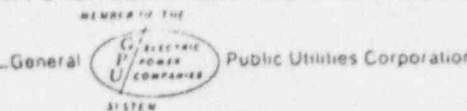


Jersey Central Power & Light Company



MADISON AVENUE AT PUNCH BOWL ROAD • MORRISTOWN, N. J. 07960



October 31, 1975

Mr. George Lear, Chief
 Operating Reactors Branch #3
 Division of Reactor Licensing
 United States Nuclear Regulatory Commission
 Washington, D. C. 20555

Dear Mr. Lear:

Subject: Oyster Creek Nuclear Generating Station
 Docket No. 50-219
Relief Valve Line Restraints

This is in response to your letter dated September 10, 1975, in which you requested an analysis of the relief valve line restraints at the Oyster Creek Nuclear Generating Station.

In the past few years, we have been analyzing and improving the relief valve piping system on our own accord. The following transmittals have been sent in connection with these changes and studies:

1. Oyster Creek Station No. 1, Safety and Relief Valve Piping Design Report, dated August 1972, from Mr. Ivan R. Finfrock, Jr. to Mr. Donald J. Skovholt, with cover letter dated August 22, 1972.
2. Semiannual Report No. 7 (July 1, 1972 to December 31, 1972), Section VII, Item 1.A.
3. Semiannual Report No. 8 (January 1, 1973 to June 30, 1973), Section VII, Item 1.B.
4. Letter to Mr. Dennis L. Ziemann, dated April 15, 1974, containing information on relief valve blowdowns.

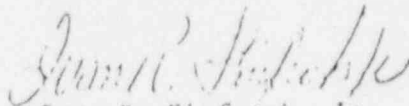
In addition to the above mentioned transmittals, a summary of the final analysis of the Main Steam Relief Valve Piping System, dated October 1973, is attached. This summary refers to the design criteria, analysis and

installation of the Electromatic Relief Valve (ERV) discharge eductor restraint system which was installed during the Spring 1973 refueling outage. This restraint system was installed to minimize imposed stresses under reactor blowdown conditions.

An inspection of the ERV restraint system that is located in the torus was conducted during the Spring 1974 refueling outage. The results of the inspection indicated that the restraints were in the proper position and weldments were intact with no evidence of deformation or wear. Items specifically examined were the 12" to 20" pipe weld, the canal fitting weldments for signs of distress, the canal fitting brackets for signs of shifting or looseness, shim placement and lock wire integrity. The inspection further included an examination of the support columns for signs of movement or looseness. These were observed to be in satisfactory condition. It should be noted that in the one year period between installation and inspection of this restraint system, the ERV's actuated twice automatically at 1070 psi as pressure relief valves, and once manually for test purposes at 500 psi prior to the start of the April 1974 outage.

Since we have performed an inspection of the relief valve lines and their restraints inside the torus subsequent to relief valve blowdown and have determined that no damage nor degradation has occurred, we plan no further inspections. We consider the actions that we have taken sufficient in fulfilling the inspection request of your September 10, 1975 letter.

Very truly yours,



Ivan R. Finfröck, Jr.
Vice President

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Attachment