NIAGARA

NMP-2833

NIAGARA MOHAWK POWER CORPORATION/300 ERIE BOULEVARD WEST, SYRACUSE, N.Y. 13202/TELEPHONE (315) 474-1511

January 16, 19°1

Director, Office of Management Information and Program Control United States Nuclear Regulatory Commission Washington, D. C. 20555

RE: Docket No. 50-220 DPR - 63

Gentlemen:

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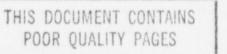
Attached is a copy of the list of modifications which were installed or completed during 1980. This list was inadvertently omitted when the Report of Operating Statistics and Shutdown Experience for December, 1980, was submitted.

In the future this report will be made a regular part of the monthly operating report.

Very truly yours,

Thomas E. Lempges Vice President Nuclear Generation

TEL: jl Attachment xc: Director, Office of ISE (10 copies)



The following modifications were installed and completed during 1980 and are safety-related.

- 79.12 Anticipated Transient Without Scram Work Package #1 Reactor Recirc. Pump Trip on High Reactor Pressure and Low-Low Reactor Level
- 80.07 Vent & Purge Valve Mechanical Stops Limit opening on containment MOV & AOV isolation valves to 40% stroke
- 80.11 Reroute Cable P wer Board 101 to Power Board 103 Provide separation on cable route of normal supply to P.B. 103 (E.D.G.)
- 80.43 Torus Saddles Provide additional support to torus shell
- 80.50 Torus Room Vent Penetrations Provide penetrations to torus containment room above flooding level to allow ventilation for 80.43 work
- 80.64 Separate Fuel Oil Lines to Diesel Generators Eliminate inner tie on diesel generator fuel supply lines
- 80.70 APRM LPRM Selection Provide additional LPRM selections for APRM's to eliminate failed LPRM chambers from APRM assignment
- 78.34 Fire Protection Phase 1 and 2 Structural modifications safety and non-safety related to provide stair towers and area separation for fire protection

A safety analysis was performed for each safety-related modification. For each modification, the probability of occurrance or the possibility a different type of an accident or malfunction than those evaluated in the safety analysis report did not change or were enhanced. Also the margin of safety as defined in the basis of the Technical Specifications did not change.

Based on the above, these modifications did not constitute any unreviewed safety questions.