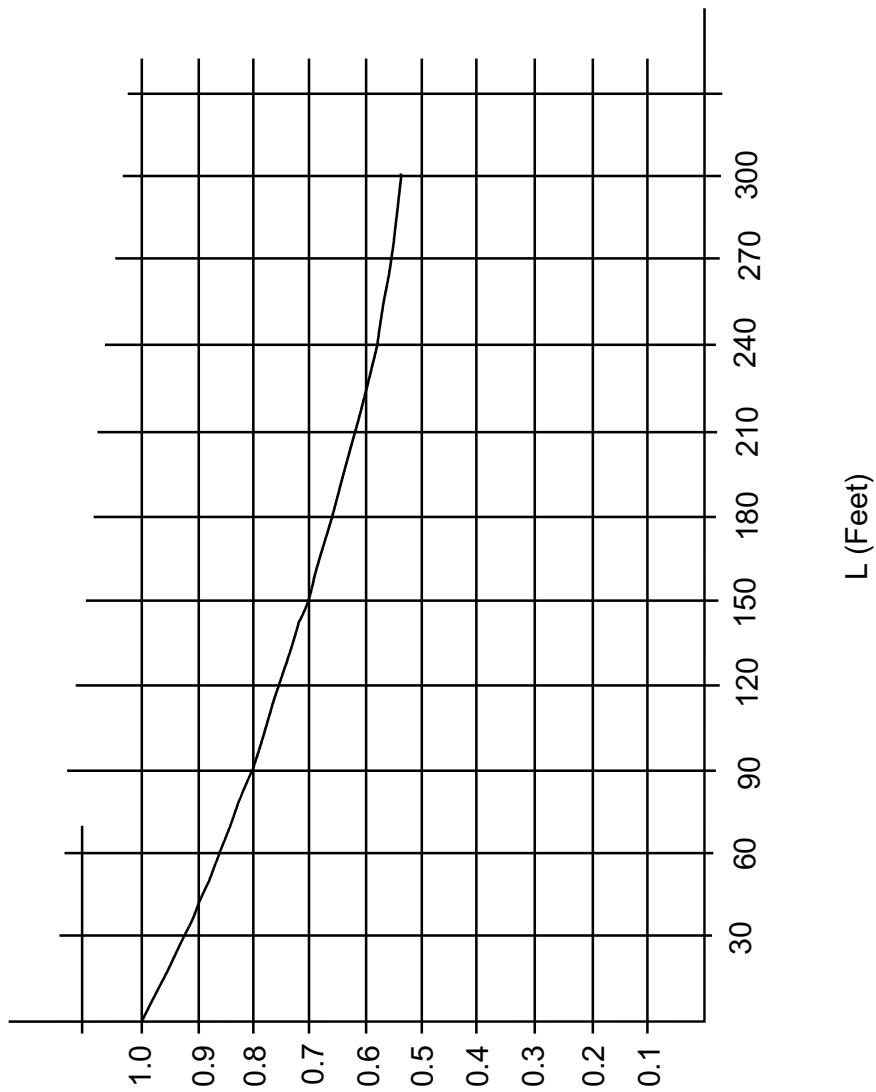


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Pressure Coefficients Distribution for Cylinders and Spheres	
		Figure 3.3-1

Size Factor C_s = Average Pressure/Max. Tornado Pressure



Size Factor C_s = Average Pressure/Max. Tornado Pressure

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Tornado Size Factor C_s Versus Building Length (L)	
		Figure 3.3-2

See 805067

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Composite Piping Zones (Nuclear) Key Plan	
		Figure 3A-1

See 202117

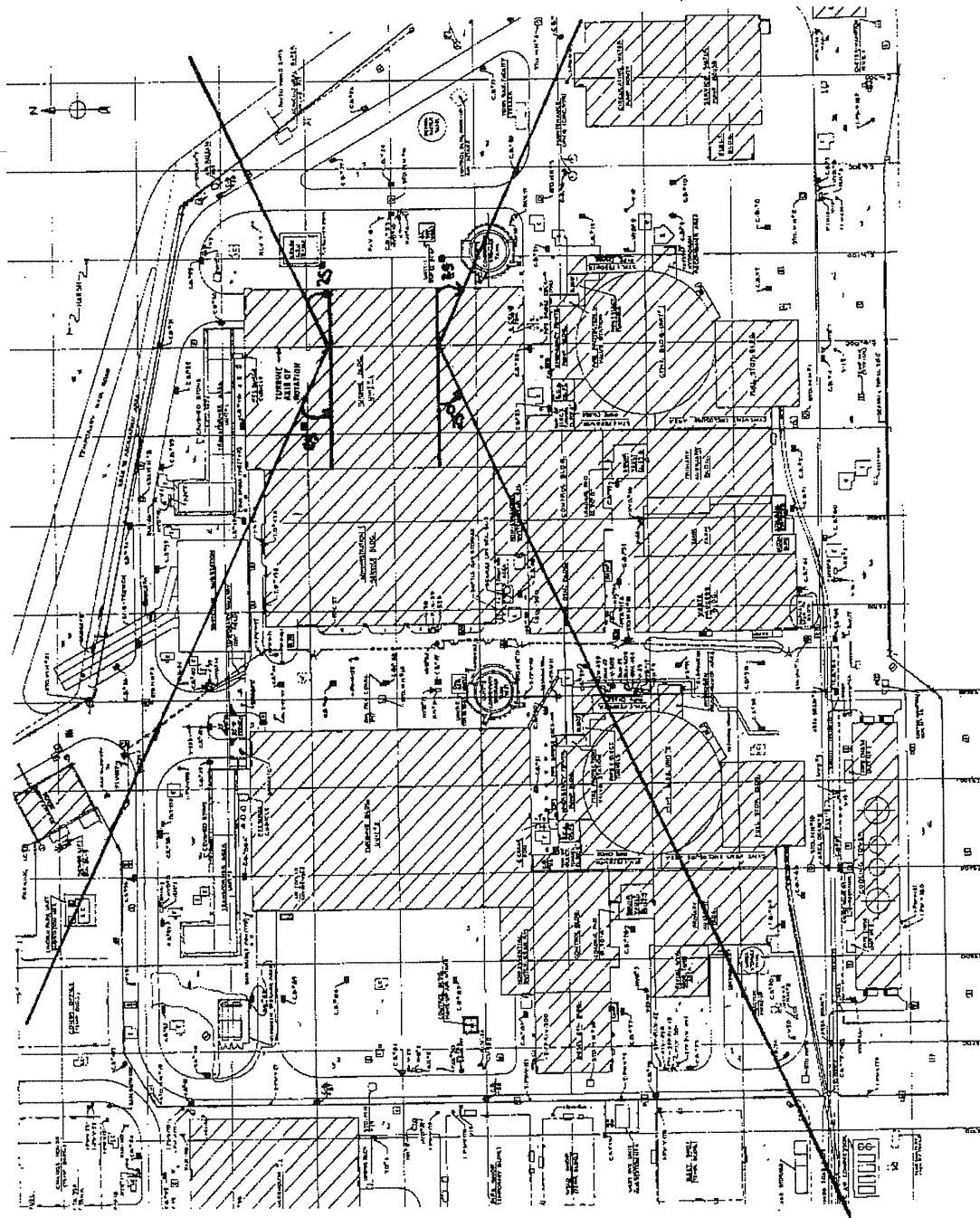
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Turbine Building Zone Key Plan Piping	
		Figure 3A-2

See 202118

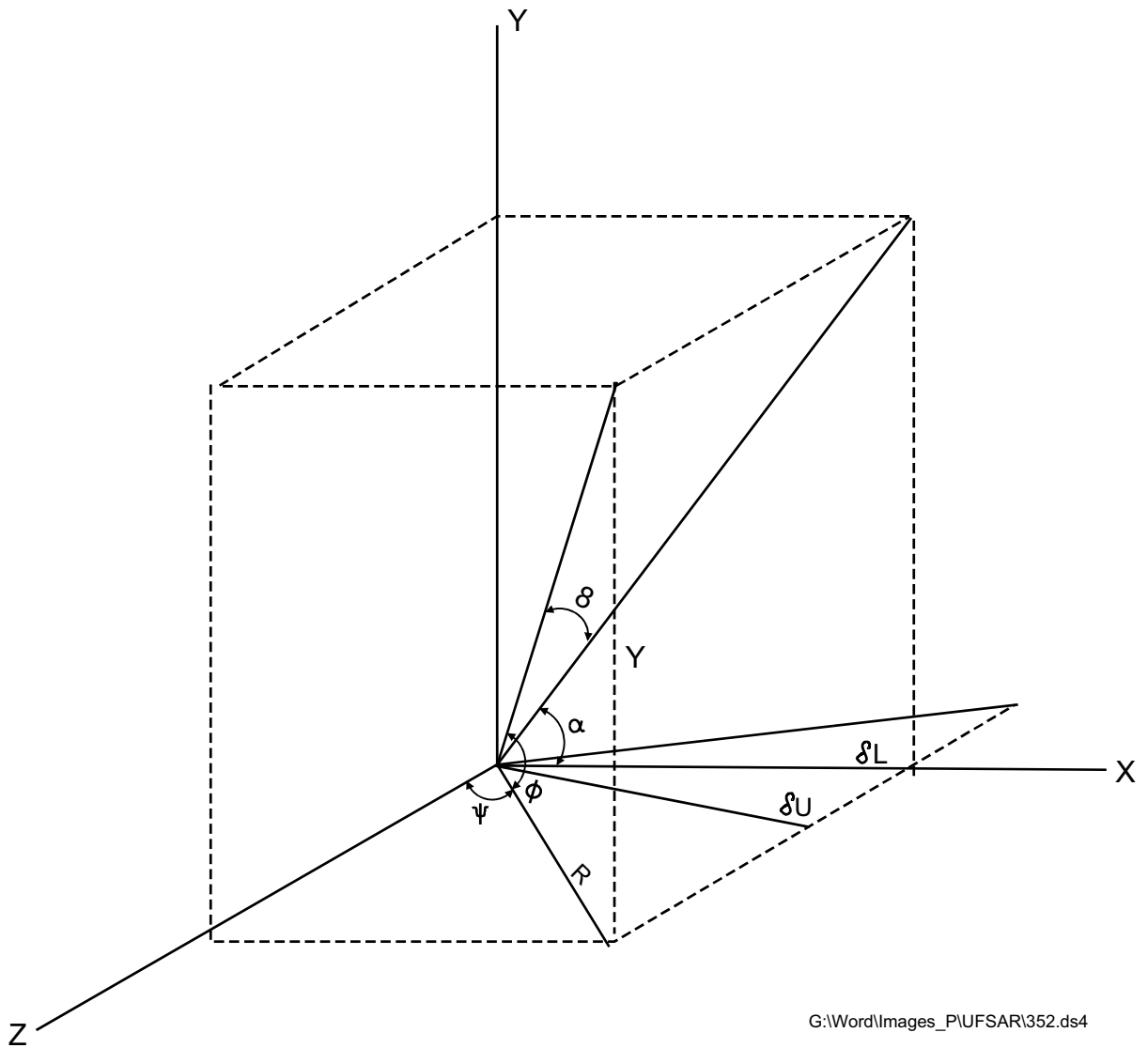
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Auxiliary Building Zone Key Plan Piping	
		Figure 3A-3

See 101696

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Waterproofing Concrete Typical Details	
		Figure 3.4-1

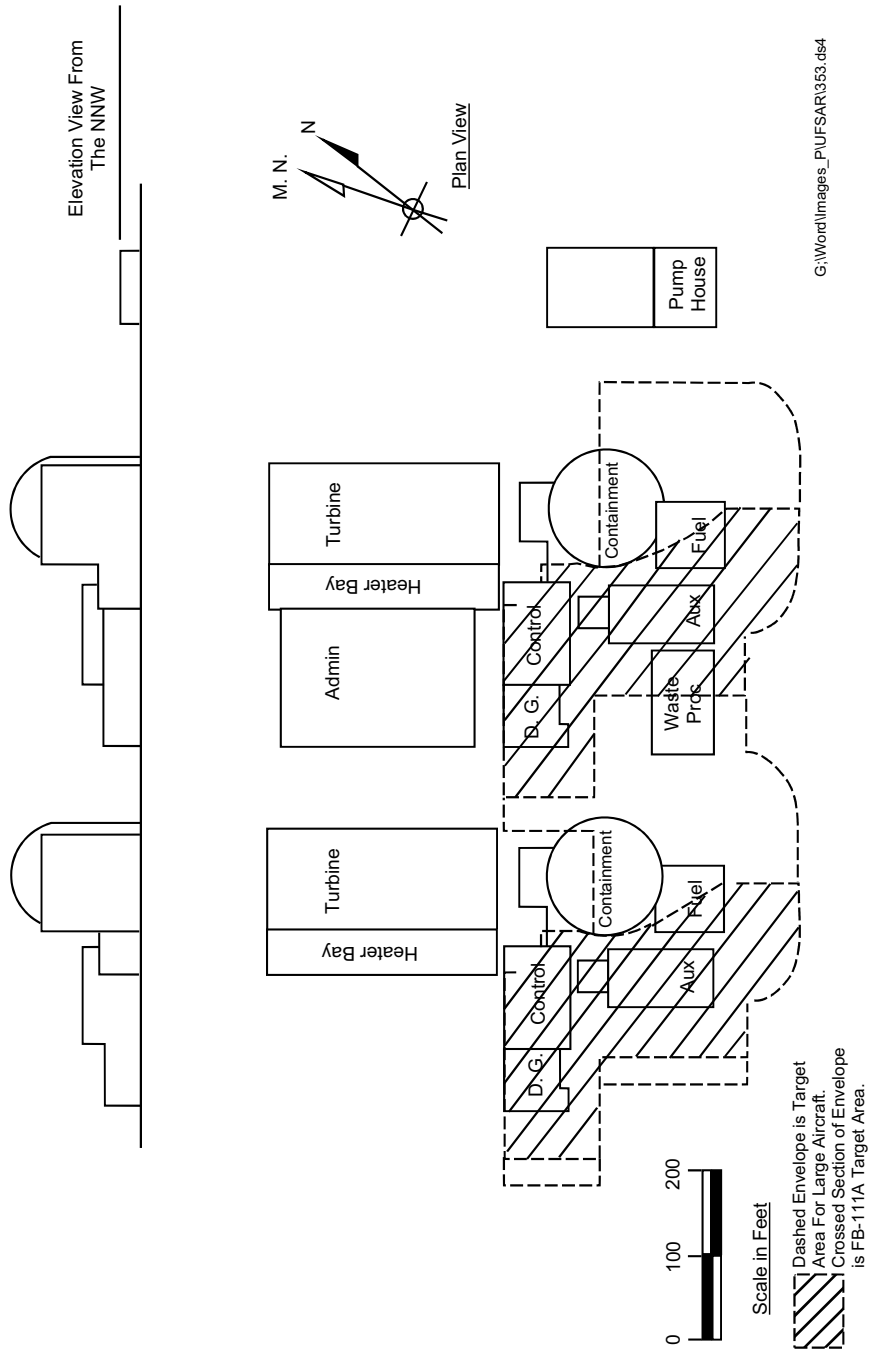


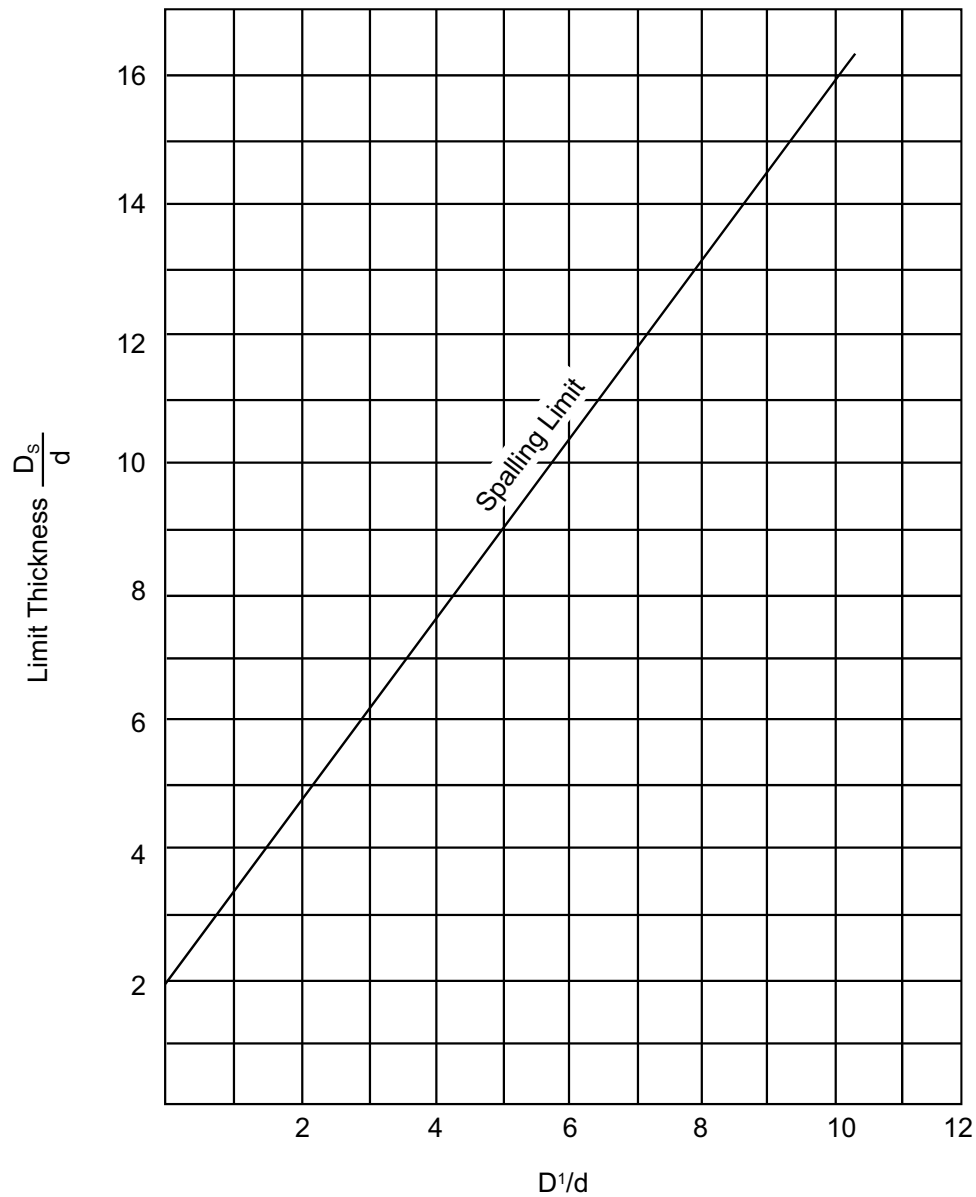
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Possible Turbine Missile Trajectory	
		Figure 3.5-1



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Coordinate Systems	
		Figure 3.5-2

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Plot Plan and Elevation View Showing Effective Target Area	
		Figure 3.5-3

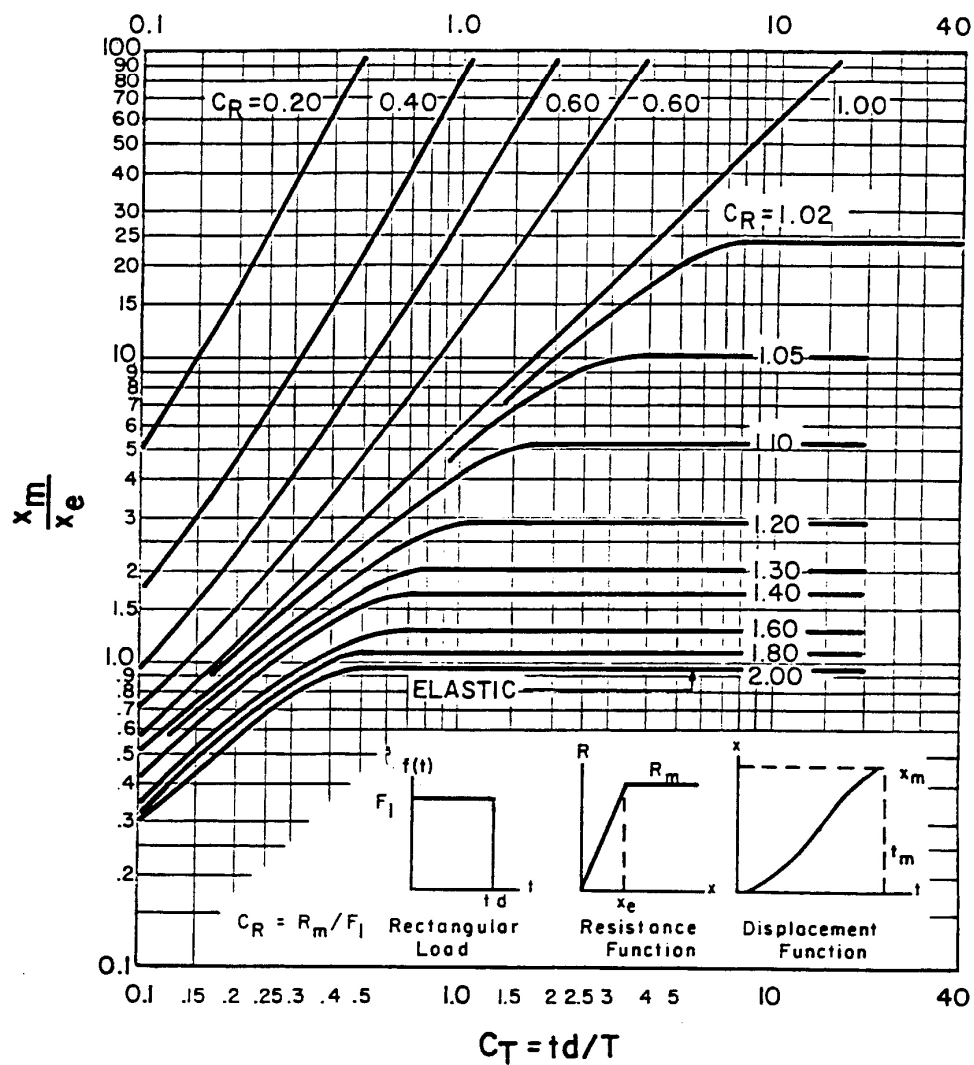




D^1 = Penetration
 d = Diameter of Missile
 D_s = Thickness required to Prevent Spalling

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Relationship of Penetration to Scabbing Limit Thickness (Reference 12)	
		Figure 3.5-4



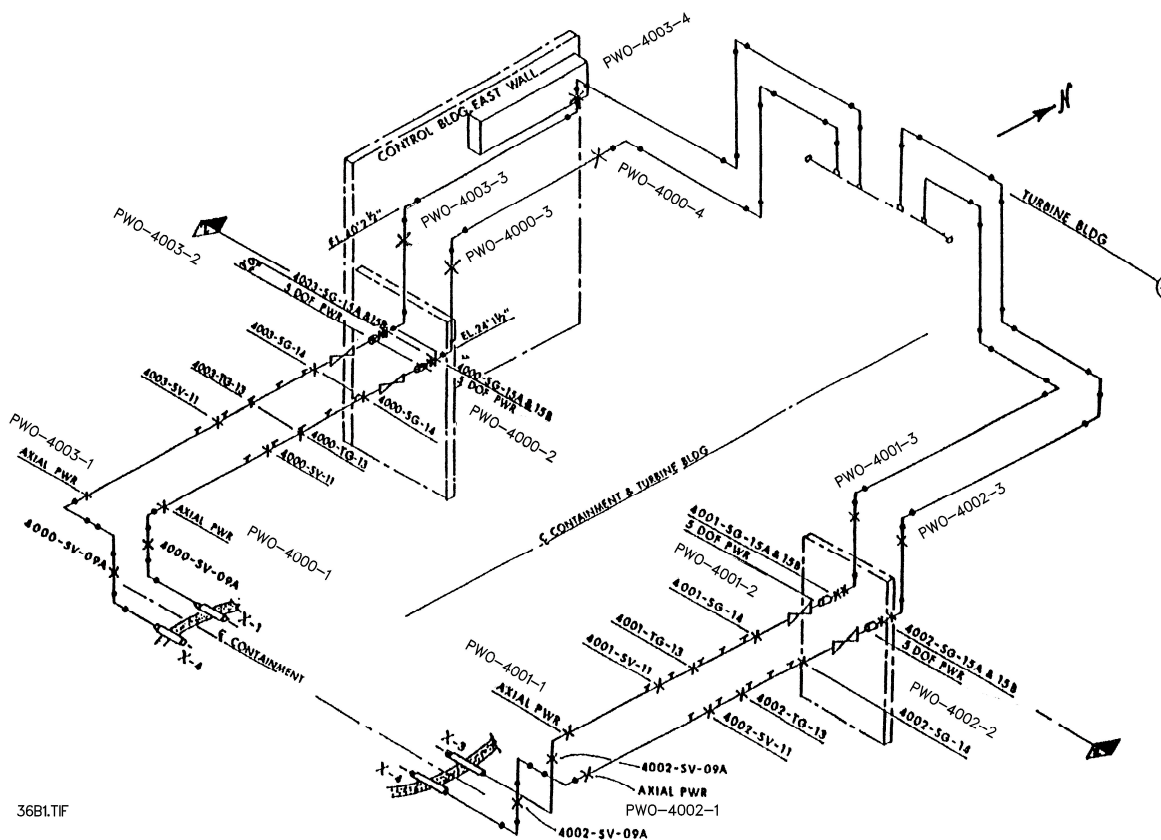
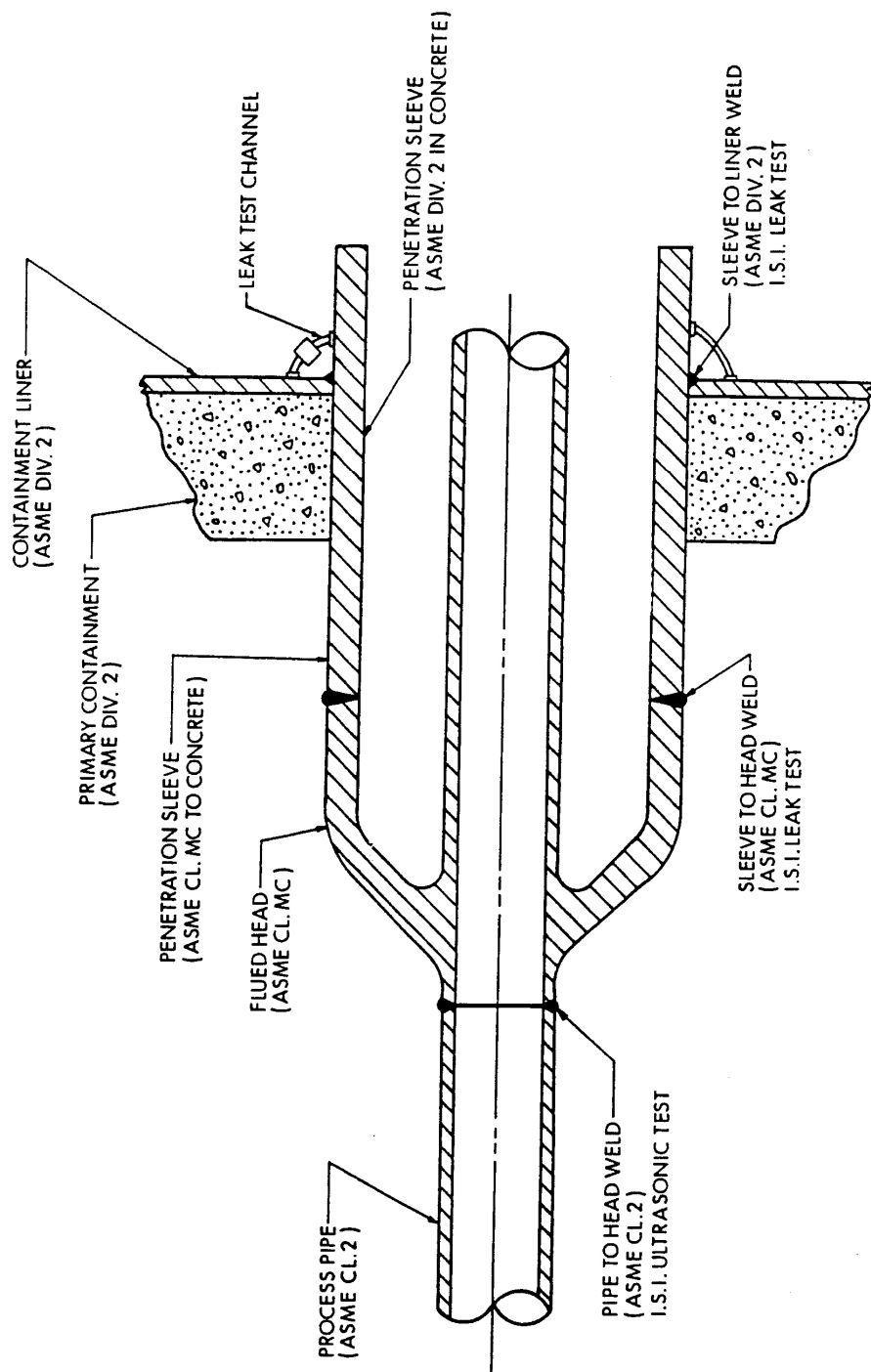
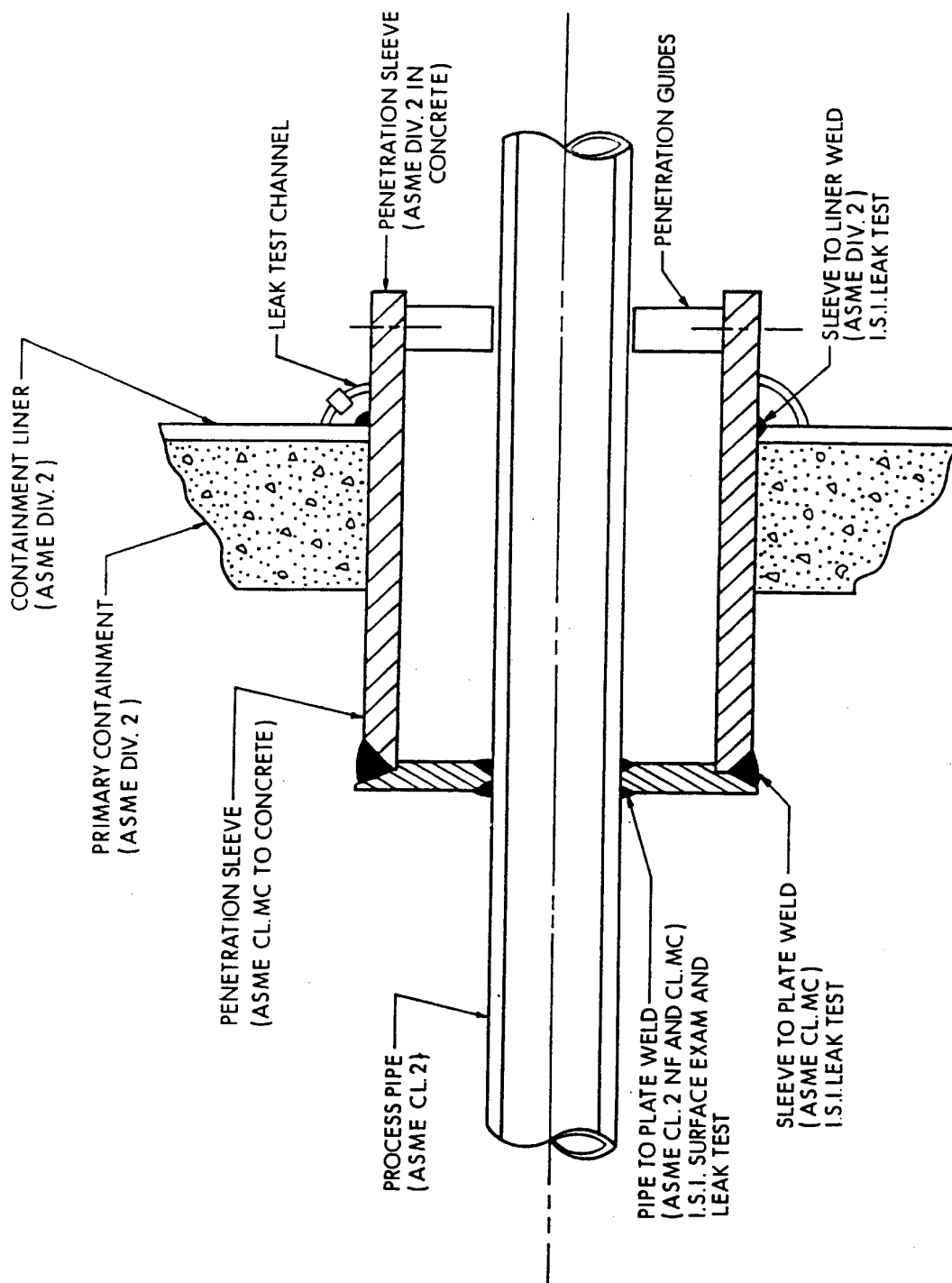


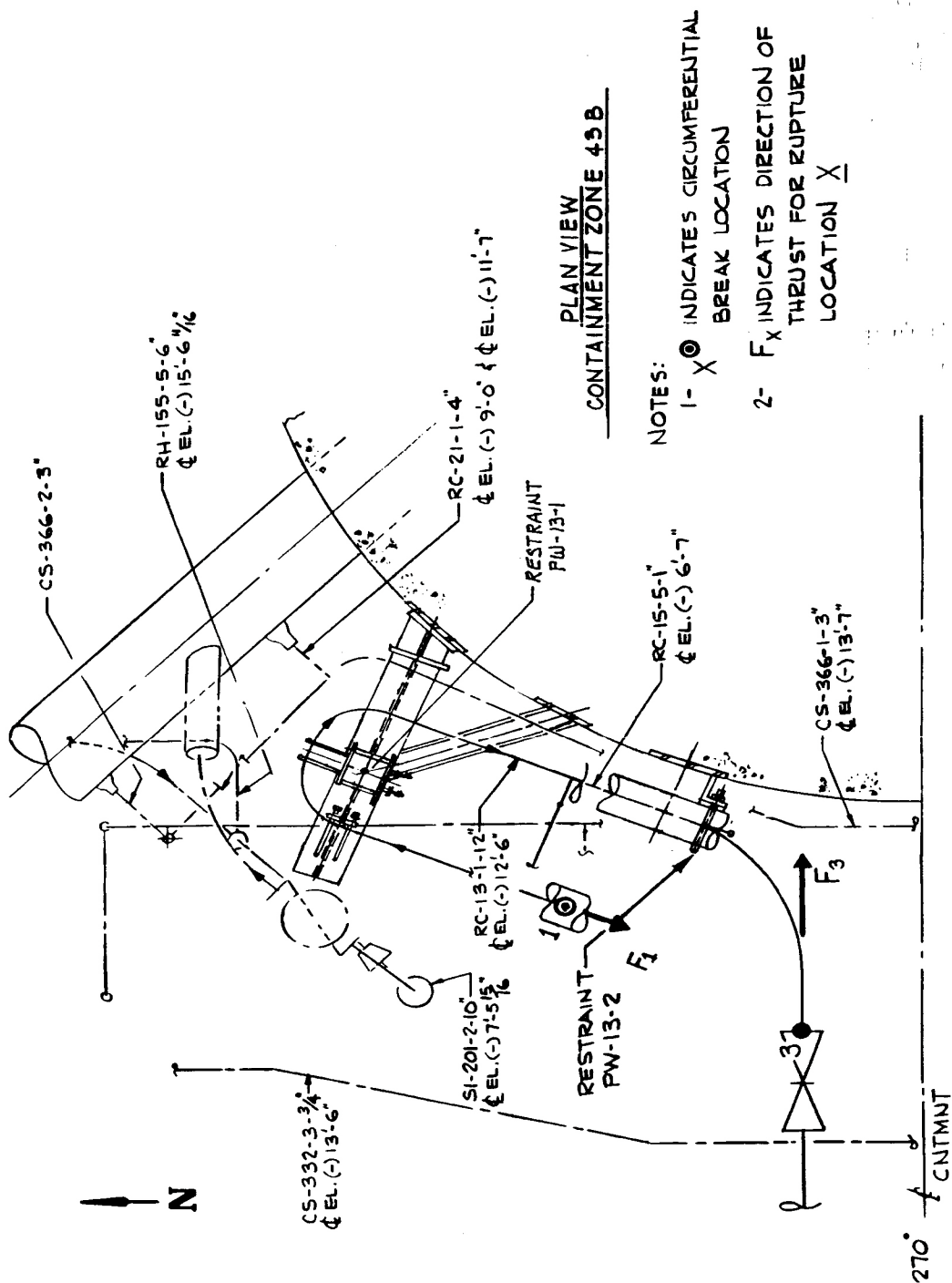
Figure 3.6(B)-2



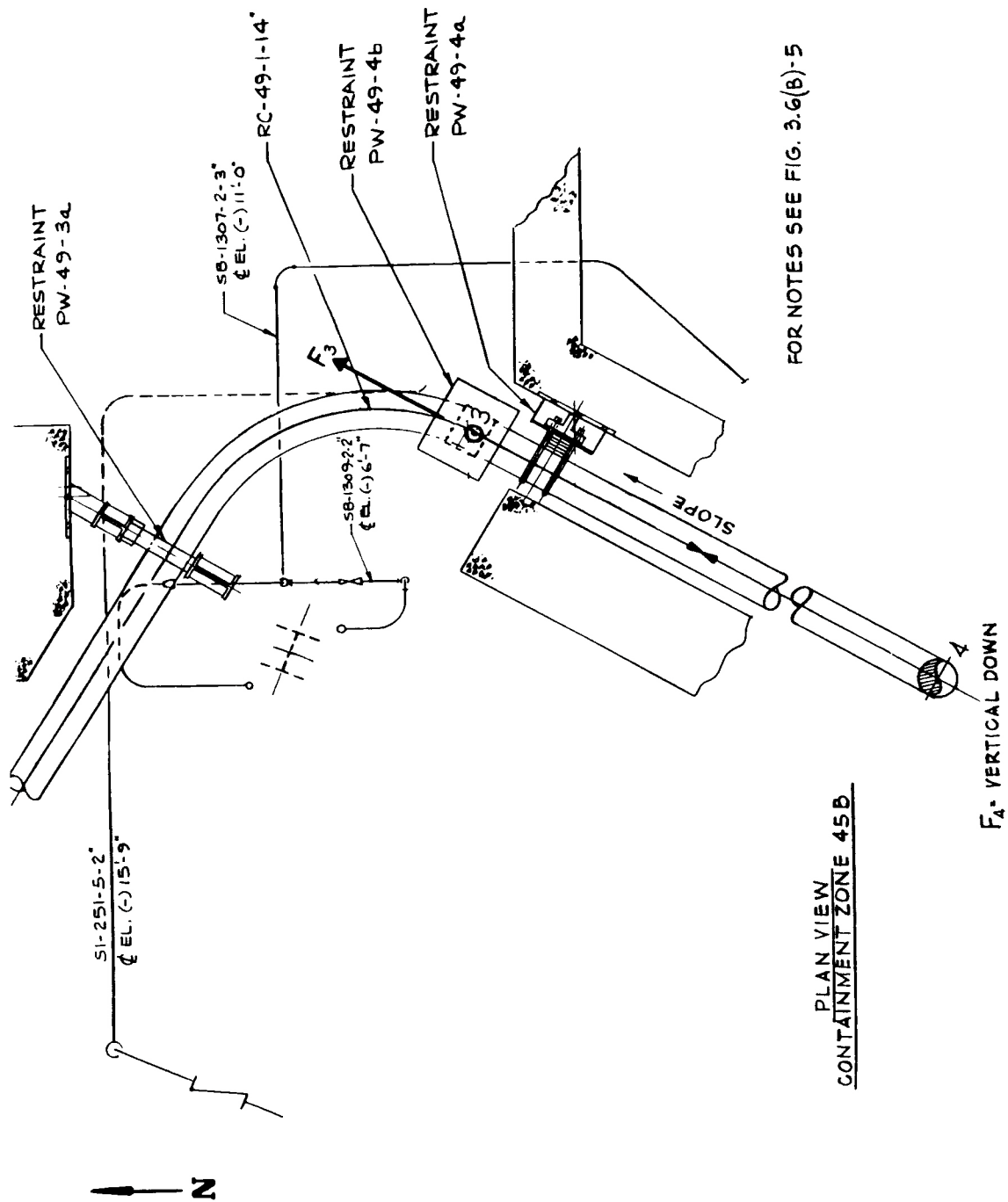
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Penetration (Hot High Energy Lines)	
		Figure 3.6(B)-3



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Penetration (Cold High Energy Lines)	
		Figure 3.6(B)-4



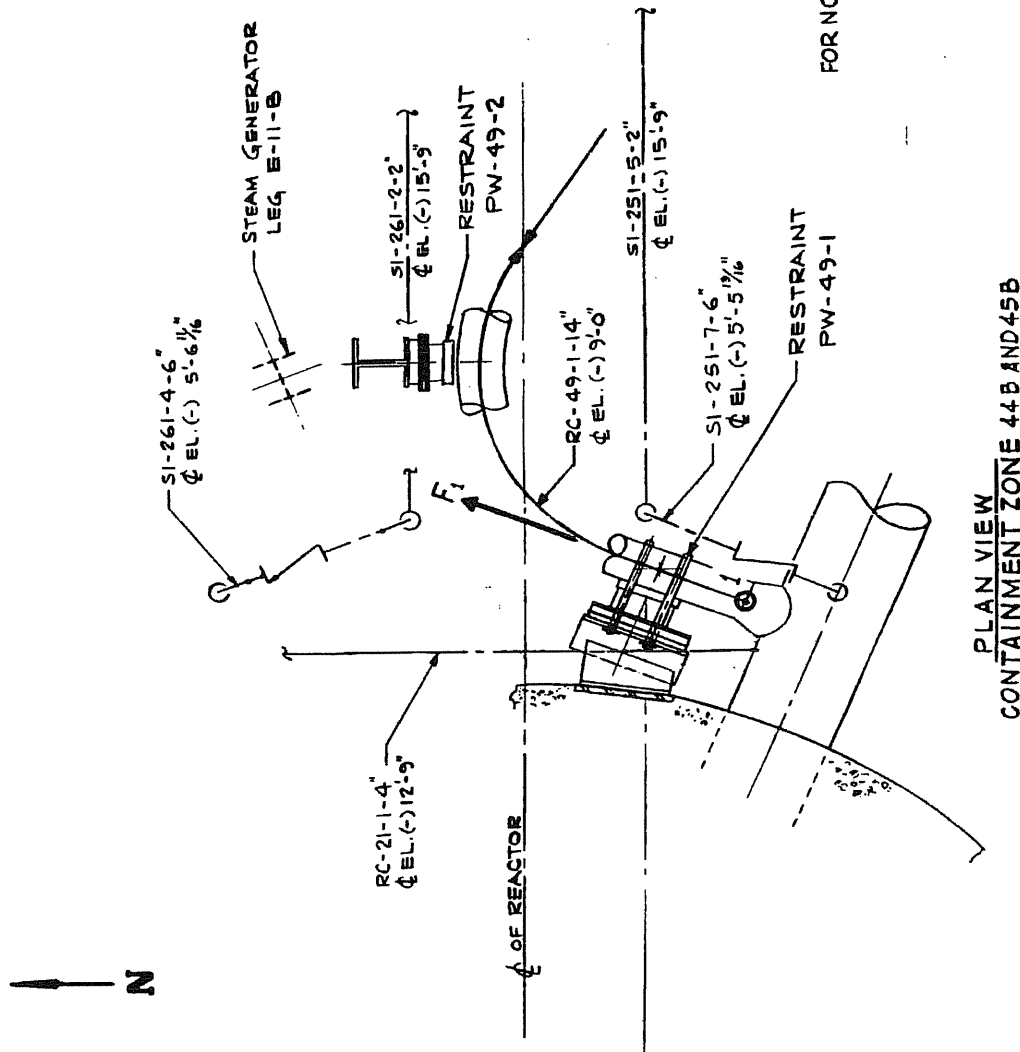
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	RC Line 13 Pipe Whip Restraint Protecting CS, RC and RH Lines and Valves - Containment Zone 43B	
	Figure	3.6(B)-5



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Pressurizer Surge Line Pipe Whip Restraint Protecting Steam
Generator Blowdown and Safety Injection Lines -
Containment Zone 45B

Figure 3.6(B)-6



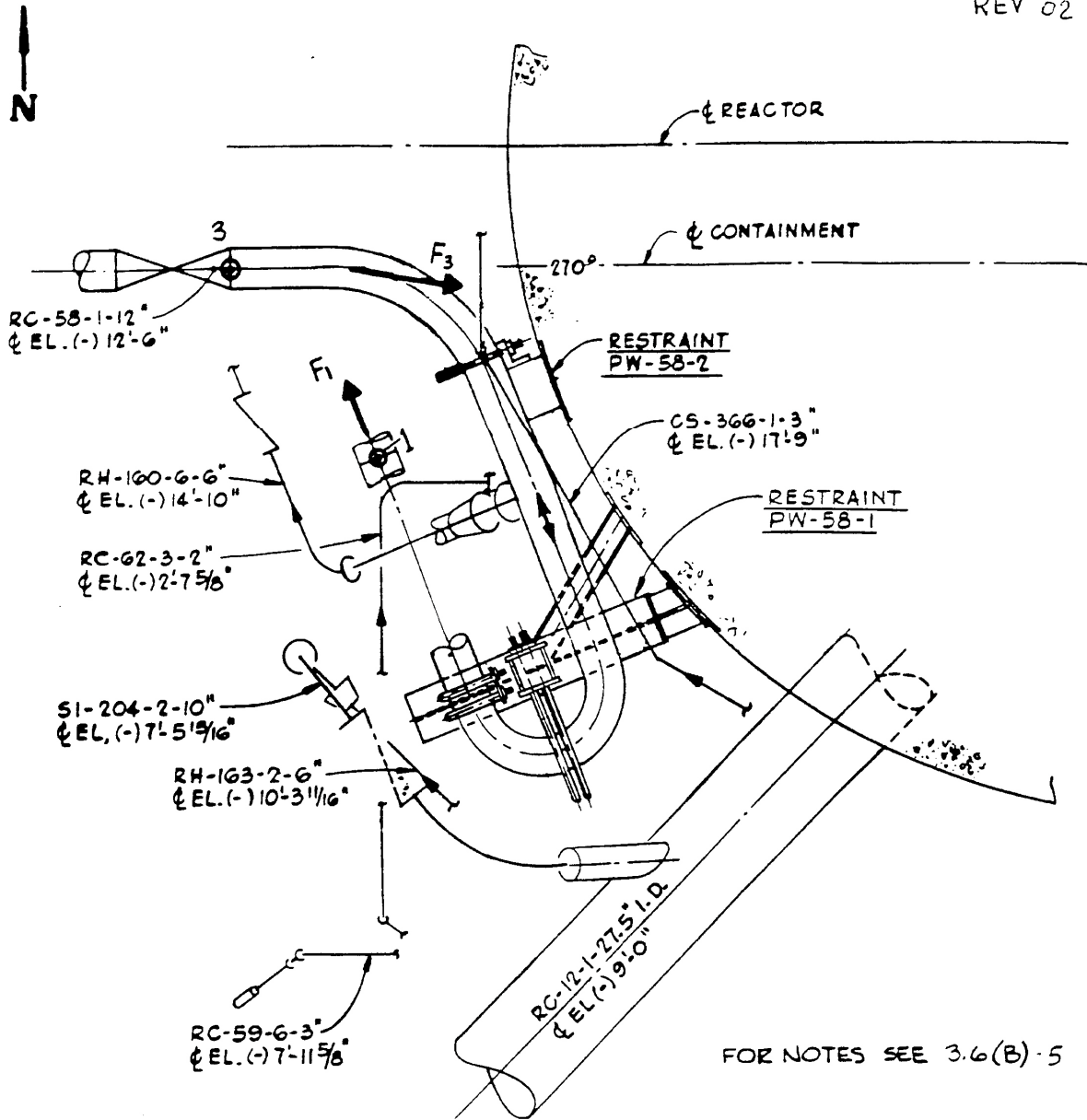
FOR NOTES SEE FIG. 3.6(B)-5

SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Pressurizer Surge Line Pipe Whip Restraint Protecting Steam
Generator Support, Reactor Coolant and Safety Injection
Lines -Containment Zone 44B and 45B

