

12 SEP 1986

MEMORANDUM FOR: Elinor Adensam, Director
BWR Project Directorate #3, NRR
FROM: Robert M. Gallo, Chief
Projects Branch 2, DRP
SUBJECT: CLOSURE OF OPEN LICENSING ISSUES AT NINE MILE POINT 2

By letter dated May 23, 1986 NRR requested Region I to verify closure of nine licensing issues. Inspection Report 50-410/86-29 dated July 21, 1986, summarized the status of these items as six items closed (with reference to their documentation) and three items open. Currently, all issues are closed. Confirmatory item 51 regarding operating and test procedures for ESF valves will be documented in Inspection Report 50-410/86-39, and the NRR site I & C audit and degraded voltage relay setpoint issues will be documented in Inspection Report 50-410/86-37.

As these inspection reports are not yet issued, the documentation of the closure of these three issues is attached to support preparation of the safety evaluation report.

Original Signed By:

Robert M. Gallo, Chief
Projects Branch 2
Division of Reactor Projects

cc:
M. Haughey

Attachment: As stated

RI:DRP
Meyer/rhl

9/11/86

RI:DRP
Linville

for 9/11/86

RI:DRP
Anderson

9/ /86

RI:DRP
Durr

9/ /86

RI:DRP
Gallo

9/11/86

OFFICIAL RECORD COPY

282 MEYER 9/5/86 - 0001.0.0
09/11/86

previously concurred on 9/8/86

(Closed) II.K.1.5, ESF Valve Positions (86-09-20).
NUREG-0737 required that licensees review their controls for positioning of safety-related valves to assure proper operation of engineered safety features. The licensee controls valve positions by means of valve lineup checklists in the operating procedures. These lineups form the basis for the valve position controls utilized in maintenance and testing operations. The valve lineups were derived from the valve positions contained in the design drawings and are being verified as part of the preoperational testing program. The inspector reviewed the valve lineups for the Standby Gas Treatment System, the High Pressure Core Spray (HPCS) System, and Loop A of the Residual Heat Removal (RHR) System in the operating procedures and compared the valve positions to those in the design drawings, i.e., the FSKs. The inspector found the valve lineups to be accurate and technically acceptable.

Also, the inspector reviewed the technical specification requirements concerning the monthly verification of flow path valves in the Low Pressure Core Spray (LPCS), Low Pressure Coolant Injection (LPCI) Mode of RHR, HPCS, and Service Water Systems. The inspector compared the design drawings, the Locked Valve List from procedure N2-OP-101A, and the surveillance procedures for the verification on LPCS, LPCI, and HPCS. During the initial review the inspector found that valves in the minimum flow lines of LPCS and LPCI would be neither locked in position nor verified monthly. The licensee had written the surveillance procedures only to verify the valves in the direct flow path from the suction source to the reactor. The licensee agreed that proper functioning of the minimum flow line was an integral part of the flow path for an operable system, and the procedures were revised to verify these valves. The inspector reviewed the revised procedures later in the inspection period and found them to be acceptable.

The licensee's position acceptably met the requirements and was consistent with the PSAR and the SER. This item is closed.

(Closed) UNRESOLVED ITEM (50-410/86-13-06)

This item is related to the adequacy of the Class 1E power supplies and distribution to provide normal running voltage to all Class 1E motors and loads within +/- 10% of nameplate voltage rating and to provide not less than 80% of nameplate voltage for motor starting transients during technical specification worst case degraded grid conditions. The inspector reviewed licensee voltage profile test procedure NMP2 ES/0300-001 and the test data obtained during conduct of the test. The test consisted of loading the Class 1E and non Class 1E loads and measuring the resulting lowest voltage dip on each of the buses. The inspector also reviewed the licensee's Verification of Voltage Profile Study Program Test Results Calculation EC-137 in which the measured voltages were compared to the profile study calculated voltages. The study verified the previous calculations and showed that they were conservative. The inspector reviewed licensee verification calculation EC-136, Degraded Voltage Relay Setpoints. The EC-136 and EC-137 calculations and the actual voltage measurements taken during the conduct of test ES/0300-001 provide the licensee with sufficient evidence that Class 1E electrical loads will be provided with adequate voltage for proper operation during both steady state and transient operations under the worst case of degraded grid. This item is closed.

