



Seabrook Station
Engineering Office

Public Service of New Hampshire

New Hampshire Yankee Division

August 27, 1985

SBN- 863
T.F. Q2.2.2

E. Brown	Projects - WJD
A. Cerne	Projects - Chrono
R. Cummings	Ropes & Gray (3)
R. DeLoach	F. Sabadini
W. Derrickson	A. Shepard
J. DeVincentis	R. Sweeney
T. Feigenbaum	T.F. Q2.2.2
G. Gram	G. Thomas
W. Hall	H. Tracy
R. Harrison	J. Tribble
D. Hunter	UE&C & W (SB-19770)
W. Johnson	M. Wilcy
G. Kingston	ASLB
G. F. McDonald	10CFR50.55(e)File
M. McKenna	J. Allen
B. Middleton	INPO
D. Moody	
NRC Subject File	

United States Nuclear Regulatory Commission
Region I
631 Park Avenue
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Attention: Mr. Richard W. Starostecki, Director
Division of Project and Resident Programs

- References:
- (a) Construction Permits CPPR-135 and CPPR-136, Docket Nos. 50-443 and 50-444
 - (b) Telecon of December 21, 1984, A. L. Legendre, Jr. (YAEC) to J. Grant (Region I)
 - (c) NHY Letter SBN-751 dated January 17, 1985, John DeVincentis to R. W. Starostecki, NRC Region I
 - (d) NHY Letter SBN-788 dated April 8, 1985, John DeVincentis to R. W. Starostecki

Subject: Final 10CFR50.55(e) Report, "Main Steam Safety Valve Ring Setting Deficiency," (CDR 84-00-19)

Dear Sir:

In References (c) and (d), we filed interim 10CFR50.55(e) reports regarding a ring setting deficiency for the main steam safety valves. The valves were sent to Wyle Laboratories for testing for determination of the proper ring settings. The tests were completed and the results are contained in Wyle Laboratories Report No. 47787-01 dated July 12, 1985.

The objectives of the tests were to:

1. Determine if the "as-shipped" ring settings of the valves would allow the required disc travel with minimum tailpipe backpressure.
2. Determine the effects on the valve disc travel for a range of backpressures between 180 and 390 psig.

The results of the "as-shipped" ring setting tests indicated that the valves could not achieve the required disc travel with 3% steam accumulation at minimum tailpipe pressures of 15-20 psig.

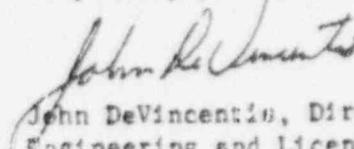
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During the test, the upper (guide) ring setting was adjusted from +155 notches to 0 and +25 notches, and full required disc travel was achieved at 3% steam accumulation under the full range of tailpipe backpressure tested.

As a result of these test, we have agreed with Crosby, the valve manufacturer, that the optimum ring settings for the Seabrook main steam safety valves shall be -25 notches for the lower (nozzle) ring (original setting) and +25 notches for the upper (guide) ring. The corrections were completed by a Crosby service representative at the Wyle facility prior to returning the valves to the Seabrook Site.

This is our final report on this subject.

Very truly yours,


John DeVincentis, Director
Engineering and Licensing

cc: Atomic Safety and Licensing Board Service List
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