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(TEMPORARY FORM)

CONTROL NO: 14066

FILE: \_\_\_\_\_

FROM: Northern States Pwr Minneapolis, Mn L O Mayer		DATE OF DOC 12-16-75	DATE REC'D 12-19-75	LTR XXX	TWX	RPT	OTHER
TO: Mr Ziemann		ORIG one signed	CC	OTHER	SENT NRC PDR	XX	
					SENT LOCAL PDR	XX	
CLASS	UNCLASS XXXXX	PROP INFO	INPUT	NO CYS REC'D 1	DOCKET NO: 50-263		
DESCRIPTION: Ltr re our 8-27-75 ltr.....trans the following:				ENCLOSURES: Addl info concerning Relief Valve Line Restraints inside Torus...(40 cys encl rec)			
PLANT NAME: Monticello							

FOR ACTION/INFORMATION 12-20-75 ehf

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*JPO*

*MA*

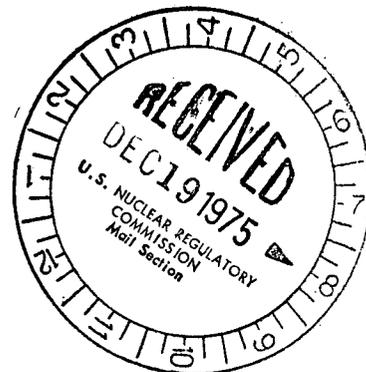
# NSP

NORTHERN STATES POWER COMPANY

MINNEAPOLIS, MINNESOTA 55401

December 16, 1975

Mr. D. L. Ziemann, Chief  
Operating Reactors Branch #2  
Division of Reactor Licensing  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555



Dear Mr. Ziemann

MONTICELLO NUCLEAR GENERATING PLANT  
Docket No. 50-263 License No. DPR-22

Relief Valve Line Restraints Inside Torus

Your letter dated August 27, 1975 requested that an analysis be performed to confirm the adequacy of relief valve line restraints inside the torus at the Monticello Nuclear Generating Plant. Your letter also requested that an inspection of the relief valve lines and their restraints inside the torus be conducted for indications of damage or degradation.

Attached is a report entitled, "Structural Analysis of Safety/Relief Valve Discharge Line Restraints Within Torus." The report demonstrates that loadings on the restraints will not exceed yield during a relief valve opening event.

This report, along with our letter to you dated October 17, 1975, on the same subject, should provide the information requested in your letter dated August 27, 1975. The restraint loadings were obtained from the Bechtel Power Corporation's current dynamic load model. This model will be refined by the results of the Safety/Relief Valve test program planned as part of the Mark I Containment Long-Term Program

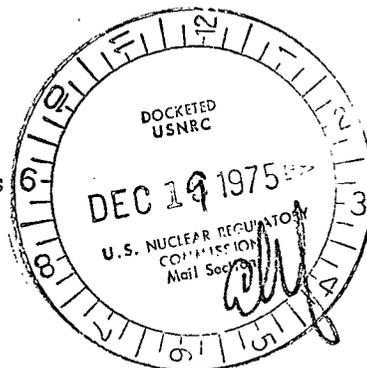
Yours very truly,

*L. O. Mayer*

L.O. Mayer, PE  
Manager, Nuclear Support Services

LOM/LLT/deb

cc: J. G. Keppler  
G. Charnoff  
MPCA--attn: J. W. Ferman



14066

Structural Analysis of  
Safety/Relief Valve Discharge Line  
Restraints Within Torus

1. Introduction

Monticello has eight relief valves and discharge lines. The lines inside the torus are identical and equally spaced around the torus. The layout and detailed restraint design inside the torus is as shown on attached drawings (enclosures 1 and 2). The lines inside the drywell are not identical so the analysis was based on the shortest line which provides the largest loads on the torus supports.

2. Methods of Analysis

a. Computer Code for Calculation of Relief Valve Discharge Flow Transients

The code is based on a non-steady, one dimensional flow analysis. The flow along the discharge pipe axis is divided into three regions; steam flow region, an air flow region and a water flow region. The steam flow through the relief valve, causes the air originally in the pipe to flow (undergoing compression) in the direction of the water slug at the downstream end of the pipe. This in turn induces a water flow at the discharge end of the pipe. These three flows are treated separately while satisfying the proper conditions at the interfaces. Steam and air are treated as perfect gases and water compressibility is accounted for.

