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TECHNICAL REPORT TR-5364-1  
REVISION 0

BOOK 1 OF 15

DONALD C. COOK NUCLEAR GENERATING PLANT

ANALYSIS OF PRESSURIZER SAFETY/RELIEF VALVES  
DISCHARGE PIPING SYSTEM PER NUREG 0737, ILD.1,  
UNIT 1

JUNE 6, 1983



AMERICAN ELECTRIC POWER SERVICE CORPORATION  
2 BROADWAY  
NEW YORK, NEW YORK 10004

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TECHNICAL REPORT TR-5364-1  
REVISION 0

BOOK 1 OF 15

DONALD C. COOK NUCLEAR GENERATING STATION

ANALYSIS OF PRESSURIZER SAFETY/RELIEF VALVES  
DISCHARGE PIPING SYSTEM PER NUREG 0737, II. D.1,  
UNIT 1

JUNE 6, 1983

 TELEDYNE ENGINEERING SERVICES

130 SECOND AVENUE  
WALTHAM, MASSACHUSETTS 02254  
617-890-3350

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1. The first part of the report is a summary of the work done during the year.

2. The second part is a detailed account of the work done during the year.

3. The third part is a summary of the work done during the year.

4. The fourth part is a summary of the work done during the year.

5. The fifth part is a summary of the work done during the year.

6. The sixth part is a summary of the work done during the year.

## 1.0 INTRODUCTION

American Electric Power Service Corporation (AEP), purchase order number 02676-820-1N, authorized Teledyne Engineering Services (TES) to analyze the Pressurizer Safety/Relief Valve Discharge Piping per NRC NUREG-0737, Item II. D.1, for the Donald C. Cook Nuclear Power Plant, Unit #1.

This activity was performed in accordance with the TES Quality Assurance program which meets the requirements of 10CFR50, Appendix B, and ANSI N45.2.11 as interpreted by Regulatory Guide 1.64, Revision 2.

The scope of work for this effort is described in detail in Teledyne Engineering Services Technical Proposal PR-5653 (Reference 1), dated May 4, 1981 and modified as stated in AEP letter dated November 29, 1982, from Mr. Sam Ulan (AEP) to Mr. L. B. Semprucci (TES) and in AEP letter from Mr. Sam Ulan (AEP) to Mr. P. D. Harrison (TES) dated March 15, 1983 (References 2 and 3).

The majority of the analysis was performed after the receipt of AEP letters dated November 29, 1982 and March 15, 1983 (References 2 and 3), which were issued after more complete information was available from the EPRI data.

This analysis was performed using large digital computer programs supplemented with any necessary hand calculations. The RELAP5 MOD1 Cycle 14 computer program was used to do the thermal fluid transient analysis. The structural analysis, for all loading conditions, was done utilizing the TMRSAP computer program.

The size of the pressurizer safety/relief valve discharge piping system was so large that the computer models, for both RELAP and TMRSAP, strained the limits of the programs. This condition necessitated multiple RELAP runs in order to execute the thermal fluid transient analysis for the appropriate length of time. For the structural analysis it was necessary to expand the core of the TMRSAP program in order to avoid an overconservative overlap analysis.

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## 2.0 CONCLUSIONS

The analysis performed by TES on the Pressurizer Safety/Relief Valve Discharge Piping System indicates that all criteria of NRC NUREG-0737, Item II.D.1 is met for normal and upset (PORV discharge) conditions and is not met for the emergency (SV discharge) condition.

Evaluation of normal and upset conditions required structural analysis for deadweight, thermal, OBE seismic, and PORV transient shock loading conditions. Details of the various loadings considered are provided in Section 5.

Based on preliminary SV thermal hydrodynamic transient analysis, excessive loads and stresses were anticipated and, therefore, it was decided, for economic reasons, that a quarter model SV thermal transient analysis (RELAP5) should be performed to check the adequacy of the system for the emergency condition. In addition, due to the similarities of the Unit 1 and Unit 2 geometries, it was determined that the results of one unit could be considered applicable to the other unit. The quarter model consisted of the piping from the pressurizer, through valve SV-45C, and continuing down to the quench tank, for Unit 2. The SV transient analysis considered only the effect of valve SV-45C opening. The results of the quarter model analysis indicated substantial failure of the entire quarter model geometry. Considering that TES is required to analyze for the simultaneous opening of all three SV valves (Reference 3), which is a more severe loading condition, it is evident that the quarter model analysis is sufficient to prove the failure, for the emergency condition, of both Units 1 and 2. Therefore, this report for Unit 1 contains no analysis or results for the SV thermal condition or the SV thermal transient shock condition. Results of the SV quarter model analysis performed for Unit 2 are contained in the Unit 2 report, TES Technical Report TR-5364-2 (Reference 6).

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1. The first part of the report  
describes the general situation  
of the country and the  
state of the economy.  
It also mentions the  
state of the population  
and the state of the  
education system.

Section 6 contains a stress summary of all node points, a summary of support loads, valve acceleration calculations, a summary of pressurizer and quench tank nozzle loads, and a listing of the moments on the end of each valve for all loading conditions. It should be noted that valves NRV-151, NRV-152, NMO-151, NMO-152, and NMO-153 are in excess of the vertical acceleration criteria of 2g for the PORV thermal shock transient condition. These values are considered acceptable per the approval given by AEP in their letter of May 26, 1983 from Mr. Sam Ulan of AEP to Mr. P. D. Harrison of TES (Reference 7).





### 3.0 SYSTEM DESCRIPTION/DISCUSSION

The Pressurizer Safety/Relief Valve Discharge Piping consists of all of the piping from the pressurizer nozzles, down to the sparger in the quench tank. This information is depicted on TES drawing E-5763, Revision 2, generated from AEP drawings 1-GRC-6, sheets 1, 2, 3, 4; 1-GRC-7; 1-GRC-8; and 1-GRC-9.

The "Discharge" piping constitutes a very large system resulting in a large computer model. The size and geometrical complexity, which is due mainly to the sweeping curves around the pressurizer, complicates the modification effort in addition to causing longer run times..

Modification of this complex system, to attempt to secure satisfactory "Safety Valve Discharge" results, is limited to draining the SV loop seals. Heating the loop seals is not a viable "fix" because of the size of the loops. These long loops contain sufficient quantity of water such that on SV Discharge, the water seal does not "flash" completely enough to reduce the very high loads caused by the water slug. Modification to the support system is also a poor option because of the very limited space in the annulus around the pressurizer, which makes construction very difficult.

Another aspect of the system that could be improved is the setting of the constant spring supports. During the data extraction of the deadweight analysis results, it was observed that the supports in the PORV loop area were causing significant upward displacements of the piping system, as detailed in Section 6.2. The stresses in these regions are high and, although they do not exceed the allowable, they could be reduced by re-adjustment of the spring settings.

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#### 4.0 THERMAL FLUIDS ANALYSIS

##### 4.1 Introduction

The following analysis determines the fluid forces which act on the pressurizer safety and relief valve discharge piping of the American Electric Power Donald C. Cook Nuclear Power Plant, Units 1 and 2. These forces are generated by the sudden opening of the pressurizer safety and relief valves during one or more of the pressurizer transients described in the AEP supplied 1982 letter to TES.

These forces, the resulting stresses they apply to the piping system, the resulting loads they impose on the pipe supports, and the loads they transmit to the safety and relief valves became of increased concern as a result of the incident at Three Mile Island.

Following the Three Mile Island incident, the NRC issued NUREG 0578 and NUREG 0737 which required that each utility determine the effect of safety/relief valve operation upon the valve and the discharge piping. An elaborate program involving both testing and analysis was established under the general management of the Electric Power Research Institute (EPRI). Intensive testing of safety and relief valves was performed at several locations across the country. A full scale model of the pressurizer and discharge piping was built at Combustion Engineering in Connecticut.

Simultaneously, an analytical program was initiated to choose and test a computer program which would predict the fluid forces; RELAP5 MOD1 was chosen. This is the latest in the family of RELAP programs developed at the Idaho National Engineering Laboratory.

In this analysis, TES has used RELAP5 MOD1 Version 2.11 as it is made available through Control Data Corp with a post-processor, REPIPE version 3.10, which calculates the fluid forces.

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This version of RELAP5 MOD1 is identified by the following computer job control language at Control Data Corporation:

```
BEGIN, RELAP5, R5M2, INPUT=INPUTFILE, SCM=377000B
```

The computer analysis procedure for the thermal analysis portion is included in Appendix A.

RELAP5 calculates hydrodynamic data for control volumes in each segment of pipe. REPIPE then takes this data and defines two force time histories for a segment. One set of inlet junction forces, the other outlet junction forces. SAP2SAP adds these force time histories. Finally, one force time history for each segment of axial, unbalanced loads is analyzed structurally.

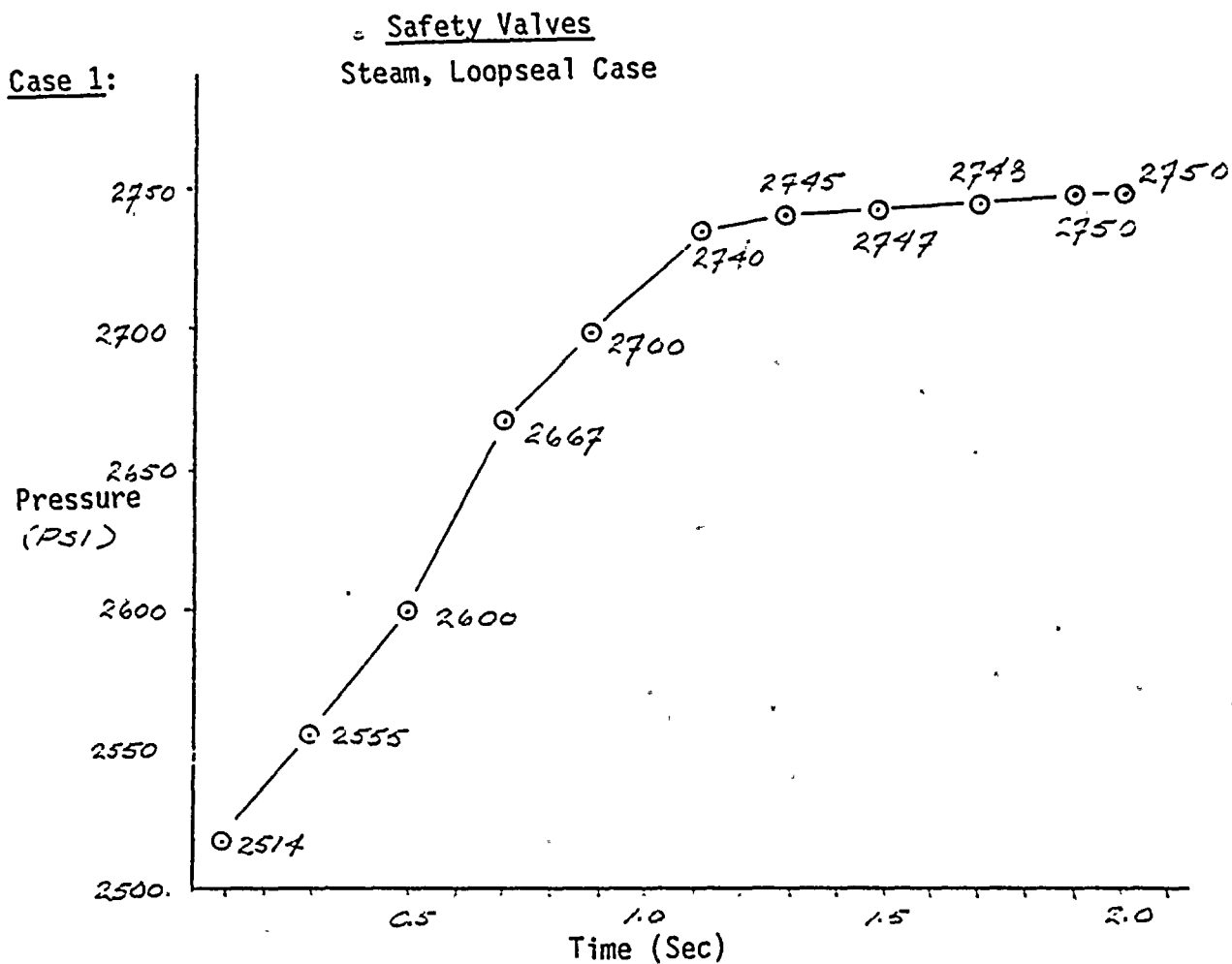
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## 4.2 RELAP Model

