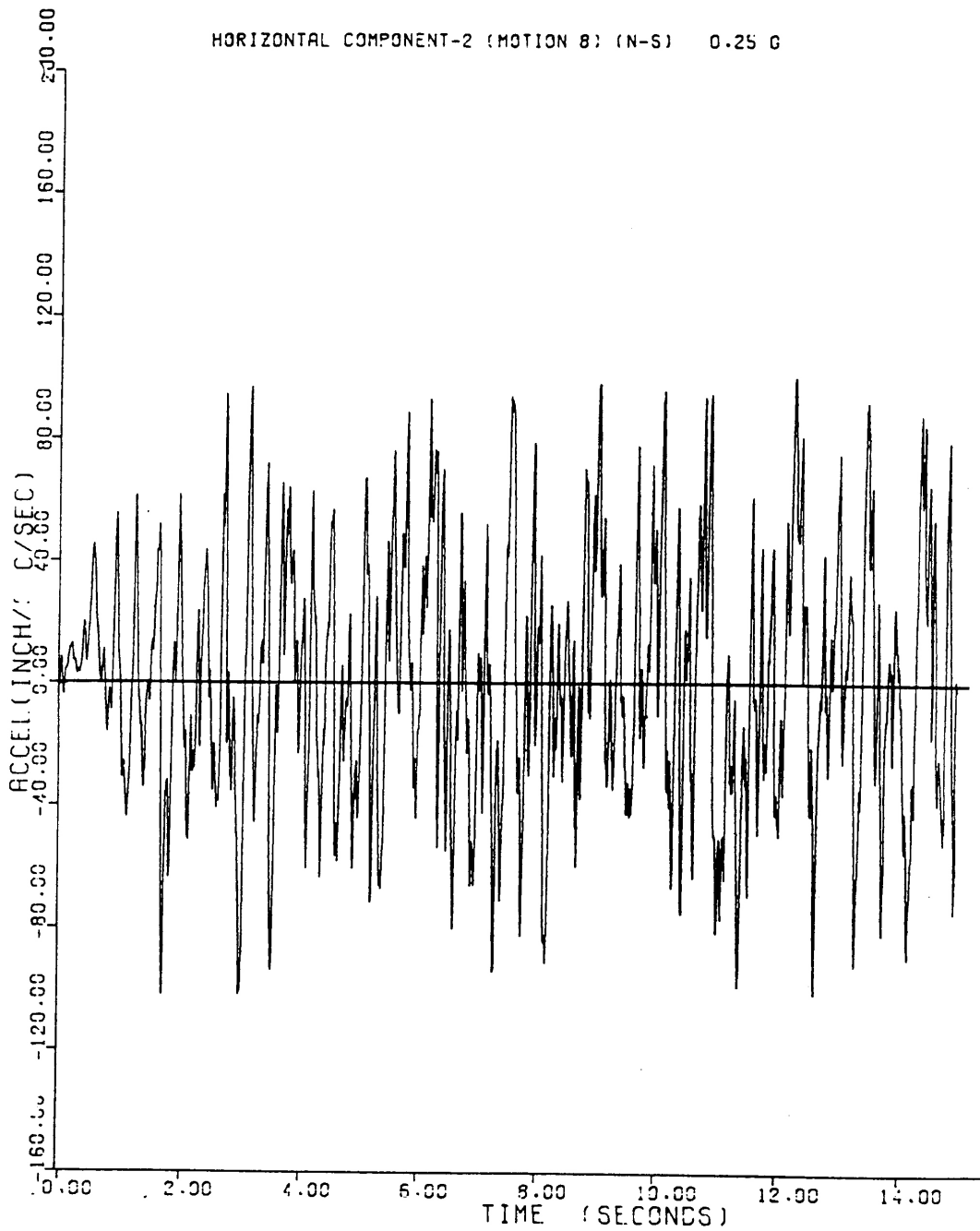
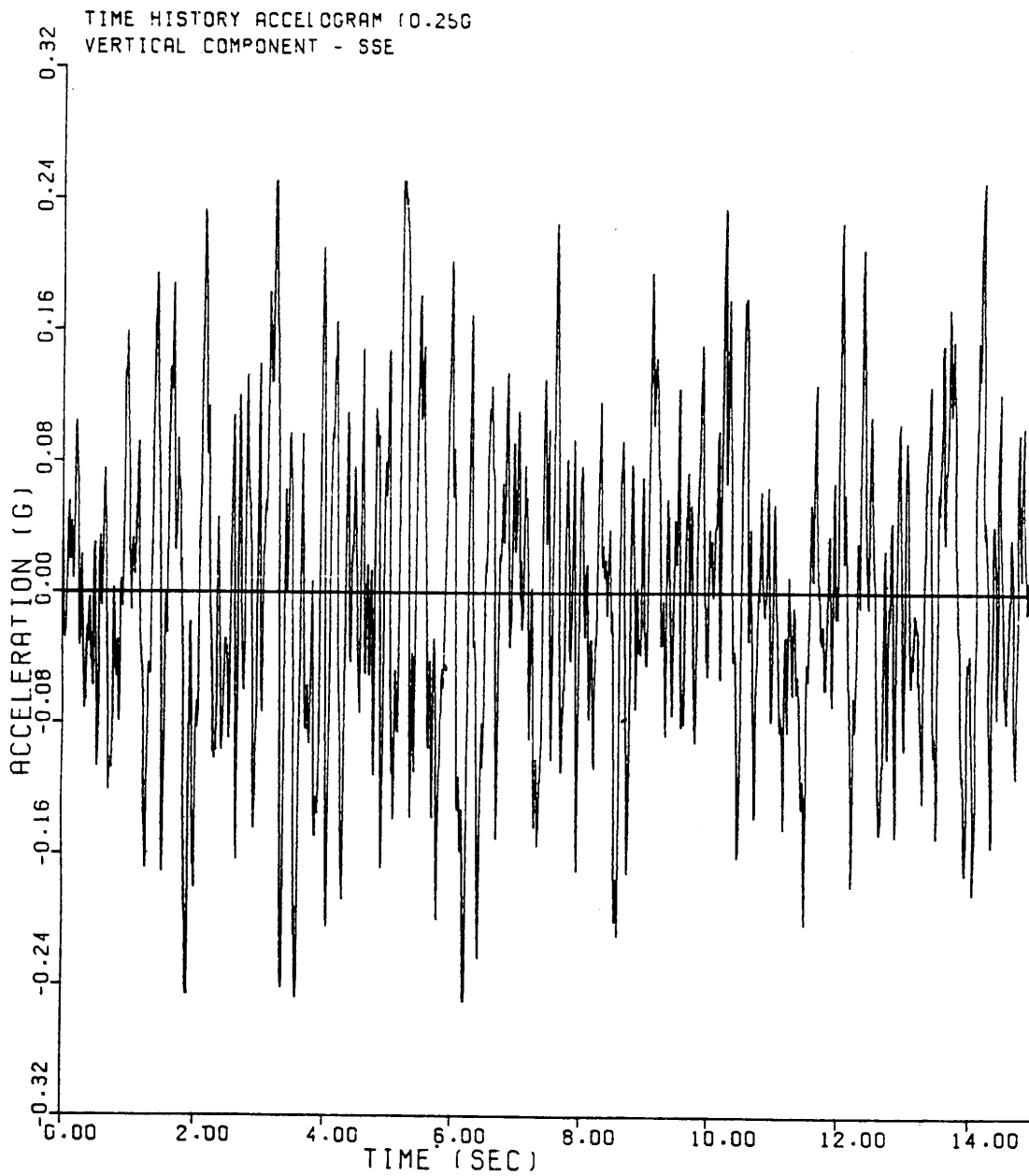


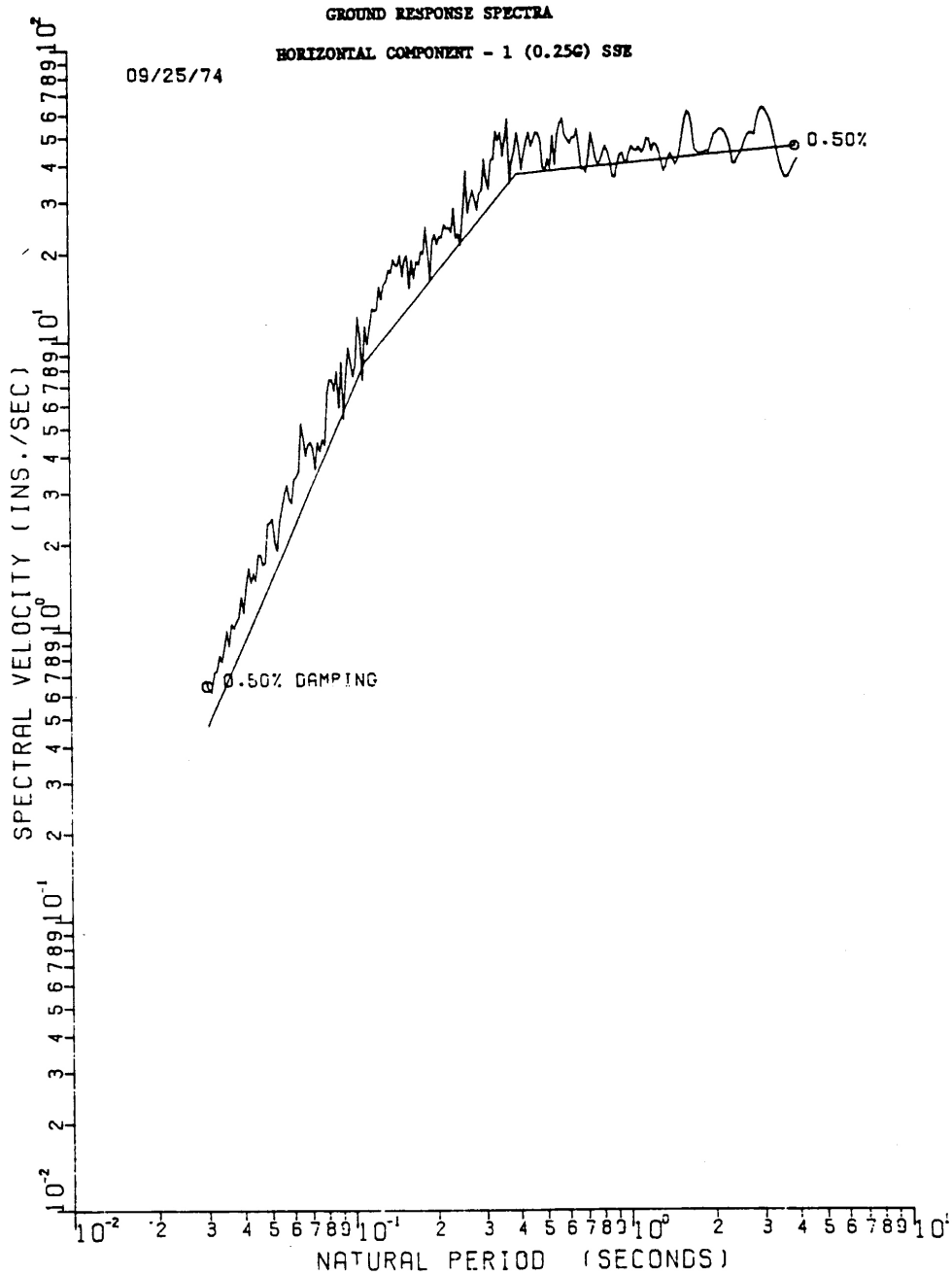
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Time History Accelogram (0.25g), Horizontal Component 1 - SSE	
		Figure 3.7(B)-1



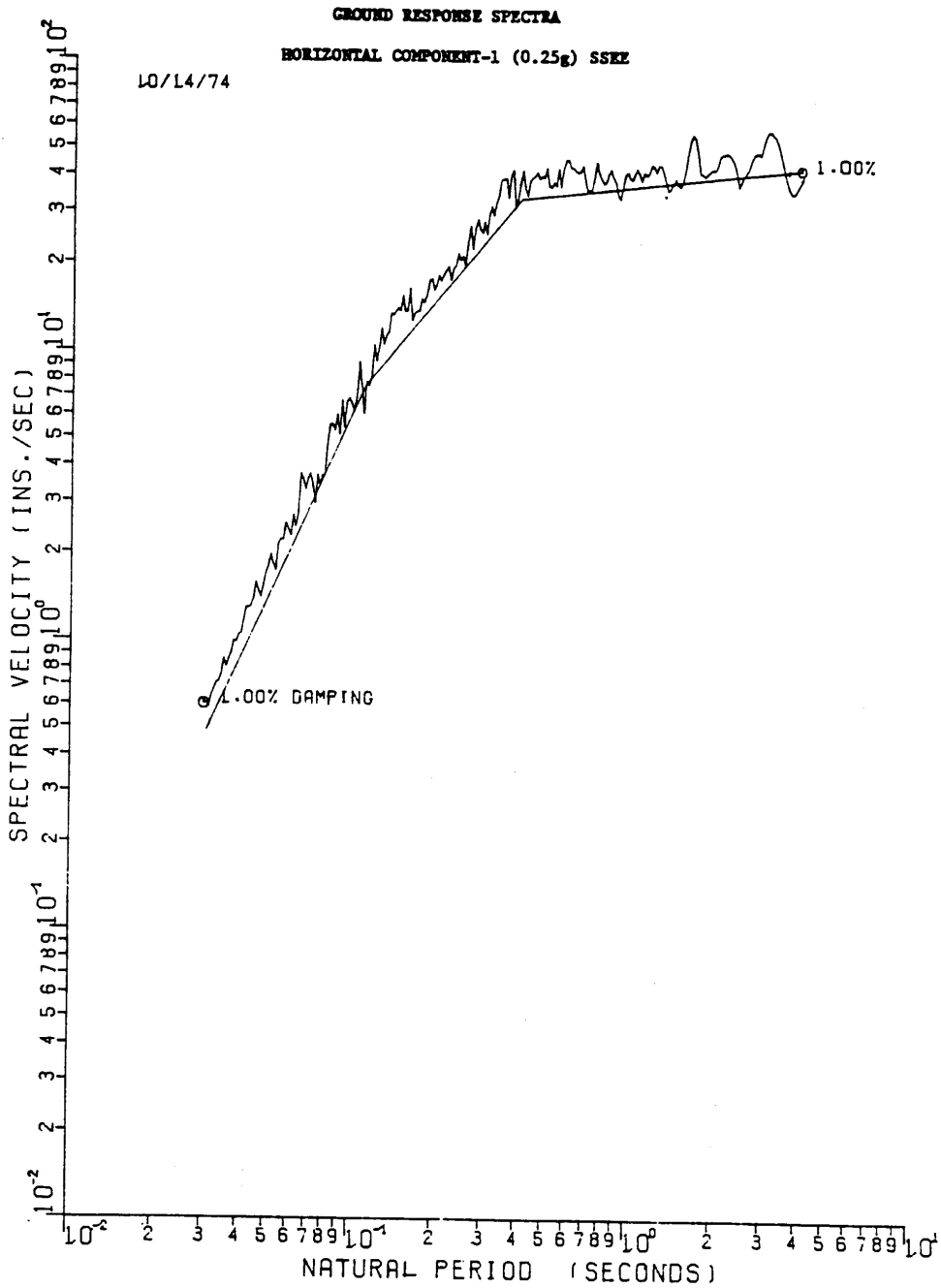
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Time History Accelogram (0.25g), Horizontal Component 2 - SSE	
	Figure	3.7(B)-2



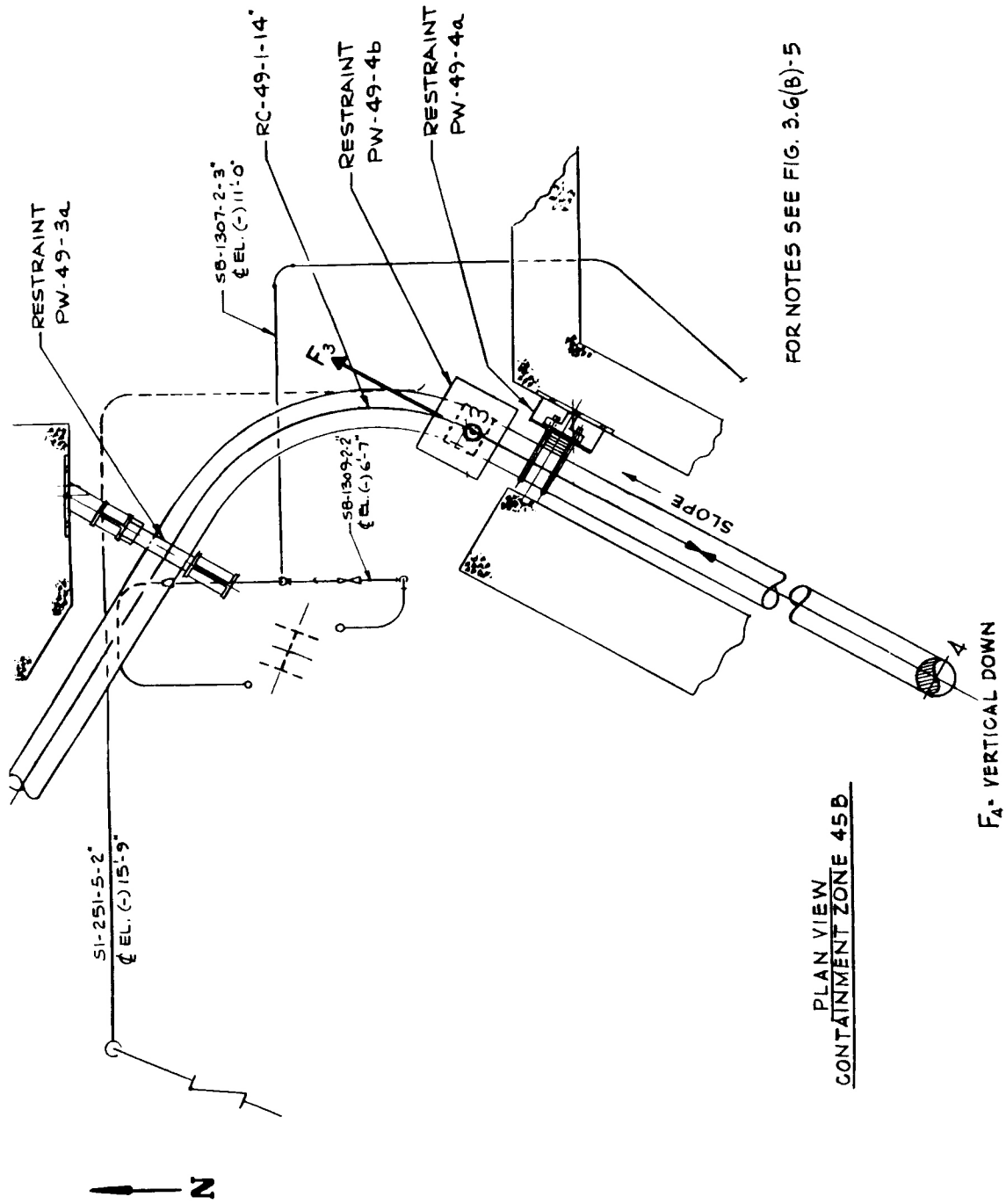
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Time History Accelogram (0.25g), Vertical Component - SSE	
		Figure 3.7(B)-3



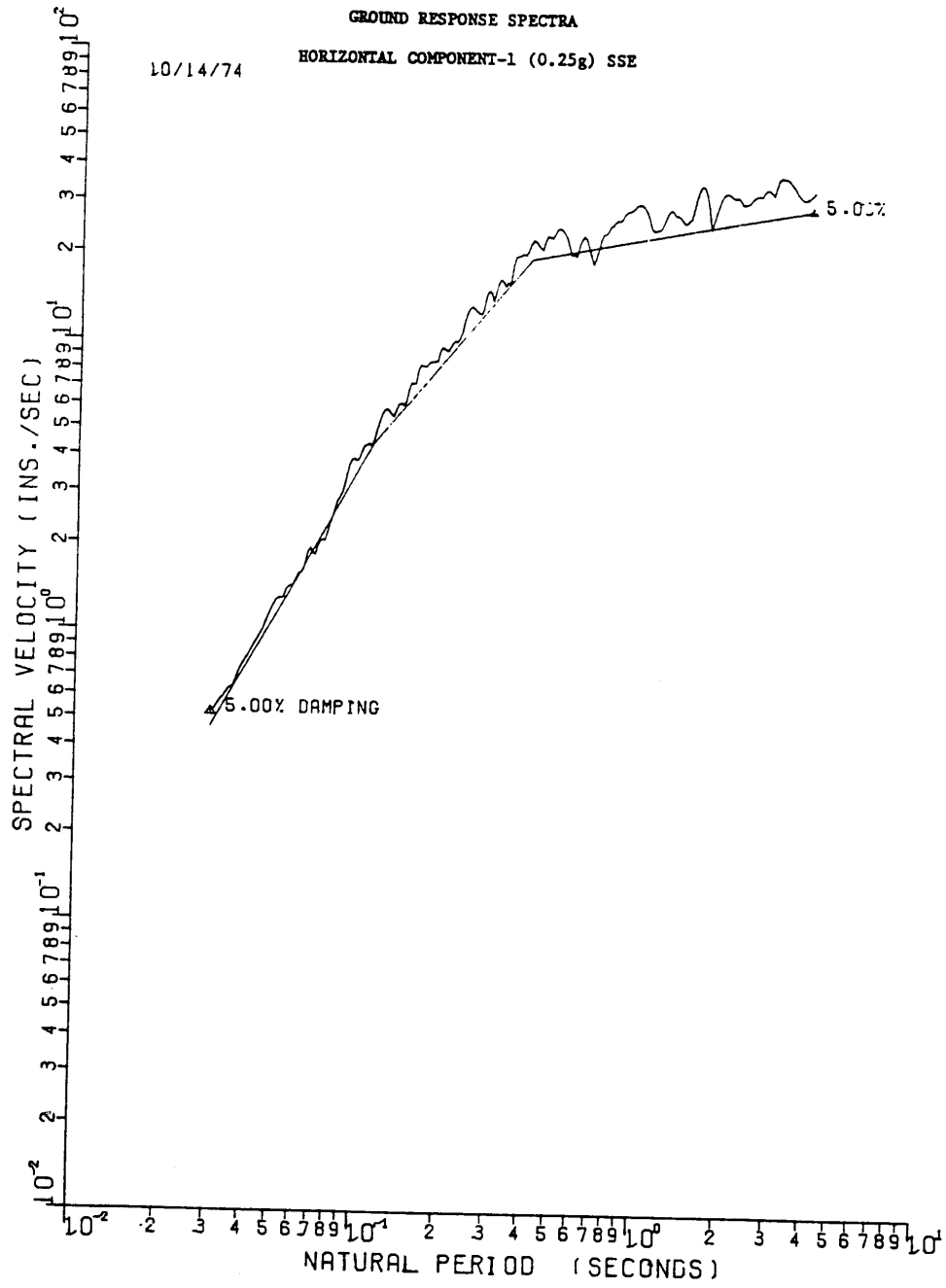
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	0.50% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-4