No condensation is assumed. Frictional losses are taken into consideration while gravitational terms have been neglected in the analysis.

The solution of the basic equations (continuity, momentum and energy) governing the flow is carried out using the method of characteristics. A finite difference solution using a specified time interval scheme for the distance time grid has been adapted for the numerical computations. In this scheme, the pipe is divided into a suitable number of nodes at which the code determines the time changes of the following set of flow variables; velocity, pressure, sonic speed and density.

Starting from the initial conditions (no flow in the pipe) the code computes the flow variables at each node at the end of the first time step. Incrementing the time and using these conditions new values are obtained at the end of a new time step, etc.

The code models the valve flow as an upstream boundary condition. It considers the valve opening time as well as the valve opening characteristics (valve area - time and valve flow coefficient-opening dependence). The steam/air interface is tracked at each time step. Also, the location of the air/

water interface is determined at each time step. The downstream boundary condition models the water flow through the pipe vent to the suppression pool. It allows for possible exit loss.

The code determines the time at which water clearing ends. This instant marks the substitution of the downstream end condition by a different model, a ram's head--attached air bubble model. The use of this downstream boundary is continued until all the air originally in the pipe is discharged out of the pipe. At this instant, a developing steam jet model is adapted as downstream end boundary condition. This growing steam jet is continued until it reaches a steady state at which time a steady jet model is assumed at the downstream end boundary.

The code in its current form has been used to predict Quad Cities test data (NEDO-10859). A good agreement was obtained between the calculated values and the test data both in the magnitude and time phase of the pressure trace up to the end of water slug clearing. Less favorable agreement prevailed during the attached air bubble and the developing steam jet phases. Quad Cities test data indicate that the conditions leading to the most severe pipe loading occur during the initial phase of the transient, i.e., during the water slug clearing phase. Accordingly, it has been decided to use the code in its current form to predict piping forcing functions only to the end of water clearing.

The program development effort is being continued to resolve the discrepancies encountered during the post water slug clearing. Current plans call for checking the code results with more test data, when available.

b. The structural analysis was based on the American Institute of Steel Construction (AISC) Specification for the Design, Fabrication and Erection of Structural Steel for Buildings - Sixth Edition.

c. Dynamic Load Factor

A dynamic load factor was calculated and used for the loads imposed on the restraints.

### 3. Results

a. The basic parameters used in the analysis are as follows:

1) Safety/Relief Valve

Manufacturer:	Target Rock
Model:	67F
Set Pressure:	1068 psig
Accumulation:	3%
Flow Coefficient, K:	.8 @ 100% OPEN
ASME Rated Flow:	879,571 lbm/hr
Valve Opening Time:	0.035 sec

2) Discharge Piping Inside Torus

Size: 10" Sch 80  
Material: A106 Gr B except for pipe stub in vent header, which is A333 Gr 6

3) Torus Condition

Water Temperature: 130F  
Air Temperature: 130F  
Water Level Elevation: 909.46 ft.  
Initial Water Depth: 9.985 ft.

b. The results of the analysis are shown graphically on Figures 1 and 2. Note that the maximum net force on run J-K is 36 kips.

c. The forcing function shown in Figures 1 and 2 was utilized in the computer code STARDYNE 3 to determine the resulting stress in the relief valve discharge line and restraints. The results of this analysis are as follows:

Peak Bending Stress in RV restraint	27,000 psi at Restraint B
Peak Stress in Pipe	20,000 psi

The design yield stress for the RV restraints (ASTM A36) is 36,000 psi (lowest actual material yield stress from the certified material test reports is 42,000 psi). The peak stress in the RV restraints is 75% of design yield stress and 64% of actual yield stress.

The code allowable stress as determined by the AISC-6th Edition, for this type of design is 22,000 psi. The predicted stresses are well below yield stress but above code allowable.

The SRV test program, planned as part of the MKI Containment Long Term Program will be used to verify the calculated fluid flow forcing functions and determine the resulting stresses on the RV restraints.

