

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR:7908240464 DOC,DATE: 79/08/17 NOTARIZED: NO DOCKET #  
 FACIL:50-220 Nine Mile Point Nuclear Station, Unit 1, Niagara Powe 05000220  
 AUTH,NAME AUTHOR AFFILIATION  
 DISE,D.P. Niagara Mohawk Power Corp.  
 RECIP,NAME RECIPIENT AFFILIATION  
 IPPOLITO,T.A. Operating Reactors Branch 3

SUBJECT: Evaluates 790726 fire protection safety evaluation rept for facility & provides info requested per rept. Includes tables re 690224 & 790706 diesel fire pump tests & fire pump.

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NOTES: .....

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PHYSICS 101

LECTURE 1

MECHANICS

1.1 INTRODUCTION

1.2 KINEMATICS

1.3 DYNAMICS

1.4 ENERGY

1.5 ANGULAR MOTION

1.6 OSCILLATIONS

August 17, 1979

Director of Nuclear Reactor Regulation  
Attn: Mr. Thomas Ippolito, Chief  
Operating Reactors Branch #3  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

Re: Nine Mile Point Unit 1  
Docket No.: 50-220  
DPR-63

Dear Mr. Ippolito:

By letter on July 26, 1979, you transmitted the Fire Protection Safety Evaluation Report for Nine Mile Point Unit 1. The purpose of this letter is to provide Niagara Mohawk's comments on that Safety Evaluation Report, and to provide information requested in that report.

Our review of the Safety Evaluation Report indicates that there is an inconsistency between the modifications specified therein, and those previously discussed between the Nuclear Regulatory Commission and Niagara Mohawk. Section 3.1.2 (2) indicates that a sprinkler system will be installed in the Control Building Control Room. Niagara Mohawk believes that your staff agreed, during the March 6, 1979 meeting between our staffs to review the draft Safety Evaluation Report, that a sprinkler system was not required in this area.

Sections 3.1.8 and 5.3.1.6 of the Safety Evaluation Report indicate that Niagara Mohawk will relocate the output cables from diesel generator 103. However, Niagara Mohawk has reconsidered this modification, and now proposes to encapsulate these cables with adequate Pyrocrete to provide a three hour fire rating. This modification will provide adequate fire protection with the least amount of plant disturbance. NRC concurrence with this proposed change is requested as soon as possible, so that the modification can proceed in a timely manner.

Section 4.3.1.2 states that the flow from the diesel fire pump at discharge pressure near the rated head is approximately 10 percent below the typical pump characteristic curve, 15 percent below the manufacturer's certified curve, and 22 percent below the discharge of the electric driven pump. When the diesel driven pump was installed at Nine Mile Point Unit 1, an acceptance test was performed. Table 1 summarizes the results of that test. This acceptance test indicated that the pump did not meet the certified test curve. However, Niagara Mohawk has accepted this pump since the pump performance is adequate.

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The first of these is the fact that the  
government has not yet decided  
whether it will accept the  
offer of the Soviet government  
to sell the atomic bomb  
to the United States.

It is true that the  
Soviet government has  
offered to sell the  
atomic bomb to the  
United States, but  
the United States  
government has not  
yet decided whether  
it will accept the  
offer.

There are several reasons  
why the United States  
government has not  
yet decided whether  
it will accept the  
offer of the Soviet  
government to sell  
the atomic bomb to  
the United States.

One of the reasons  
is that the United  
States government  
is not sure whether  
it can trust the  
Soviet government  
with the atomic bomb.

August 17, 1979

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In addition, the fire pump test data which was submitted to the Nuclear Regulatory Commission previously, did not include correction for water level. Table 2 attached contains the latest corrected data. It should also be noted that the diesel and electric pumps have different characteristics, and thus cannot be compared. Both pumps were ordered to provide 2500 gallons per minute at 125 psi, however, the electric pump actually exceeds that specification.

Section 4.3.1.3 requires Niagara Mohawk to submit the details of the modification to the fire water piping system to preclude loss of both automatic suppression system and interior hose stations. The attached Figure 1 details Niagara Mohawk's proposed modification. As shown on Figure 1, three valves and associated piping are being added. After installation of this equipment, the valve connections and piping will be hydro tested to 1-1/2 times normal operating pressure.

Niagara Mohawk is currently preparing to perform the fire cable penetration test mentioned in Section 4.9.3 of the Safety Evaluation Report. This test may be performed in two phases. During the first phase, pressure differentials will not be applied. Based upon the results of phase 1 testing, Niagara Mohawk will determine whether a second phase of testing is necessary. If phase 2 testing is deemed necessary, the practicability of applying a differential pressure for the second phase of the testing will be determined.

Section 5.3.2.3 states that the basement area beneath the diesel generator rooms is not subdivided nor is it separated from the rest of the basement level. During the last refueling outage, this basement area was subdivided and separated from the rest of the basement.

The first paragraph of Section 4.4.3 of the Safety Evaluation Report states that a new breathing air compressor will be installed on elevation 261 feet of the Administration Building extension by about August 1979. Due to schedule delays in the building which will house this compressor, completion of the installation has been delayed until the end of September, 1979.

Very truly yours,

NIAGARA MOHAWK POWER CORPORATION



D. P. Dise  
Vice President - Engineering

GJG:jk

Dear Mr. [Name],

I am writing to you regarding the [subject matter].