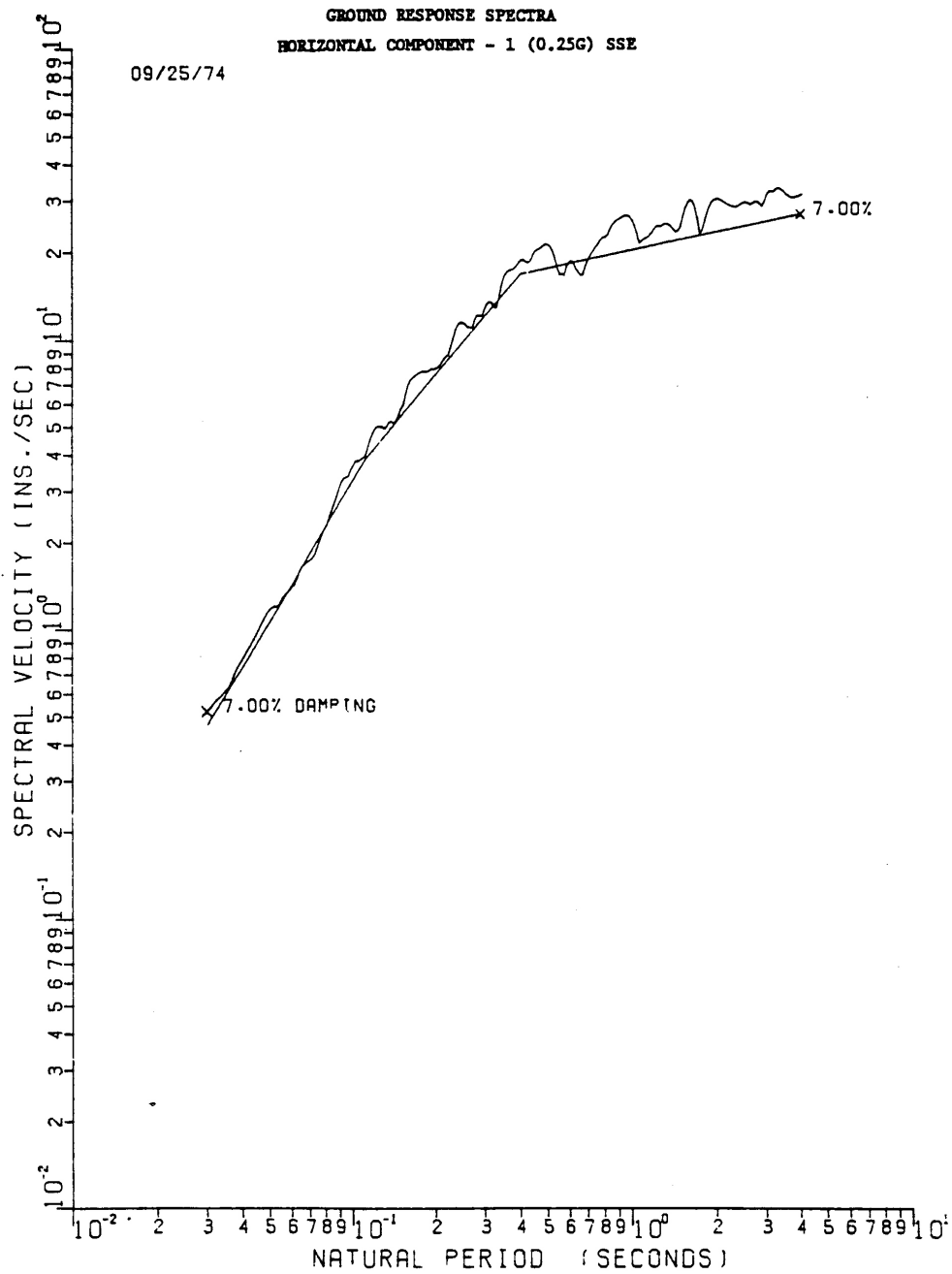
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	1% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-5



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Pressurizer Surge Line Pipe Whip Restraint Protecting Steam Generator Blowdown and Safety Injection Lines - Containment Zone 45B	Figure 3.6(B)-6
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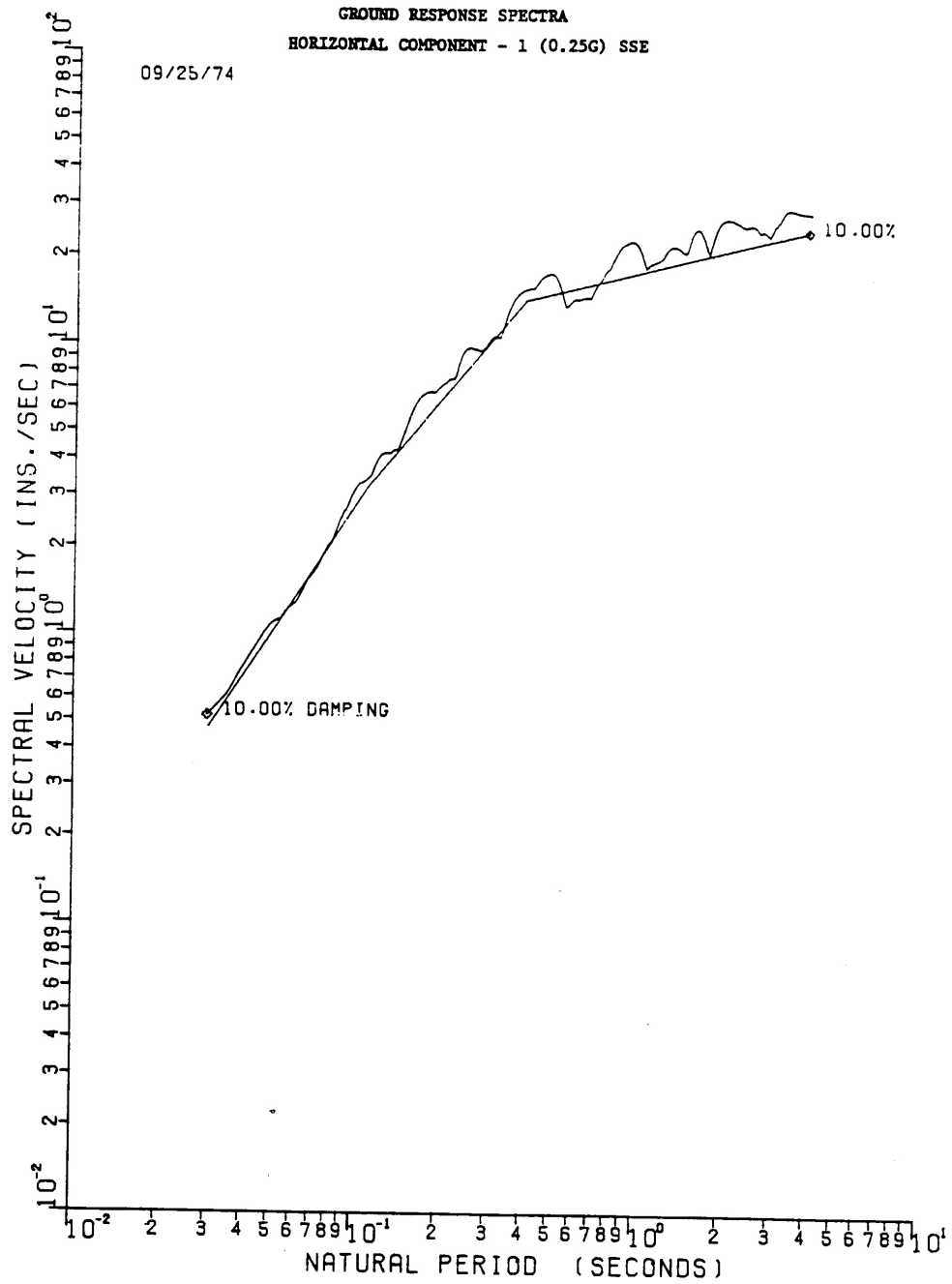


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	5% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-7

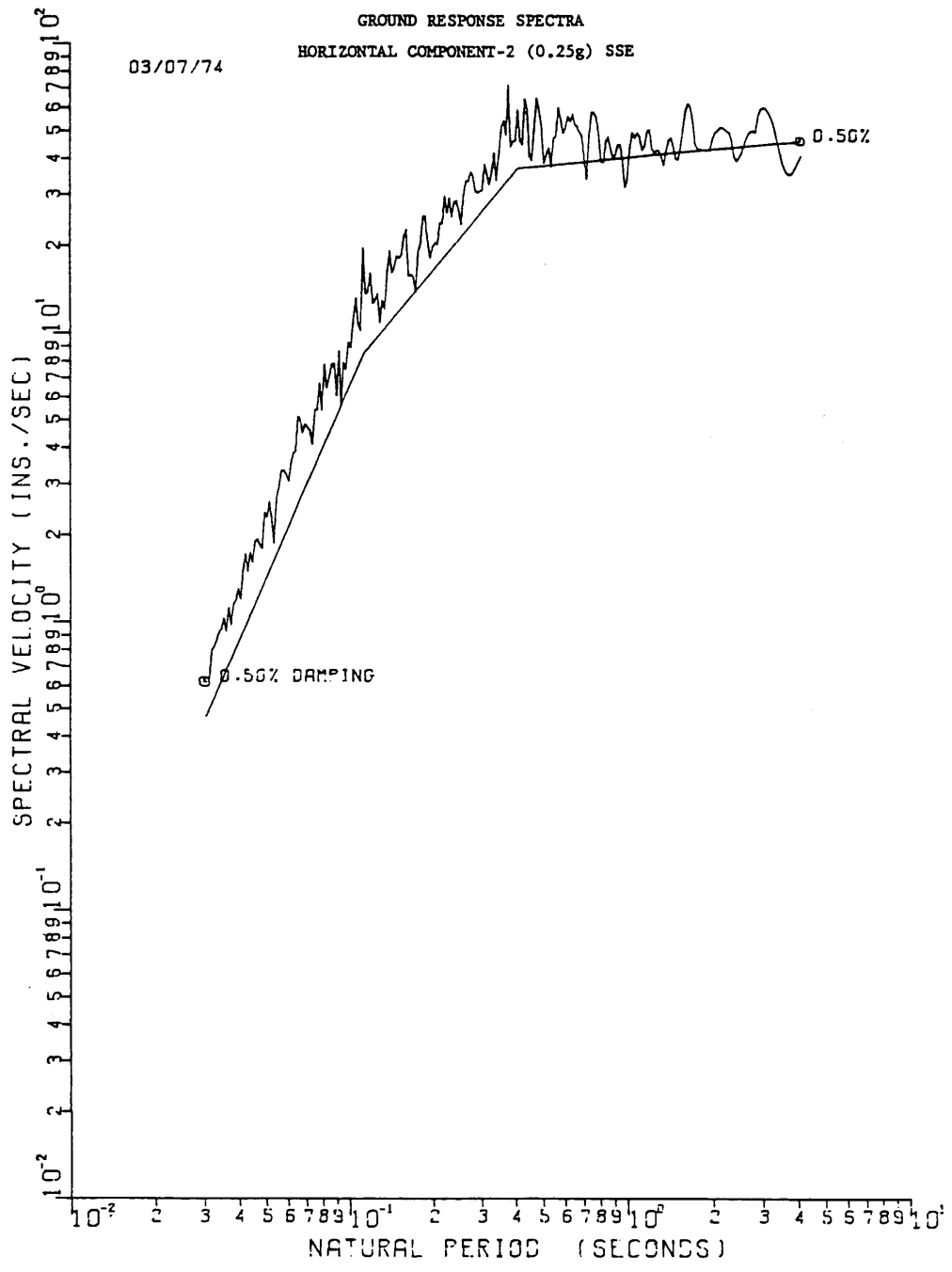


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	7% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-8

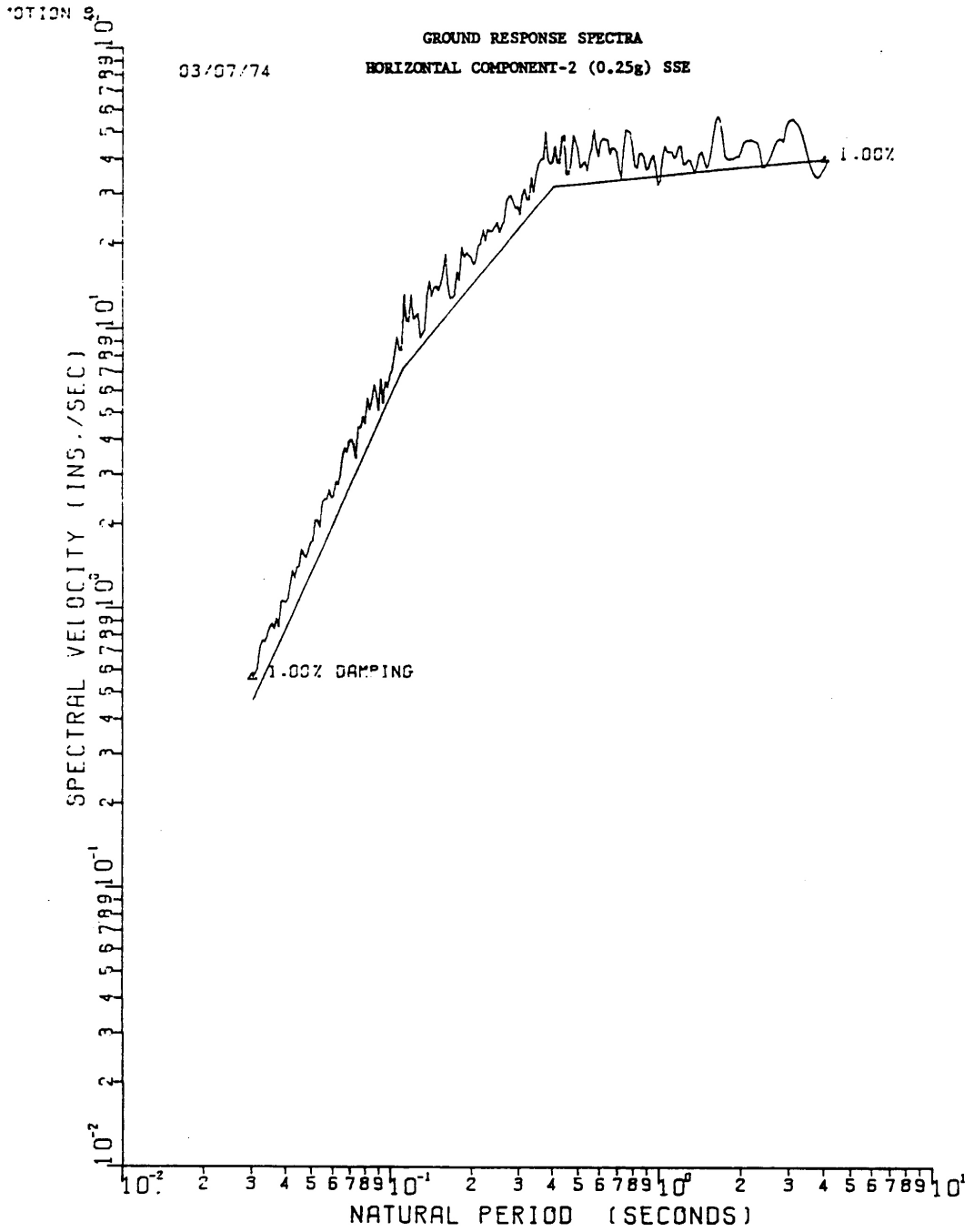




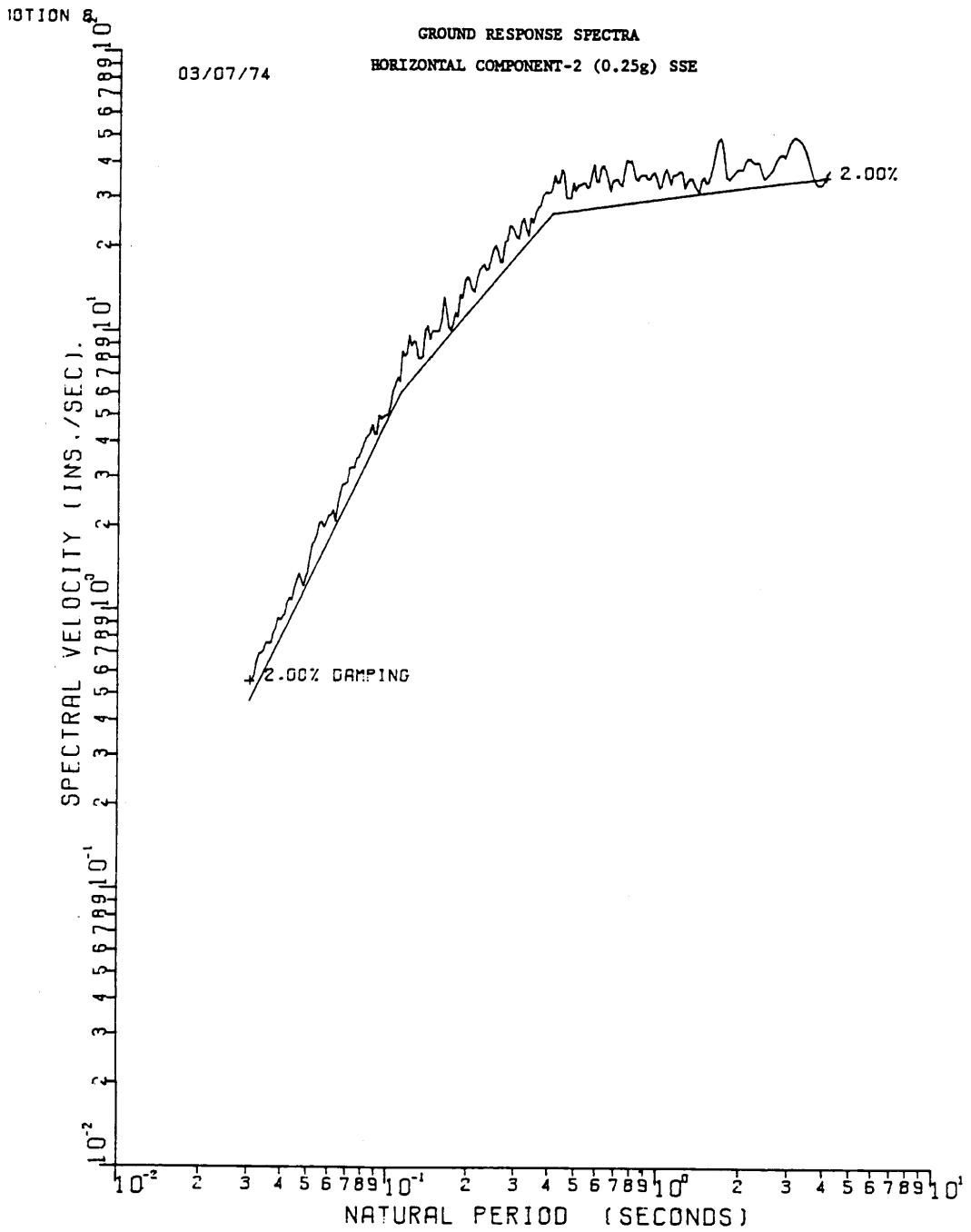
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	10% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
	Figure	3.7(B)-9



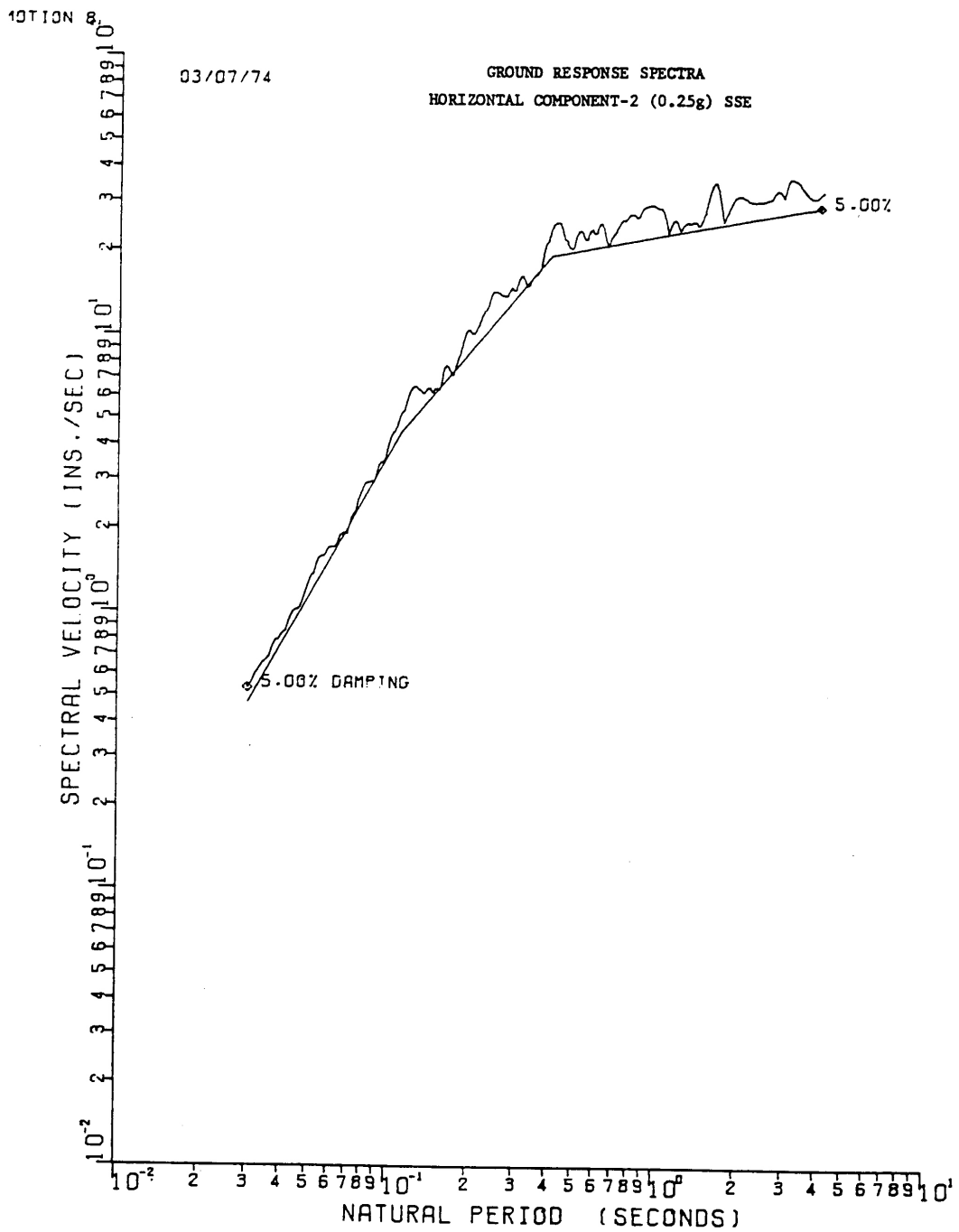
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	0.5% Critical Damping Ground Response Spectrum, Horizontal Component 2 - SSE	
		Figure 3.7(B)-10



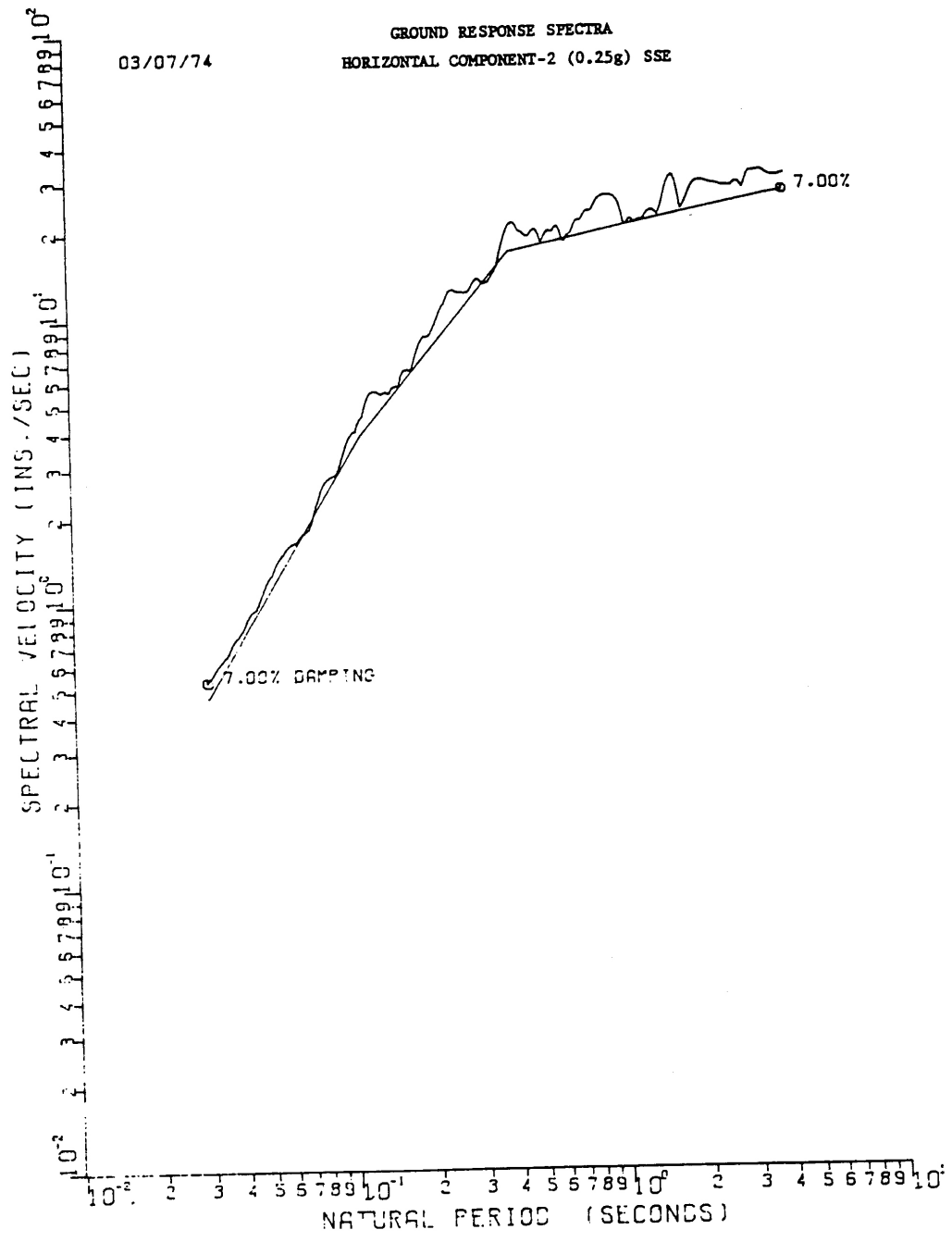
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	1% Critical Damping Ground Response Spectrum, Horizontal Component 2 - SSE	
		Figure 3.7(B)-11