4. Limitations and Conclusions

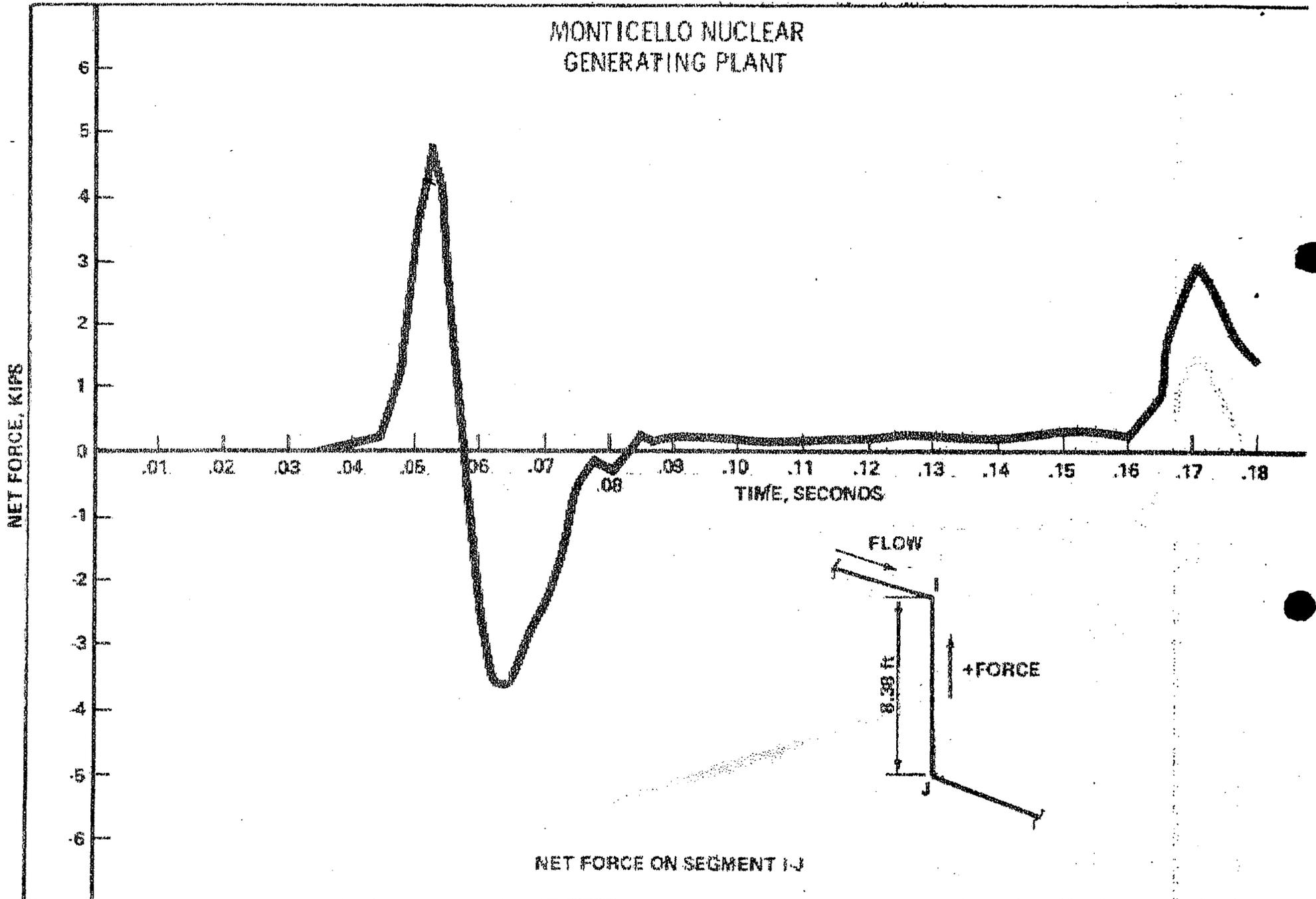
a. Limitations--

The analysis only considered the effects of water-slug clearing. Possible concurrent effects such as pool swell, an operational basis earthquake or safe shutdown earthquake are not included (but deemed to be very small compared to the primary loads.)

