

New Hampshire Yankee

Ted C. Feigenbaum
President and
Chief Executive Officer

NYN-90197

November 9, 1990

United States Nuclear Regulatory Commission
Washington, D.C. 20555

Attention: Document Control Desk

References: (a) Facility Operating License No. NPF-86, Docket No. 50-443
(b) NHY Letter NYN-90187, dated October 19, 1990, "Request for License Amendment; Battery Surveillance Requirements", T. C. Feigenbaum to Document Control Desk

Subject: Request for Clarification

Gentlemen:

In reference (b), NHY submitted a request to delete the requirement that certain surveillance tests be performed during shutdown. The purpose of this letter is to provide clarification of certain information contained in our letter as requested by the staff. In our letter, NHY stated that the Seabrook Station design for vital DC systems incorporates two 100% capacity battery banks for each train and that removal of one battery bank in one train from service for the performance of surveillance testing does not decrease the functional capability of the DC system below that level currently allowed by the Technical Specifications. The following clarification is provided.

The Seabrook Station DC system configuration employs two busses in each electrical train (i.e. Train A and Train B). Each battery bank is normally aligned to supply one electrical vital DC bus but can be aligned to supply both busses simultaneously within its electrical train. The manual alignment of a battery bank to both busses simultaneously requires that one bus be momentarily (approximately one minute) disconnected from its battery. During this momentary interruption this bus will remain energized by its normal battery charger. Each battery bank has the electrical capacity to handle the full 100% load requirements of both vital DC busses within its electrical train. Therefore, each electrical train, either A or B, has the capability to be powered by a single battery bank.

The referenced change indicated that removal of one (1) battery bank in one (1) electrical train would not decrease the functional capability of the DC system while performing the required surveillance testing. A single battery bank removed from service from the tested train will not diminish the ability to provide 100% capacity for the tested train while performing the required surveillance testing. Additionally, in accordance with Technical Specification requirements, both battery banks and chargers in the opposite train will be operable during this testing.

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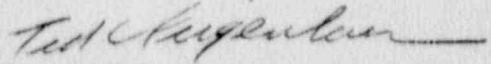
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The procedures which will be utilized to perform the testing will ensure that the configuration as described above will be in place prior to the performance of the surveillance test.

The Seabrook Station DC vital bus configuration supports the performance of the required battery surveillances at power while maintaining the ability to provide 100% capacity for the tested train.

Should you have any questions regarding this additional clarifying information, please contact Mr. Terry L. Harpster, Director of Licensing Services, at (603) 474-9521, extension 2765.

Very truly yours,


Ted C. Feigenbaum

TCF:ALL/ssl

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