



Public Service of New Hampshire

New Hampshire Yankee Division

George S. Thomas
Vice President-Nuclear Production

NYN-88074

May 24, 1988

United States Nuclear Regulatory Commission
Region I
425 Allendale Road
King of Prussia, PA 19406

Attention: Mr. William T. Russell
Regional Administrator

- References:
- a) Facility Operating License No. NPF-56, Construction Permit CPPR-136, Docket Nos. 50-443 and 50-444
 - b) PSNH Letter SBN-709, dated August 30, 1984, "Interim 10CFR50.55(e) Report: Control Circuit Cable Lengths," J. DeVincentis to R. W. Starostecki
 - c) PSNH Letter SBN-737, dated December 6, 1984, "Interim 10CFR50.55(e) Report: Control Circuit Cable Lengths," J. DeVincentis to R. W. Starostecki
 - d) PSNH Letter SBN-826, dated June 17, 1985, "Interim 10CFR50.55(e) Report: Control Circuit Cable Lengths," J. DeVincentis to R. W. Starostecki
 - e) PSNH Letter SBN-1071, dated May 28, 1986, "Final 10CFR50.55(e) Report: Control Circuit Cable Lengths," J. DeVincentis to R. W. Starostecki
 - f) PSNH Letter NYN-87130, dated November 12, 1987, "License Event Report (LER) No. 87-019-00: Failure of Gould/Telemecanique J-10 Relays"
 - g) PSNH Letter NYN-87134, dated November 20, 1987, "Revision to 10CFR50.55(e) Report: Control Circuit Cable Lengths (CDR 84-00-13)" G. S. Thomas to W. T. Russell

Subject: Control Circuit Cable Lengths (CDR 84-00-13)

Dear Sir:

Reference (g) revised the 10CFR50.55(e) report regarding control circuit cable lengths and identified three Gould/Telemecanique J-10 relays that were designated to have a modified coil installed as part of the corrective action but still had the original vendor-supplied coil. Two of these relays have now been modified. A new voltage study shows that the third relay will have sufficient voltage to ensure operation and sufficient margin exists to allow future loads to be added to the bus. As a result the third relay will not require modification.

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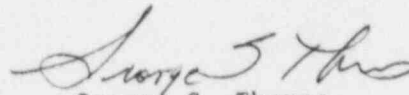
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The voltage study now indicates that all safety-related J-10 relays as presently installed have the required minimum voltage to ensure proper operation. This study also indicated that less than the specified minimum voltage (102 volts) may occur for Westinghouse contactors in the control circuits for Control Room air conditioner fans CBA-FN-14A & B and CBA-FN-36A & B. As a result, the voltage available to all other safety-related vendor supplied skids was evaluated. This study indicated that less than the specified 102 volt minimum could also exist for Westinghouse contactors on the hydrogen recombiner skids.

Modifications to the control room air conditioner fan control circuits have been made to ensure the Westinghouse contactors have sufficient voltage to operate during the concurrent conditions of low grid voltage and a fully loaded electrical bus. Corrective actions for the hydrogen recombiner control circuits will be completed prior to entry into Mode 4.

A final report will be submitted when corrective actions have been completed. Should you have any questions regarding this information, please contact Mr. John G. Tefft at (603) 474-9521 extension 4039.

Very truly yours,


George S. Thomas

cc: Mr. Victor Nerses, Acting Director
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