



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION

RELATED TO AMENDMENT NO. 131

TO FACILITY OPERATING LICENSE NO. DPR-65

NORTHEAST NUCLEAR ENERGY COMPANY, ET AL.

MILLSTONE NUCLEAR POWER STATION, UNIT NO. 2

DOCKET NO. 50-336

INTRODUCTION

By application for license amendment dated June 14, 1988, Northeast Nuclear Energy Company et al. (the licensee), requested a change to Technical Specifications (TS) 4.8.1.1.2b, "A.C. Sources," for Millstone Unit 2. The proposed change to the TS would change the industry standard for acceptability of emergency diesel generator (EDG) fuel oil, referenced in the TS, from ASTM D975-74 to ASTM D975-78.

DISCUSSION AND EVALUATION

At the present time, TS 4.8.1.1.2b requires that EDG fuel oil, tested every 92 days, be within the acceptability limits specified in ASTM D975-74 when tested for viscosity, water and sediment. The licensee has proposed that the specified standard ASTM D975-74 be replaced by ASTM D975-78 for determining the periodic acceptability of fuel oil.

The Millstone Unit 2 EDGs utilize Grade No. 2-D Diesel Fuel Oil. A comparison of the acceptability standards for Grade No. 2-D Diesel Fuel Oil, between ASTM D975-74 and ASTM D975-78, indicates that the only changes involve minor differences in kinematic viscosity. The 1974 edition presents an acceptable range of 2.0 to 4.3 cST and the 1978 edition requires 1.9 to 4.1 cST. The upper end of the range is limited by the engine and injection system design and the minimum limit is specified to minimize power loss caused by injector pump and injector leakage. The reduction in Cloud Pt  $>10^{\circ}\text{F}$  from 1.8 to 1.7 cST is in a conservative direction in that it increases the temperature at which cloudiness would be detected in diesel fuel oil.

The reduction from 4.3 to 4.1 cST for kinematic viscosity is conservative in that it reduces the maximum allowable viscosity, thus ensuring that the engine or injection system limitations are not exceeded. The reduction from 2.0 to 1.9 cST for kinematic viscosity is in the direction which would tend to increase system leakage, but the change is within the recommended range of the EDG manufacturer.

In summary, the proposed change in the referenced standard for diesel fuel oil acceptability represents a minor change in fuel oil properties that are well within the acceptable range for reliable operation of the EDGs. Accordingly, the proposed change to TS 4.8.1.1.2b is acceptable.

#### ENVIRONMENTAL CONSIDERATION

This amendment changes surveillance requirements. The staff has determined that the amendment involves no significant increase in the amounts, and no significant change in the types, of any effluents that may be released offsite, and that there is no significant increase in individual or cumulative occupational radiation exposure. The Commission has previously published a proposed finding that the amendment involves no significant hazards consideration and there has been no public comment on such finding. Accordingly, the amendment meets the eligibility criteria for categorical exclusion set forth in 10 CFR §51.22(c)(9). Pursuant to 10 CFR §51.22(b), no environmental impact statement or environmental assessment need be prepared in connection with the issuance of the amendment.

#### CONCLUSION

We have concluded, based on the considerations discussed above, that (1) there is reasonable assurance that the health and safety of the public will not be endangered by operation in the proposed manner, and (2) such activities will be conducted in compliance with the Commission's regulations, and the issuance of the amendment will not be inimical to the common defense and security or to the health and safety of the public.

Dated: September 26, 1988

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