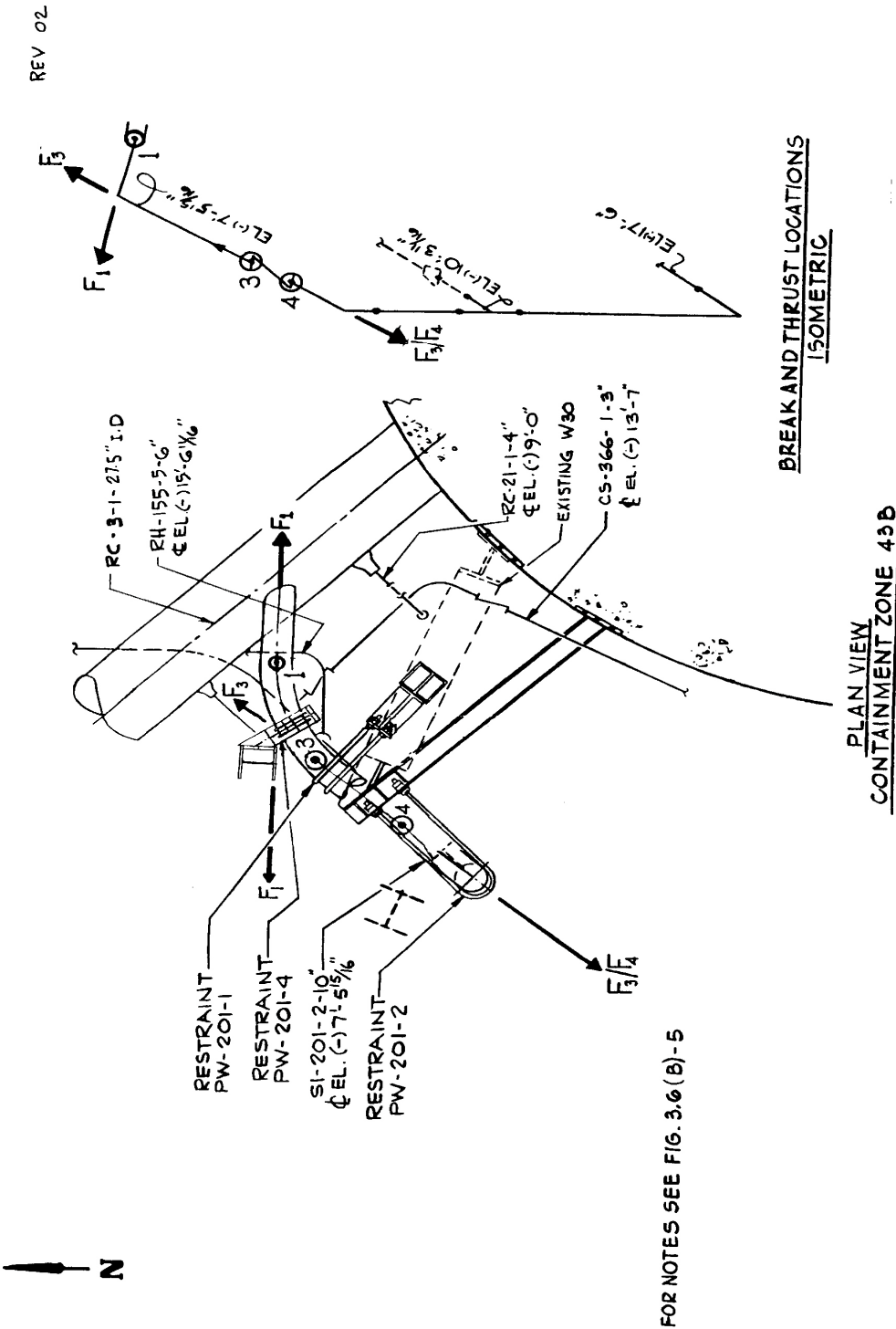
Figure 3.6(B)-7

REV 02

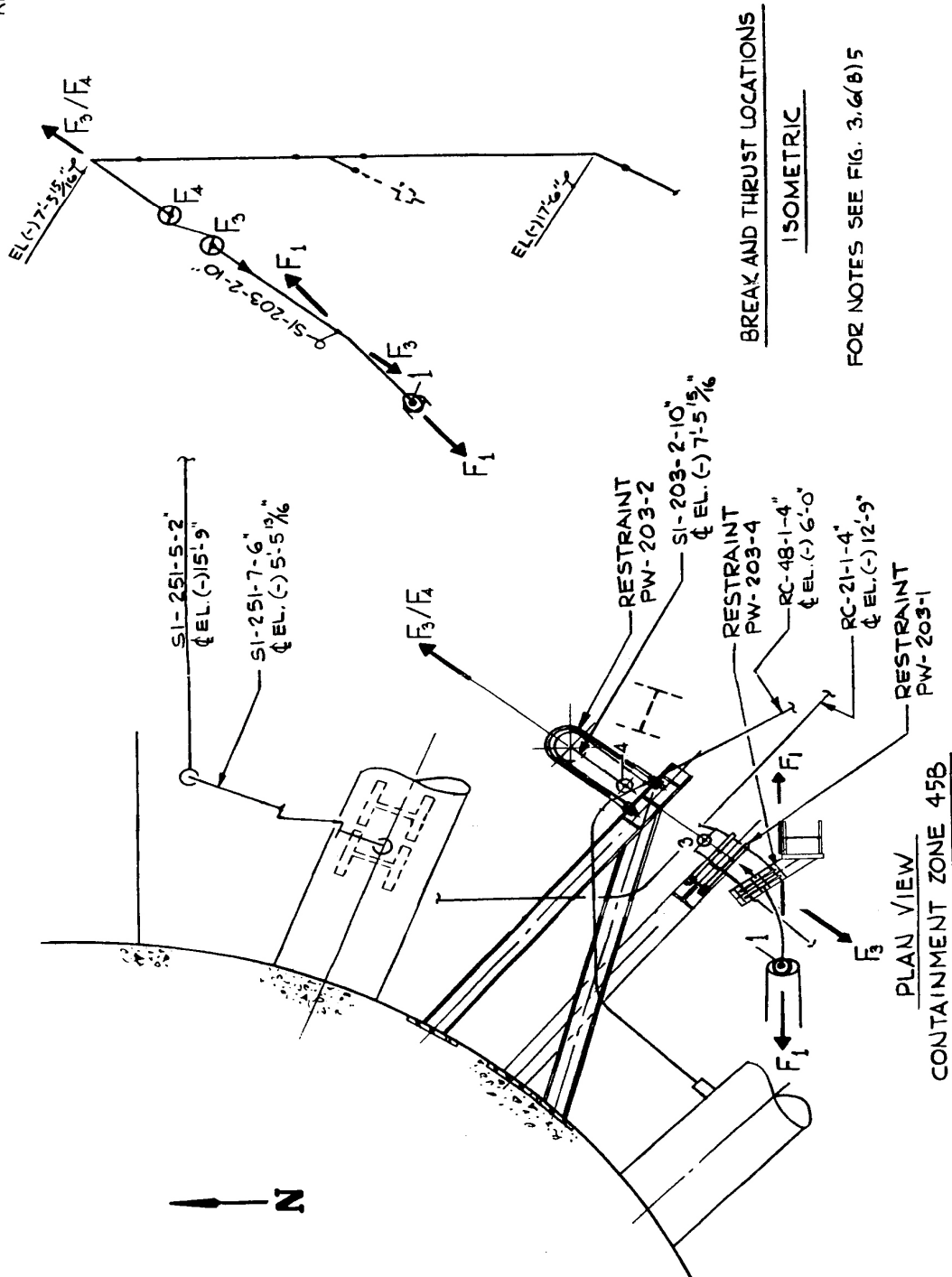


PLAN VIEW
CONTAINMENT ZONE 46B

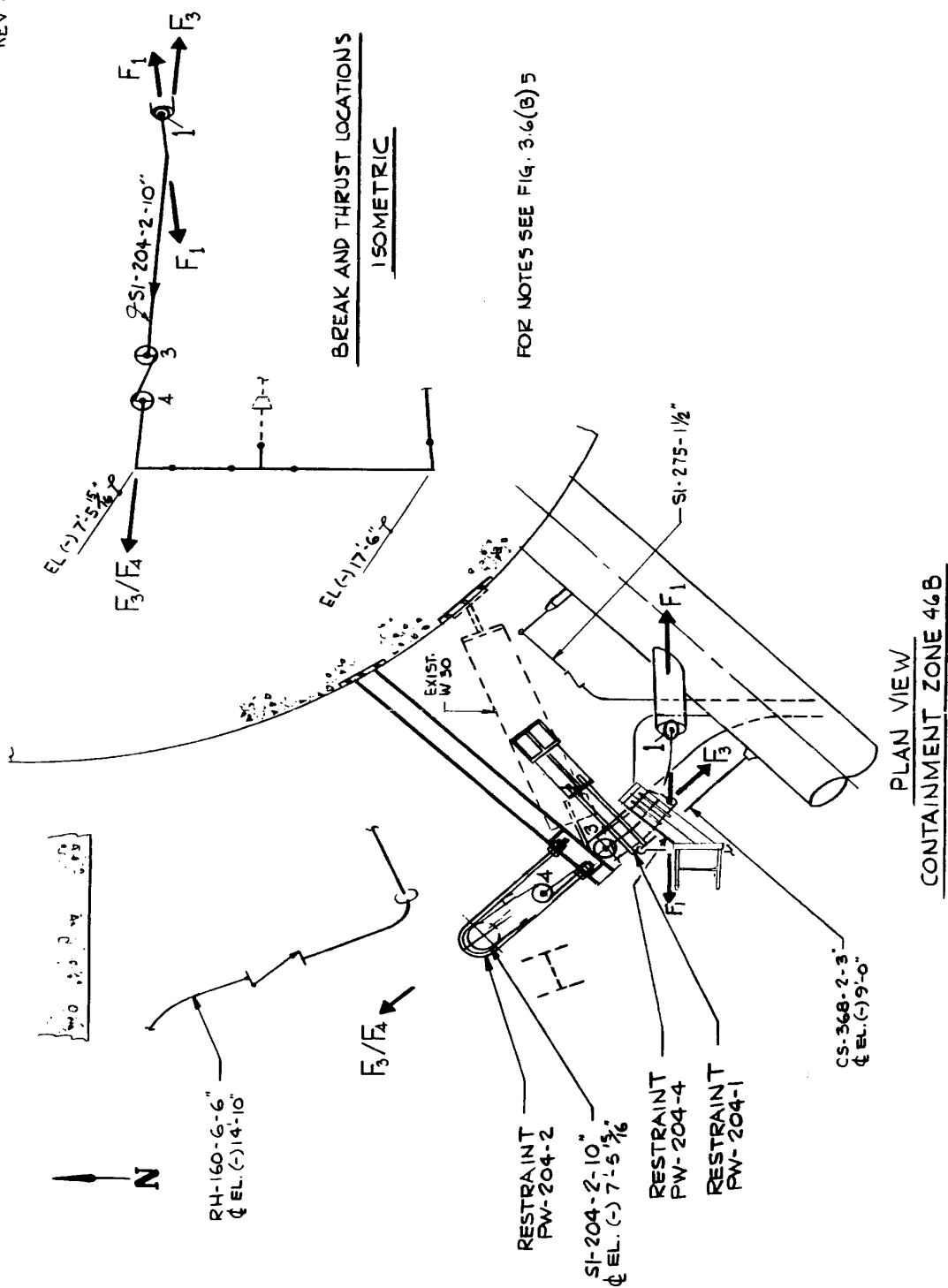
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	RC-58 Pipe Whip Restraint Protecting RC, RH, and SI Lines and Valves - Containment Zone 46B	
		Figure 3.6(B)-8

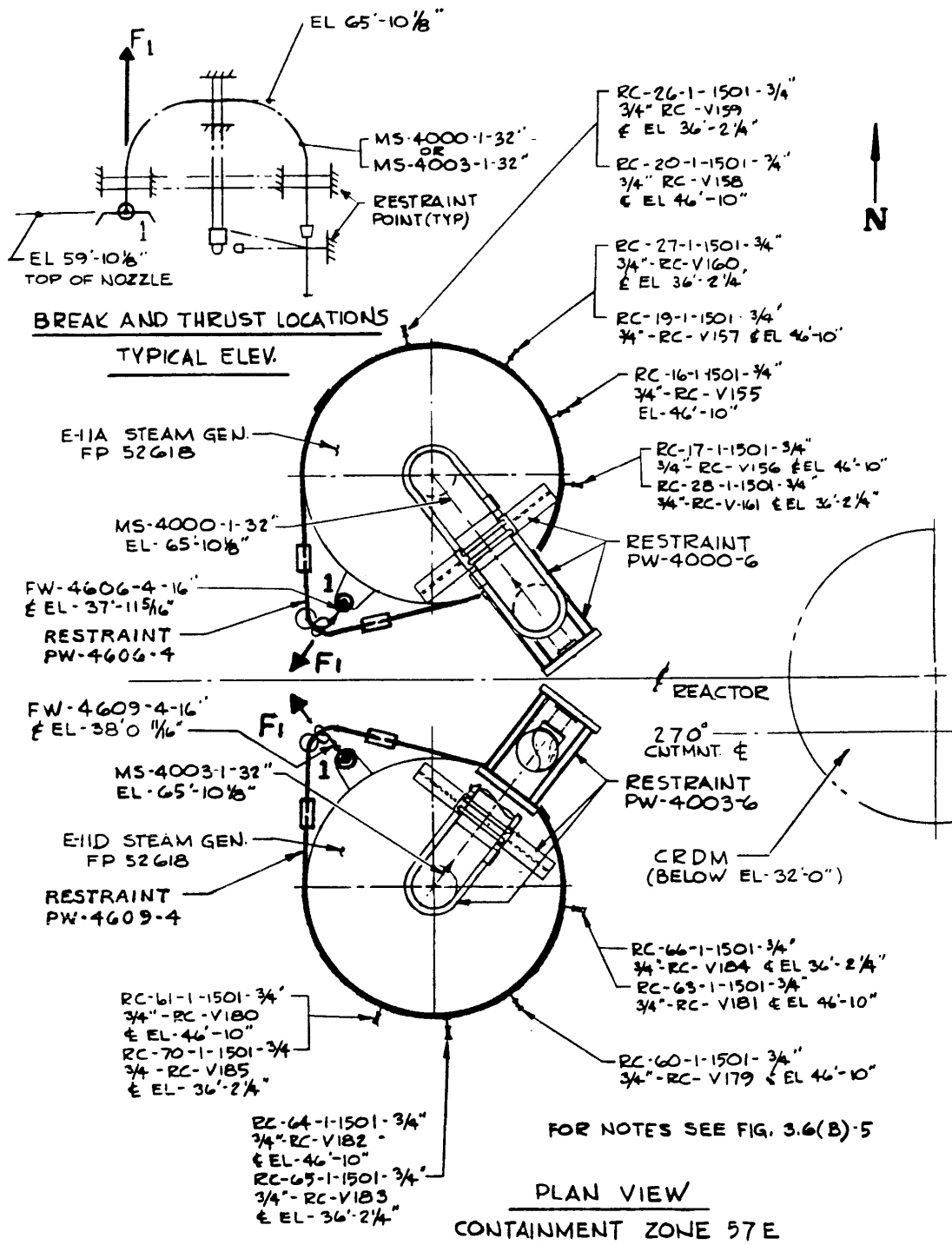


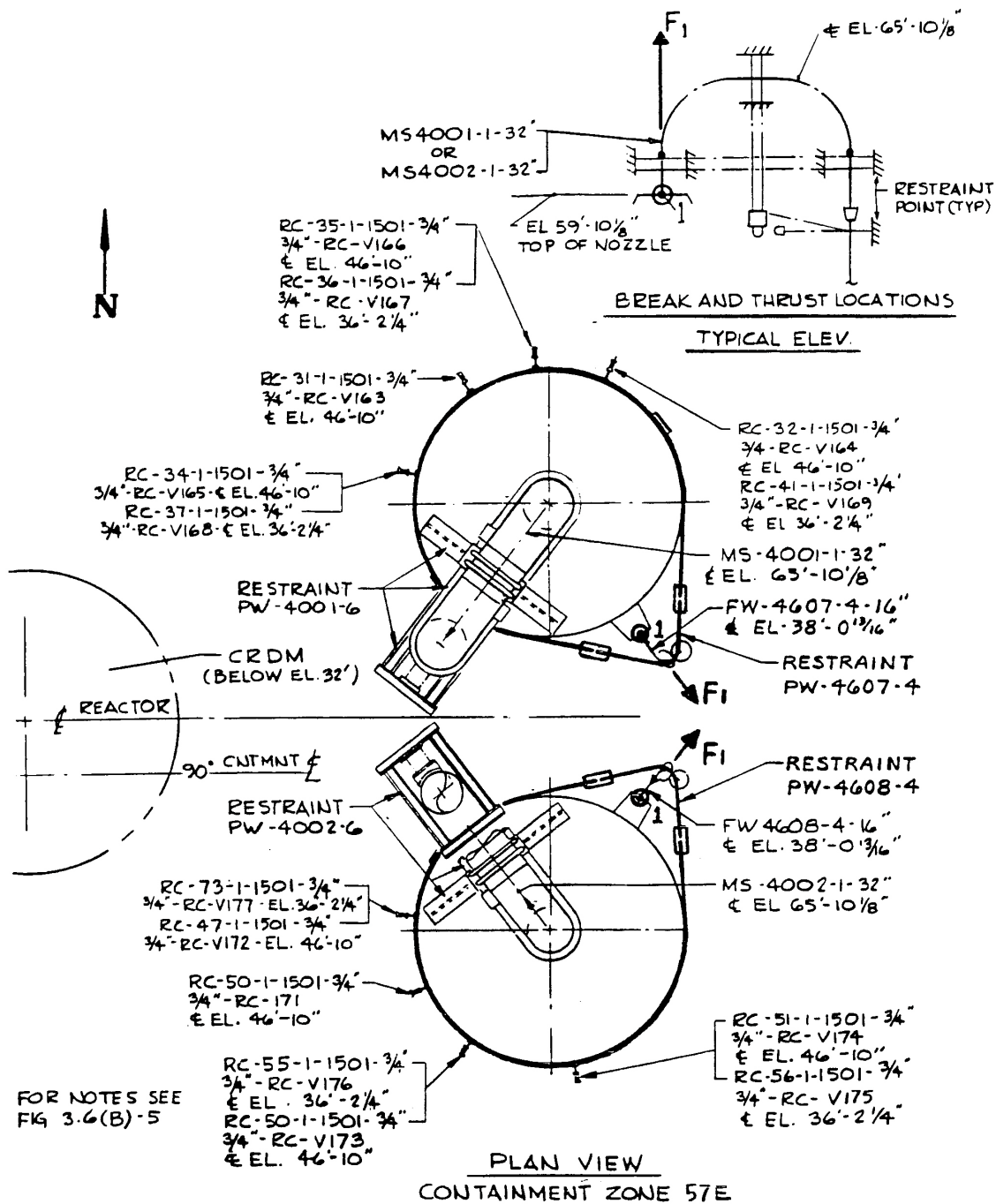
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Safety Injection Accumulator Line Pipe Whip Restraint Protecting CS, RH and RC Lines and Valves - Containment Zone 43B	
	Figure	3.6(B)-9

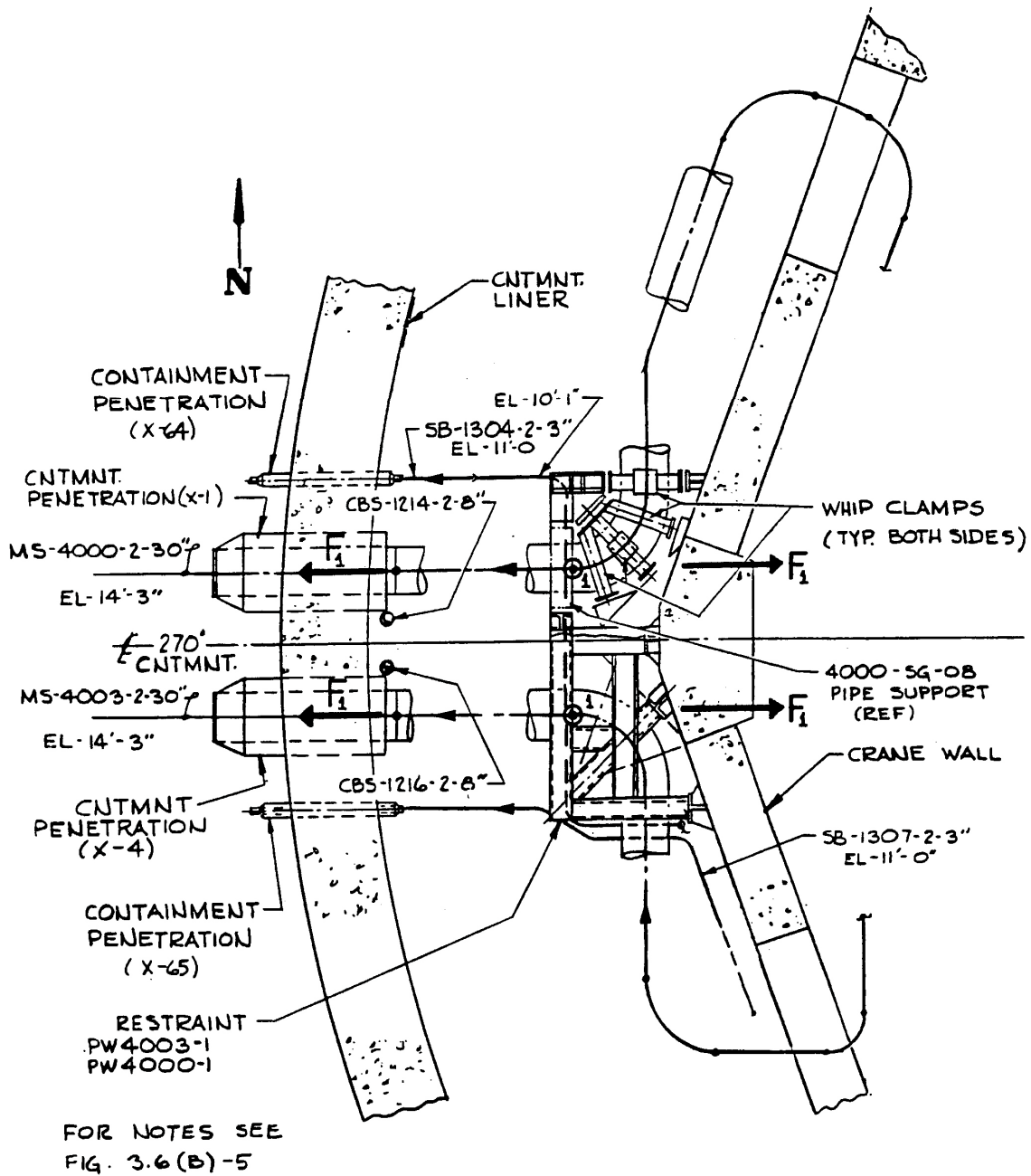


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	SI Pipe Whip Restraint Protecting RC and SI Lines and Valves -Containment Zone 45B	
		Figure 3.6(B)-11



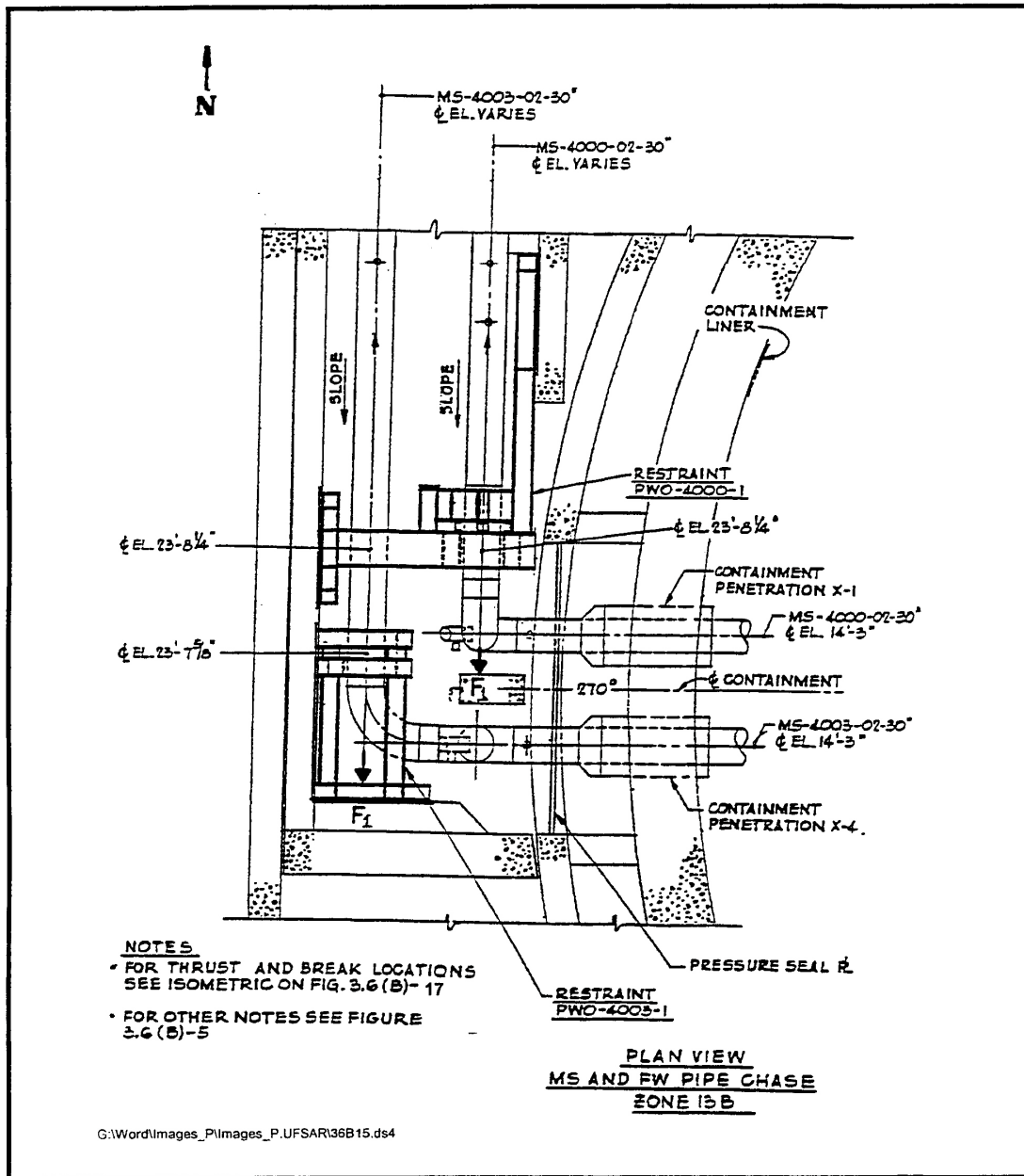


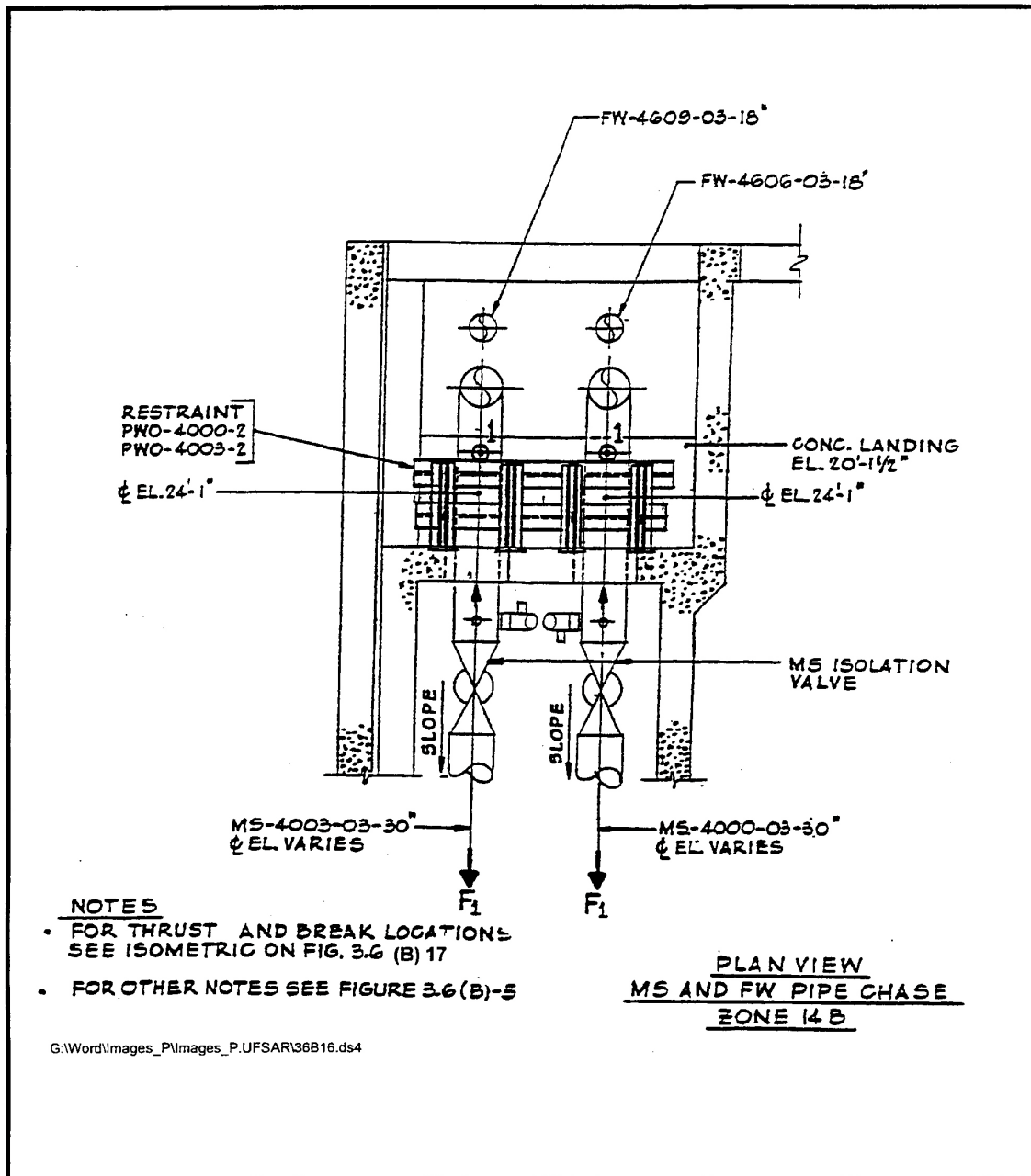


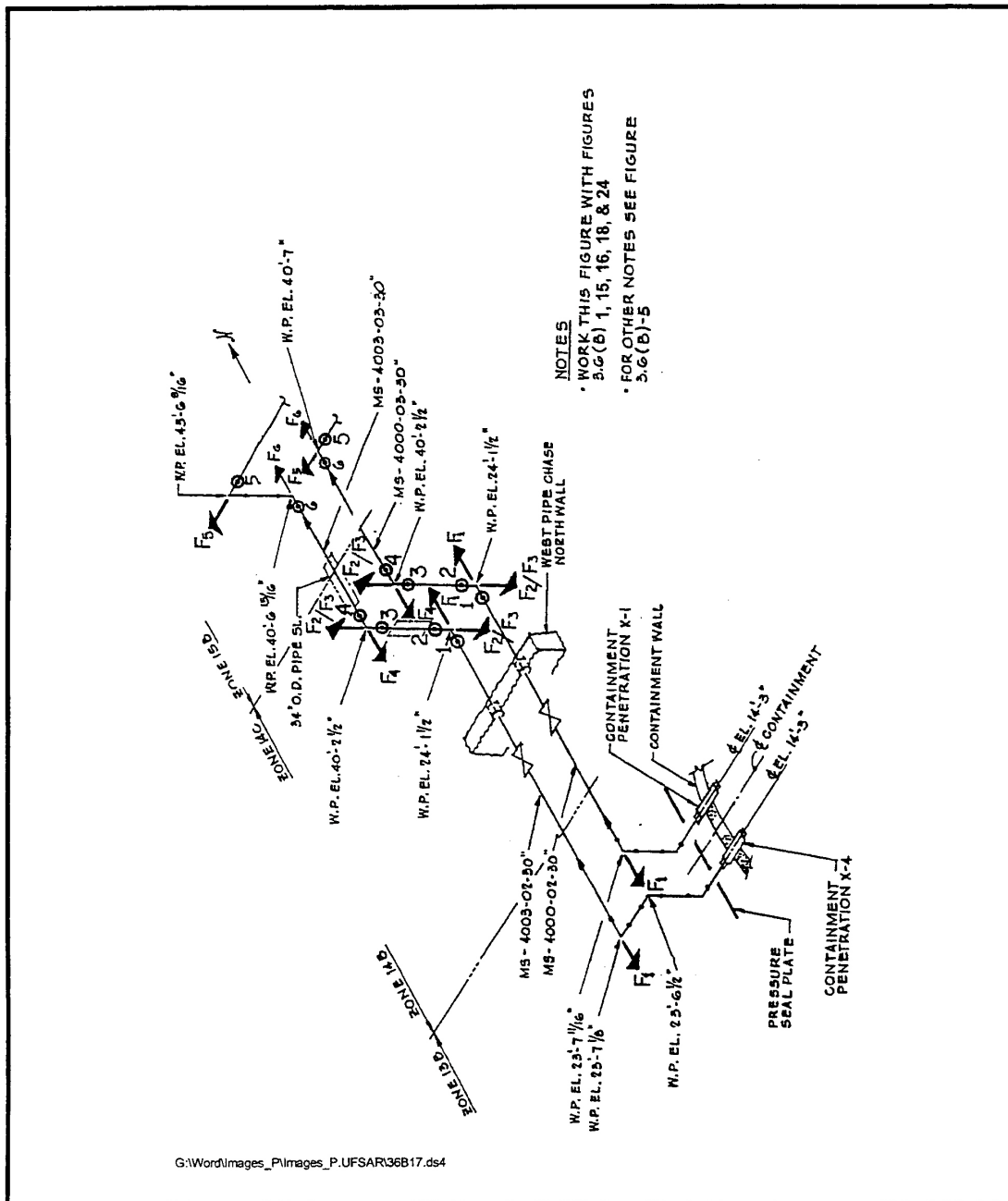


PLAN VIEW
CONTAINMENT ZONE 53C

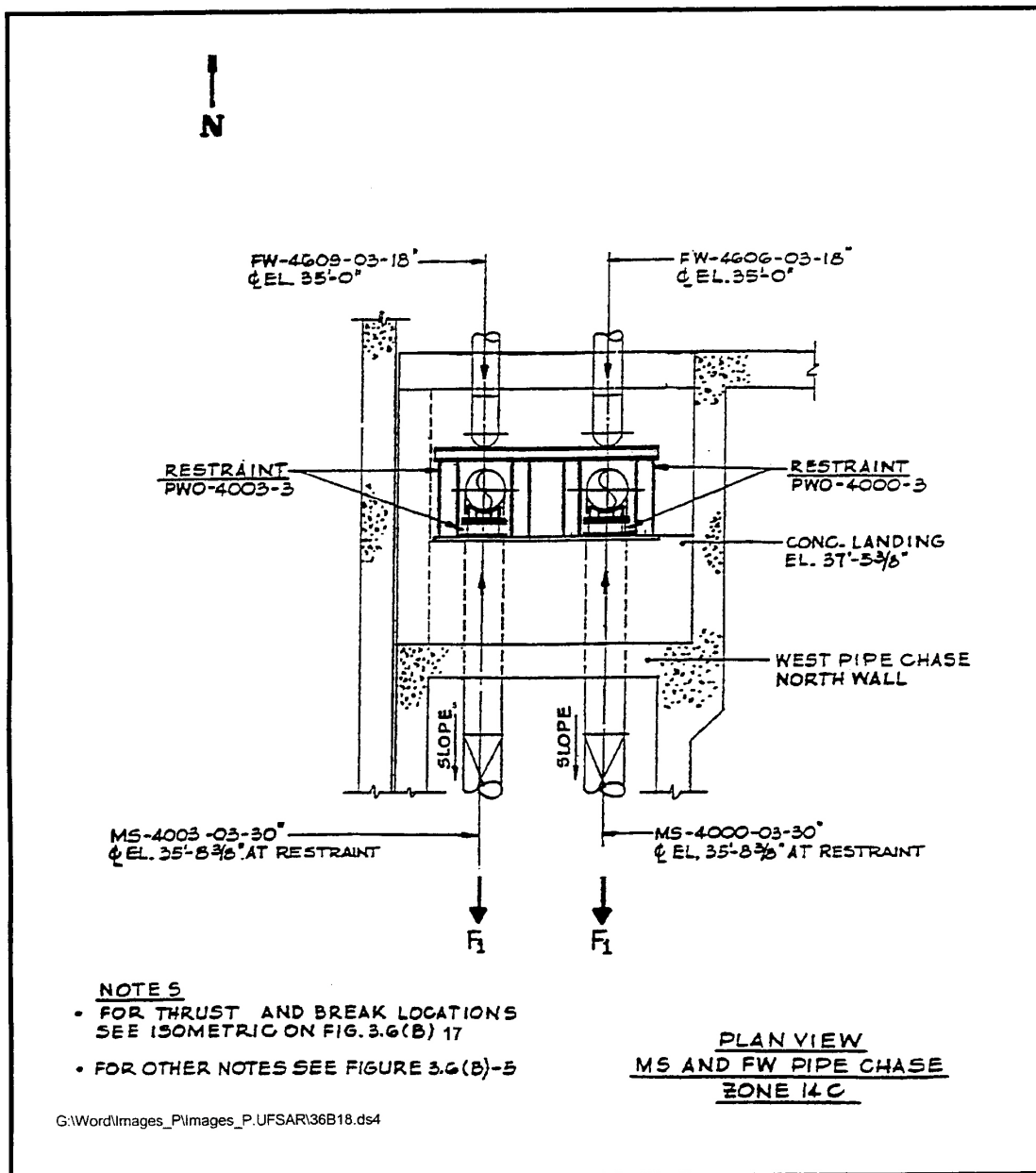
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Main Steam Pipe Whip Restraints Protecting SB, CBS Lines, Valves and Containment Liner/Penetrations - Containment Zone 53C	
		Figure 3.6(B)-14

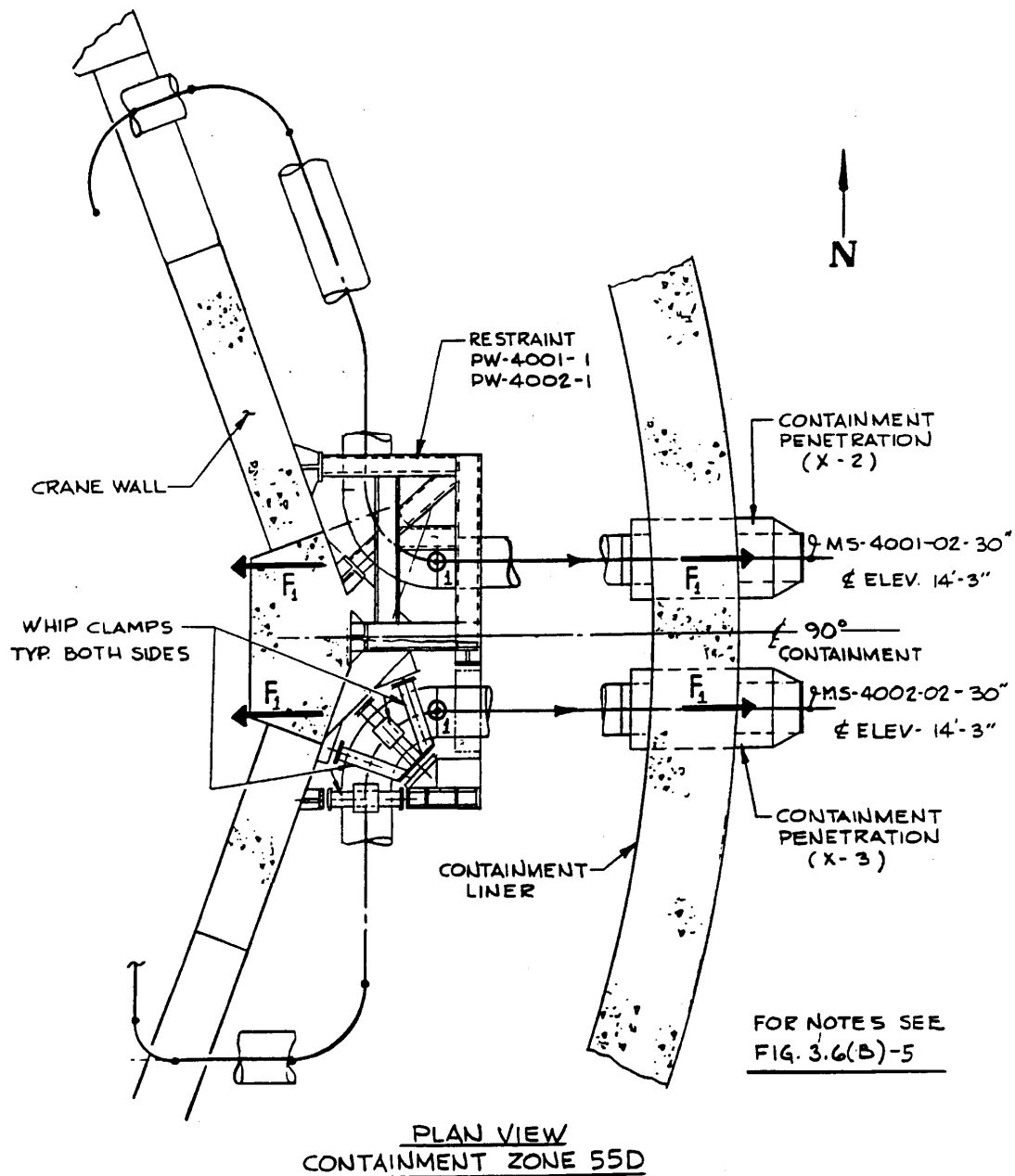




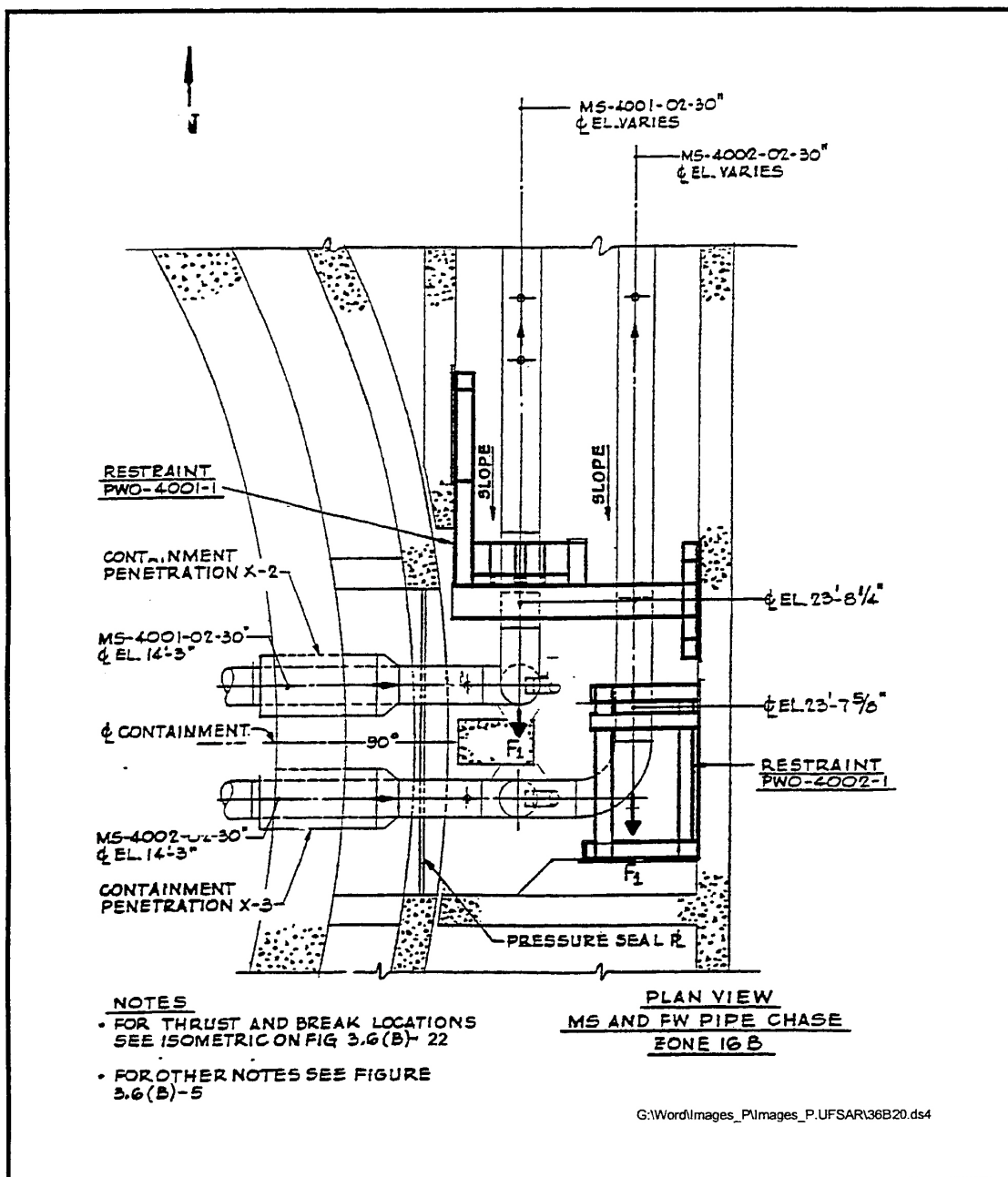


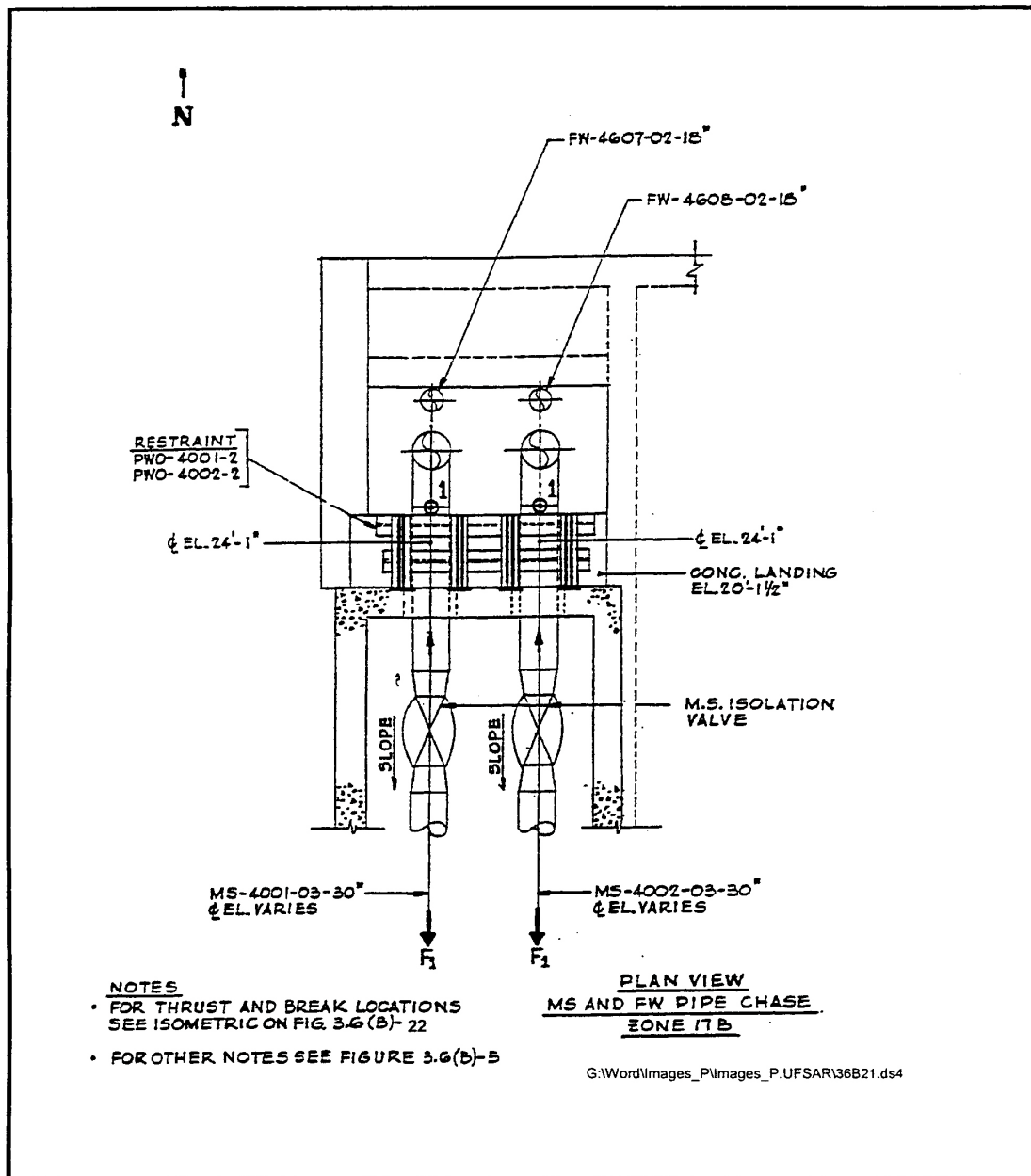
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Break and Thrust Locations Isometric for MS Pipes in West Pipe Chase	
		Figure 3.6(B)-17

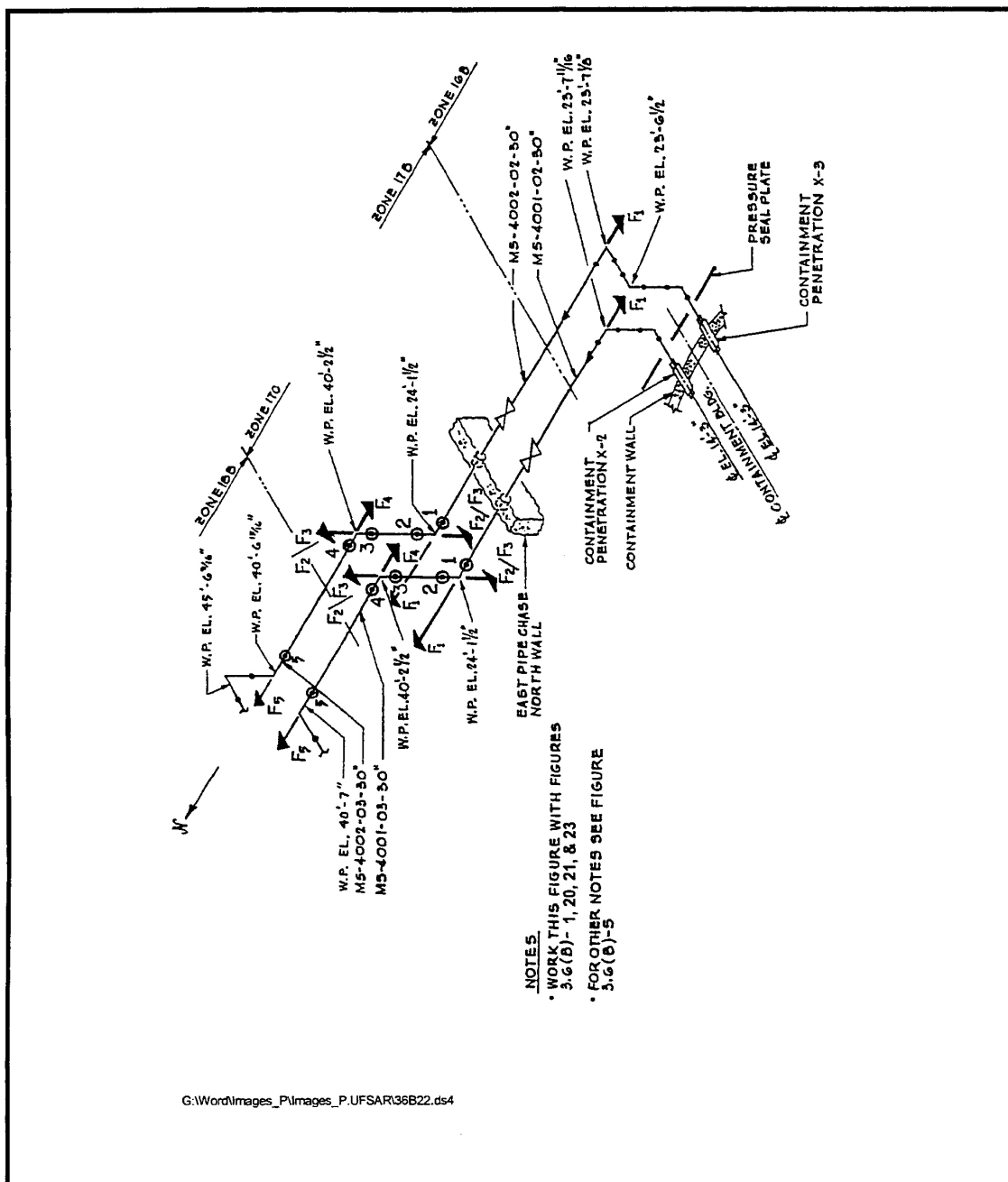




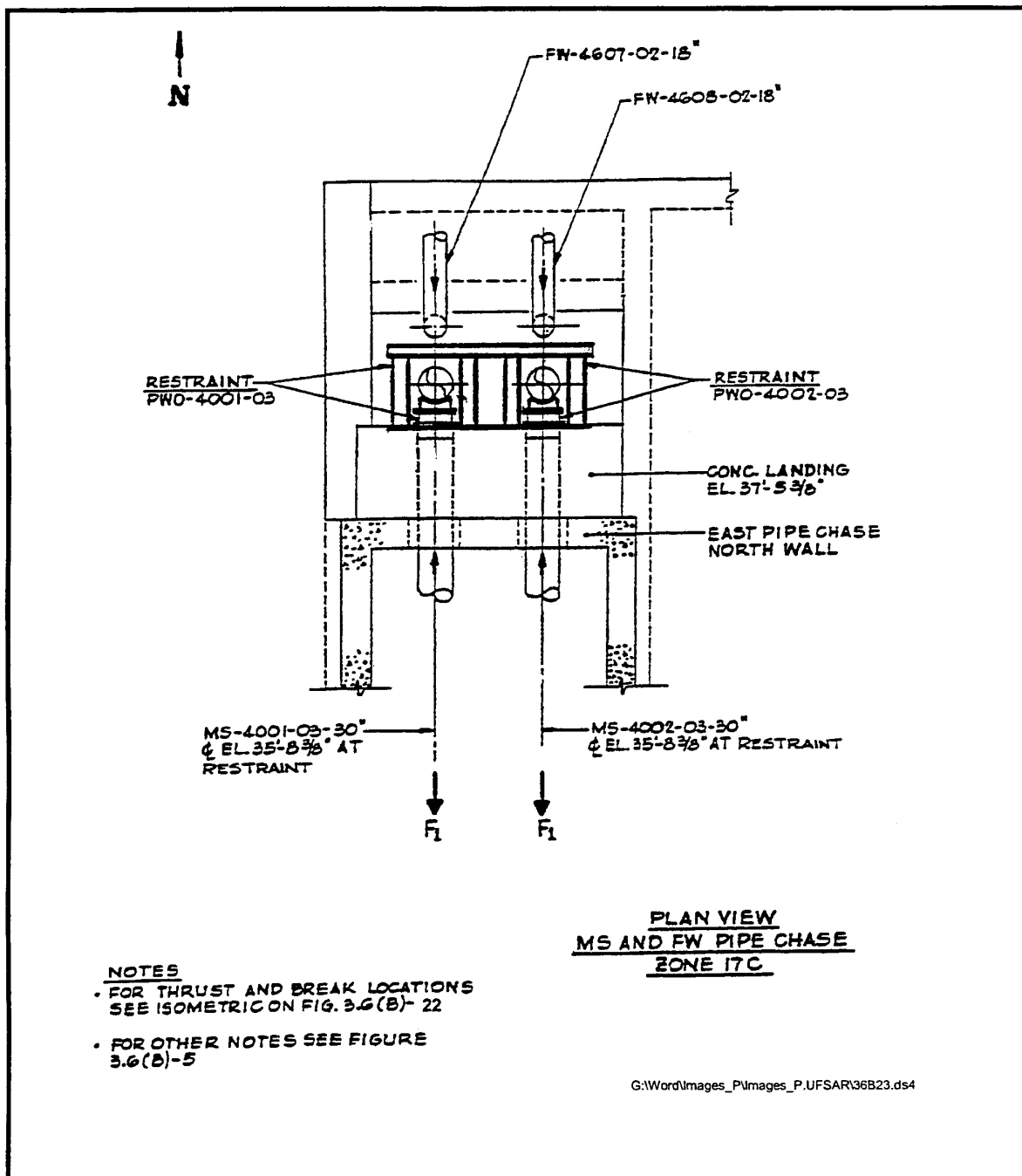
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Main Steam Pipe Whip Restraint Protecting Containment Liner and Penetrations - Containment Zone 55D	
		Figure 3.6(B)-19



