guide plate lateral load results from the beam model analyses. In particular, the applicant was to comment on any differences in stress concentrations on the boundary and stress patterns on the boundary and interior in the ABWR and ESBWR top guides. All of these would have to be the same or very similar in the ABWR and the ESBWR for the extrapolation to provide a reasonable estimate of the stress in the ESBWR top guide.

In its response to RAI 3.9-243 (Ref. 22), the applicant referred to its response to RAI 3.9-77 S01 (Ref. 21) and RAI 3.9-77 S02 (Ref. 23). The applicant performed additional calculations and made clear that the actual ESBWR top guide geometry was analyzed subject to the scaled loads from ABWR and that the stresses are well below allowable. The applicant did not rely on extrapolation of stresses from the ABWR. The staff finds acceptable its review of the response to RAI 3.9-243 and the response to RAI 3.9-77 S02. RAI 3.9-77 was closed. Therefore, RAI 3.9-243 is closed.

Staff Evaluation of Revision 2 LTR

In Revision 2 LTR, Table 2 compared Revision 1 LTR and Revision 2 LTR and summarized the changes in the design of the core plate and chimney head from reinforced plates to solid plates. The ESBWR core plate is no longer constructed like its counterpart in the ABWR, and the chimney head construction, is changed to a solid plate forming a shallow head, similar to the shroud head in ABWR. Also, the core support brackets were eliminated and replaced with core support legs and a support ring. The applicant gave details of the changes in the design of these structures during the NRC audit in Wilmington, NC on August 25, 2009 (Ref. 7), using the applicant’s computer model of the reactor internals. In particular, the applicant showed how the chimney cylinder and chimney partition are attached to each other, the top guide, and are supported and restrained by the RPV and RPV bracket. The applicant also explained the modeling of the structures and supports for the dynamic analysis of shroud/chimney structure. The modeling assumes pinning of the chimney to the RPV, as was assumed

in the analyses of Revision 1 LTR. Although not yet designed, the pinning will be accomplished using multiple removable wedge configurations that have been employed in past reactors.

The flow rate through the reactor internals appeared to have been increased by 16 to 17 percent, since the issuance of Revision 1 LTR, but the applicant explained during the audit that mean flow rates were used in past calculations but the maximum expected flow rates were used for analyses in Revision 2 LTR. This change is reflected in the increase in vortex shedding frequencies for selected components in Tables 3 and 4 of Revision 2 LTR, where vortex-shedding excitation is considered. The stresses of the below core components given in Table 4 remain the same in Revision 1 LTR and Revision 2 LTR, but, if the increases in flow rate were taken into account, the low stress levels would remain low.

During the audit, the applicant supplied the out-of-reactor test report on an individual separator to explain the basis for finding separator FIV effects acceptable, even with the higher flow rates used in Revision 2 LTR. This report had been referenced in the earlier LTRs and was reviewed during the audit.

Minor dimensional changes were made in other reactor internal components, but they are not expected to affect FIV considerations. In particular, the applicant discussed the computer model of the SLC line, attachments to the shroud and RPV, and location of the vibration monitoring instrumentation during the audit. Also reviewed was the ESBWR SLC Piping FIV Stress Analysis Report, CE-OG-0110, Revision 1, June 2007.

Based on the audit presentations and review of Revision 2 LTR, the staff formulated questions and formally submitted them to the applicant for written response in an audit report (Ref. 7).

The audit questions that the staff submitted to the applicant included the following:

Audit Question 7: In NEDE-33259, Revision 2, the support of the ESBWR shroud was changed from Revision 1. Show the [[

]].

Audit Question 8: Explain the planned supports for the [[

]]

Audit Question 9: Verify that FIV stress analysis of the internal components has been repeated that accounts for the [[

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The applicant's response to Audit Question 7 (Ref. 8) stated that as explained in the audit meeting, the design of the shroud support in the [[

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The staff's reviewed of the applicant's response to Audit Question 7 finds that the applicant showed the change to leg supports for the shroud in the audit. In its response, the applicant explained the similarity of the supports to past BWRs that have operated successfully for years without any adverse FIV effects on the structures below the core and downstream from the leg supports. Instrumentation on CRD and in-core housing during startup testing has confirmed the adequacy of the design. Therefore, Audit Question 7 is closed.

