George S. Thomas
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Public Service of New Hampshire

New Hampshire Yankee Division

NYN-88077

May 31, 1988

United States Nuclear Regulatory Commission
Washington, DC 20555

Attention: Document Control Desk

References: (a) Facility Operating License No. NPF-56, Docket No. 50-443

(b) PSNH Letter (SBN-1211) dated October 9, 1986, "10CFR 50.59 Evaluations" G. S. Thomas to V. S. Noonan

Subject: 10 CFR 50.59 Quarterly Report

Gentlemen:

Enclosed please find the Quarterly Report of 10 CFR 50.59 Safety Evaluations for Seabrook Station. This report covers the period of January 1, 1988, to March 31, 1988, and is being submitted pursuant to the reporting requirements outlined in Reference (b).

Should you require further information regarding this matter, please contact Mr. Warren J. Hall at (603) 474-9574, extension 4046.

Very truly yours,

George S. Thomas

Enclosure

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ENCLOSURE TO NYN-88077

SEABROOK STATION
10 CFR 50.59 SAFETY EVALUATIONS
QUARTERLY REPORT
JANUARY 1, 1988, TO MARCH 31, 1988

1. Design Changes

The below listed design changes have been made at Seabrook Station and safety evaluations have been performed pursuant to the requirements of 10 CFR 50.59.

Design Coordination Report: Number 86-401

Title: Sample System Relief Valve Discharge Piping

Description: This Design Coordination Report was initiated to add tubing to the discharge of four, one-quarter inch Sample System relief valves. The new discharge tubing will ensure that should an inadvertent actuation of any one of the four relief valves occur, the potentially hazardous discharge water will be safely directed to a common drain header and ultimately to a floor drain.

The trays and supports used to route the new discharge tubing are non-safety related, but seismically designed. The addition of the discharge tubing has no effect on the operation of the relief valves, but will protect personnel in the event of an inadvertent operation.

Conclusion: A 10 CFR 50.59 safety evaluation was performed for this design change and it has been determined that this change will not create any unreviewed safety concerns. Changes to the Final Safety Analysis Report will be incorporated by means of a future amendment.

Design Coordination Report: Number 87-315

Title: Addition of Restricting Orifices to Diesel Generator Heat Exchanger Service Water Outlet Lines

Description: The Diesel Generator Heat Exchanger outlet valves have been used as throttle valves to balance the Service Water System flow. These outlet valves, SW-V-16 and SW-V-18, are butterfly valves and are not designed to be used for throttling. As a result of the throttling and the turbulence it creates, valve seat liner deterioration has been observed.

To allow for Service Water System balancing, restricting orifices have been added downstream of the Diesel Generator Heat Exchangers, DG-E-42A and DG-E-42B. The restricting orifices were sized to provide the required flow to the heat exchangers.

Conclusion: A 10 CFR 50.59 safety evaluation was performed for this design change and it has been determined that this change will not create any unreviewed safety concerns. Changes to the Final Safety Analysis Report will be incorporated by means of a future amendment.

2. Temporary Modifications

The below listed temporary modifications have been made at Seabrook Station and safety evaluations have been performed pursuant to the requirements of 10 CFR 50.59.

Temporary Modification Request: Number 88-001

Title: Auxiliary Steam Line Isolation Valve Addition

Description: In response to the need to repair an Auxiliary Steam line, a three inch gate valve was temporarily installed to isolate the line. The installation of the new valve allowed for isolation of the damaged line, while still providing steam to the Waste Process Building Heating System. The new valve in the Auxiliary Steam System will not increase the probability of an accident not previously evaluated in the Final Safety Analysis Report. The Auxiliary Steam System does not interact with any safety related components or components important to safety.

Conclusion: A 10 CFR 50.59 Safety Evaluation was performed and it has been determined that installation of this temporary modification will not create any unreviewed safety concerns.

Temporary Modification Request: Number 88-002

Title: Boron Thermal Regereration System Lay-Up Nitrogen Supply

Description: To support the lay-up of the Boron Thermal Regeneration System (BTRS) Chiller, 1-CS-TK-3, and associated piping, this temporary modification was initiated to provide a nitrogen purge and to establish a nitrogen blanket. The nitrogen blanket will enhance the chemistry control of the system during lay-up by decreasing the corrosion rate and eliminating the present recirculation and sampling requirements.