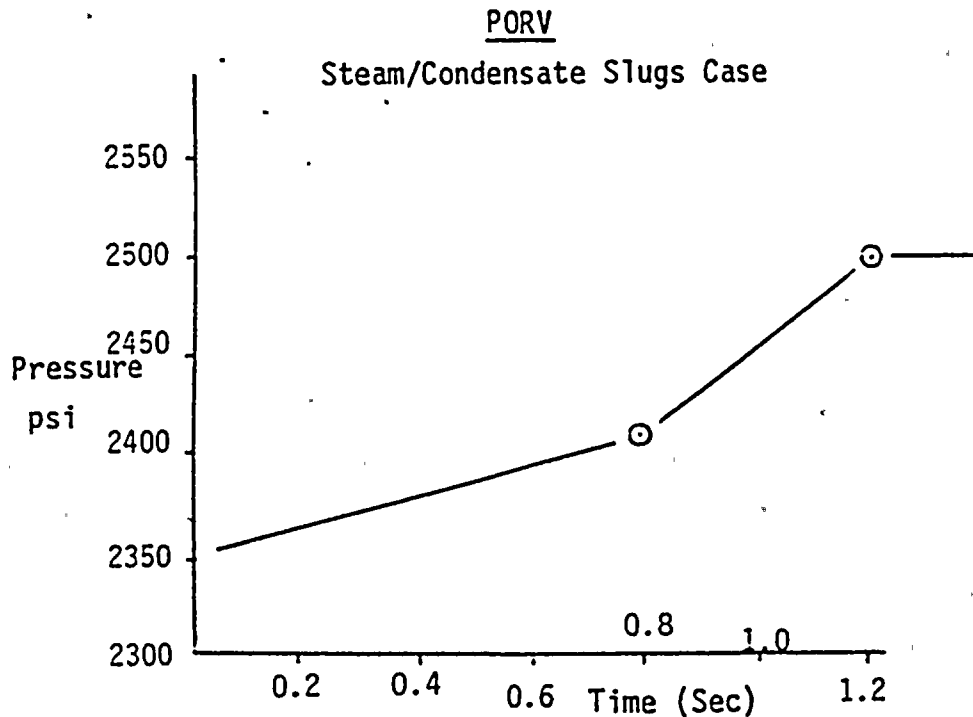
4.2.1 The D.C. Cook pressurizer was modeled as a single time dependent volume with the following transient conditions as specified by the American Electric Power 11/29/82 letter to LBS, pages 1-7:



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Case 2: Continuous Warm Water = 400°F (Same pressure as PORV, Case 1)

4.2.2 Safety valves and power operated relief valves were modeled as RELAP junctions using the following information:

<u>Type</u>	<u>Manufacturer</u>	<u>Orifice Area</u>	<u>Opening Time</u>
Safety Valve	Crosby HB-BP-86 (Ref. 13)	0.022 Ft <sup>2</sup>	0.010 Sec.
PORV	Masoneilan NO-38-20721 (Ref. 14)	0.00806 Ft <sup>2</sup>	1.0 Sec

Valve orifice areas were calculated using the EPRI Safety and Relief Valve Test Report (Reference 16) and RELAP (Run ID BAICDRO) implementing rated flows. Calculated values are included in Section 4.6.1.

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4.2.3 Discharge piping was modeled from all safety and power operated relief valves to the quench tank. This discharge piping included the following pipe sizes:

3 inch, 12 inch	SCH 40
4 inch, 6 inch	SCH 40S
4 inch	SCH 120
3 inch, 6 inch	SCH 160

Friction factors for 1.5 D or short radius bends and reducers were taken from technical paper #410 by Crane. Calculations of these losses and constants are included in Appendix A. Segment lengths used are listed in Figures 4.2.1 and 4.2.2 for both models. The discharge piping defines segments with segments described as straight sections from elbow to elbow, valve to elbow, etc. Also, a listing of RELAP5 input is included in this report. The SRV model is modeled from one safety valve to the quench tank. This was determined to be an adequate representation of safety discharge piping for both units and will subsequently be referred to as "The Quarter Model". The Quarter Model is modeled utilizing Unit 2's geometry.

4.2.4 The Quench Tank was modeled in two parts: the sparger and the tank itself. The Quench Tank is modeled using cylindrical volumes containing water and air. The volume sizes are equal to quench tank volumes provided on Westinghouse Dwg. No. 110E272.

The sparger for D.C. Cook is a perforated pipe submerged in the water within the quench tank as indicated in Figure 4.2.3 of this report. It is represented in RELAP as a pipe equal in volume and similarly submerged.