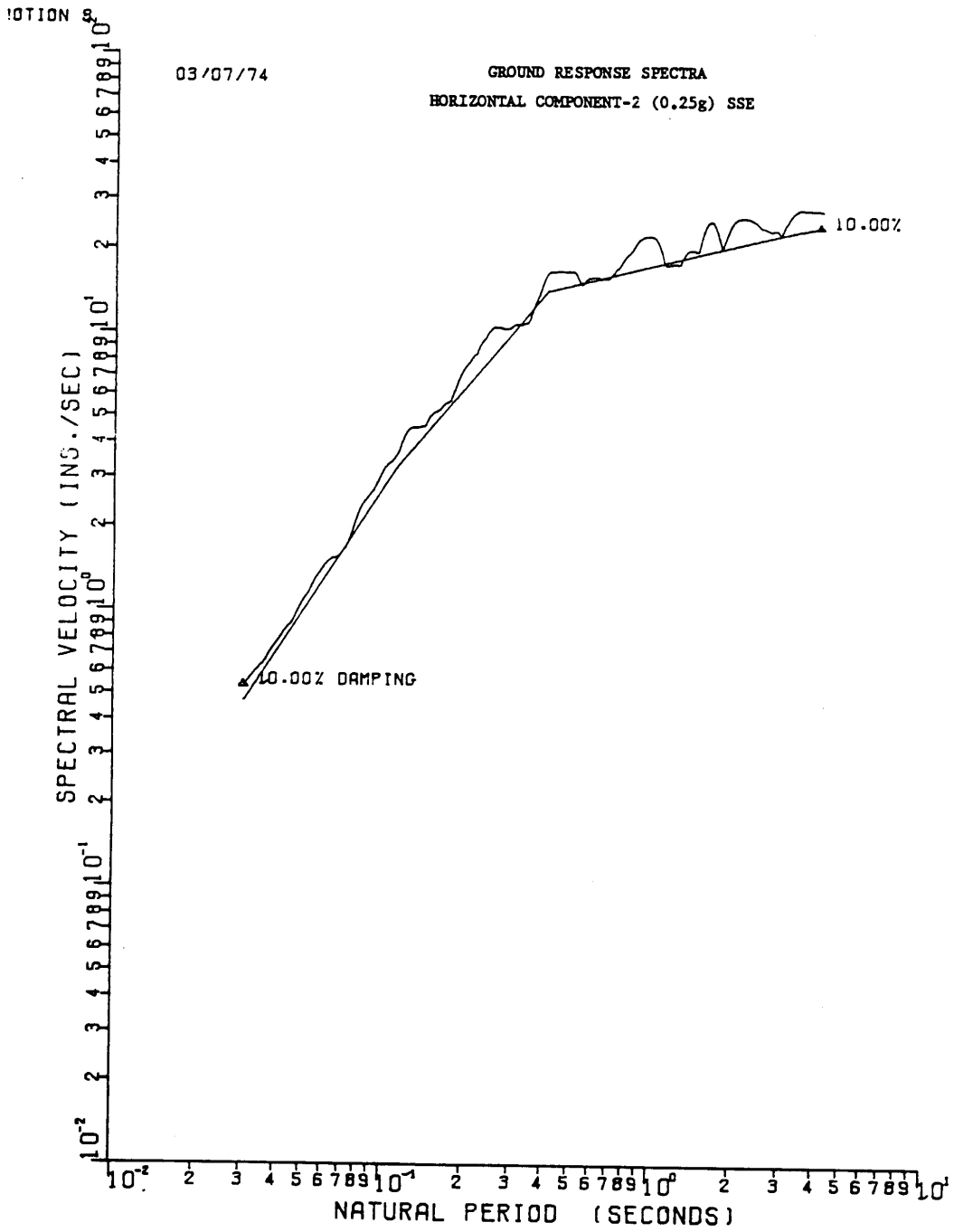
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	2% Critical Damping Ground Response Spectrum, Horizontal Component 2 - SSE	
		Figure 3.7(B)-12



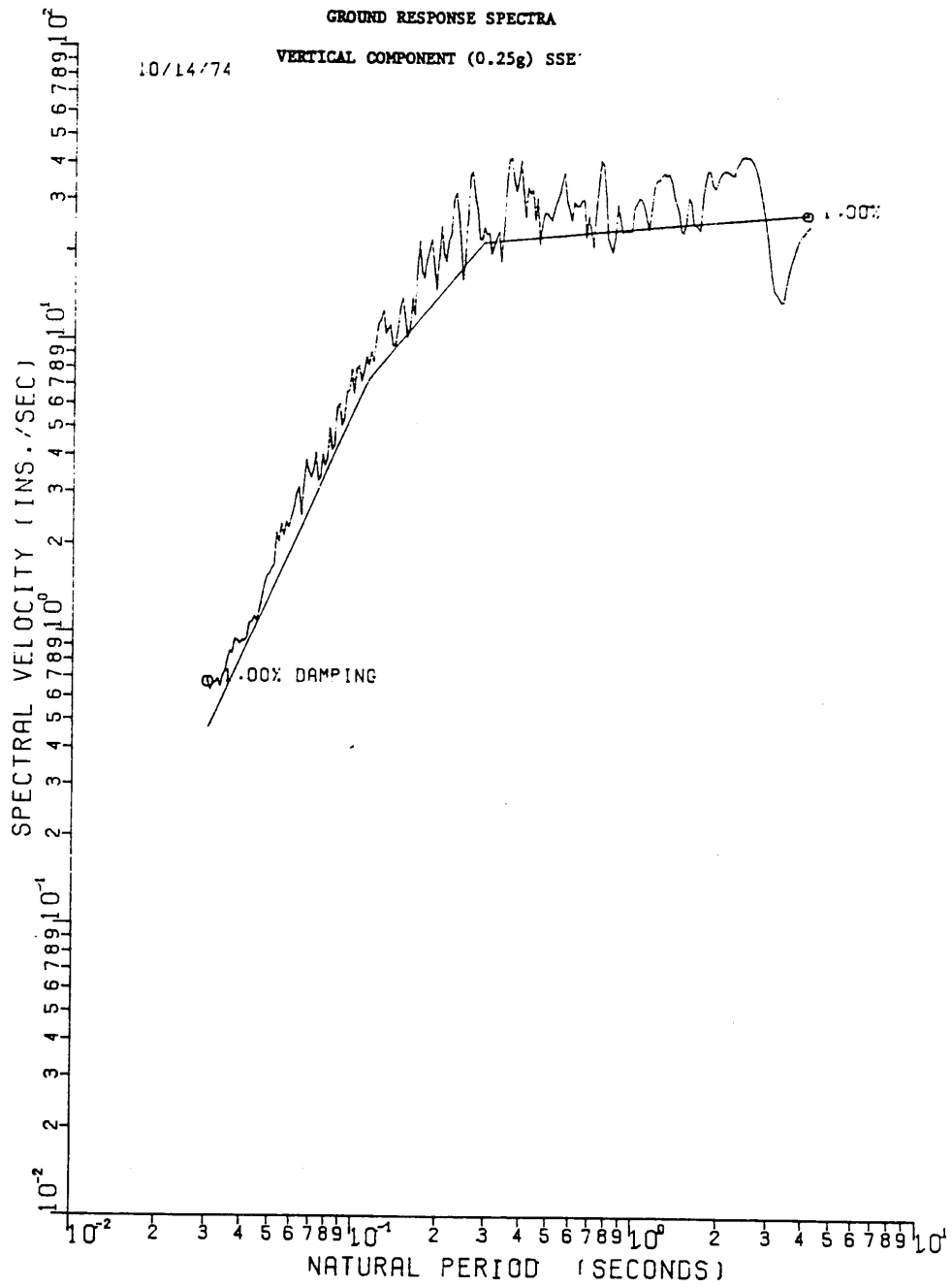
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	5% Critical Damping Ground Response Spectrum, Horizontal Component 2 - SSE	
		Figure 3.7(B)-13



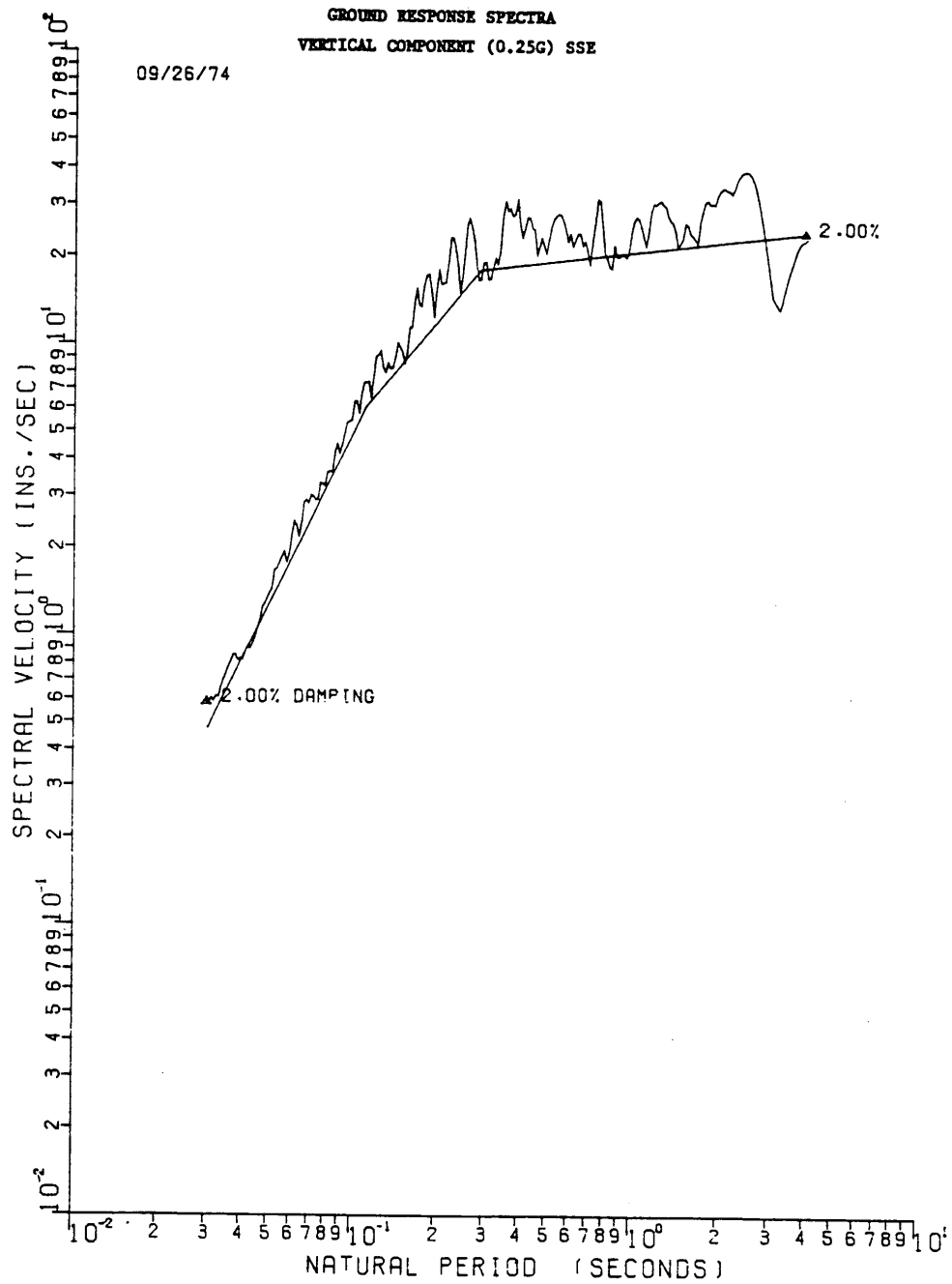
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	7% Critical Damping Ground Response Spectrum, Horizontal Component 2 - SSE	
		Figure 3.7(B)-14



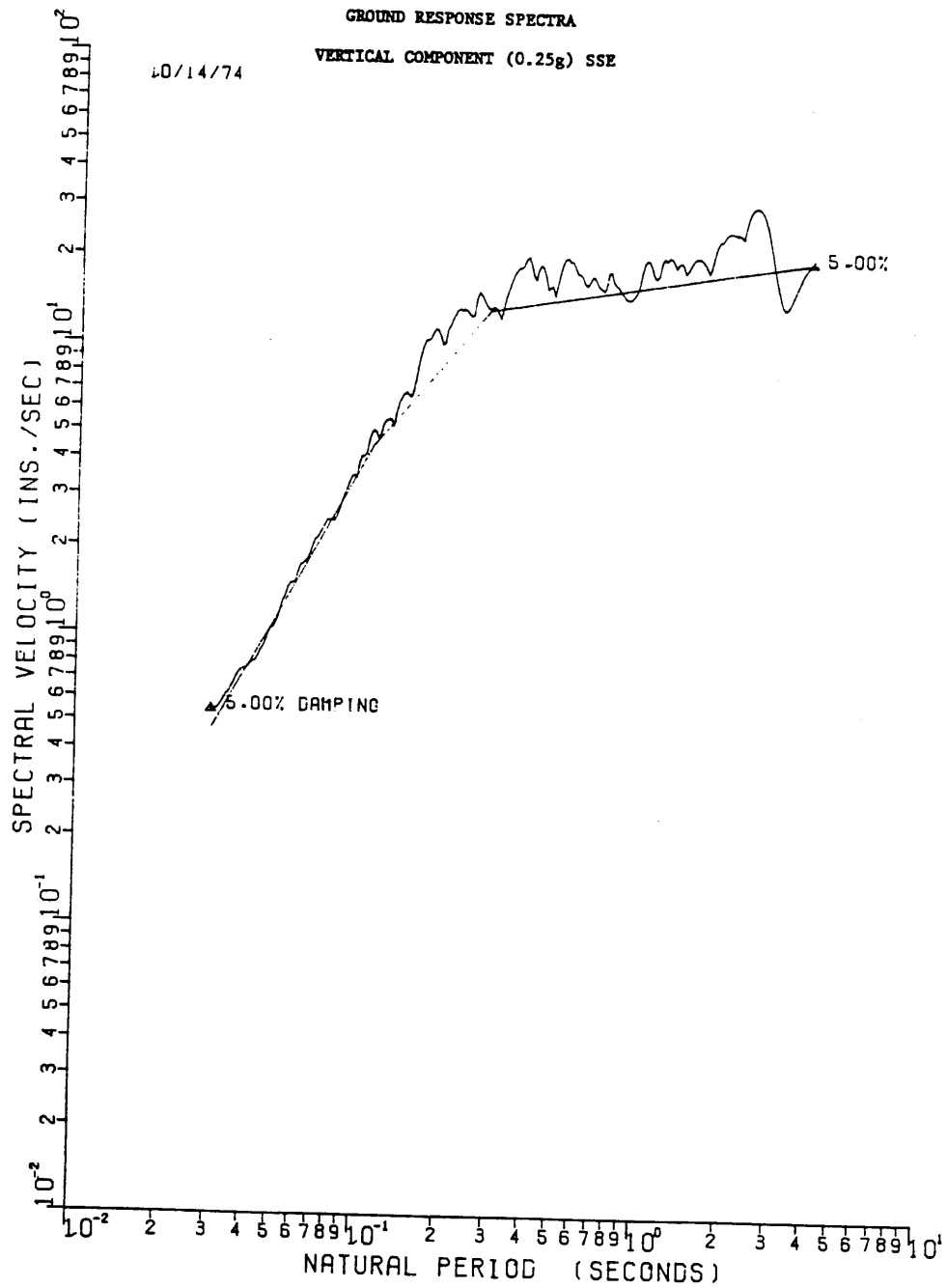
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	10% Critical Damping Ground Response Spectrum, Horizontal Component 2 - SSE	
		Figure 3.7(B)-15







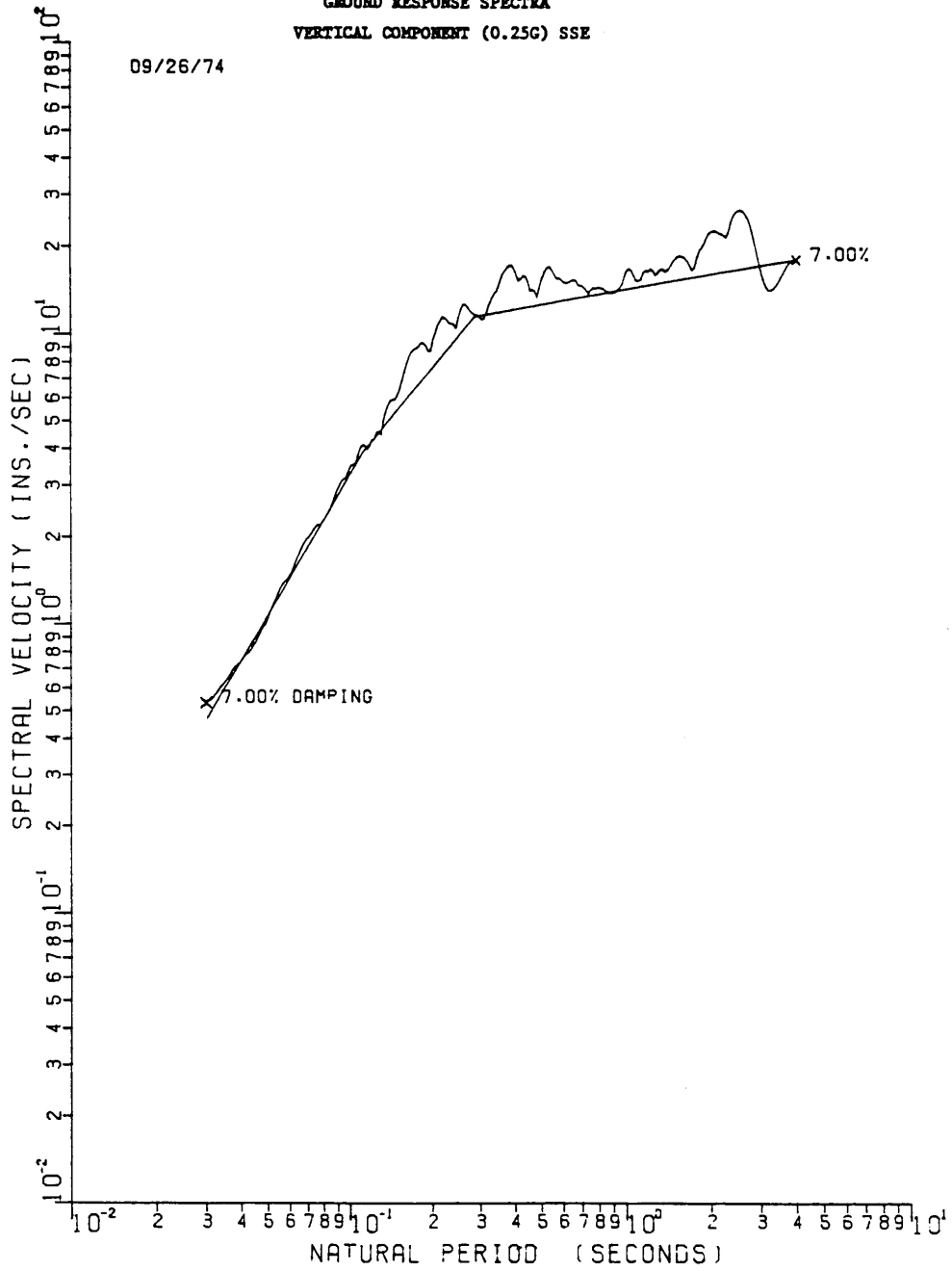
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	2% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-17



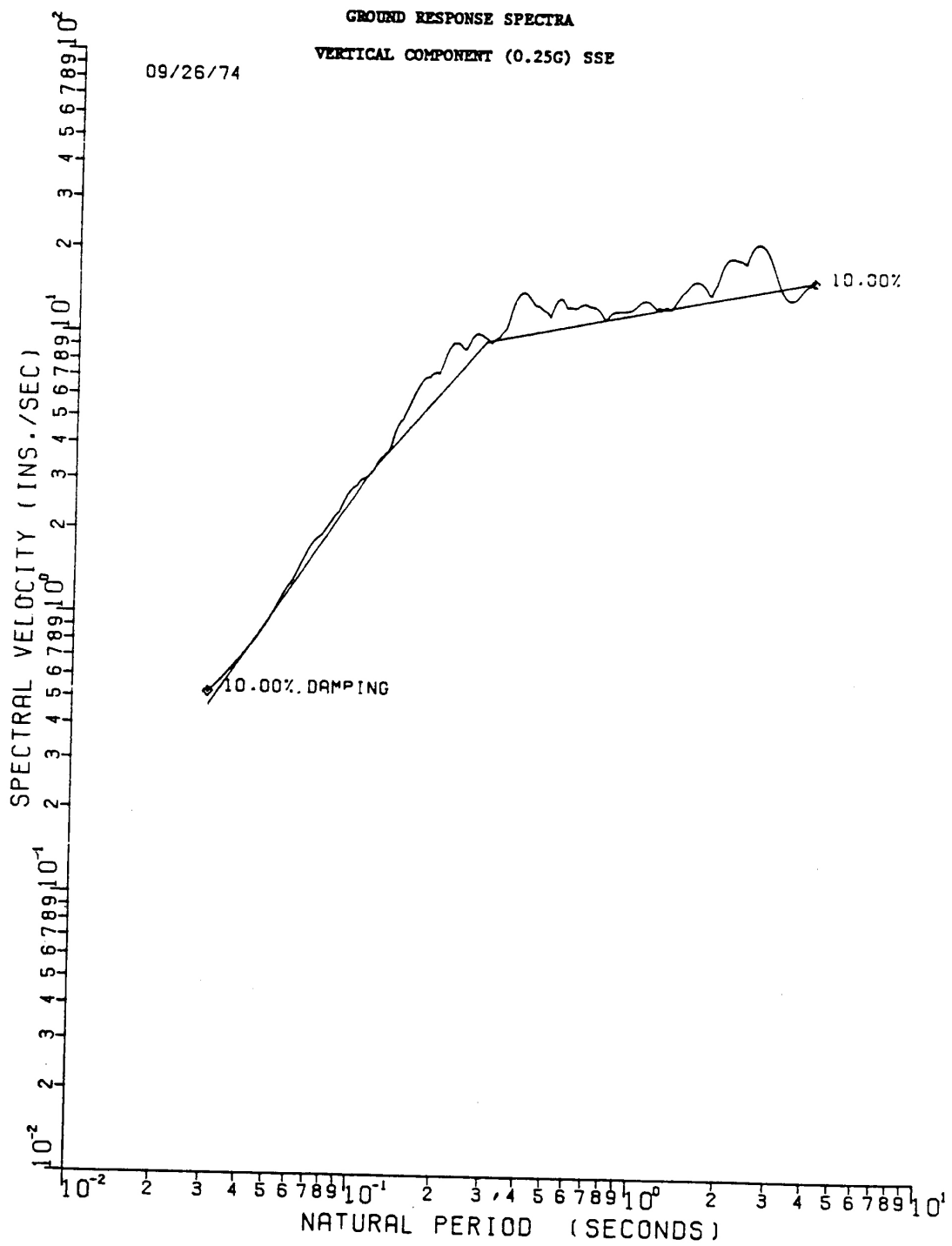
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	5% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-18