(Closed) Unresolved Item (86-18-04) pertaining to the NRC Electrical, Instrumentation and Control Systems Branch (EICS) site audit of January 7-9, 1986. The purpose of the site visit was to verify that the installation of electrical instrumentation and control equipment conforms to applicable design criteria regarding physical separation between redundant safety related circuits and between safety related -- non-safety related circuits. In addition the site review included verification that the actual installation was consistent with the staff's understanding of the design based on applicable FSAR schematics and diagrams.

Specific concerns were identified by the NRC staff in six areas for followup by Region I personnel as follows:

1. Verification that the one and six inch (as applicable) separation is maintained between non-divisional and divisional cabling and between divisional cabling within panel nos. 602, 603, 608B, 880A, 880C, & 880D.

The inspector reviewed Deficiency Report nos. 13124, 19045, 17421, 17420 and Quality Control Inspection Report (QCIR) nos. 2-86-6637, 2-86-5225, 2-86-5965, 2-86-5970, and 2-86-6032, identifying corrective action taken to correct separation deficiencies. In addition, visual observation of work was performed to verify corrective action.

Panel No. H13-608B internal separation is exempt from meeting literal requirements of Regulatory Guide 1.75 per General Electric document no. 304A2638 revision 0, sheet no. 33 and licensee procedure no. E-062A, section 8.2.9 line 8.47-8.50 and FSAR item 8, table 421.47-1, Amendment 17. This item is closed.

2. Verification of RRCS divisional cabling separations of 1 inch between channels A and B of Division 1 and channels A and D of Division 2.

Addressed in item 1 above (Panel 602/603)

3. Verification of nomenclature associated with RCIC Systems trip units located in Panel 629.

The inspector reviewed Deficiency Report no. 12193 identifying problem marker plates and replacement with correct marker plate per E & DCR # C-46469. The marker plate was revised per GE FDDR no. EG1-4941 revision 0 and GE engraving drawing no. 137C6497 revision 3. This item is closed.

4. Verification that conduit and cabling designations within Remote Shutdown Panel are correct.

The inspector reviewed the Nonconformance and Disposition (N&D) Report no. 11545 identifying nonconformances in color coding of Division 1 and non-division conduit and improper location of marker sleeves on the right band of switches no. SW2-2RSSH81 for Remote Shutdown Panel 405. Verification of corrective action for E & DCR # F-40545 included application of 3M DI-TYLR marker tapes. The switch marker sleeves with lengths 1/8th" below specification were determined to be acceptable by engineering who authorized "use-as-is". This item is closed.

5. Verification of installation of acoustic monitoring system, scram discharge instrument volume and turbine first stage pressure transmitters.

The inspector reviewed vendor level switch drawings and GE drawing 159C4361 sh. 1 & 2 verifying installation of scram discharge volume instrumentation. For the turbine first stage pressure transmitter the inspector verified installation of pressure transmitter nos. 2MSS-PT 16C & B.

The ADS acoustical monitor has also been installed with Preoperational Test No. 34 completed and test results reviewed and approved by SORC on August 15, 1986. This item is closed.

6. Verification of nomenclature utilized in main steam line flow transmitter instrument racks.

The inspector reviewed GE drawings EK-401G,M; FSK-3-1A,H and design specification no. 22A 57 identifying design requirements for locally mounted instruments of the nuclear steam supply system and loop diagram no. 2MSS-A & B identifying the mark numbers for instruments of the main steam line flow. The inspector verified that the nomenclature used is consistent with applicable designations. This item is closed.

MSIV HIGHLIGHTS

TUESDAY 10/07/86

FAX TO: Jim L...
FROM: WAYNE SCHWARTZ
NMP 2

4 SHEETS

BALL & SEAT REWORK

First Ball Enroute to Union Carbide: Ball s/n 12, after meeting revised visual inspection procedure and some minor blending at Crosby, was shipped overnight to Union Carbide in New Castle, PA (North Pittsburg) to have tungsten carbide coating applied. Receipt is anticipated for 9:00 A.M. this morning to be followed by grit blasting and prep for the detonation coating process which should commence by second shift today.

Back at Crosby: Work continues as ball s/n 4 has completed excavation and repair in the defect area. Just prior to actual weld repair, the seat area was inspected and is in visual inspection. It could be the next shipment to Union Carbide, as early as tonight.