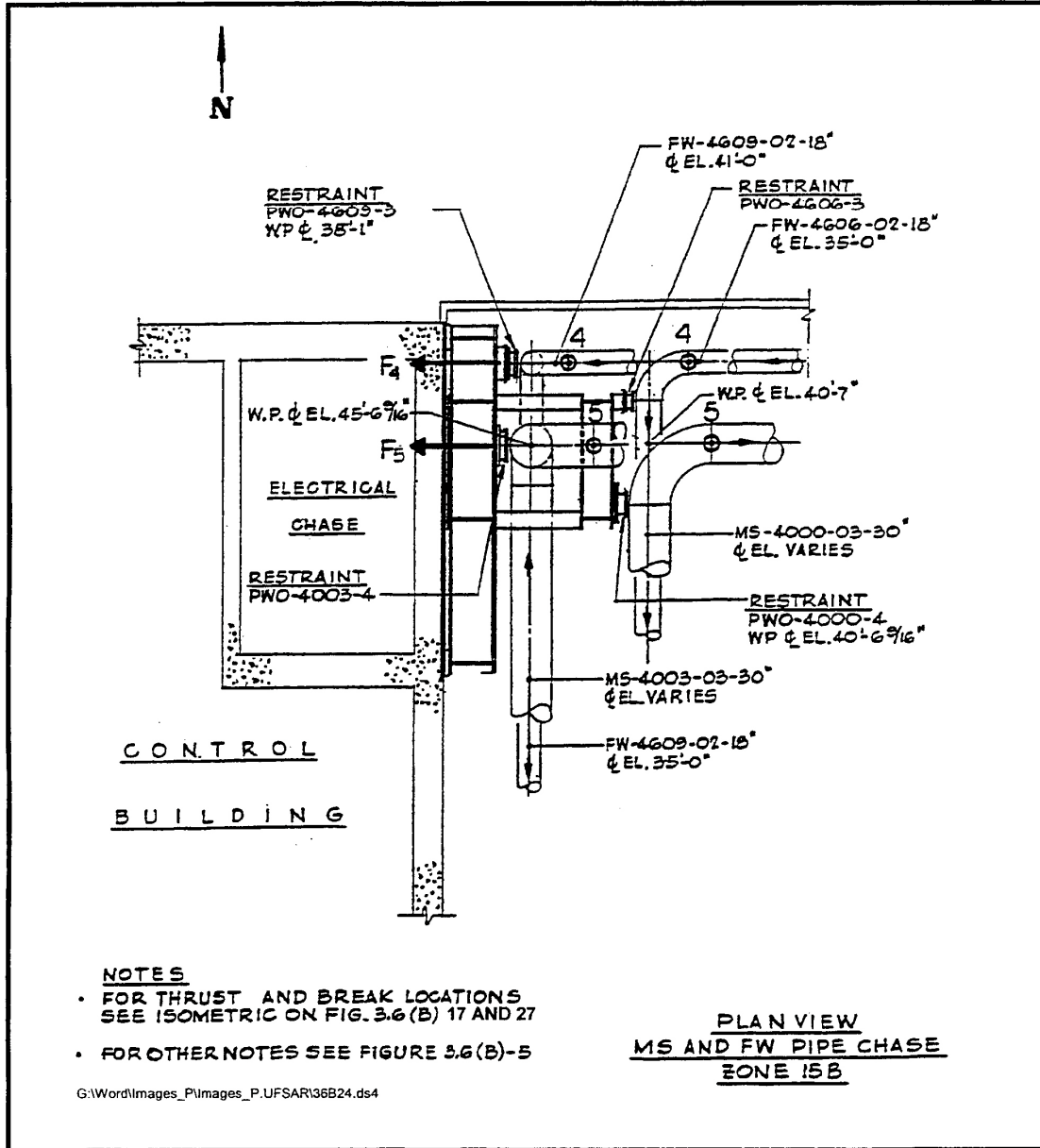


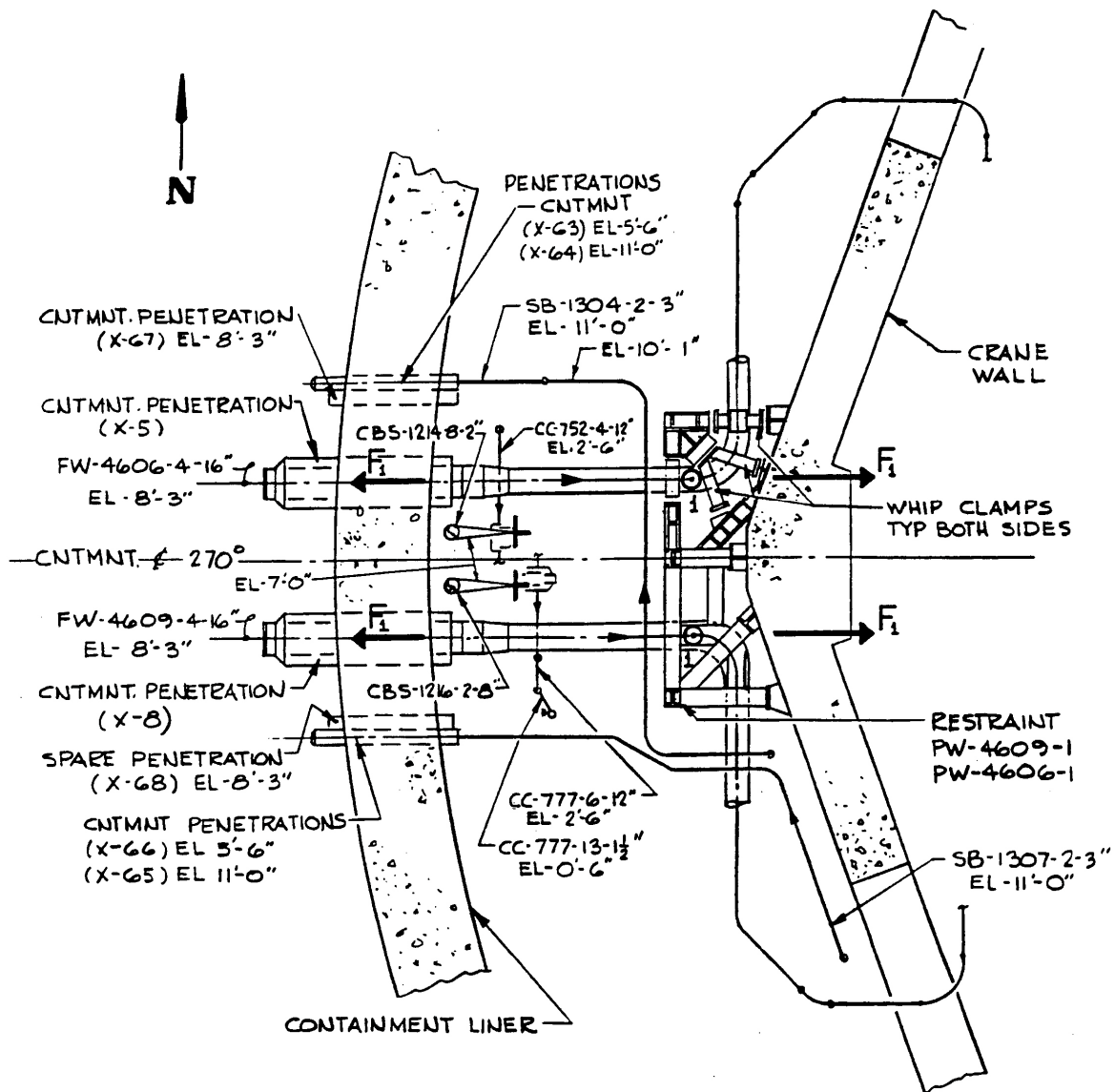


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Break and Thrust Locations Isometric for MS Pipes in East Pipe Chase	
		Figure 3.6(B)-22



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Main Steam Pipe Whip Restraints Protecting West Pipe Chase North Wall - MS and FW Pipe Chase Zone 17C	
		Figure 3.6(B)-23





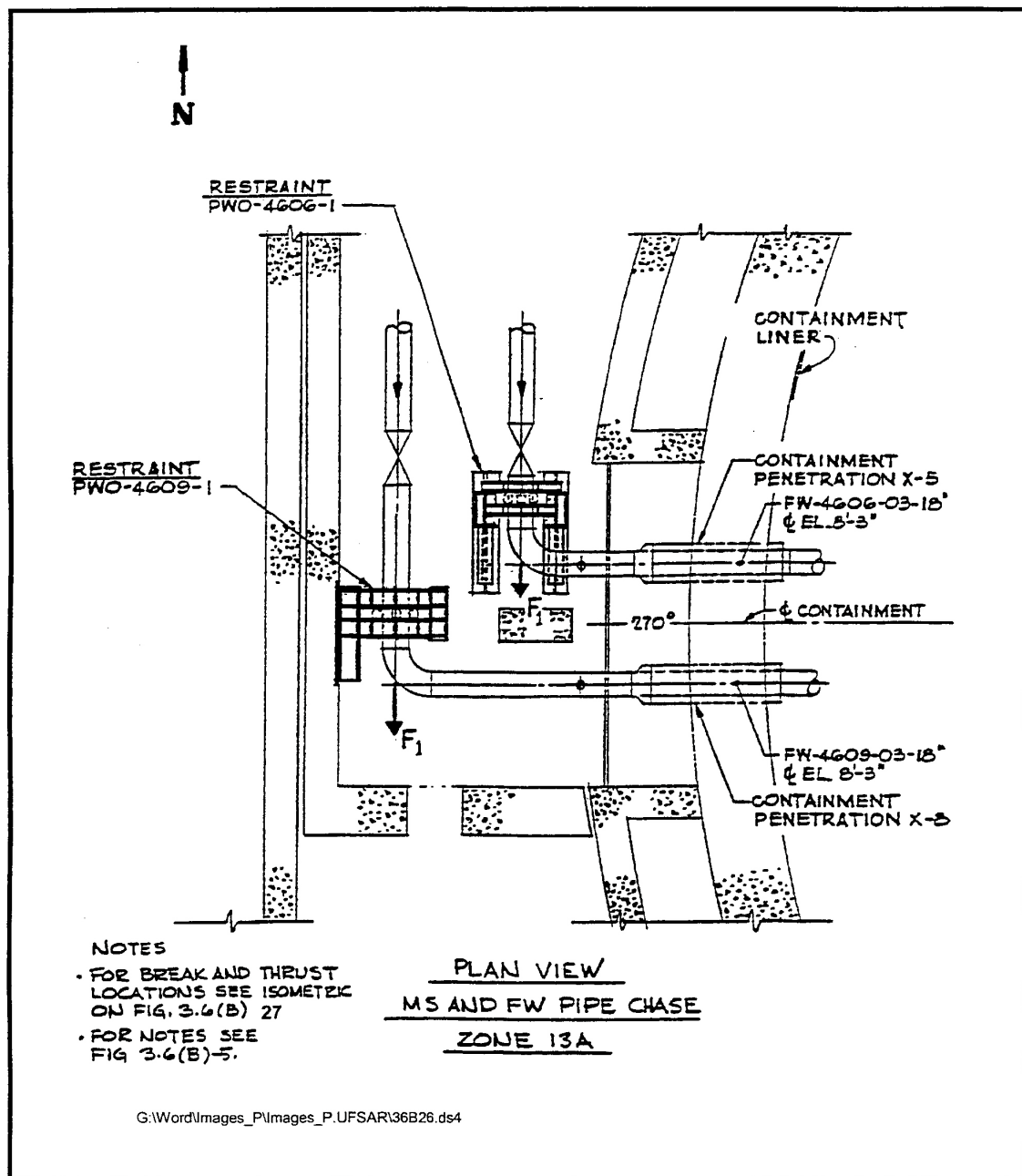
FOR NOTES SEE FIG. 3.6(B)-5

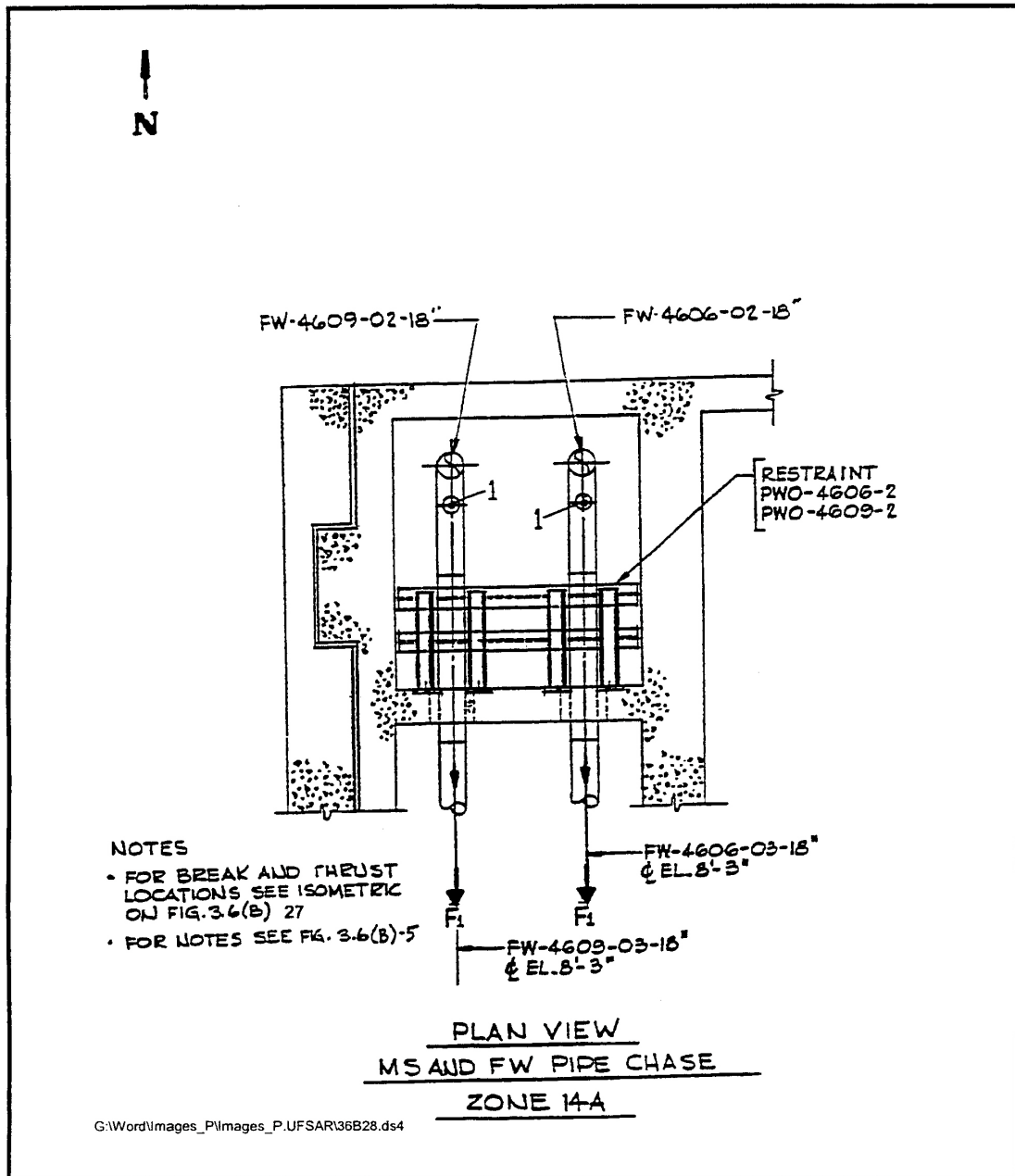
PLAN VIEW
CONTAINMENT ZONE 53C

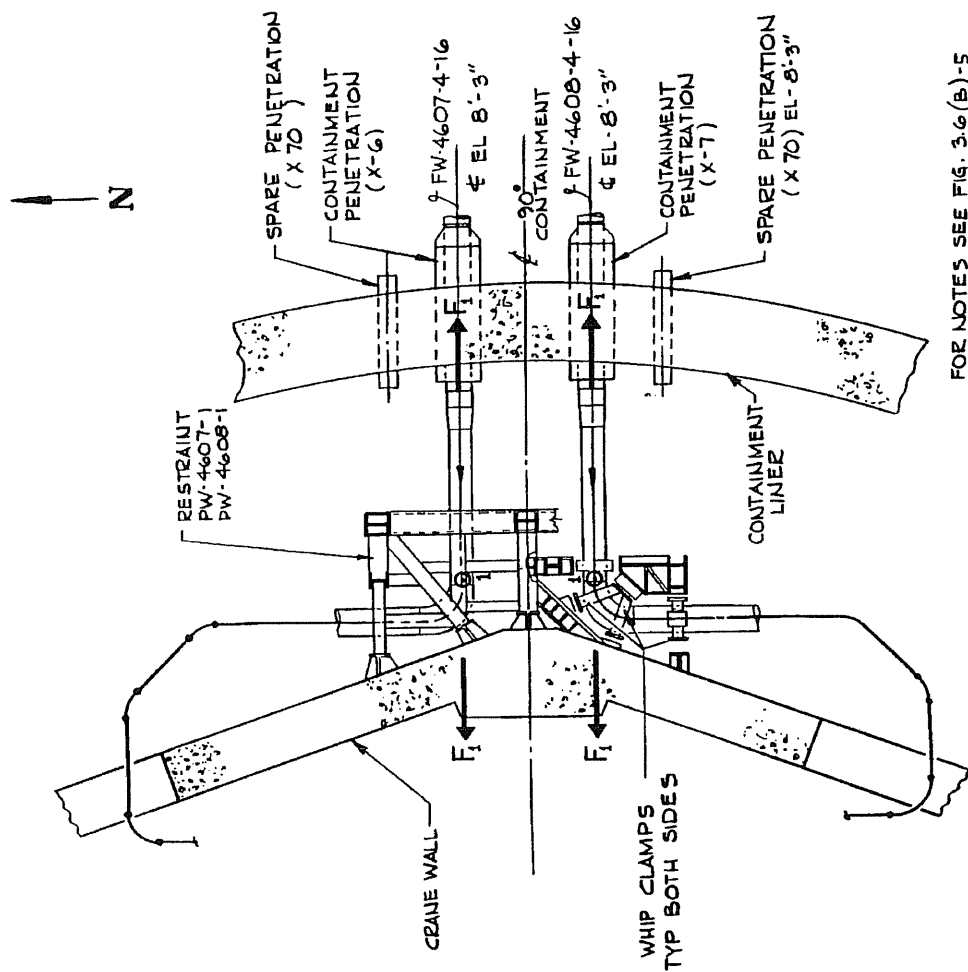
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Feedwater Pipe Whip Restraint Protecting the Containment
Liner and Penetrations and CC & SB Lines and Valves -
Containment Zone 53C

Figure 3.6(B)-25



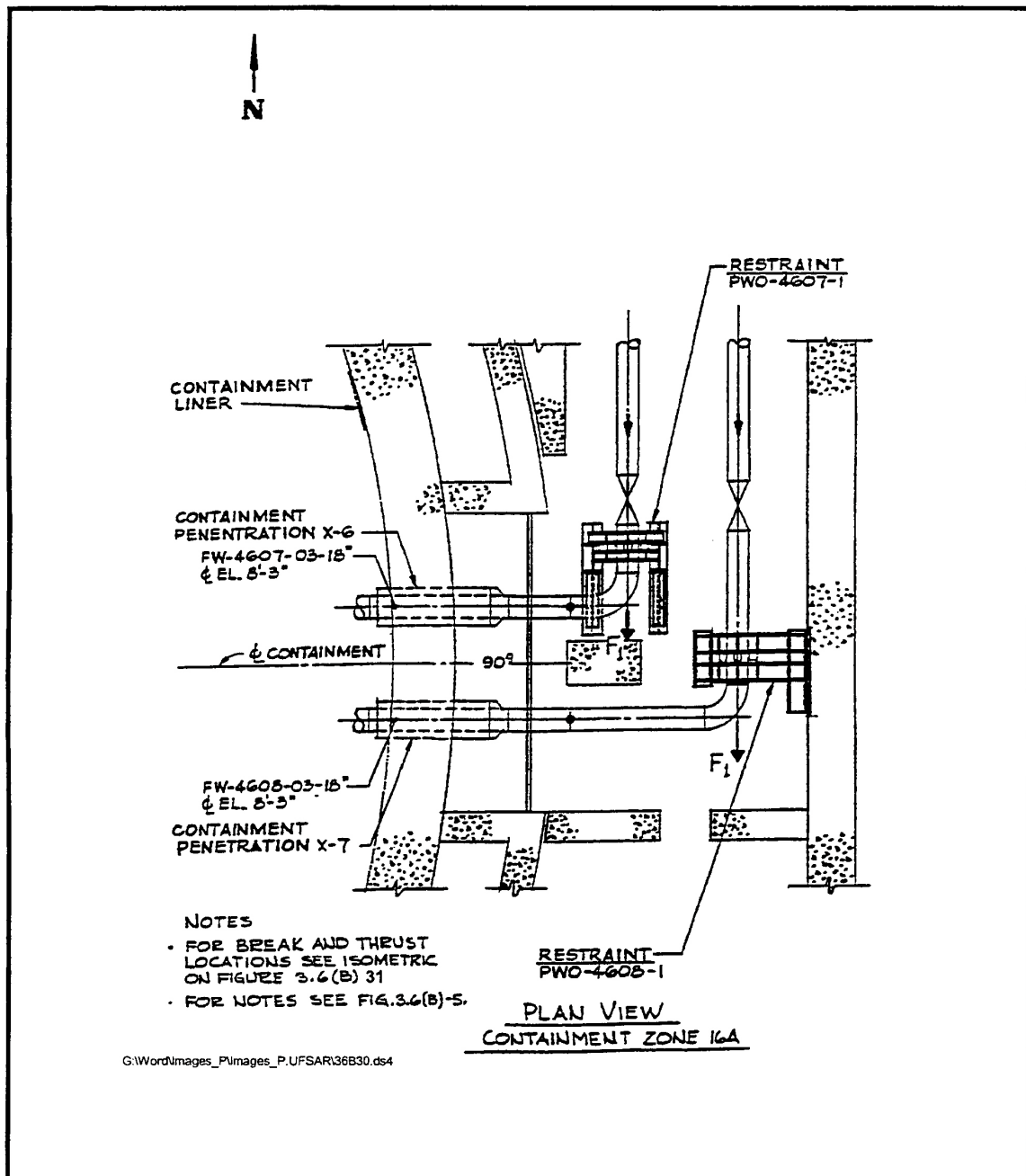


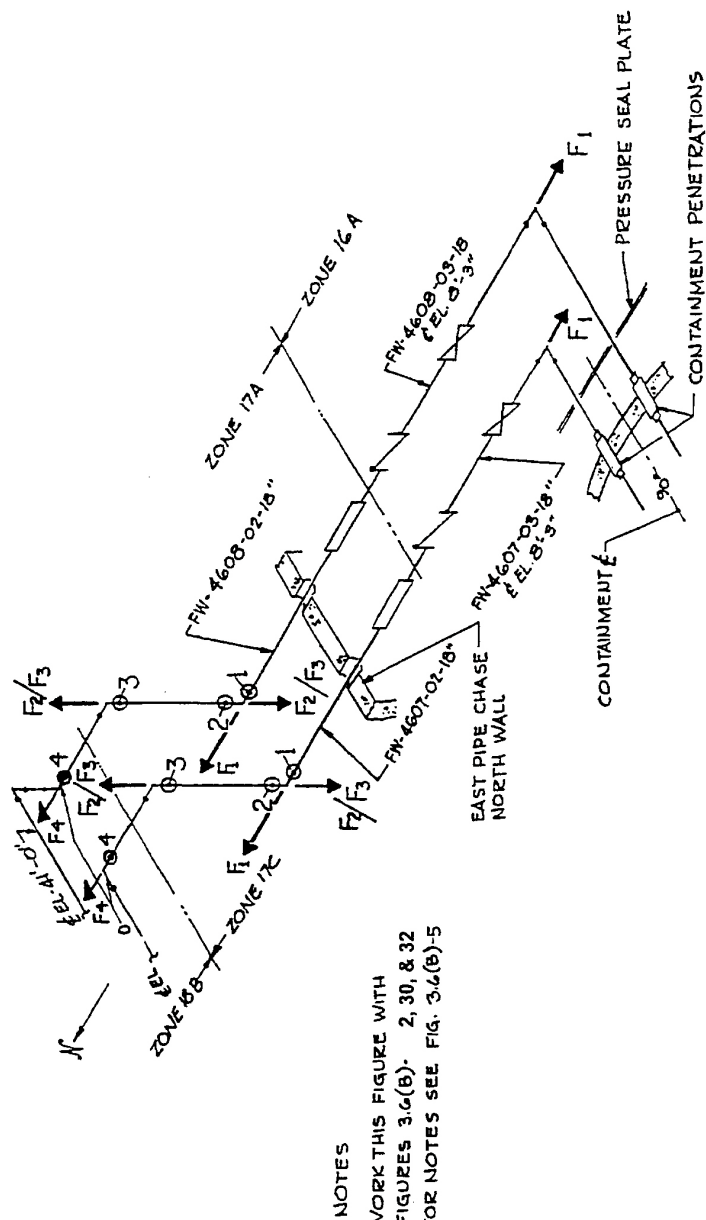


FOR NOTES SEE FIG. 3.6(B)-5

PLAN VIEW
CONTAINMENT ZONE 55C

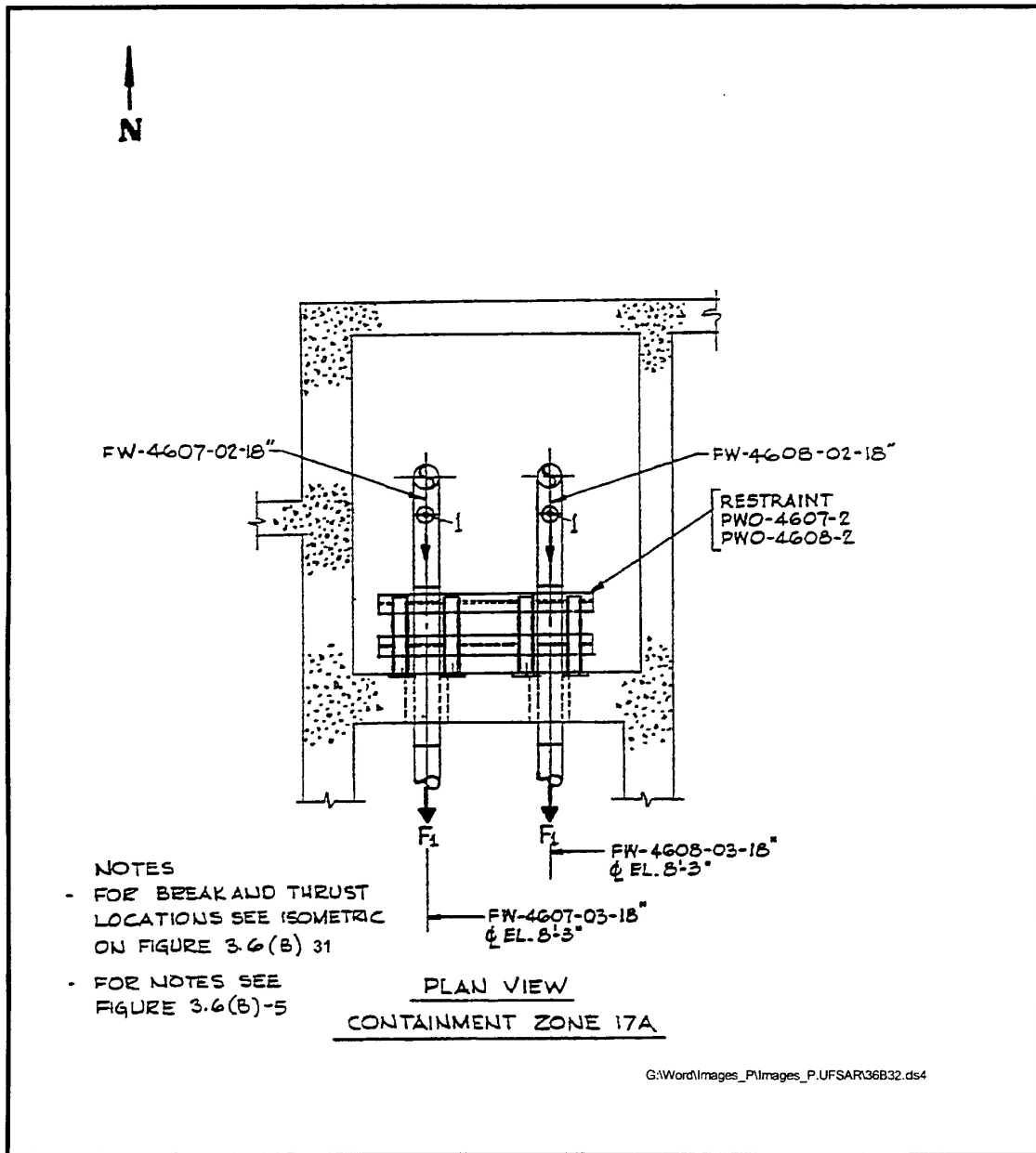
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Feedwater Pipe Whip Restraints Protecting Containment Liner and Penetrations - Containment Zone 55C	
		Figure 3.6(B)-29



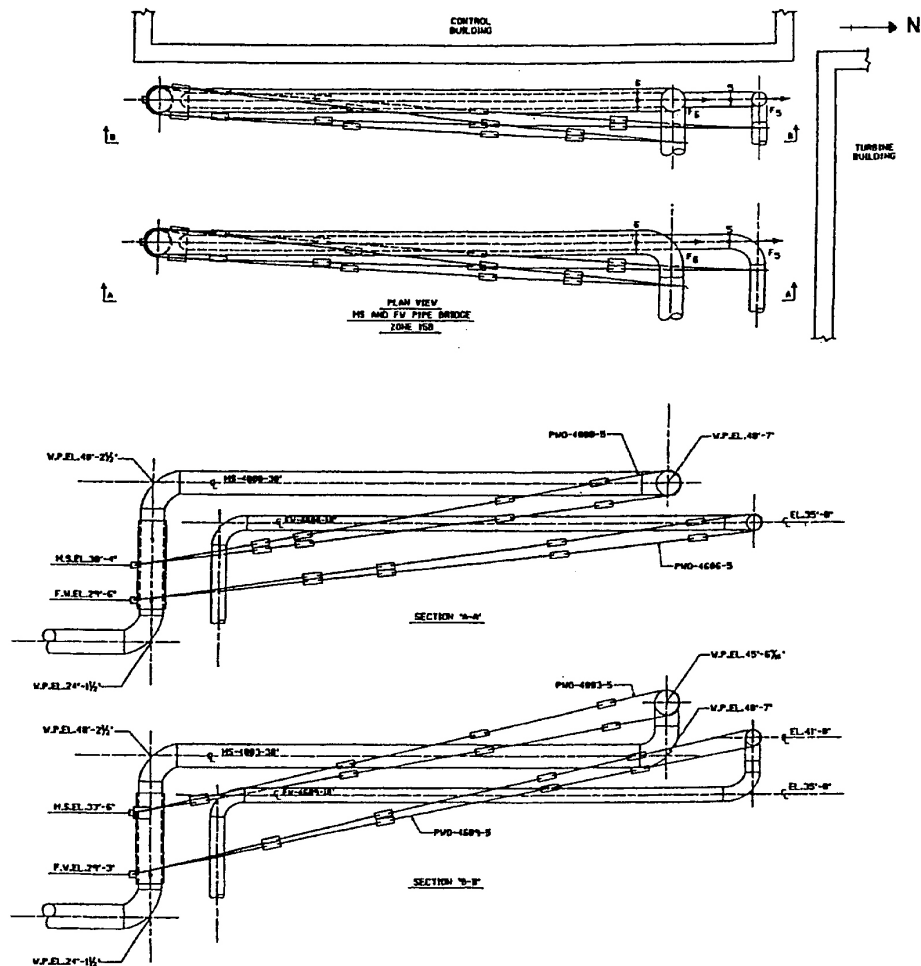


- NOTES
- WORK THIS FIGURE WITH FIGURES 3.6(B)-2, 30, & 32
 - FOR NOTES SEE FIG. 3.6(B)-5

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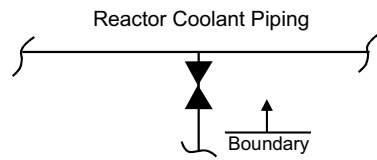
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Feedwater Pipe Whip Restraints Protecting Containment Liner and Penetrations - Containment Zone 17A	
		Figure 3.6(B)-32



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CASE I

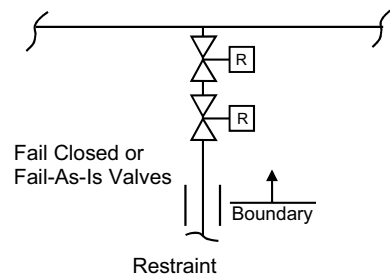
Outgoing Lines With Normally Closed Valve



Note: Pressurizer Safety Valves Are Included Under This Case.

CASE II

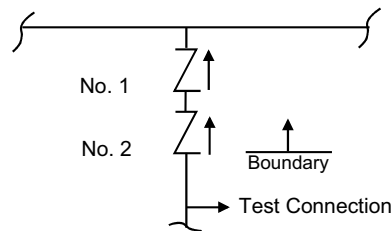
Outgoing Lines With Normally Open Valve



Note: The Reactor Coolant Pump No. 1 Seal Is Assumed To Be Equivalent To First Valve

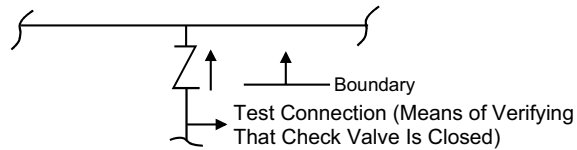
CASE III

Incoming Lines Normally With Flow



CASE IV

Incoming Lines Normally Without Flow

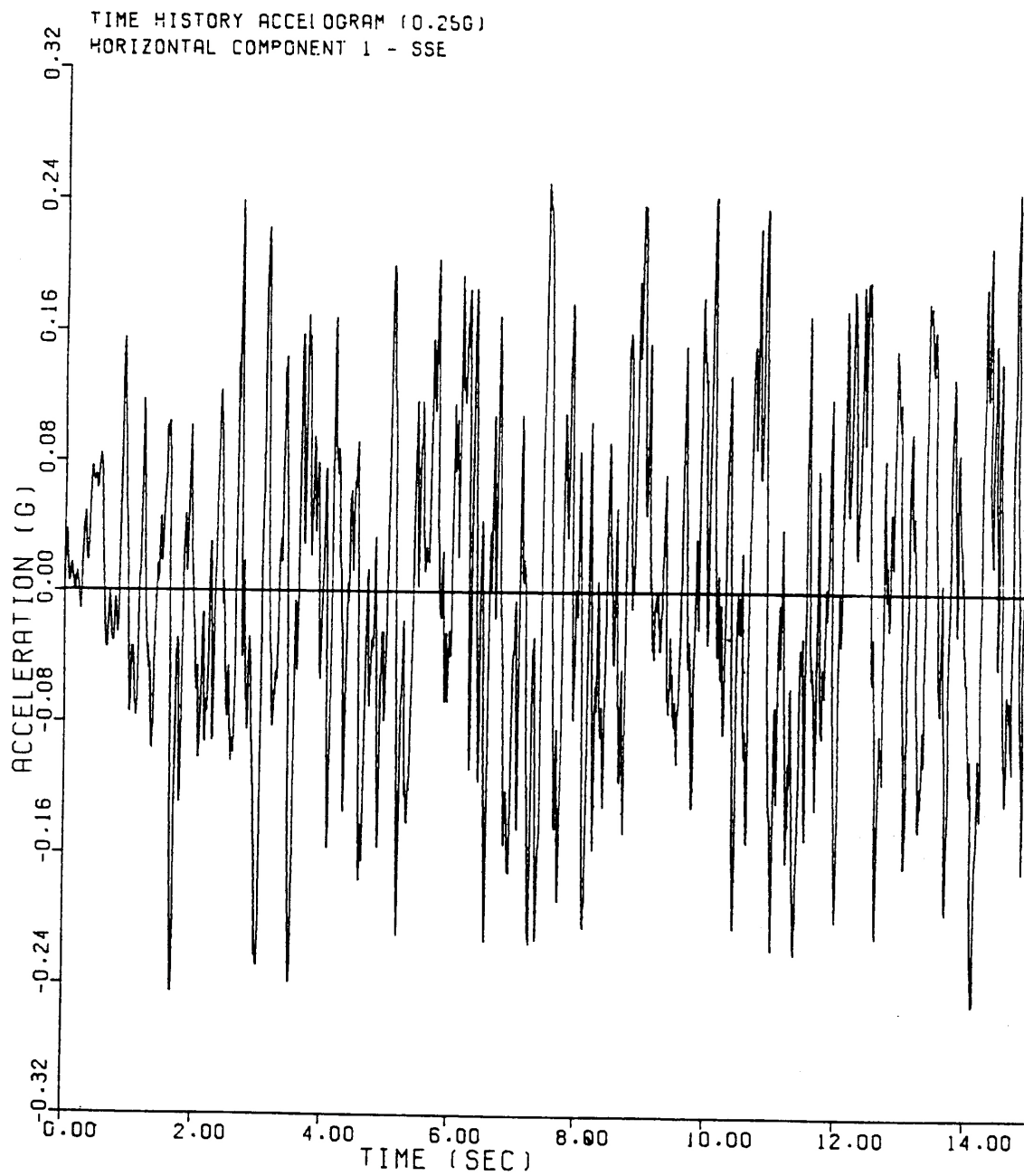


CASE V

All Instrumentation Tubing and Instruments Connected Directly to the Reactor Coolant System is Considered as a Boundary. However, a Break Within this Boundary Results in a Relatively Small Flow Which Can Normally be Made Up With the Charging System.

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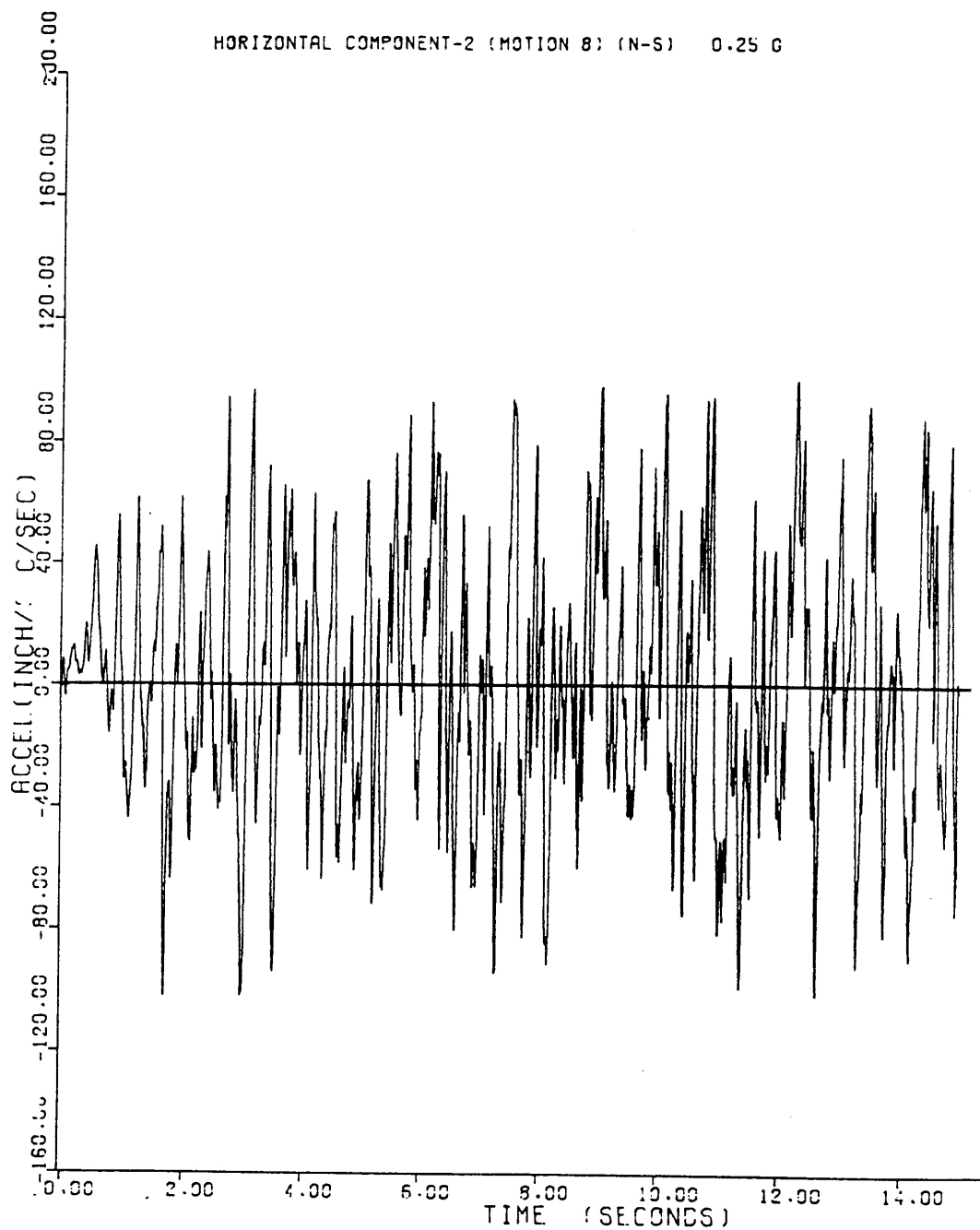
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Loss of Reactor Coolant Accident Boundary Limits	
		Figure 3.6(N)-1



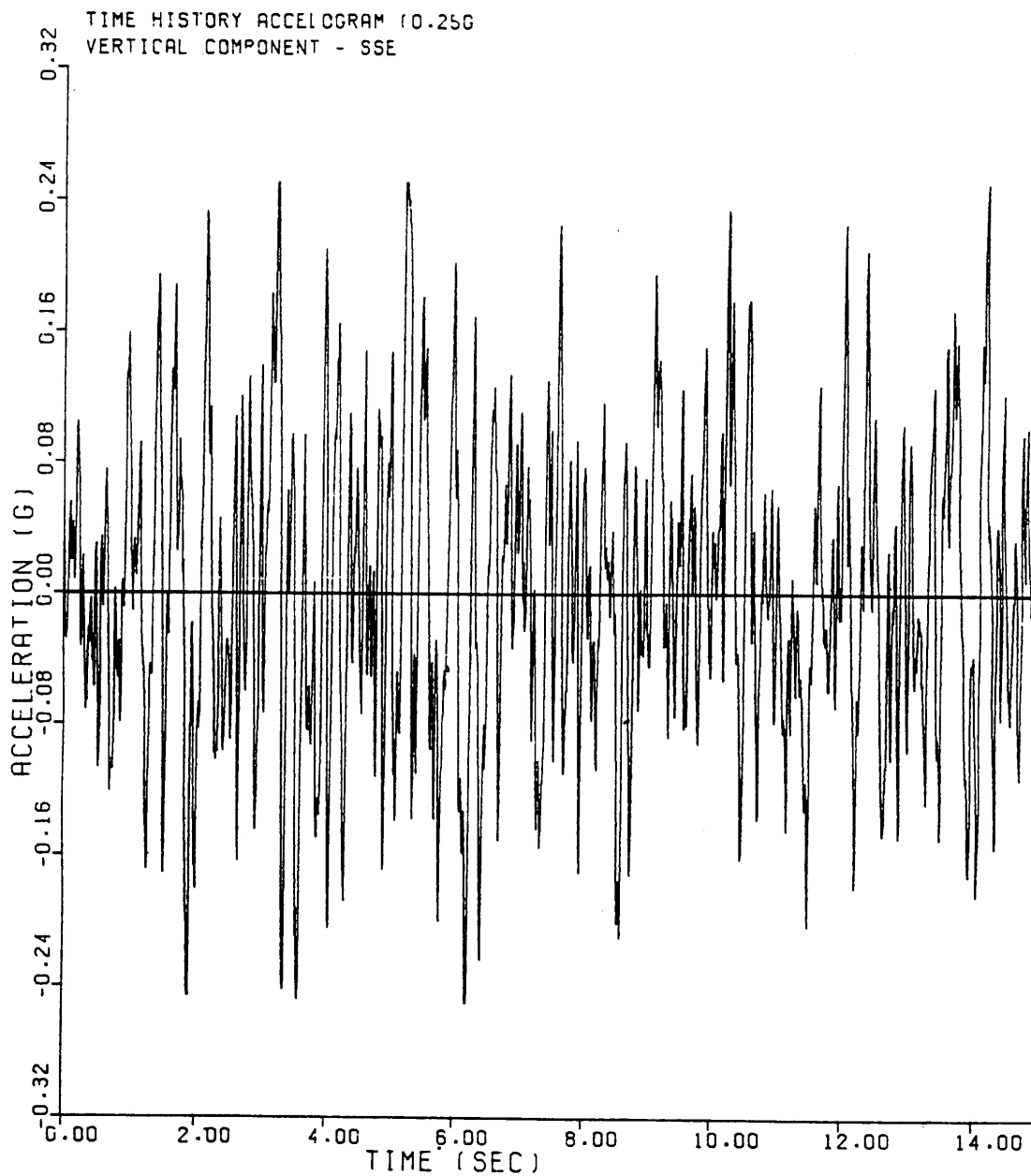
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Time History Accelogram (0.25g), Horizontal Component
1 - SSE

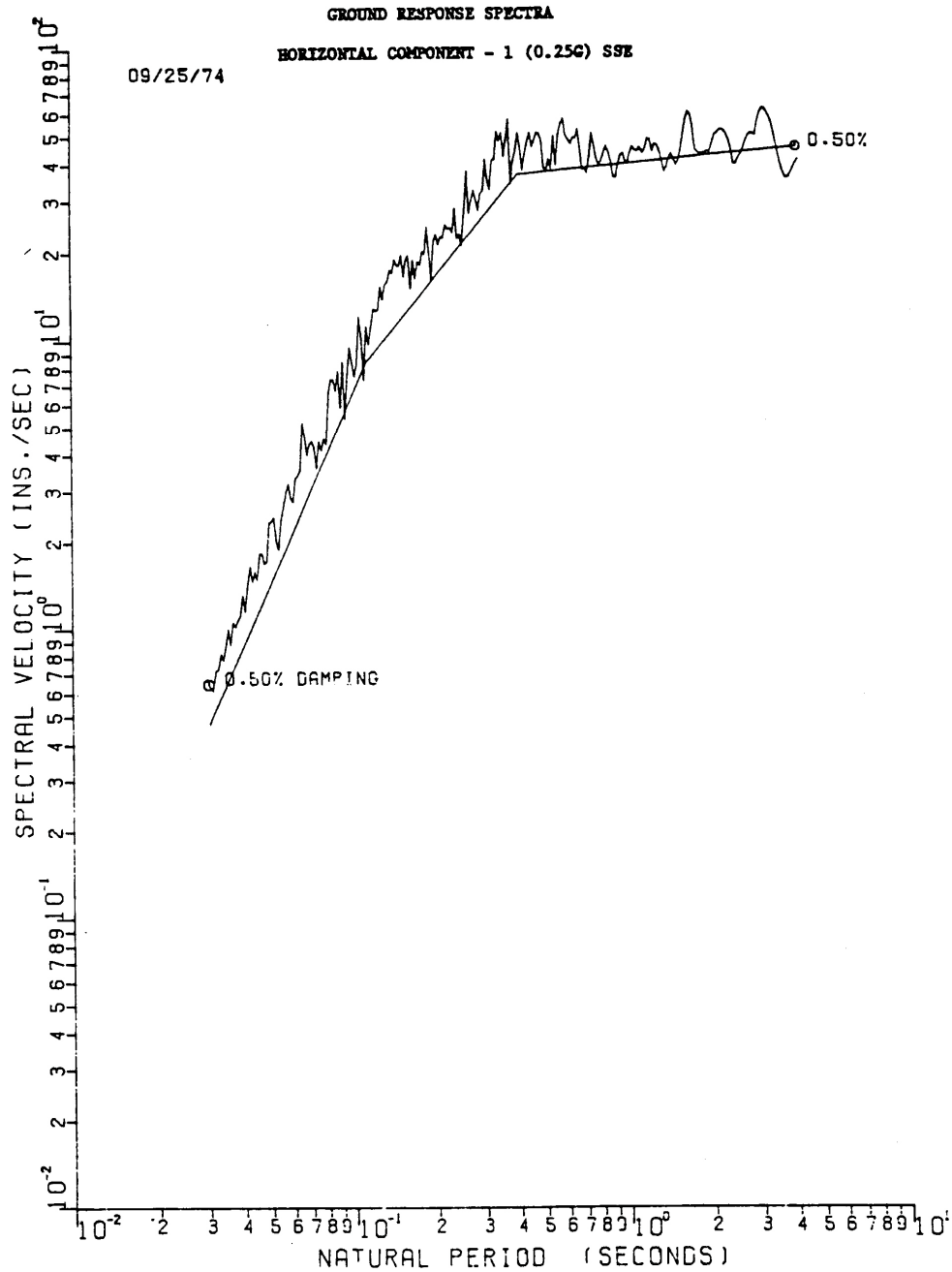
Figure 3.7(B)-1



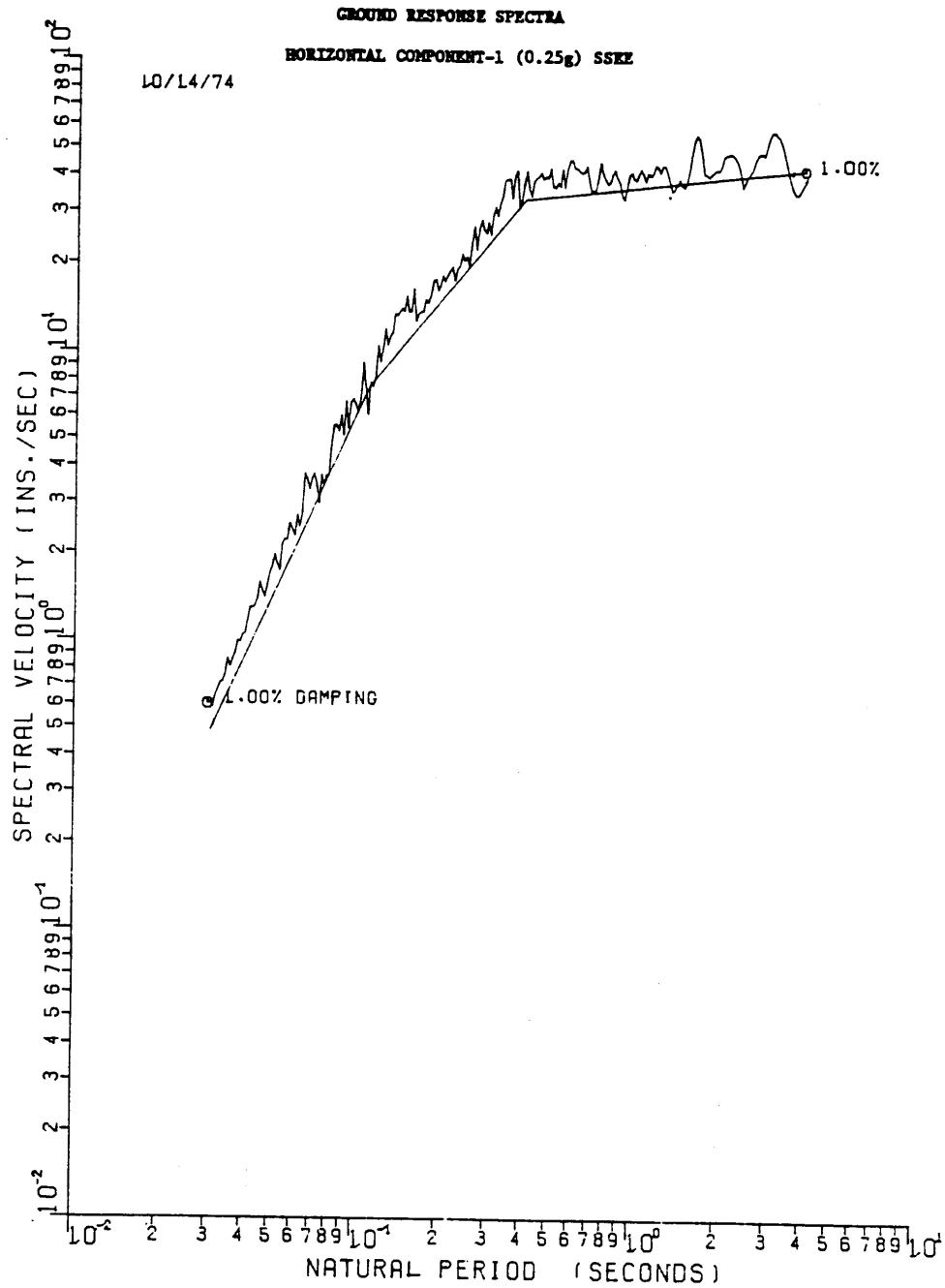
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Time History Accelogram (0.25g), Horizontal Component 2 - SSE	
		Figure 3.7(B)-2