GROUND RESPONSE SPECTRA  
 VERTICAL COMPONENT (0.25G) SSE

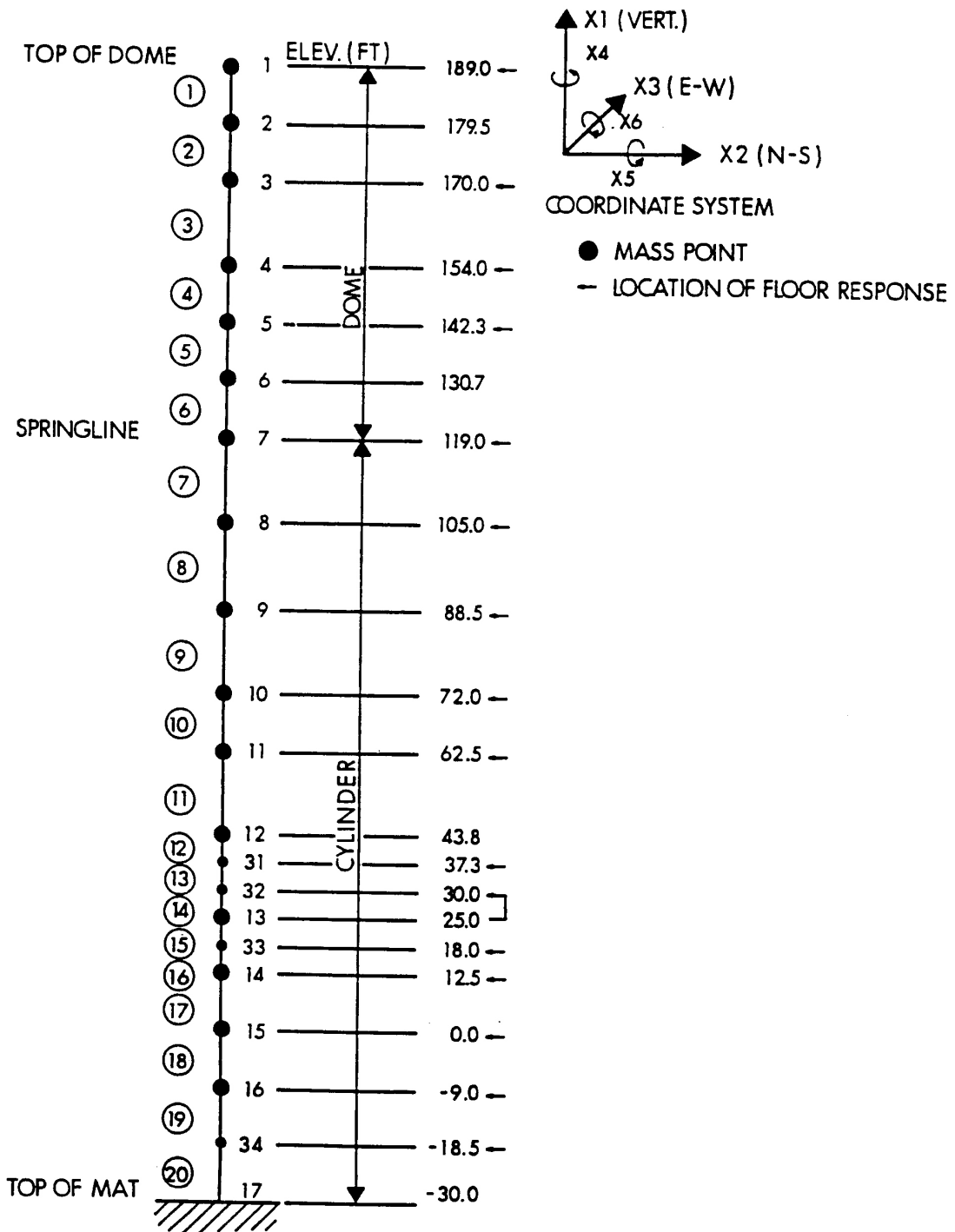
09/26/74



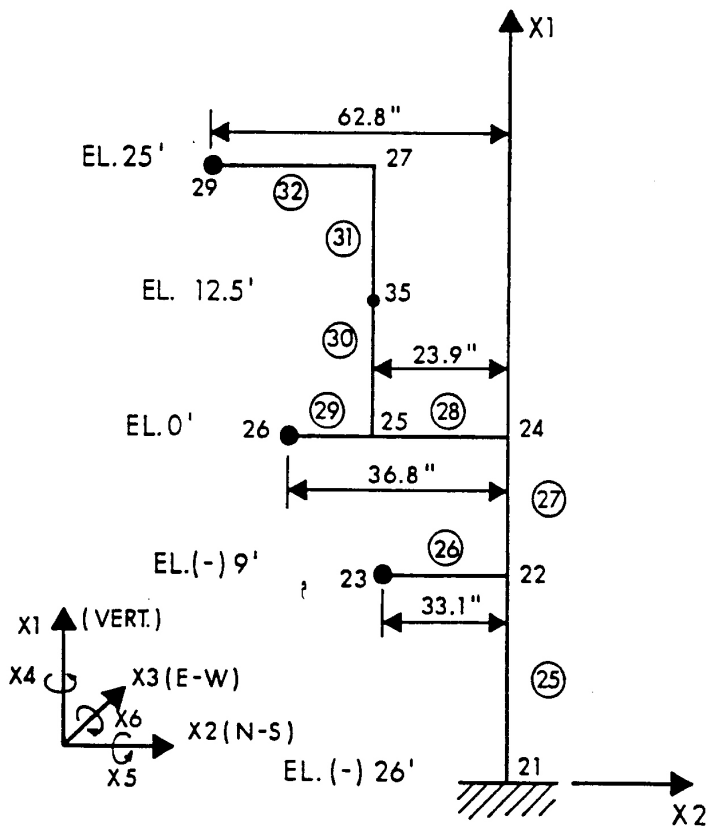
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	7% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-19



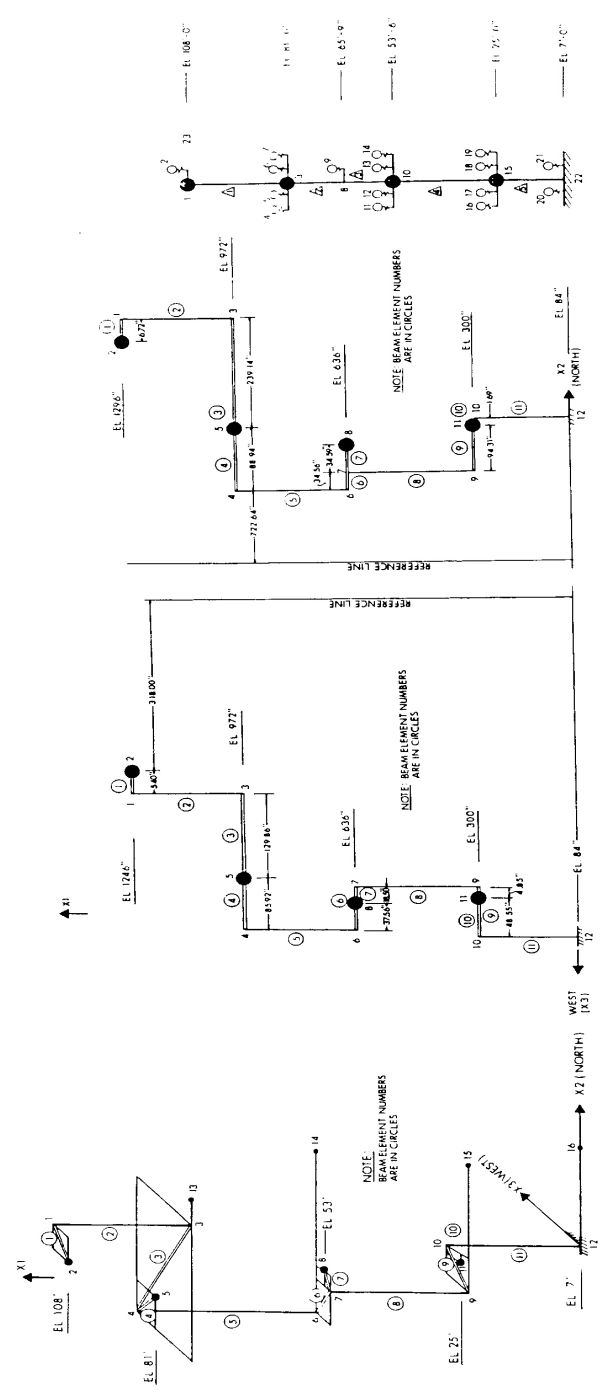
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	10% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-20



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Shell - Seismic Model	
		Figure 3.7(B)-21

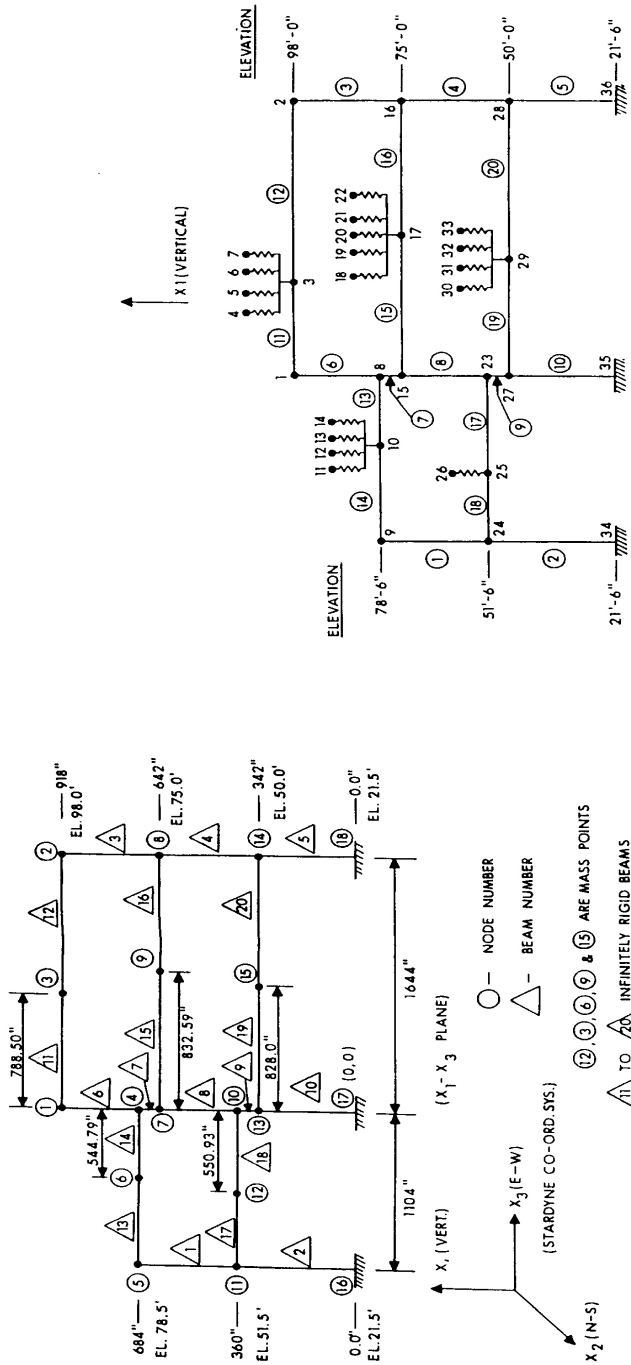


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Internals - Mathematical Model	
		Figure 3.7(B)-22



(a) HORIZONTAL COUPLED TORSION MODEL  
 (b) PROJECTION OF THE MATHEMATICAL MODEL ON X<sub>1</sub>-X<sub>2</sub> PLANE (N-S MODEL)  
 (c) PROJECTION OF THE MATHEMATICAL MODEL ON X<sub>1</sub>-X<sub>3</sub> PLANE (E-W MODEL)  
 (d) COUPLED VERTICAL MODEL

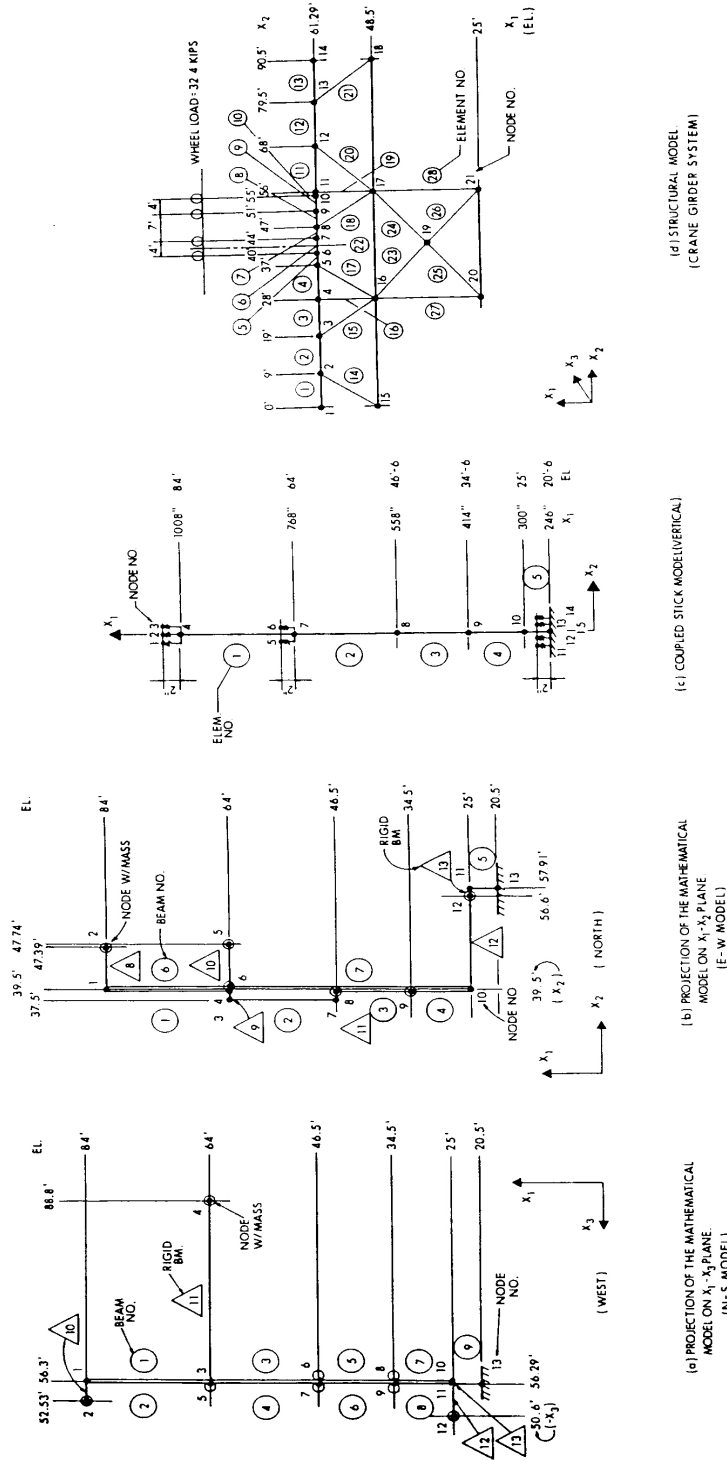
Figure 3.7(B)-23

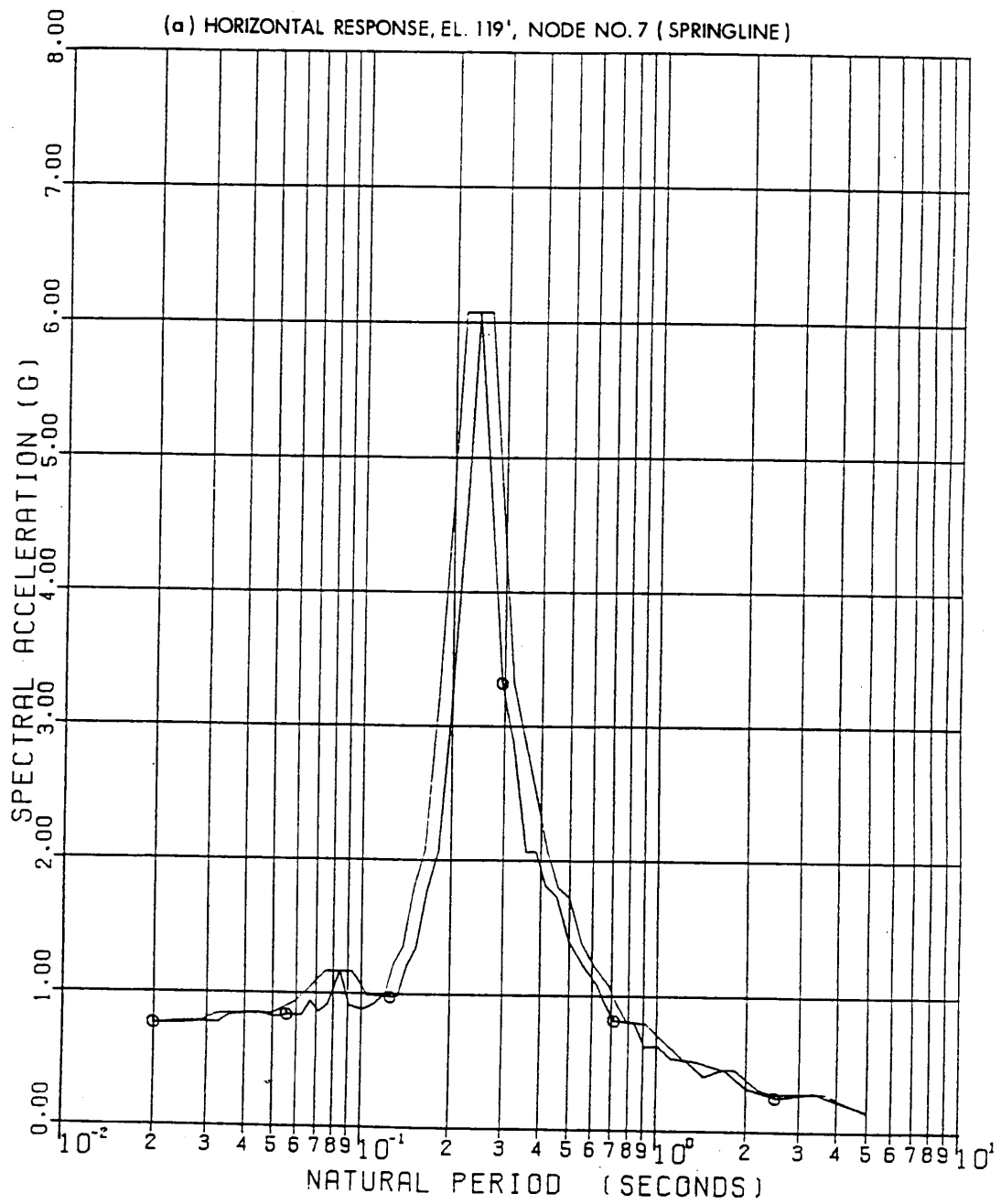


(b) VERTICAL MODEL.

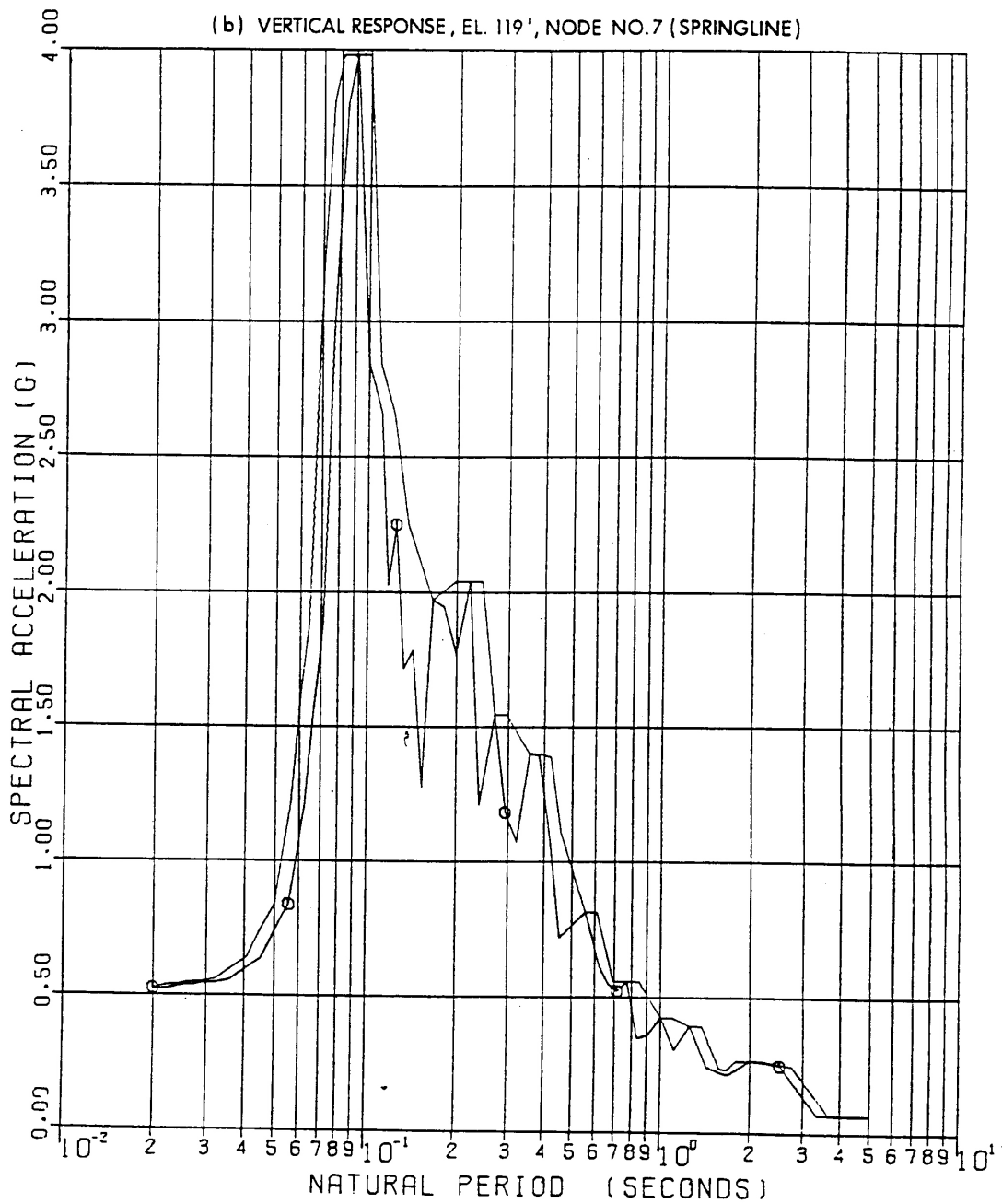
(c) PROJECTION OF THE MATHEMATICAL MODEL ON  $X_1-X_2$  PLANE.