BY CHM DATE 3-16-83  
CHKD. BY KLG DATE 5-24-83

1/4 MODEL LENGTHS ;  
NODES. (SRV) ANALYSIS

SHEET NO. 1 OF 1  
PROJ. NO. 5364

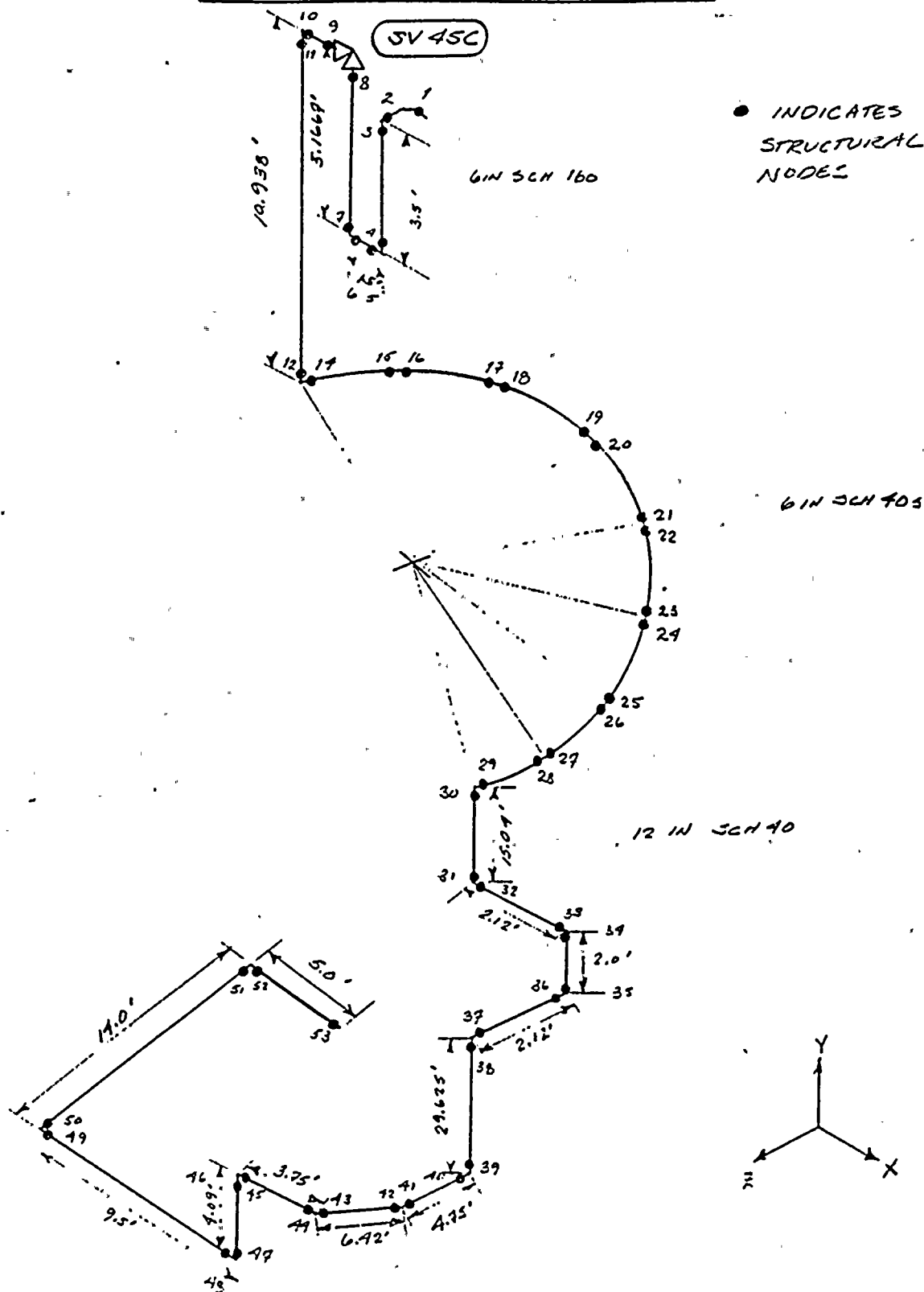


FIGURE 4.2.1

2 3 4  
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100





BY EAM DATE 4-14-83  
CHKD. BY CHM DATE 5-15-83

UNIT 1  
SEGMENT LENGTHS  
PORT SECTION

SHEET NO. 1 OF 3  
PROJ. NO. 5364

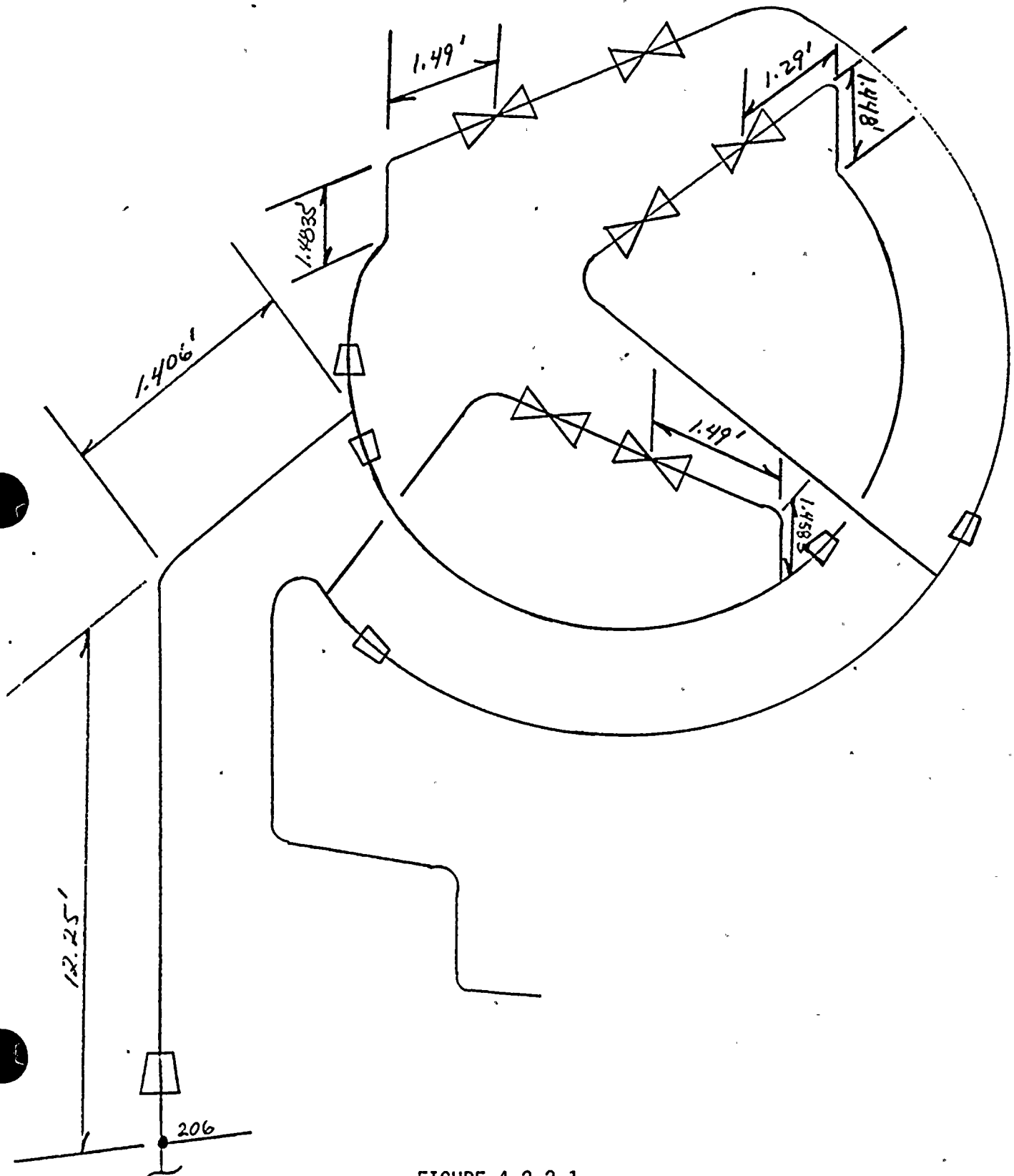


FIGURE 4.2.2-1



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TR-5364-1

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4-8

BY RAM DATE 4-14-83

CHKD. BY CNM DATE 5-23-83

UNIT 1

MAIN ARCS PORT ANALYSIS

SHEET NO. 2 OF 3

PROJ. NO. 5364

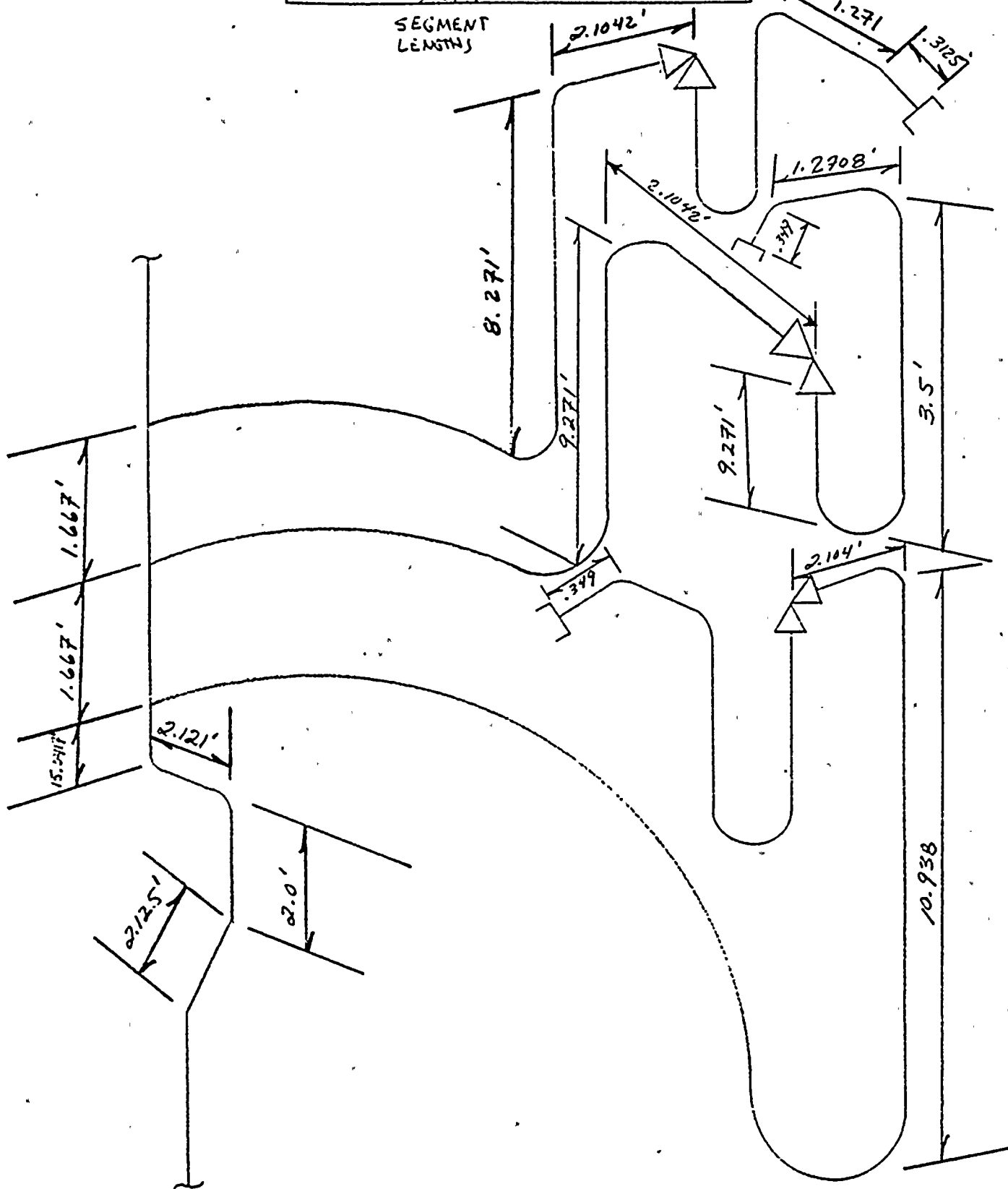


FIGURE 4.2.2-2

BY RAPI DATE 4-14-83  
CHKD. BY CHM DATE 5-23-83

UNIT 1

DOWNSTREAM (IZIN) ANALYSIS FORV

SHEET NO. 3 OF 3  
PROJ. NO. 5364

SEGMENT LENGTHS

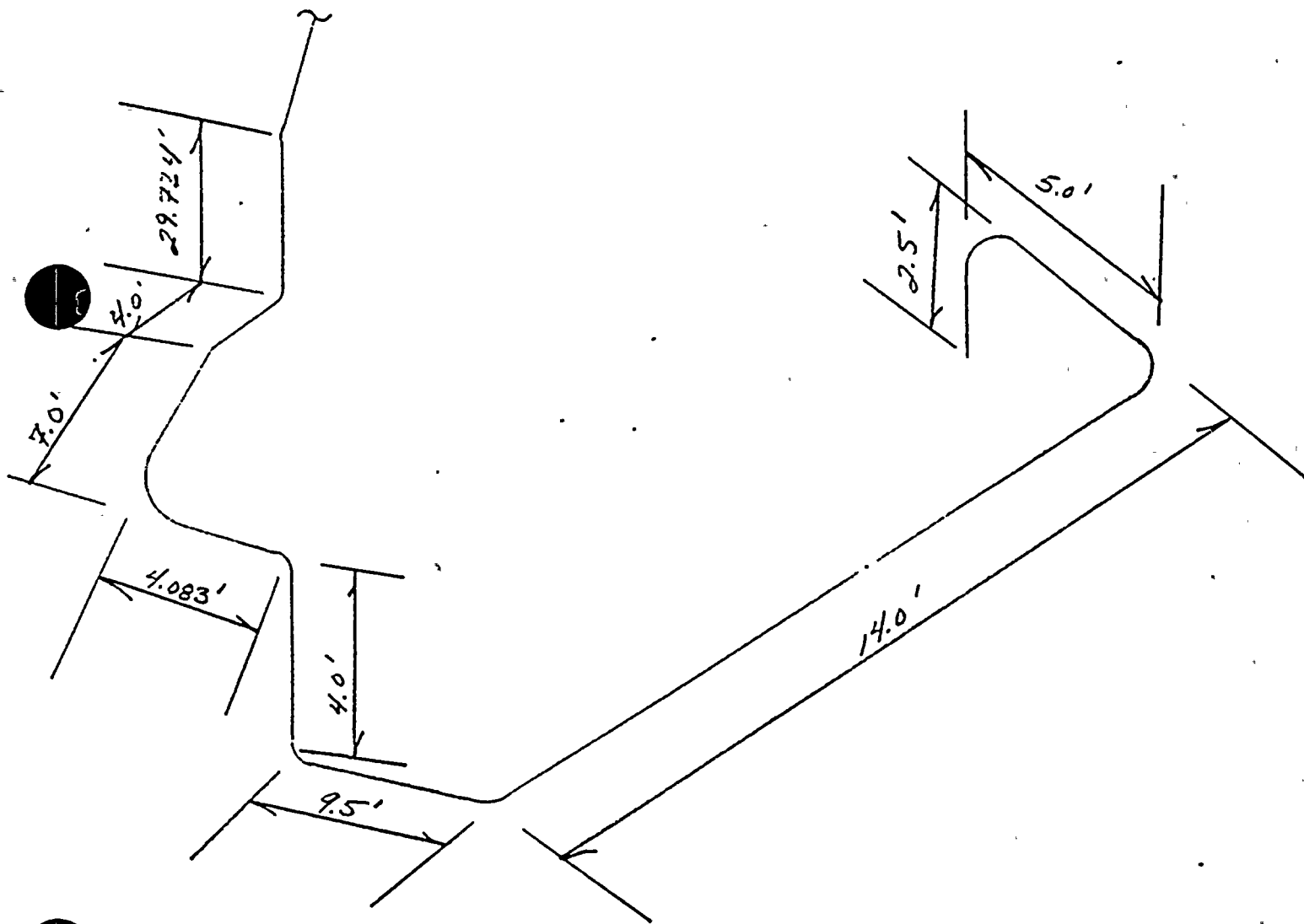


FIGURE 4.2.2-3



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DONALD C. COOK  
NUCLEAR GEN. STATION UNITS 1 & 2  
QUENCH TANK

SHEET NO. 1 OF 6  
PROJ. NO. 5364

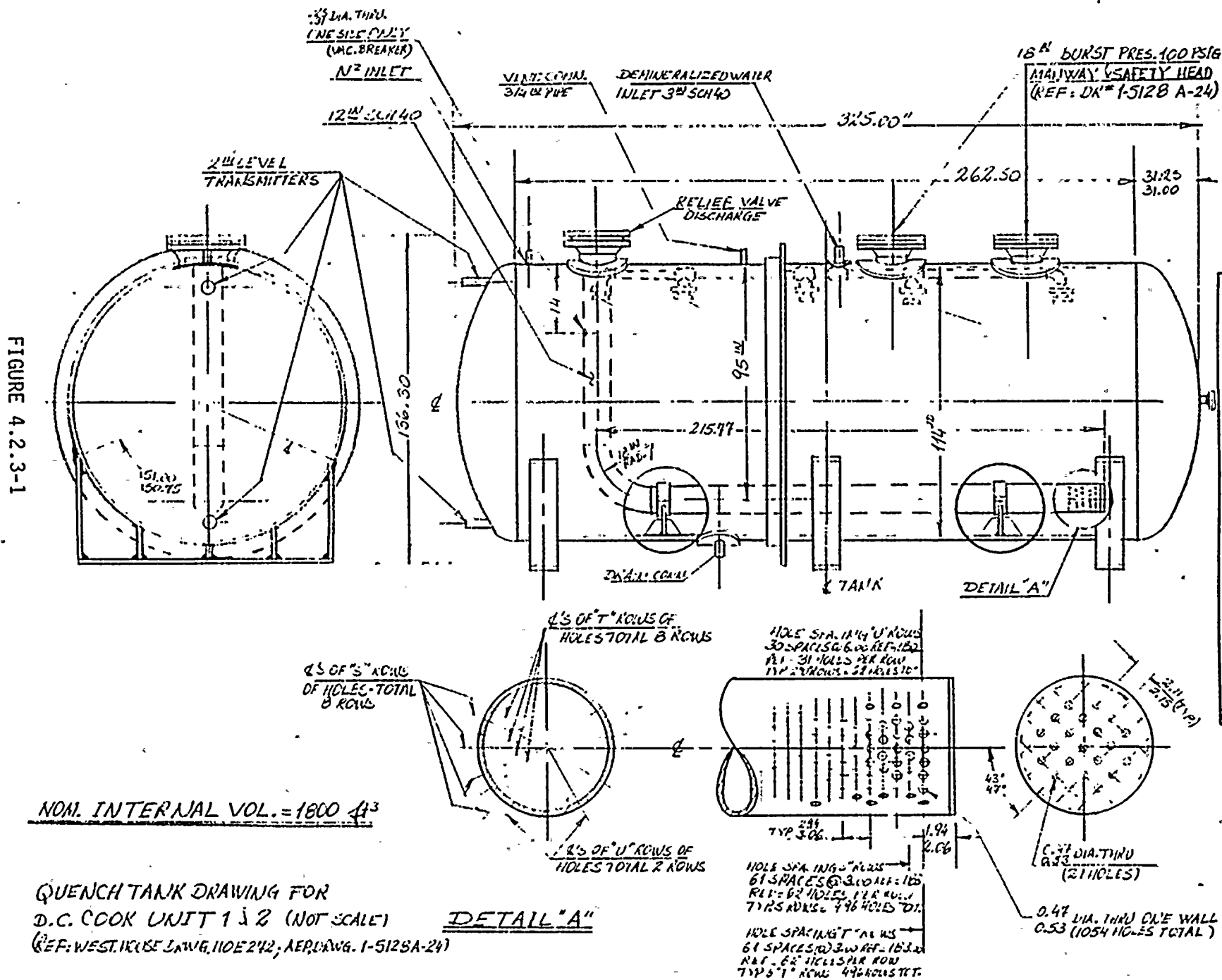


FIGURE 4.2.3-1

STANDARD  
STANDARD



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BY BAT DATE 1-17-83  
CHKD. BY CNN DATE 3-11-83

DONALD C. COOK  
NUCLEAR GEN. STATION UNITS 1&2  
RELAP5 QUENCH TANK MODELING

SHEET NO. 2 OF 6  
PROJ. NO. 5364

## RELAP5 MODEL OF THE QUENCH TANK

### REMARKS:

1. QUENCH TANK WAS MODELED AS A SERIES OF "PIPE COMPONENTS" WITH APPROPRIATE FLOW AREAS AND LOSS COEFFICIENTS.
2. WATER LEVEL IN THE QUENCH TANK IS AT THE SAME HEIGHT AS THE WATER LEVEL IN THE SPARGER
3. THE SECTION OF THE SPARGER WITH DISCHARGE HOLES WAS MODELED AS A PIPE WITH ITS LENGTH EQUAL TO THE LENGTH OF THE SPARGER WITH THE TOTAL NUMBER OF HOLE AREAS EQUAL TO FLOW AREA OF THE SPARGER (REF. DETAIL DRAW "A")
4. RUPTURE DISCS WERE MODELED AS A TRIP VALVE WHICH OPENS AT THE BURST PRESSURE OF 100 psig.
5. VACUUM BREAKER HOLE WITH DIA. = 0.25 - 0.31" AND LOCATED 14 INCHES FROM THE TOP OF THE QUENCH TANK WAS IGNORED IN THE MODELING.