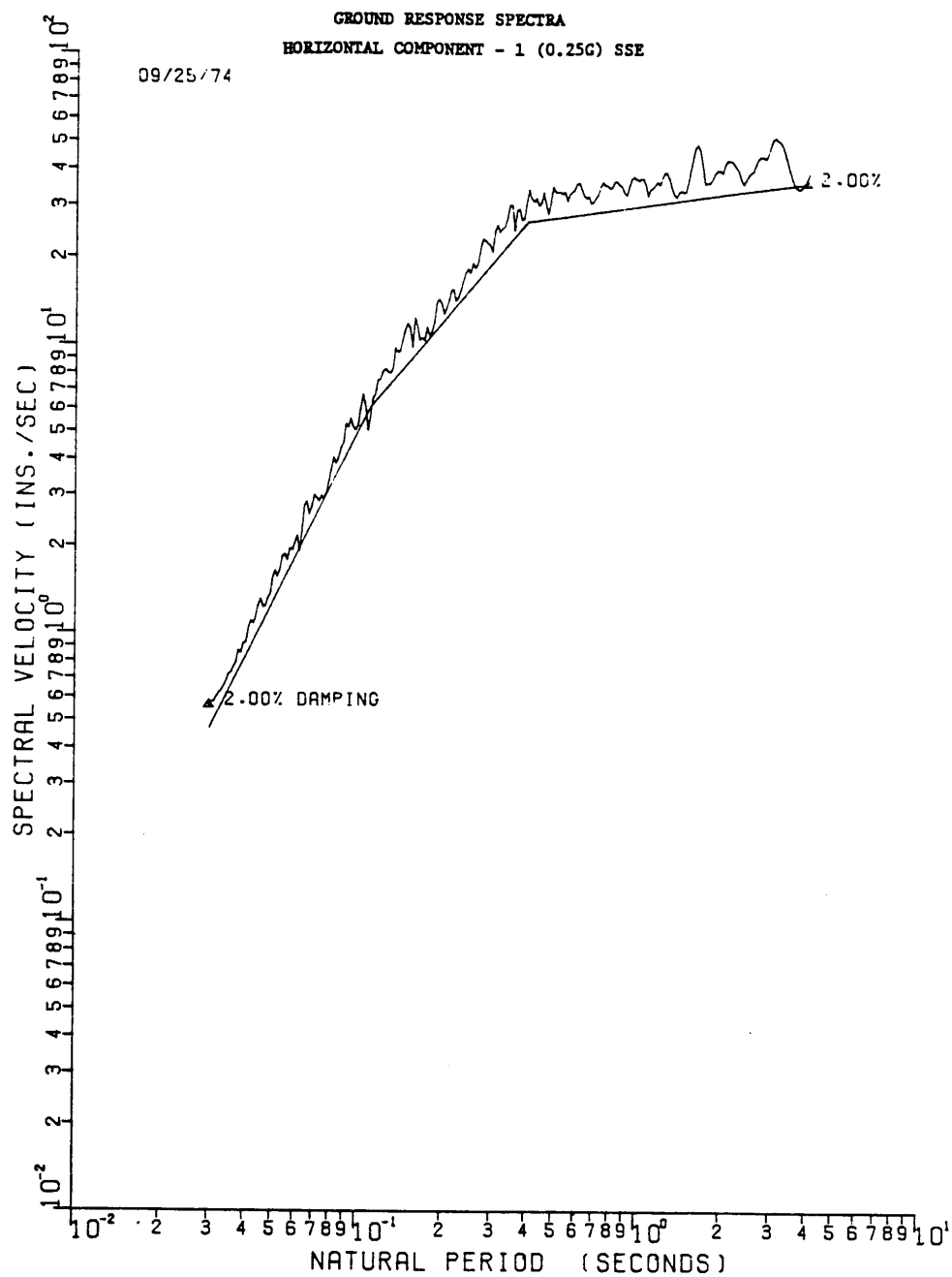
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Time History Accelogram (0.25g), Vertical Component - SSE	
		Figure 3.7(B)-3



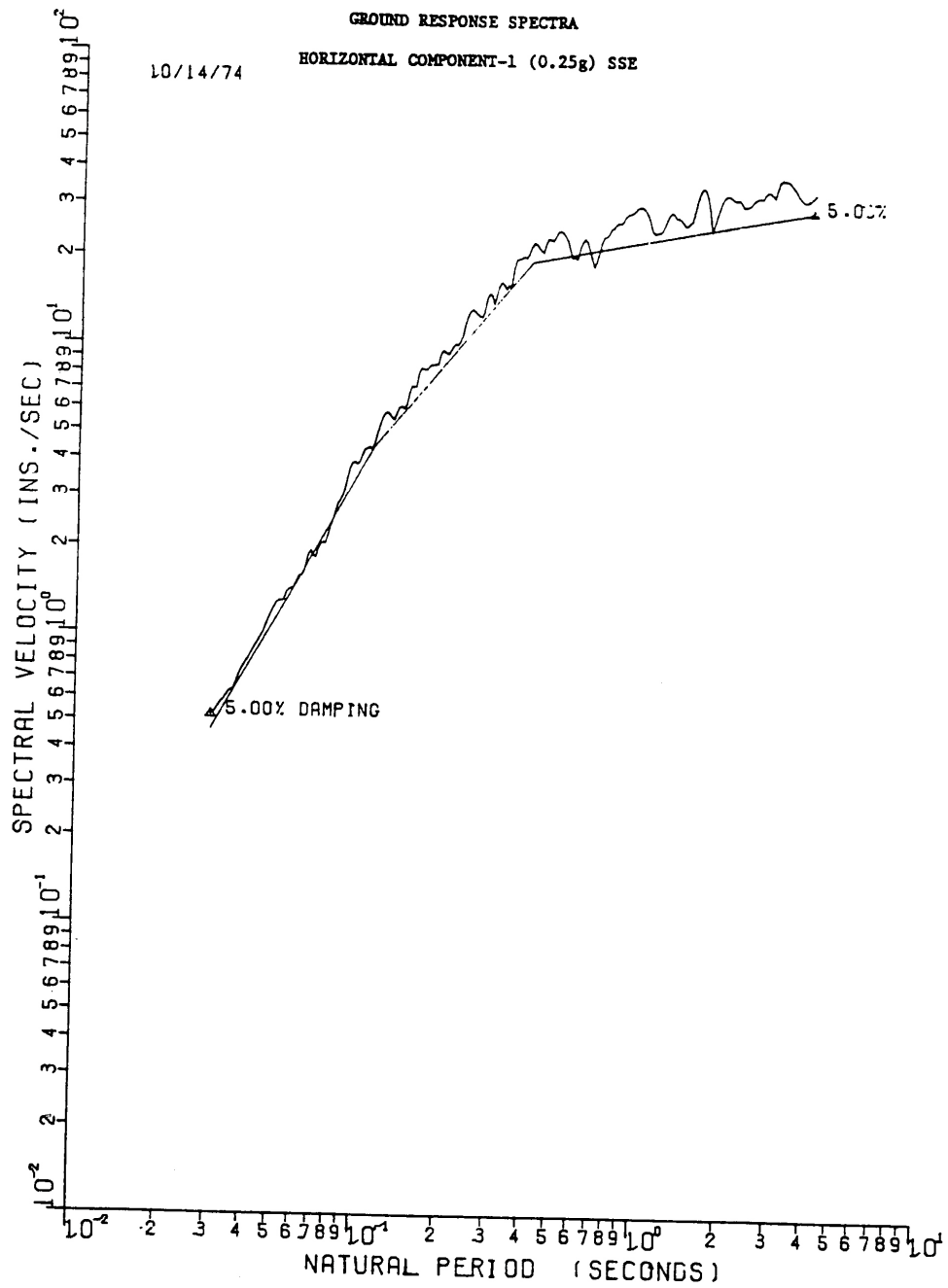
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	0.50% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-4



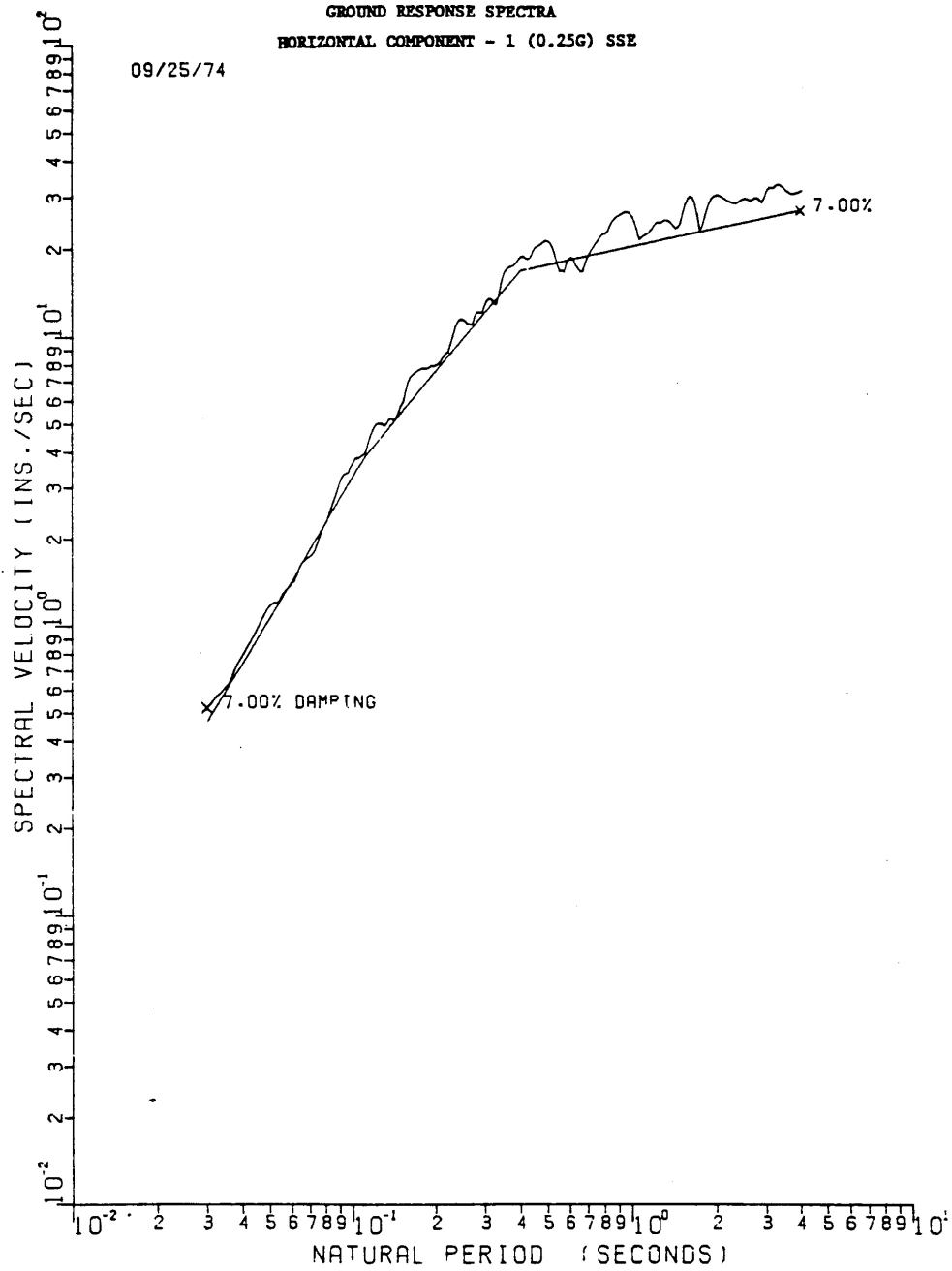
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	1% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-5



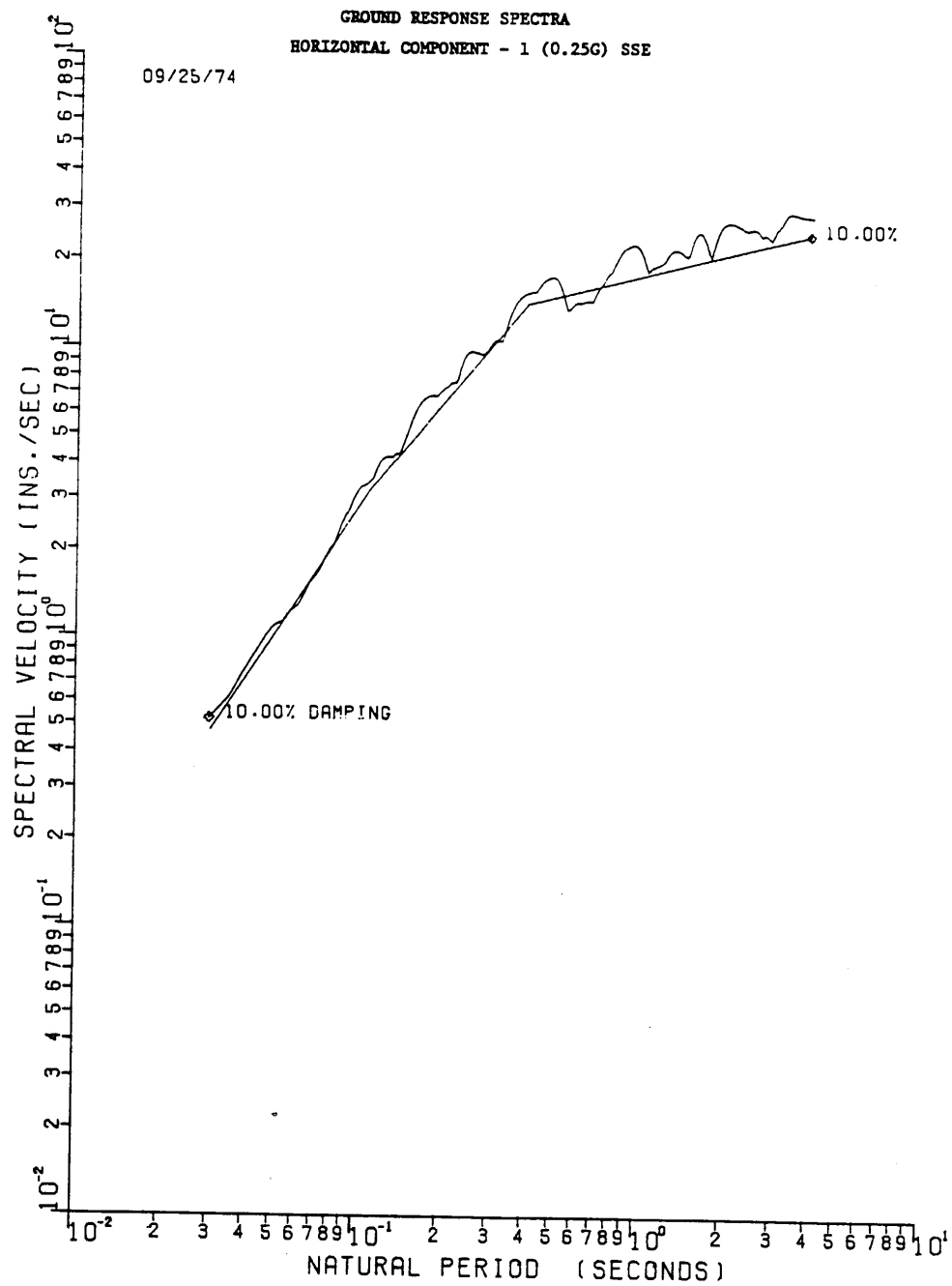
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	2% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-6



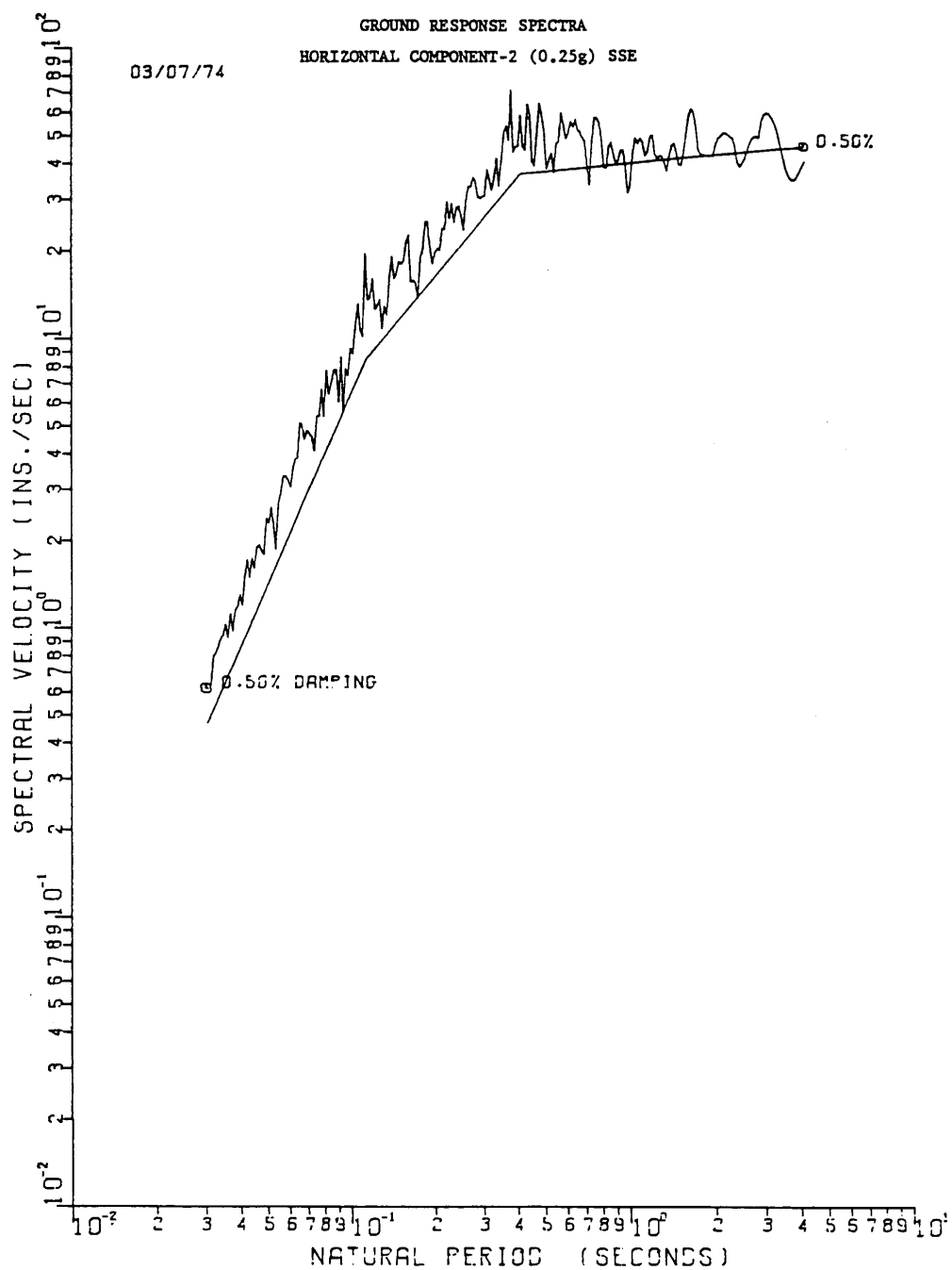
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	5% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-7



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	7% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-8



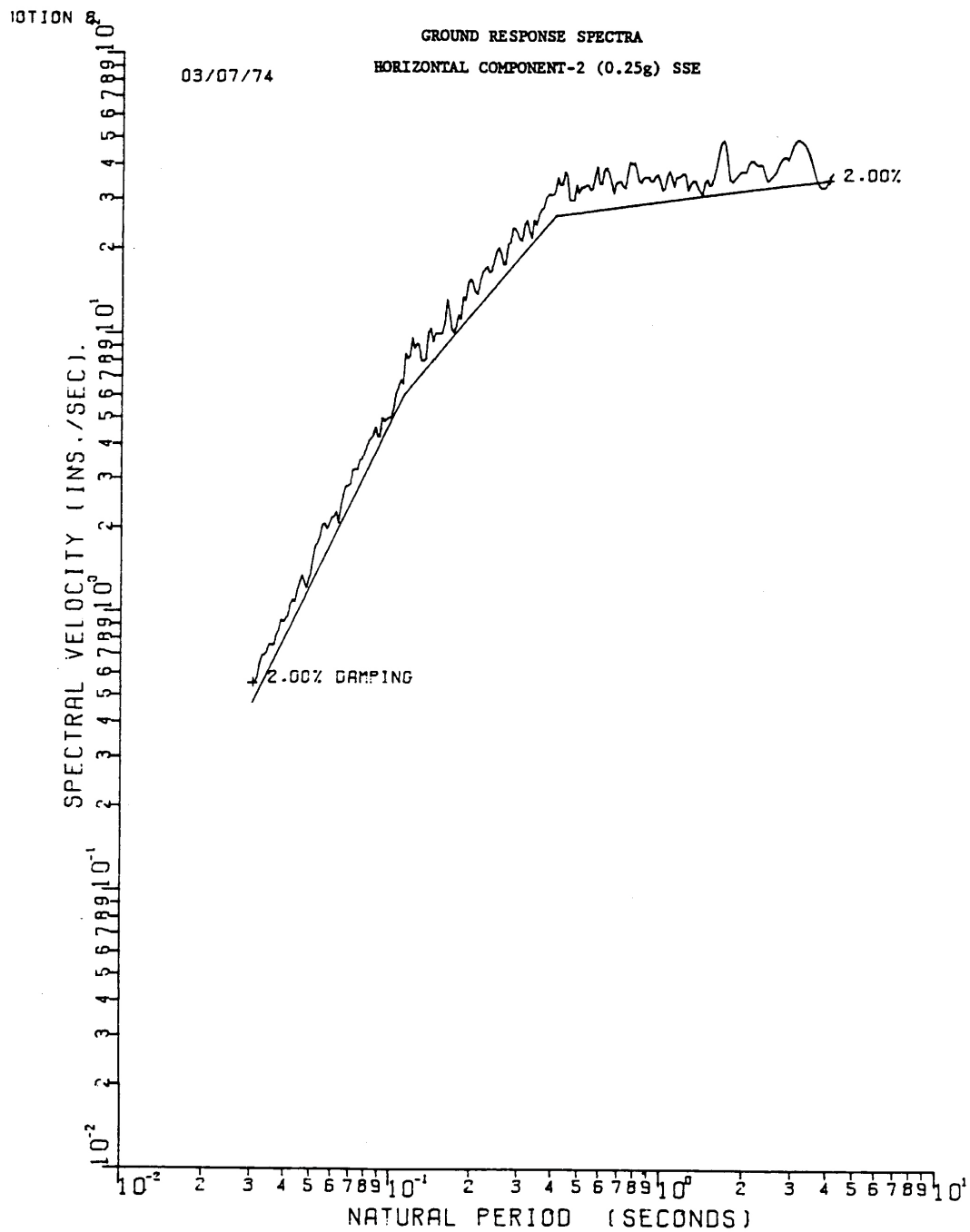
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	10% Critical Damping Ground Response Spectrum, Horizontal Component 1 - SSE	
		Figure 3.7(B)-9



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

0.5% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

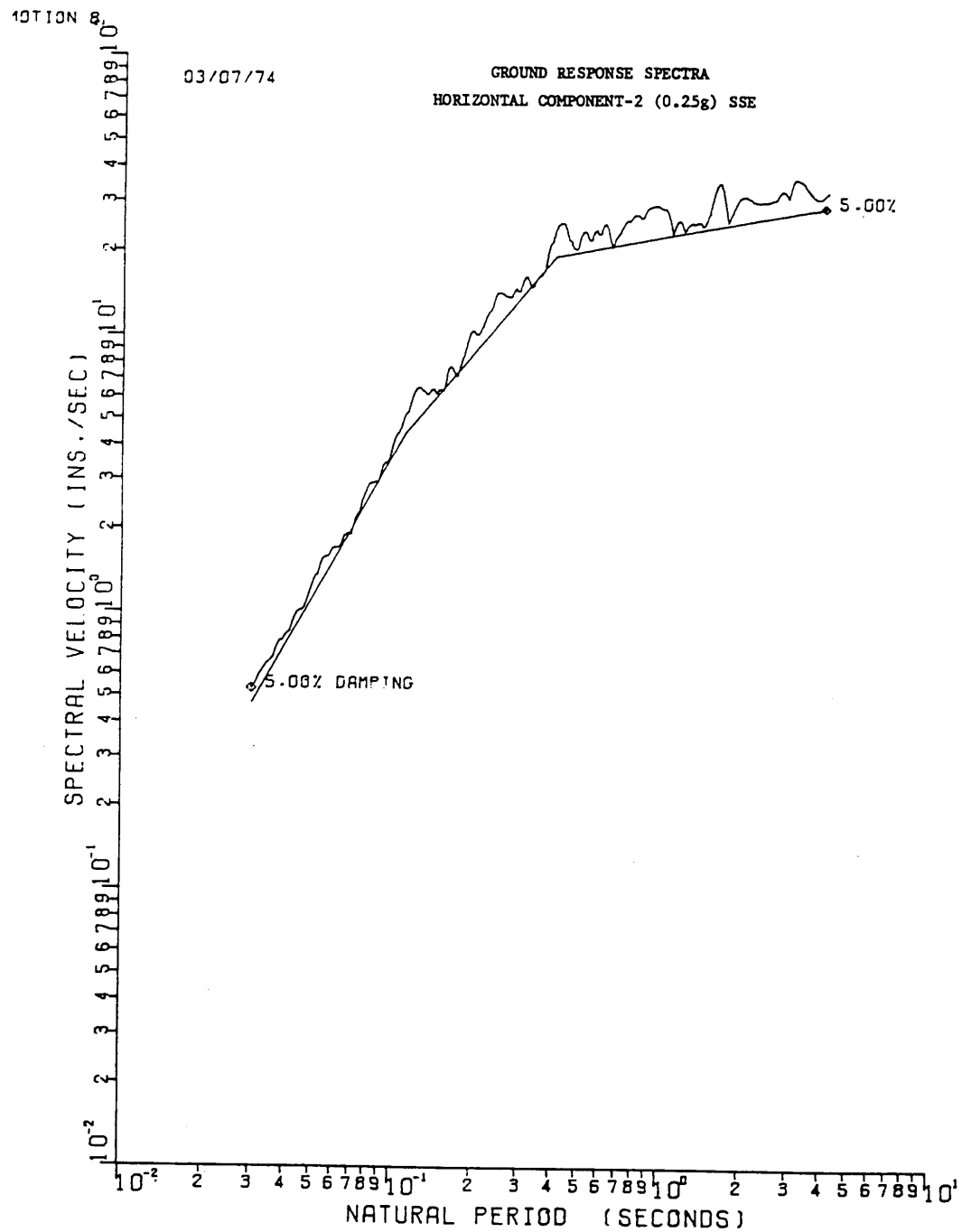
Figure 3.7(B)-10



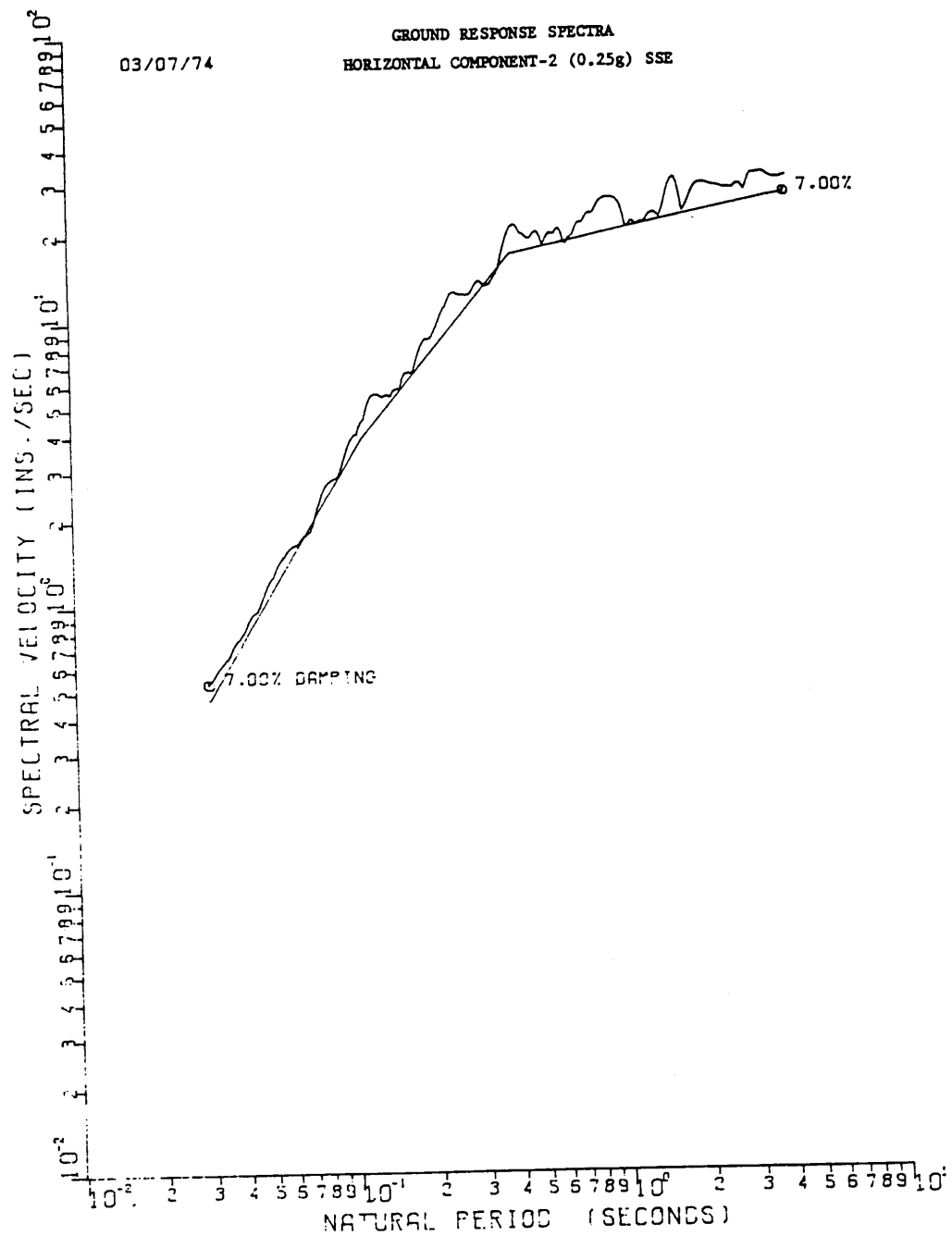
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

2% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

Figure 3.7(B)-12



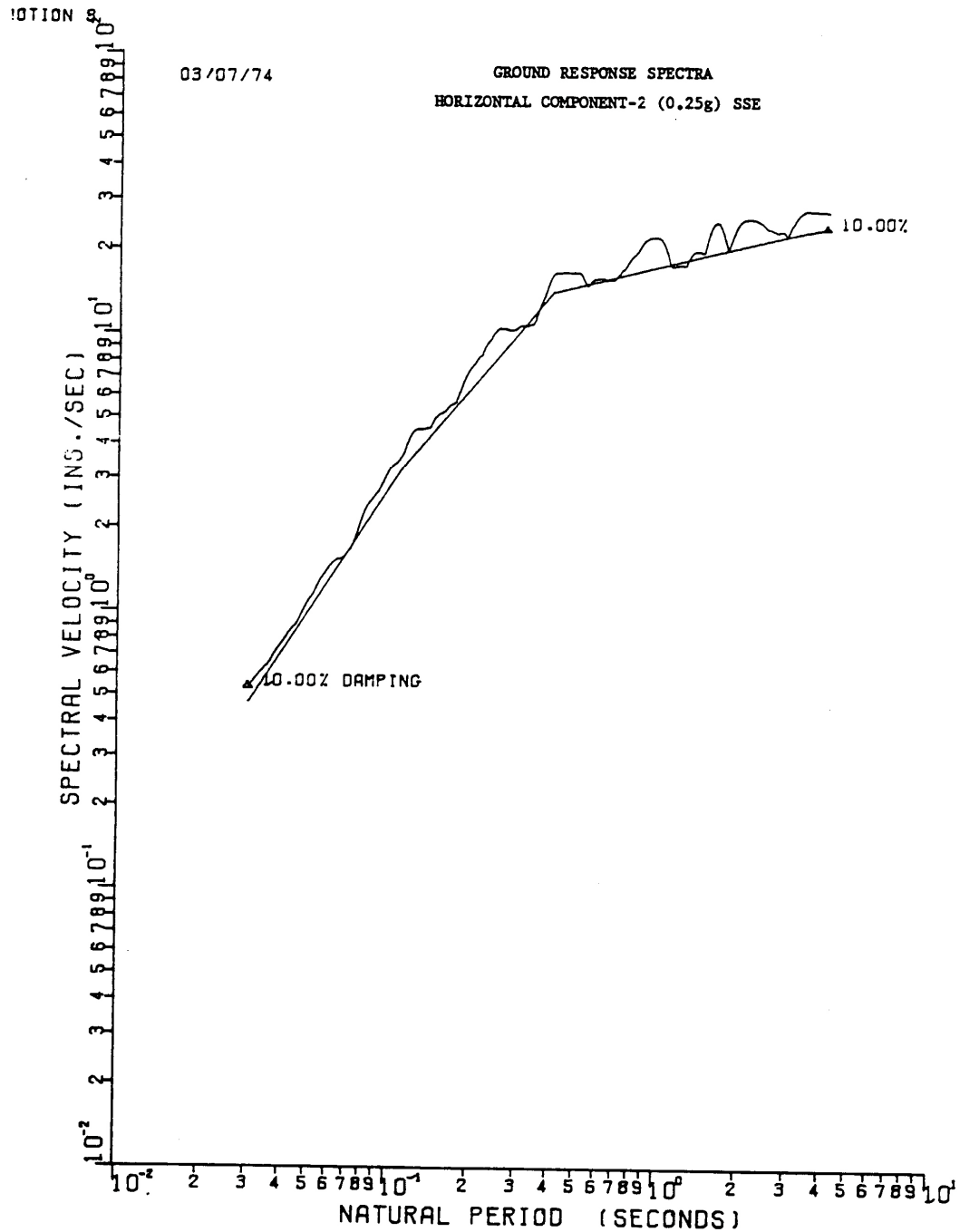
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	5% Critical Damping Ground Response Spectrum, Horizontal Component 2 - SSE	
		Figure 3.7(B)-13



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

7% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

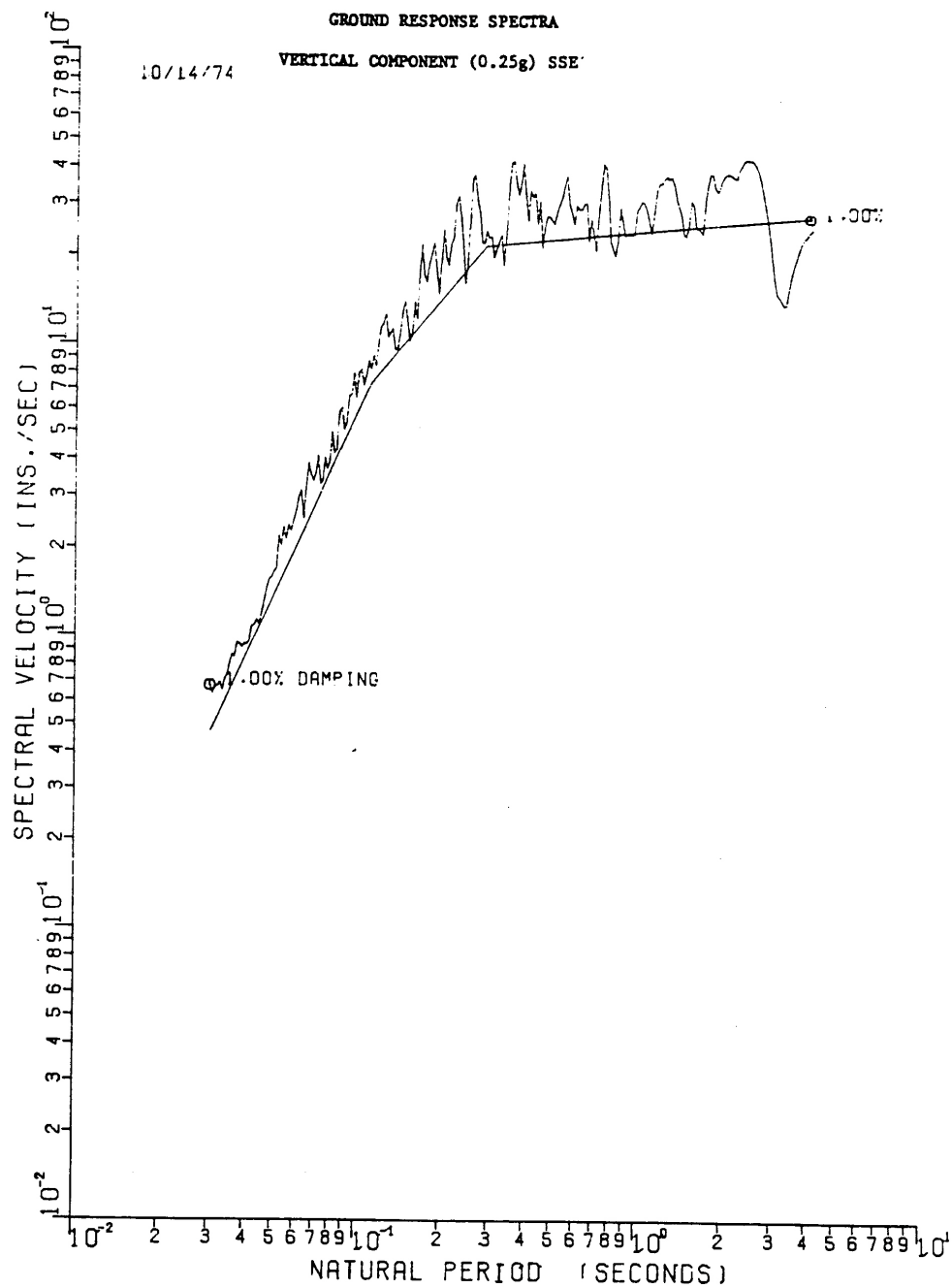
Figure 3.7(B)-14



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

10% Critical Damping Ground Response Spectrum,
Horizontal Component 2 - SSE

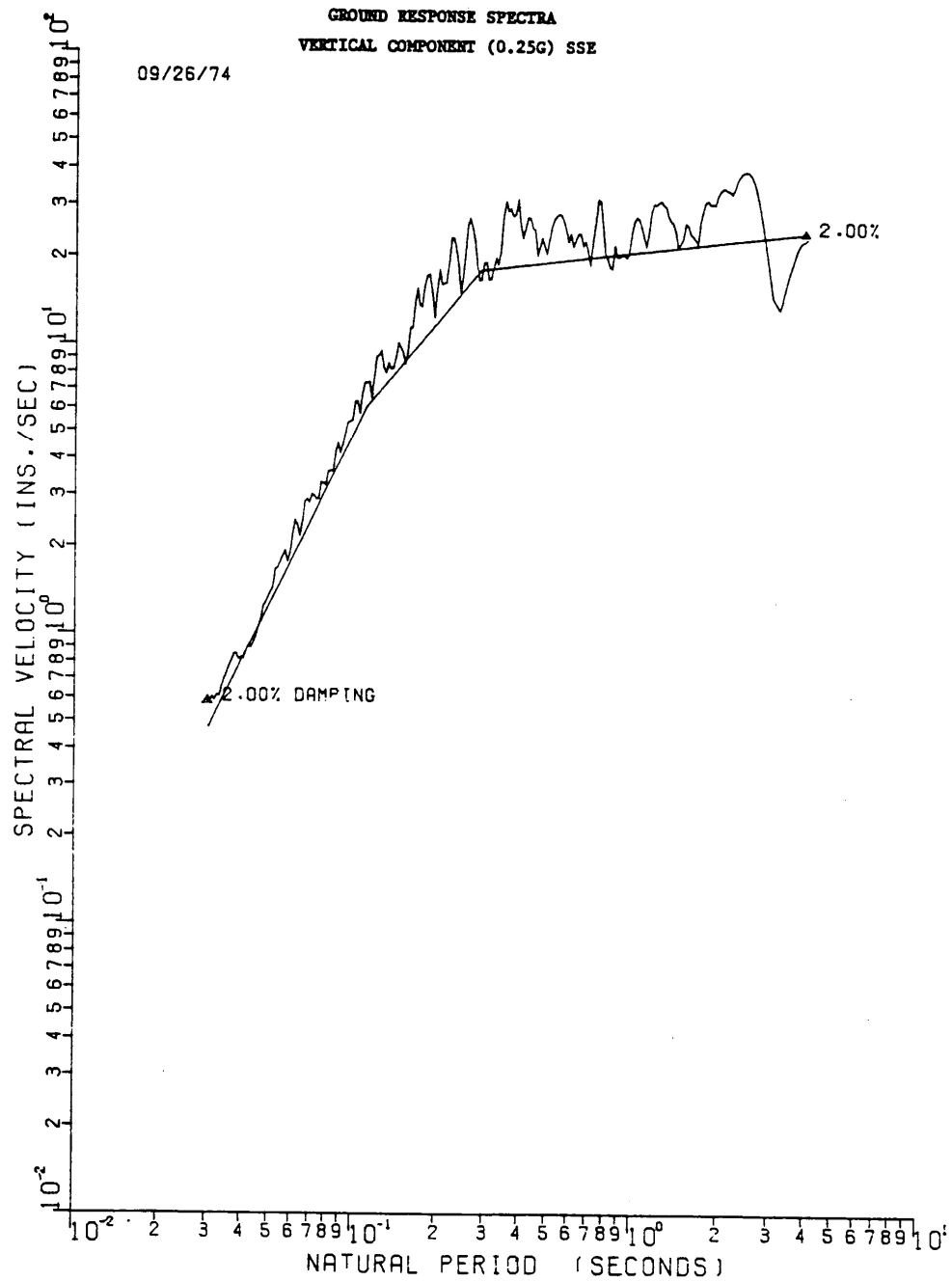
Figure 3.7(B)-15



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

1% Critical Damping Ground Response Spectrum, Vertical
Component - SSE

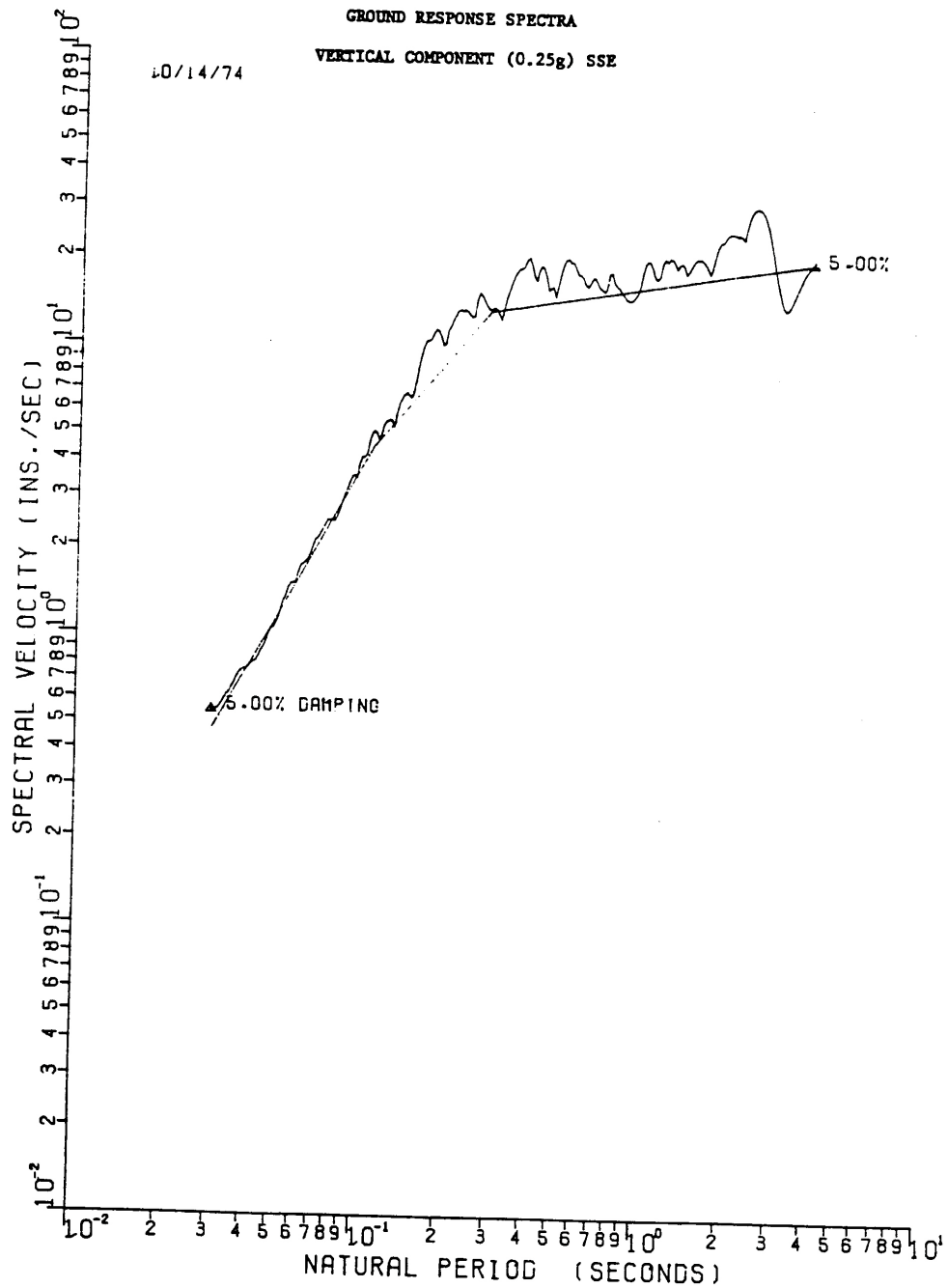
Figure 3.7(B)-16



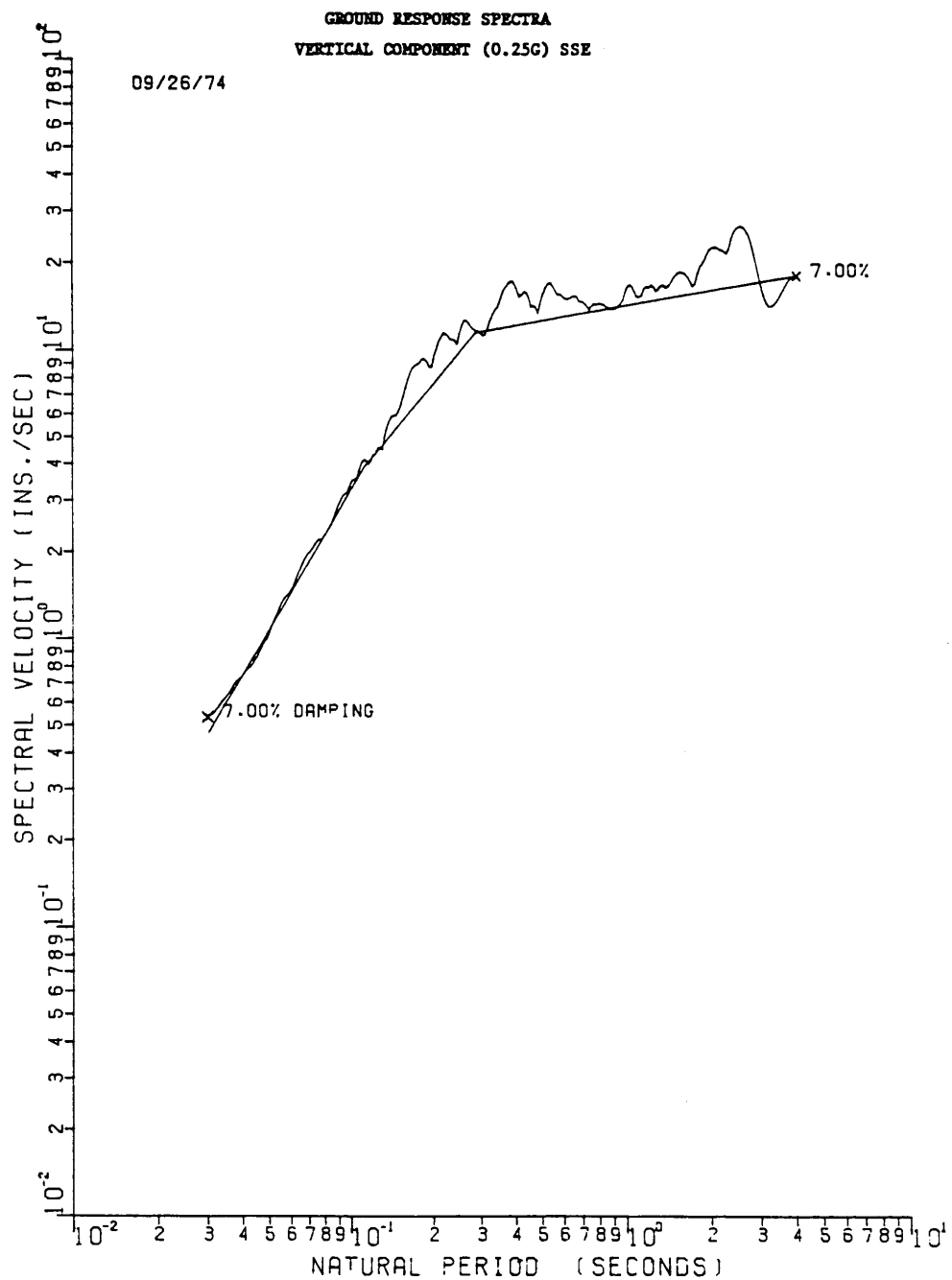
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

