



UNITED STATES  
ATOMIC ENERGY COMMISSION  
DIVISION OF COMPLIANCE  
REGION III  
799 ROOSEVELT ROAD  
GLEN ELLYN, ILLINOIS 60137

April 17, 1972

Wisconsin Public Service Corporation  
ATTN: Mr. E. W. James, Vice President  
Power Generation and Engineering  
P. O. Box 1200  
Green Bay, Wisconsin 54305

Docket No. 50-305

Gentlemen:

Thank you for your letters dated April 12 and 14, 1972, informing us of the steps you have taken to correct the items of apparent nonconformance which we brought to your attention in our letter dated March 13, 1972. We will examine these matters during our next inspection.

Your cooperation with us is appreciated.

Sincerely yours,

Boyce H. Grier  
Regional Director

cc: E. R. Mathews, Manager  
Power Engineering  
L. O. Ramsett, Quality  
Assurance Supervisor

bcc w/ltrs dtd 4-12-72 & 4-14-72:

J. B. Henderson, CO

J. G. Keppler, CO

L. Kornblith, CO

R. H. Engelken, CO

P. A. Morris, DRL

CO Files

DR Central Files

PDR

Local PDR

NSIC

R. L. Shannon, DTIE

*Handwritten initials*

WISCONSIN PUBLIC SERVICE CORPORATION



P.O. Box 1200, Green Bay, Wisconsin 54305

April 14, 1972

U. S. Atomic Energy Commission  
Division of Compliance, Regeant III  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

Attention: Mr. Boyce H. Grier - Regional Director

Dear Sir:

Reference: Docket 50-305  
Letter - E. W. James to B. H. Grier dated  
April 12, 1972

This letter is to clarify Item #1 of the above referenced letter dated April 12, 1972.

The two conditions of incorrect wire bundling within Mechanical Console "B", as noted by Mr. Hayes, have been corrected to meet FSAR requirements. Other wiring within the panels and consoles is presently being inspected for conformance to FSAR requirements.

Very truly yours,

A handwritten signature in cursive script, appearing to read "E. W. James".

E. W. James - Senior Vice President  
Power Generation and Engineering

EWJ:mem

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# WISCONSIN PUBLIC SERVICE CORPORATION



P.O. Box 1200, Green Bay, Wisconsin 54305

April 12, 1972

U. S. Atomic Energy Commission  
Division of Compliance, Regeant III  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

Attention: Mr. Boyce H. Grier - Regional Director

Dear Sir:

Reference: Docket 50-305  
Construction Deficiency Notice dated  
March 13, 1972

The following response is submitted in answer to the three non-conformances indicated in the Enclosure to your letter of March 13, 1972.

## Item No. 1

The wiring and cables within the control room consoles have been inspected and those in non-conformance with FSAR requirements have been corrected such that a non-class IE wire may not transfer from one safeguard bundle to another.

To prevent recurrence of this situation the installation drawings have been revised to clarify the separation criteria.

## Item No. 2

Corrective action has been initiated to provide separation of wire between trains "A" and "B" for the reactor trip channels.

To prevent recurrence of this condition the following action is to be taken.

- (1) Information has been added to the drawings to clarify the separation criteria.
- (2) Instructions have been issued to the Field as follows:

Where the wiring is redundant, that is, engineered safety features are within a single panel or panel section, this wiring is to be separated one group from the other

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by either a 6" air space or metallic barriers. These barriers may be of formed sheet steel, flexible conduit or other metal devices. In the use of flexible conduit, the conduit may be applied to only one "train", thus separating it from the other. Where wiring of both "trains" must terminate on a single switch, each "train" will use a separate stage or group of stages separate from the redundant stage or group of stages by a blank or unused stage. The wire bundles are to terminate on opposite sides of the switch, i.e., one "train" on one side of the switch, the other "train" on the other side. Wiring not associated with either "train" (Normal) may be coupled with one "train", but may not cross from one "train" bundle to the other. All panel wiring for redundant engineered safety features are to be identified with colored tie wraps. Where "Train A" is identified, green tie wraps are to be used and where "Train B" is identified, orange tie wraps are to be used.

"Normal" cables which are routed in one of the Safeguard trays may not cross to the other Safeguard tray.

Conduit can be considered as a barrier. Therefore, where we need separation not available in the tray systems, we shall use conduit.

- (3) L. K. Comstock, the site electrical contractor, has revised his Quality Assurance Manual by adding a procedure that provides for audit and verification that the criteria used for Item 1 and 2 above is being followed.

Item No. 3

Drawings have been revised to provide for the second reactor scram switch.

Very truly yours,

*E. W. James* *E. W. James*  
E. W. James - Senior Vice President  
Power Generation and Engineering

EWJ:mem