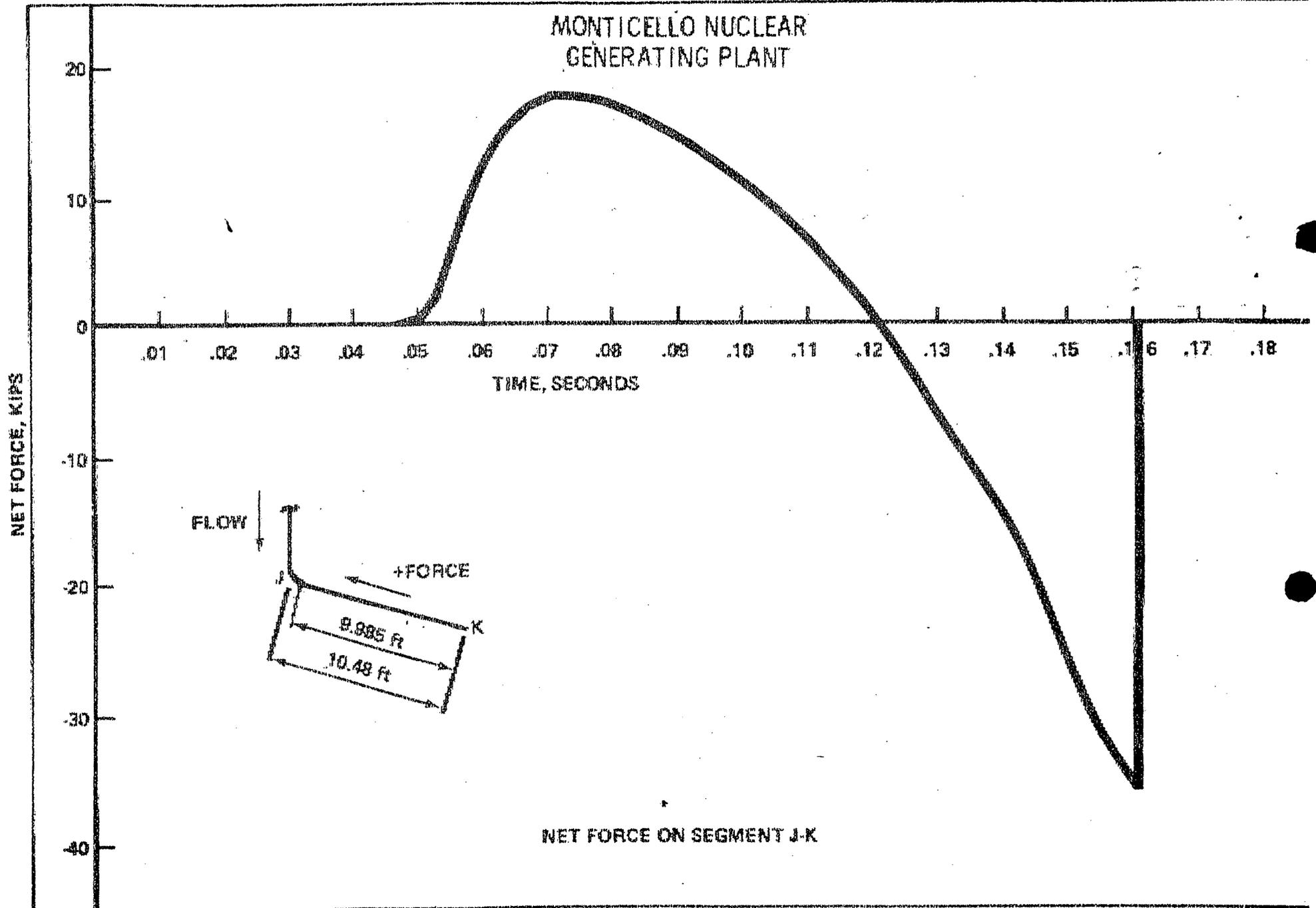
b. Conclusions--

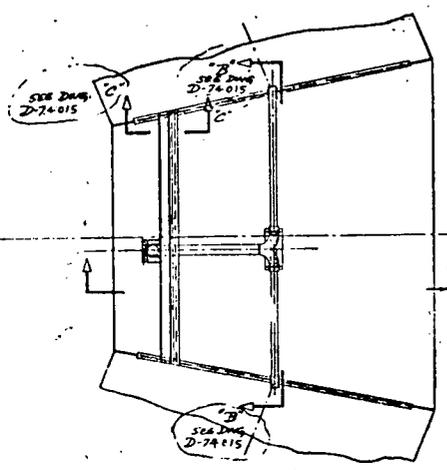
The calculated loads on the restraints are below the design yield stress for ASTM A-36 material.