$V =$  NOMINAL INTERNAL VOLUME OF THE TANK = 1800 ft<sup>3</sup> (W.H. Dr. #110 E242)

TANK IS 82% FULL OF WATER. (REF. TELECON LBS WITH SAMULAN DATED 1-14-83)

$V_1 =$  WATER VOLUME IN THE QUENCH TANK = 1476 ft<sup>3</sup>

$V_2 =$  AIR VOLUME IN THE QUENCH TANK = 324 ft<sup>3</sup>

211

Am. 1

1

1

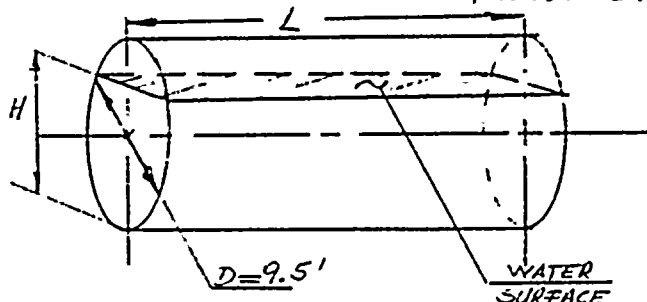
BY BAT DATE 1-17-83  
CHKD. BY CMM DATE 3-11-83

DONALD C. COOK  
NUCLEAR GEN. STATION UNITS 1&2  
RELAP5 QUENCH TANK MODELING

SHEET NO. 3 OF 6  
PROJ. NO. 5364

IF QUENCH TANK IS A CYLINDER WITH  $D=114$  IN INSIDE DIA.

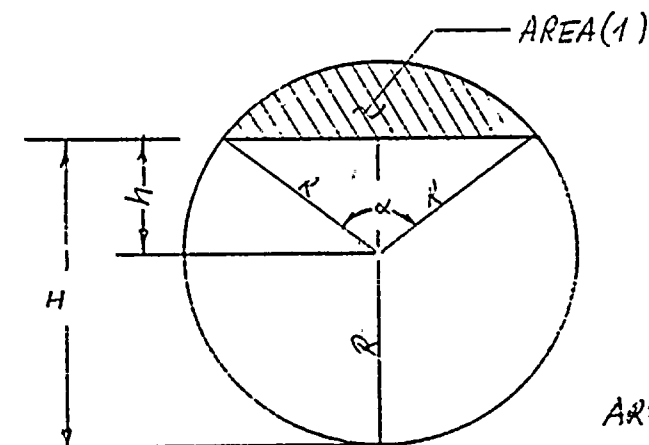
THEN: LENGTH  $L = \frac{V}{\left(\frac{D}{2}\right)^2 \pi}$



$$L = \frac{1800}{\left(\frac{9.5}{2}\right)^2 \pi}$$

$$L = 25.3943 \text{ ft}$$

H- HEIGHT OF THE WATER LEVEL FROM BOTTOM OF THE TANK



$$\text{AREA}(1) = \frac{R^2}{2} (\hat{\alpha} - \sin \alpha) \quad \text{EQN-①}$$

WHERE:  $\hat{\alpha}$ ; IN RADIANS  
 $\alpha$ ; IN DEGREES

$$\text{AREA}(1) = \frac{\text{AIR VOLUME}}{\text{HEIGHT OF CYL.}} = \frac{V_2}{L} = \frac{324}{25.3943}$$

$$\text{AREA}(1) = 12.7588 \text{ ft}^2$$

SUBSTITUTING INTO EQN ①

$$12.7588 = \frac{22.5625}{2} (\hat{\alpha} - \sin \alpha)$$

$$13.1310 = \hat{\alpha} - \sin \alpha$$

BY TRIAL AND ERROR:

$$\underline{\underline{\alpha \approx 116.5^\circ}}$$



BY BAI DATE 1-17-83  
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DONALD C. COLK  
NUCLEAR GEN. STATION UNITS 1 & 2  
RELAPS QUENCH TANK MODELING

SHEET NO. 4 OF 6  
PROJ. NO. 5364

$$h = R \cos \frac{\alpha}{2}$$

$$h = 4.75 \cos \frac{116.5}{2}$$

$$h = 2.4995$$

$$H = h + R = 4.75 + 2.4995$$

$$H \approx 87 \text{ IN} = 7.25 \text{ ft} \quad \text{HEIGHT OF WATER SURFACE FROM THE BOTTOM OF THE QUENCH TANK.}$$

$$D - H = 27 \text{ IN} = 2.25 \text{ ft} \quad \text{FROM THE TOP OF THE QUENCH TANK TO THE WATER SURFACE.}$$

FROM WATER SURFACE TO THE CENTER OF THE HORIZONTAL SECTION OF THE SPARGER  $\approx 68 \text{ IN} = 5.667 \text{ ft}$

HEIGHT OF WATER LEVEL IN QUENCH TANK MODEL MUST BE ALSO  $= 5.667 \text{ ft}$

$$\text{VOLUME OF WATER IN QUENCH TANK} = 1476 \text{ ft}^3$$

$$\text{SURFACE AREA BETWEEN WATER AND AIR} = \frac{1476}{5.667} = 260.4706 \text{ ft}^2$$

$$\text{VOLUME OF AIR IN QUENCH TANK} = 324 \text{ ft}^3$$

$$\text{HEIGHT OF AIR VOLUME IN RELAP MODEL} = \frac{324}{260.4706} = 1.2439 \text{ ft}$$

FIGURE 4.2.3-4

4-14

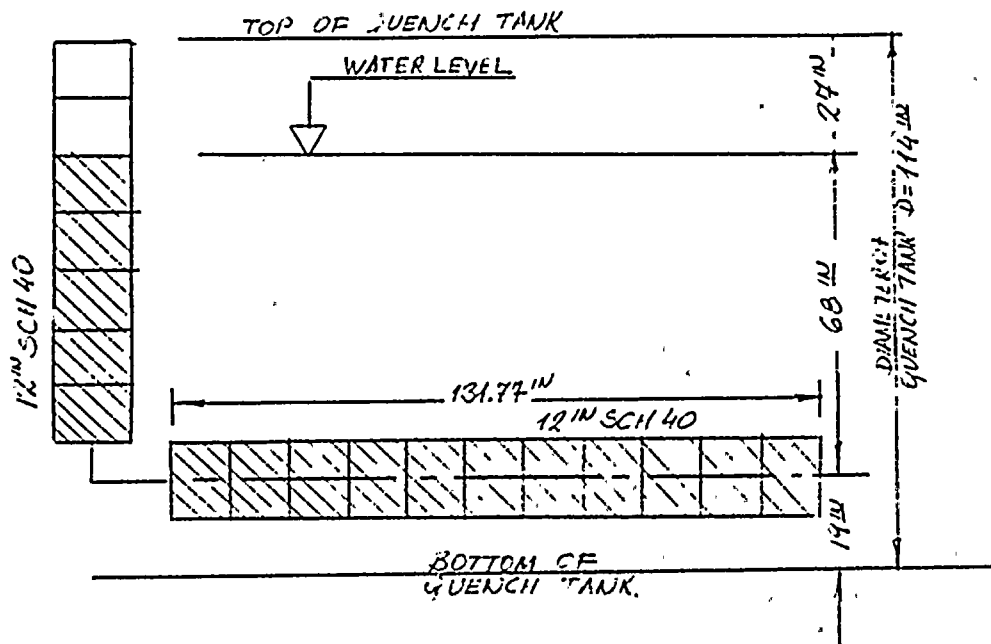
BY BAT DATE 1-17-83  
CHKD. BY CHM DATE 3-11-83

DONALD C. COOK  
NUCLEAR GEN. STATION UNITS 1&2  
RELAP5 QUENCH TANK MODELING

SHEET NO. 5 OF 6  
PROJ. NO. 5364

FIGURE 4.2.3-5

SPARGER MODELING



AREA OF EACH HOLE ON SPARGER SIDE =  $0.1463 \text{ in}^2 = 0.0014 \text{ ft}^2$

TOTAL FLOW AREA OF ALL THE SIDE HOLES =  $1054 \times 0.0014 = 1.4368 \text{ ft}^2$

FLOW AREA OF 12" SCH 40 PIPE =  $0.7773 \text{ ft}^2$

ALL THE HOLES ARE DISTRIBUTED EVENLY @ 183" LENGTH FROM THE TIP OF THE SPARGER

AREA RATIOS =  $\frac{0.7773}{1.4368} = 0.541$

REPRESENTS THE SECTION OF THE SPARGER WHICH INCLUDES ALL THE HOLES WITH THE TOTAL AREAS EQUAL TO THE FLOW AREA OF THE 12" SCH 40 PIPE.

$1 - 0.541 = .459$

$183 \times 0.459 = 83.9977 \approx 84.0" = 7 \text{ ft}$  THE LENGTH WHICH MUST BE EXCLUDED FROM THE TIP

TOTAL LENGTH OF HORIZONTAL SECTION = 215.77" (REF DRW ON Page 1)

