Mr. Neil S. Carns
Senior Vice President
and Chief Nuclear Officer
Northeast Nuclear Energy Company
c/o Ms. Patricia A. Loftus
Director - Regulatory Affairs
P.O. Box 128
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July 30, 1997

SUBJECT: MILLSTONE NUCLEAR POWER STATION, UNIT 3 - CHANGE TO TECHNICAL SPECIFICATION BASES SECTION 3/4.9.7 (TAC NO. M99262)

Dear Mr. Carns:

By letter dated July 14, 1997, Northeast Nuclear Energy Company submitted changes to Technical Specification (TS) Bases Section 3/4.9.7, Crane Travel - Spent Fuel Storage Areas. The change modifies TS Bases Section 3/4.9.7 to be consistent with the revised impact load analysis for the spent fuel racks. The change to the Bases, along with the July 1, 1997, revision to the Millstone Unit 3 Final Safety Analysis Report (FSAR), removes inconsistencies between the TS and the FSAR regarding load limits.

The NRC staff has reviewed the changes and has no objection to the wording. A copy of revised Bases page B 3/4 9-2 is enclosed.

Sincerely,

Original signed by:
James W. Andersen, Project Manager
Special Projects Office - Licensing
Office of Nuclear Reactor Regulation

Docket No. 50-423

Enclosure: Revised Bases page B 3/4 9-2

cc w/encl: See next page

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NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

July 30, 1997

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3/4.9.6 REFUELING MACHINE

The OPERABILITY requirements for the refueling machine ensure that: (1) refueling machines will be used for movement of drive rods and fuel assemblies, (2) each crane has sufficient load capacity to lift a drive rod or fuel assembly, and (3) the core internals and reactor vessel are protected from excessive lifting force in the event they are inadvertently engaged during lifting operations.

3/4.9.7 CRANE TRAVEL - SPENT FUEL STORAGE AREAS

The restriction on movement of loads over fuel assemblies in the storage pool ensures that in the event the load is dropped: (1) the activity release will be less than the activity release assumed in the design basis fuel handling accident, and (2) the resulting geometry will not result in a critical array.

3/4.9.8 RESIDUAL HEAT REMOVAL AND COOLANT CIRCULATION

3/4.9.8.1 HIGH WATER LEVEL

BACKGROUND

The purpose of the Residual Heat Removal (RHR) System in MODE 6 is to remove decay heat and sensible heat from the Reactor Coolant System (RCS), as required by GDC 34, to provide mixing of borated coolant and to prevent boron stratification. Heat is removed from the RCS by circulating reactor coolant through the RHR heat exchanger(s), where the heat is transferred to the Reactor Plant Component Cooling Water System. The coolant is then returned to the RCS via the RCS cold leg(s). Operation of the RHR system for normal cooldown or decay heat removal is manually accomplished from the control room. The heat removal is manually accomplished from the control room. The heat removal rate is adjusted by controlling the flow of reactor coolant through the RHR heat exchanger(s) and the bypass. Mixing of the reactor coolant is maintained by this continuous circulation of reactor coolant through the RHR system.

APPLICABLE SAFETY ANALYSES

If the reactor coolant temperature is not maintained below 200°F, boiling of the reactor coolant could result. This could lead to a loss of coolant in the reactor vessel. Additionally, boiling of the reactor coolant could lead to a reduction in boron concentration in the coolant due to boron plating out on components near the areas of the boiling activity. The loss of reactor coolant and the reduction of boron concentration in the reactor coolant would eventually challenge the integrity of the fuel cladding, which is fission product barrier. One train of the RHR system is required to be operational in MODE 6, with the water level ≥ 23 ft above the top of the reactor vessel flange to prevent this challenge. The LCO does permit deenergizing the RHR pump for short durations,