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SUBJECT: Provides suppl to evaluation of RCS piping thermal sleeves. Util proposed alternative would be to detect damaged or leaking thimble by increasing testing to verify operability of incore detector leakage detection sys.

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VIRGINIA ELECTRIC AND POWER COMPANY
RICHMOND, VIRGINIA 23261

August 12, 1982

R. H. Leasburg
Vice President
Nuclear Operations

Mr. Harold R. Denton, Director
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Serial No. 476
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Gentlemen:

VIRGINIA ELECTRIC AND POWER COMPANY
NORTH ANNA POWER STATION UNIT NO. 2
SUPPLEMENT TO THE EVALUATION OF RCS PIPING THERMAL SLEEVES

By letter dated August 4, 1982 (Serial No. 460), Vepco stated that incore instrumentation thimbles will be verified as operable by traversing the movable incore detectors in the lower vessel region on a weekly basis. This would identify any potential damage or deformation of the instrument thimbles by a loose part in the vessel lower internals area.

Vepco proposes an alternative to the above surveillance because the ability of a movable incore detector to traverse a thimble tube gives no definitive indication of the thimble's integrity. It is possible for a detector to pass through a damaged or deformed thimble. It is also possible for a detector to stick in an undamaged thimble due to lubrication or incore drive mechanism problems. The proposed alternative would be to detect a damaged or leaking thimble by increasing testing to verify operability of the Incore Detector Leakage Detection System. This system would give a positive indication (control room alarm) of damage to an incore detector thimble. The operability of the Incore Detector Leakage Detection System would be verified by performance of a functional test prior to Unit 2 startup and the alarm will be verified operable weekly by the Shift Technical Advisor to insure that any leakage would be immediately alarmed in the control room. In addition, the normally required core surveillance which utilizes the incore movable detector system will be performed as scheduled. These monthly flux maps will serve as further verification of the operability and integrity of the guide thimbles.

The Loose Parts Monitoring System will also identify any impact, vibration or movement of any loose parts in the vessel lower internals area.

If you have any questions, please contact us at your earliest convenience.

A001

Very truly yours,

W. L. Stewart
R. H. Leasburg

cc: Mr. James P. O'Reilly
Regional Administrator
Region II

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