THIS LENGTH IN RELAP MODEL =  $215.77 - 84 = 131.77 \approx 11 \text{ ft}$

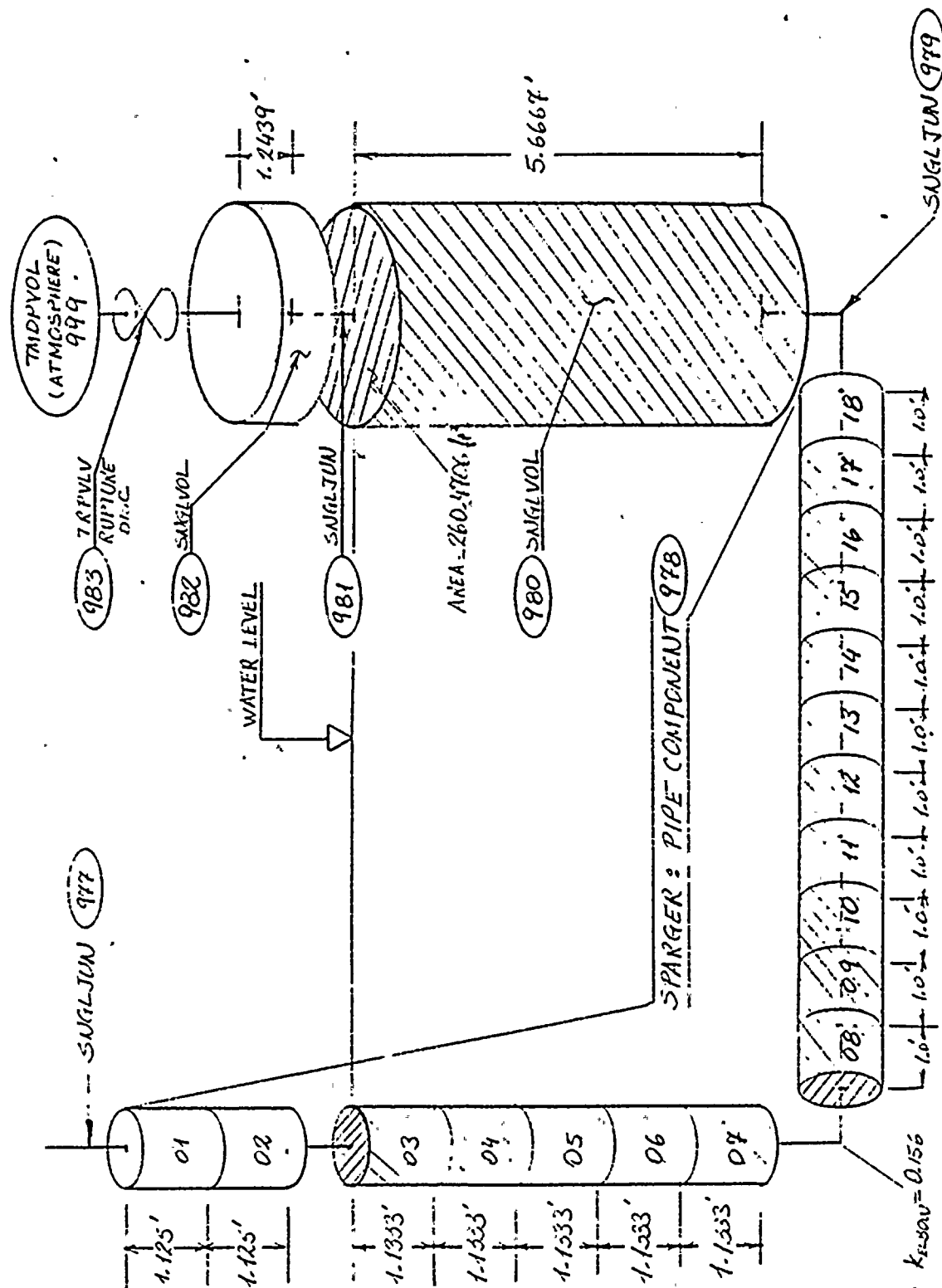




BY BAI DATE 1-17-83  
CHKD. BY CMH DATE 3-11-83

DONALD C. COOK  
NUCLEAR GEN. STATION UNITS 1 & 2  
RELAP5 QUENCH TANK MODELING.

SHEET NO. 6 OF 6  
PROJ. NO. 5364



RELAP5 QUENCH TANK MODEL

FIGURE 4.2.3-6

### 4.3 RELAP Model Control Volumes

The Evaluation of RELAP5/MOD1 for Calculation of Safety/Relief Valve Discharge Piping Hydrodynamic Loads report prepared by Intermountain Technologies, Inc. recommends using ten or more control volumes per bounded segment while avoiding significant control volume length differences to preserve pressure wave shapes. The ten control volume criteria recommended by ITI was adhered to except in piping arcs and in segments less than three feet in length. The D.C. Cook discharge piping is modeled using as few as one control volume per segment (pipe segments with lengths less than 0.5 feet) and up to thirty-two control volumes per segment.

Arc modeling for both units is represented in Figures 4.3.1 and 4.3.2. All arcs for Units 1 and 2 were modeled in RELAP as having no fluid losses. Essentially, RELAP calculates these as straight sections of pipe. REPIPE, however, distributes the calculated forces to pre-assigned node points matching the TES structural models.

Average control volume lengths used for the D.C. Cook RELAP Units 1 and 2 model were:

<u>Pipe Size</u>	<u>Average C.V. Length</u>
3 inch SCH 160	0.4644 feet
6 inch SCH 160	0.5264 feet
4 inch SCH 40S	0.4471 feet
6 inch SCH 40S	0.8614 feet
12 inch SCH 40	0.8064 feet
3 inch SCH 40	0.4744 feet
4 inch SCH 120	0.5056 feet

A schematic of the discharge systems modeled in RELAP for the PORV Unit 1 model and the SRV 1/4 model for Unit 2 are given in Figures 4.7.1 and 4.7.2, respectively.

Quench Tank modeling was achieved using twenty control volumes and twenty junctions. Eighteen volumes comprise the sparger model while the remaining two are single volumes modeling the water and air spaces of the quench tank. The water and air volumes as determined from Westinghouse Dwg. No. 110E272 were input to RELAP to insure proper quenching capacity. Eighteen control volumes forming the sparger are initially 88% full of water representing a submerged pipe. The discharge holes were modeled as a single hole of equivalent area at the end of the pipe (a conservative assumption).

Finally, the tank rupture disk is modeled as a pressure actuated valve placed on the air volume and set to blow out at 100 psig discharging to atmosphere. (Figure 4.2.3 represents the D.C. Cook Units' 1 and 2 Quench Tank).

100  
100  
100



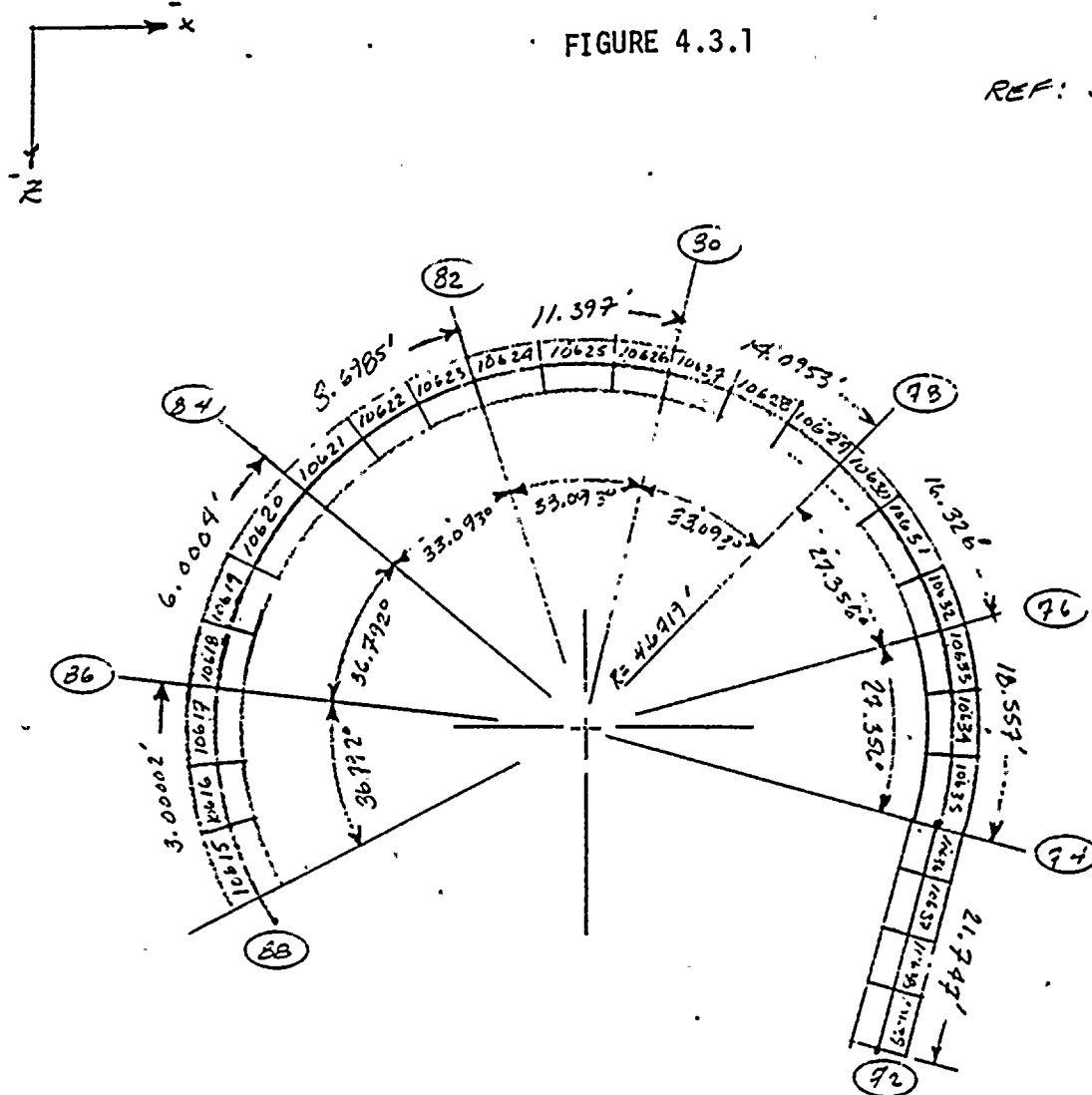
BY CLM DATE 1-17-83  
 CHKD. BY CJC DATE 2-17-83

RELAP MODEL 1/4 MODEL  
 ARC 1 LEVEL 669'-2" UNIT 2

SHEET NO. 1 OF 1  
 PROJ. NO. 5364

FIGURE 4.3.1

REF: JBM CALC  
 12-31-81



COMPONENT 106 6IN PIPE SCH 40S  
 VOLUMES 10615 → 10639

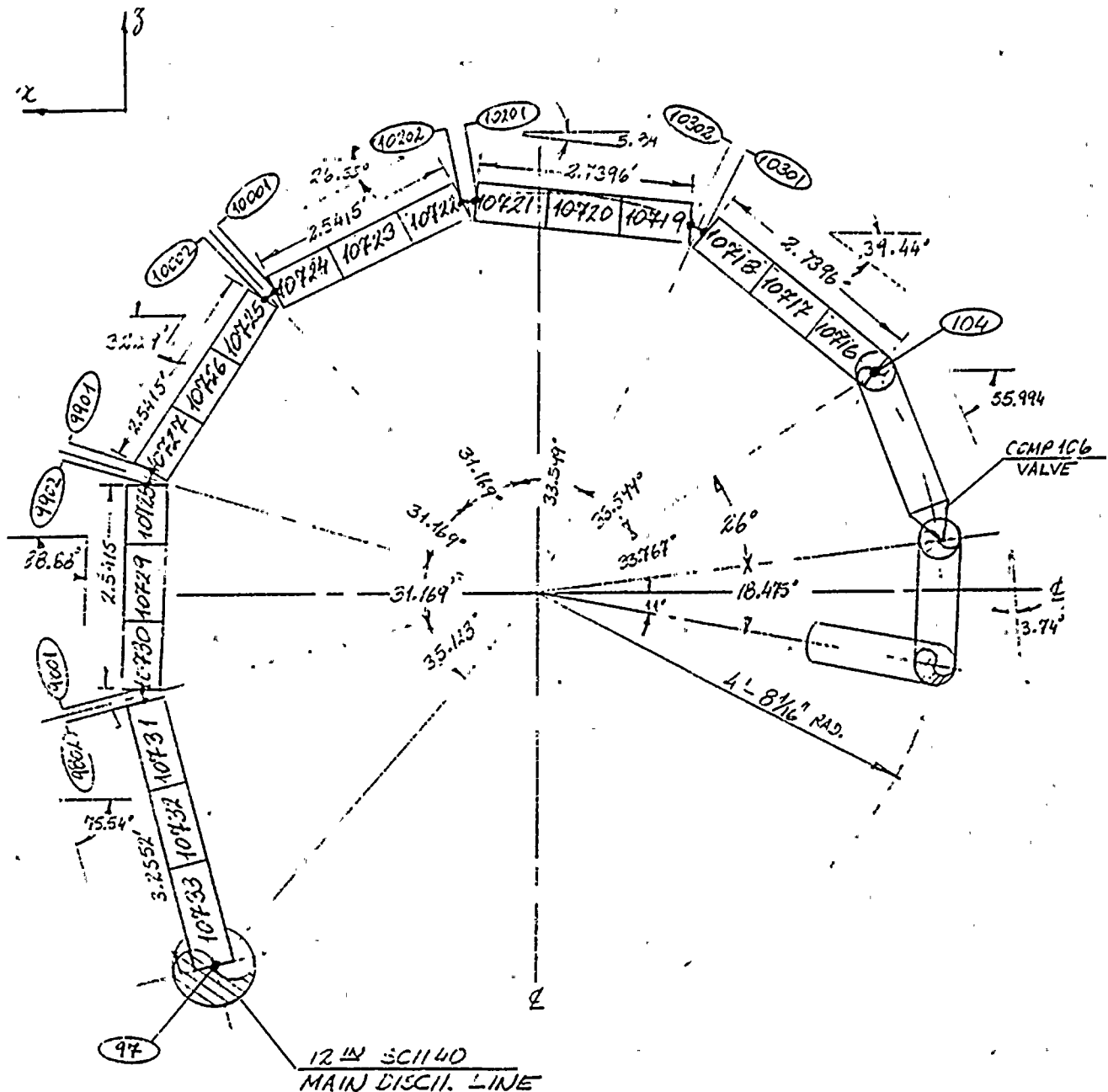
BY BAI DATE 2-8-83  
CHKD. BY CJC DATE 2-15-83

