

Proposed Amendment to
Technical Specifications
Diesel Fuel Oil Standards

A. Narrative

The present Technical Specification surveillance requirement mandates that diesel fuel oil be sampled and checked for quality in accordance with specific American Society of Testing and Materials standards (ASTM). The ASTM standards, cited in the current Technical Specifications, have been discontinued and replaced with newer standard reference sources. This proposed change will provide new standard reference sources in the two locations of Technical Specifications where diesel fuel oil standards are mentioned.

B. Reason for Change

The recommended Technical Specification change is consistent with the current industry practice of utilizing the prevalent quality standard recommended by the American Society of Testing and Materials.

C. Safety Considerations

These changes do not present an unreviewed safety question as defined in 10CFR50.59. They have been reviewed and approved by the Operations Review Committee, and reviewed by the Nuclear Safety Review and Audit Committee.

D. Significant Hazards Consideration

The NRC has provided guidance concerning the application of standards for determining whether license amendments involve significant hazards considerations by providing certain examples (48FR14870). The change of the Technical Specification surveillances to meet the current industry standard for diesel fuel oil quality constitutes: (i) A purely administrative change to Technical specifications; for example, a change to achieve consistency throughout the Technical Specifications by replacing a discontinued reference to a diesel fuel oil standard with the current ASTM standard to test the quality of diesel fuel oil used in emergency generators and the fire system emergency pump. The changes are purely administrative in context and do not involve a significant hazards consideration.

E. Schedule of Change

This amendment will be effective 30 days after receipt of approval by the NRC.

F. Application Fee

Pursuant to 10CFR170.12(c), Boston Edison submits the enclosed check #936912 as payment for the application fee to cover the submittal of this Technical Specification change request.

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3.9.A AUXILIARY ELECTRICAL EQUIPMENT

4. 4160 volt buses A5 and A6 are energized and the associated 480 volt buses are energized.
5. The station and switchyard 125 and 250 volt batteries are operable. Each battery shall have an operable battery charger.
6. Emergency Bus Degraded Voltage Annunciation System as specified in Table 3.2.B.1 is operable.

B. Operation with Inoperable Equipment

Whenever the reactor is in Run Mode or startup Mode with the reactor not in a Cold Condition, the availability of electric power shall be as specified in 3.9.B.1, 3.9.B.2, 3.9.B.3, 3.9.B.4, and 3.9.B.5.

1. From and after the date that incoming power is not available from the startup or shutdown transformer, continued

4.9.A AUXILIARY ELECTRICAL EQUIPMENT SURVEILLANCE

- d. Once a month the quantity of diesel fuel available shall be logged.
 - e. Once a month a sample of diesel fuel shall be checked for quality in accordance with ASTM D4057-81 or D4177-82. The quality shall be within the acceptable limits specified in Table 1 of ASTM D975-81 and logged.
2. Station and Switchyard Batteries
 - a. Every week the specific gravity, the voltage and temperature of the pilot cell and overall battery voltage shall be measured and logged.
 - b. Every three months the measurements shall be made of voltage of each cell to nearest 0.1 volt, specific gravity of each cell, and temperature of every fifth cell. These measurements shall be logged.
 - c. Once each operating cycle, the stated batteries shall be subjected to a rated load discharge test. The specific gravity and voltage of each cell shall be determined after the discharge and logged.
 3. Emergency 4160V Buses A5-A6 Degraded Voltage Annunciation System
 - a. Once each operating cycle, calibrate the alarm sensor.
 - b. Once each 31 days perform a channel functional test on the alarm system.
 - c. In the event the alarm system is determined inoperable under 3.b above, commence logging safety related bus voltage every 30 minutes until such time as the alarm is restored to operable status.

- e. At least once per 3 years by performing a flow test of the system in accordance with Chapter 5, Section 11, "Test of Water Supplies" of the Fire Protection Handbook, 14th edition, published by the National Fire Protection Association.
2. The fire pump diesel shall be demonstrated OPERABLE:
 - a. at least once per month by verifying that the fuel storage tank contains at least 175 gallons of fuel.
 - b. at least once per 3 months by verifying that a sample of diesel fuel from the fuel storage tank, obtained in accordance with ASTM D4057-81 or D4177-82, is within the acceptable limits specified in Table 1 of ASTM D975-81 with respect to viscosity, water content, and sediment.
 - c. at least once per operating cycle by subjecting the diesel to an inspection in accordance with procedures prepared in conjunction with the manufacturer's recommendations for the class of service.
 - d. by demonstrating that the diesel starting 24-volt battery bank and charger are OPERABLE as follows:
 - 1) at least once per week by verifying that the electrolyte level of each battery is above the plates and battery voltage is at least 24 volts.