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AUTH.NAME AUTHOR AFFILIATION
KOBER,R.W. Rochester Gas & Electric Corp.
RECIP.NAME RECIPIENT AFFILIATION
ZWOLINSKI,J.A. Operating Reactors Branch 5

SUBJECT: Informs that mods being completed for upgrading in-core thermocouples to meet emergency procedure requirements,per util 831129 commitment.Info re design of mod & number of operable thermocouples required by procedures provided.

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TITLE: OR Submittal:Inadequate Core Cooling (Item II.F.2) GL 82-28

NOTES:NRR/DL/SEP 1cy. 05000244
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ROGER W. KOBER
VICE PRESIDENT
ELECTRIC & STEAM PRODUCTION

TELEPHONE
AREA CODE 716 546-2700

April 4, 1985

Director of Nuclear Reactor Regulation
Attention: Mr. John A. Zwolinski, Chief
Operating Reactors Branch No. 5
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Subject: Inadequate Core Cooling Instrumentation
R. E. Ginna Nuclear Power Plant
Docket No. 50-244

Dear Mr. Zwolinski:

In our letter dated November 29, 1983, we committed to upgrade to fully environmentally qualified status the 39 incore thermocouple system by the end of the 1985 refueling outage. Modifications are being completed and although sufficient incore thermocouples have been upgraded to meet all emergency procedure requirements, not all thermocouples have been upgraded. We believe, however, that this satisfies the intent of the NRC request and our commitments.

The design of the modification divided the thermocouples into two trains, with 19 in train A and 20 in train B. Included in the total of 39 thermocouples are three located in the vessel head and 36 at the fuel assembly outlet. Currently, 15 or more thermocouples in both train A and train B are operable with one operable thermocouple in train A and two operable thermocouples in train B located in the head. Of the remaining six thermocouples, three are broken at the vessel head, and three are exhibiting noise.

The number of operable thermocouples exceeds those required in the current and the upgraded emergency operating procedures. The current emergency procedures specify that the value for the five highest reading thermocouples be employed. The upgraded procedures require that the core exit thermocouples be used to determine subcooling without specifying a number of thermocouples to be used. The current set of operable thermocouples permits sufficient flexibility to meet these requirements, even with the loss of one train or should additional thermocouples become inoperable.

Very truly yours,

Roger W. Kober

Roger W. Kober

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