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October 16, 1981

L.V. MAURIN
Asst. Vice President Nuclear Operations
W3P81-2324
3-A20.17

Mr. R. L. Tedesco
U S Nuclear Regulatory Commission
Washington, DC 20555



RE: WATERFORD-3 SES *Docket 50-382*
TMI ITEM II.E.4.2 - CONTAINMENT PURGE VALVE
OPERABILITY STUDY

RLF: LP&L letter (W3P81-1835), to R. L. Tedesco from
D. L. Aswell, dated August 19, 1981, same subject

Dear Mr. Tedesco:

In accordance with TMI Item II.E.4.2, a containment purge and vent valve operability study was submitted for Waterford-3 via the referenced letter. As a result of verbal communication with the NRC Staff, we are submitting supplementary clarifying information (Attachment) to assist you in your review.

Very truly yours,

L. V. Maurin

LVM/RMF/jmt

cc: E. L. Blake, W. M. Stevenson, S. Black

*Boof
S/1*

Amendments to the Containment Purge and Vent Operability Study

3. Question

Were installation effects accounted for in the determination of dynamic torques developed? Dynamic torques are known to be affected for example, by flow direction through valves with offset discs, by downstream piping backpressure, by shaft orientation relative to elbows, etc. What was the basis (test data or other) used to predict dynamic torques for the particular valve installation?

Response

All Fisher sizing data is based on dynamic torque determination tests which were performed with uniform flow profiles and on valve discs with representative geometries. Upstream of the Waterford purge valves is only a straight run of duct with no elbows, T-connections, etc. Flow through the valve is expected to be uniform.

Clarification

On the exhaust side upstream of the isolation valve there is a T-connection. The leg of the "T" is used only for purging during refueling and cold shutdown. This connection is closed during power operation, startup and hot standby and will provide a straight run of duct upstream of the purge valves. Closure is accomplished by a seismic category I damper that fails in the closed position.

16. Question

Where electric operator units are equipped with handwheels, does their design provide for automatic re-engagement of the motor operator following the handwheel mode of operation? If not, what steps are taken to preclude the possibility of the valve being left in the handwheel mode following some maintenance, test, etc., type operation?

Response

This request is not applicable; see Request #15 above.

Clarification

The subject 48" valves are equipped with Bettis spring-return actuators instead of electric motor operators.

This design does not provide for automatic re-engagement of the actuators after the handwheel mode of operation. Administrative procedures will preclude the possibility of the valve being left in the handwheel mode by an independent check of the valves status.