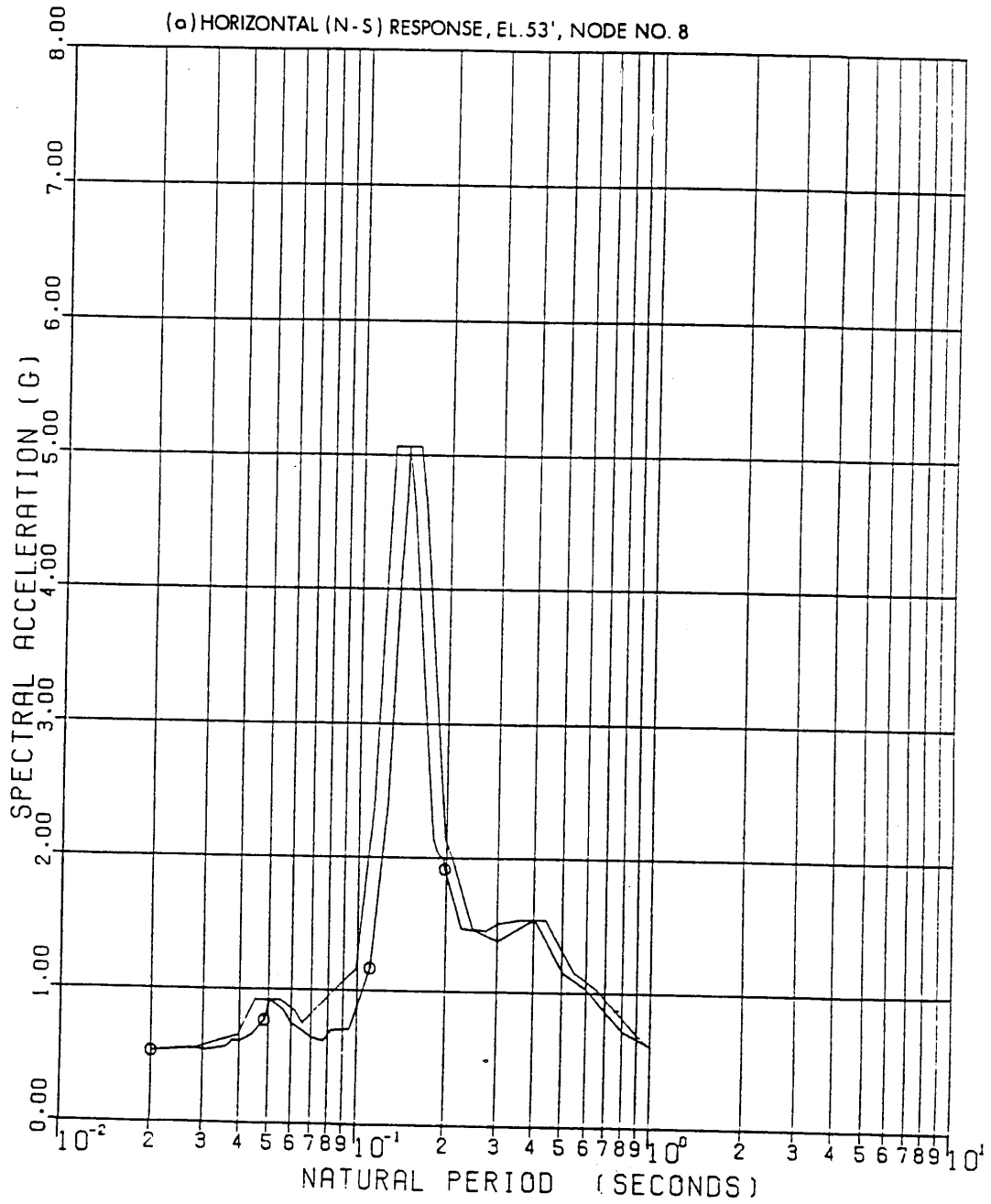




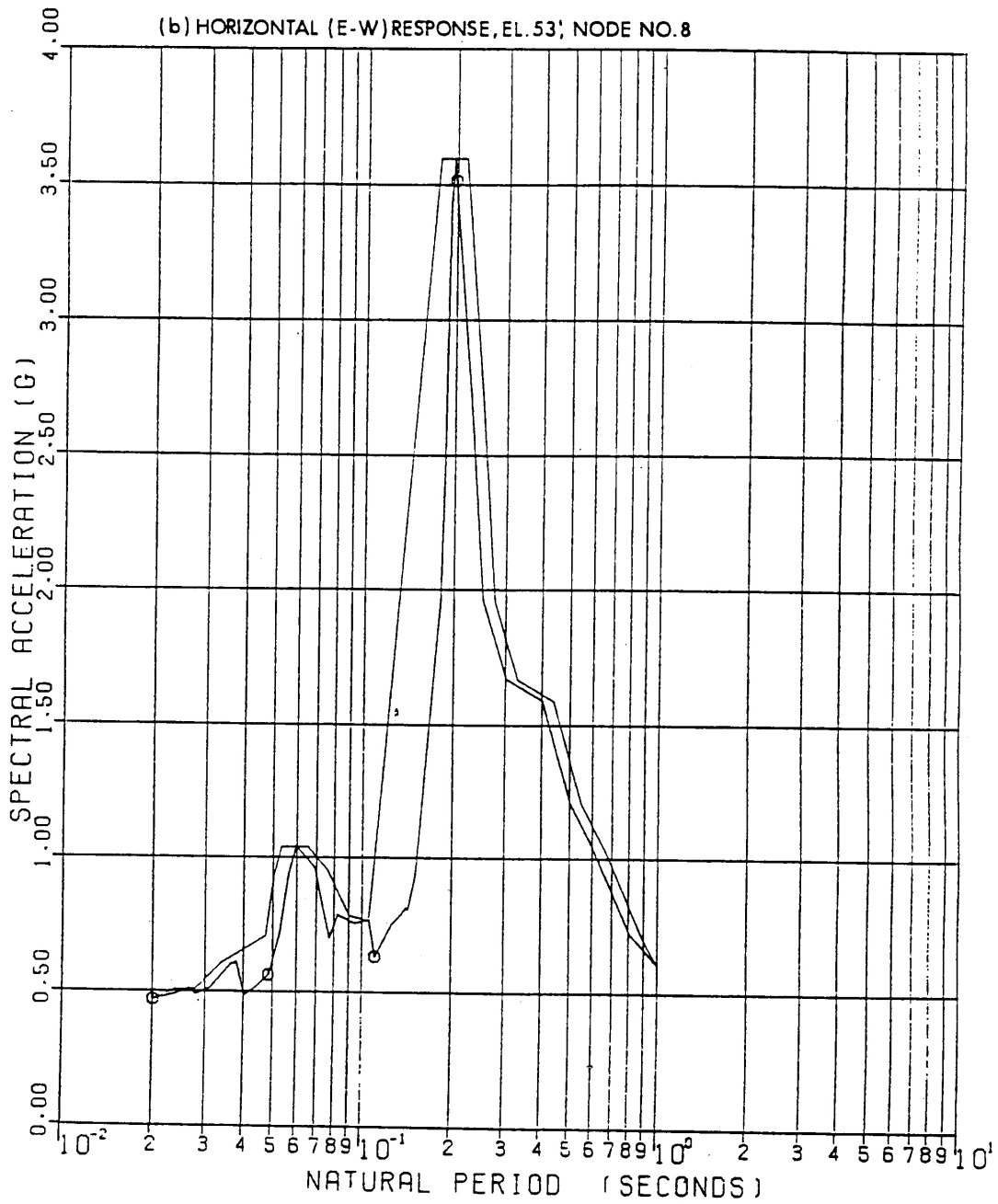
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Containment Shell - 7% Structural Damping; 2% Equipment Damping [2 Sheets]
	Figure 3.7(B)-26      Sh 1 of 2



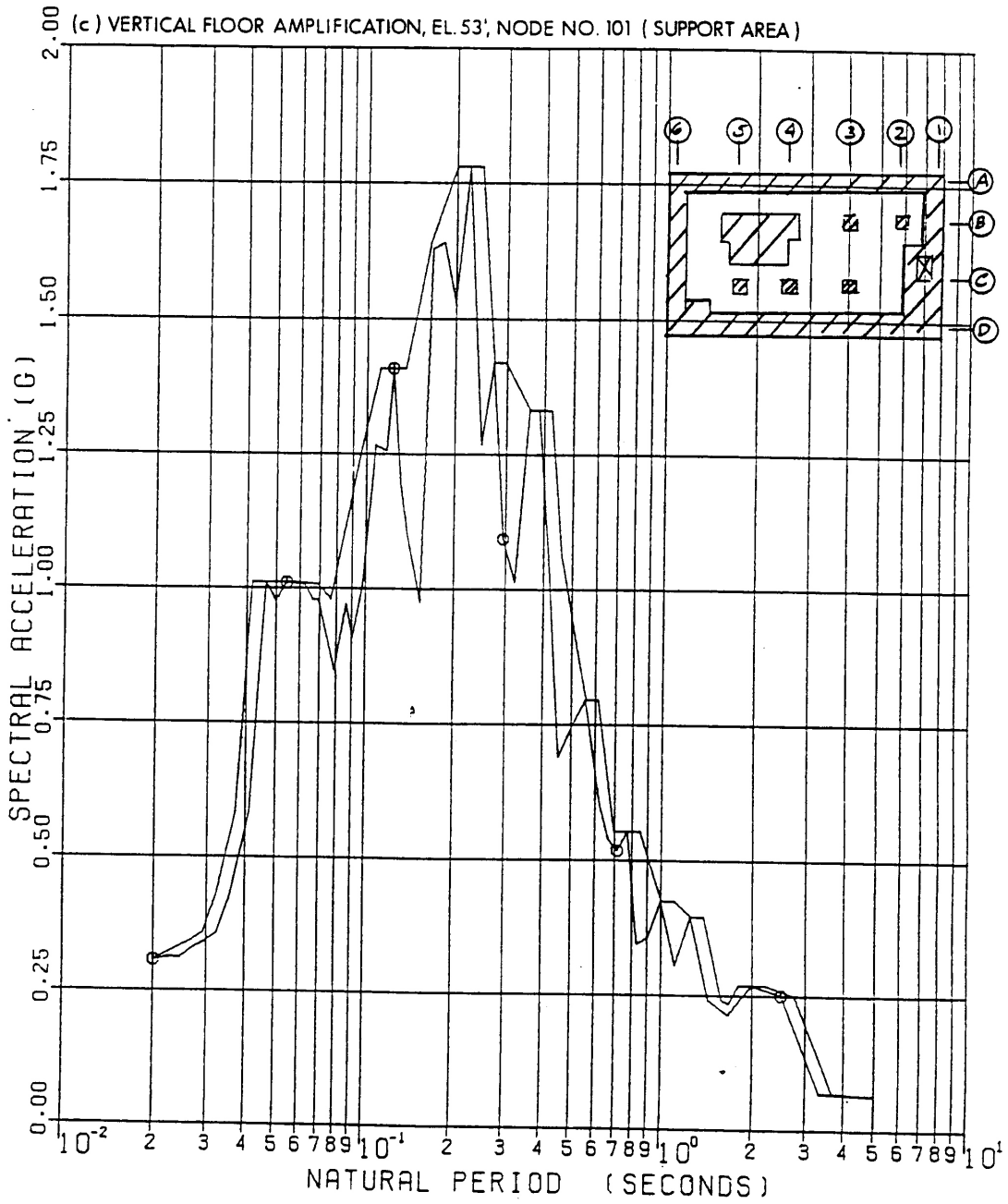
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Containment Shell - 7% Structural Damping; 2% Equipment Damping [2 Sheets]
	Figure 3.7(B)-26      Sh 2 of 2



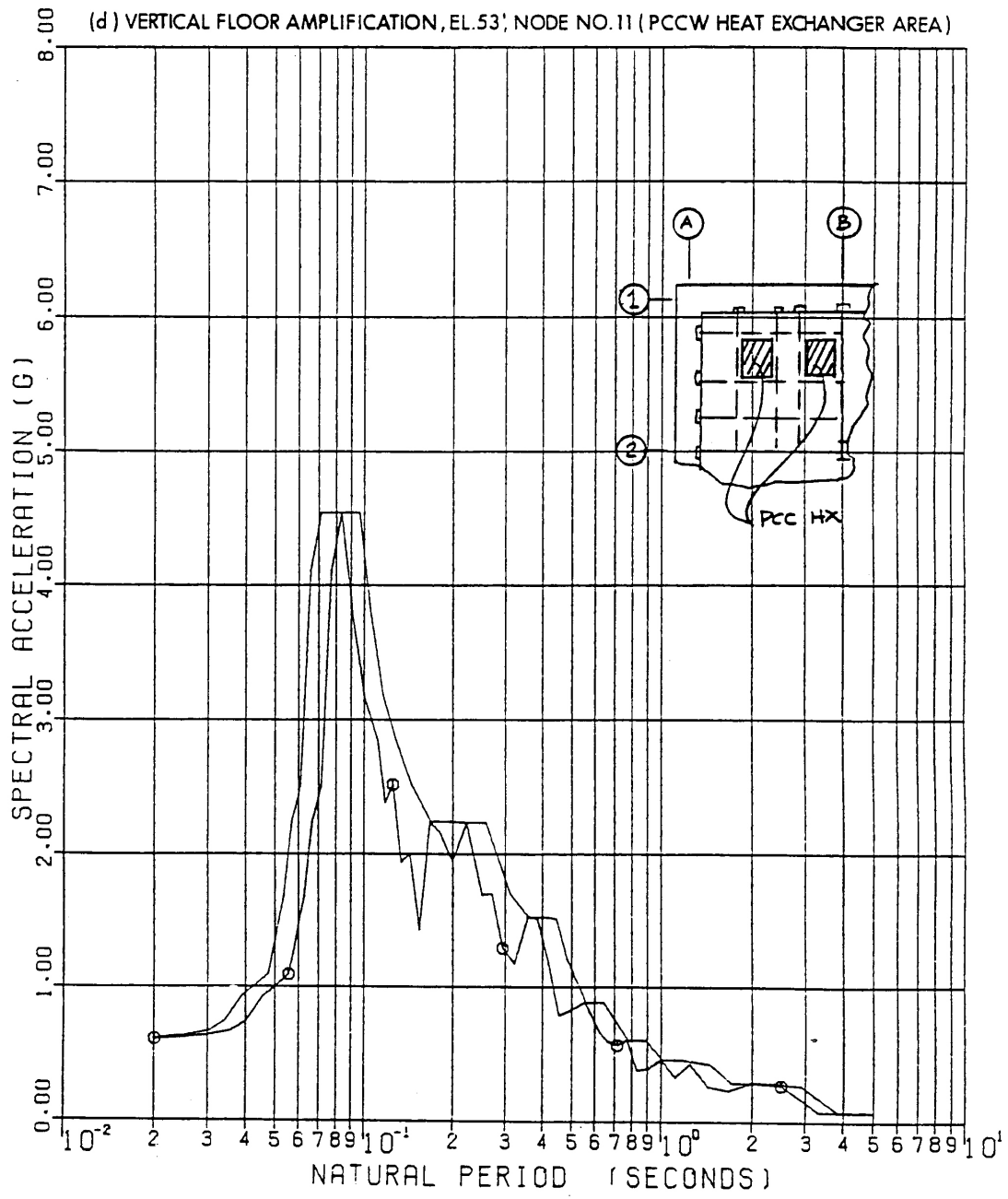
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Primary Auxiliary Building -7% Structural Damping; 2% Equipment Damping [4 Sheets]
	Figure 3.7(B)-27      Sh 1 of 4



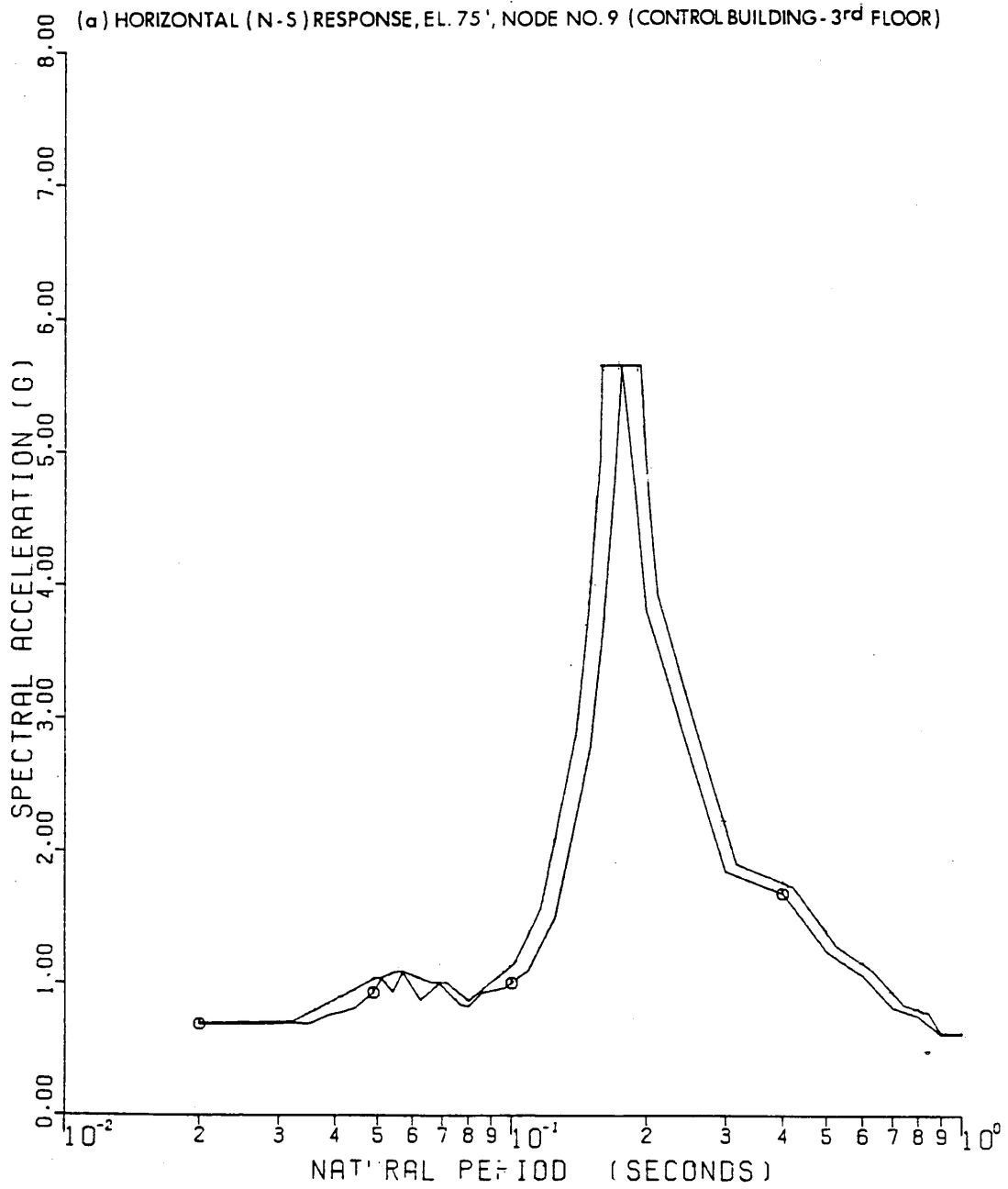
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Primary Auxiliary Building -7% Structural Damping; 2% Equipment Damping [4 Sheets]
	Figure 3.7(B)-27 Sh 2 of 4



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Primary Auxiliary Building -7% Structural Damping; 2% Equipment Damping [4 Sheets]	Figure 3.7(B)-27 Sh 3 of 4

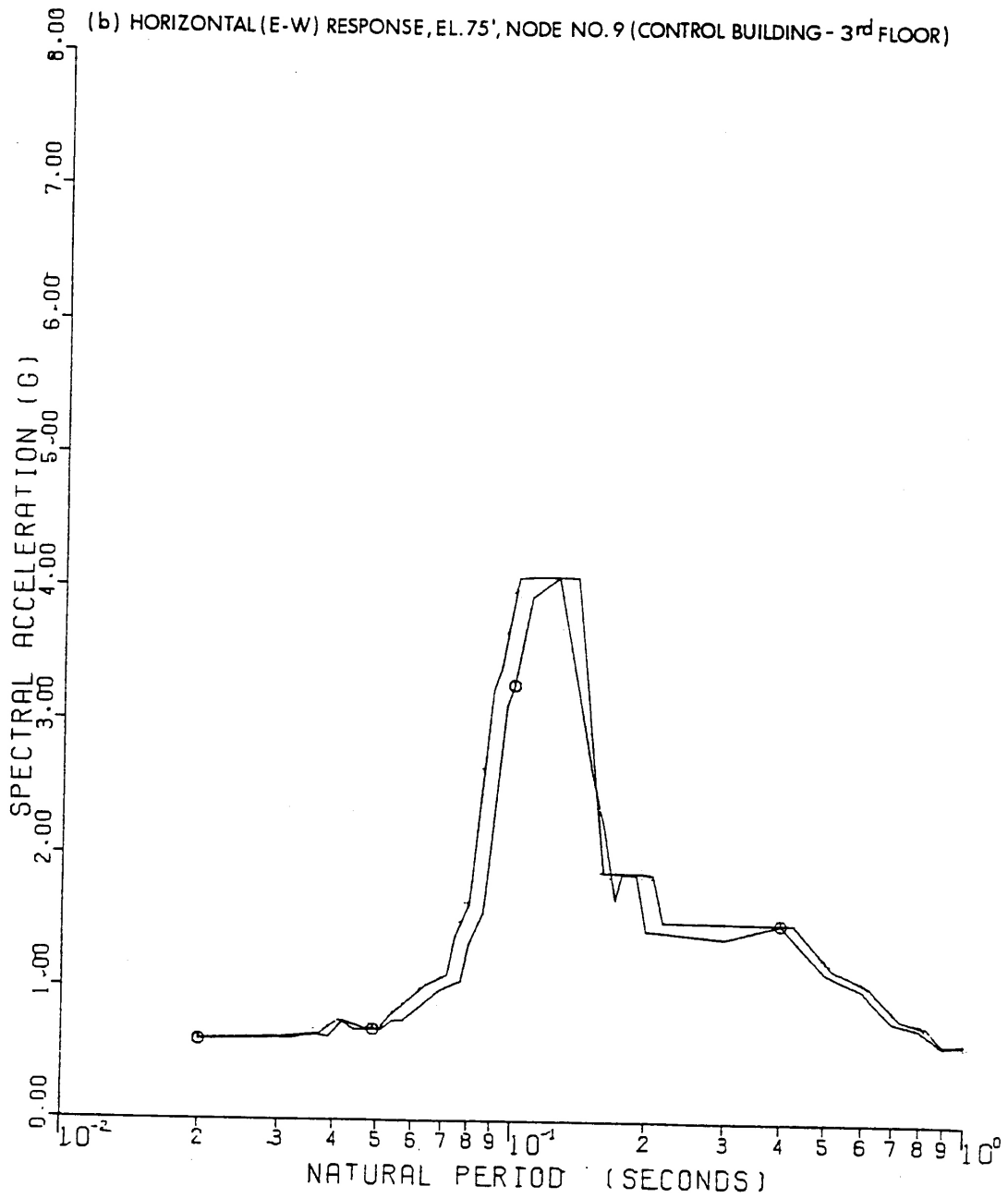


<p>SEABROOK STATION          UPDATED FINAL SAFETY          ANALYSIS REPORT</p>	<p>Amplified Response Spectra - SSE - Primary Auxiliary          Building -7% Structural Damping; 2% Equipment Damping          [4 Sheets]</p>
	<p>Figure 3.7(B)-27 Sh 4 of 4</p>

