



GULF STATES UTILITIES COMPANY

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RBG- 18,334
File No. G9.5, G9.8.6.2

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Mr. Denton:

River Bend Station - Unit 1
Docket No. 50-458

Enclosed for your review is the Gulf States Utilities Company (GSU) response to close out Item 17 of Table 1.3 "Listing of Outstanding Issues" in the River Bend Station Safety Evaluation Report. Attachment 1 summarizes GSU's response and the enclosure contains changes to the Final Safety Analysis Report text that will be incorporated in a future amendment.

Sincerely,

J. E. Booker

J. E. Booker
Manager-Engineering,
Nuclear Fuels & Licensing
River Bend Nuclear Group

Enclosures

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ATTACHMENT 1

RESPONSE TO SER ITEM 17

Currently the FSAR states that GSU will 1) maintain the fuel oil tanks essentially full to minimize air contact with internal tank surfaces, 2) drain as necessary accumulated water in the bottom of the tanks and 3) drain, clean and inspect the fuel oil tanks at 10 year intervals. In addition, GSU proposes to use a fuel oil additive (a formaldehyde - aliphatic amine condensation product) to prevent oxidation of the fuel oil and microbiological growth which causes corrosion to the tanks. The additive will also reduce sludge formation and allows dispersion of gums and tars that could plug fuel lines. (see Enclosure 1)

Also filling of fuel oil storage tanks is addressed in the attached revised FSAR Section 9.5.4.3. (see Enclosure 1)

ENCLOSURE 1

RBS FSAR

1. Sufficient thickness has been included in the design of this carbon steel tank to allow for the 1/8 in of corrosion expected over a 40-yr period.
2. System piping is protected against corrosion as follows:
 - a) Buried piping is coated with coal tar enamel that conforms to the American Water Works Association Standard C203⁽³⁾.
 - b) Piping not buried is protected by a zinc-rich primer and a polyurethane finish coat.
3. The exterior surface of the storage tank is shot blasted in accordance with the Steel Structure Painting Council (SSPC) standard SPG⁽⁴⁾. The surface is then coated with zinc-rich epoxy primer followed by a top coat of coal tar epoxy that conforms to the SSPC-PA1 standard⁽⁵⁾.
4. The storage tank is located in a dry sand-filled, concrete vault and is not exposed to groundwater.
5. ~~A diesel fuel oil~~ ^{additive} ~~stabilizer,~~ ^{allows dispersion} ~~such as SDI-35,~~ is ~~added to~~ ^{used in} the fuel oil storage tanks to prevent oxidation of the fuel oil and ~~the formation of gums and tars that could plug fuel lines. The water emulsifier component of SDI-35 keeps any water contamination suspended in the fuel oil and prevents it from settling out in the bottom of the tank.~~ ~~SDI-35~~ ^{The additive} also contains agents to prevent internal storage tank corrosion and biotic growth in the fuel.
6. The tanks are kept normally full to minimize air contact with tank surfaces.

The fuel oil forwarding filters described in Section 9.5.4.2.3 are designed to remove any sediment that might be stirred up during refueling.

Plant operating procedures require ^{beginning on the fourth day of required diesel generator operation. In addition, the procedures require} staggered refill of the diesel fuel oil storage tanks ~~and~~ the following considerations when filling during required diesel generator operation. The day tank is verified to be full prior to refilling its associated fuel oil storage tank. Refill is at a controlled rate to minimize turbulence in the storage tank and is initiated in sufficient time to allow sufficient settlement prior to refilling the next tank. Confirmation