D. C. COOK UNIT 1  
ARC 1 GEOMETRY @ ELEV. 669'-2"


SHEET NO. 1 OF 5  
PROJ. NO. 5364

**FIGURE 4.3.2-1**

RELAP5 MODEL OF ARC @ ELEVATION 669'-2" (ARC 1)



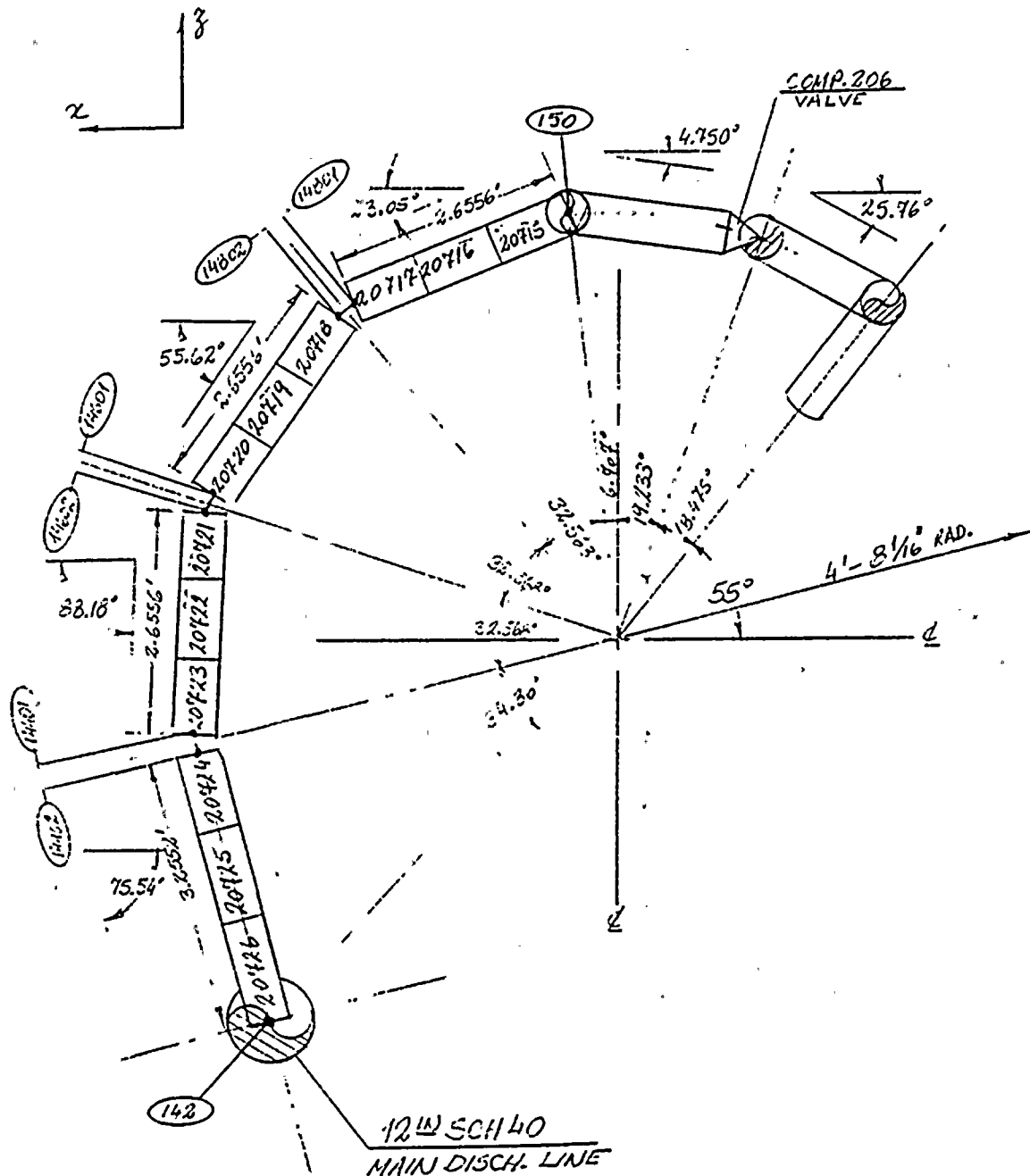
## REMARKS:

NUMBERS  $N$   INDICATE STRUCTURAL NODES

DIMENSIONS BETWEEN NODES REPRESENT CORRESPONDING ARC LENGTHS.

SHEET NO. 2 OF 5  
PROJ. NO. 5364

RELAP5 MODEL OF ARC @ ELEVATION 670'-10" (ARC 2)



NUMBERS IN  INDICATE STRUCTURAL NODES

DIMENSIONS BETWEEN NODES REPRESENT CORRESPONDING ARC LENGTHS.





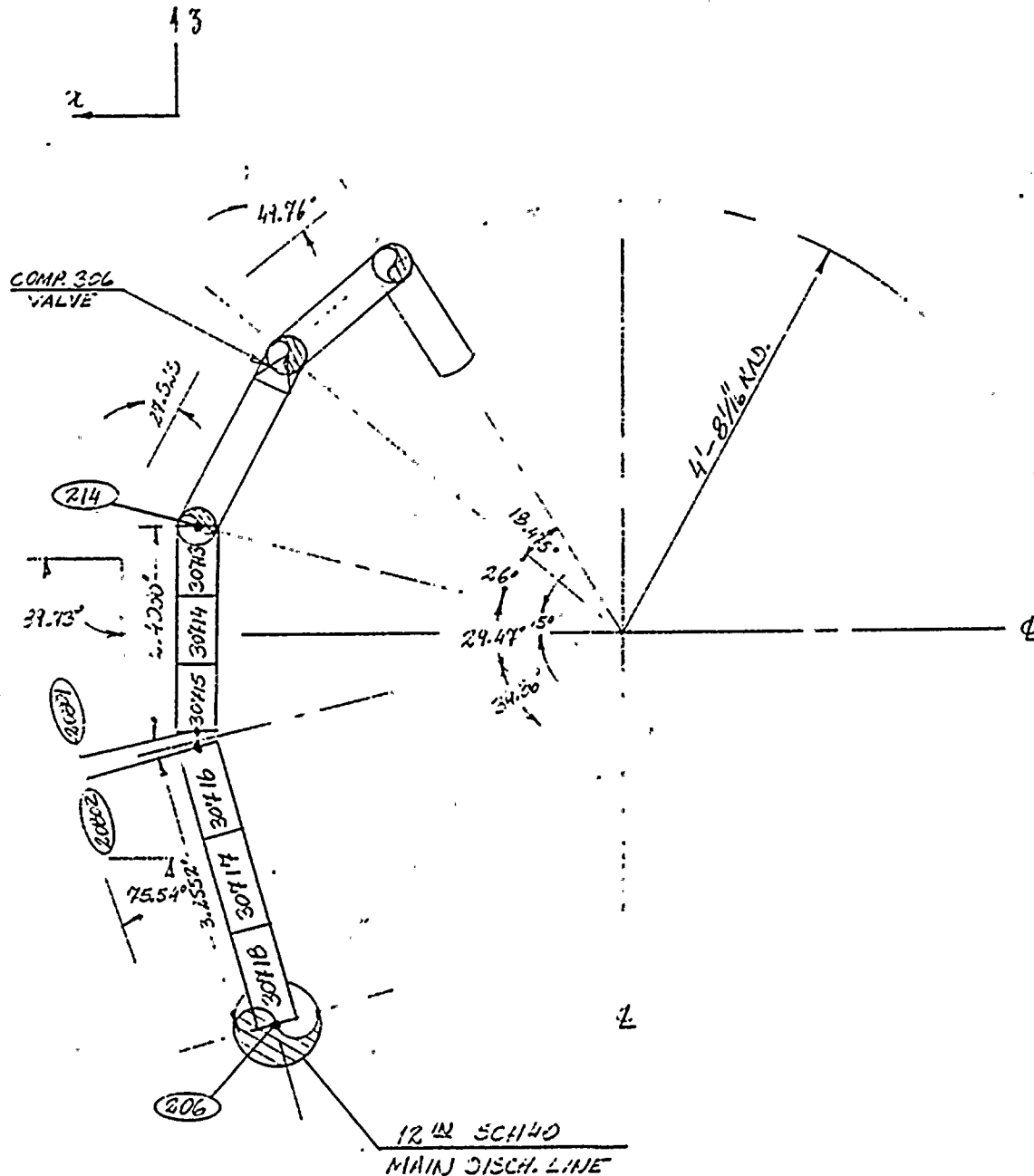
BY BAI DATE 2-8-83  
CHKD. BY CJC DATE 2-15-83

D. C. COOK UNIT 1  
ARC 3 GEOMETRY @ ELEV. 672'-6"

SHEET NO. 3 OF 5  
PROJ. NO. 5634

FIGURE 4.3.2-3

RELAP5 MODEL OF ARC @ ELEVATION 672'-6" (ARC3)



REMARKS:  
NUMBERS IN ○ INDICATE STRUCTURAL NODES  
DIMENSIONS BETWEEN NODES REPRESENT CORRESPONDING ARC LENGTHS.



UNIT 1 PORV SECTION  
RELAP MODEL (DOWNSTREAM)



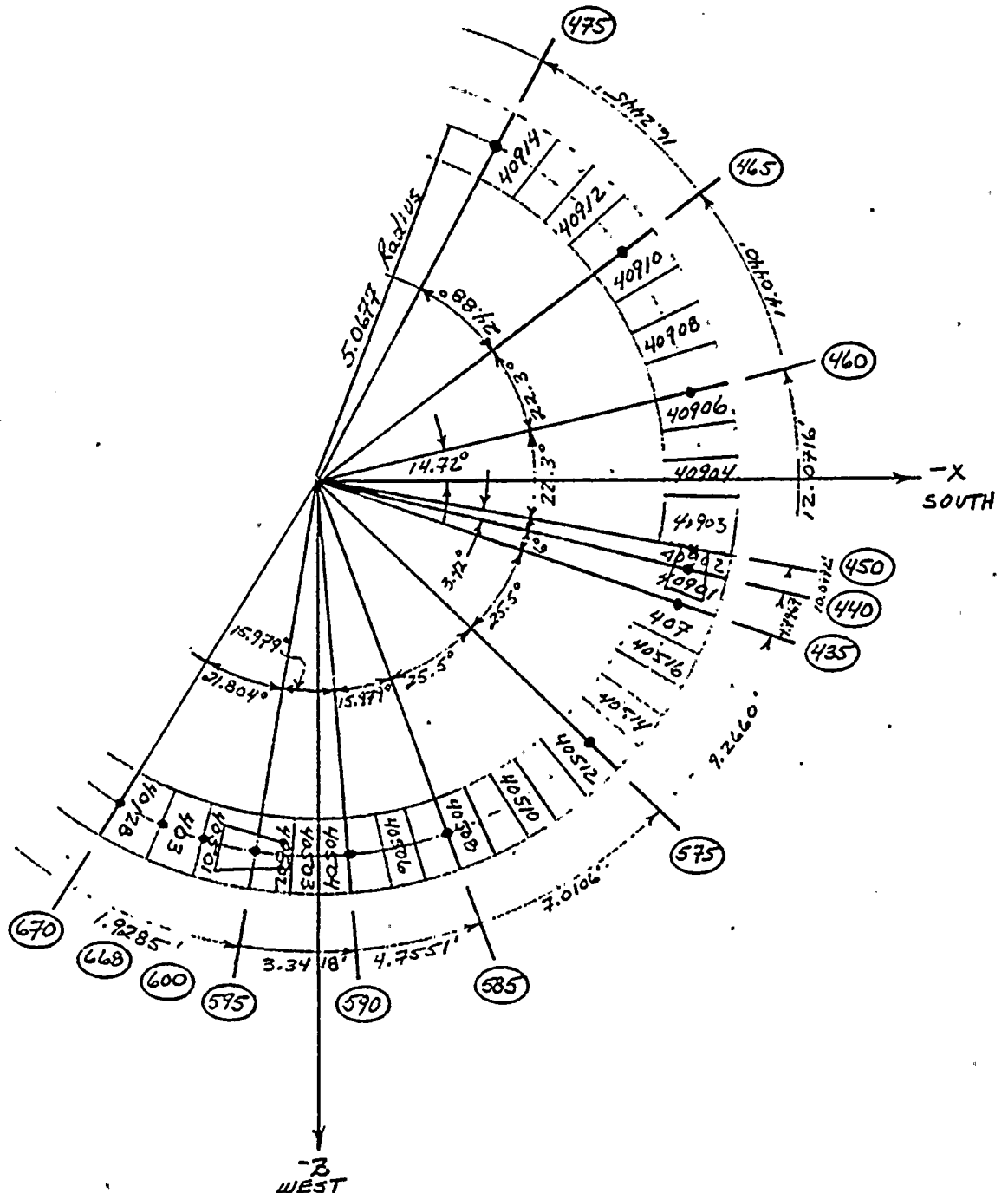
4-23

BY PAM DATE 5-12-83  
CHKD. BY CHM DATE 5-23-83

UNIT 1 PORV  
FIRE LEVEL 686'-6"

