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POWER COMPANY

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U.S. NUCLEAR REGULATORY COMMISSION
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Gentlemen:

DOCKET 50-301
MODIFICATION OF THE COMMITMENT CONCERNING
CONTAINMENT ISOLATION VALVE 2-SC-966B
POINT BEACH NUCLEAR PLANT, UNIT 2

On November 15, 1991, Wisconsin Electric submitted Licensee Event Report 91-004-00, "Containment Isolation Valve Leakage in Excess of Technical Specification Limits" (NRC-91-133) for Point Beach Nuclear Plant, Unit 2. This report details the failure of containment isolation valve 2-CC-767 to pass the seat leakage tests required by 10 CFR 50, Appendix J for containment isolation valves. Isolation valves 2-RC-595 and 2-SC-966B are also discussed in this report because their seat leakage exceeded the administrative limit for containment isolation valves established at Point Beach Nuclear Plant.

This letter addresses 2-SC-966B, a Unit 2 pressurizer liquid sample line isolation valve. This is a 3/8 inch, 316 stainless steel, pneumatically operated globe valve manufactured by Masoneilan International Incorporated. On October 17, 1991, the seat leakage test performed on 2-SC-966B revealed an as-found leak rate of 2520 standard cubic centimeters per minute (sccm), which exceeded Point Beach's administrative limit of 2000 sccm. Following this test failure, an inspection of the valve was conducted. This inspection revealed a crack in the valve body starting below the valve seat and extending to the inlet side of the valve.

As a result of this inspection, on November 8, 1991, the cracked valve body in 2-SC-966B was replaced with a new valve body. This new valve body was also manufactured by Masoneilan International Incorporated and is identical in design and construction to the original valve body. This valve body replacement was followed by a successful post-maintenance seat leakage test.

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In addition to the valve body replacement we committed, in the Licensee Event Report, to replace 2-SC-966B with a completely new valve. This modification was scheduled to take place during the 1992 Unit 2 refueling outage. This commitment was made because 2-SC-966B has exhibited seat leakage problems in the past. This seat leakage has been mainly caused by problems with the valve seat. Several attempts to repair the valve seat have been made since 1989.

Because of the adequate overall performance of valve 2-SC-966B following the replacement of the valve body, we have concluded that there is currently no need to replace the entire valve. The valve with its new valve body is functioning properly, and the seat leakage test performed following replacement of the valve body was completed satisfactorily. The next time that leak rate testing is scheduled to be performed on 2-SC-966B is during the fall 1992 refueling outage. Additionally, the existing surveillance programs for 2-SC-966B, as well as for all the other containment isolation valves, meet all the requirements of 10 CFR 50, Appendix J and adequately trend the performance characteristics of these valves. If any of the surveillances performed reveal a problem with any containment isolation valve, prompt corrective measures will be implemented.

Please contact us if there are any questions.

Sincerely,

James J. Zach
Vice President
Nuclear Power

Copies to NRC Regional Administrator, Region III
NRC Resident Inspector