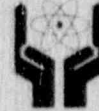


William S. Orser
Vice President
Nuclear Operations

**Detroit
Edison**

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(313) 586-5201



Nuclear
Generation

May 18, 1990
NRC-90-0074

U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, D.C. 20555

- References: (1) Fermi 2
NRC Docket No. 50-341
NRC License No. NPF-43
- (2) Confirmatory Action Letter,
CAL-RIII-88-009, dated
April 19, 1988.
- (3) Detroit Edison Letter NRC-88-0116,
dated April 23, 1988.
- (4) Detroit Edison Letter NRC-89-0017,
dated February 15, 1989.
- (5) NRC Letter to Detroit Edison,
dated April 18, 1989.

Subject: Inspections of the Flash Tanks and Reactor Feed Pump
Strainers

With regards to the previous Moisture Separator Reheaters' (MSRs) damage, Reference 2, Item 5.c, states the following:

"After startup from the current outage, and operation for some period of time at elevated power levels, open and inspect the MSRs, reactor feed pump suction strainers and Flash Tank strainers for stub tubes, damage, degradation and debris at the first opportunity provided by the unit being in cold shutdown and of sufficient duration to allow the inspections to be performed. All subsequent cold shutdowns of sufficient duration will entail an inspection of the reactor feed pump suction strainers and the Flash Tank strainers. Once detected all stub tubes and debris shall be removed."

The following preventive maintenance (PM) events were established to remove residual debris from the Heater Drains and Feedwater systems as a result of the internal failure of the MSRs:

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<u>Event No.</u>	<u>W. R. No.</u>	<u>Descriptions</u>
NO38	NO38890725	South Reactor Feed Pump Suction Strainer
NO36	NO36890725	North Reactor Feed Pump Suction Strainer
NO26	NO26890125	North Flash Tank
NO28	NO28890125	Center Flash Tank
NO30	NO30890125	South Flash Tank

As a result of the most recent inspections performed during the First Refueling Outage and documented on the above noted work requests, no further evidence of MSR debris was found in the strainers, i.e., stub tubes, wire mesh, or structural members. Similarly, the Flash Tanks were free of MSR debris. After full power operation and under full flow conditions for over 200 days, the system is clean of MSR debris.

As a result of our inspections to date, MSR debris is no longer believed to be a problem. As such, Detroit Edison is requesting your concurrence to cancel these PM events.

Also per Reference 2, Item 2, Detroit Edison revised plant procedures to require that flow to the reactor vessel be aligned through the reactor feed pump (RFP) suction strainers whenever the startup level control valve is to be used. The purpose of this was to ensure debris was trapped in the RFP strainers, thus protecting the startup level control valve (SLCV) and the reactor vessel from debris intrusion. Detroit Edison now requests NRC concurrence to eliminate this requirement and allow operational flexibility to bypass flow around the RFPs under these operating conditions. This is justified based on the following:

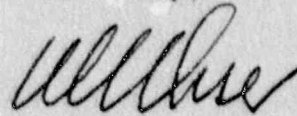
- (1) In Reference 4, Detroit Edison requested NRC concurrence to halt the microscopic inspections of the reactor coolant filterable solids for MSR debris (stainless steel wool). This request was approved by your Reference 5 letter. This was based on the fact that reactor coolant sample results since mid-July 1988 indicated no evidence of stainless steel strands.
- (2) Inspections conducted after the problem dealing with the reactor vessel revealed no evidence of MSR debris entering the vessel. Samples taken on the reactor water cleanup (RWCU) spent resin (phase separators) showed no traces of steel wool. The RWCU delay volume was removed, visually inspected and hydrolazed. These inspections/hydrolaze samples showed no sign of MSR debris.
- (3) Two inspections of the East and West MSRs, performed in September 1988 and September 1989, concluded that the previous modifications to the primary and secondary steam distribution plates have effectively prevented the recurrence of MSR damage.

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Based on items (1) through (3) above, subsequent MSR debris has not been a problem and future MSR damage is not expected to occur.

We will continue to meet these commitments until we receive notification of your concurrence with our requests. If you should have any questions, please contact Terry L. Riley, Supervisor of Compliance and Special Projects, at (313) 586-1684.

Sincerely,



cc: A. B. Davis
R. W. DeFayette
W. G. Rogers
J. F. Stang
Region III