

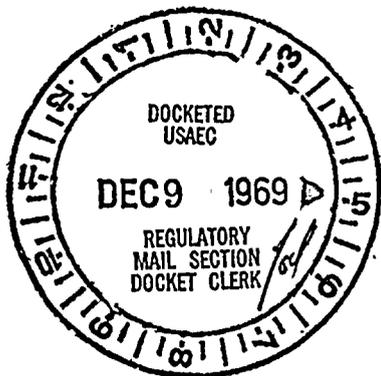
NIAGARA MOHAWK POWER CORPORATION

Regulatory

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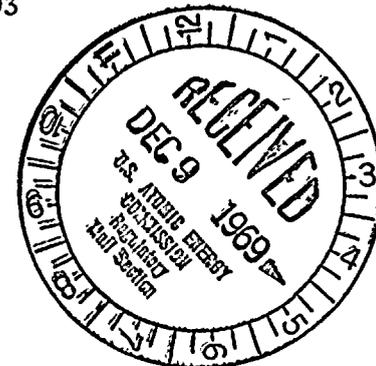
Nine Mile Point Nuclear Station  
 P. O. Box 32.  
 Lycoming, New York, 13093  
 December 6, 1969



United States Atomic Energy Commission  
 Division of Reactor Licensing  
 Washington, D. C. 20545

Attention: Dr. Peter A. Morris, Director

Gentlemen:



On Thursday, November 20, 1969, the Nine Mile Point reactor was scrammed from 25 percent power. Thirty control rods, which were hooked up to a brush recorder, averaged 4.17 seconds for 90 percent insertion. The original 90 percent insertion time for ALL rods was 3.00 seconds.

During the approximate six-week time interval between the original and November 20<sup>th</sup> scrams, eight drives were continuously monitored for spurious, as well as planned scrams. Their times for 90 percent insertion increased approximately 40 percent during the monitoring period. During the November 20<sup>th</sup> scram, one rod was outside the Technical Specification limit of 5.3 seconds; Rod No. 24-23 scrammed in 5.32 seconds.

Inasmuch as excessive rod insertion time was experienced at Oyster Creek due to partially plugged 400 mesh inner rod drive strainers and the rate at which our timing was increasing gave cause to suspect our next scram might be above the Technical Specification limit of 5 seconds average, it was decided to change out the strainers.

A screen having clear rectangular openings of 10 by 100 mils was installed in place of the original 400 United States standard mesh. In this manner, the drive is protected while decreasing screen pluggage probability by an order of magnitude of approximately 400 times. The work was completed, including drive timing, on December 6, 1969. At this time all rods have been scram tested under cold pressurized conditions with an average 90 percent insertion time of 2.7 seconds. When the reactor reaches operating pressure and temperature and with approximately 5 percent bypass steam to the condenser, all rods will be individually scram tested.

We shall continue to honor commitments previously made of reporting rods whose 90 percent insertion time do not fall within the range of 1.9 to 3.6 seconds, also, if the average of 129 rods is not within the range of 2.4 to 3.1 seconds. The same eight drives as before will continue to be constantly monitored and scram checked once every two weeks should a scram not occur in that period. In addition, they will be similarly tested before planned scrams from 50 percent power. Feedwater quality will be controlled at all times and especially monitored when impurities might be added, such as when cutting in feedwater strings, new pumps, piping systems, and so on.

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The following chemistry surveillance is performed and will continue to be in order to evaluate the crud introduced into the reactor water:

1. A 24-hour integrated crud sample is taken on the feedwater entering the reactor and analyzed daily. This sample tap is located so that it samples the feedwater just before the reactor regardless of feedwater path used.
2. A continuously recording turbidimeter is installed on the reactor feedwater to give assistance in evaluating trends.
3. A daily grab sample for crud is taken on the reactor water.
4. When either conductivity or the turbidimeter indicate that a condensate demineralizer should be changed, the operating demineralizer outputs will be evaluated for both conductivity and crud to determine which bed or beds should be switched.
5. Every effort will be made to keep feedwater crud levels low by frequent changing of demineralizers and by reduction of flow through the demineralizers where necessary.
6. When new parts of the feedwater cycle are being cut into service, every effort will be made to recirculate as much condensate back to the condenser, thereby polishing it through the demineralizers at a higher rate.

It is expected that the Nine Mile Point reactor will be brought critical and the turbo-generator set placed on the line on December 8, 1969. During the following week, additional feedwater heaters will be brought into service and power raised to the 50 percent level.

Very truly yours,



P. Allister Burt  
Station Superintendent

mjs

cc: Mr. M. H. Pratt  
Mr. F. J. Schneider  
Mr. J. N. Ewart, Chairman, SR & A Board  
Mr. M. Hildreth, A.E.C. Compliance



Faint, illegible text scattered across the page, possibly bleed-through from the reverse side. Some faint clusters of characters are visible, particularly in the lower right quadrant.