2% Critical Damping Ground Response Spectrum, Vertical
Component - SSE

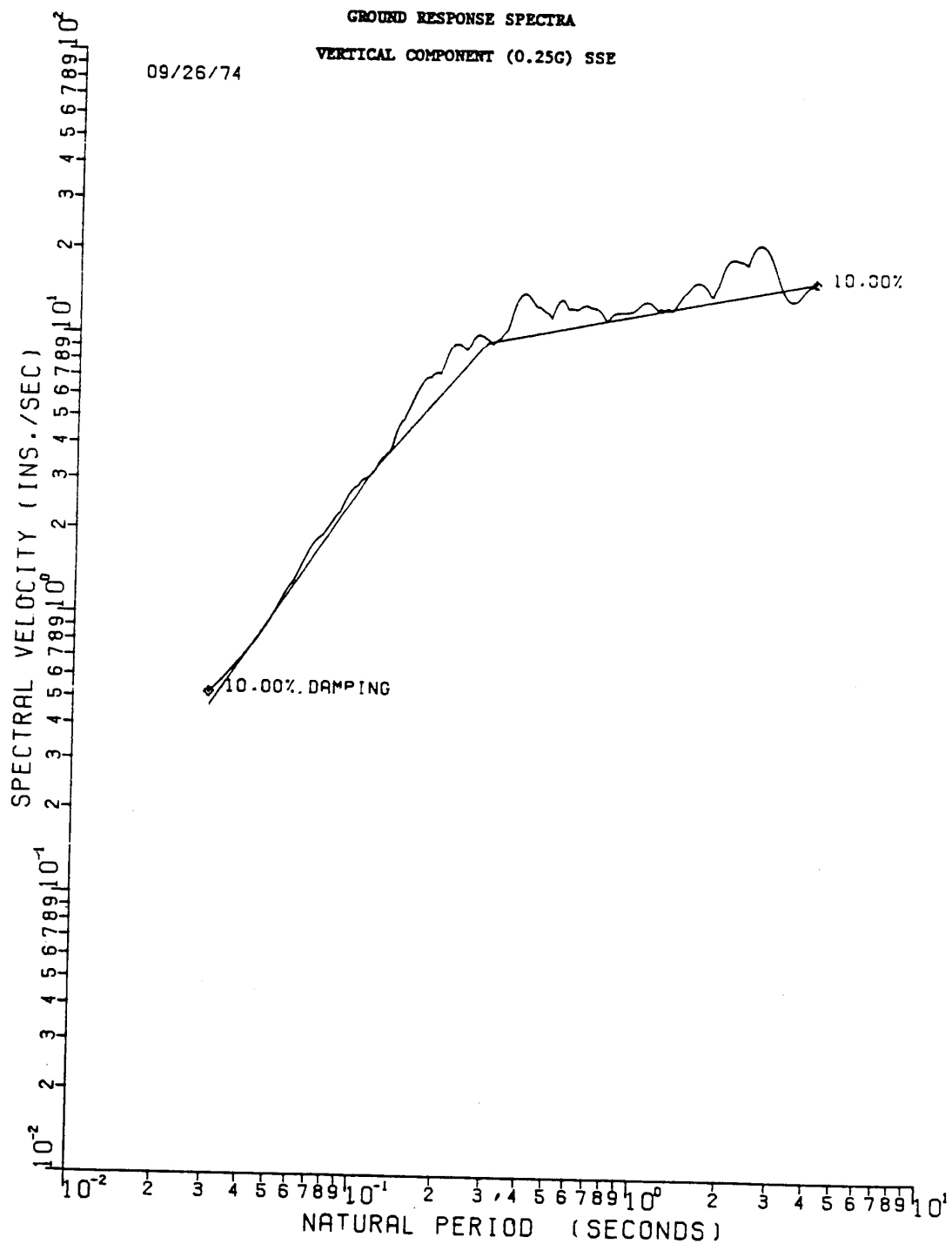
Figure 3.7(B)-17



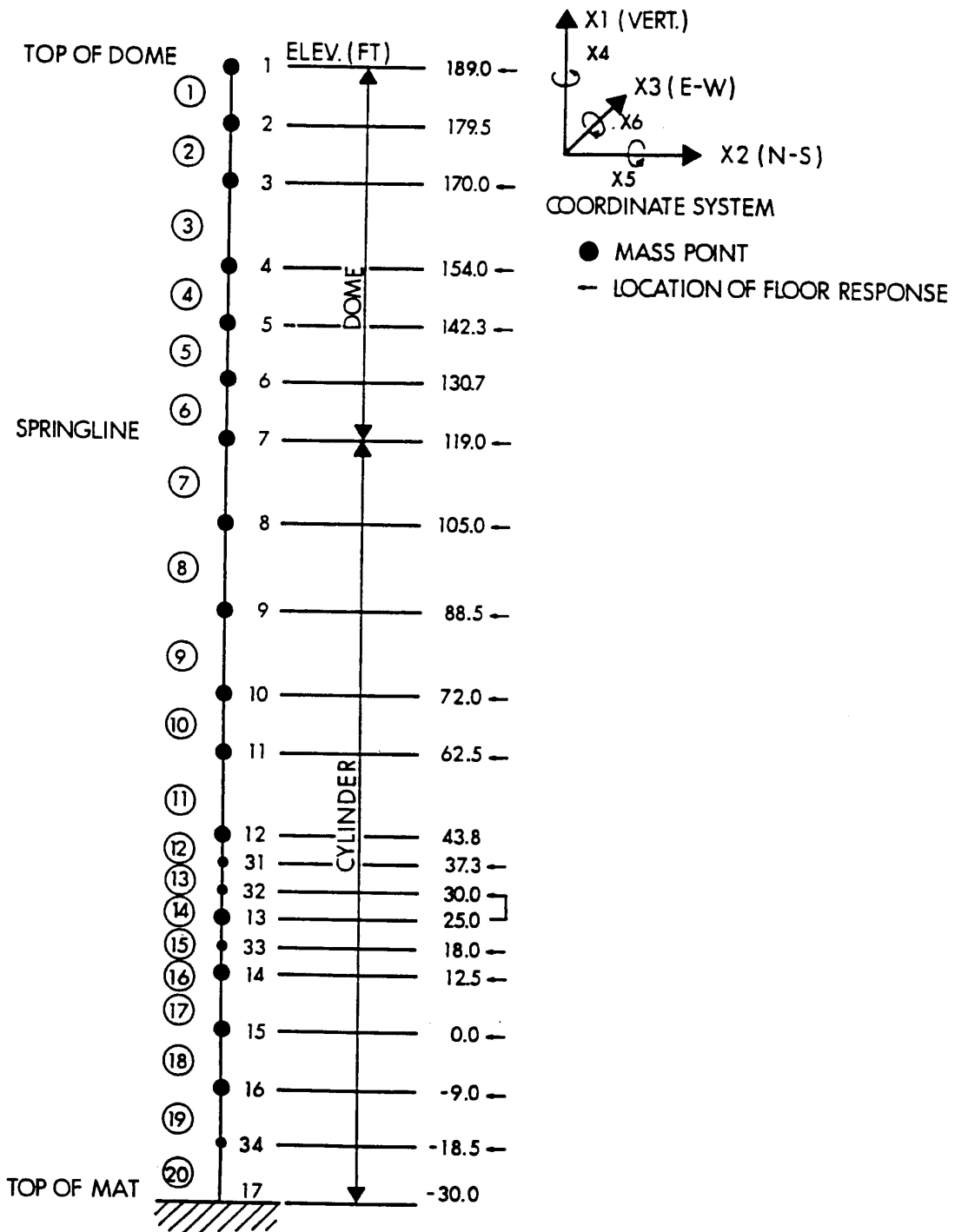
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	5% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-18

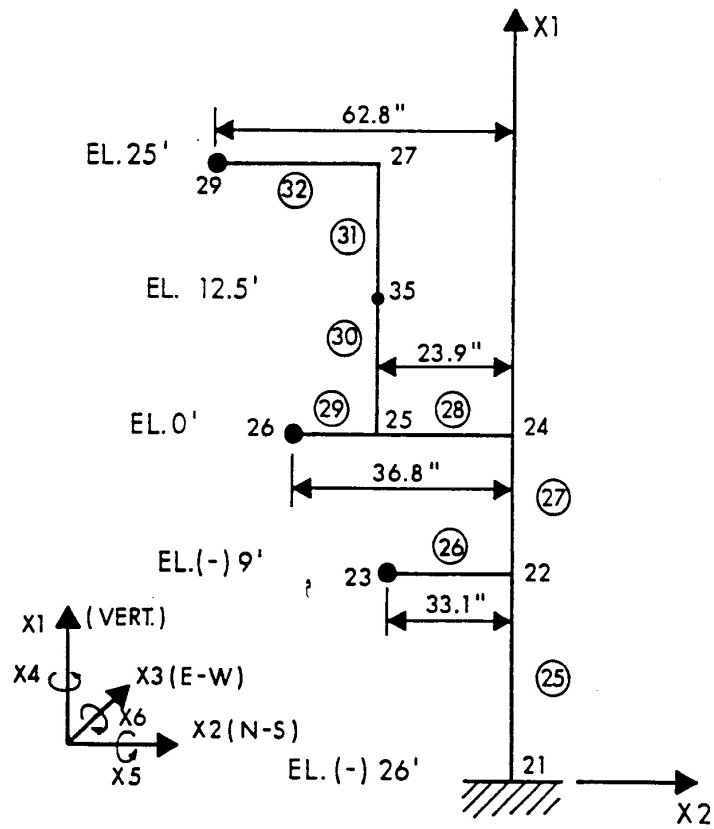


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	7% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-19



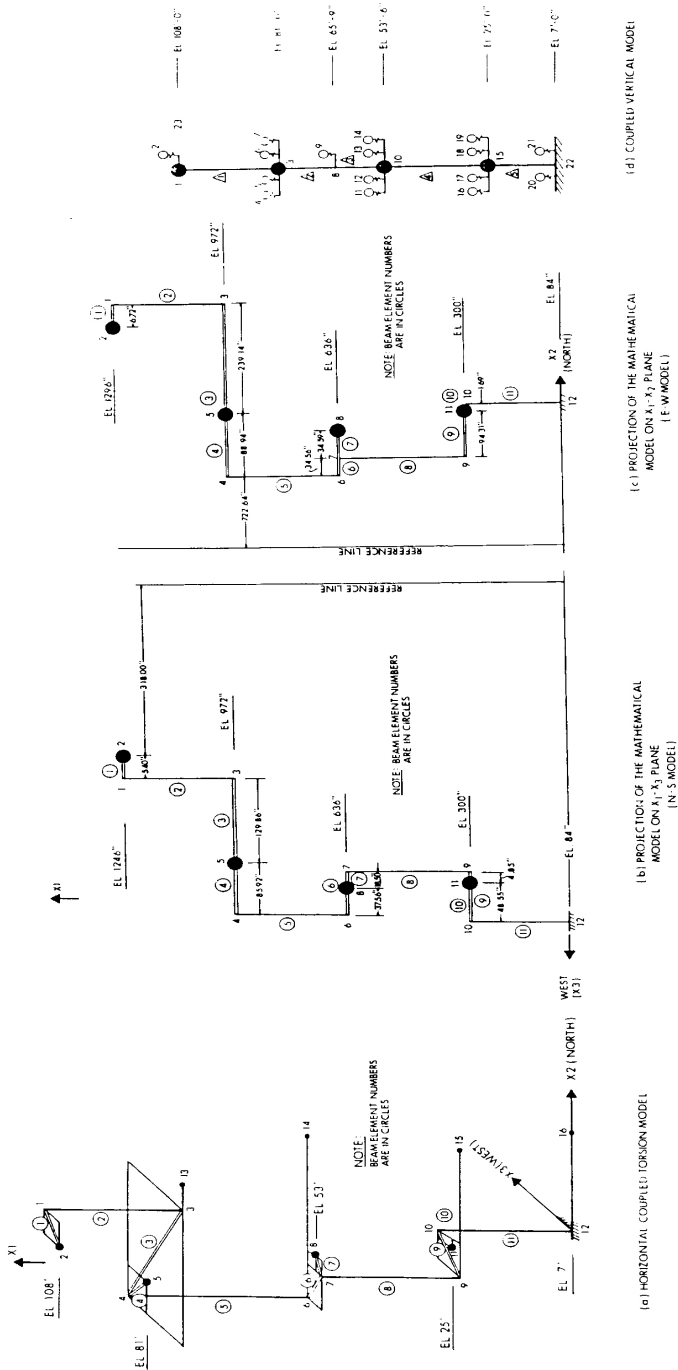
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	10% Critical Damping Ground Response Spectrum, Vertical Component - SSE	
		Figure 3.7(B)-20



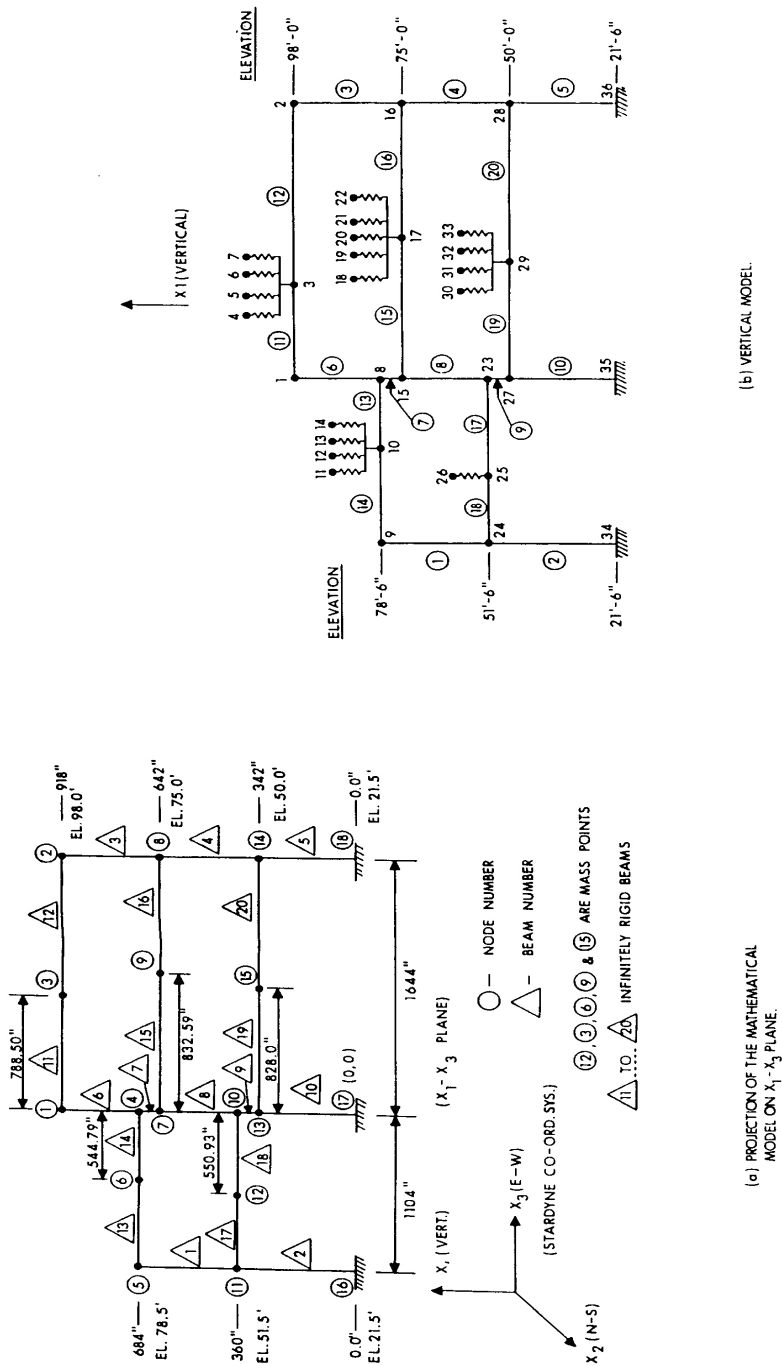


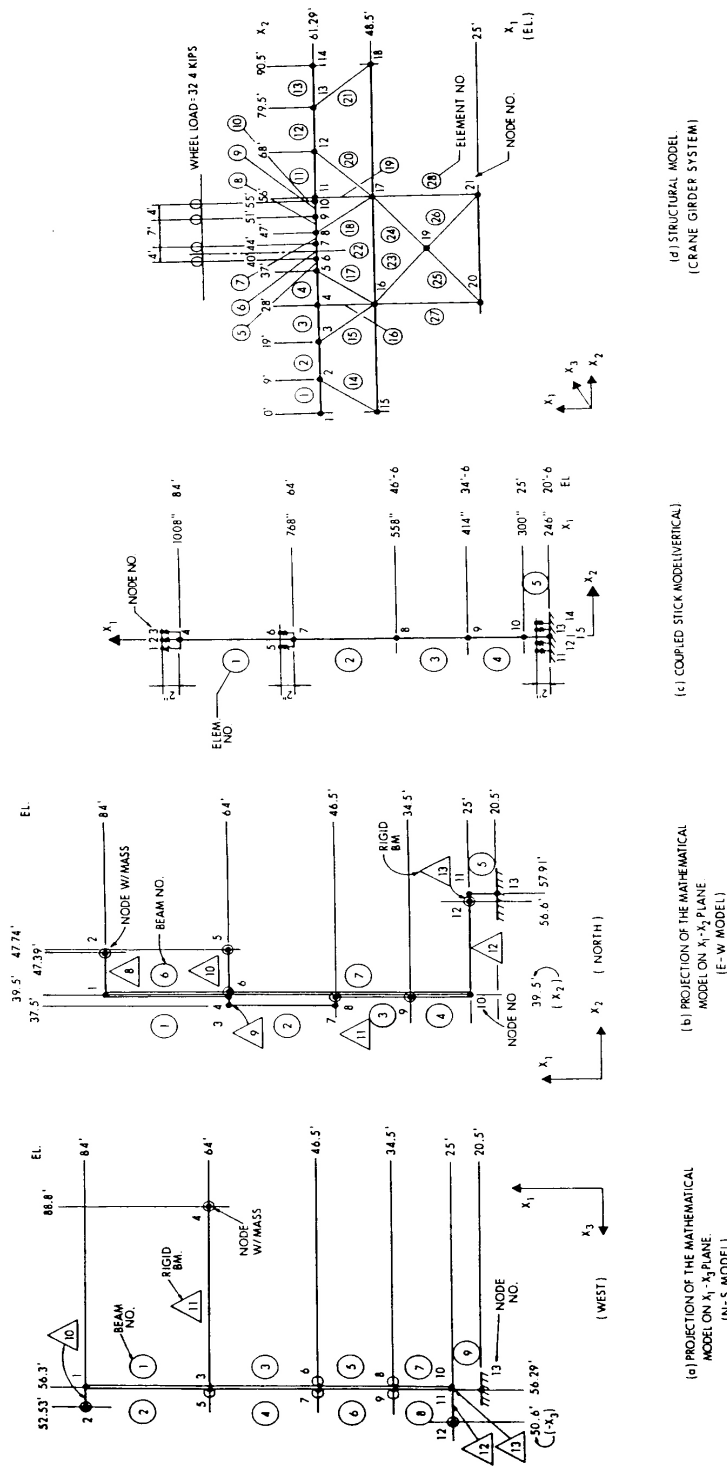
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Internals - Mathematical Model	
		Figure 3.7(B)-22

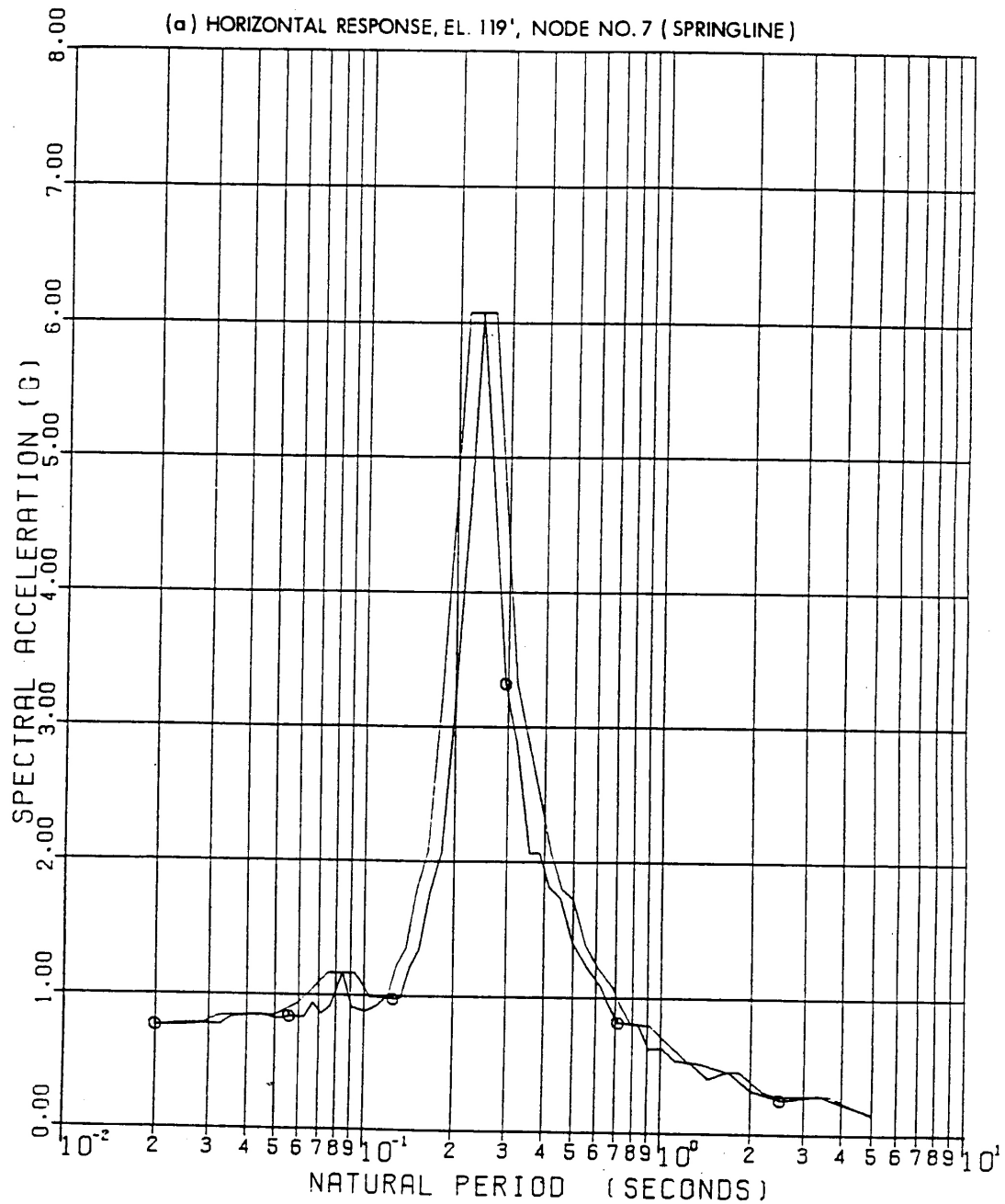
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Primary Auxiliary Building Seismic Analysis - Mathematical Model	
		Figure 3.7(B)-23

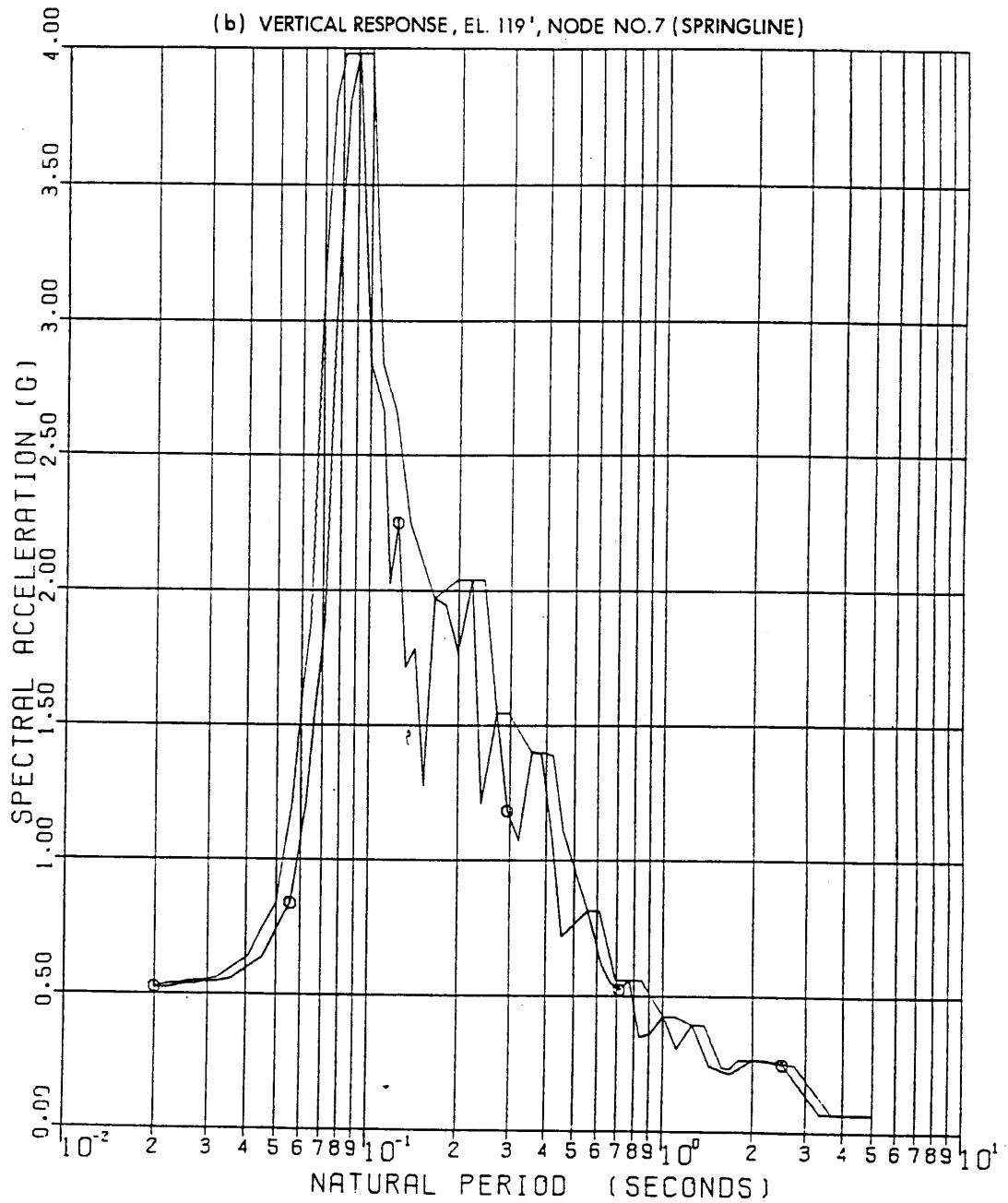


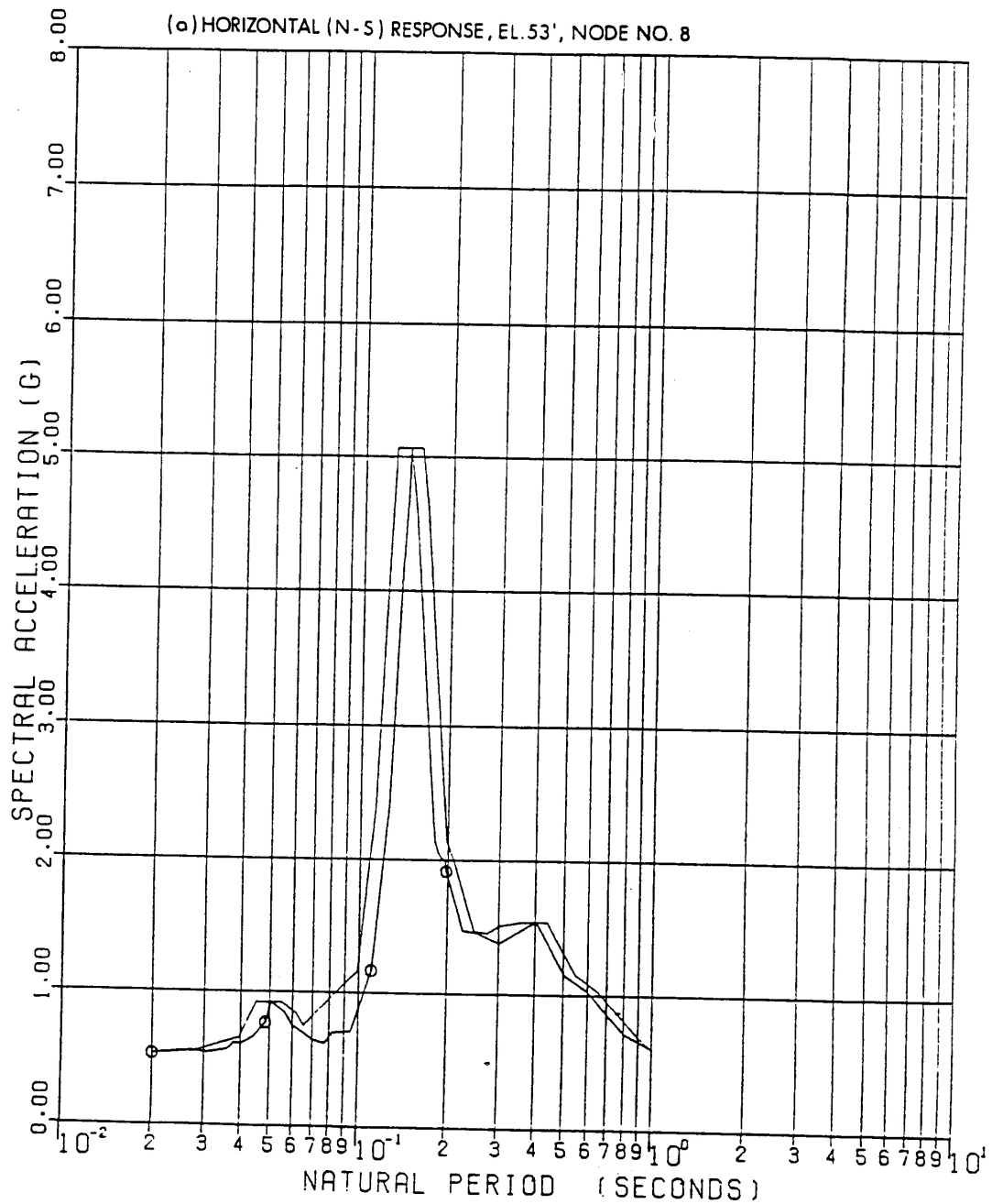
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Control/Diesel Generator Building Seismic Analysis - Mathematical Model	
		Figure 3.7(B)-24