MONTICELLO NUCLEAR  
GENERATING PLANT

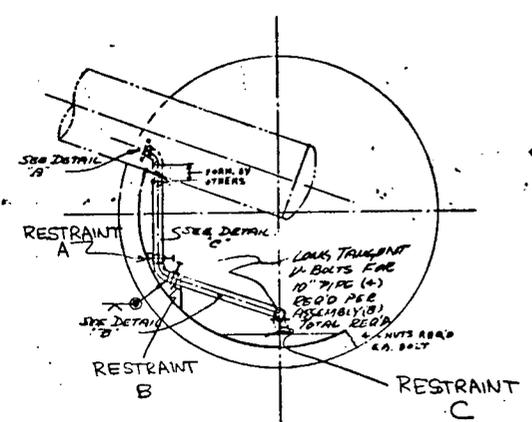


MONTICELLO NUCLEAR  
GENERATING PLANT

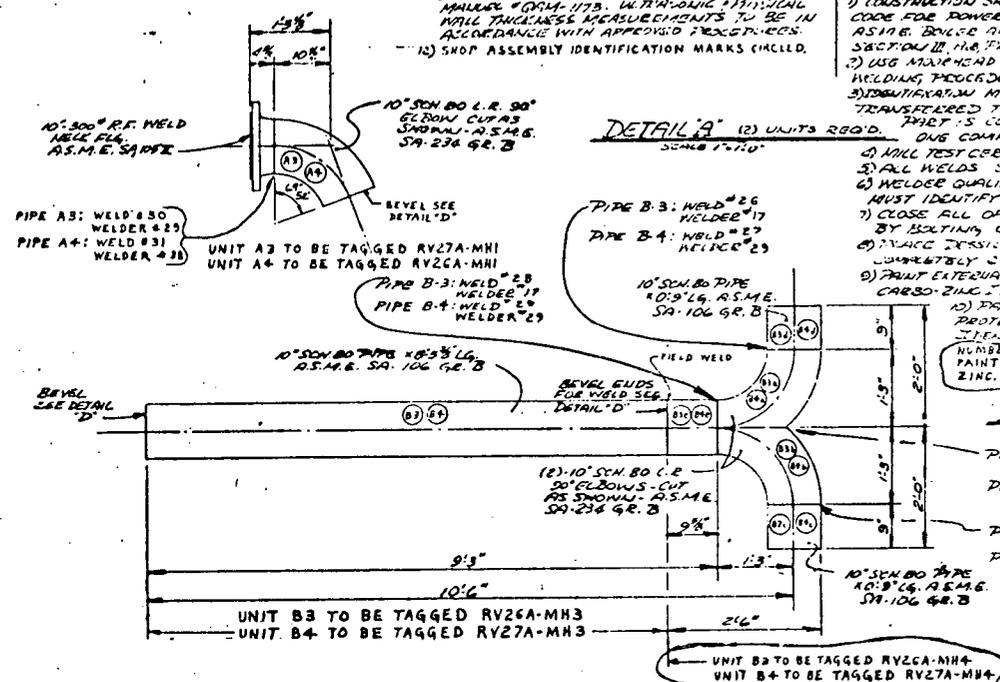




TRANSVERSE SECTION



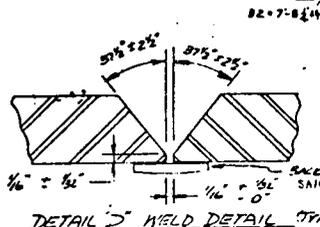
ELEVATION 3-A



DETAIL A (2) UNITS REQ'D. SCALE 1/4"=1'-0"

DETAIL B (2) UNITS REQ'D. SCALE 1/4"=1'-0"

DETAIL C (2) UNITS REQ'D. SCALE 1/4"=1'-0"



DETAIL D WELD DETAIL (2) UNITS REQ'D

- 1) QUALITY ASSURED TO BE IN ACCORDANCE WITH APPROVED MANUFACTURER'S BOILER CONSTRUCTION CODE (ASME-17B). MINIMUM WALL THICKNESS MEASUREMENTS TO BE IN ACCORDANCE WITH APPROVED PROCEDURES.
- 2) SHOP ASSEMBLY IDENTIFICATION MARKS CIRCLED.

