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Document Control Desk
U.S. NUCLEAR REGULATORY COMMISSION
Mail Station P1-137
Washington, D.C. 20555

Gentlemen:


DOCKETS 50-266 AND 50-301
STATUS UPDATE
ELECTRICAL DISTRIBUTION SYSTEM FUNCTIONAL INSPECTION
POINT BEACH NUCLEAR PLANT UNITS 1 AND 2

By letter dated August 3, 1990, we provided you with our response to Inspection Reports 50-266/90-201 and 50-301/90-201. In that letter, we presented detailed plans and schedules for correction of each of the deficiencies documented in the inspection reports. As our efforts to address these deficiencies have progressed and the issues have been more thoroughly evaluated, we have found it necessary to modify our planned corrective action or completion dates for four of these deficiencies. The attachment to this letter contains our modified response to those four deficiencies.

For all of the other deficiencies our planned actions are either progressing in accordance with the schedule identified in our August 3, 1990, response or the actions have been completed. The Point Beach resident inspectors are being kept informed of our progress. We plan to submit a more detailed update regarding our progress in addressing the identified deficiencies during the first quarter of 1991.

Please contact us if you have any questions.

Very truly yours,


C. W. Fay
Vice President
Nuclear Power

Attachment

Copies to Regional Administrator, Region III
NRC Resident Inspector, Point Beach

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DEFICIENCY 90-201-14:

**EXCESSIVE DC VOLTAGE APPLIED TO EQUIPMENT
TERMINALS**

STATUS: We have further evaluated the rating of the closing coils in the 4160 volt switchgear and have determined that these coils have a maximum voltage rating of 140 VDC. Evaluation of the voltage rating of additional DC equipment is continuing. At this time, we have not identified any components incapable of operating at present float voltage levels. We will continue to operate at the present float voltage levels until our evaluation is completed. Therefore, we have not revised procedures RMP-46 and OI-33 to lower float voltage.

We operate our batteries at a slightly higher float voltage than is recommended by IEEE 485-1983. The float voltage recommended by our vendor and the IEEE standard is based on a battery temperature of 77°F. We have received information from our vendor, EXIDE, that it is appropriate to correct the float voltage for temperature. This results in the higher float voltage used. In addition, an EXIDE representative has recently evaluated the condition of our batteries. He noted that some cells showed signs of undercharging and stated that any further reduction in system voltage could be detrimental and was not recommended.

DEFICIENCY 90-201-15

INADEQUATE FUEL OIL SYSTEM SEISMIC
CATEGORY 1 CLASSIFICATION

STATUS: Modifications to support the fuel oil piping in the control building have been completed and will limit the stresses on this piping to less than code allowables.

We have determined that it is not practicable to seismically support fuel oil and fire protection header piping in the upper portion of the pumphouse. In addition, even if the piping were seismically supported, it cannot be protected from missile damage. Therefore, in lieu of seismically supporting this piping, we have initiated a modification to seal the floor and provide a floor drain in the upper portion of the pumphouse to prevent flooding if piping in the upper portion of the pumphouse should rupture. This is expected to be completed by July 31, 1991.

In addition to the above modification, we intend to review the feasibility of relocating the fuel oil transfer pumps to a location other than the fuel oil pumphouse. The new location would be chosen such that the pumps would be protected from flooding concerns or other possible common mode failures. The feasibility review will be completed by July 31, 1991.

A modification to evaluate and seismically support fire protection system piping in the lower portion of the pumphouse will be initiated by January 15, 1991.

The stairs in the pumphouse have been analyzed for seismic adequacy. Stresses on the stairs remain within operability allowable limits but exceed code allowable limits. A modification will be completed by July 31, 1991 to support the stairs to limit seismic stresses within code allowable limits.

The concrete structure of the fuel oil pumphouse has been seismically analyzed and shown to be acceptable. We have reviewed the block wall installation and have determined that the block walls are installed in a manner comparable with other seismic blockwalls installed at Point Beach. However, the blockwalls cannot be qualified for tornado missile impact loading; and therefore, further analysis of these walls is not considered beneficial. The modification discussed above will alleviate the blockwall concerns, since damage to the upper pumphouse piping caused by blockwall failure would not result in flooding of the lower pumphouse.

DEFICIENCY 90-201-16

FUEL OIL CLOUD POINT SUBSTANTIALLY HIGHER
THAN REQUIRED

STATUS: A fuel oil specification consistent with outside temperature conditions and other fuel oil uses at Point Beach has been developed and was approved by the plant staff in November. A Safety Evaluation has also been approved for use of the fuel blend. On-site fuel oil storage tanks were blended during the week of December 9, 1990, and brought into specification. Modifications to plant systems are not required to use the specified fuel oil blend.

A special standing order is being developed giving direction on actions to be taken if outside air temperatures drop below the fuel oil cloud point. We will also be evaluating modifications to eliminate this concern with fuel oil cloud point.

DEFICIENCY 90-201-24:

VENTING STEAM ON SAFETY-RELATED CABLES

STATUS: A temporary modification to shield the affected cables from venting steam has been completed. All non-safety related cables in the affected trays have been megged and found acceptable. A modification to the steam vent system to minimize steam venting near the cables in question has been initiated and will be completed by December 1, 1991. In our August 3, 1990, response we stated in error that the modification would be completed by December 1, 1990.