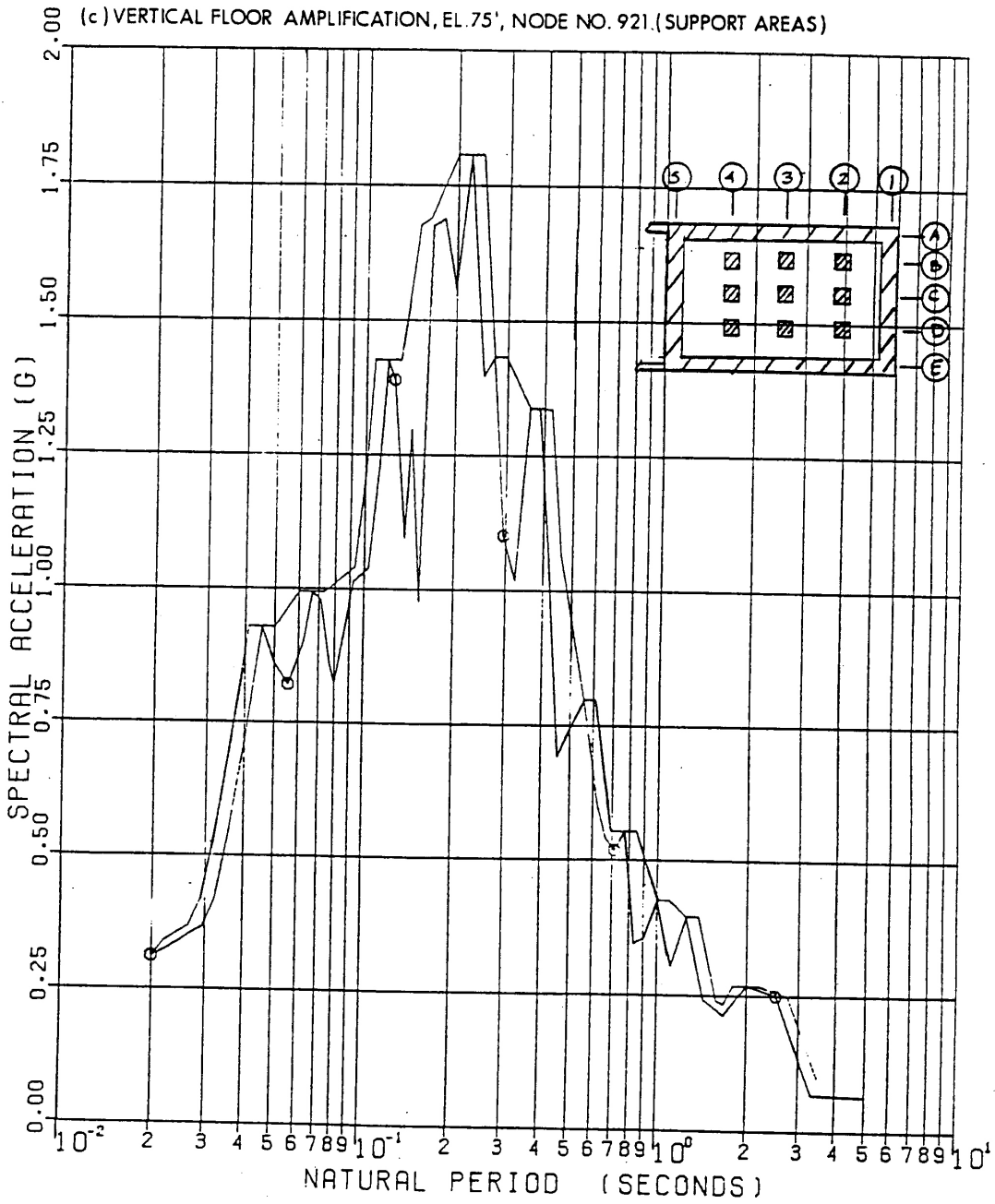


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Control/Diesel Generator Building - 7% Structural Damping; 2% Equipment Damping [8 Sheets]	
	Figure 3.7(B)-28	Sh 1 of 8

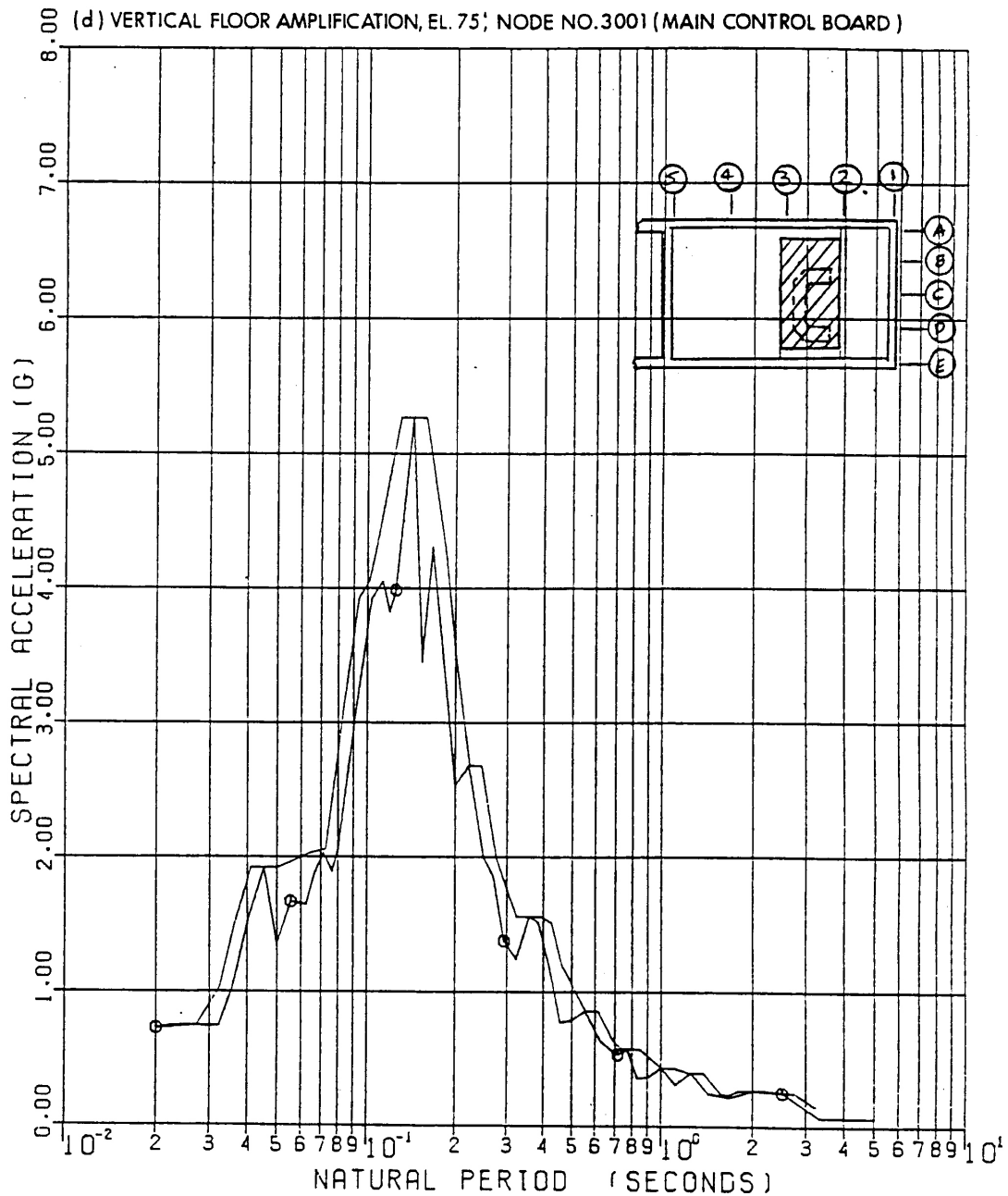




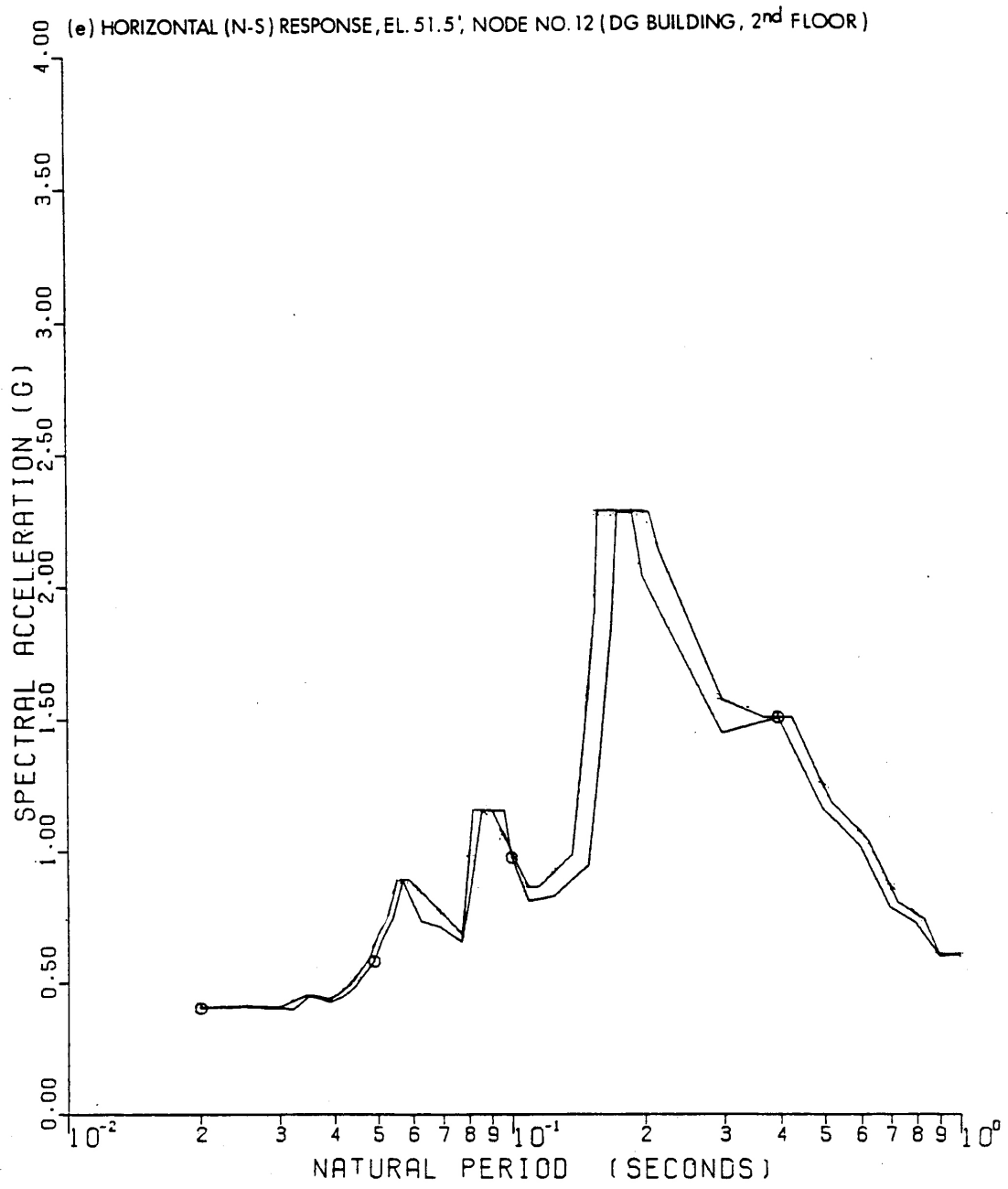
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Control/Diesel Generator Building - 7% Structural Damping; 2% Equipment Damping [8 Sheets]	
	Figure 3.7(B)-28	Sh 2 of 8



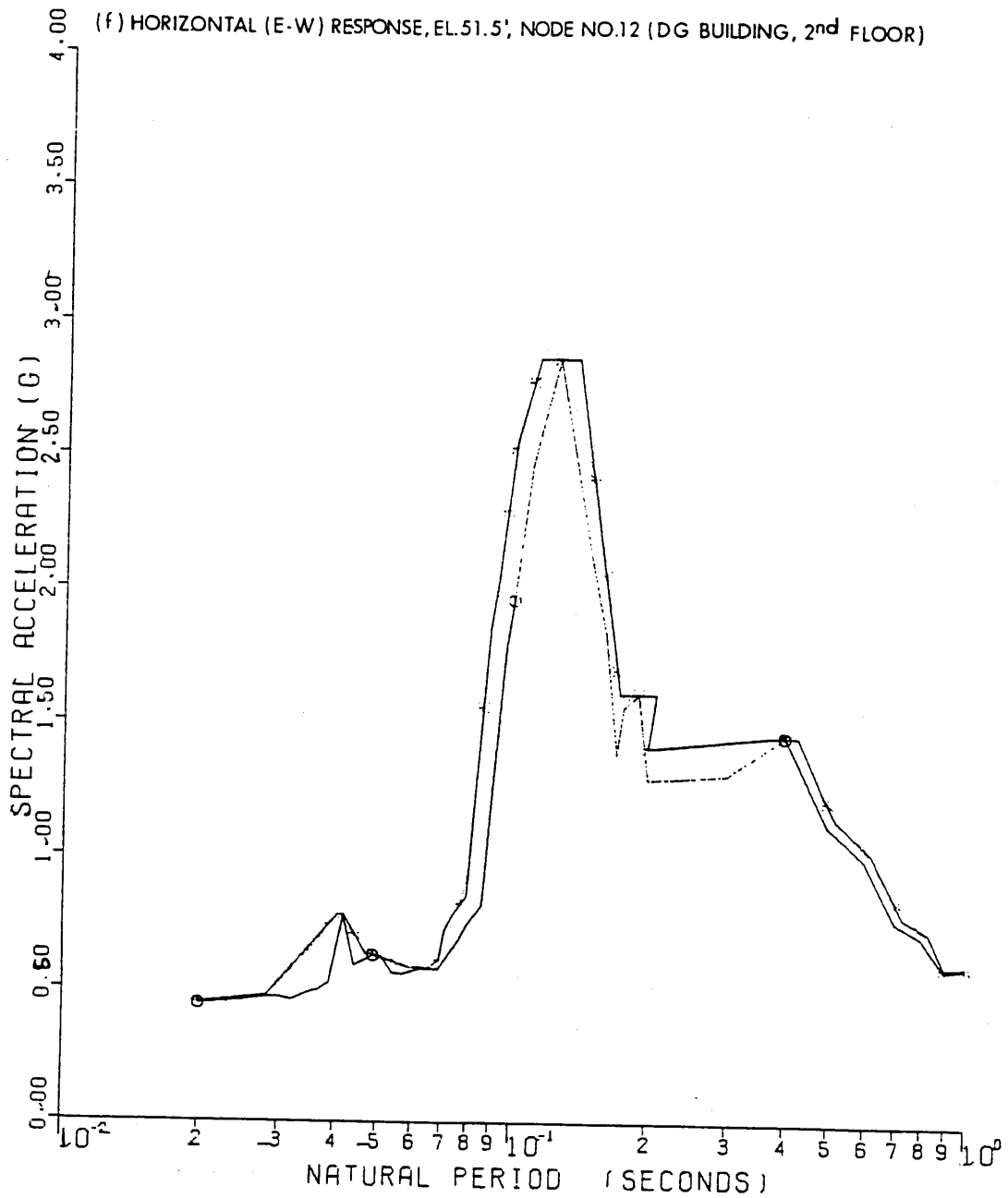
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Control/Diesel Generator Building - 7% Structural Damping; 2% Equipment Damping [8 Sheets]	
	Figure 3.7(B)-28	Sh 3 of 8



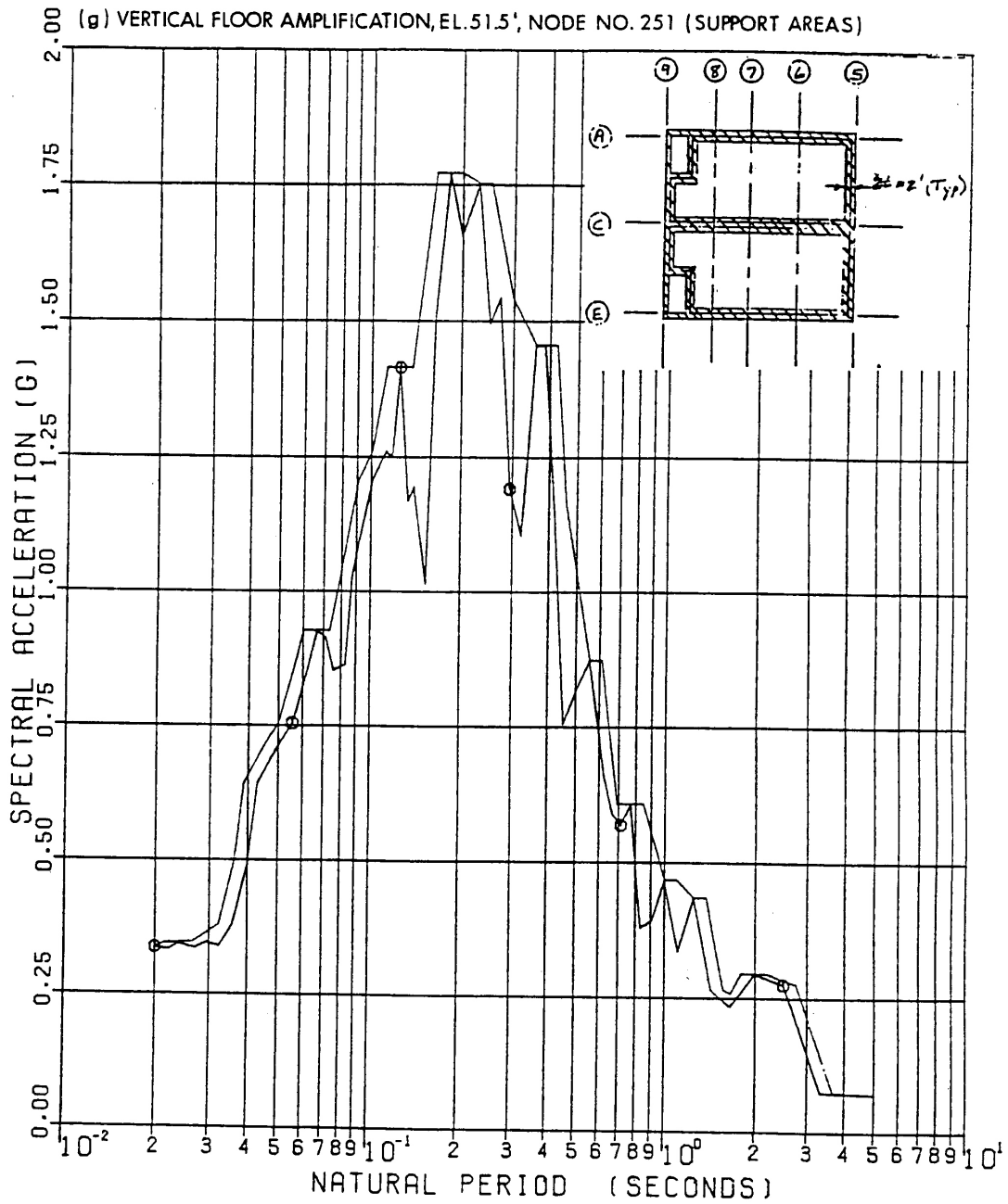
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Control/Diesel Generator Building - 7% Structural Damping; 2% Equipment Damping [8 Sheets]	
	Figure 3.7(B)-28	Sh 4 of 8



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Control/Diesel Generator Building - 7% Structural Damping; 2% Equipment Damping [8 Sheets]	
	Figure 3.7(B)-28	Sh 5 of 8

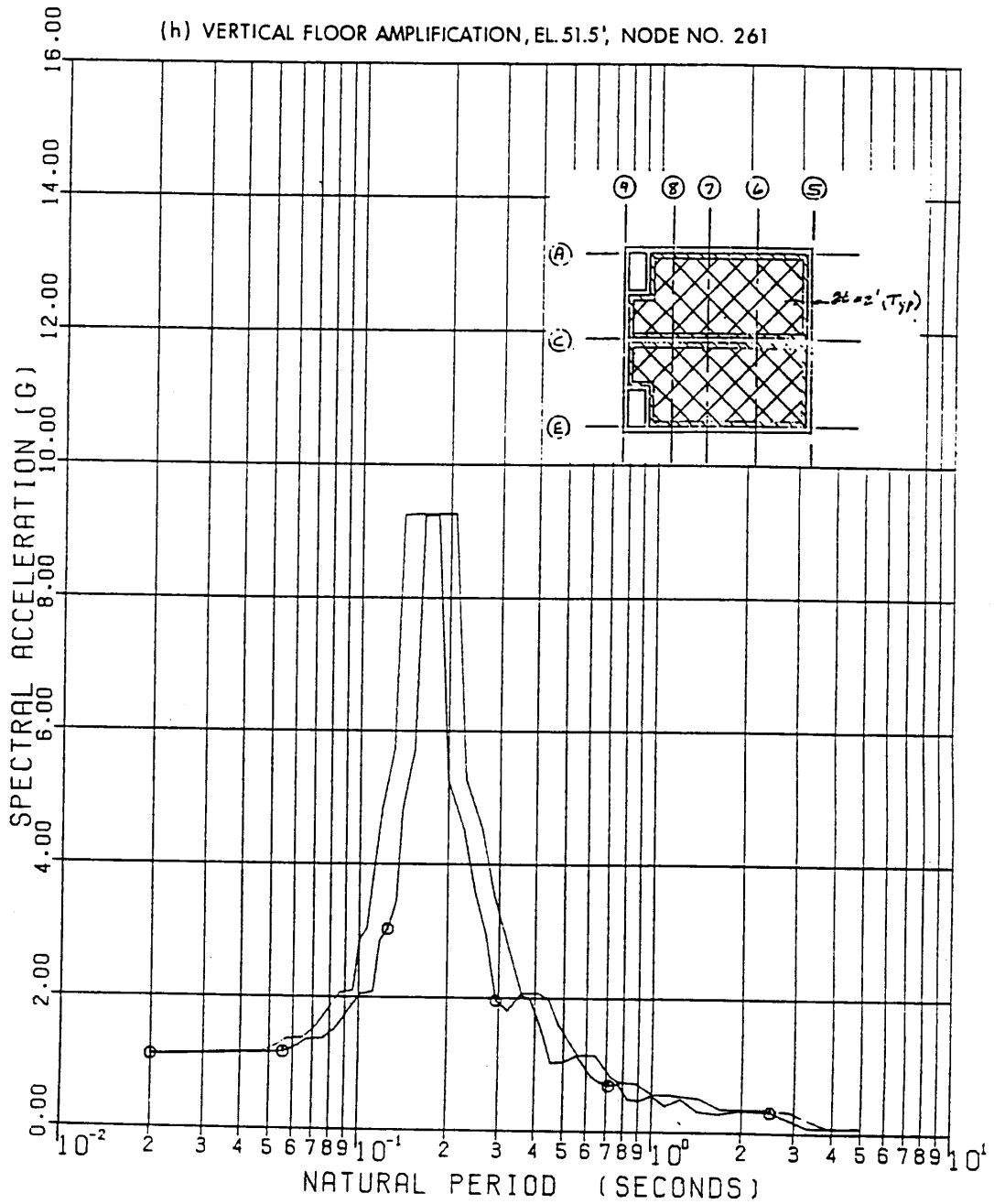


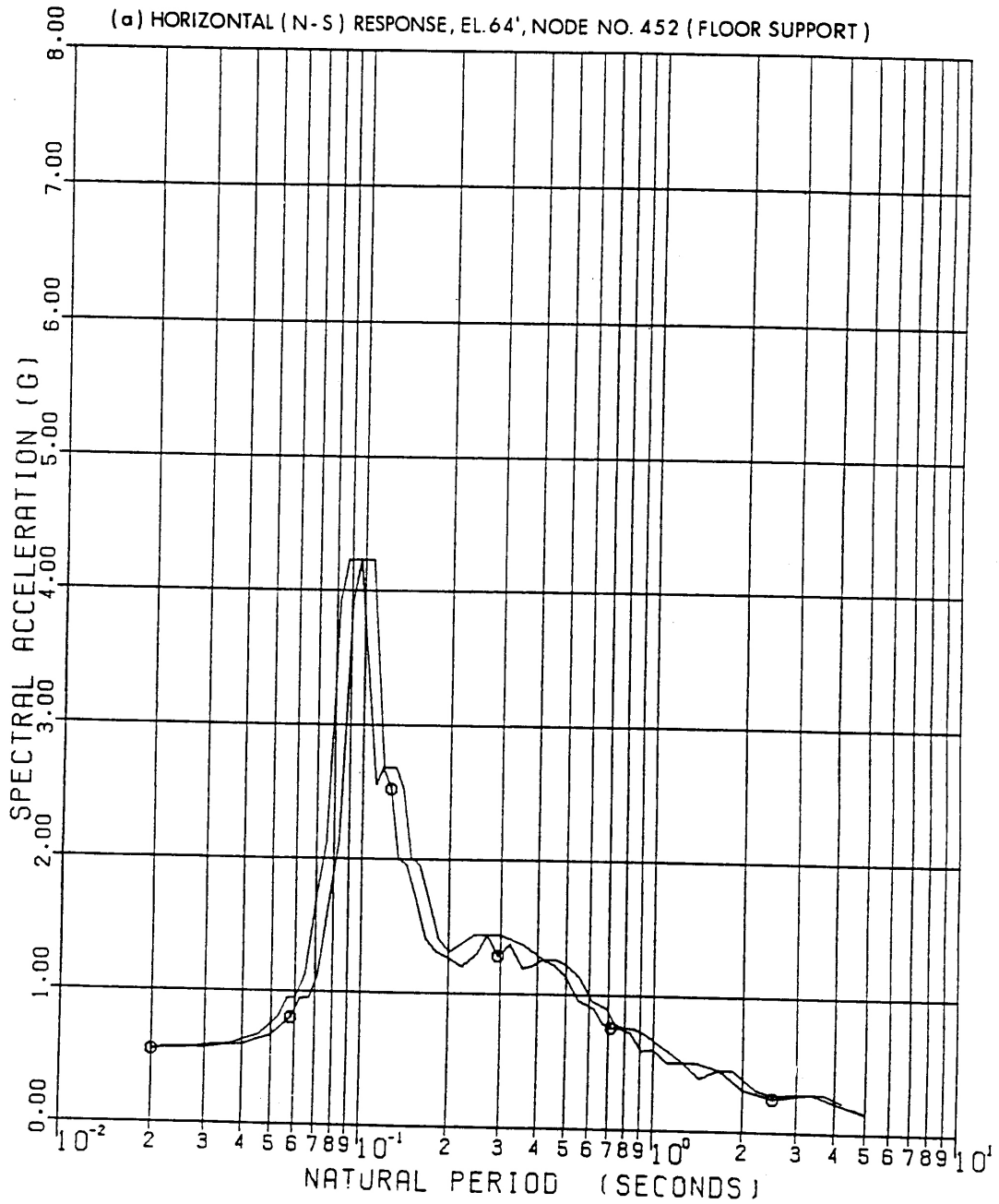
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Control/Diesel Generator Building - 7% Structural Damping; 2% Equipment Damping [8 Sheets]	
	Figure 3.7(B)-28	Sh 6 of 8