Schedule Assessment: According to forecast, the tungsten carbide process will take three days which should put ball s/n 12 back at Crosby some time Friday 10/10/86. Turn around at Crosby involves final grind (est. 24 hours), final lapping (12 hours), blueing test and prep for shipment, all of which could occur in time to ship to site by 10/13/86.

ACTUATOR MODIFICATION

Hydro-line Ahead of Schedule: Final assembly will begin today on the hydraulic actuators with receipt of seals, shipment to site should occur by weeks end. The sample piston should ship overnight tonight to Crosby for testing purposes.

DISTRIBUTION:

NMPC

- C.V. Mangan
- T.E. Lempges
- T.J. Perkins
- D.L. Quamme
- W.R. Yaeger
- C.D. Terry
- R.B. Abbott
- E.F. Klein
- K.D. Ward
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- M.J. Ray
- PSC
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- R.W. Hammelmann
- C. Beckham
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- G. Afflerbach
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- RG&E G.F. Larizza
- NYSE&G P.D. MacEwan
- Central Hudson S.C. Millpaugh
- A. Zallnick
- LILCO-B. McCaffrey
- H.B. Wightman
- J.A. Perry
- P.K. Wilde-QA
- J.T. Nieszabrowski

SWEC

- M.A. Fachada
- C.E. Crocker
- W.D. Lockard
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- C.L. Terry
- C. White
- F. Fingers
- W. Chamberlain-CHOC
- M. Durka-CHOC
- A. Varisano-CHOC
- A. Fiorente-BOSTON
- J. Panchison
- S. Leonard

OCT 07 '86 15:47 USNRC 3 MI PT 2 P02

VALVE	BALL S/N	SEAT S/N	CROSBY				UNION CARBIDE				CROSBY				
			CHIP	GRIND	HAYNES	SHIP	EXAM	RECOAT	SHIP	GRIND	LAP SEATS	SHIP			
6A	12	7 13	9/28	10/4	N/A	10/5									
6B	6		9/29	10/5	*										
6C	4	10 22	9/28	9/30	*										
6D	5	12 30	ONSITE												
7A	8		9/28	TRUNK CLEAN UP											
7B	3	34 8	9/27	9/29	*										
7C	7	5 2	9/27	9/28	*										
7D	2	20 4	9/28	10/1	*										
SPARE	16	3 14	ONSITE												
OPS SPARE 1			AT UNION CARBIDE												
OPS SPARE 2			AT UNION CARBIDE												

NOTE 1. BALL S/N 6 MUST BE INSTALLED IN 7A DUE TO CODE CLASSIFICATION
 2. DATES SHOWN ARE DATES COMPLETE
 3. * - IN PROCESS

