UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

February 14, 1986

Docket No. 50-410

Mr. B. G. Hooten
Executive Director of Nuclear Operations
Niagara Mohawk Power Corporation
300 Erie Boulevard West
Syracuse, New York 13202

Dear Mr. Hooten:

SUBJECT: FSAR AMENDMENTS 22 AND 23 FOR NINE MILE POINT, UNIT 2

Enclosed are a list of concerns resulting from the review of FSAR Amendments 22 and 23. Please provide a schedule, in writing, for responding to each of these concerns within 10 days of your receipt of this letter.

Sincerely,

Mary F. Haughey

Mary F. Haughey, Project Director
BWR Project Directorate #3
Division of BWR Licensing

cc w/enclosure:
See next page

DESIGNATED ORIGINAL

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Nine Mile Point Nuclear Station
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ENCLOSURE

1. In FSAR Amendment 23 Section 1.8, page 89 of 169 the commitment to test overcurrent devices which are used as isolation devices was deleted. This commitment needs to be reinstated for overcurrent devices which are used as circuit breakers.

2. In FSAR Amendment 23, page 8.3 -20 voltage-controlled overcurrent relays are listed as devices which trip the diesel engine as well as the diesel generator output breaker. During the December 17-18, 1985 Site visit, Mr. J. Lazevnick of the NRC staff was told these relays only trip the generator output breaker. Clarification/correction should be provided for the above.

3. In FSAR Amendment 22, Section 3.8.1.6.3 page 3.8-25b in the Exceptions and/or Clarifications to ASME Code the following item was added:

   NE-4452 A liquid penetrant examination of surface defects removed by grinding is required by this section. The shelf-to-downcomer embedment plate weld at azimuth 74°10' was repaired by grinding. In lieu of liquid penetration examination, visual examination can be utilized.

   This exception to NE-4452 is not acceptable. Visual examination in lieu of liquid penetration examination is not acceptable since minute cracks left after grinding may not be able to be detected visually. As a result, the quality of the weld after grinding cannot be assured.

4. In Amendment 23, Section 1.1, page 1.1-3 the following statement was added. The FSAR is not a design input document. Quantities, dimensions, and values may be stated as nominal; however, the variations from actual as-built/as-designed values are within the design acceptance criteria.

   This statement needs to be clarified/resolved. This concern was discussed with Mr. Mark Wetterhahn, your attorney, and Mr. Anthony Zallnick of your staff on January 15, 1986.

5. In FSAR Amendment 22, page 15.6-16, the word "vessel" should be deleted from the new wording which reads, "the reactor vessel scrams..."

6. In FSAR Amendment 22, Table 3.9A-15, page 2 of 2 item 5.a.7 the following item was added under the Safety Class 2 and 3 Instrument and Pneumatic Tubing and Supports Program.

   "Compression fittings are an acceptable substitute for welded fittings"

   In our letters of October 5, 1983 and November 5, 1984 we approved a Safety-related instrument tubing and supports program for Nine Mile Point, Unit 2 as described in those letters. Compression fittings are not part of the approved program. If Niagara Mohawk wishes to include these fittings in the safety-related instrument tubing and supports program a specific request should be submitted to the NRC and additional information will be required.

7. FSAR Amendment 23 page 9.5-24 indicates there are approximately 195 gallons of diesel fuel oil available in the day tank between the low level alarm setpoint and the diesel generator feed line connection. This is indicated as being sufficient to operate the diesel generator at full load for at least 39 minutes. The technical Specifications indicate 250 gallons are available.

   The SER (page 9-54) was based on a 660 gallon day tank capacity sufficient to power the diesel generator at a rated load in excess of 60 minutes. The 60 minute capacity is in accordance with ANSI N195. The FSAR should be revised to indicate the day tank will contain a one hour-rated load capacity or provide justification for the lower capacity.

8. FSAR Amendment 23 page 9.5-24 indicates both fuel oil transfer pumps start automatically when fuel oil level in the day tank falls. SER Section 9.5.4.2, page 9-55 indicates the design of the fuel oil transfer system is acceptable based on one pump starting with the second pump on standby. Discussions with your staff have indicated the second pump is maintained in the standby mode. This section of the FSAR should be revised to clarify the operation of these pumps.

9. FSAR Section 9.5.5.2.1, page 9.5-30 contains a table with cooler design conditions. The Shell side values appear to contain an error. Please verify these numbers and correct the FSAR as appropriate.

10. FSAR Section 1.7, page 1.7-1 contains the following statement, "The drawings listed in this section are provided to assist the NRC in the FSAR review for as-designed/as-built conditions, the latest controlled drawings are applicable." This statement is inappropriate.Drawings submitted with the FSAR should reflect the as-designed/as-built plant.

11. In Amendment 23, Table 13.5-1a was amended to state that the plant procedures would be complete in February 1985.. We believe this should read "February 1986".

The following concern does not result from FSAR Amendment 22 or 23 but requires a correction in the FSAR:

In FSAR Table 6A.9-7 the actual stress for the submerged RHR piping under normal load combination is stated as 2,530 psi and the allowable stress is stated as 1,500 psi. Discussions with your staff have indicated that the allowable stress is in error. Please correct the FSAR accordingly.