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Control/Diesel Generator Building - 7% Structural Damping; 2% Equipment Damping [8 Sheets]	
	Figure 3.7(B)-28	Sh 7 of 8

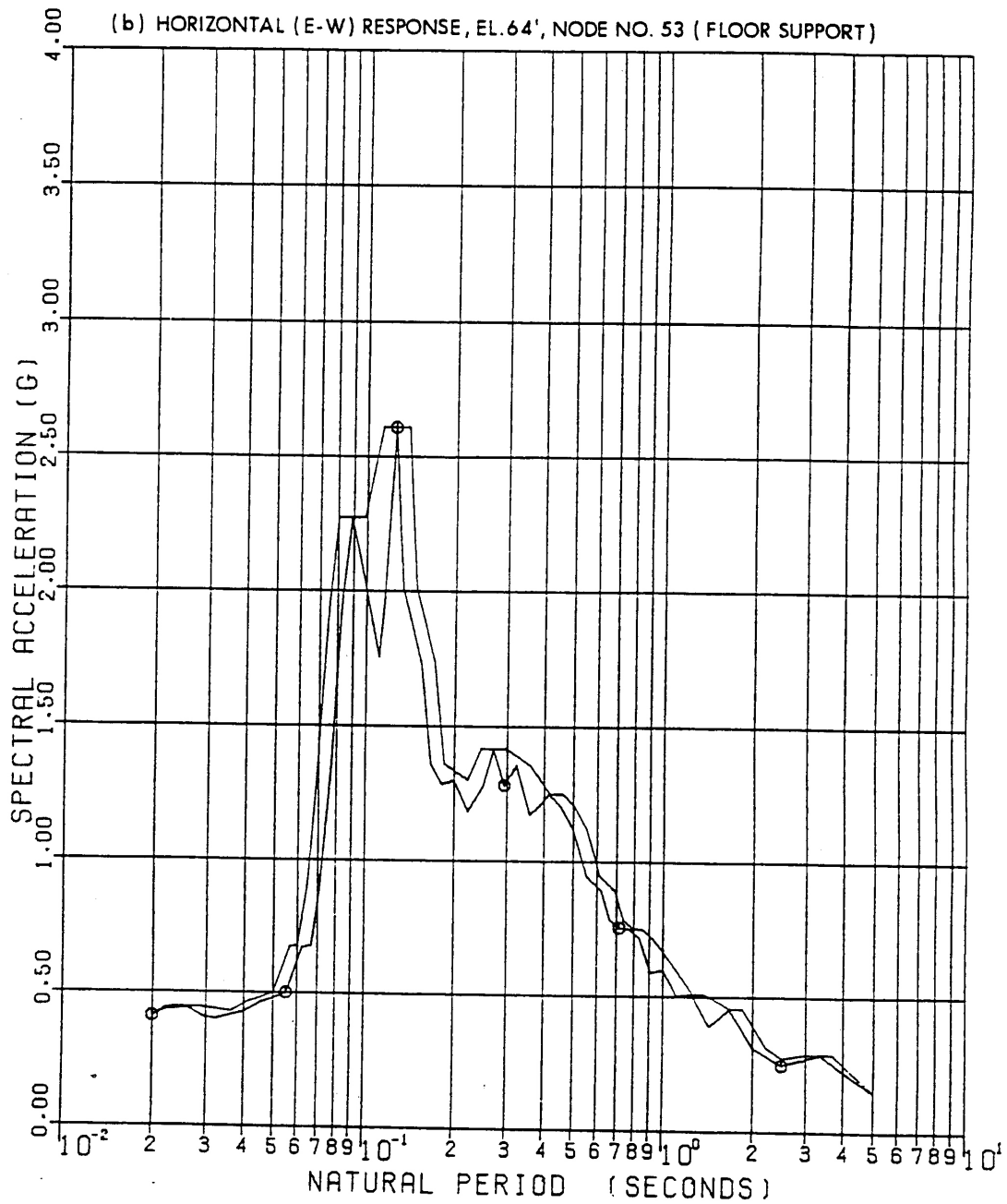
(h) VERTICAL FLOOR AMPLIFICATION, EL. 51.5', NODE NO. 261



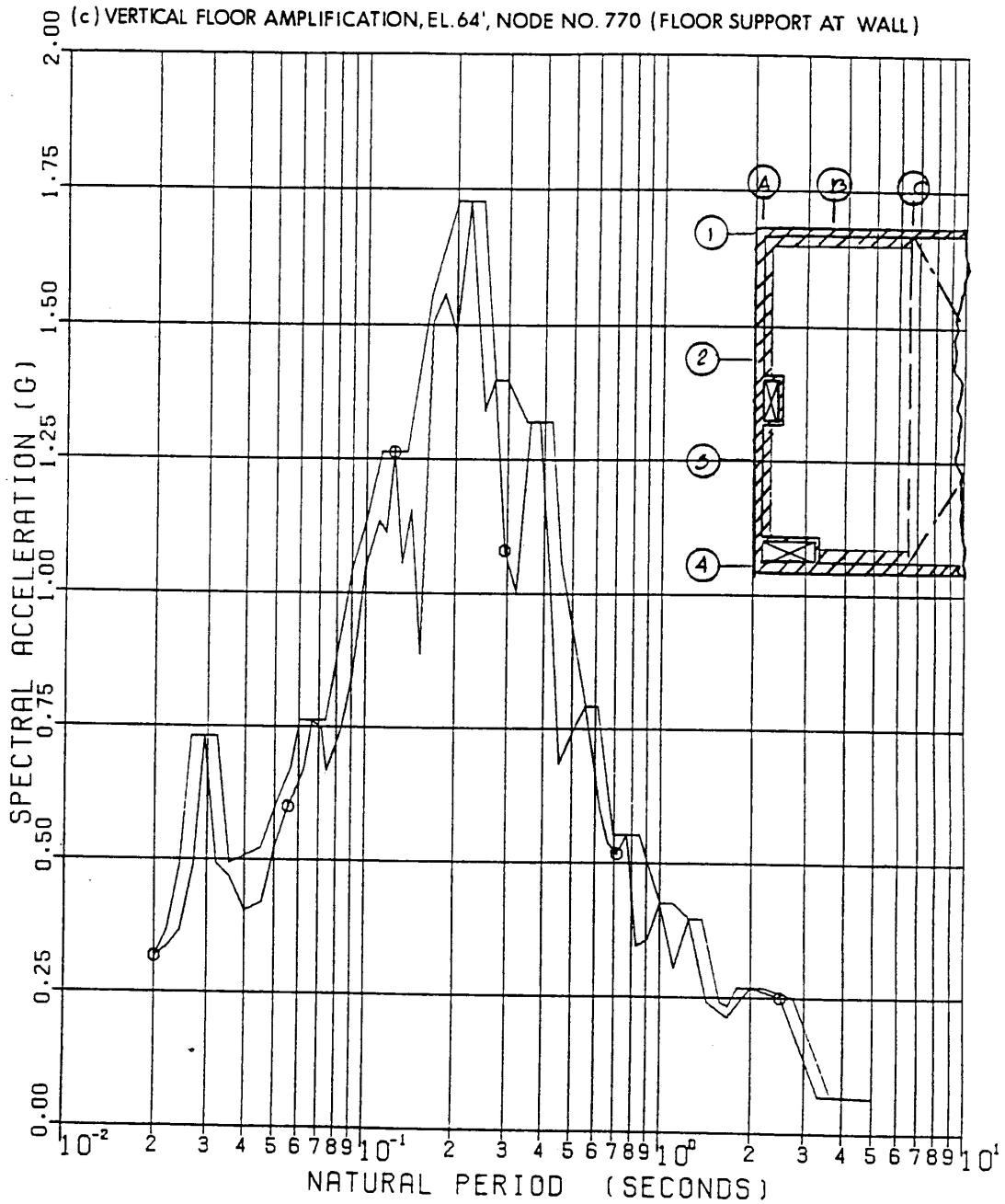


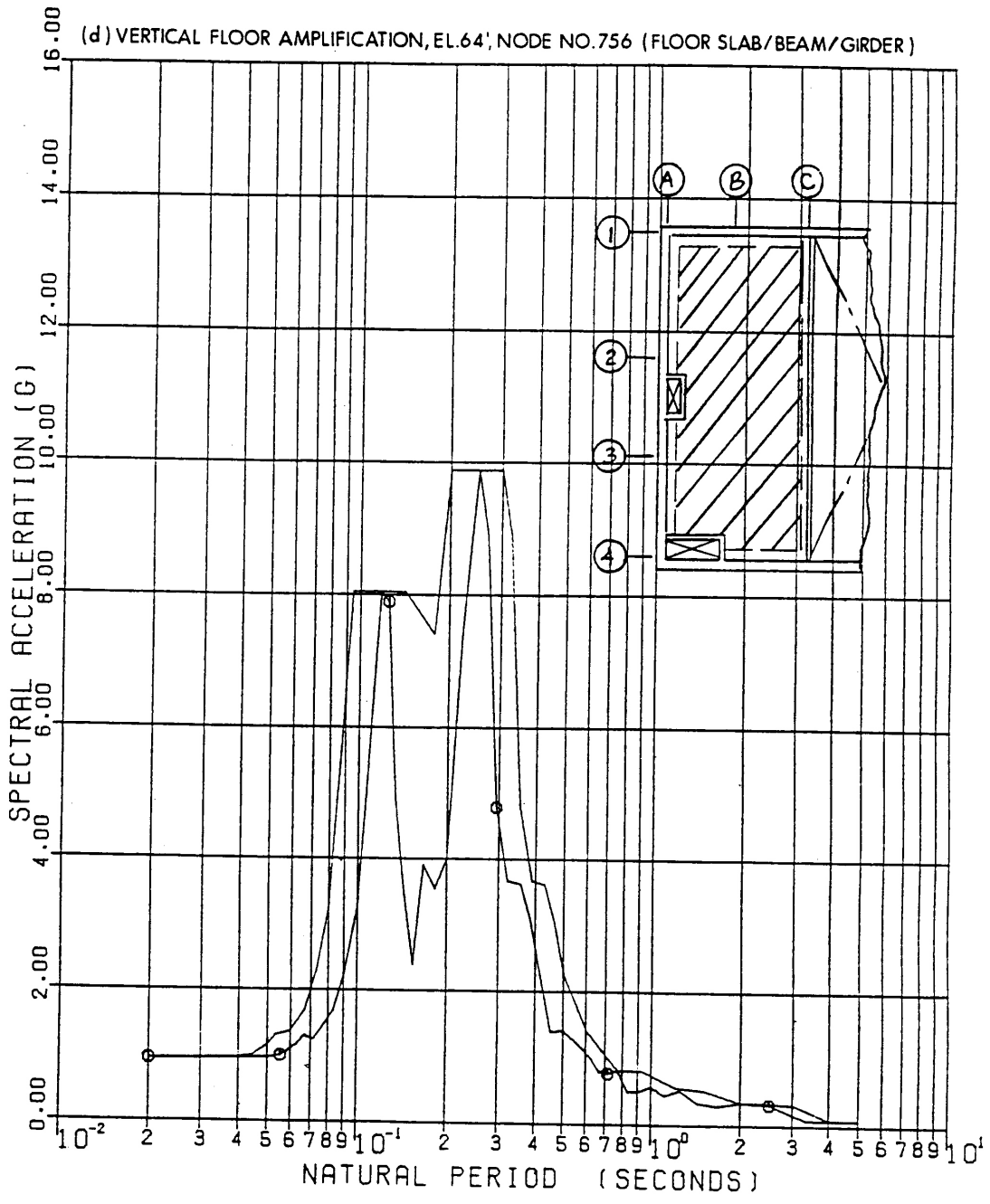
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Fuel Storage Building - 7% Structural Damping; 2% Equipment Damping [4 Sheets]
	Figure 3.7(B)-29      Sh 1 of 4



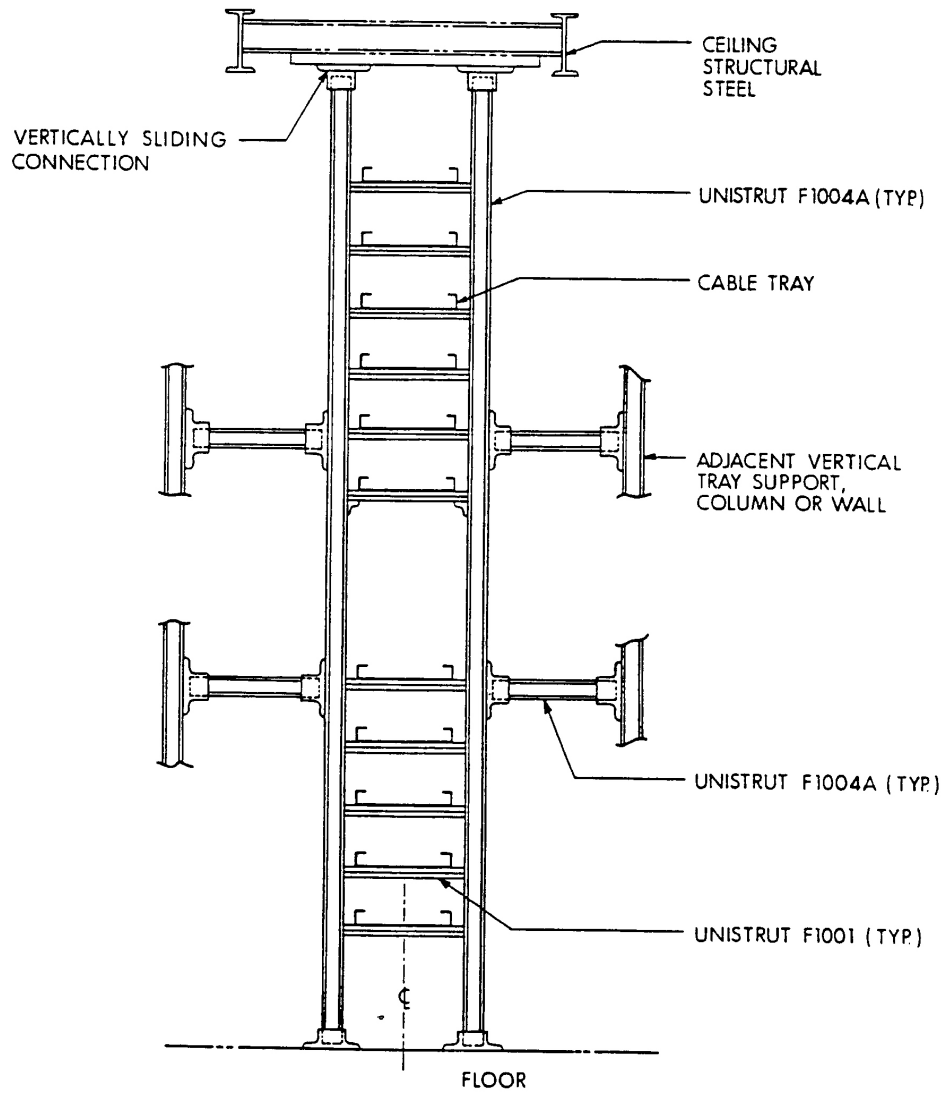


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Fuel Storage Building - 7% Structural Damping; 2% Equipment Damping [4 Sheets]	
	Figure 3.7(B)-29	Sh 2 of 4

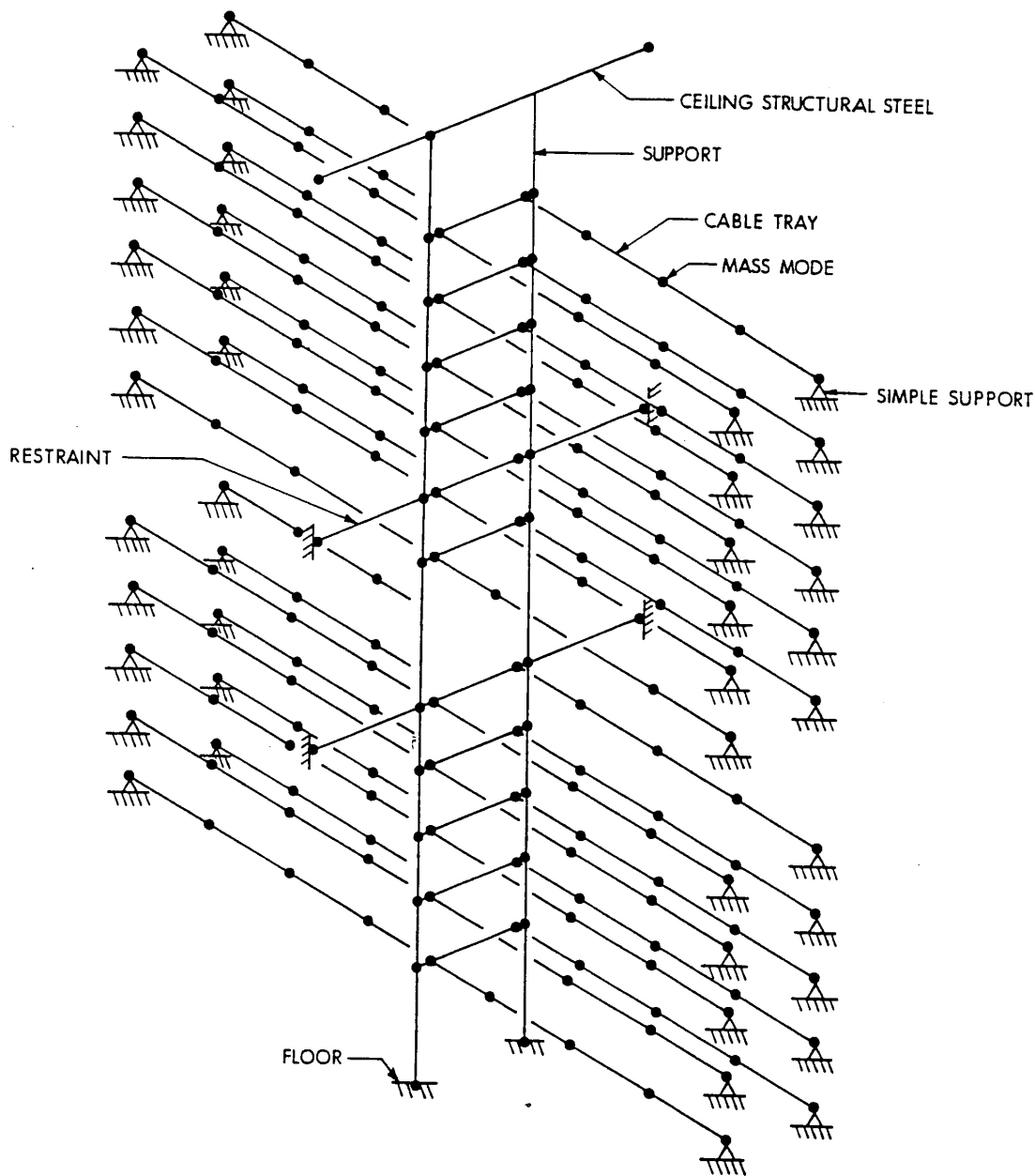




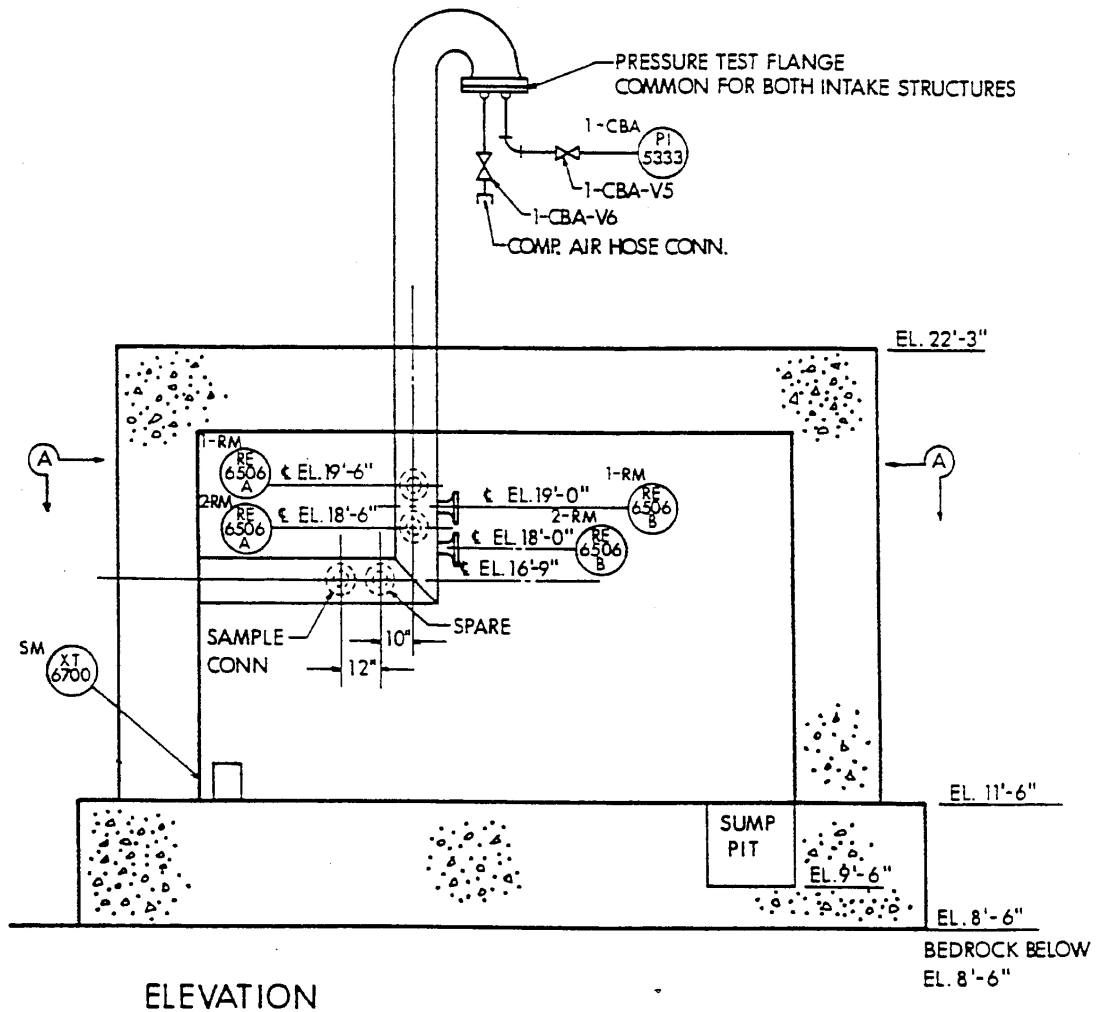
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Amplified Response Spectra - SSE - Fuel Storage Building - 7% Structural Damping; 2% Equipment Damping [4 Sheets]
	Figure 3.7(B)-29      Sh 4 of 4



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Ceiling-to-Floor Supported Cable Tray System	
		Figure 3.7(B)-30



