MEMO ROUTE SLIP
Form AEC-93 (Rev. May 14, 1947) AECM 0240

See me about this.	For concurrence.	For action.
Note and return.	For signature.	For information.

TO (Name and unit)	INITIALS / DATE	REMARKS
RO Chief, FS&EB RO:HQ (4) Licensing (4) DR Central Files Region I		Wisconsin Public Service Corporation Kewaunee 50-305
TO (Name and unit)	**INITIALS / DATE**	**REMARKS**
Region II Local PDR PDR NSIC DTIE		
TO (Name and unit)	**INITIALS / DATE**	**REMARKS**
OGC, Beth, P-506A		
FROM (Name and unit)		**REMARKS**
D. M. Hunnicutt RO:III		Attached is a copy of licensee's adequate reply dated January 15, 1974, to RO Bulletin 74-01.
PHONE NO.	**DATE** 6-7-74	

USE OTHER SIDE FOR ADDITIONAL REMARKS

GPO : 1971 O - 445-469

WISCONSIN PUBLIC SERVICE CORPORATION

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

January 15, 1974

U. S. Atomic Energy Commission
Directorate of Regulatory Operations
Region III
799 Roosevelt Road
Glen Ellyn, Illinois 60137

Attention: Mr. James G. Keppler
Regional Director

Dear Sir:

Reference: Docket 50-305
Letter from Mr. J. G. Keppler to Mr. E. W. James
Dated January 3, 1974

The referenced letter transmitted Directorate of Regulatory Operations Bulletin 74-1 "Valve Deficiencies," which described deficiencies identified at two other facilities and a request for action to be taken by Wisconsin Public Service Corporation.

We have reviewed both Bulletin 74-1 with attachments and our valve documentation and have concluded the following:

Walworth Valves

Our facility has three (3) Walworth valves; all three are manually operated small valves in low pressure service. Two valves are 1/2 inch globe, 300 pound service, screwed, drain valves on the diesel-generator startup compressor; the third valve is 1 1/4 inch globe, 300 pound service, screwed valve in the CO_2 manifold. We do not have any Walworth valves of the type described in the attachment to your Bulletin.

Darling Valve

Our facility has one (1) Darling S350 WDD 10 inch motor operated valve which is in a line between the accumulator B injection line and the residual heat removal line. The valve is a normally closed valve with another normally closed motor operated valve downstream in the RHR line.

During testing the valve was stroked several times and upon completion of the test, the valve was disassembled and the manufacturer's representative checked and cleaned the discs and seats. There was no evidence of the type

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of damage which is described in the Point Beach letter attached to your Bulletin. The limit switches had been properly set prior to the test and, therefore, no overtravel was experienced and no hangup of the discs on the seat ring.

We believe that our testing and examination of the valve after testing is adequate evidence that our valve will function as required without experiencing the type of problem described in the attachment to the Bulletin.

Yours very truly,

E. W. James
Senior Vice President
Power Generation & Engineering

EWJ:sna

cc - Dr. D. F. Knuth