

PMSTPCOL PEmails

From: Chappell, Coley [ccchappell@STPEGS.COM]
Sent: Thursday, March 31, 2011 9:28 AM
To: Joseph, Stacy; Tai, Tom
Subject: Draft Ch 10 slides
Attachments: Chapter 10 FSE _DRAFT_#43.pdf

Stacy and Tom,

See attached two draft slides, as requested.

Regards,

Coley Chappell
NINA Licensing STP 3 & 4

Hearing Identifier: SouthTexas34Public_EX
Email Number: 2803

Mail Envelope Properties (C7F098E3C31A0141A02043F0B8E656EE26B7652C3A)

Subject: Draft Ch 10 slides
Sent Date: 3/31/2011 9:27:56 AM
Received Date: 3/31/2011 9:28:00 AM
From: Chappell, Coley

Created By: ccchappell@STPEGS.COM

Recipients:
"Joseph, Stacy" <Stacy.Joseph@nrc.gov>
Tracking Status: None
"Tai, Tom" <Tom.Tai@nrc.gov>
Tracking Status: None

Post Office: exgmb1.CORP.STPEGS.NET

Files	Size	Date & Time
MESSAGE	127	3/31/2011 9:28:00 AM
Chapter 10 FSE _DRAFT_#43.pdf		272842

Options
Priority: Standard
Return Notification: No
Reply Requested: No
Sensitivity: Normal
Expiration Date:
Recipients Received:



Action Item # 43

Provide the documented basis for adequacy of turbine rotor integrity related to FATT and Cv departure (STP DEP 10.2-2).

Response: STP 3 & 4 COLA Part 7 Departures Report states STP DEP 10.2-2, as a Tier 2 departure, has been evaluated and complies with the requirements of Appendix A to Part 52, Section VIII.B.5.

- During an audit conducted in Bay City, Texas (October 27-29, 2009), NRC staff reviewed documents related to the bases for the Departures Report evaluation, i.e., the validation material for COLA changes related to STP DEP 10.2-2.
- Based on review of the evaluation process and the additional documentation, the audit report concluded reasonable assurance that this Tier 2 departure does not require prior NRC approval, consistent with Appendix A, Section VIII.B.5.

Action Item # 43 (cont'd)

Information contained in the additional documentation included:

- Design of the large low-pressure (LP) rotors will be of the forged, monobloc design, consistent with industry practice.
- The lower stresses experienced in the monobloc design are accommodated with Ni-Cr-Mo-V alloy steel (ASTM A470), the material used in the fabrication of the rotor.
 - Greater material resistance to corrosion.
 - Approach is consistent with industry practice.
- Reports which indicate that, for the rotor design and material properties, design overspeed conditions do not result in significant missile generation probabilities – even without routine rotor inspections, which will be performed.
 - Reports reference analysis methodologies that are consistent with industry standards.