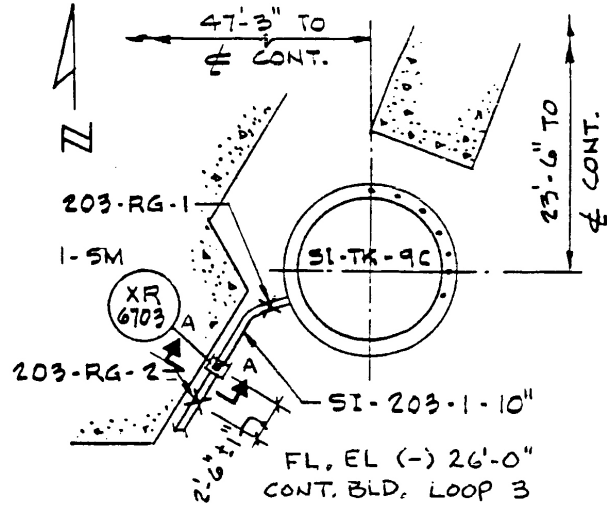
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Mathematical Model of Typical Ceiling-to-Floor Supported Cable Tray System	
		Figure 3.7(B)-31



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Mounting Detail of Triaxial Time History Accelerograph, XT-6700, in East Air Intake Structure	
	Figure	3.7(B)-32

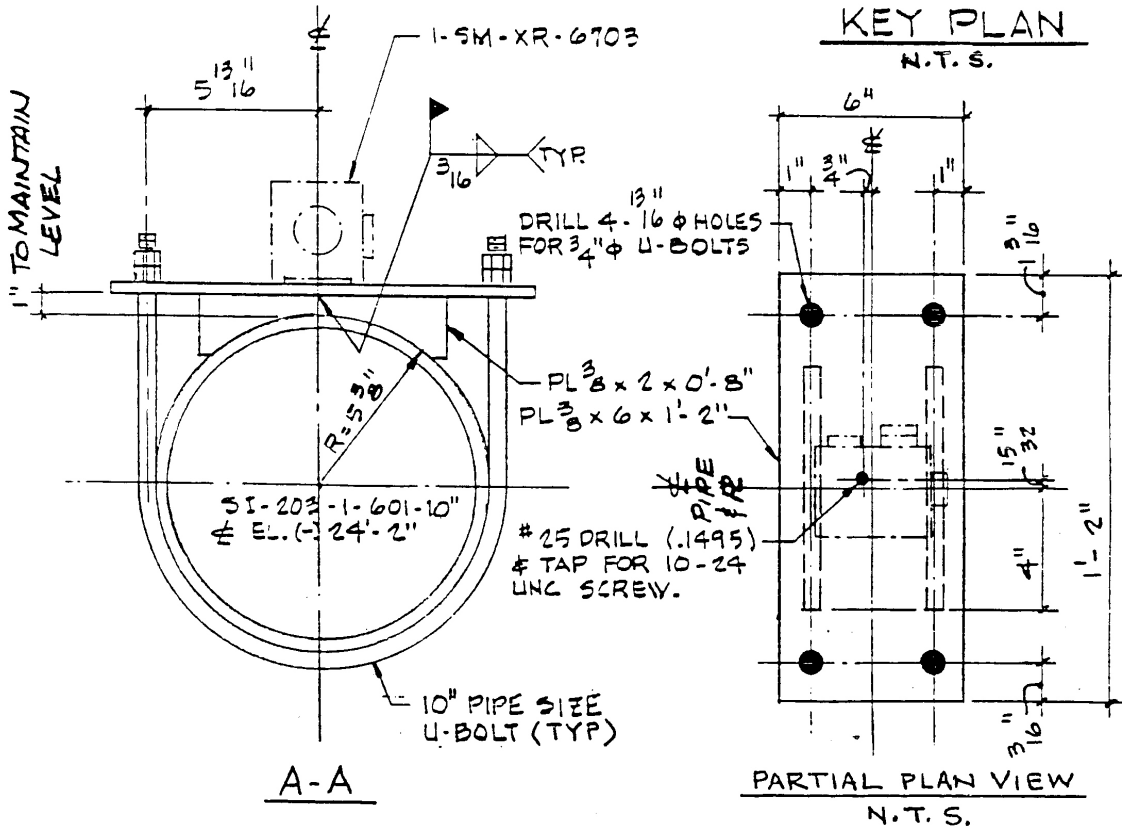
NOTES

1. TORQUE THE INST. MOUNTING SCREW TO  $40 \pm 10$  IN-LBS
2. TORQUE U-BOLTS TO 80 FT-LBS  $\pm 20$
3. LEVEL MOUNTING PLATE WITHIN  $1/4"$  ( $1/64"$  IN  $3 1/2"$ ).
4. EDGE OF MOUNTING PLATE TO BE PARALLEL WITH  $\phi$  OF PIPE.
5. ALIGN LONG SIDE OF INSTRUMENT PARALLEL WITH THE EDGE OF MOUNTING PLATE WITHIN  $3"$  ( $1/4"$  IN  $5"$ ).



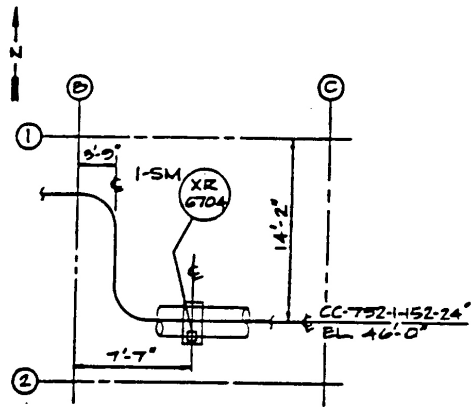
KEY PLAN

N.T.S.

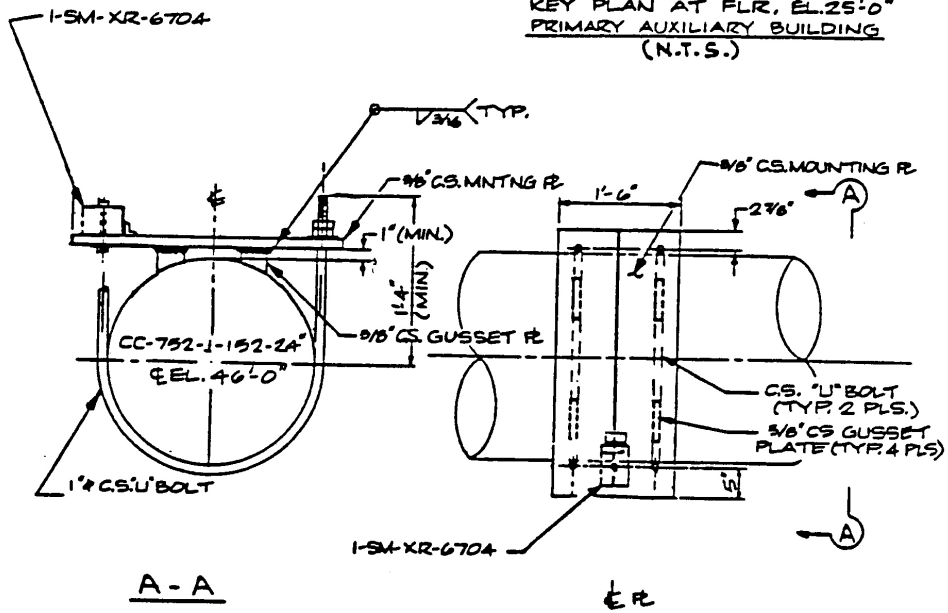


MOUNTING DETAIL

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Mounting Detail of Triaxial Peak Accelerograph, XR-6703, on Safety Injection Piping (Line 203)	
	Figure	3.7(B)-33



KEY PLAN AT FLR, EL. 25'-0"  
PRIMARY AUXILIARY BUILDING  
(N.T.S.)

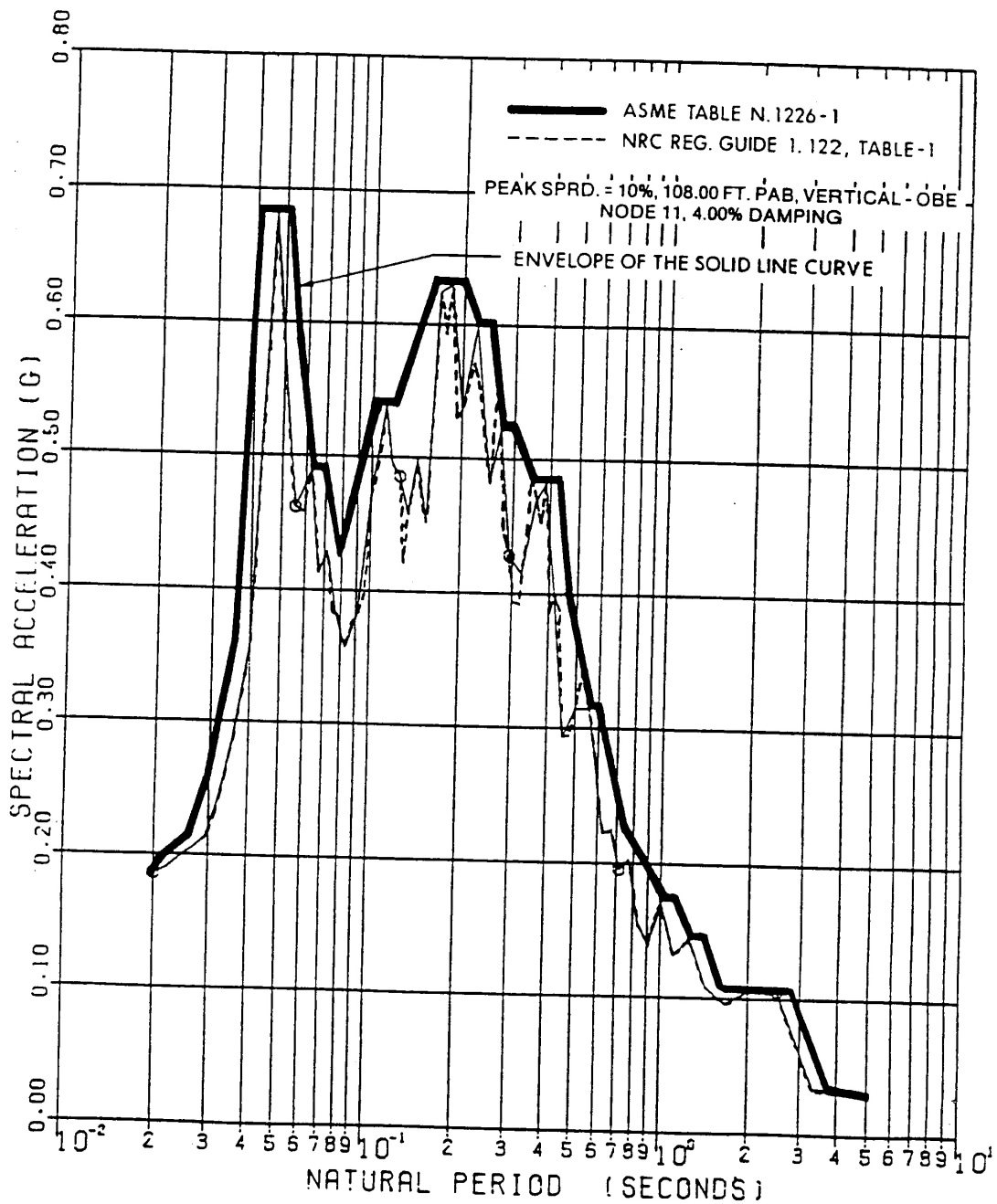


PARTIAL PLAN VIEW  
(N.T.S.)

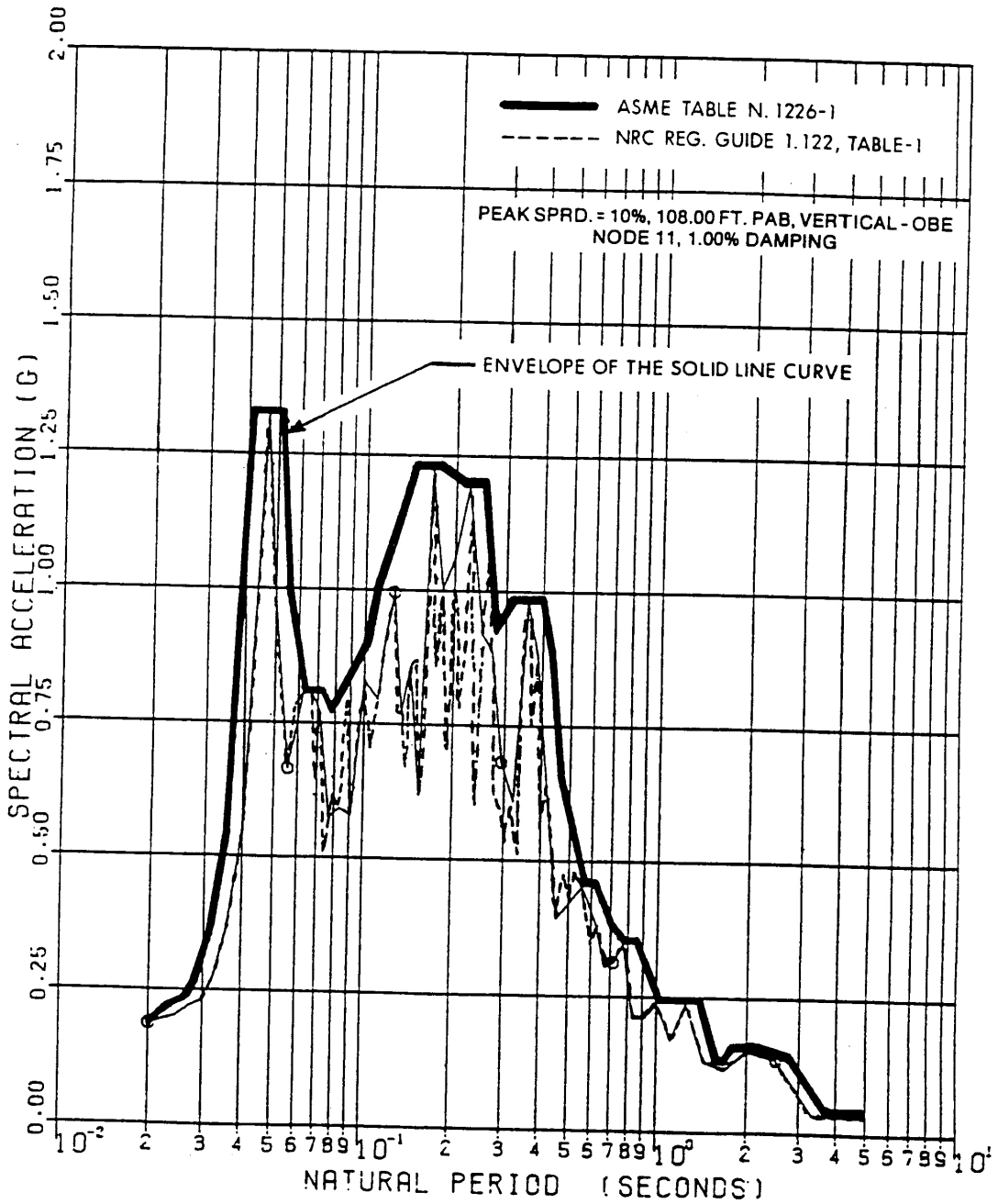
MOUNTING DETAIL

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Mounting Detail of Triaxial Peak Accelerograph, XR-6704, on PCCW Piping	
	Figure	3.7(B)-34

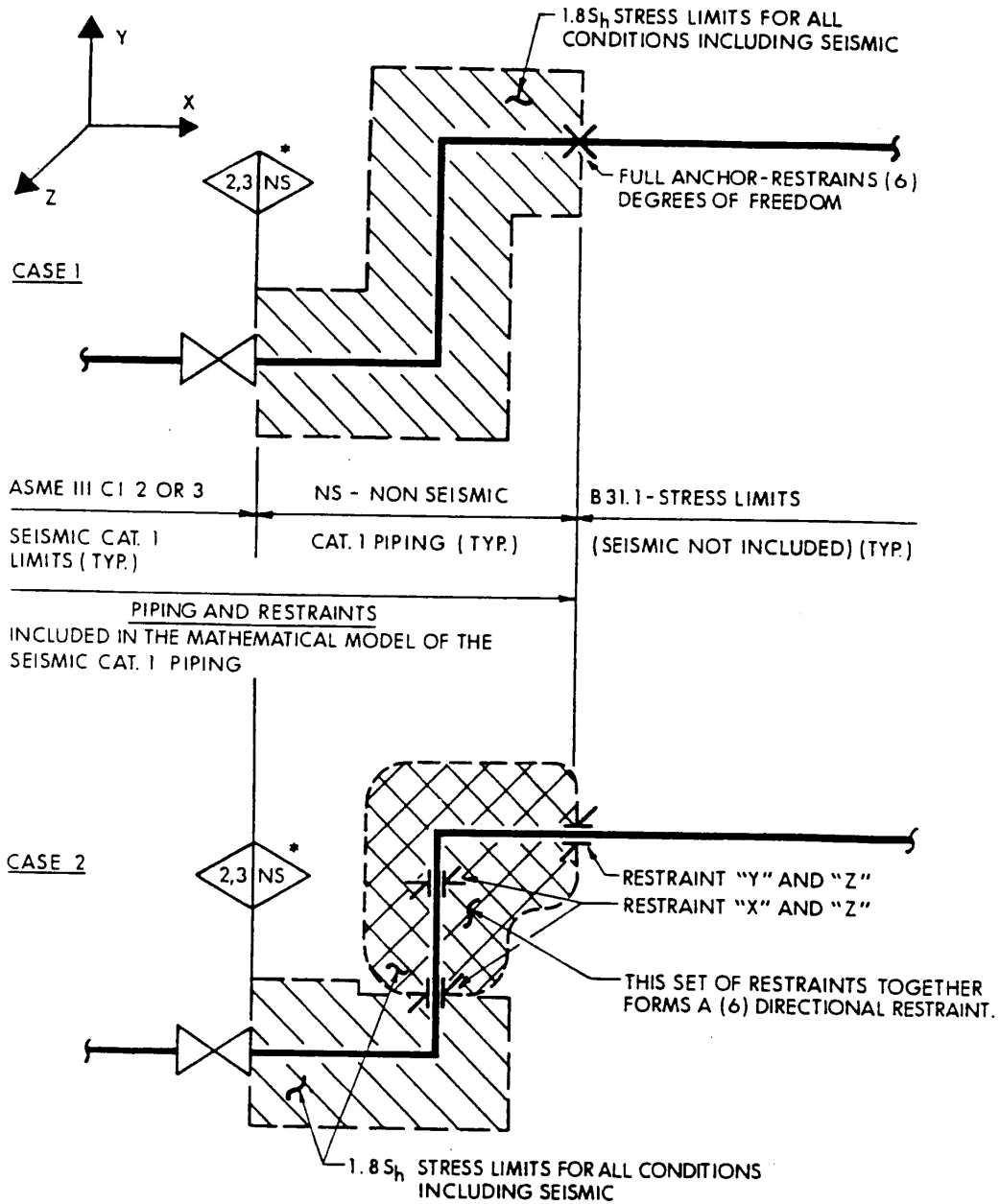




SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Primary Auxiliary Building Amplified Response Spectra (Vertical) OBE, 4% Damping	
	Figure	3.7(B)-35

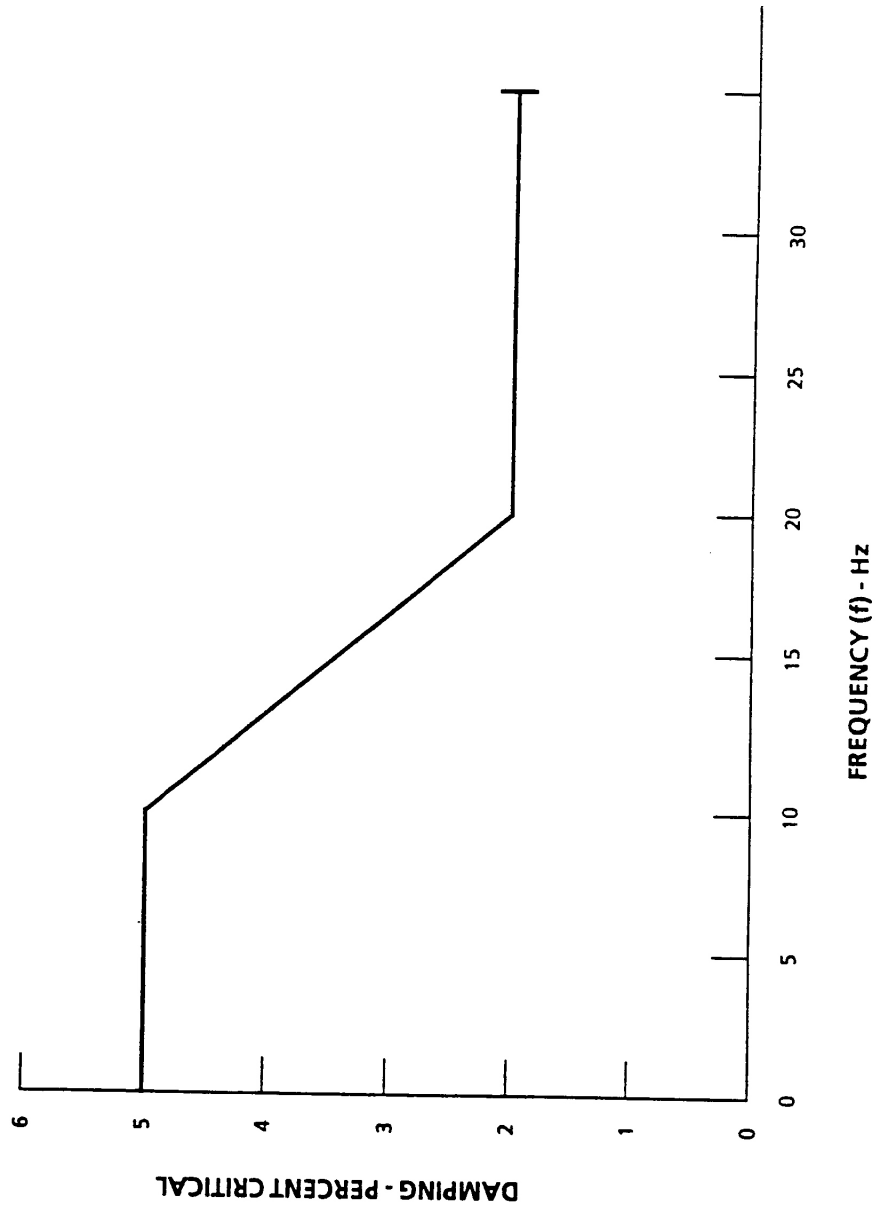


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Primary Auxiliary Building Amplified Response Spectra (Vertical) OBE, 1% Damping	
		Figure 3.7(B)-36

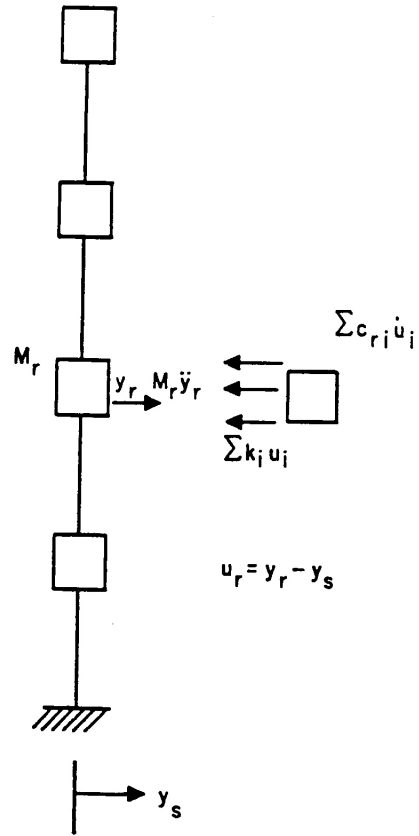


\* SYMBOL INDICATES BOUNDARY BETWEEN ASME III CLASS 2 OR 3 AND NON-SEISMIC PIPING.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Pipe Support Systems	
		Figure 3.7(B)-37



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Alternative to Regulatory Guide 1.61 Damping Values	
		Figure 3.7(B)-38



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Multi-Degree of Freedom System	
		Figure 3.7(N)-1