

CHANGE 1

TABLE 3.7-4

SAFETY-RELATED HYDRAULIC SNUBBERS*

<u>SNUBBER NUMBER</u>	<u>SYSTEM SNUBBER INSTALLED ON, LOCATION AND ELEVATION</u>	<u>ACCESSIBLE OR INACCESSIBLE (A OR I)</u>	<u>HIGH RADIATION ZONE** (YES OR NO)</u>	<u>ESPECIALLY DIFFICULT TO REMOVE (YES OR NO)</u>
2-67-2A	SUPPLY TO REFUELING POOL #21 40'0"	I	Yes	No
2-67-3	RETURN LINE FROM REFUELING POOL #21 26'10"	I	Yes	No
2-67-4	RETURN LINE FROM REFUELING POOL #21 26'10"	I	Yes	No
2-83-1	MS PIPING FROM SG #22 (UPSTREAM MSIV) 27'	A	No	No
2-83-2	MS PIPING FROM SG #22 (UPSTREAM MSIV) 27'	A	No	No
2-83-2A	MS PIPING FROM SG #21 (UPSTREAM MSIV) 27'	A	No	No
2-83-3	MS PIPING FROM SG #21 (UPSTREAM MSIV) 27'	A	No	No
2-83-4	MS PIPING FROM SG #21 (UPSTREAM MSIV) 27'	A	No	No
2-83-4A	MS PIPING FROM SG #21 (UPSTREAM MSIV) 27'	A	No	No
2-83-13	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-13A	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES

CALVERT CLIFFS - UNIT 2

3/4 7-

AMENDMENT NO.

CHANGE 1

TABLE 3.7-4

SAFETY-RELATED HYDRAULIC SNUBBERS*

<u>SNUBBER NUMBER</u>	<u>SYSTEM SNUBBER INSTALLED ON, LOCATION AND ELEVATION</u>	<u>ACCESSIBLE OR INACCESSIBLE (A OR I)</u>	<u>HIGH RADIATION ZONE** (YES OR NO)</u>	<u>ESPECIALLY DIFFICULT TO REMOVE (YES OR NO)</u>
2-83-14	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-14A	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-15	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-15A	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-16	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-16A	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-17	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-17A	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-18	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
2-83-18A	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES

CALVERT CLIFFS - UNIT 2

3/4 7-

AMENDMENT NO.

CHANGE 2

TABLE 3.7-4

SAFETY-RELATED HYDRAULIC SNUBBERS*

<u>SNUBBER NUMBER</u>	<u>SYSTEM SNUBBER INSTALLED ON, LOCATION AND ELEVATION</u>	<u>ACCESSIBLE OR INACCESSIBLE (A OR I)</u>	<u>HIGH RADIATION ZONE** (YES OR NO)</u>	<u>ESPECIALLY DIFFICULT TO REMOVE (YES OR NO)</u>
2-15-5	COMP. COOLING PUMP #22 DISCHARGE 18'-6"	A	NO	YES
2-15-6	COMP. COOLING PUMPS DISCHARGE HDR 14'-5"	A	NO	YES
2-15-7	COMP. COOLING PUMPS DISCHARGE HDR 14'-5"	A	NO	YES
2-15-8	COMP. COOLING TO LIQUID WASTE EVAP 64'	A	NO	NO
2-15-9	COMP. COOLING TO LIQUID WASTE EVAP 64'	A	NO	NO
2-36-1	STEAM SUPPLY TO #22 AUX SGFP 12'	A	NO	NO
2-36-1A	STEAM SUPPLY TO #22 AUX SGFP 12'	A	NO	NO
2-36-2	STEAM SUPPLY TO #21 AUX SGFP 12'	A	NO	NO
2-36-2A	STEAM SUPPLY TO #21 AUX SGFP 12'	A	NO	NO
2-36-4	AFW INLET TO #21 SG 65'	I	YES	NO
2-36-4A	AFW INLET TO #21 SG 65'	I	YES	NO
2-36-5	AFW LINET TO #22 SG 65'	I	YES	NO

CALVERT CLIFFS - UNIT 2

3/4 7-31

AMENDMENT NO.

