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Carolina Power & Light Company

March 21, 1980

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Mr. James P. O'Reilly, Director
U.S. Nuclear Regulatory Commission
Region II
101 Marietta Street, Suite 3100
Atlanta, GA 30303

BRUNSWICK STEAM ELECTRIC PLANT, UNIT NOS. 1 & 2
LICENSE NOS. DPR-71 AND DPR-62
DOCKET NOS. 50-325 AND 50-324
RESPONSE TO IE BULLETIN 80-03

Dear Mr. O'Reilly:

In response to your letter of February 6, 1980, transmitting IE Bulletin 80-03, Carolina Power & Light Company submits the following information:

ESF Filtration Systems

There are six ESF filter trains at BSEP - two standby gas treatment (SBGT) trains in each of the two Reactor Buildings and two emergency filter trains in the common Control Building (CB-EF). All six trains were manufactured by Farr Company, Los Angeles, California, and employ Farr Model NPP-1, drawer type carbon filter cells. The cells are six inches high with two inches of carbon at the top and bottom and a space in the middle. The air enters through the top and bottom, travels through two inches of carbon, and exits through a slot in the front plate of the drawer. The cell-to-housing seal is a gasket on the back of the front plate of the drawer.

All six trains have been visually inspected as described in Section 5 of ANSI N510-1975 at each of their regular 18-month periodic tests. Escaping charcoal has not been found as a problem.

For the purpose of this report, five spare cells were pulled from stock and visually inspected without opening their clear plastic shipping and storage bag. No loose (escaped) charcoal was noted in the plastic bags. On all five cells inspected, the perforated screens were secured to the cell casing by spot-welds at approximately one-inch intervals.

We believe the past satisfactory periodic visual inspections and the inspection of five cells from stock are sufficient to establish that BSEP ESF filter trains do not have a loss-of-charcoal problem.

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Normal Ventilation Filtration Systems

There are two normal ventilation exhaust filtration systems which employ a charcoal adsorber at BSEP, both in the Turbine Building. Both trains were manufactured by CTI-Nuclear, Inc., Denver, Colorado, and employ a bulk load carbon filter.

During the spring 1979 refuel outage, a routine inspection detected loose charcoal on the floor of the filter housing of both systems. Additional inspection revealed that the spot-welds securing the perforated screens to the casing were approximately four inches apart everywhere except at the very top. The spot-welds securing the top of the screen to the charcoal loading chute area were six to eight inches apart. Sheet-metal screws were installed in these wide spaces and the charcoal was topped off. Both systems have been inspected at least once a week since the 1979 outage, and no further loss of charcoal has been detected. We plan to leak test these normal ventilation exhaust systems in April, 1980, while the test contractor is here for the regular SBGT periodic test.

We trust that this information satisfies the request of IE Bulletin 80-03.

Yours very truly,

B. J. Furr
Vice President
Nuclear Operations

RMP:CSB:eaj*

cc: Mr. James H. Sniezek (NRC)