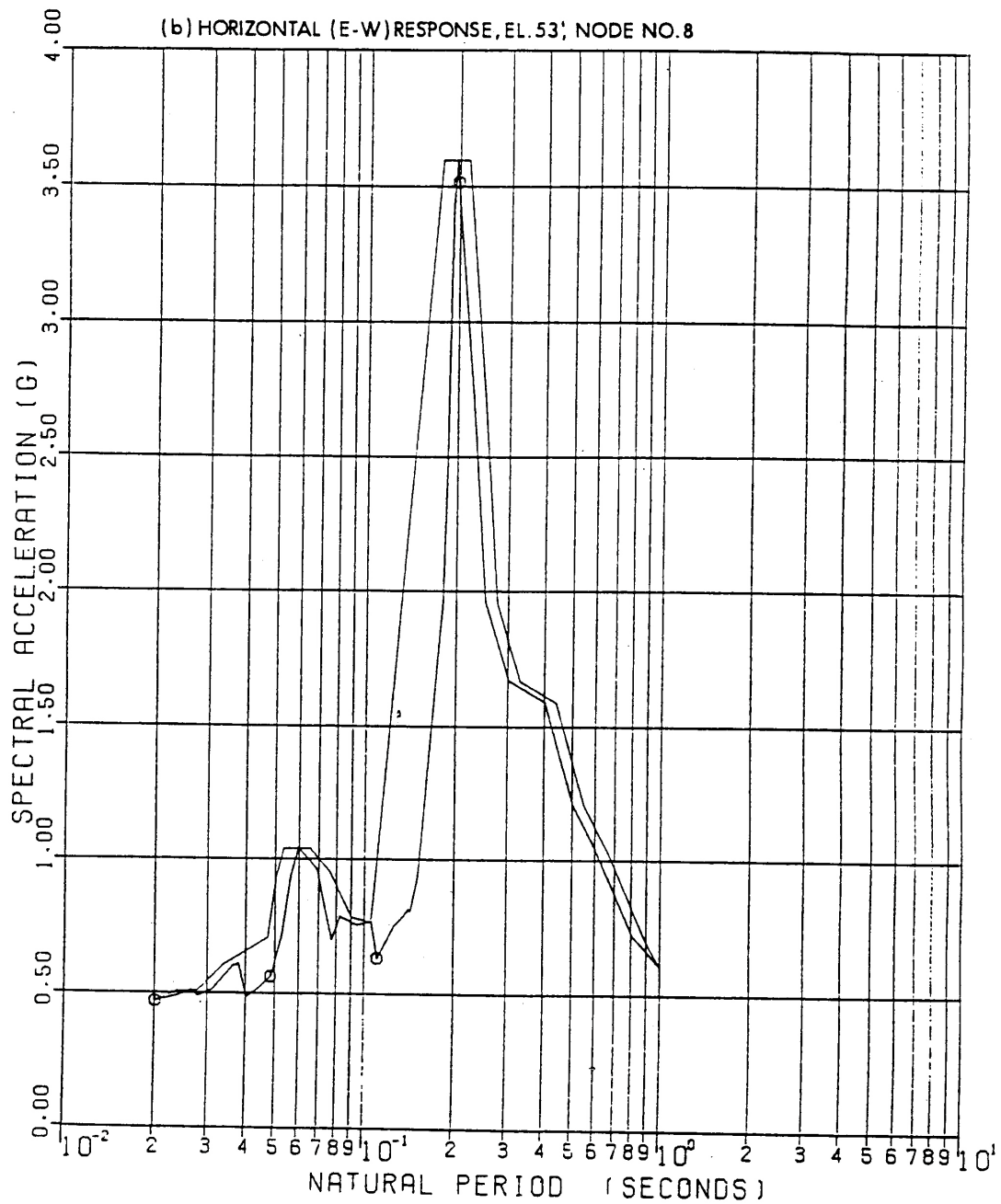


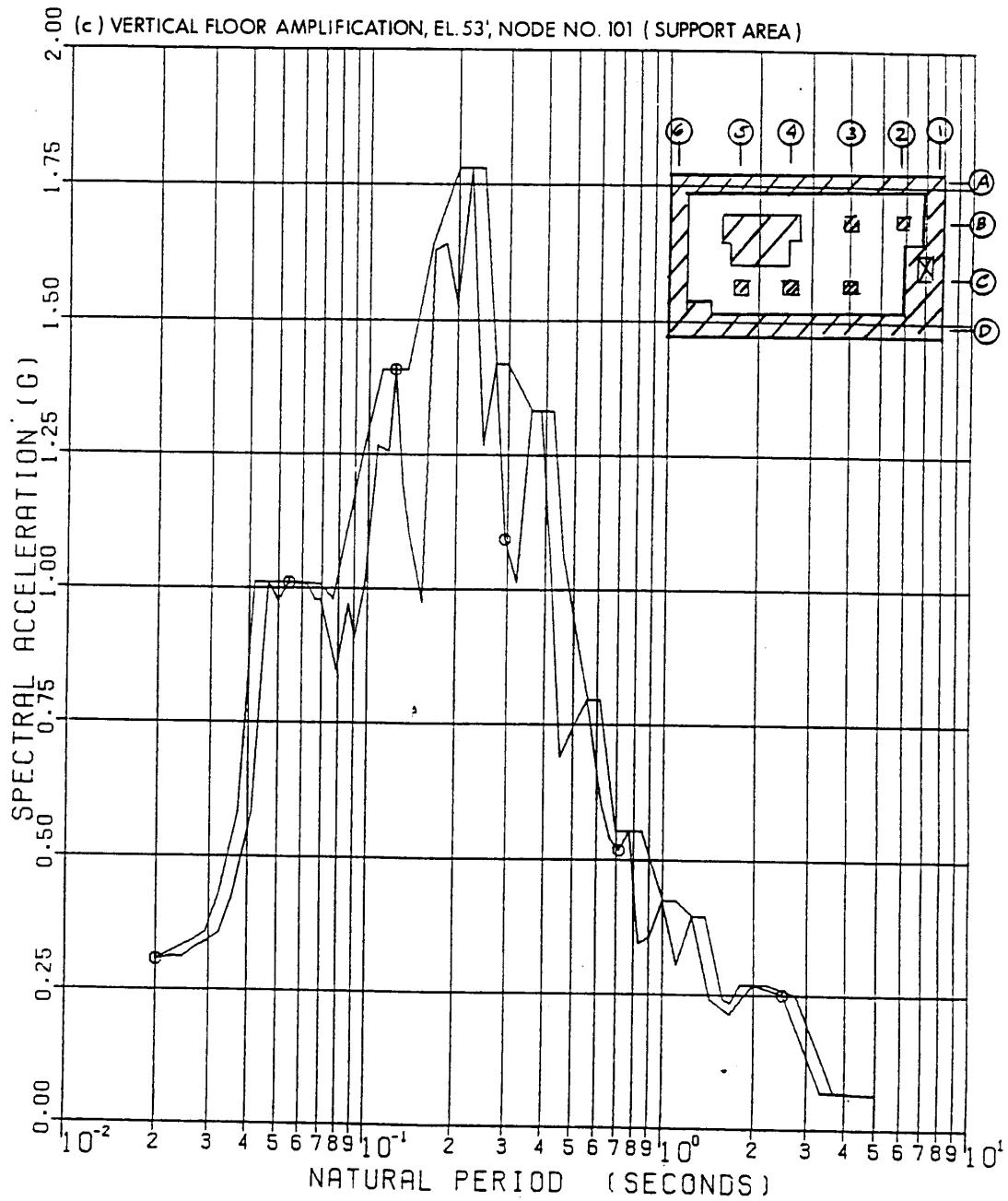


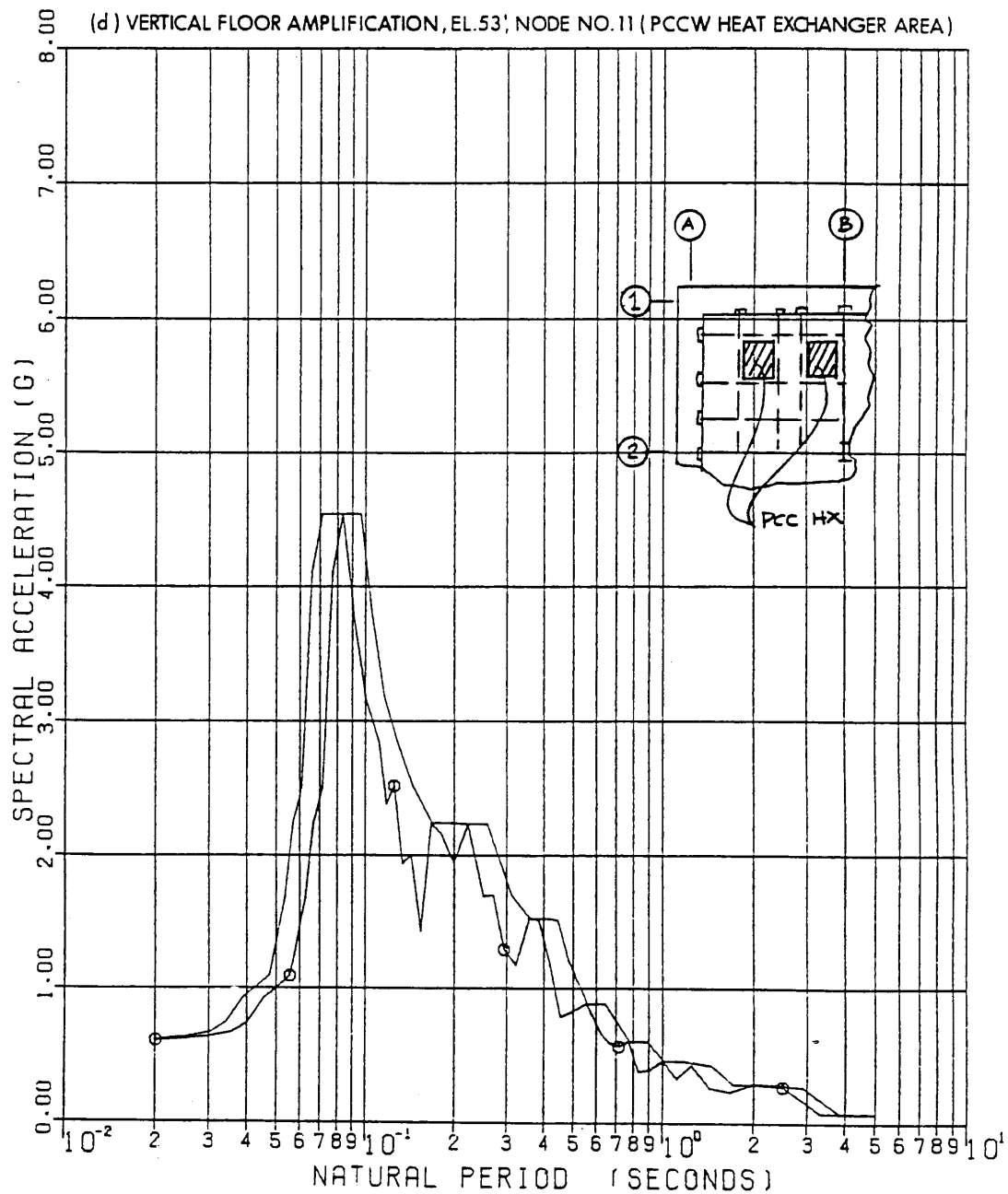


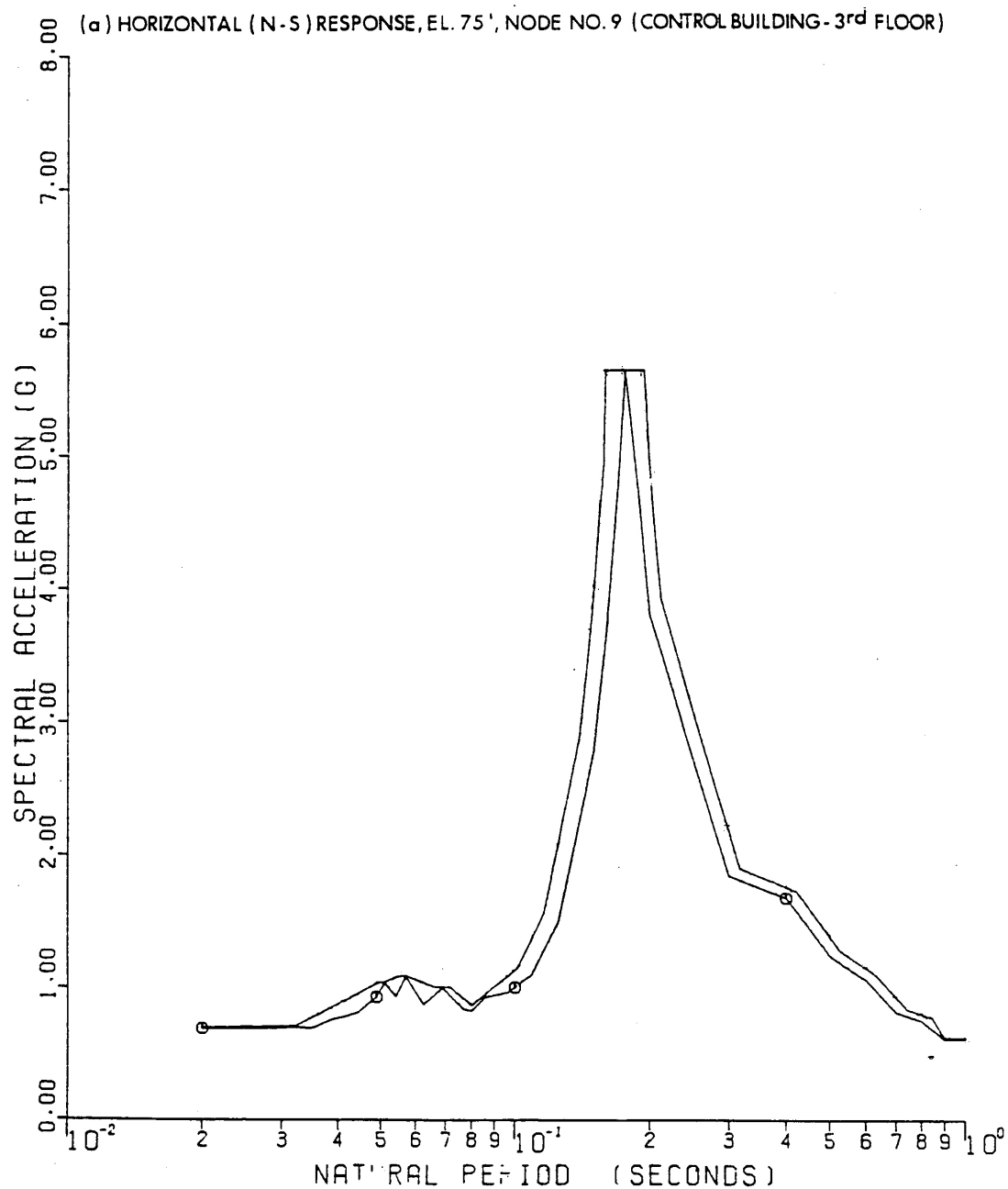


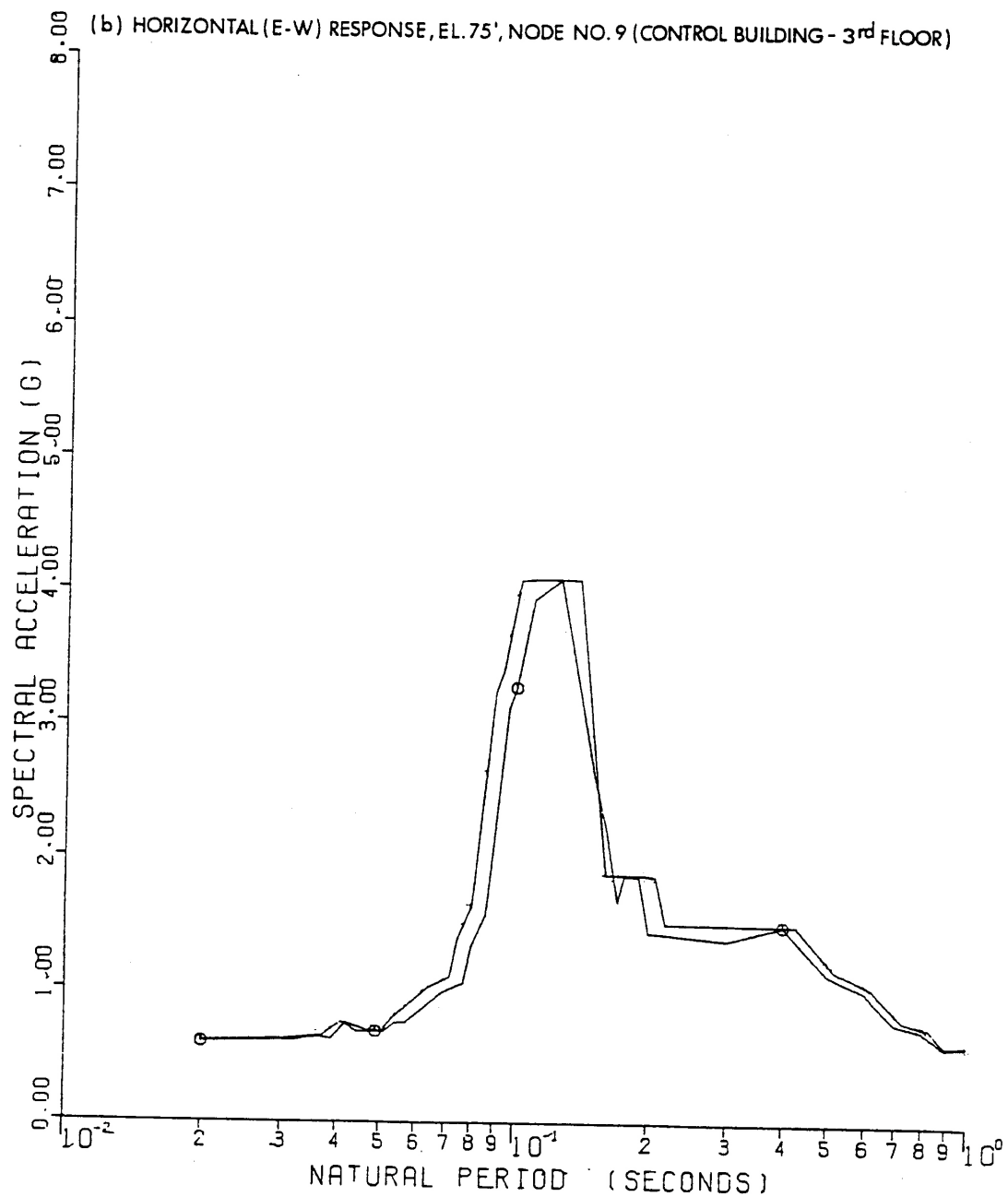


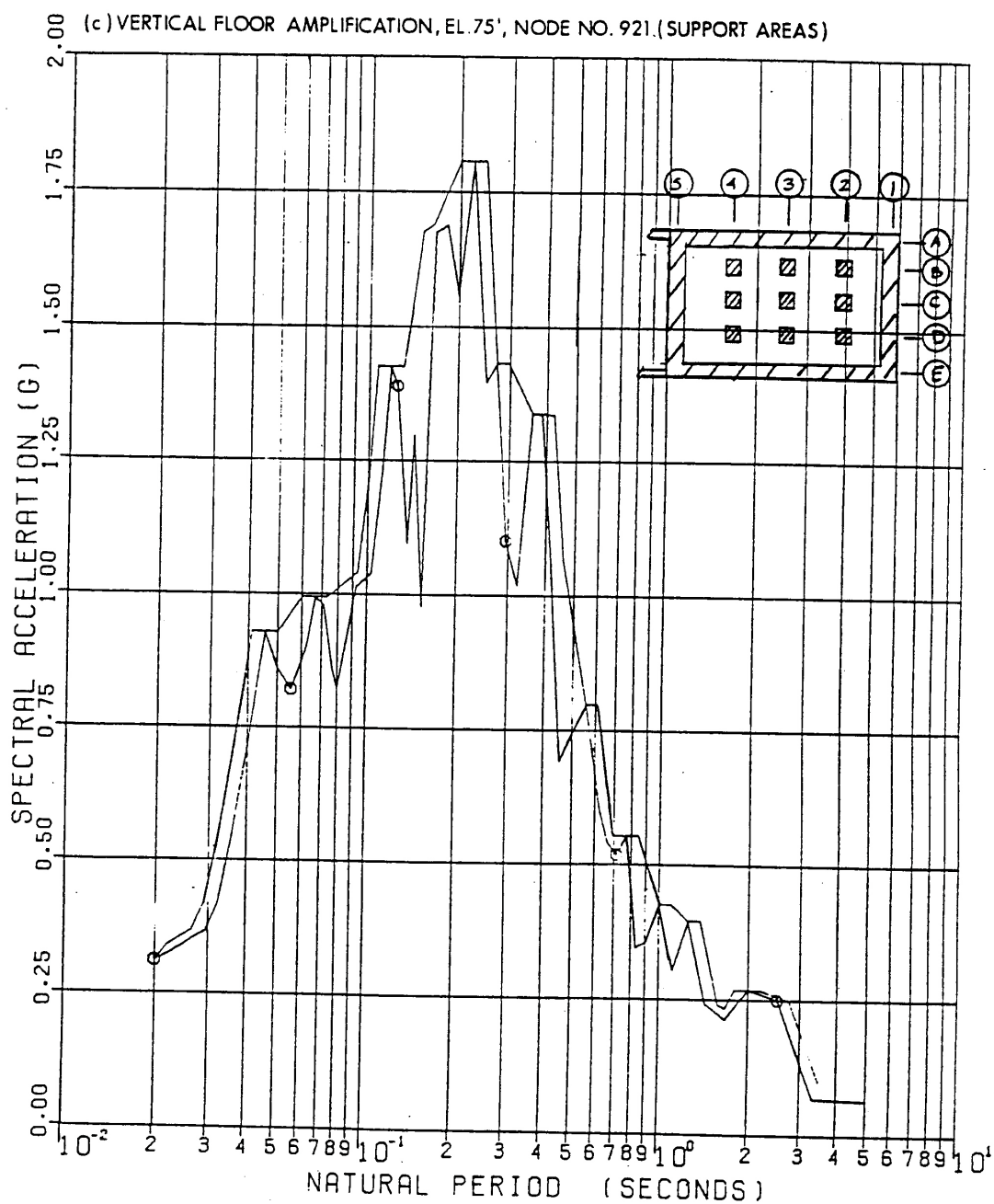


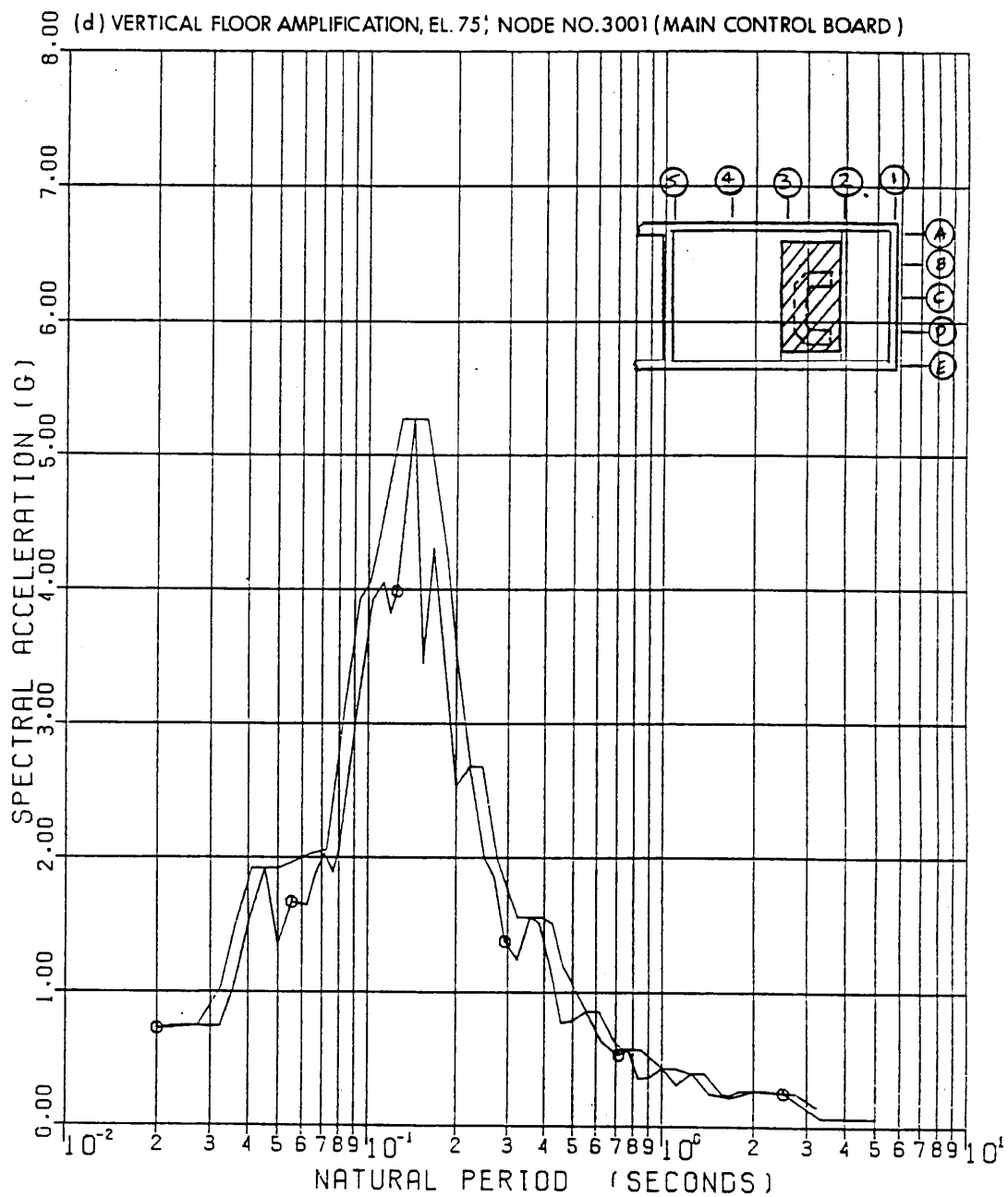


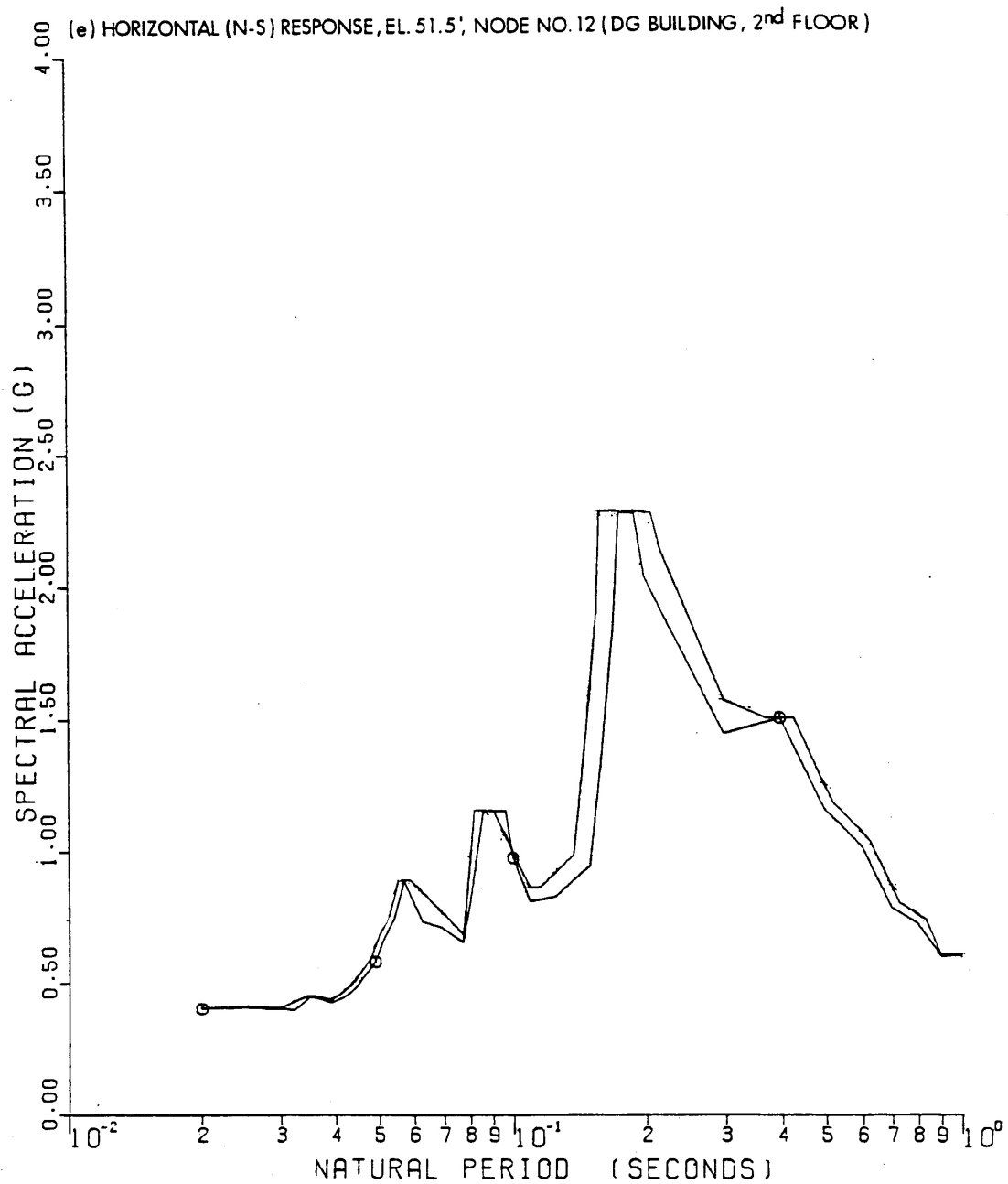


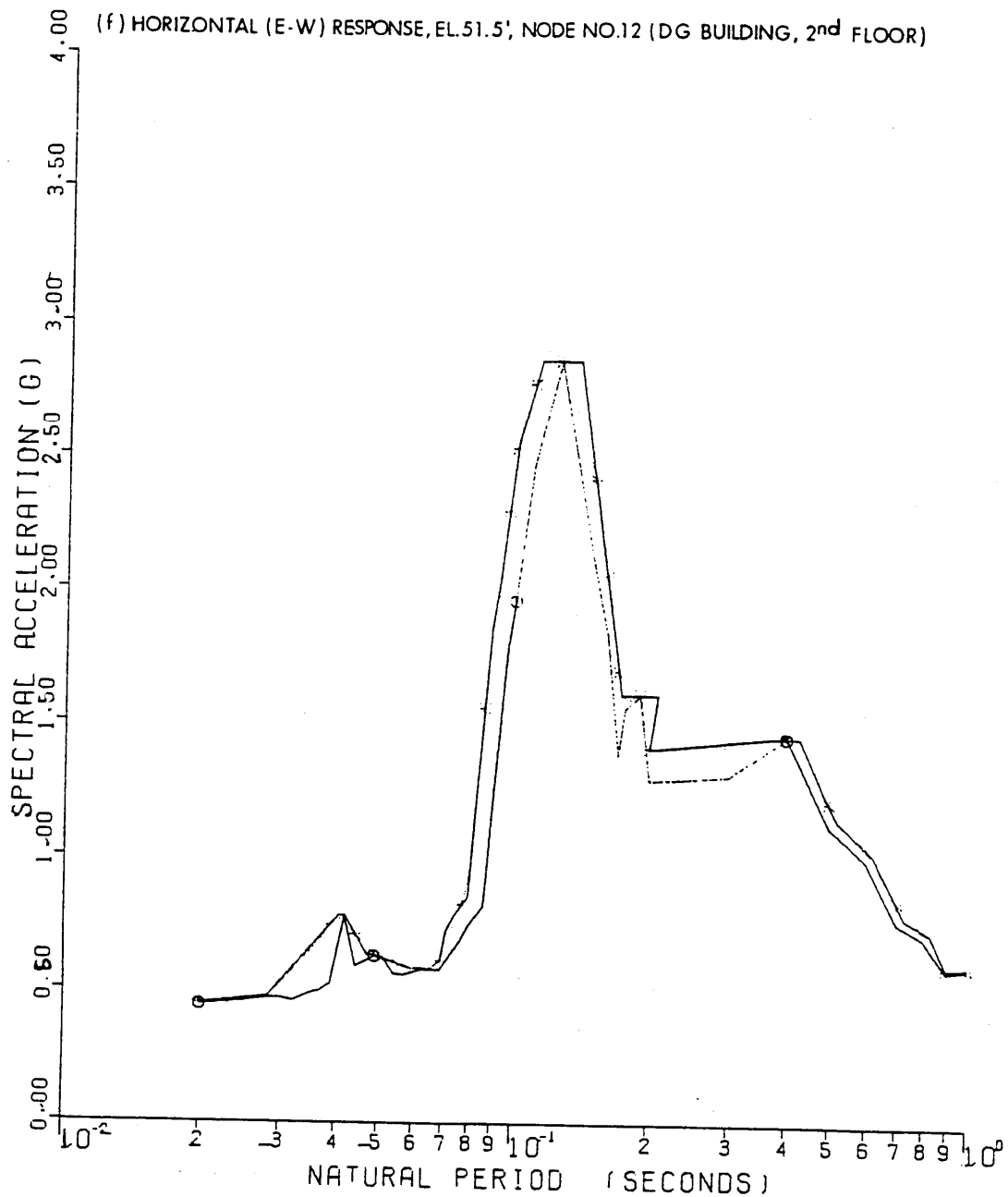


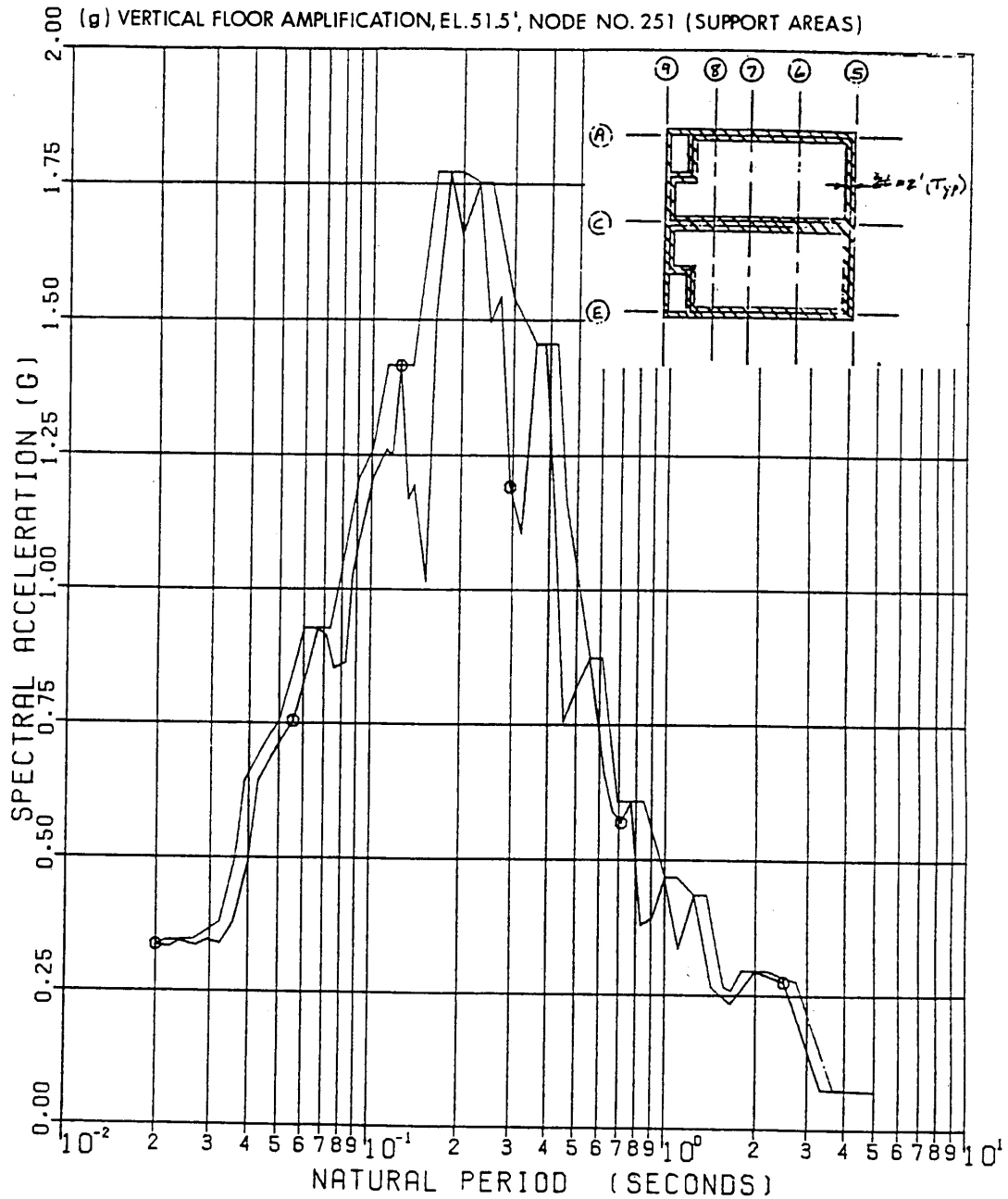


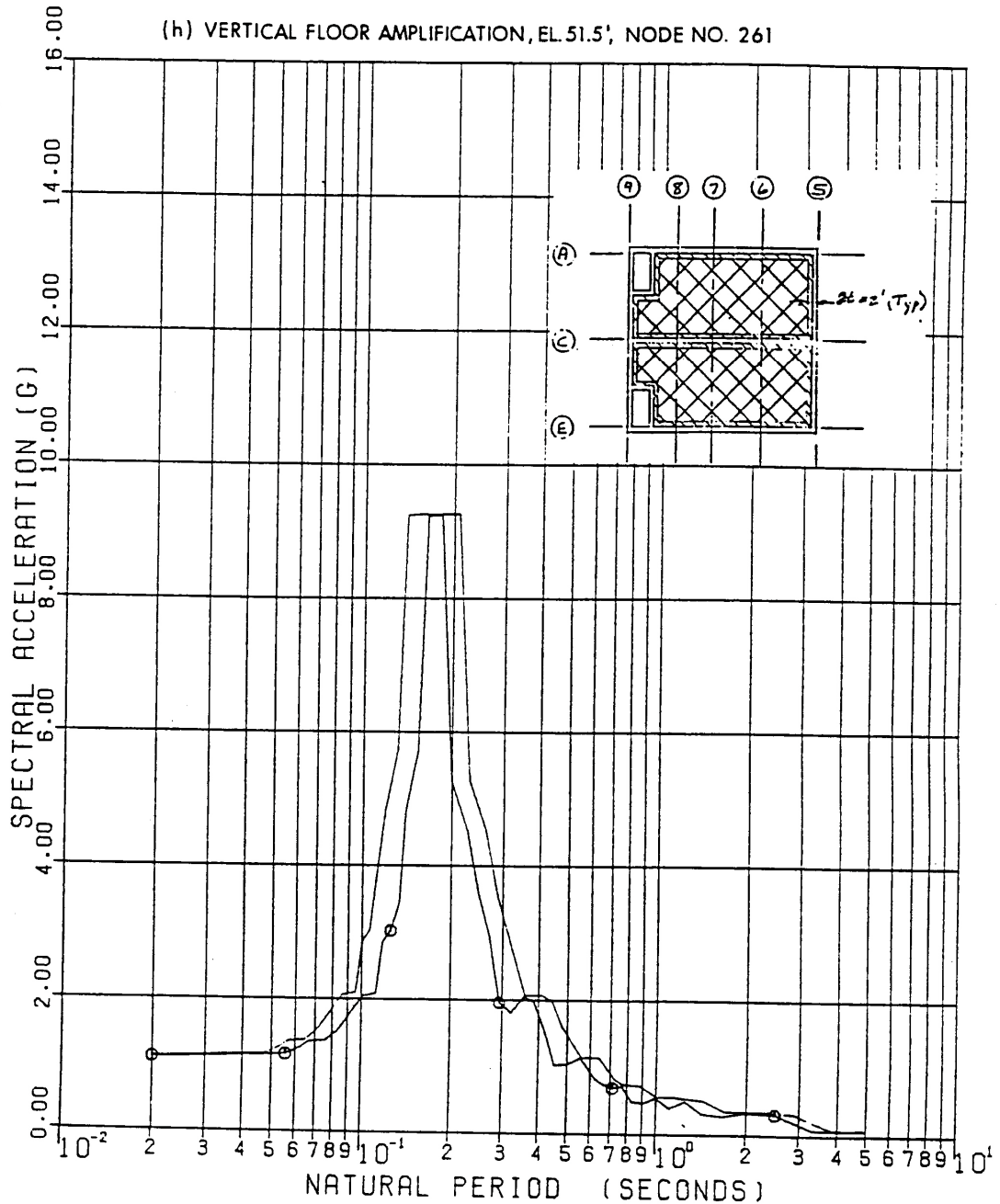


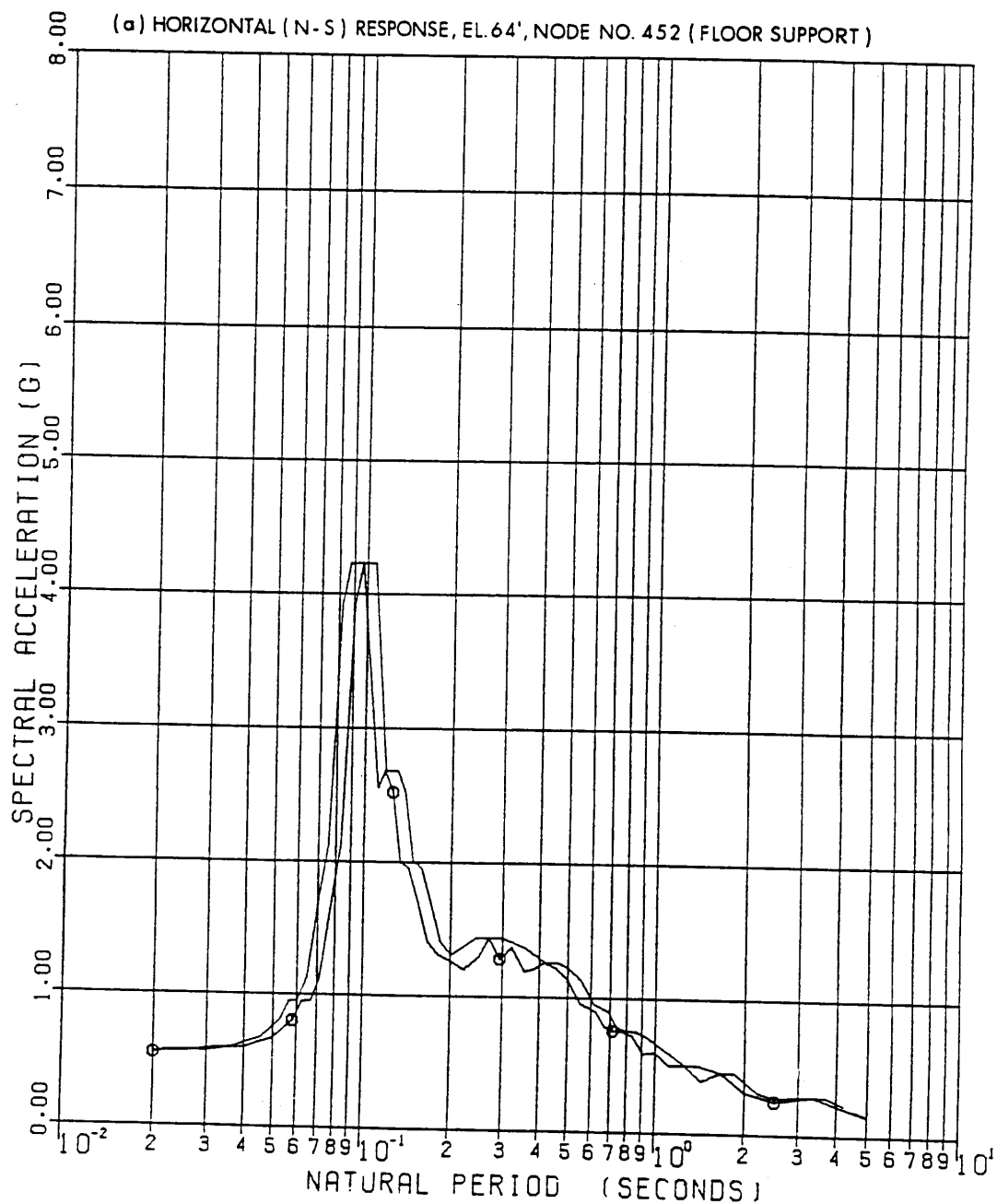


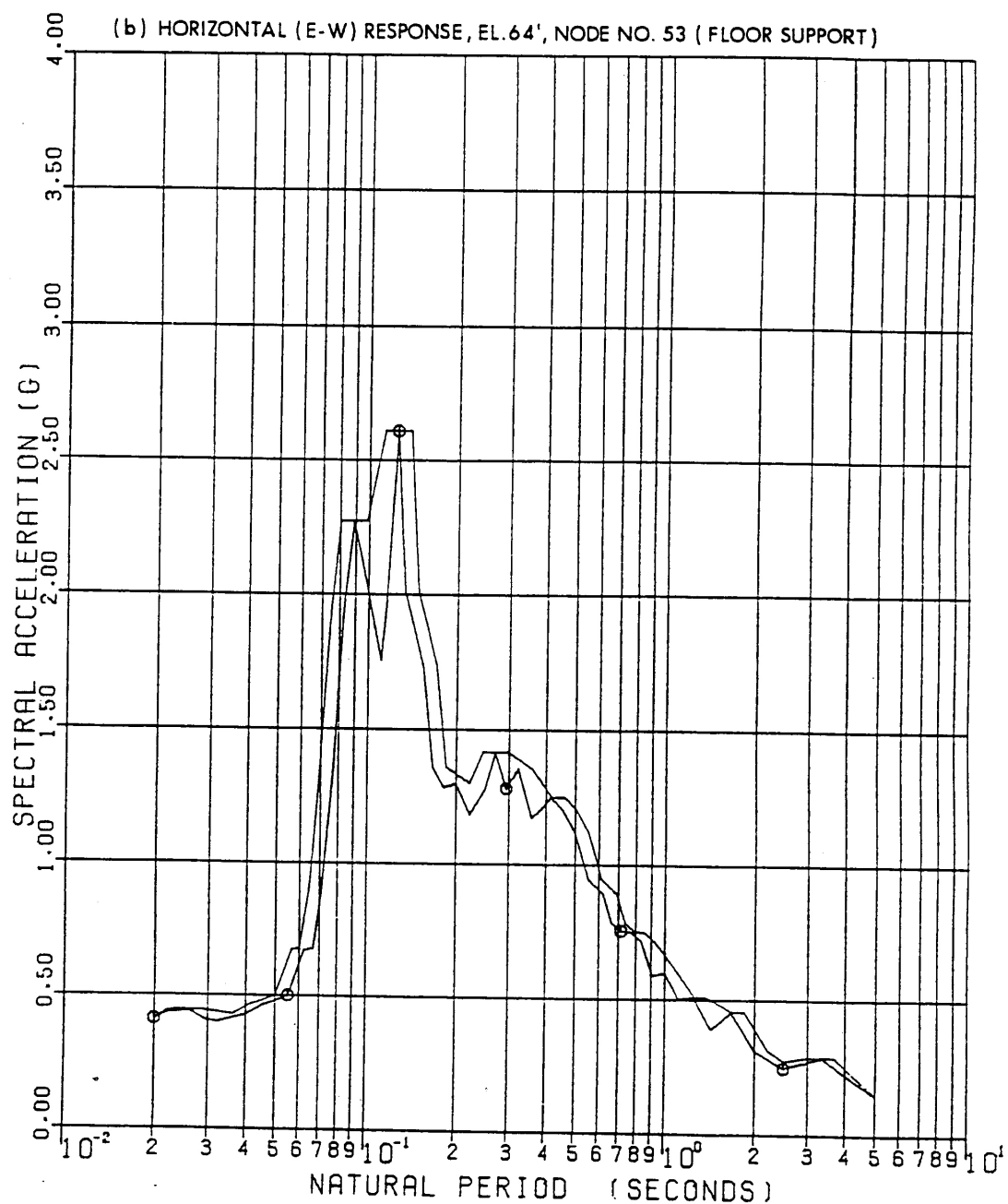


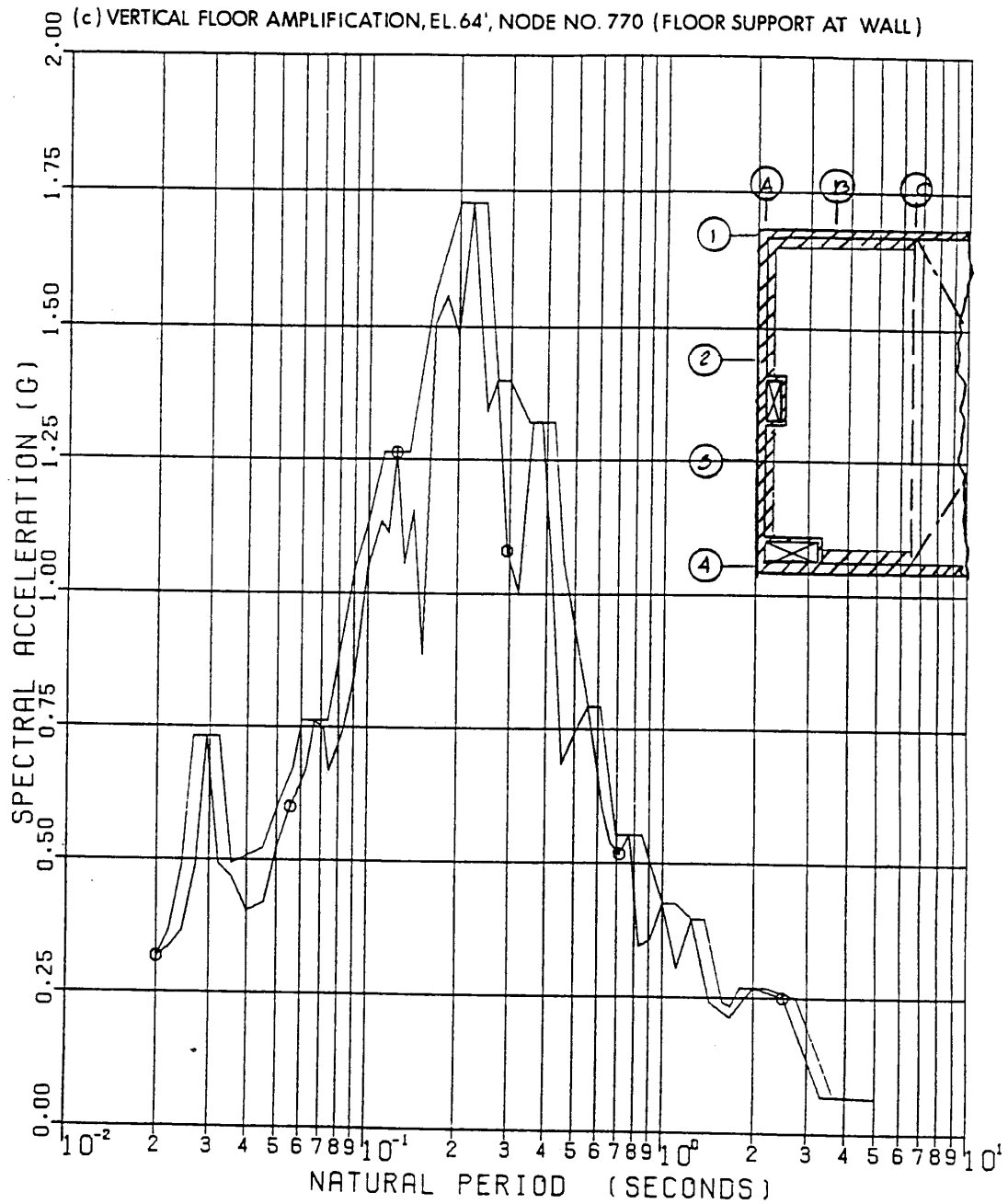


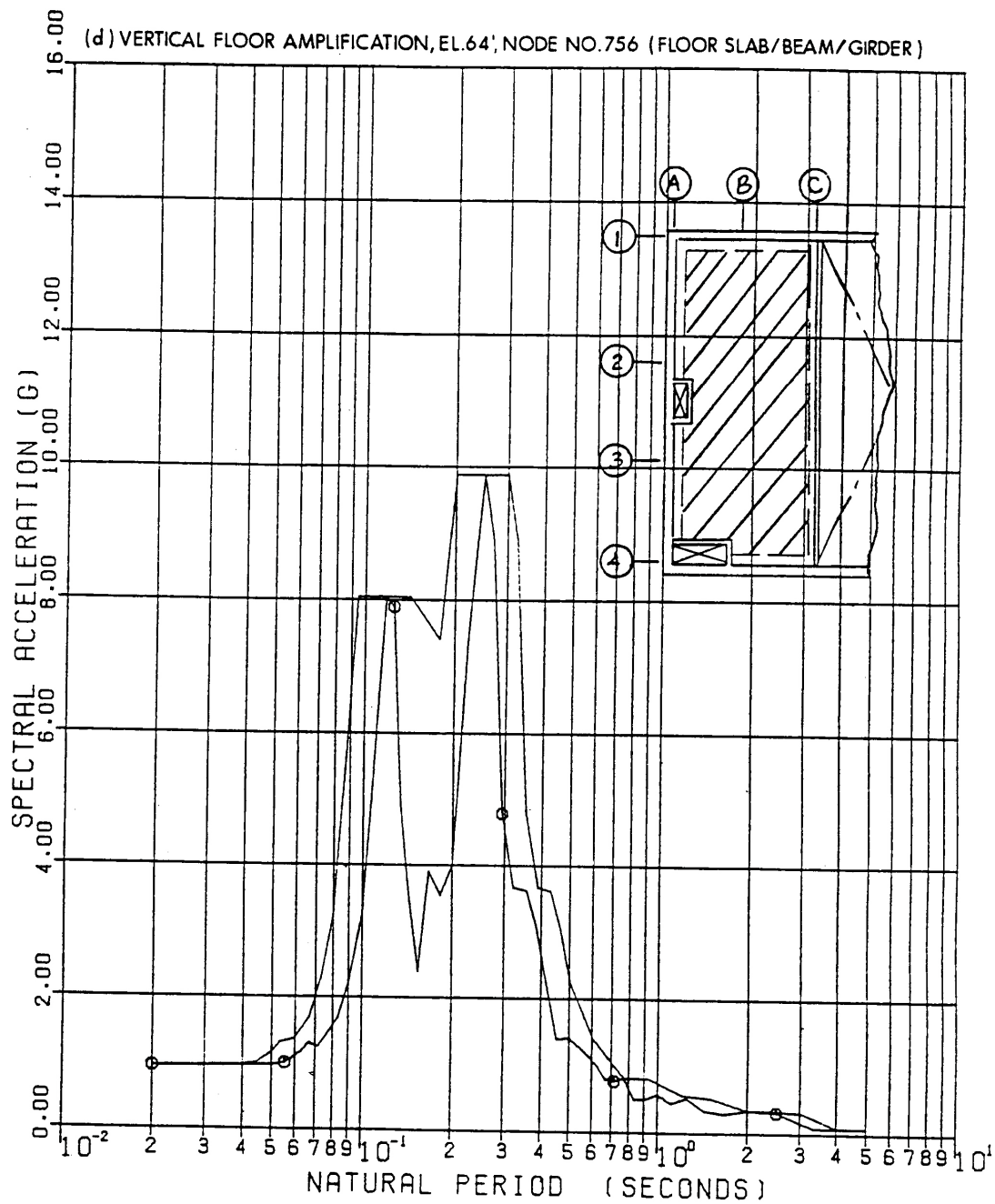


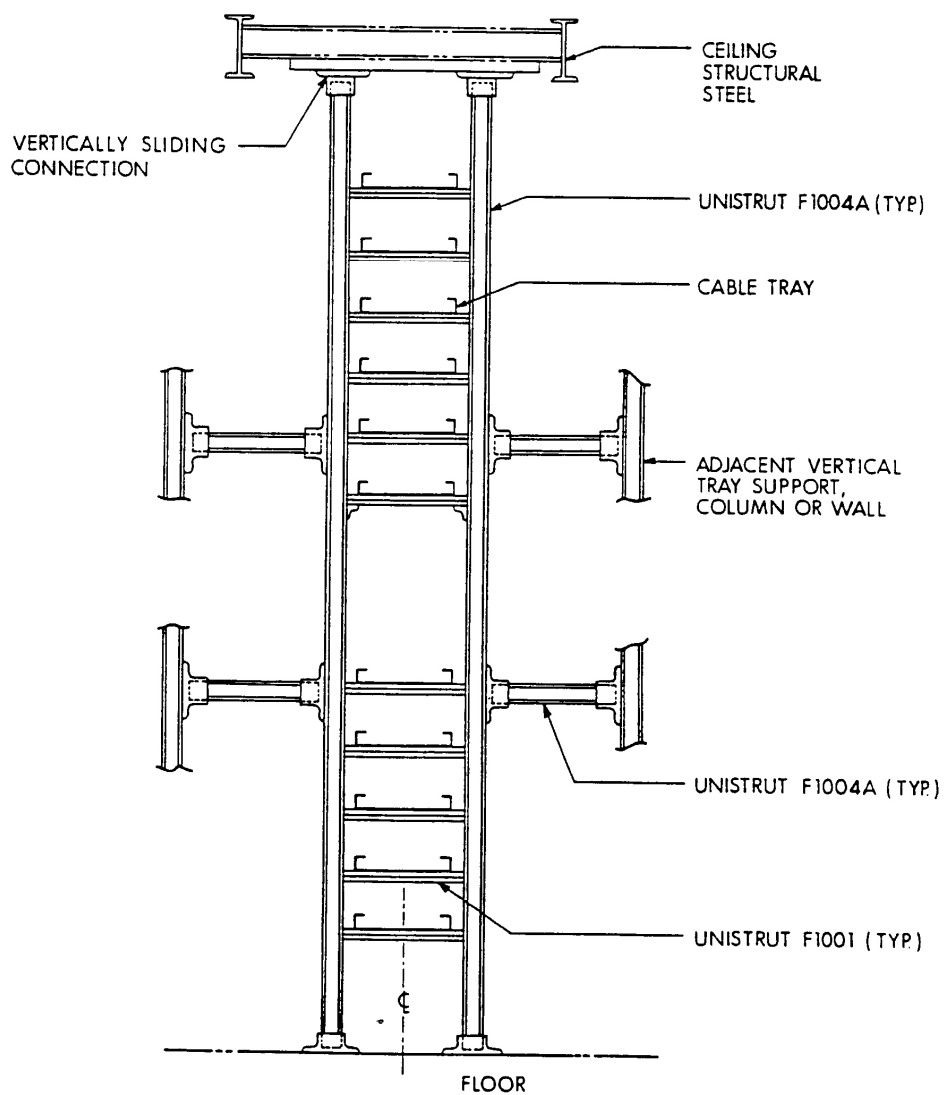


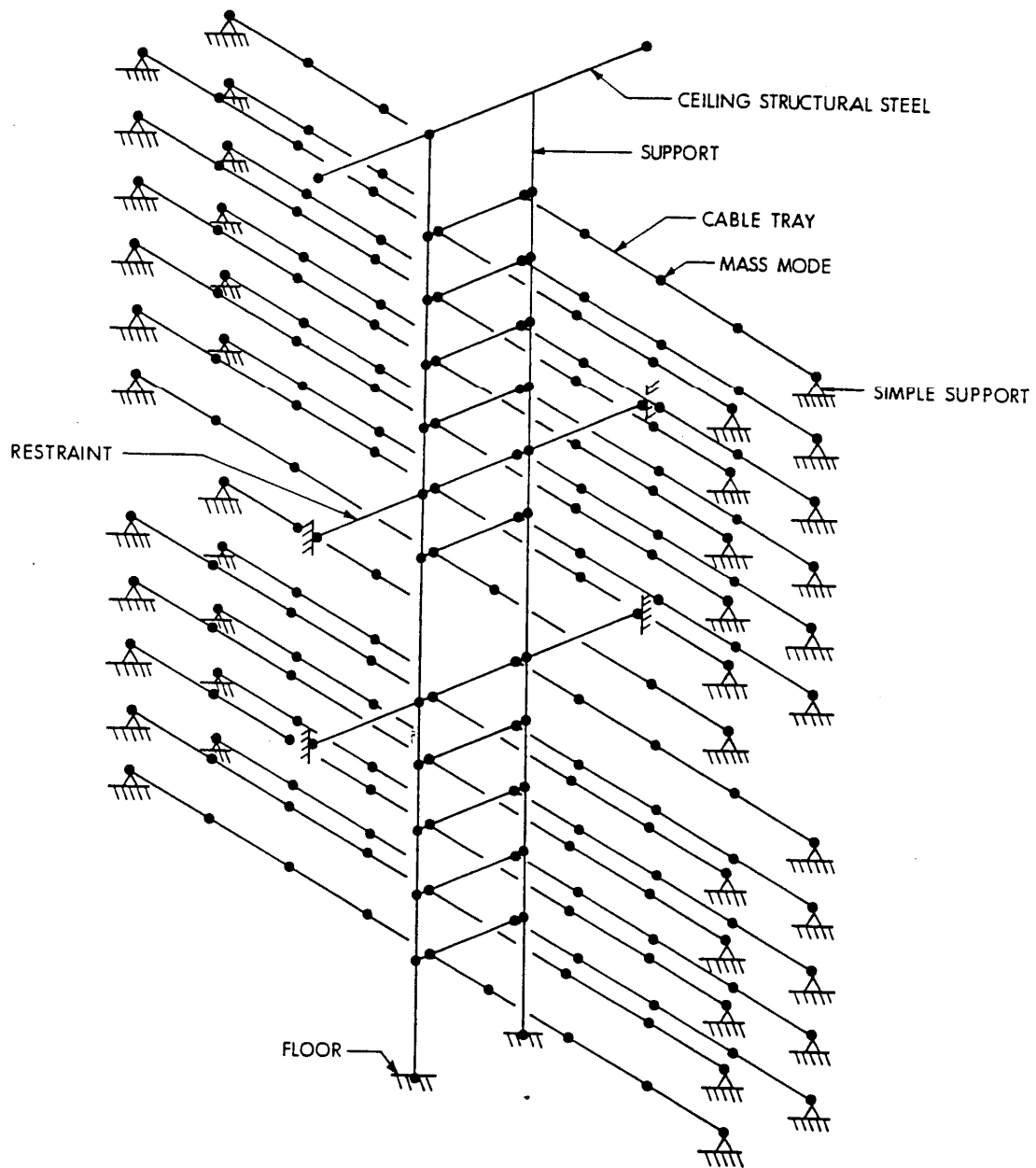


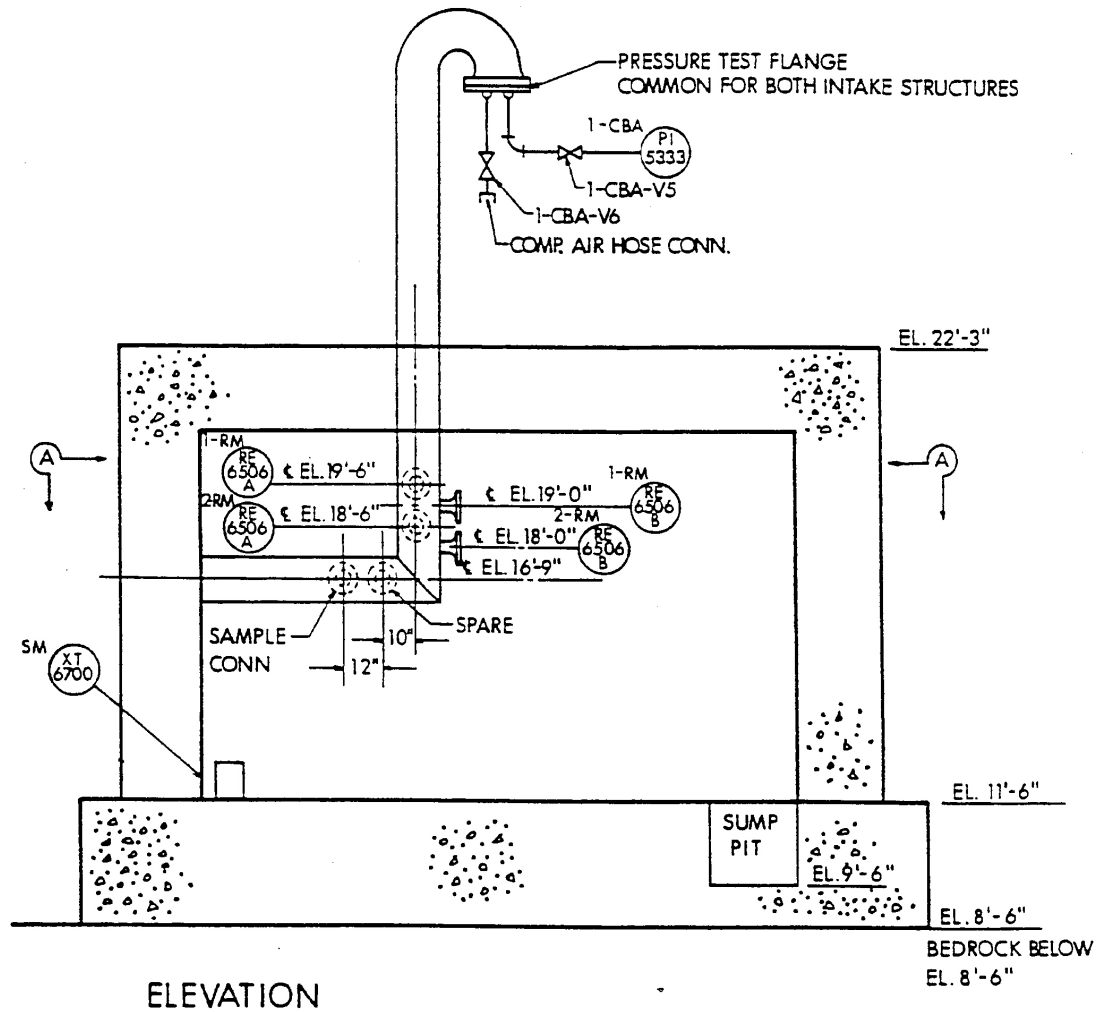












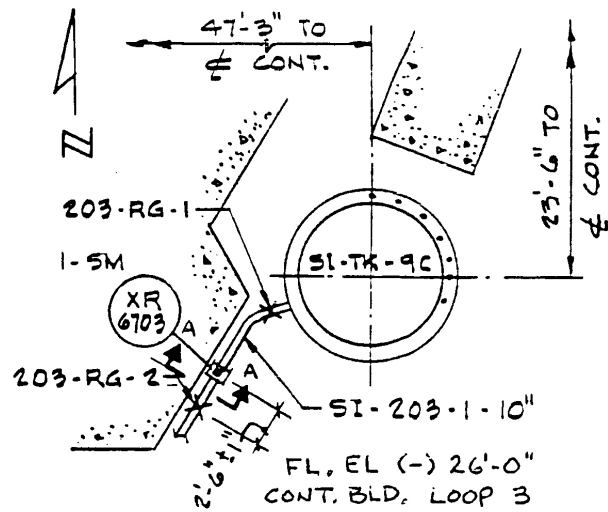
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Mounting Detail of Triaxial Time History Accelerograph,
XT-6700, in East Air Intake Structure

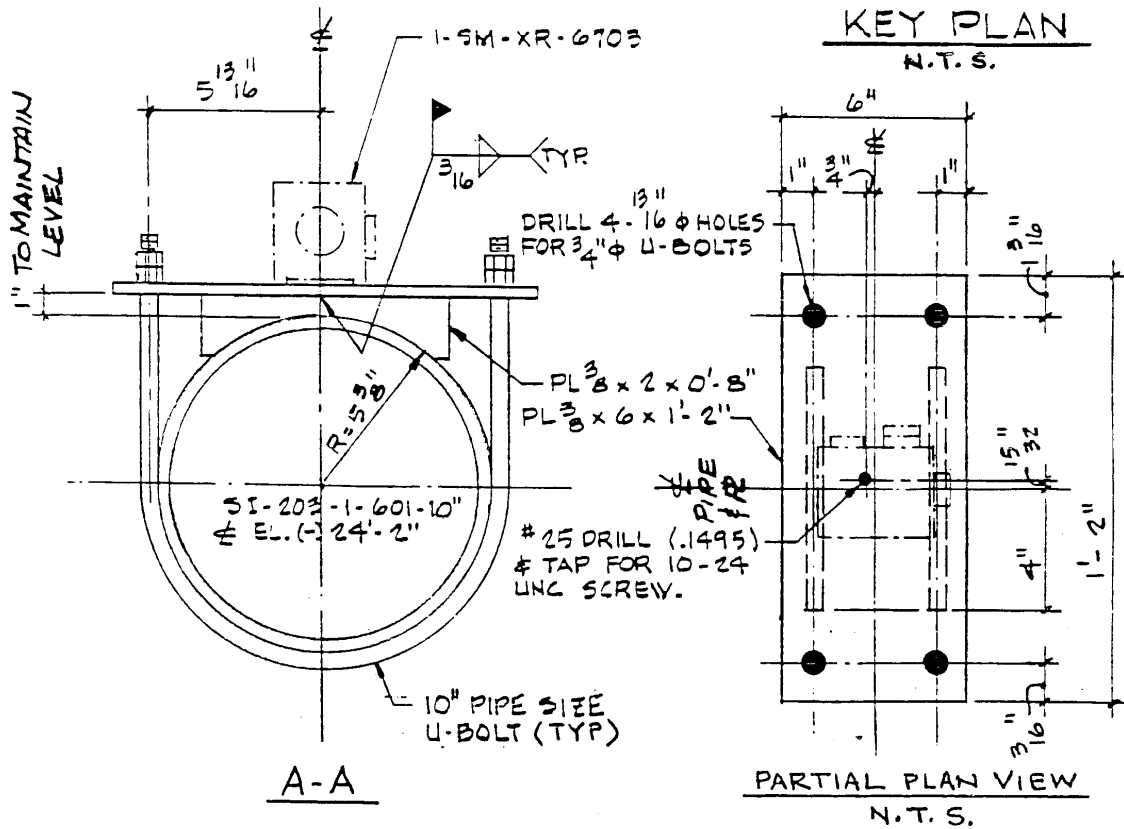
Figure 3.7(B)-32

NOTES

1. TORQUE THE INST. MOUNTING SCREW TO 40 ± 10 IN-LBS
2. TORQUE U-BOLTS TO 80 FT-LBS ± 20
3. LEVEL MOUNTING PLATE WITHIN $1/4"$ ($1/64"$ IN $3\frac{1}{2}"$).
4. EDGE OF MOUNTING PLATE TO BE PARALLEL WITH ϕ OF PIPE.
5. ALIGN LONG SIDE OF INSTRUMENT PARALLEL WITH THE EDGE OF MOUNTING PLATE WITHIN $3"$ ($1/4"$ IN $5"$).