SHEET NO. 5 OF 5  
PROJ. NO. 5364

FIGURE 4.3.2-5



11-11-11

11-11-11



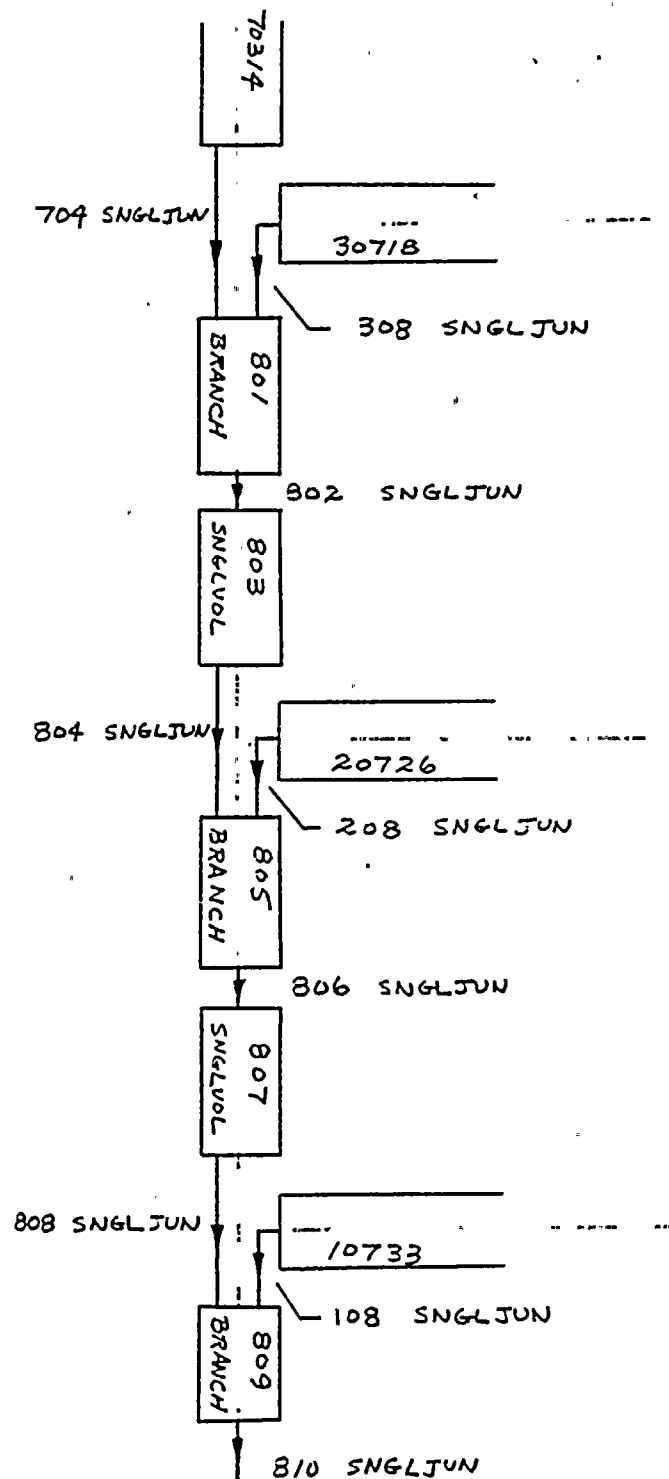
4-24

BY GJC DATE 3-25-83  
CHKD. BY CMM DATE 3-28-83  
JSX

UNIT 1 MAIN ARC CONNECTIONS  
BRANCHES + TEES

SHEET NO. 1 OF 2  
PROJ. NO. 5364

FIGURE 4.3.3-1





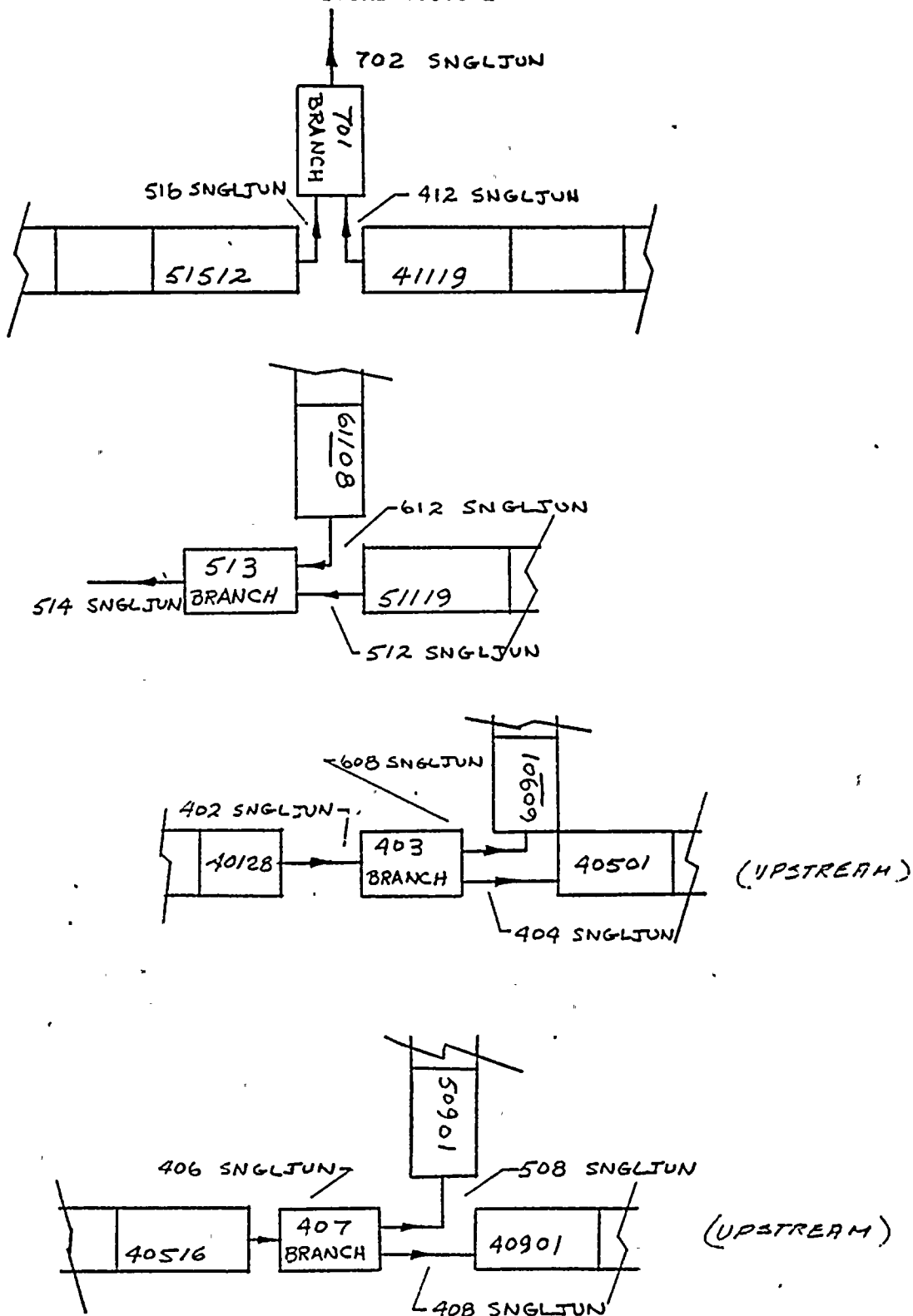
4-25

BY CJC DATE 3-25-83  
 CHKD. BY CHM DATE 3-28-83

UNIT 1 PORV SECTION  
 BRANCHES + TEES

SHEET NO. 2 OF 2  
 PROJ. NO. 5364

FIGURE 4.3.3-2





#### 4.4 Quarter Model

Before beginning the as-built analysis for the safety valves, it was almost certain that the loads would fail the system. A review of the testing that was done at Combustion Engineering in Connecticut indicated this would be the case. The cold loop seal discharge test at C.E. produced loads of 175 Kips. The D.C. Cook Units 1 and 2 pressurizers have three safety valves each with a loop seal larger than the C.E. test facility loop seal. Therefore, it was decided to make a small RELAP model of the D.C. Cook Safety Valve discharge line. This model contains one safety valve (SV45C) including its loop seal piping and its discharge piping through arc level 669'-2" up to, but not including, the quench tank. This model would be less expensive to run than the full three valve model.

The results of this small (Quarter Model) confirmed our suspicion that the cold loop seal case would fail. It also allowed us to make a parametric study of loop seal temperature in loads as is shown below. Only the steam discharge proved to be acceptable, therefore, TES has recommended to drain the loop seals.

Loop Seal Condition	Loop Seal Temperature (°F)	Position of Loop Seal	Valve Opening Time (Sec)	Max Load (LBF)
Cold	141°	Upstream	0.010	115,000
Cold	141°	Downstream	0.010	174,000
Hot	350°	Upstream	0.010	156,000
Hot	350°	Upstream	0.090	109,000
Hot	350°	Upstream	0.130	124,000
Hot (Sat. Water)	650°	Upstream	0.090	38,000
Steam	650°	Upstream	0.010	6,000

The loop seal temperature distribution was calculated to be input to RELAP and is included in the Appendix A. The temperatures used for the cold loop seal ranged from 584.4° at the pressurizer to 141.1° at the valve.