Conclusion: A 10 CFR 50.59 Safety Evaluation was performed and it has been determined that installation of this temporary modification will not create any unreviewed safety concerns.

Temporary Modification Request: Number 88-003

Title: Installation of Chemical Addition Point at the Steam Gene..tor Wet Lay-Up Pump 1-FW-P-293

Description: To facilitate Feedwater and Steam Generator chemistry control, Temporary Modification 88-003 was developed to install a chemical addition line to the suction flange of Steam Generator Wet Lay-Up Pump, 1-FW-P-293. The Wet Lay-Up Pump is non-safety equipment and is located in a non-safety portion of the Feedwater System.

This temporary modification will be removed during Feedwater System restoration from wet lay-up.

Conclusion: A 10 CFR 50.59 Safety Evaluation was performed and it has been determined that installation of this temporary modification will not create any unreviewed safety concerns.

3. Technical Requirements Manual

No changes have been made to the Technical Requirements Manual during this reporting period.

4. Final Safety Analysis Report

The below listed Final Safety Analysis Report (FSAR) changes have been made at Seabrook Station and safety evaluations have been performed pursuant to the requirements of 10CFR50.59.

FSAR Change Request: Number 87-007

Title: Atmospheric Relief Valve Stroke Time

Description: Prior to the issuance of the Seabrook Station Zero Power Operating License, the safety-related control circuits for the Atmospheric Relief Valves, MS-PV3001 thru MS-PV3004, were redesigned and back-up air supplies were added. As a result of the changes in the control system for the Atmospheric Relief Valves, the stroke time for the valves was set to be less than or equal to 50 seconds. The increased stroke time will not have an adverse effect as the primary Main Steam System pressure control is provided by the Code Safety Valves. The Atmospheric Relief Valves are utilized for controlled cooldown in the absence of the Condenser Steam Dump System and the increased stroke time will not impact this function.

Conclusion: A 10 CFR 50.59 safety evaluation was performed for this Final Safety Analysis Report change, and it has been determined that this change will not create any unreviewed safety concerns. This change will be incorporated in the Final Safety Analysis Report by means of a future amendment.

FSAR Change Request: Number 87-097

Title: Consistency Update of Inservice Test Program and Actual Field Installation

Description: This Final Safety Analysis Report change was initiated to document changes to the Inservice Test Program, Table 3.9(B)-23, "Code Valve Test List", identified in Section 3.9 of the Final Safety Analysis Report. These changes are administrative in nature and do not reflect any new design changes. The changes will ensure consistency with actual field installation and Inservice Test Program commitments.

Conclusion: A 10 CFR 50.59 safety evaluation was performed for this Final Safety Analysis Report change, and it has been determined that this change will not create any unreviewed safety concerns. This change will be incorporated in the Final Safety Analysis Report by means of a future amendment.

5. Procedure Changes

Procedure changes require review and approval by the Station Operation Review Committee (SORC) and are subject to the requirements of 10 CFR 50.59. The final resolution of the Design Coordination Report listed below was a procedure change and did not require any other physical design changes.

Design Coordination Report: Number 86-549

Title: Main Steam Isolation Valve Failure Mode

Description: This Design Coordination Report was implemented to clarify the failure mode for the Main Steam Isolation Valves (MSIV's) in the event of a loss of a single train of control power. This change does not modify the control scheme for the MSIV's nor does it change the safety function of the valve.

The previous operation of the MSIV's would allow the 'A' Train Logic Reset Switch to be reset before the 'B' Train Reset Switch. The 'B' Train Logic Switch is located on the rear of the Main Control Board and thus not physically positioned to allow the operator to be in a position to control the opening of an MSIV, when he resets the 'B' Train. By initiating procedural changes to require the 'B' Train Logic to be reset before the 'A' Train Logic, the operator is now in a position to follow the opening of an MSIV from the 'A' Train Logic Reset position on the front of the Main Control Board.

This change has no effect on any accident scenario already established, and does not increase the probability of a different type of accident not previously reviewed.

Conclusion: A 10 CFR 50.59 safety evaluation was performed for this design change and it has been determined that this change will not create any unreviewed safety concerns. Changes to the Final Safety Analysis Report will be incorporated by means of a future amendment.

6. Test or Experiments

There were no tests or experiments completed during this reporting period that require evaluations in accordance with 10 CFR 50.59.