KEY PLAN N.T.S.

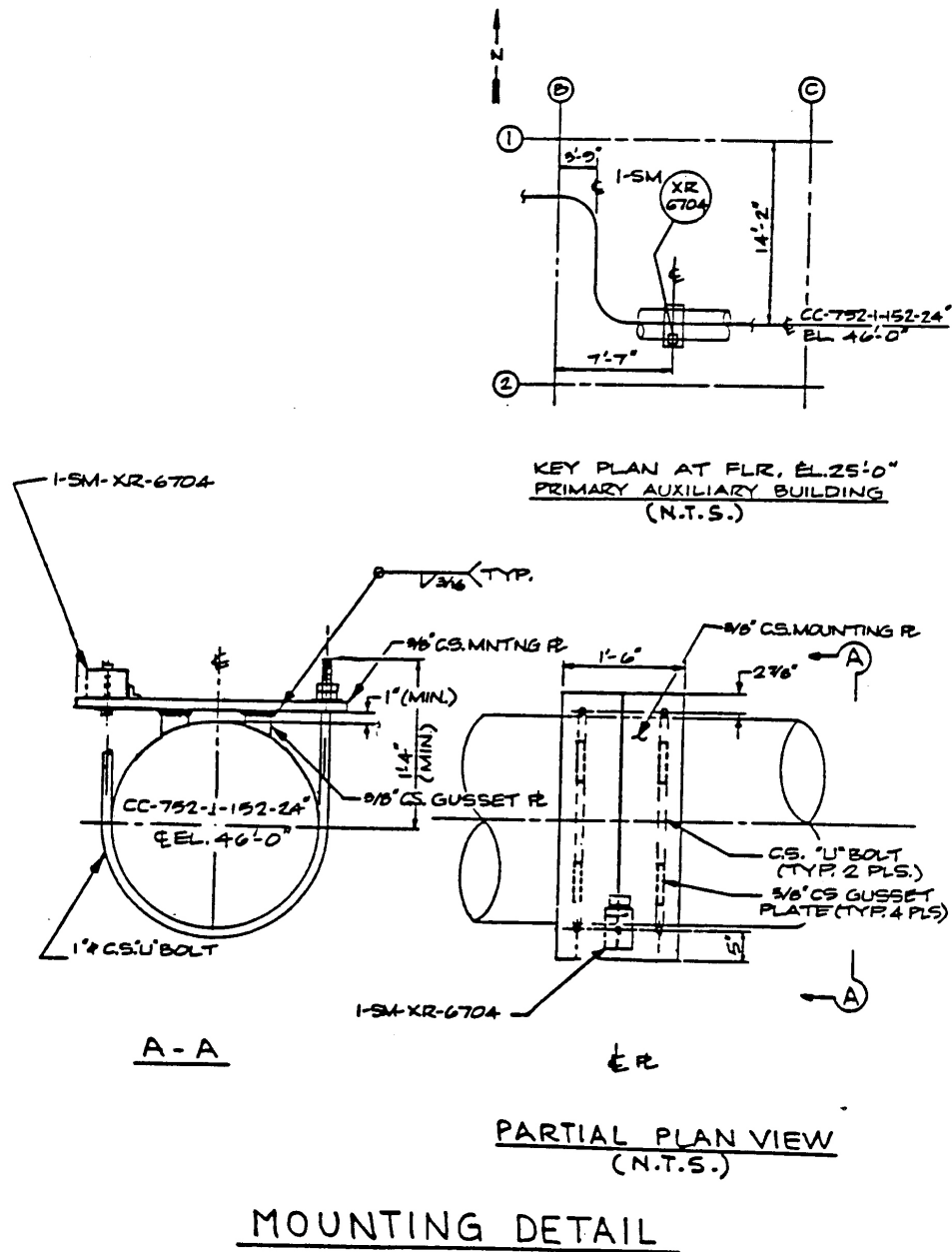


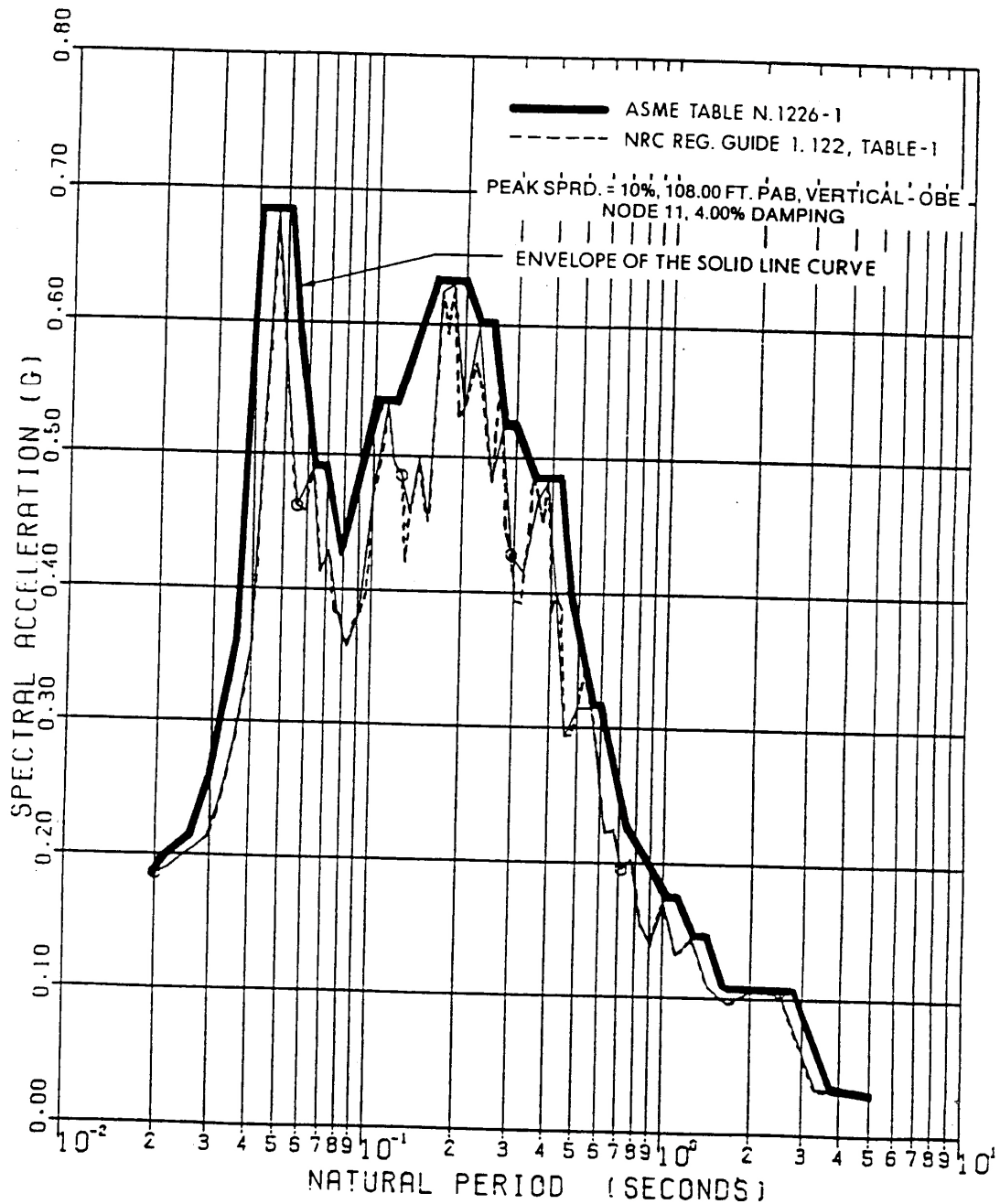
MOUNTING DETAIL

SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Mounting Detail of Triaxial Peak Accelerograph, XR-6703,
on Safety Injection Piping (Line 203)

Figure 3.7(B)-33

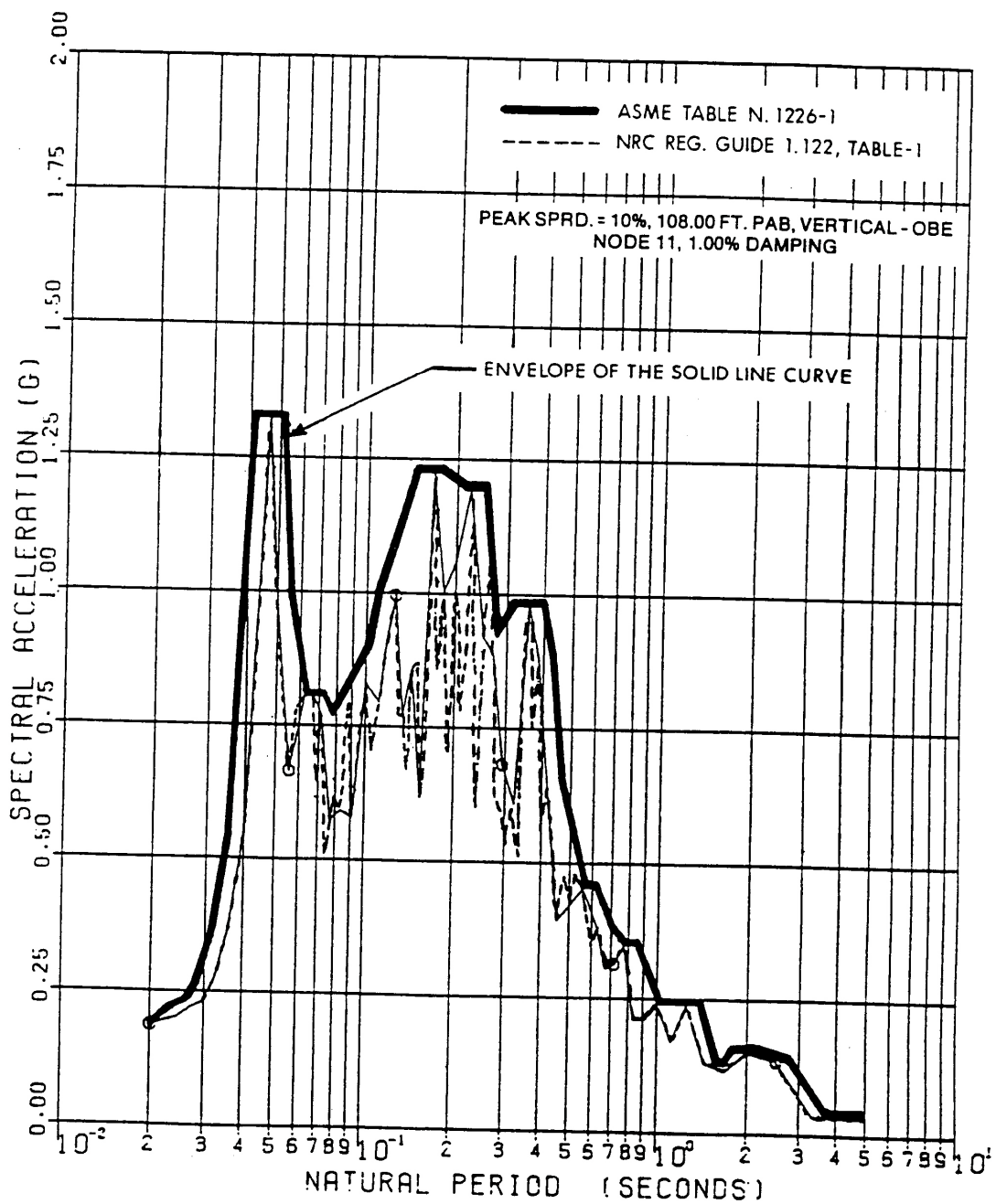




SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Primary Auxiliary Building Amplified Response Spectra
(Vertical) OBE, 4% Damping

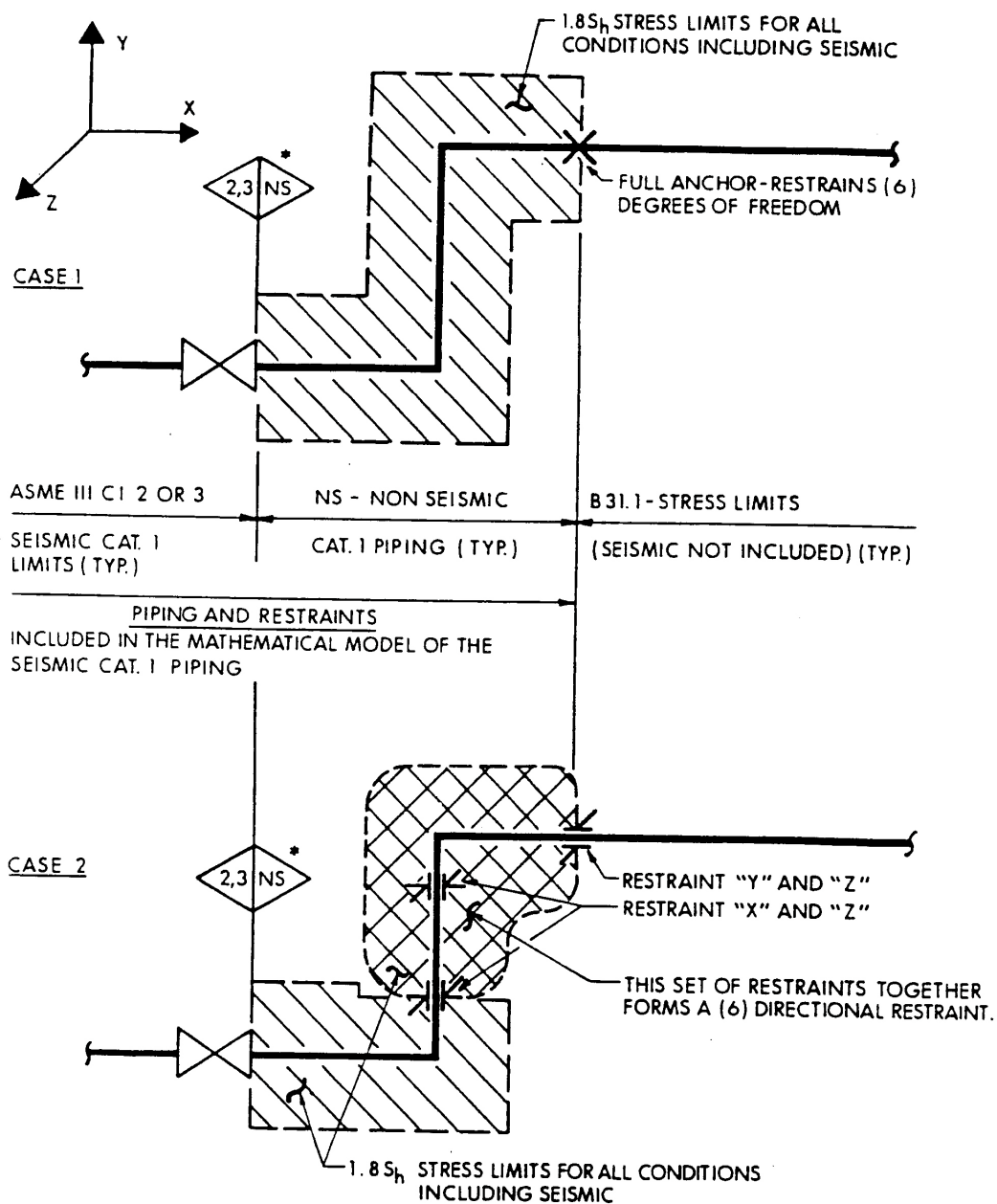
Figure 3.7(B)-35



SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

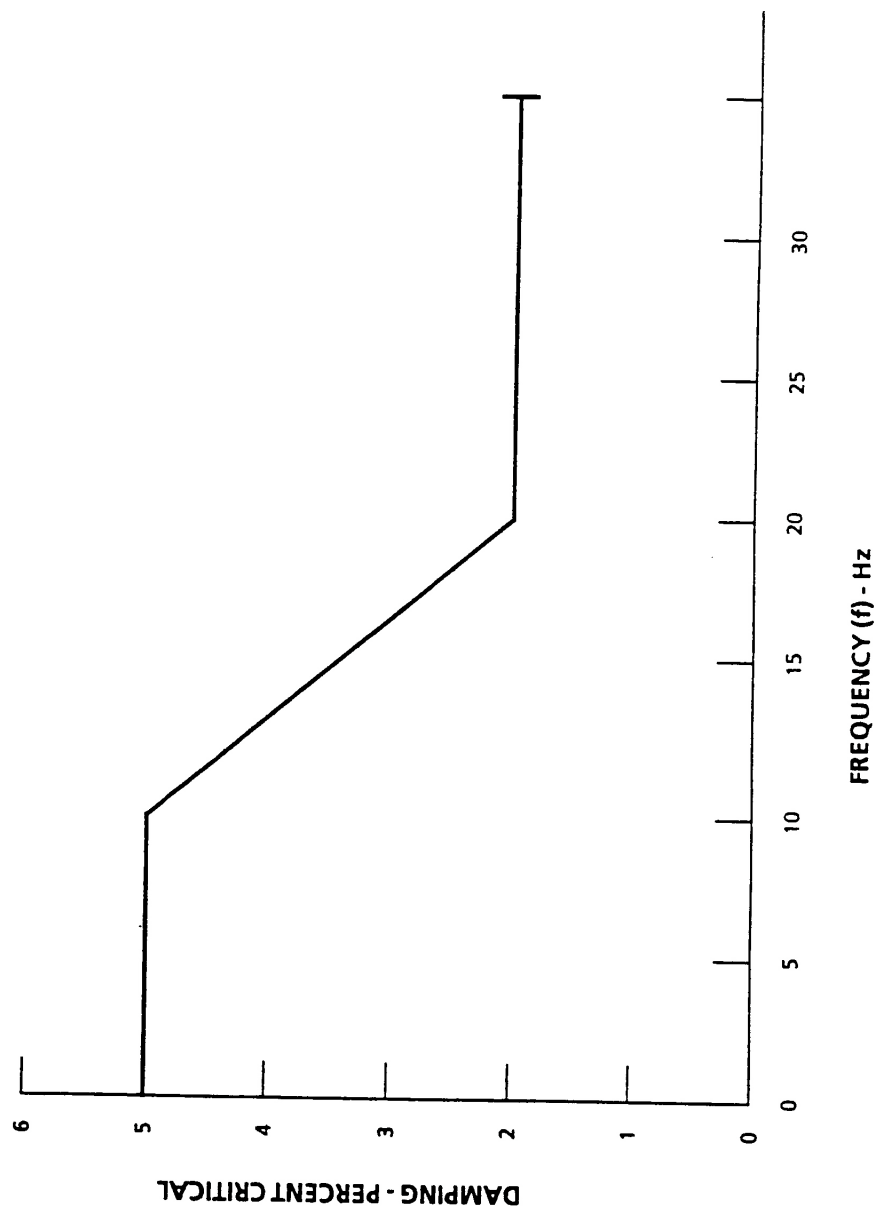
Primary Auxiliary Building Amplified Response Spectra
(Vertical) OBE, 1% Damping

Figure 3.7(B)-36

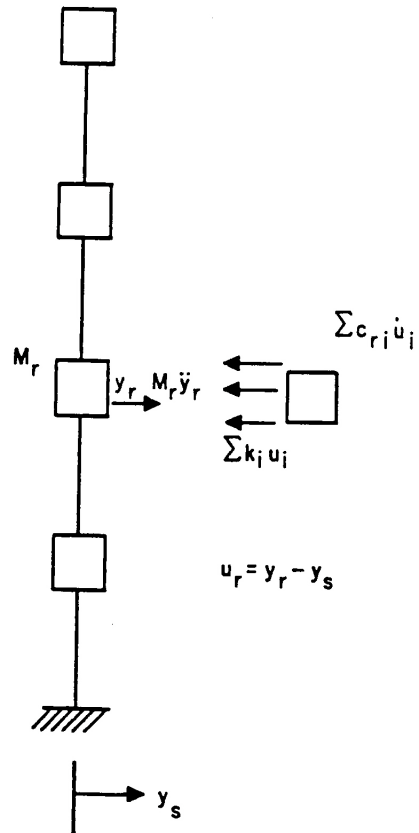


* SYMBOL INDICATES BOUNDARY BETWEEN ASME III CLASS 2 OR 3 AND NON-SEISMIC PIPING.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Pipe Support Systems	
		Figure 3.7(B)-37



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Alternative to Regulatory Guide 1.61 Damping Values	
		Figure 3.7(B)-38



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Multi-Degree of Freedom System	
		Figure 3.7(N)-1

See 101401

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Mat Reinforcing [2 Sheets]	
		Figure 3.8-1 Sh. 1 of 2

See 101402

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Mat Reinforcing [2 Sheets]	
		Figure 3.8-1 Sh. 2 of 2

See 101435

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Typical Reinforcing	
		Figure 3.8-2

See 101441
See 101444

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Equipment Hatch Typical Reinforcing [2 Sheets]	
		Figure 3.8-3 Sh. 1 of 2

See 101440

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Equipment Hatch Typical Reinforcing [2 Sheets]	
		Figure 3.8-3 Sh. 2 of 2

See 101442

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Personnel Air Lock Typical Reinforcing [2 Sheets]	
		Figure 3.8-4 Sh. 1 of 2

See 101443

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Personnel Air Lock Typical Reinforcing [2 Sheets]	
		Figure 3.8-4 Sh. 2 of 2

See 101461

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Liner Details [2 Sheets]	
		Figure 3.8-5 Sh. 1 of 2

See 101463

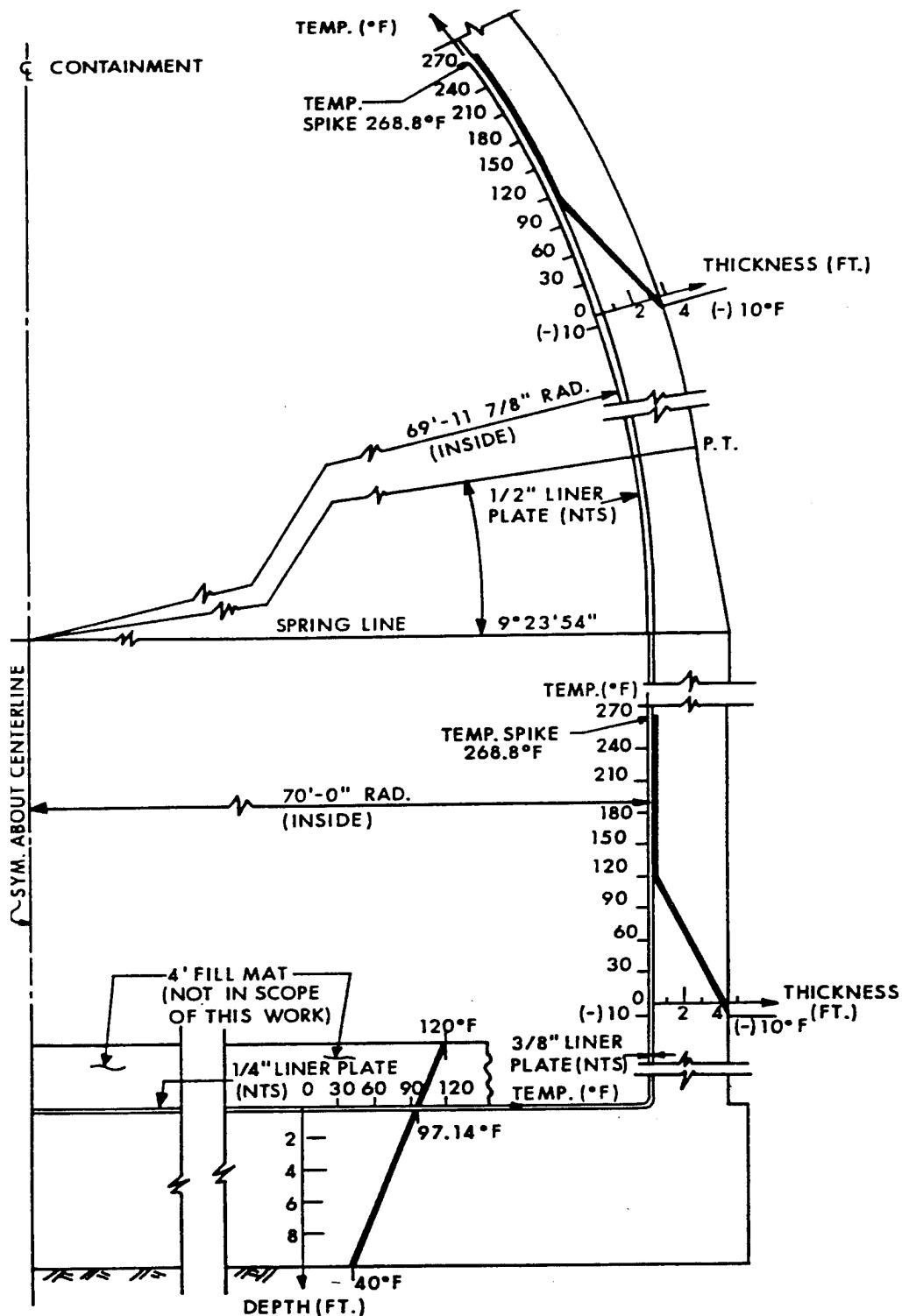
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Liner Details [2 Sheets]	
		Figure 3.8-5 Sh. 2 of 2

See 101438

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Reinforcing at Penetrations	
		Figure 3.8-6

See 101436

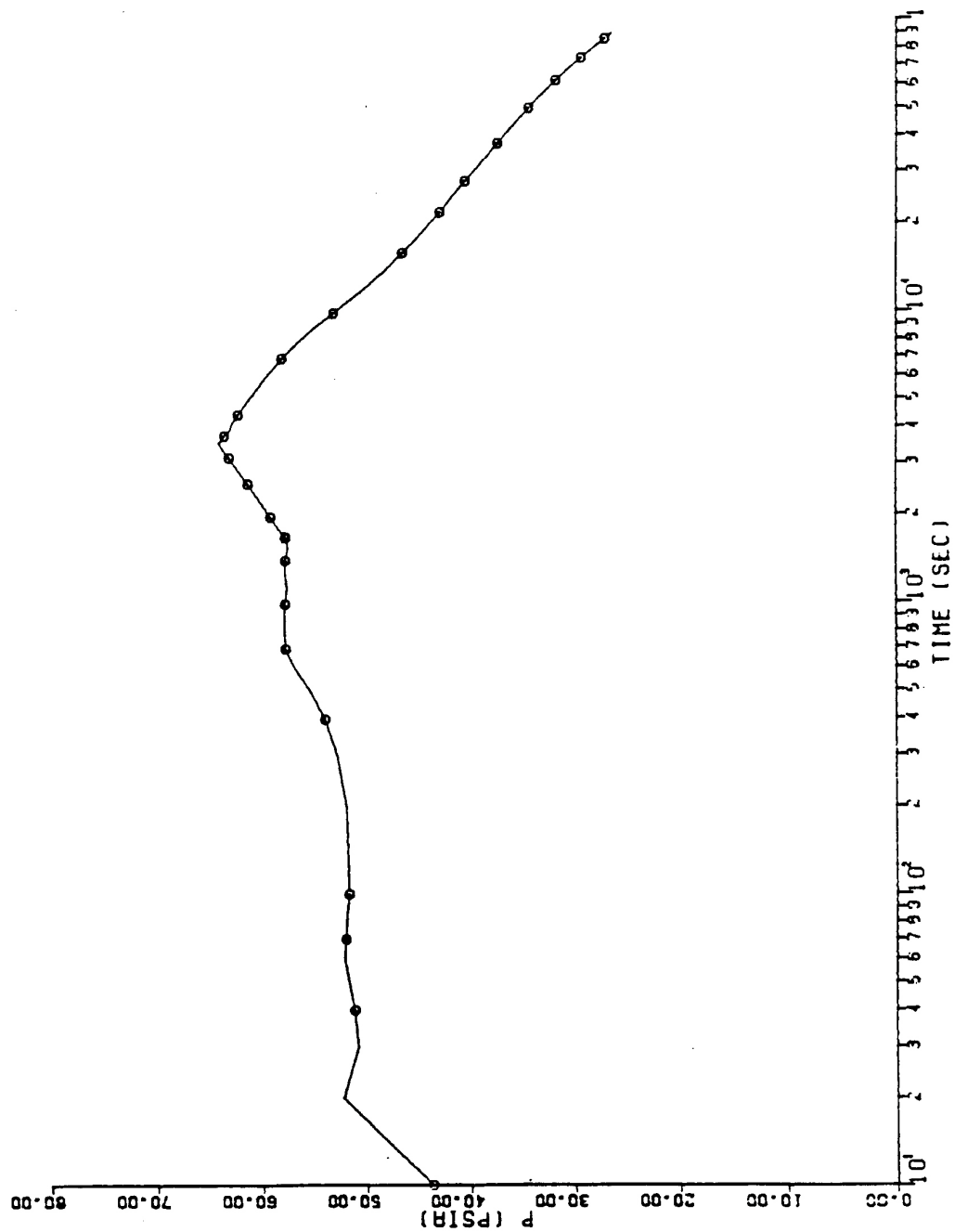
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Dome Reinforcing	
		Figure 3.8-7



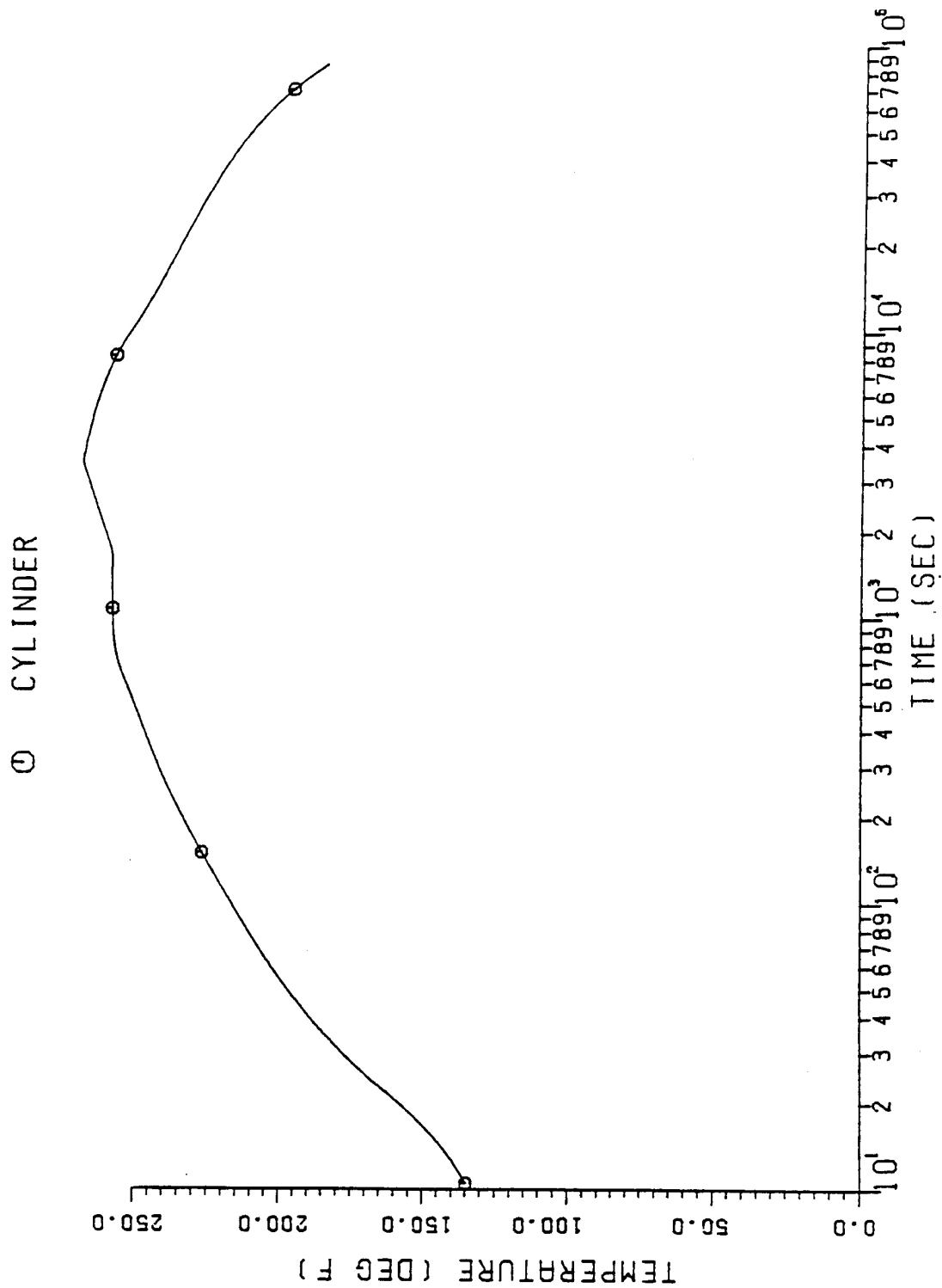
SEABROOK STATION
UPDATED FINAL SAFETY
ANALYSIS REPORT

Design Temperature Gradient through Containment Wall

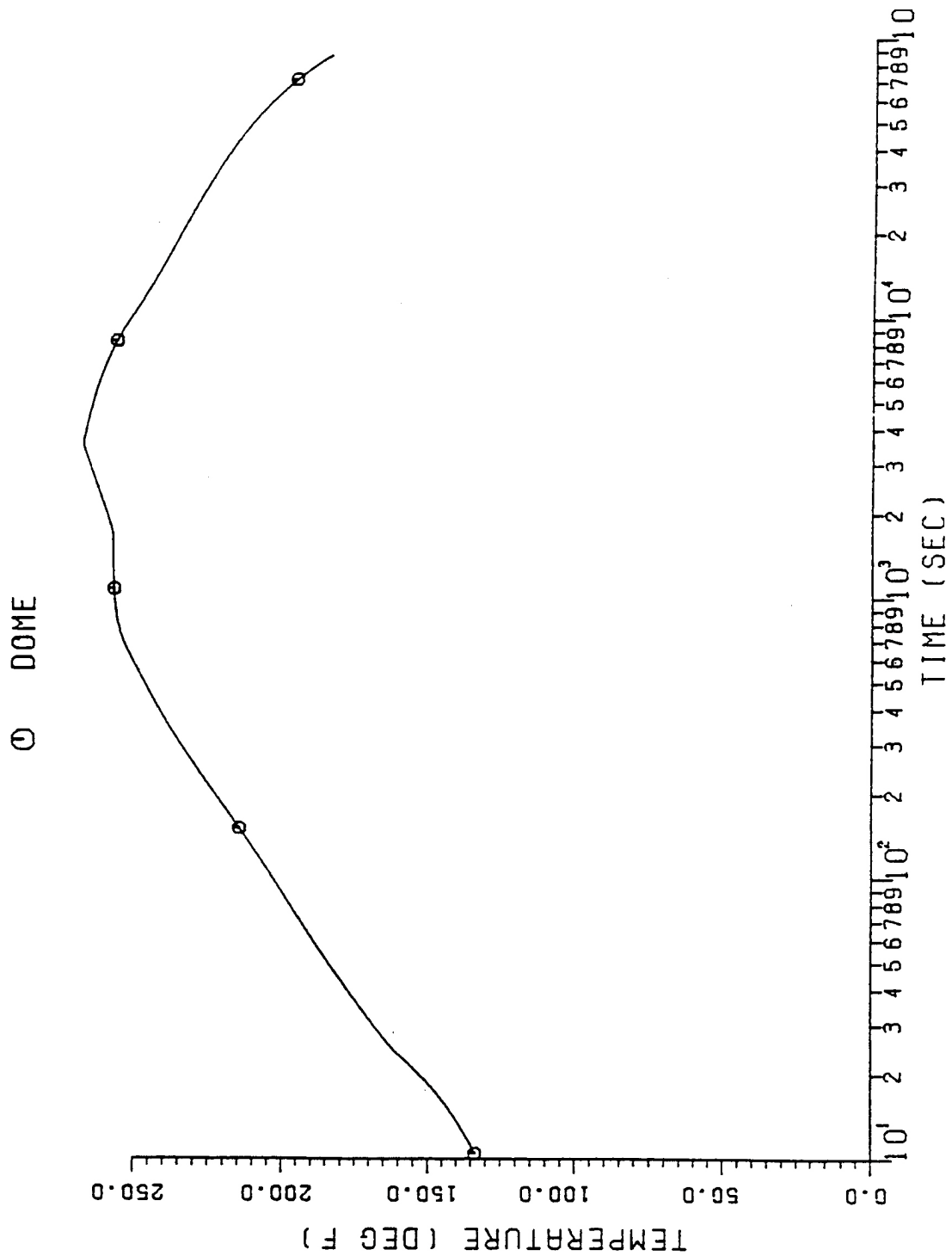
Figure 3.8-8



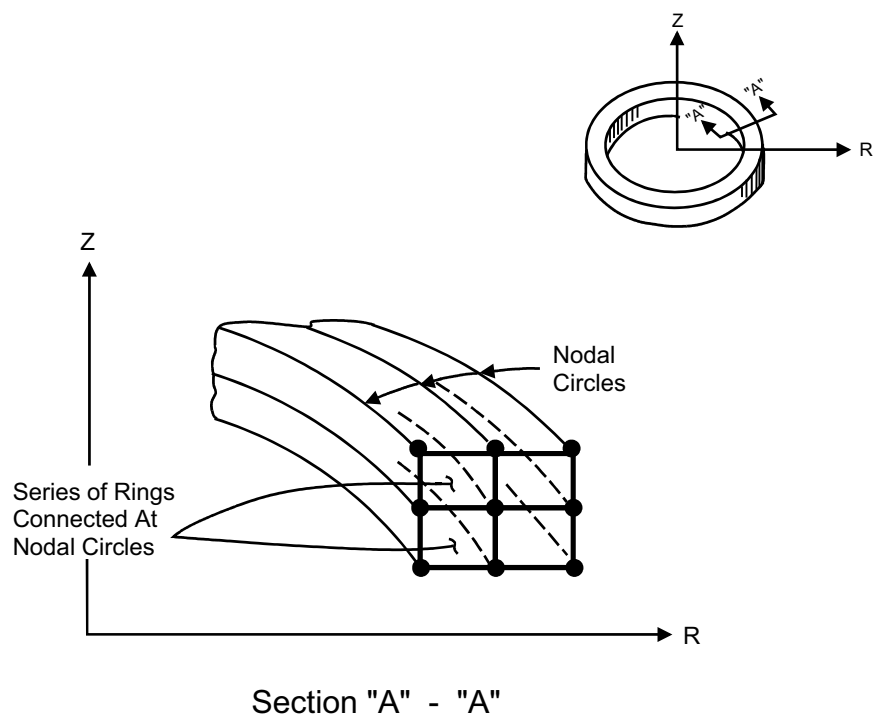
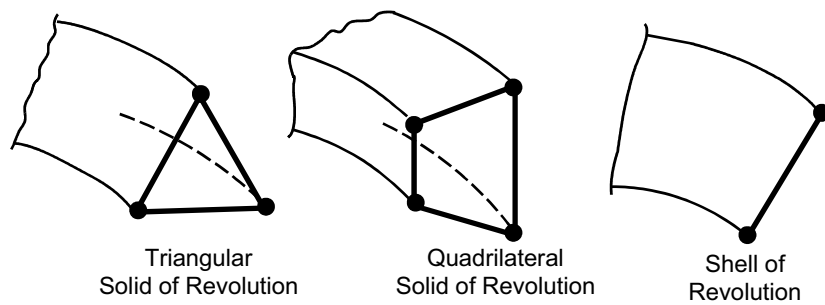
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Pressure Transients Following a LOCA	
		Figure 3.8-9



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Cylinder Liner Temperature Transients Curve	
		Figure 3.8-10

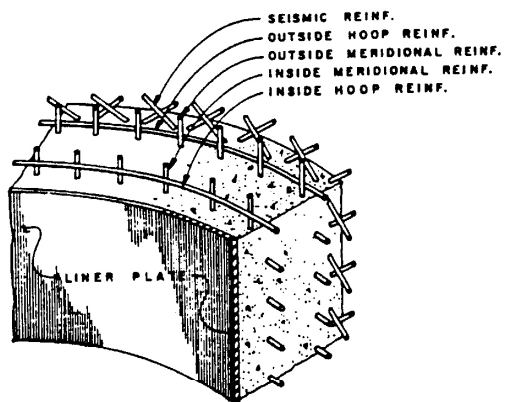


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Dome Liner Temperature Transients Curve	
		Figure 3.8-11

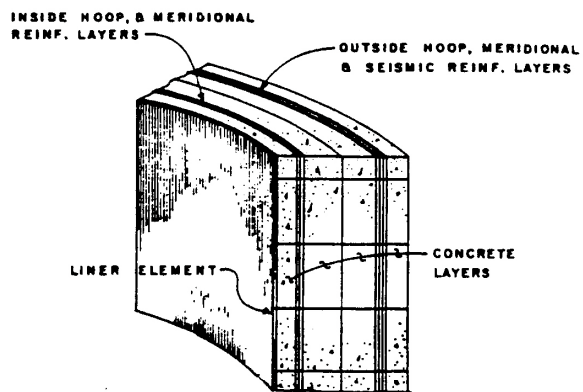


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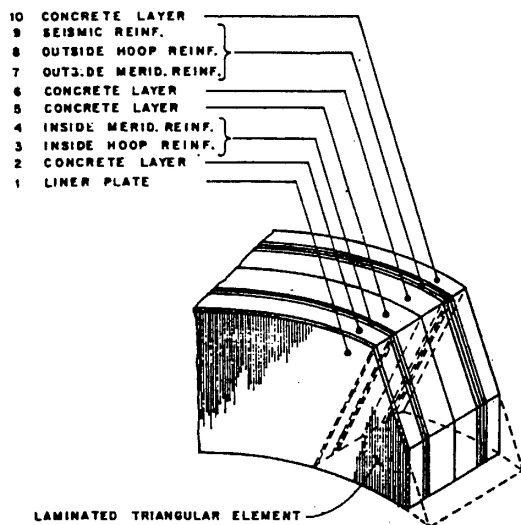
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Axisymmetric Modeling Elements	
		Figure 3.8-12



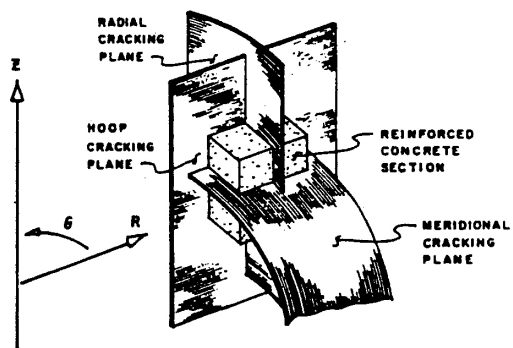
TYPICAL SECTION THROUGH
REINFORCED CONCRETE WALL



EQUIVALENT LAMINATED
CONTAINMENT WALL

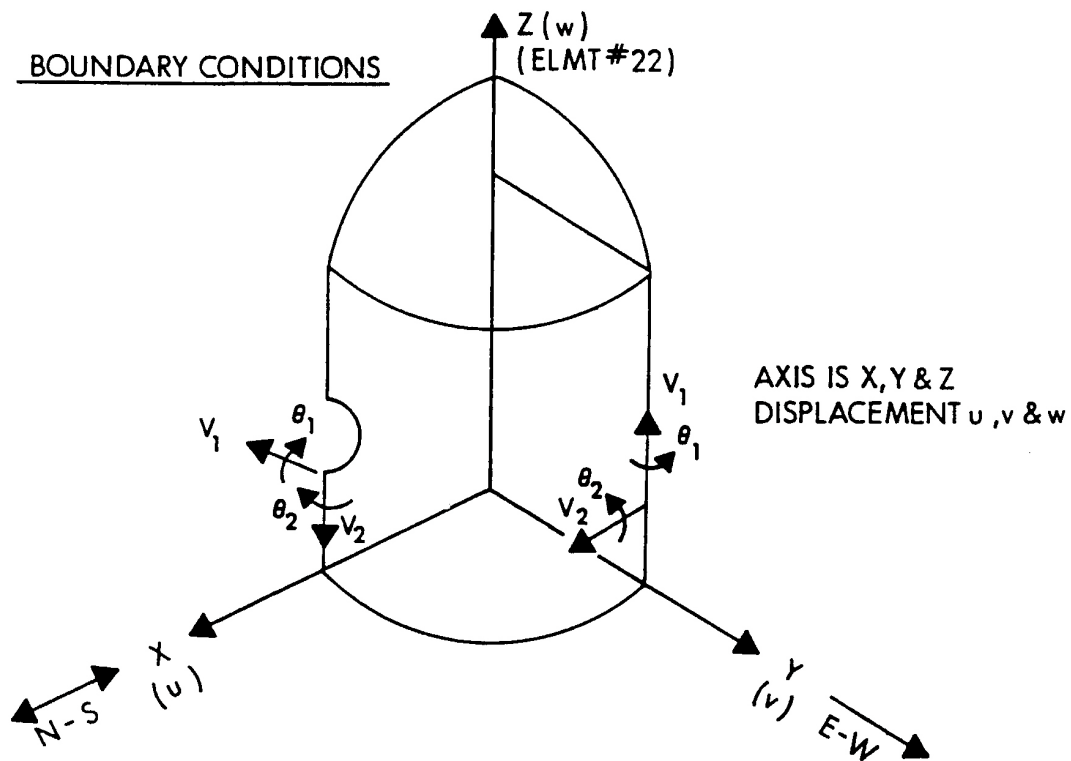


IDEALIZED MATERIAL MODEL

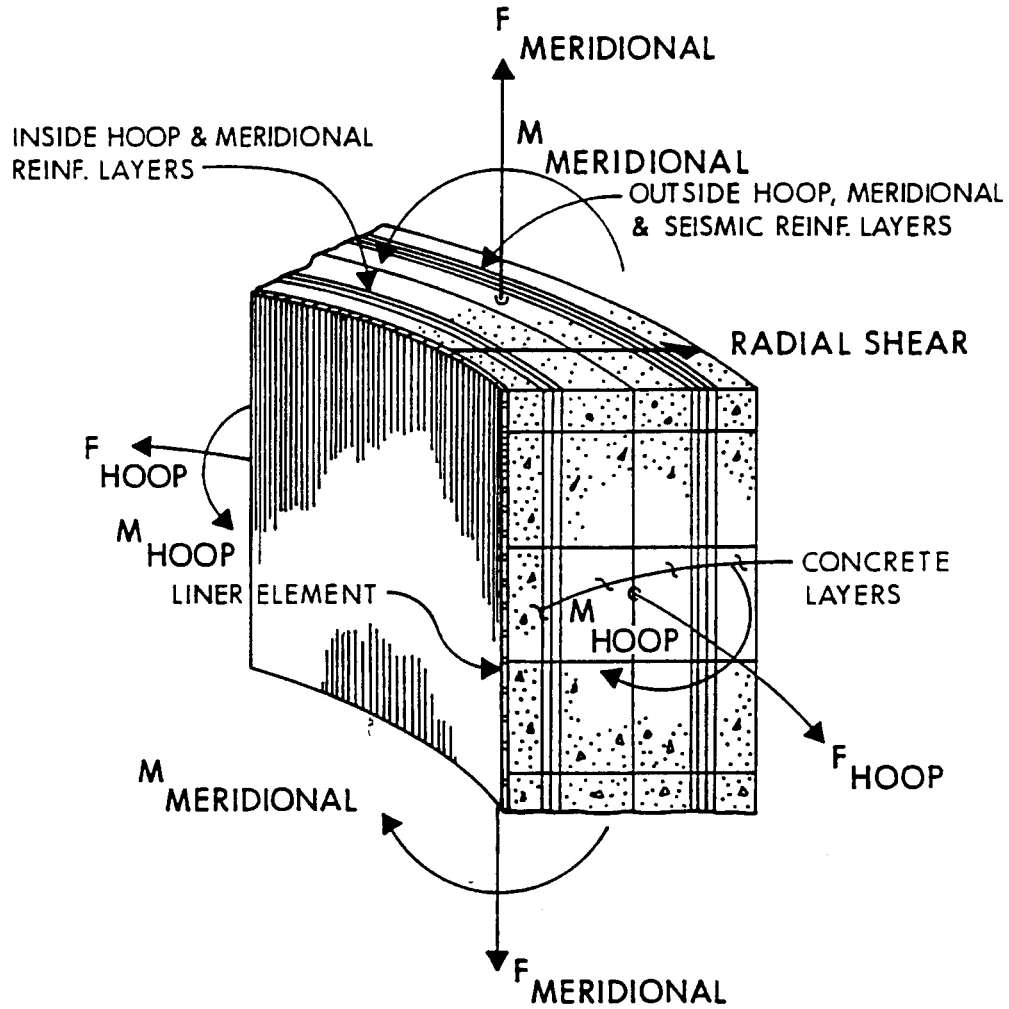


CONCRETE CRACKING PLANES AND
ASSOCIATED COORDINATE DIRECTIONS

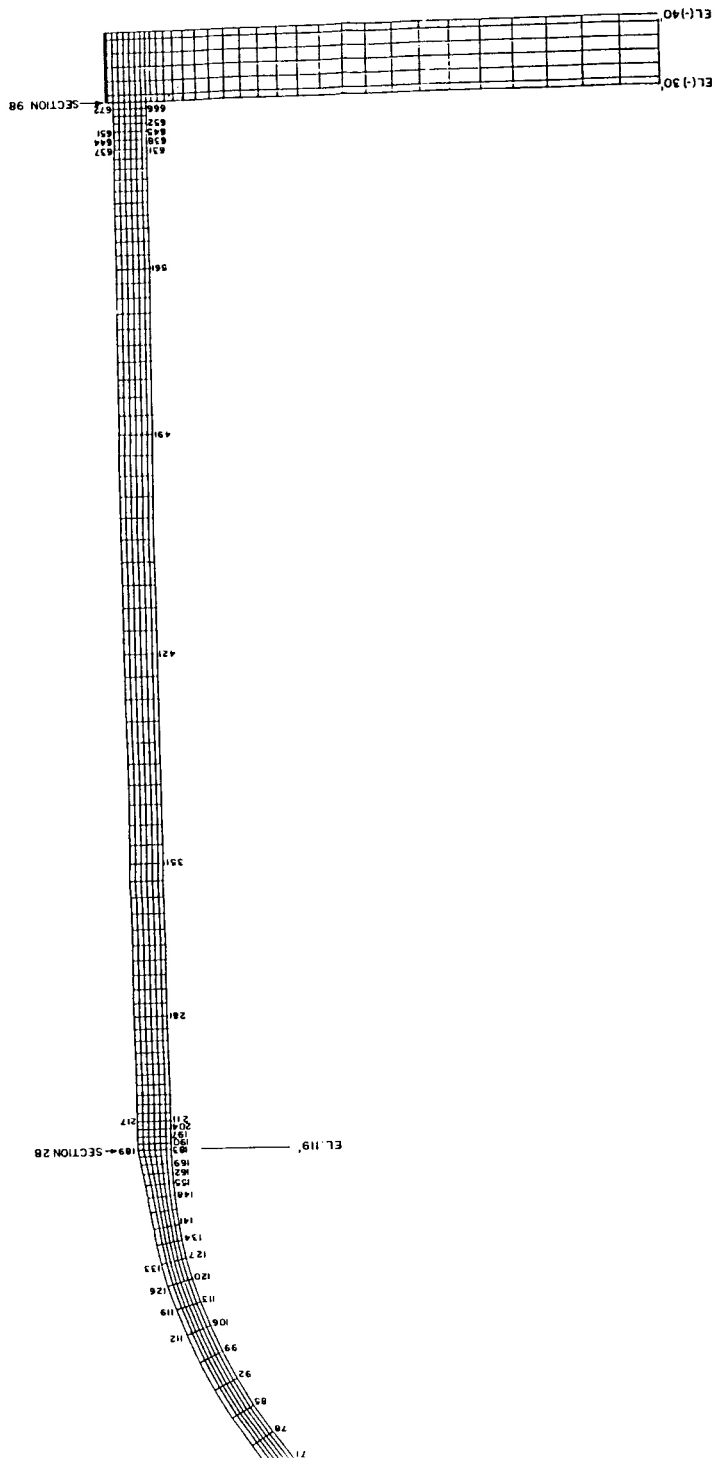
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Reinforced Concrete Idealization	
		Figure 3.8-13



