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Braidwood Generating Station
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October 19, 1995
BW/95-0099

United States Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, D.C. 20555-0001

Subject: ComEd Braidwood Station amendment to Item I of Recommended Actions to be Taken by Addressees in accordance with Generic Letter 89-13.

References: (1) Generic Letter 89-13, Service Water System Problems Affecting Safety-Related Equipment, issued July 18, 1989 (GL 89-13).

Gentlemen:

Generic Letter 89-13 addressed various concerns regarding the service water systems that might affect safety-related equipment. Item I of the letter is as follows:

- I. **"Implement and maintain an ongoing program of surveillance and control techniques to significantly reduce the incidence of flow blockage problems as a result of biofouling.**

Redundant and infrequently used cooling loops should be flushed and flow tested periodically at the maximum design flow to ensure that they are not fouled or plugged."

As part of Braidwood's response to this item, a commitment was made to flush specified lines. One such line is the Essential Service Water (SX) crosstie line between the Diesel Generator (DG) jacket water coolers on Unit 2. Flushing of this line was included in Train A & B Diesel Generator Crosstie Line Flush Monthly Surveillance, 2BwOS DG-M1.

Braidwood is amending the response to GL 89-13 based upon the following:

During performance of 2BwOS DG-M1 on September 6, 1995, 2SX105B, the 2B to 2A DG Heat Exchanger SX return header isolation valve could not be opened due to internal mechanical binding. Therefore, the surveillance could not be completed in its entirety. This valve was previously opened monthly as part of

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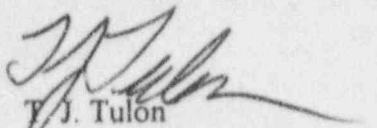
U.S. Nuclear Regulatory Commission
October 18, 1995
Page Two

surveillance 2BwOS DG-M1. The surveillance will continue to be performed with the exception of opening valve 2SX105B and flushing the crosstie line between the A and B trains.

This valve and piping run have similarities to the Auxiliary Feedwater (AF) system service water cooling. The AF system is ultrasonically tested every six months and no degradation has ever been found. Therefore, there should be no concern of silting or other deposits increasing in this SX line before 2SX105B can be repaired. The SX water flow through the Diesel Generator jacket water coolers is not affected by this valve being inoperable, since the valve is normally locked closed per the UFSAR. Therefore, the valve is not a concern during the execution of emergency operating procedures, nor does it affect the operability of the DG. The valve is scheduled to be repaired during the spring 1996 refueling outage, A2R05. After the valve is repaired and returned to service, flushing of the crosstie line between the A and B trains will recommence.

Please direct any questions regarding this submittal to Doug Huston, Braidwood Licensing Supervisor, (815) 458-2801, extension 2511.

Very truly yours,


T.J. Tulon
Station Manager
Braidwood Nuclear Station

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cc: S. Ray, Senior Resident Inspector, Braidwood