The applicant's response to Audit Question 8 (Ref. 8) stated that for the chimney partition assembly that will be designed to be removable at refueling outages, [[

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The staff reviewed the applicant's response to Audit Question 8 and finds that the applicant adequately explained the changes to allow removal of the partition. As a result of the review of the analysis results, the staff found that design work remains on (1) providing essentially pinned supports at many circumferential locations between the chimney and the RPV and (2) creating essentially fixed supports for the longitudinal edges of the chimney, concepts for both of which were also discussed in the audit meeting. The development of these supports is necessary to allow previous FIV analysis to remain valid. In its response, the applicant committed to complete the support designs and reanalysis to confirm the support designs. Therefore, Audit Question 8 is closed, and (inspection, test, analysis, and acceptance criteria) ITAAC Item 8a will provide verification of the final design of the chimney partition and of the FIV analysis of the chimney partition and the shroud/chimney/separator assembly that confirms their design. The staff has reasonable assurance based on the applicants commitment to meet the ASME code requirements, and the ITAAC will verify that the design of the chimney and partitions will meet the requirements of ASME Code Section III, Subsection NG-1122(c). The staff confirmed the addition of this ITAAC into Table 2.1.1-3 in Revision 7 of the DCD Tier 1 (Ref. 10).

The applicant's response to Audit Question 9 (Ref. 8) stated that the evaluation work reported in Revision 2 LTR does include the newly designed components such as the [[

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The staff's review of the applicant's response to Audit Question 9, finds that the applicant did discuss the work in Revision 2 LTR and showed the analysis in References (9-1) through (9-3). In its response, the applicant confirmed that all necessary FIV analyses have been repeated for the newly designed components. Therefore, Audit Question 9 is closed.

Conclusions

The staff found that the applicant's FIV evaluations of the ESBWR's reactor internal components, excluding the steam dryer, are compliant with the requirements of GDC 1, 2, and 4, and with 10 CFR Part 50 and 10 CFR 50.55a. FIV analysis and the testing performed should provide adequate design of the reactor internal components to safely

withstand the FIVs resulting from coolant flow under steady-state conditions. The design of the internal components is complete with one exception. ITAAC, Item 8a requires the applicant to verify the final design of the chimney partition and an FIV analysis of the chimney partition and the shroud/chimney/separator assembly that confirms their design. The staff finds reasonable assurance that the design of the chimney and partitions will meet the requirements of ASME Code Section III, Subsection NG-1122(c). This conclusion is based on the following findings:

1. Every internal component has been reviewed for potential FIV excitation. Components that have construction similar to those already existing and functioning in currently operating reactors were identified. FIV excitation potential for these components was analyzed and shown to be more robust because of their modified designs, than those in currently operating reactors.
2. Internal components that were not similar to the designs in currently operating reactors were designed, analyzed, and conservatively redesigned, as necessary, to minimize component stresses and responses, based on the current knowledge of FIV excitation mechanisms. Most of the flow and pressure data used in the analyses were obtained from reduced-scale model testing, full-scale out-of-reactor FIV testing under simulated flow conditions, and results from the FIV testing of Japan's first ABWR reactor.
3. Having identified and analyzed the components that were new to this reactor design, the applicant choose accelerometers and strain gauge instrumentation and their placements for use during start-up FIV testing to confirm the adequacy of the component designs.
4. For each new component, the staff reviewed the design, FIV test data or results, FIV analyses, and startup test instrumentation and the operating conditions for which startup testing will be performed. For staff questions, the staff obtained further information until it could confirm the adequacy of the evaluations.

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5. Letter from Lawrence Rossbach, (NRC), to David H. Hinds, (GEH), "Request for Additional Information Letter No. 67 Related to ESBWR Design Certification Application – RAI Numbers 3.9-3 through 3.9-175," October 10, 2006 (ADAMS Accession No. ML062760404).
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11. Regulatory Guide 1.20, Revision 2, "Comprehensive Vibration Assessment Program for Reactor Internals during Preoperational and Initial Startup Testing."
12. U.S. Code of Federal Regulations, *Title 10, Energy*, Part 50, "Domestic Licensing of Production and Utilization Facilities."

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