- NOTES
- 1) CONSTRUCTION SHALL BE IN ACCORDANCE WITH CODE FOR POWER PIPING, PART B31.10 AND ASME BOILER AND PRESSURE VESSEL CODE SECTION II, PART 2300.1, CLASS 3.
- 2) USE MOUNTHEAD MACHINERY & BOILER CO. WELDING PROCEDURES FOR 100 PIPE IDENTIFICATION MARKINGS SHALL BE TRANSFERRED TO ALL PIECES WHEN A PIECE IS CUT TO MAKE MORE THAN ONE COMPONENT.
- 3) ALL TEST CERTIFICATES REQ'D.
- 4) ALL WELDS SHALL BE RADIOGRAPHED.
- 5) WELDER QUALIFICATION REQ'D - WELDERS MUST IDENTIFY ALL WELDS.
- 6) CLOSE ALL OPENINGS OTHER THAN BY BOLTING OR WELDING.
- 7) TRACE RESISTANT IN PIPE STOOD BEFORE UNWARRANTY SEALING.
- 8) PAINT EXTERNAL SURFACES WITH ONE COAT CARBO-ZINC II.
- 9) PACK ALL COMPONENTS FOR PROTECTION DURING SHIPPING. IDENTIFY PART BY PAINTING TAG NUMBERS ON METAL WITH YELLOW PAINT STICK AFTER COATING W/ CARBO-ZINC II.

PIPE A-3: WELD #30 WELDER #29  
 PIPE A-4: WELD #31 WELDER #29

UNIT A-3 TO BE TAGGED RV27A-MH1  
 UNIT A-4 TO BE TAGGED RV2CA-MH1

PIPE B-3: WELD #26 WELDER #17  
 PIPE B-4: WELD #27 WELDER #29

10" SCH. 80 L.R. 90° ELBOW CUT AS SHOWN - A.S.M.E. SA-234 GR. B

BEVEL SEE DETAIL 'D'

PIPE B-3: WELD #28 WELDER #17  
 PIPE B-4: WELD #29 WELDER #29

10" SCH. 80 PIPE 10.8" LG. A.S.M.E. SA-106 GR. B

BEVEL ENDS FOR WELD SEE DETAIL 'D'

UNIT B-3 TO BE TAGGED RV26A-MH3  
 UNIT B-4 TO BE TAGGED RV27A-MH3

12" 10" SCH. 80 L.R. 90° ELBOWS CUT AS SHOWN - A.S.M.E. SA-234 GR. B

UNIT B-3 TO BE TAGGED RV2CA-MH4  
 UNIT B-4 TO BE TAGGED RV27A-MH4

PIPE C-3: WELD #32 WELDER #29  
 PIPE C-4: WELD #33 WELDER #38

UNIT C-3 TO BE TAGGED RV26A-MH2  
 UNIT C-4 TO BE TAGGED RV27A-MH2

CERTIFIED AS BUILT  
 R. A. Knutson  
 2-18-79

5828-14512-114

ENCLOSURE 1

NO.	DATE	DESCRIPTION
A	04-29	ADDED WELDER IDENTIFICATION
B	05-04	ADDED PART IN BLEN-A-A
C	05-04	AS CIRCLED
D	05-26	ADDED TAGS TO ALL UNITS, IDENTIFIED PARTS AND WELDS TO BE IN ACCORDANCE WITH APPROVED PROCEDURES
E	05-26	ADDED SHOP ASSEMBLY MARKS, FIELD WELD DET'D REPAIRS
F	05-26	ADDED BOLTS & GASKETS IN DET. 'C' REPAIRS BLEN-A-A
G	05-26	REVISIONS TO DET. 'C'
H	05-26	ADDED WELDS

10" SCH. 80 PIPE

U.S.A. MOUNTKIELD

BECHTEL

MINNEAPOLIS, MINNESOTA

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10" SCH. 80 PIPE

U.S.A. MOUNTKIELD

BECHTEL

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10" SCH. 80 PIPE

U.S.A. MOUNTKIELD

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