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Boundary Conditions for Equipment Hatch Analysis - Model Sketch	
		Figure 3.8-14



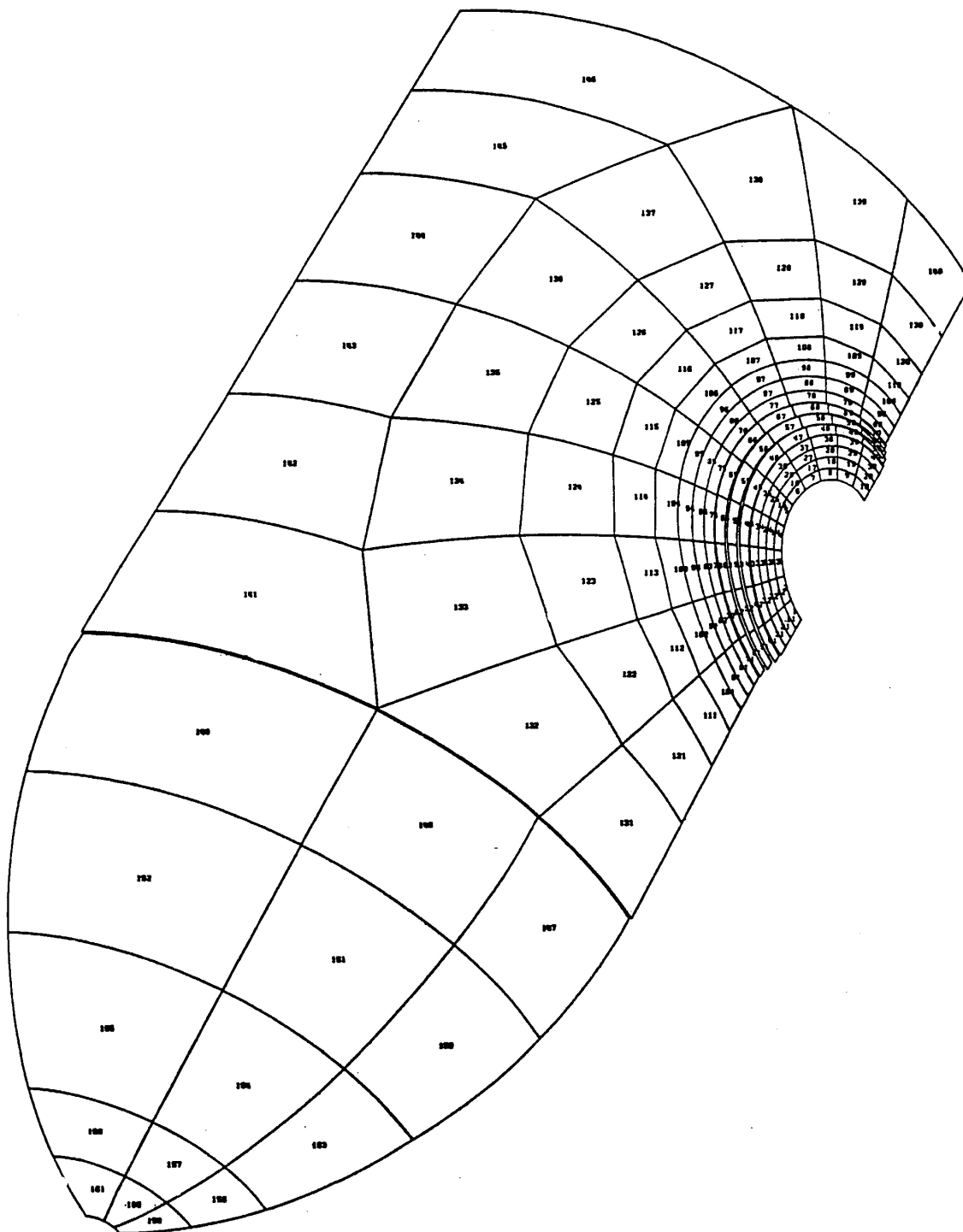
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Shell Section Illustrating Computed Force and Moment Resultants	
		Figure 3.8-15



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ANALYSIS REPORT

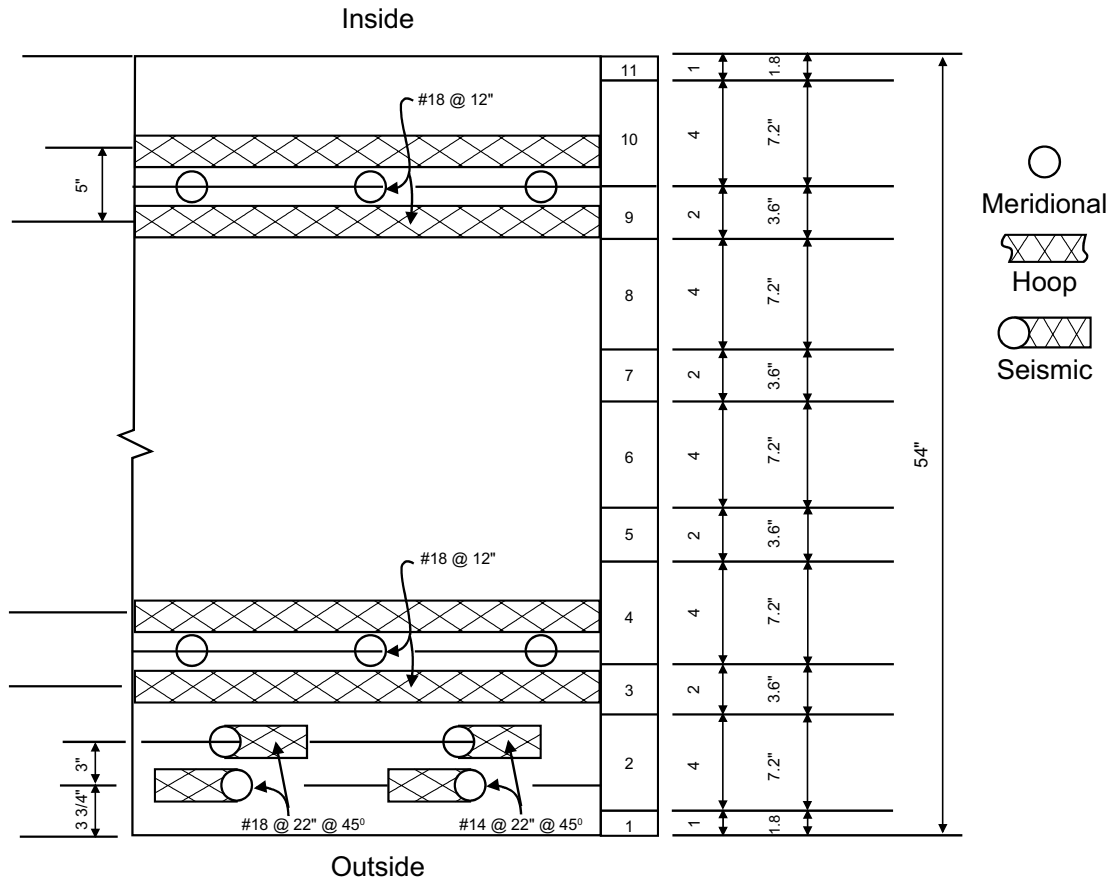
Containment Axisymmetric Model

Figure 3.8-16



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Three-Dimensional Finite Element Model for Equipment Hatch Analysis	
		Figure 3.8-17

Rebar in Membrane Region From
El. 80' - 0" To El. 119' - 0"



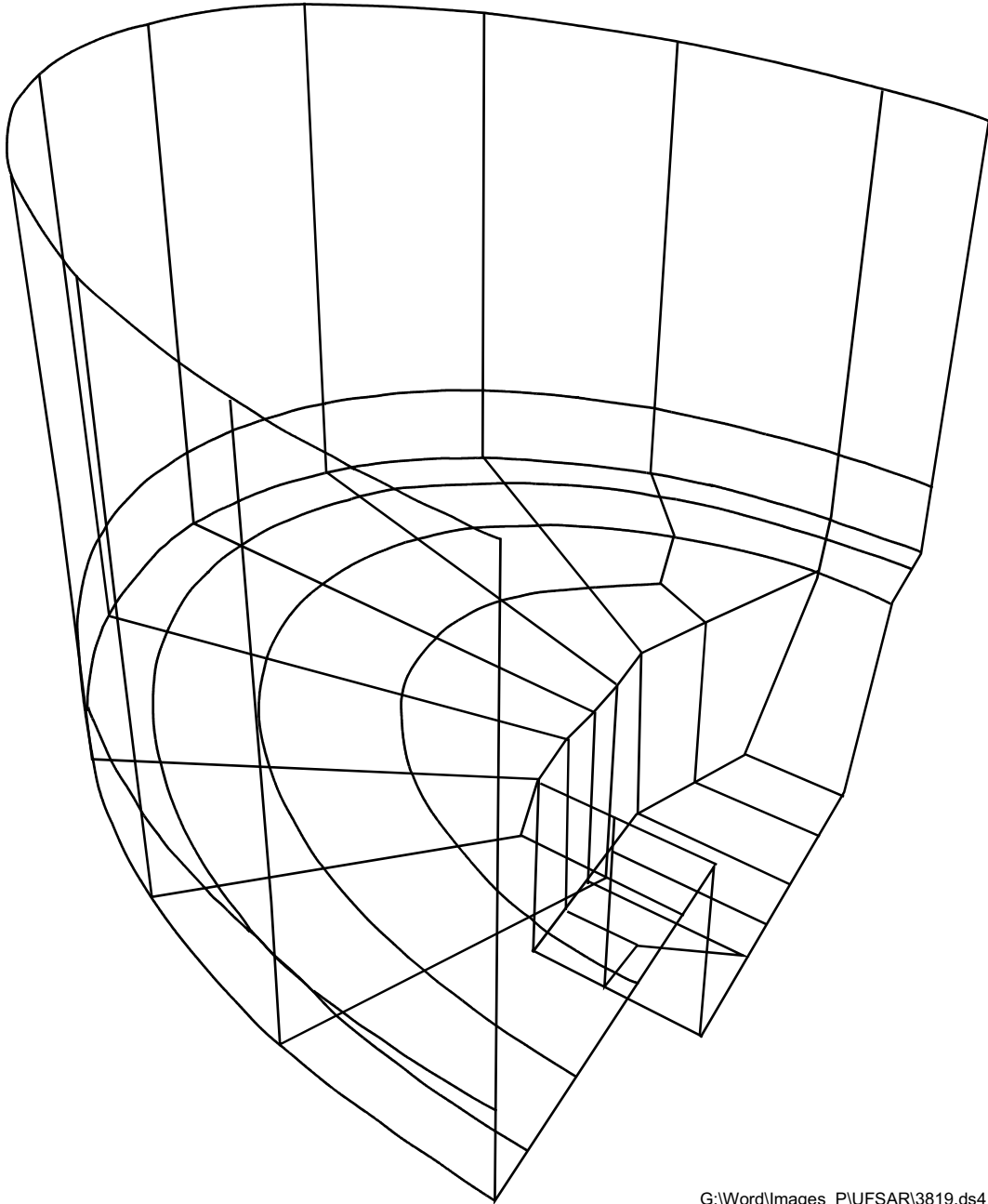
$$1/30 \times 54" = 1.8"$$

$$2/30 \times 54" = 3.6"$$

$$4/30 \times 54" = 7.2"$$

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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Layered Cross Section Model for MARC-CDC Element 22	
		Figure 3.8-18



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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Finite Element Model of Containment Mat	
		Figure 3.8-19

See 101496

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Personnel Airlock	
		Figure 3.8-20

See 101496

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Containment Structure Equipment Hatch with Personnel Airlock	
		Figure 3.8-21

See 805575

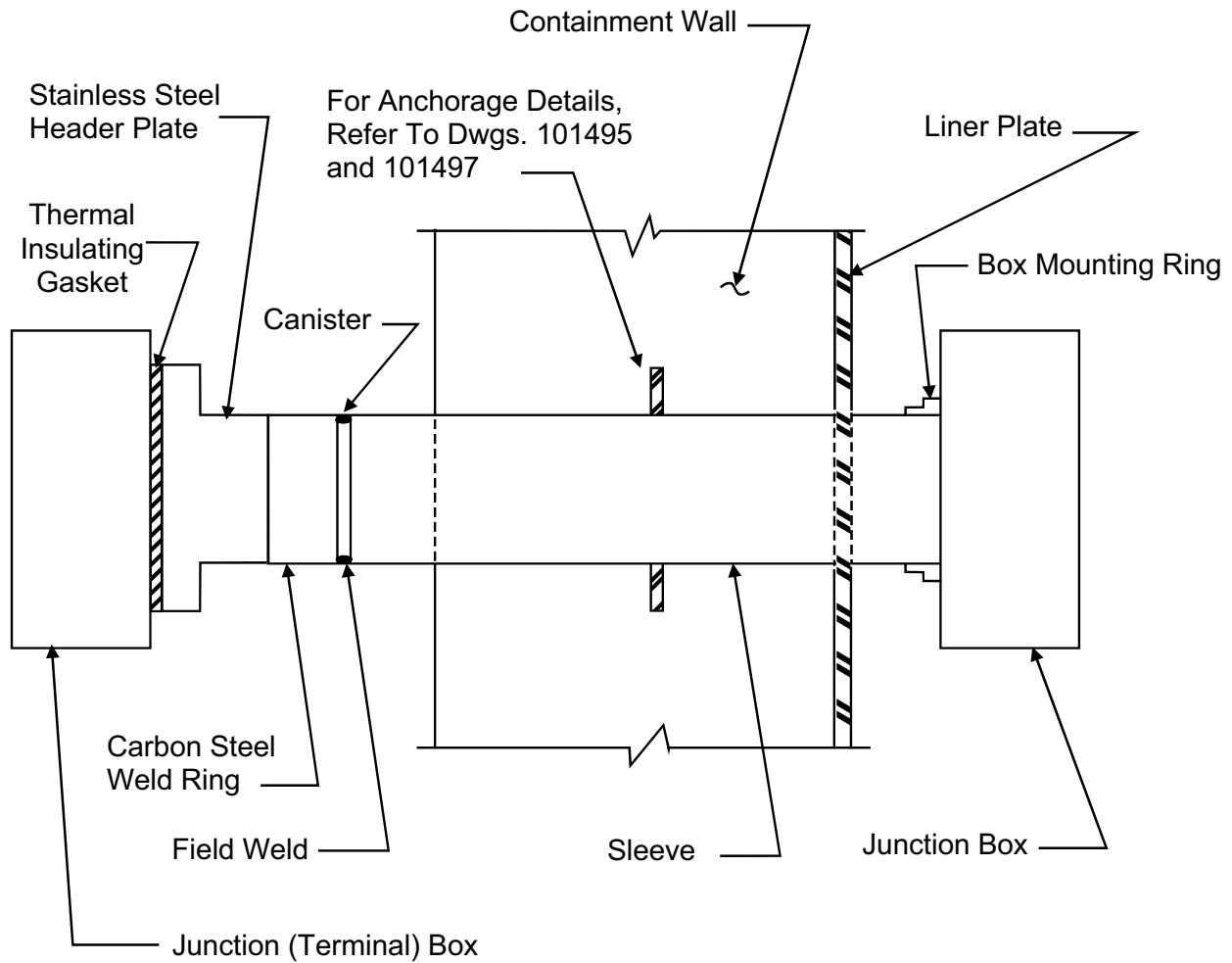
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical High Energy Piping Penetration	
		Figure 3.8-22

See 805575

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Moderate Energy Piping Penetration	
		Figure 3.8-23

OUTBOARD

INBOARD

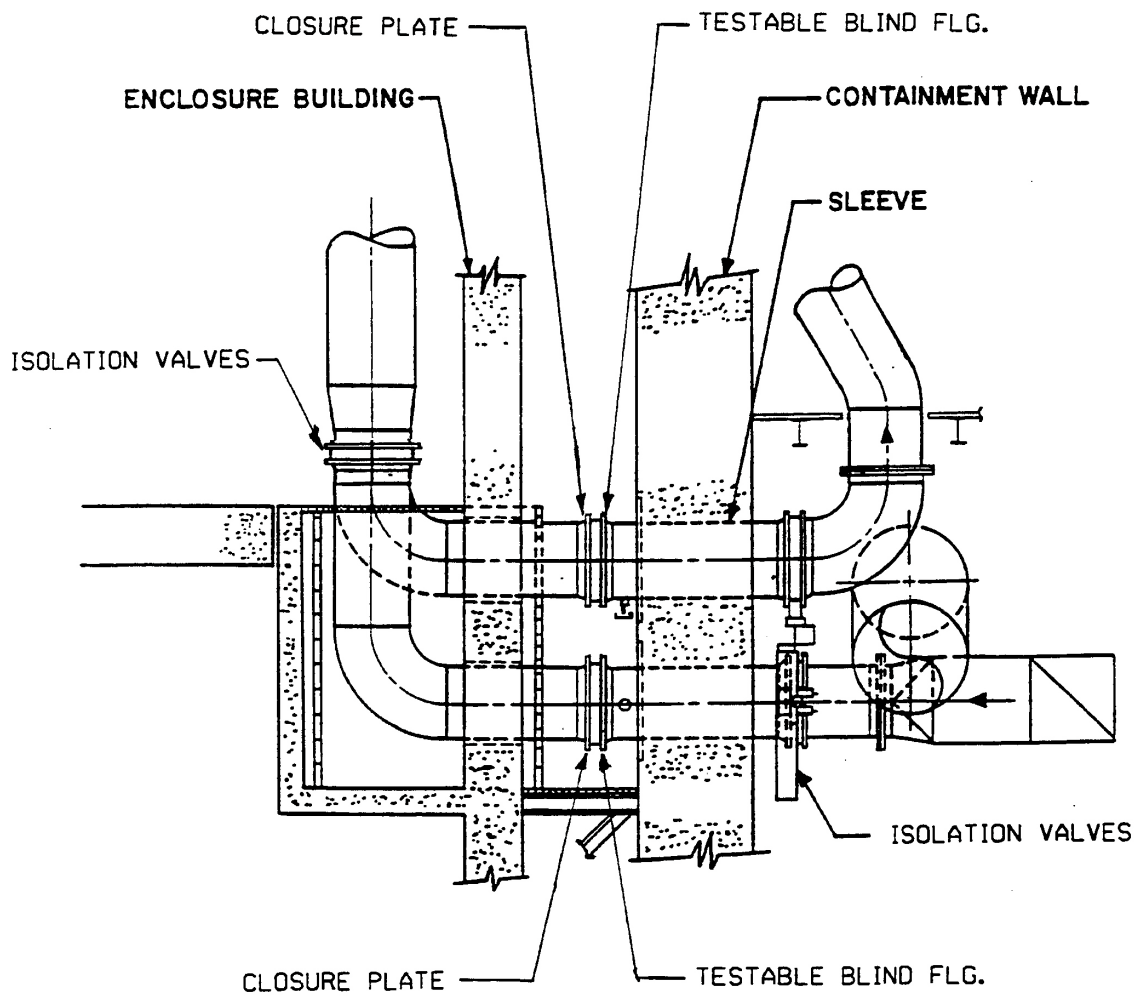


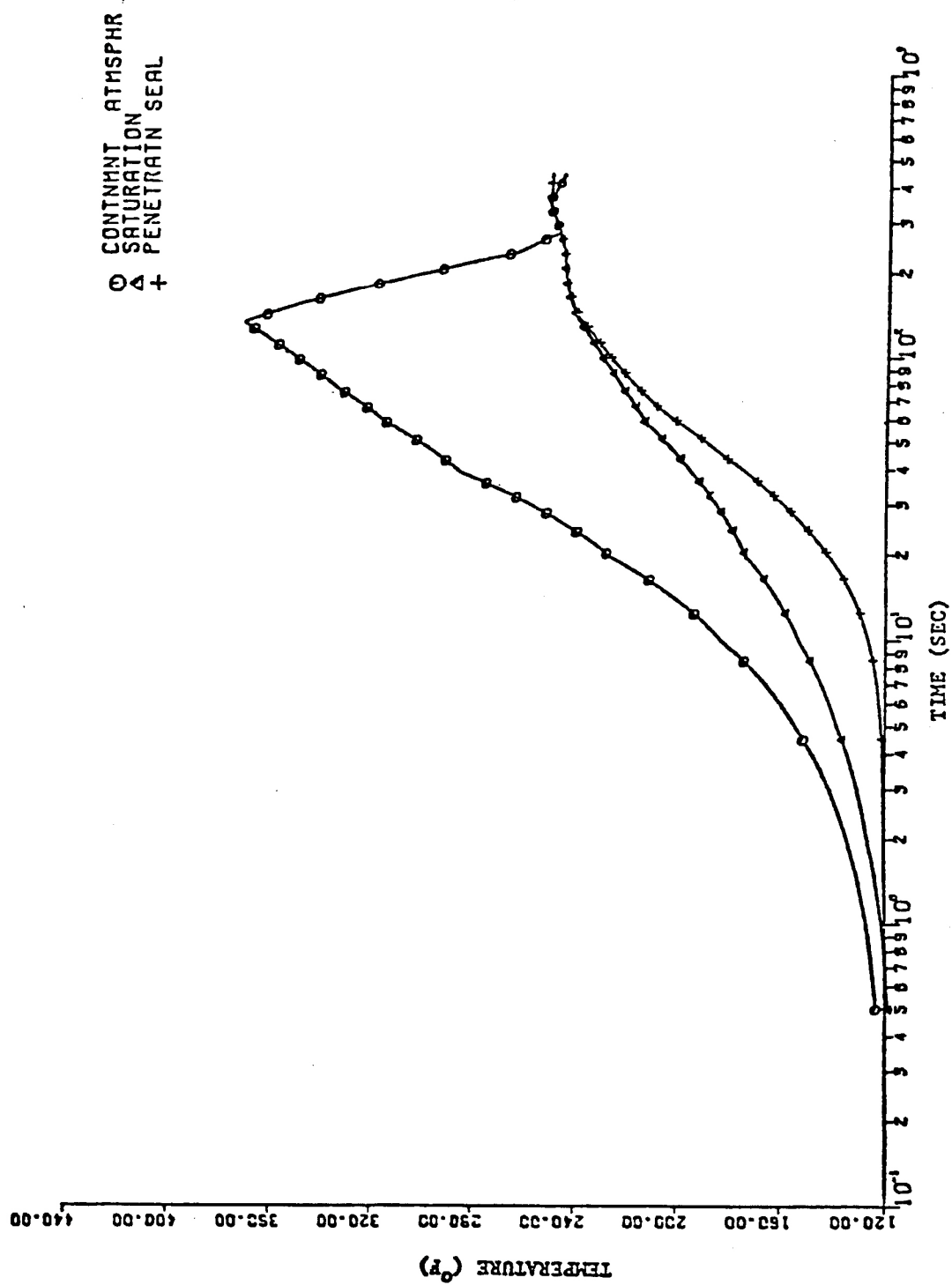
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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Electrical Penetration	
		Figure 3.8-24

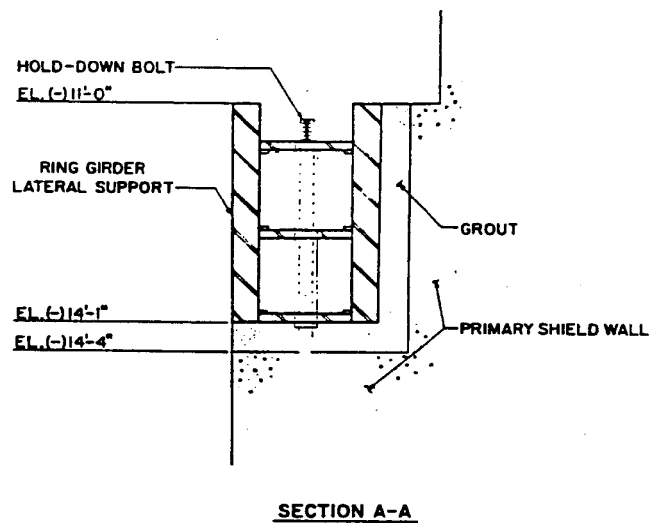
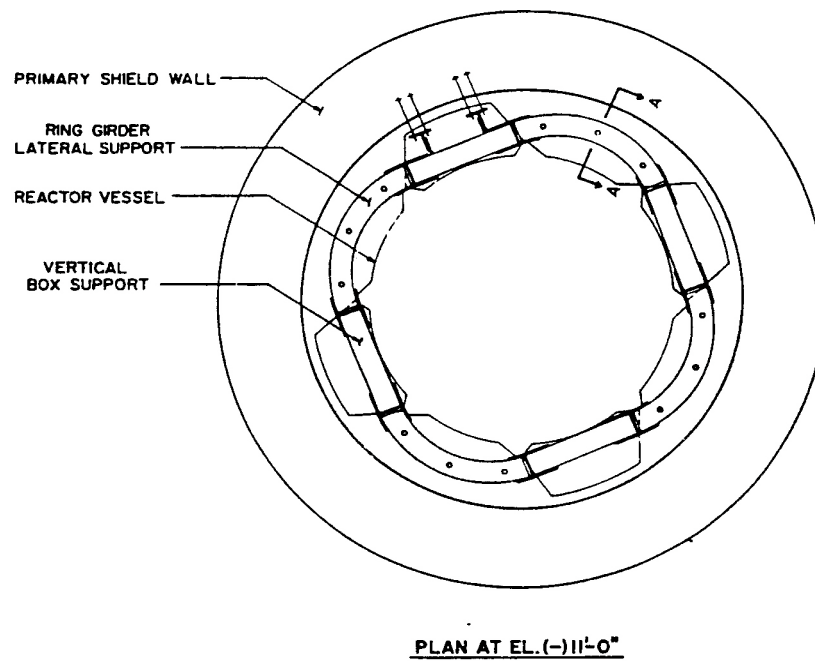
See 805573

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Ventilation Penetration	
		Figure 3.8-25



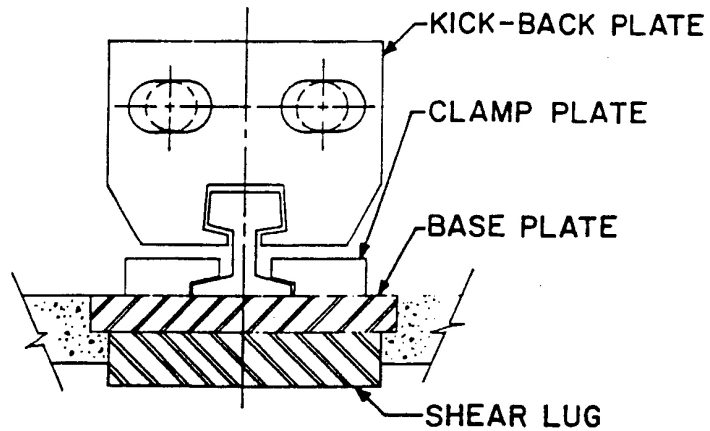


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Electrical Penetration Seal Temperature Response Following 0.84 ft ² Split Rupture at 75% Power	
		Figure 3.8-27

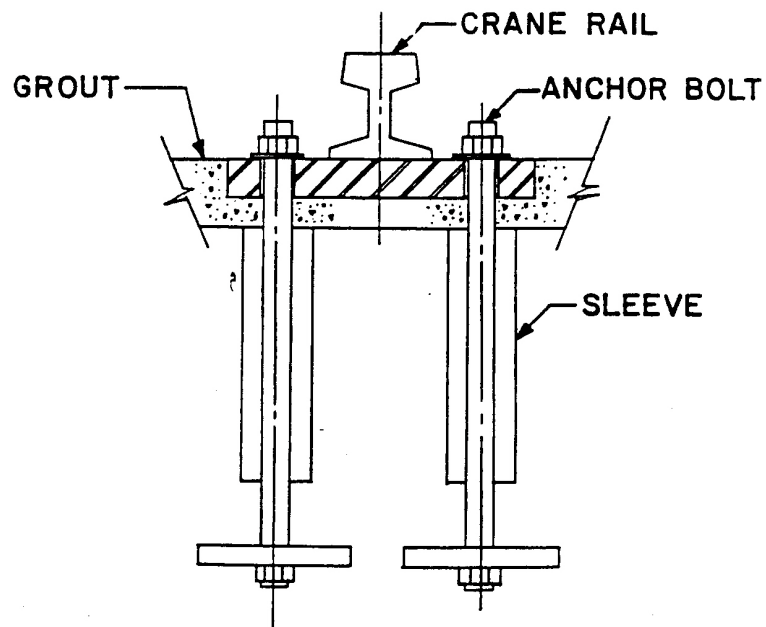


See 101425

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Primary Shield Wall Main Reinforcement and Anchorage System	
		Figure 3.8-29



SECTION THROUGH CLAMP PLATES



SECTION THROUGH ANCHOR BOLTS

NOTE: CLAMP PLATES AND KICK-BACK PLATES ARE ALTERNATELY SPACED 9" CENTER TO CENTER.

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Design of Kick-Back Plate, Clamp Plate, Base Plate and Anchor Bolts for Polar Crane	
		Figure 3.8-30

See 101334
See 101337

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Control Room Makeup Air Intake Structure East and West	
		Figure 3.8-31

See 101327

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Enclosure for Condensate Storage Tank	
		Figure 3.8-32

See 101635

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Pipe Tunnels (Typical)	
		Figure 3.8-33

See 101303

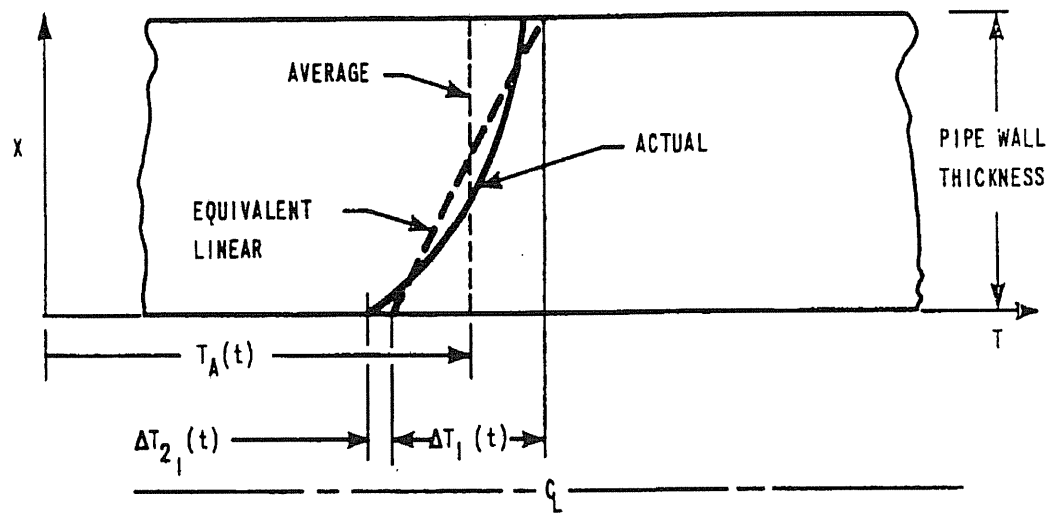
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Safety-Related Electrical Duct Banks - Typical Cross Section	
		Figure 3.8-34

See 101692

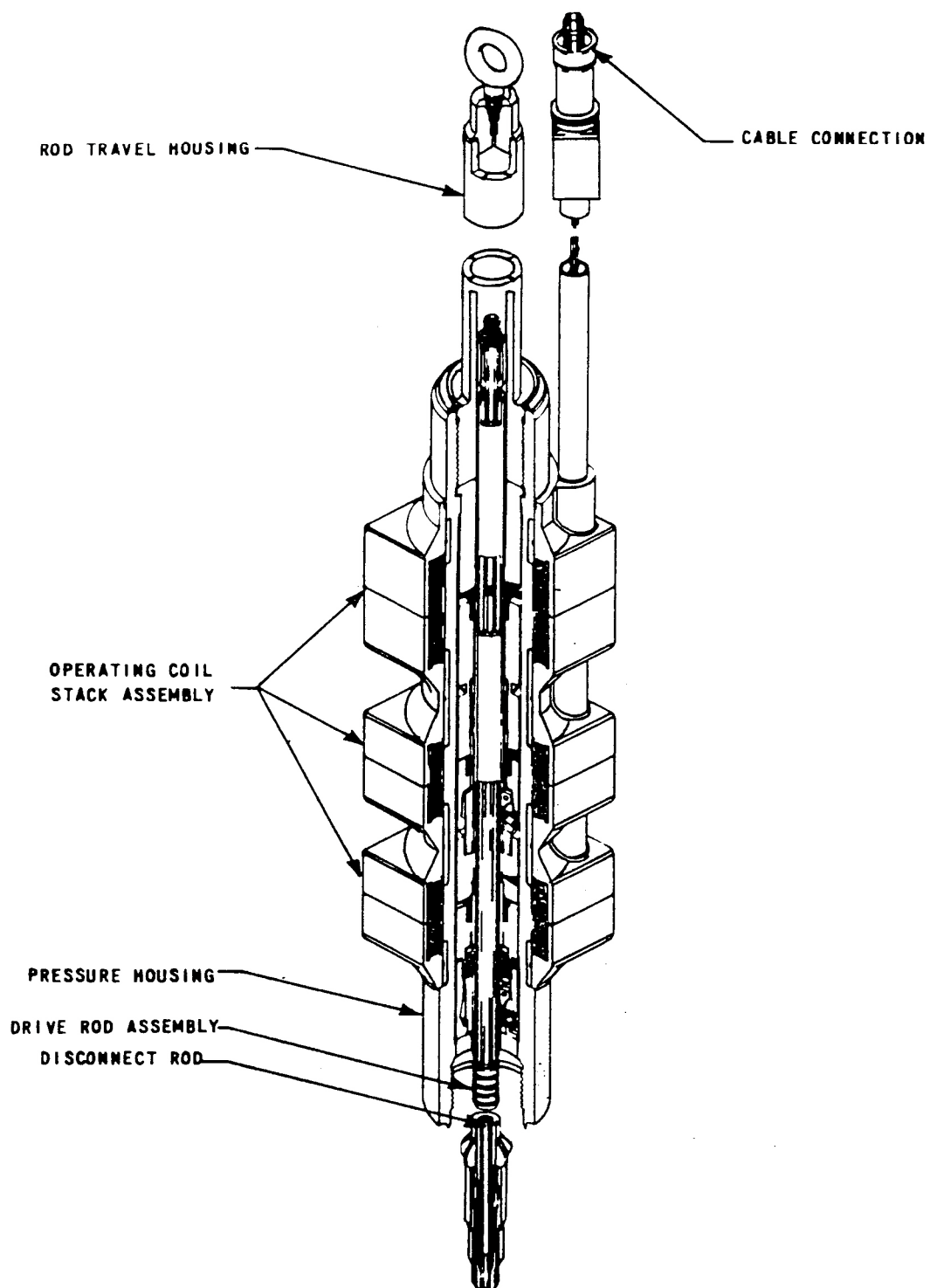
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Safety-Related Electrical Manholes	
		Figure 3.8-35

See 101528

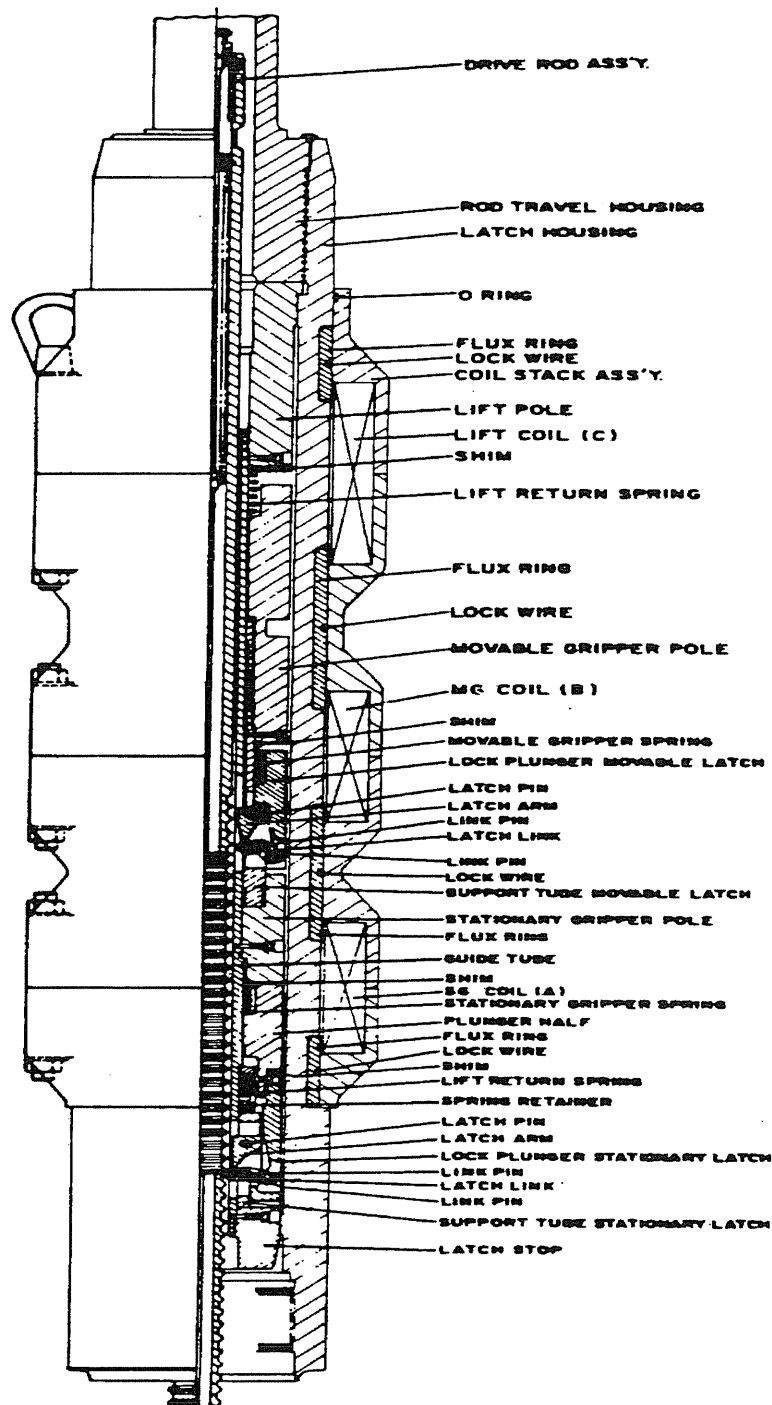
SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Typical Reinforcing Detail at Base Slab and Wall	
		Figure 3.8-36



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Through-Wall Thermal Gradients	
	Figure	3.9(N)-2

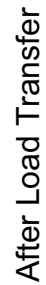


SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Control Rod Drive Mechanism	
		Figure 3.9(N)-3



SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT

Figure 3.9(N)-5



At 70°		
A	B	(D)
15.625	15.578	0.047
16.258	16.203	0.047

Lift Coil Off

Lift Coil On

At 650°		
A	B	(D)
15.679	15.641	0.038
16.387	16.291	0.016

Lift Coil Off

Lift Coil On

At 70°		
A	B	Ⓒ
15.640	15.625	0.015
16.265	16.250	0.015

Lift Coil Off

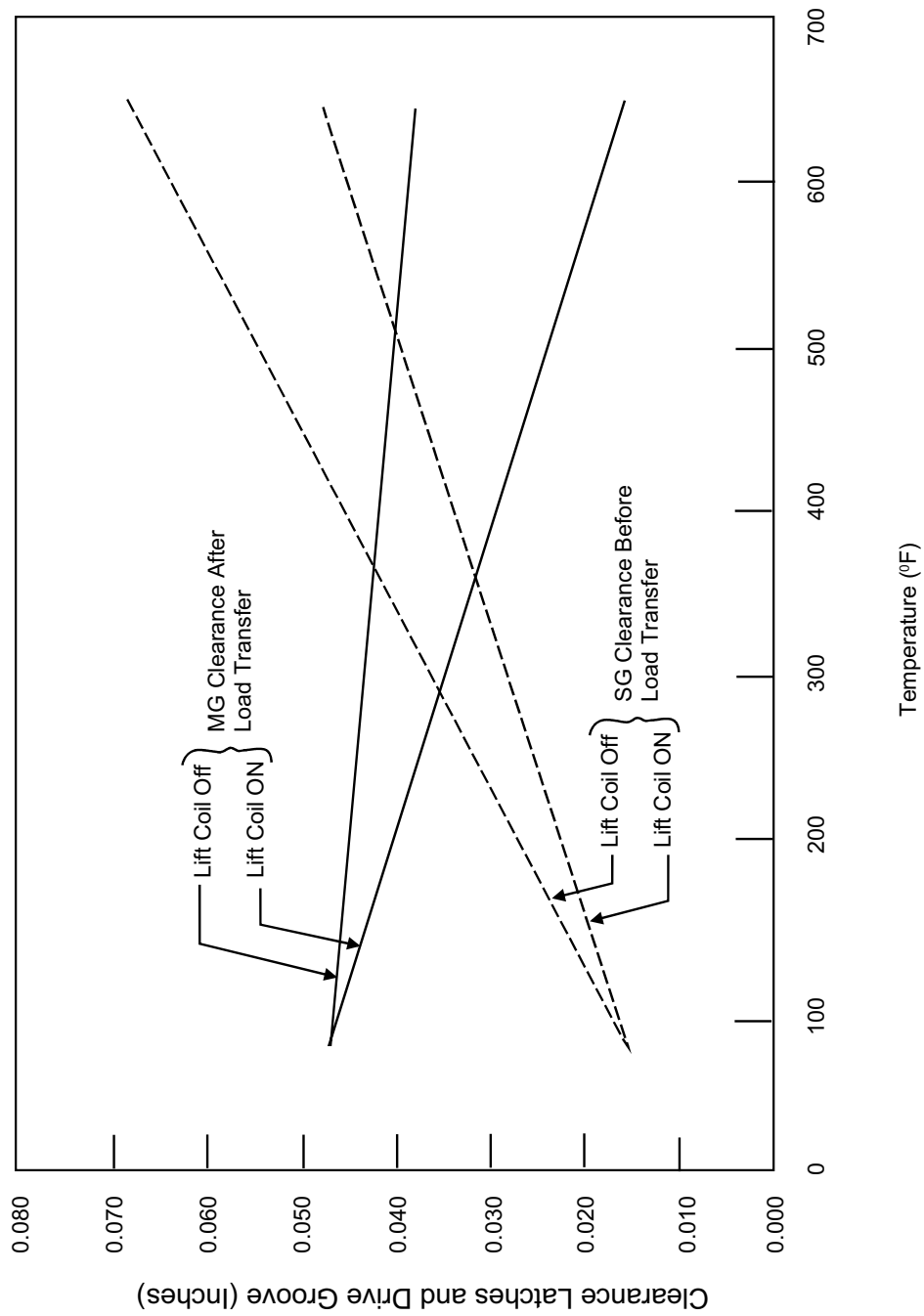
Lift Coil On

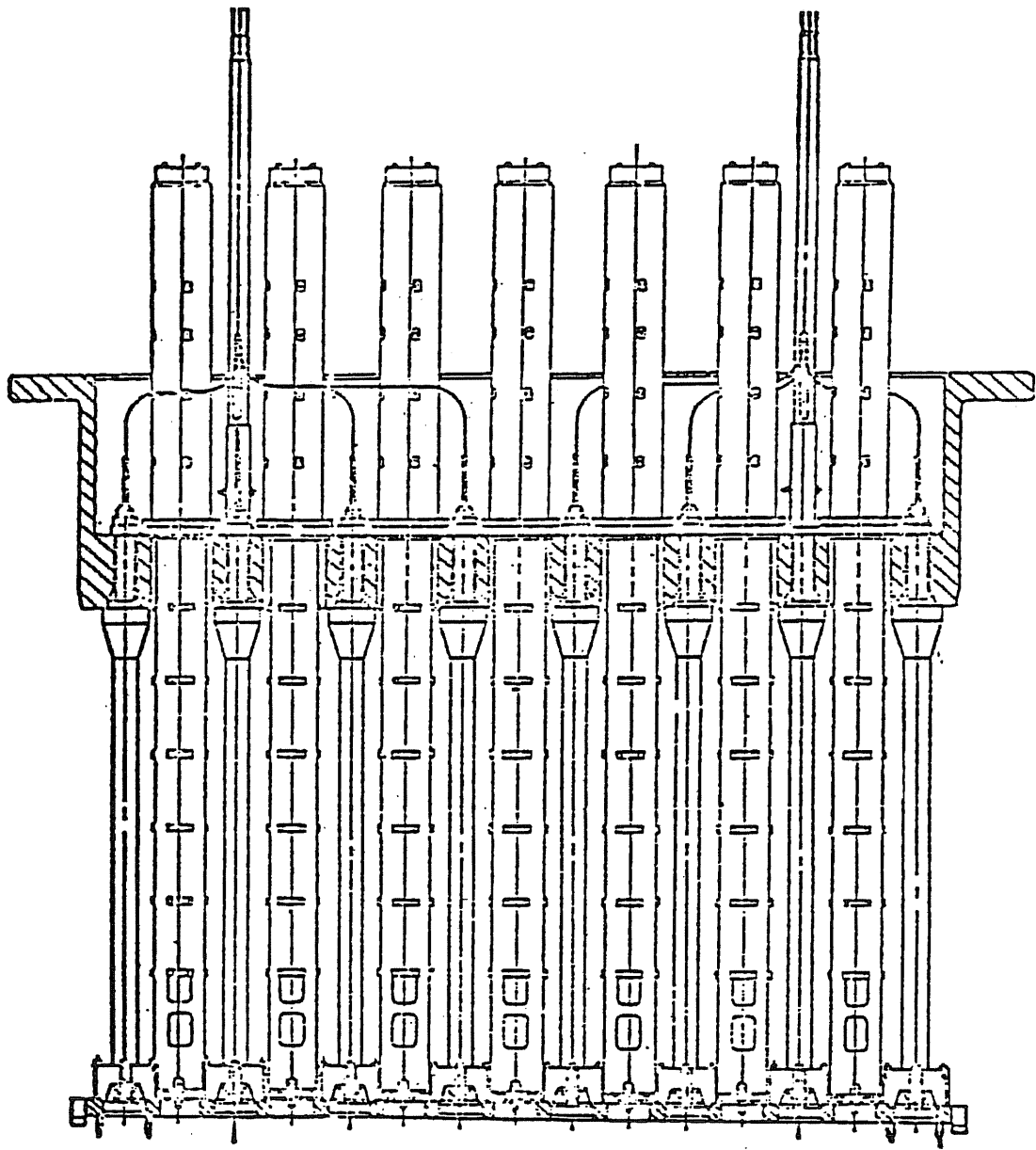
At 650°		
A	B	C
15.725	15.679	0.046
16.375	16.387	0.068

Lift Coil Off

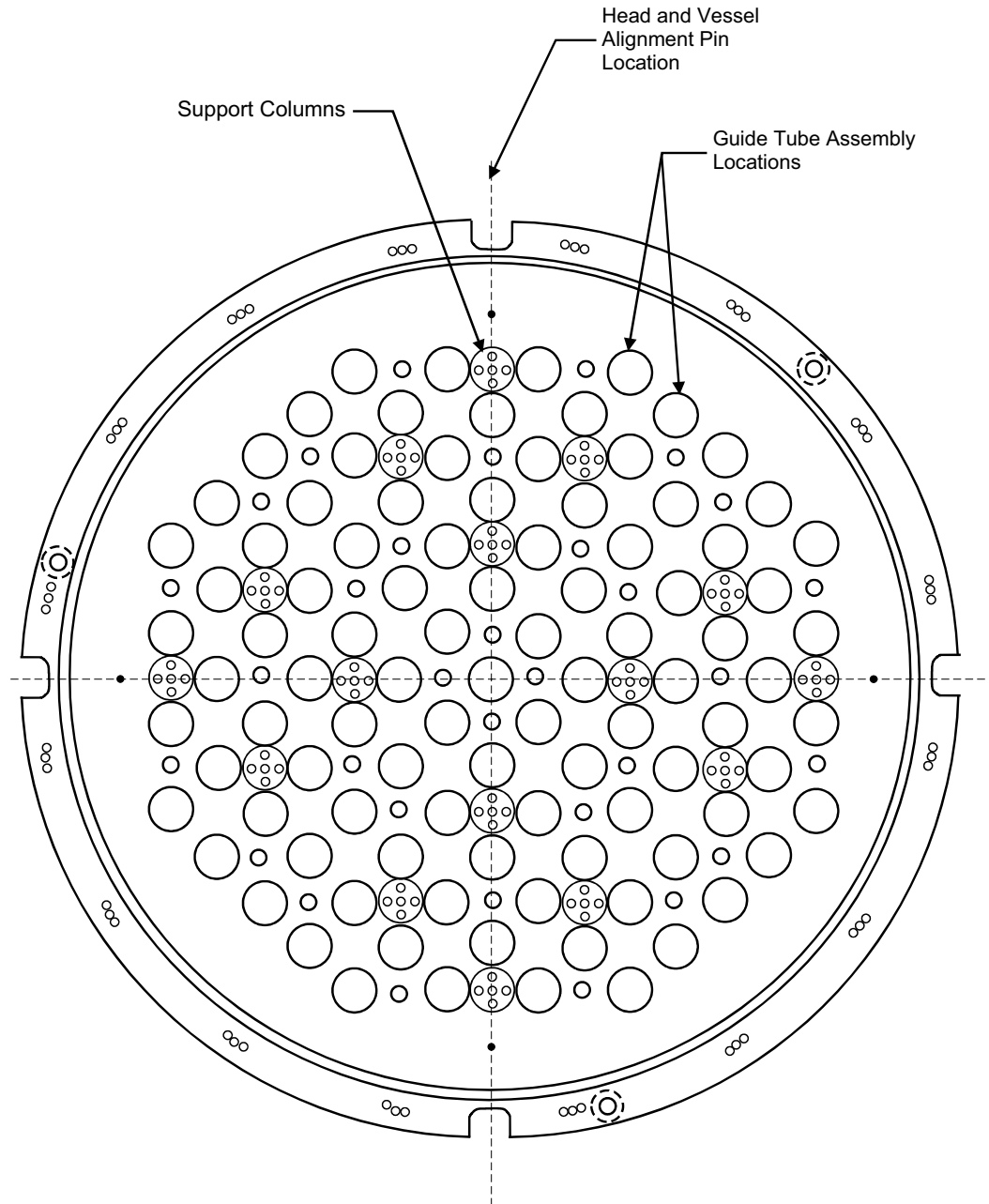
Lift Coil On

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Control Rod Drive Mechanism Latch Clearance Thermal Effect	
		Figure 3.9(N)-6





SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Upper Core Support Structure	
		Figure 3.9(N)-8



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SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Plan View of Upper Core Support Structure	
		Figure 3.9(N)-9

See 1-NHY-300219 sh 1 of 5

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 1 of 5

See 1-NHY-300219 sh 2 of 5

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 2 of 5

See 1-NHY-300219 sh 3 of 5

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 3 of 5

See 1-NHY-300219 sh 4 of 5

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 4 of 5

See 1-NHY-300219 sh 5 of 5

SEABROOK STATION UPDATED FINAL SAFETY ANALYSIS REPORT	Service Environment Chart [5 Sheets]	
		Figure 3.11-1 Sh. 5 of 5