**MSIV
 BALL RECOATING
 STATUS**

STATUS AS OF: 10-07

SEPT

OCTOBER

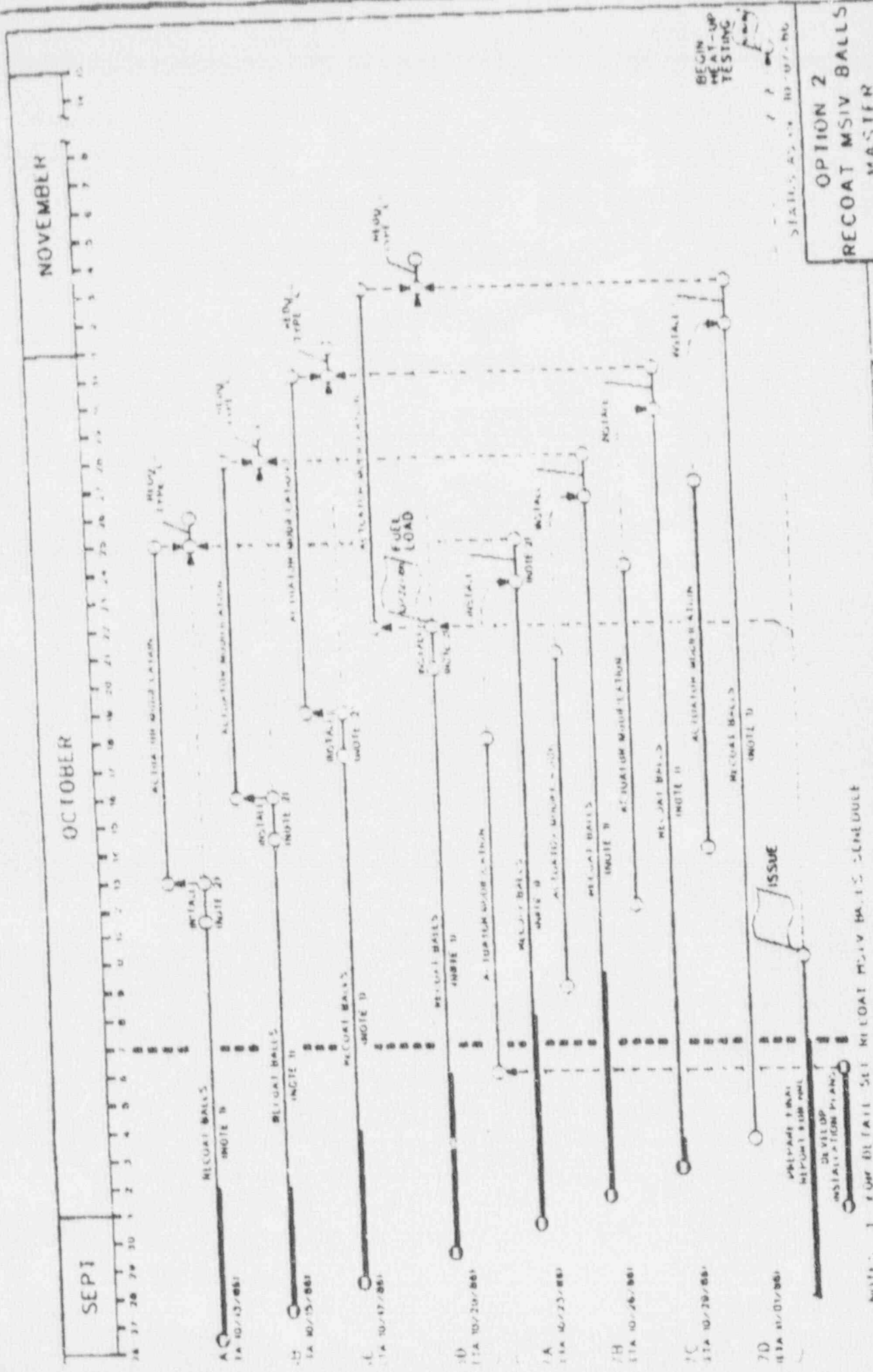
NOVEMBER



NOTE:
 FOR DETAILED SCHEDULE OF RECOAT BALLS SEE SCHEDULE
 OF RECOAT BALLS
 IN THE RECOAT BALLS
 SCHEDULE

OPTION 2
 RECOAT BALLS
 MASTER

STATION 45-10-10-10-10-10-10



OPTION 2
RECOAT MSIV BALLS
MASTER

BEGIN
HEAT-UP
TESTING

STATUS: AS OF 10-07-86

NOTE 1 FOR DETAILED RECOAT MSIV BALLS SCHEDULE

NOTE 2 FOR DETAILED ACTUATOR MOUNTATION

ISSUE

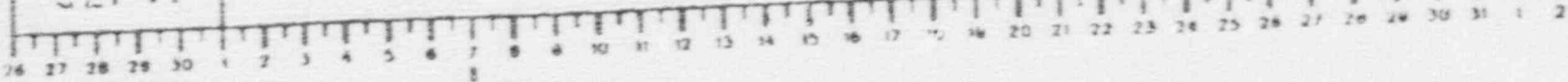
PREPARE FINAL
REPORT FOR PHASE

DEVELOP
INSTALLATION PLAN

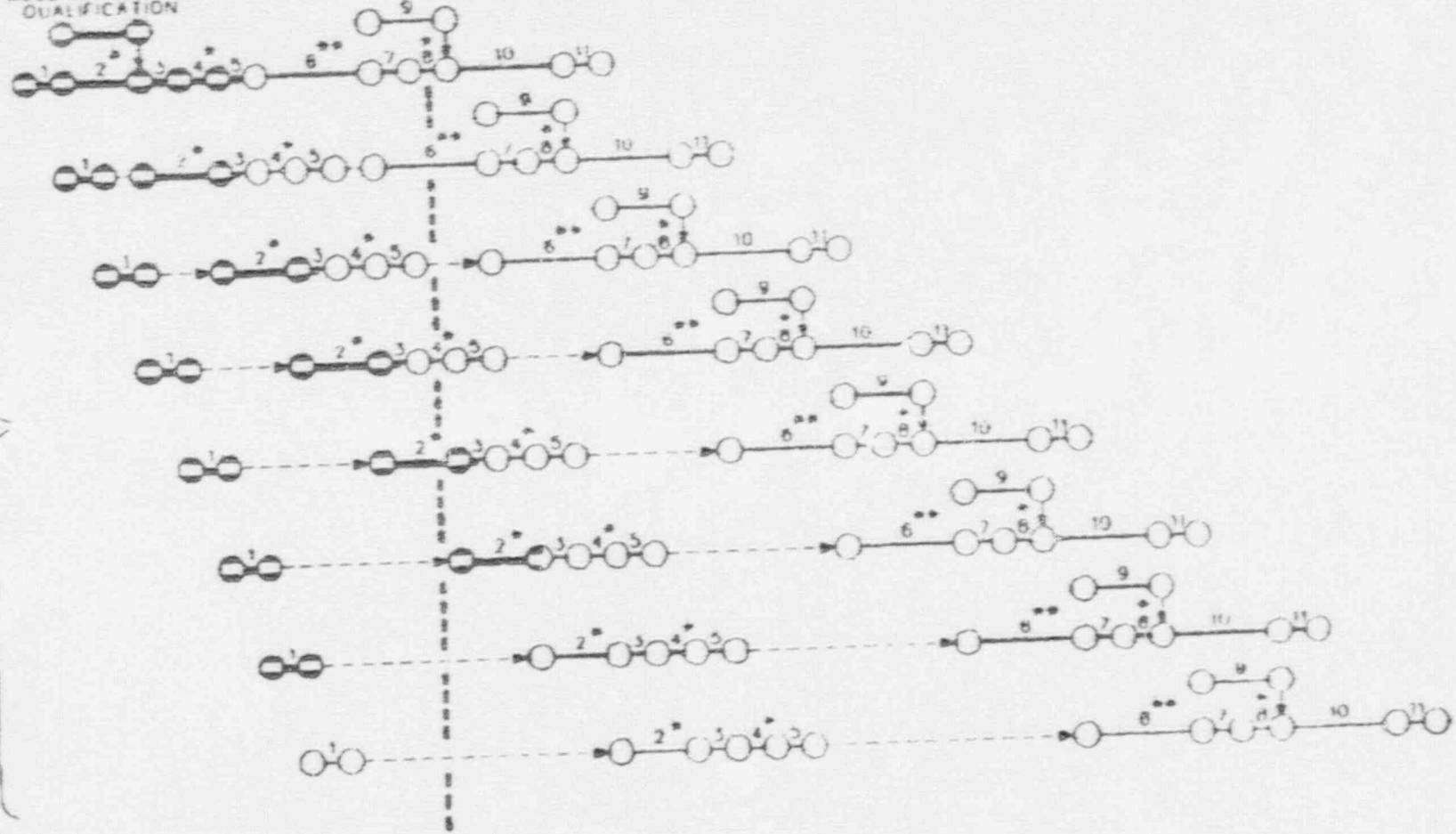
SEPT.

OCTOBER

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WELD PROCEDURE QUALIFICATION



HAND CHIP @ CROSBY

- 1. MACHINE GRIND @ CROSBY
- 2. LP/REPAIR HAYNES 25 COATING @ CROSBY
- 3. MACHINE GRIND HAYNES 25 @ CROSBY
- 4. SHIP FROM CROSBY TO UNION CARBIDE
- 5. RECOAT @ UNION CARBIDE

- 6. SHIP FROM UNION CARBIDE TO CROSBY
- *8 FINAL MACHINE GRIND @ CROSBY
- 9. PREP SEATS FOR LAPPING
- 10. LAP SEAT TO BALL @ CROSBY
- 11. SHIP FROM CROSBY TO SITE

STATUS AS OF: 10/07/88

OPTION 2
RECOAT MSIV BALLS
CROSBY/UNION CARBIDE
SCHEDULE

OCT 07 '88 15:49 UNREC 9 MI PT 2 F04