CHANGE 3TABLE 3.7-4SAFETY-RELATED HYDRAULIC SNUBBERS*

<u>SNUBBER NUMBER</u>	<u>SYSTEM SNUBBER INSTALLED ON, LOCATION AND ELEVATION</u>	<u>ACCESSIBLE OR INACCESSIBLE (A OR I)</u>	<u>HIGH RADIATION ZONE** (YES OR NO)</u>	<u>ESPECIALLY DIFFICULT TO REMOVE (YES OR NO)</u>
1-83-11	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-12	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-14	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-15	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-16	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-17	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-19	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-20	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-21	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-22	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-23	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES
1-83-24	MAIN STEAM LINE 27' PENETRATION TUNNEL	I	NO	YES

CHANGE 4

PLANT SYSTEMS

3/4.7.6 CONTROL ROOM EMERGENCY VENTILATION SYSTEM

LIMITING CONDITION FOR OPERATION

- 3.7.6.1 The Control Room Emergency Ventilation System shall be **OPERABLE** with:
- a. Two filter trains,
 - b. Two air conditioning units,
 - c. Two isolation valves in each Control Room outside air intake duct,
 - d. Two isolation valves in the common exhaust to atmosphere duct, and
 - e. One isolation valve in the toilet area exhaust duct.

APPLICABILITY: **MODES 1, 2, 3, and 4.**

ACTION:

- a. With one filter train inoperable, restore the inoperable train to **OPERABLE** status within 7 days or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.
- b. With one air conditioning unit inoperable, restore the inoperable unit to **OPERABLE** status within 7 days or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.*
- c. With one isolation valve per Control Room outside air intake duct inoperable, operation may continue provided the other isolation valve in the same duct is maintained closed; otherwise, be in at least **HOT STANDBY** within 6 hours and in **COLD SHUTDOWN** within the following 30 hours.
- d. With one common exhaust to atmosphere duct isolation valve inoperable, restore the inoperable valve to **OPERABLE** status within 7 days or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.
- e. With the toilet area exhaust duct isolation valve inoperable, restore the inoperable valve to **OPERABLE** status within 24 hours or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.

* For the duration of the October 1982 Unit 2 refueling outage with Unit 2 in **MODES 5** or **6** and one air conditioning unit inoperable, restore the inoperable unit to operable status with 21 days or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.

CHANGE 5

PLANT SYSTEMS

3/4.7.6 CONTROL ROOM EMERGENCY VENTILATION SYSTEM

LIMITING CONDITION FOR OPERATION

- 3.7.6.1 The Control Room Emergency Ventilation System shall be **OPERABLE** with:
- a. Two filter trains,
 - b. Two air conditioning units,
 - c. Two isolation valves in each Control Room outside air intake duct,
 - d. Two isolation valves in the common exhaust to atmosphere duct, and
 - e. One isolation valve in the toilet area exhaust duct.

APPLICABILITY: **MODES 1, 2, 3, and 4.**

ACTION:

- a. With one filter train inoperable, restore the inoperable train to **OPERABLE** status within 7 days or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.
- b. With one air conditioning unit inoperable, restore the inoperable unit to **OPERABLE** status within 7 days or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.*
- c. With one isolation valve per Control Room outside air intake duct inoperable, operation may continue provided the other isolation valve in the same duct is maintained closed; otherwise, be in at least **HOT STANDBY** within 6 hours and in **COLD SHUTDOWN** within the following 30 hours.
- d. With one common exhaust to atmosphere duct isolation valve inoperable, restore the inoperable valve to **OPERABLE** status within 7 days or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.
- e. With the toilet area exhaust duct isolation valve inoperable, restore the inoperable valve to **OPERABLE** status within 24 hours or be in at least **HOT STANDBY** within the next 6 hours and in **COLD SHUTDOWN** within the following 30 hours.