I have reviewed the information you provided and

am pleased to inform you that [positive news].

The [details] have been processed and

we will be [action].

I will contact you again when [next steps].

Sincerely,

[Signature]

TABLE 1

DIESEL FIRE PUMP

TEST OF 2-24-69 CORRECTED READINGS

RATED SPEED - 1770

TEST	CORR. Q	CORR. P
1	808	165
2	1312	150
3	2012	139
4	2525	121
5	2980	115
6	3440	109
7	3730	98

NOTE: Acceptance test results corrected for speed and water level. !

TABLE 2

DIESEL FIRE PUMP TEST

July 6, 1979

Lift 14' - Tunnel level to C/L of pressure gauge = 6 psi

Pump speed = 1800 rpm  
 Pump rated speed = 1770 rpm

	Flow (GPM)	Corrected Flow (GPM)	Gauge Press	Corrected Press	Total Press	Total Head Feet
1.	3750	3686	89	86	92	212
2.	3050	2998	112	108	114	263
3.	2500	2458	120	116	122	281
4.	1620	1592	146	141	147	339

Speed correction factors

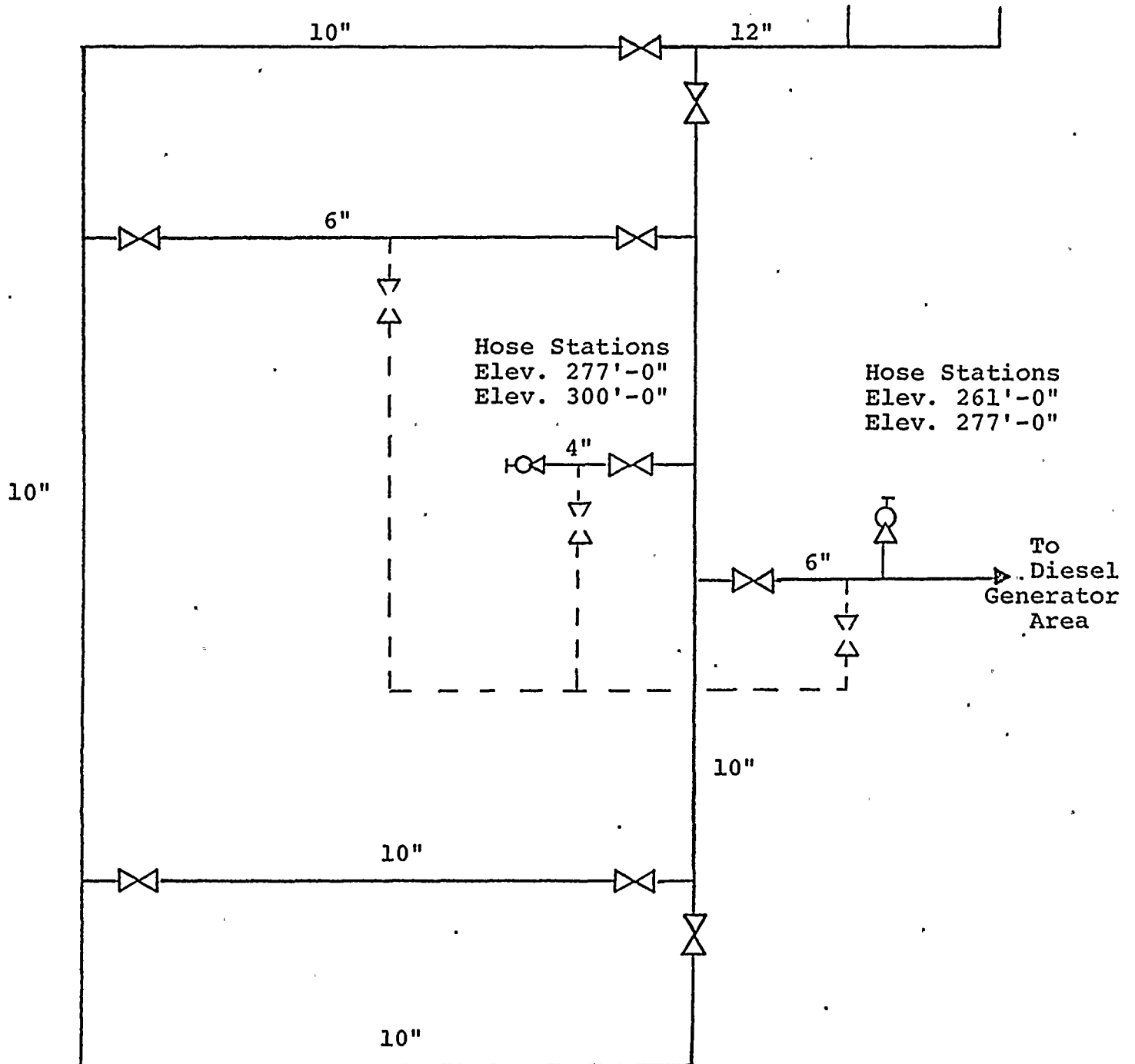
$$Q = \frac{1770}{1800} = .983$$

$$P = \frac{1770^2}{1800^2} = .967$$



FIGURE 1

ELEC. FIRE PUMP  
DIESEL FIRE PUMP



————— EXISTING  
- - - - - PROPOSED CROSSTIE