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 FACIL: 50-220 Nine Mile Point Nuclear Station, Unit 1, Niagara Power 05000220
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 DISE, D.P.: Niagara Mohawk Power Corp.
 RECIP. NAME: RECIPIENT AFFILIATION
 EISENHUT, D.G. Division of Licensing

SUBJECT: Provides info re. adequacy of electromatic relief valve & discharge piping & supports, per NUREG-0737, Item II.D.1, criteria. Operational adequacy demonstrated in final test results contained in NEDE-29988-P.

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September 30, 1981



Mr. Darrell G. Eisenhut, Director
Division of Licensing
Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Mr. Eisenhut:

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

In response to NUREG 0737 Item II.D.1, the final test results of the Generic BWR Safety/Relief Valve Test Program were submitted to you. These final test results are contained in NEDE-29988-P, "Analysis of Generic BWR Safety/Relief Valve Operability Test Results." These test results were transmitted to the Nuclear Regulatory Commission by a letter dated September 25, 1981 from Mr. T. J. Dente, Chairman of the BWR Owners Group.

A review of the test results shows that the operational adequacy of Nine Mile Point Unit 1 Dresser Electromatic Relief Valve, Model No. 1525VX has been demonstrated for the conditions defined by NUREG 0737 Item II.D.1. In addition, the adequacy of the discharge piping and supports has also been demonstrated.

The only high pressure inventory maintenance system at Nine Mile Point Unit 1, which is of sufficiently high flow to require a high water level trip, is the Feedwater System. This system is also utilized as the High Pressure Coolant Injection System during plant accidents or transients. The Feedwater System has one turbine shaft driven and two electric motor driven feedwater pumps. A high water level trip (level 8 trip) is provided for the turbine shaft driven feedwater pump. The electrical feedwater pumps are controlled by a safety grade water level control system which automatically initiates whenever the plant experiences an automatic turbine trip or a low reactor water level condition. However, the High Pressure Coolant Injection system initiation and control system is not electrically single failure proof.

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Niagara Mohawk is reviewing the design of the High Pressure Coolant Injection System (Feedwater System) control to assure that a single failure would not result in overfilling the reactor vessel with water. This review will be completed and the results provided to you by December 31, 1981.

The submittal of NEDE-24988-P and this letter satisfies the October 1, 1981 and January 1, 1982 submittal requirements of NUREG 0737 Item II.D.1.

Very truly yours,

NIAGARA MOHAWK POWER CORPORATION



Donald P. Dise
Vice President Engineering

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