4-27

BY CMM DATE 3-22-83  
CHKD. BY KJG DATE 3-23-83

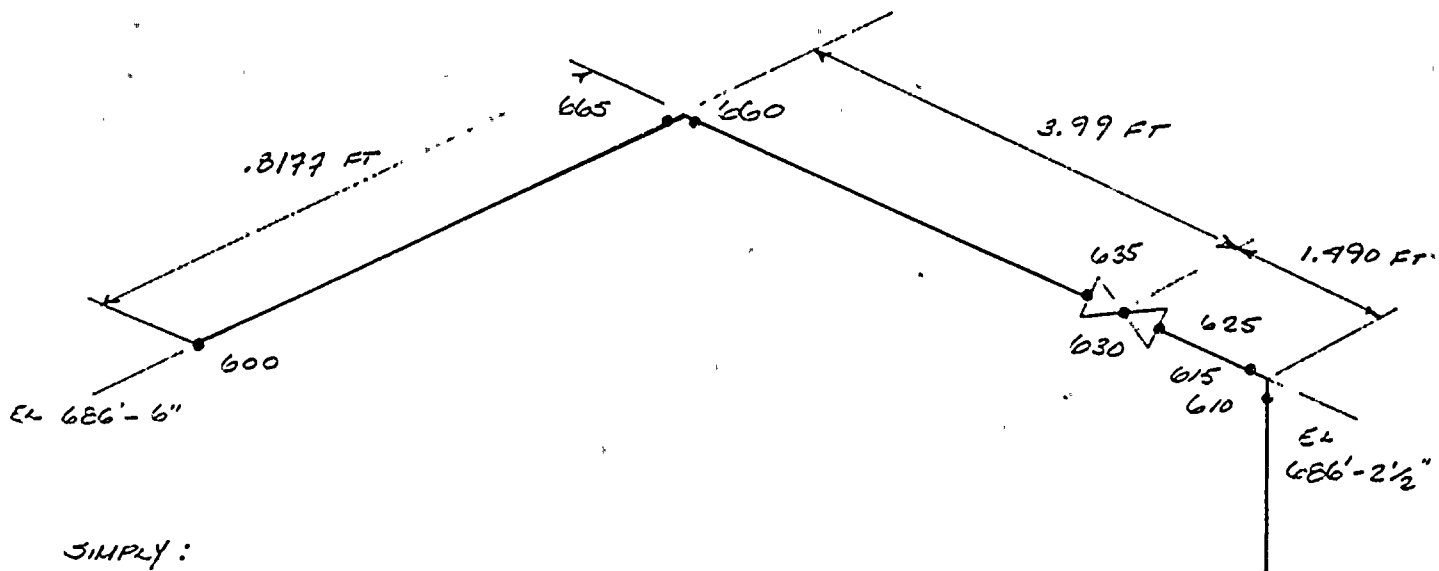
UNIT 1 FLUID VOLUME  
CALCULATION PRV INLET

SHEET NO. 1 OF 6  
PROJ. NO. 5364

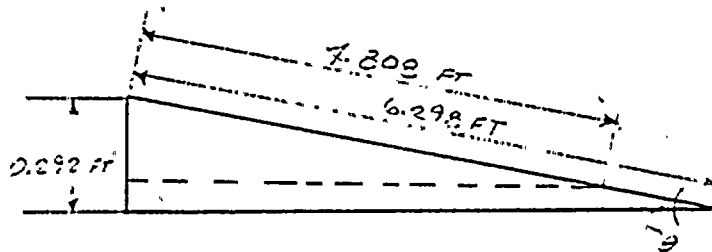
VALVE #1: NRV153

3 IN SCH 160 PIPING : AREA = 0.0376 FT<sup>2</sup>

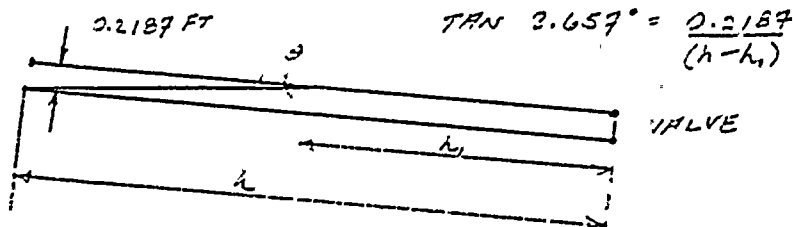
OVERALL SLOPE = (686.5 - 686.208) FT = 0.292 FT



SIMPLY:



SLOPE TO VALVE = 0.2229 FT,  $\theta = 2.657^\circ$



$h-h_1 = 4.7127$  FT

FIG.4.4.1-1

4-28

BY CHM DATE 3-22-83  
CHKD. BY KTB DATE 3-23-83

UNIT 1 FLUID VOLUME  
CALCULATION FOR V. INLET

SHEET NO. 2 OF 6  
PROJ. NO. 5364

VOLUME OF A FRUSTUM:

$$V_{TOTAL} = 1.5708 r^2 (h + h_1)$$

$$r = \frac{0.2187 \text{ FT}}{2} = 0.10935 \text{ FT}$$

$$h_1 = (4.808 - 4.7127) \text{ FT}$$

$$h = 4.808 \text{ FT}$$

$$V_{TOTAL} = 1.5708 (0.10935 \text{ FT})^2 (4.808 \text{ FT} + (4.808 \text{ FT} - 4.7127 \text{ FT}))$$

$$V_{TOTAL} = 0.0921 \text{ FT}^3$$

EQUIVALENT SLUG LENGTH (PIPE FULL)

$$L_{EQ} = 2.749 \text{ FT}$$

FIGURE 4.4.1-2

BY CMW DATE 3-22-83  
 CHKD. BY JS DATE 3-23-83

**UNIT 1 FLUID VOLUME  
 CALCULATION PORV INLET**

SHEET NO. 3 OF 6  
 PROJ. NO. 5364

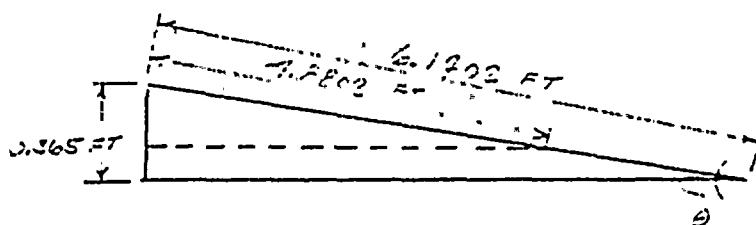
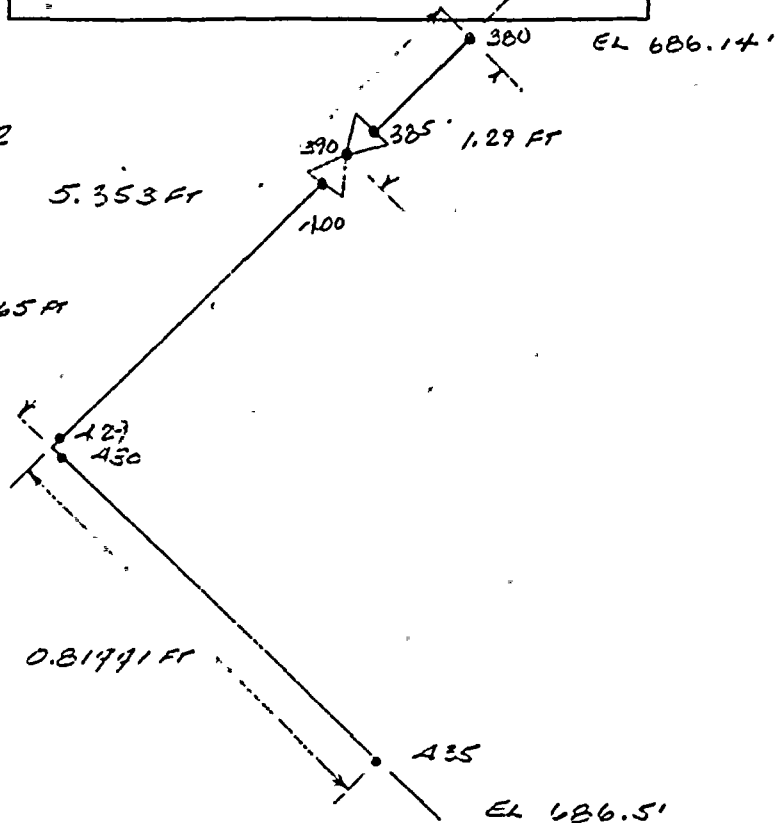
VALVE #2: NRV 152

3 IN SCH 160 PIPING

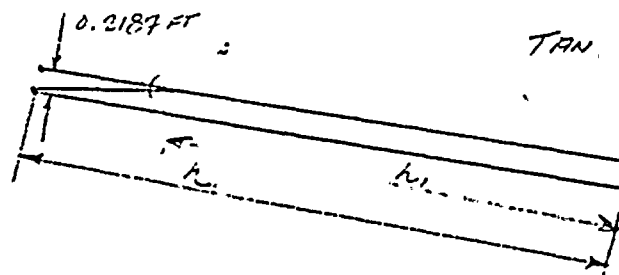
FRIC = 0.0396 FT/L

OVERALL SLOPE =

$(686.5' - 686.14') = 0.365 \text{ FT}$



SLOPE TO THE VALVE = 0.284 FT  $\theta = 3.39^\circ$



$$\tan 3.39^\circ = \frac{0.2187 \text{ FT}}{L-h_1}$$

$$L-h_1 = 3.672 \text{ FT}$$

FIGURE 4.4.1-3

BY CMM DATE 3-22-83  
CHKD. BY KJG DATE 3-23-83

UNIT 1 FLUID VOLUME  
CALCULATION PURV INLET

SHEET NO. 4 OF 6  
PROJ. NO. 5364

VOLUME OF A FRUSTUM:

$$V_{PT} = 1.5708 r^2 (h + h_1)$$

$$r = 0.10935 \text{ FT}$$

$$h_1 = 1.133 \text{ FT}$$

$$h = 4.8802 \text{ FT}$$

$$V_{TOTAL} = 1.5708 (0.10935 \text{ FT})^2 (1.133 \text{ FT} + 4.8802 \text{ FT})$$

$$V_{TOTAL} = 0.1140 \text{ FT}^3$$

EQUIVALENT SLUG VOLUME LENGTH (PIPE FULL)

$$L_{EQ} = 3.031 \text{ FT.}$$

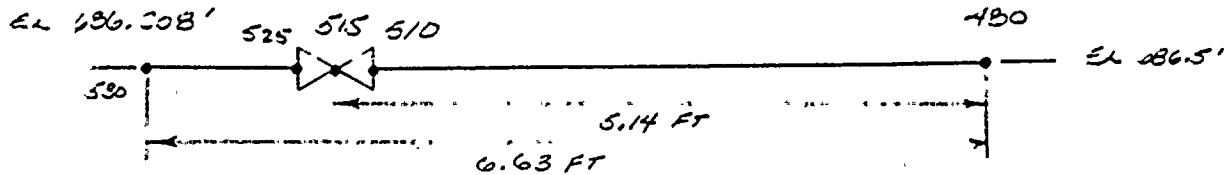
FIGURE 4.4.1-4

BY CHM DATE 3-22-83  
CHKD. BY NJG DATE 3-23-83

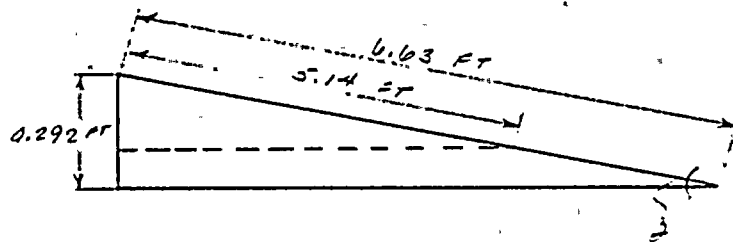
UNIT 1 FLUID VOLUME  
CALCULATION PORY INLET.

SHEET NO. 5 OF 6  
PROJ. NO. 5364

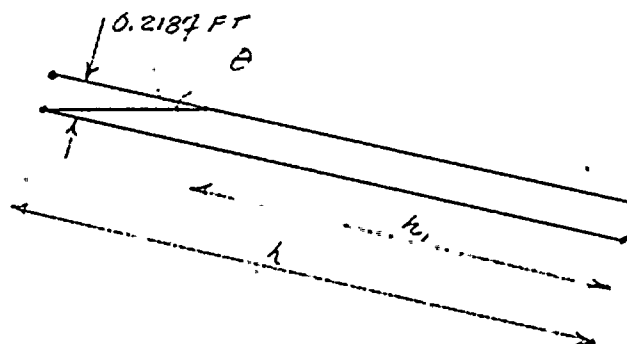
VALVE #3: NRV 151  
3IN SCH 160 PIPING AREA = 0.0376 FT<sup>2</sup>



OVERALL SLOPE: 0.292 FT



SLOPE TO THE VALVE = 0.226 FT  $\theta = 2.524^\circ$



$$\tan 2.524^\circ = \frac{0.21874 \text{ FT}}{h - h_1}$$

$$h - h_1 = 4.96 \text{ FT}$$

FIGURE 4.4.1-5

BY CMM DATE 3-22-83  
CHKD. BY KZG DATE 3-23-83

UNIT 1 FLUID VOLUME  
CALCULATION PORY INLET

SHEET NO. 6 OF 6  
PROJ. NO. 5364

VOLUME OF FRUSTRUM

$$V_{TOT} = 1.5708 r^2 (h_1 + h)$$

$$r = 0.10935 \text{ FT}$$

$$h_1 = 0.18 \text{ FT}$$

$$h = 5.14 \text{ FT}$$

$$V_{TOTAL} = 1.5048 (0.10935 \text{ FT})^2 (0.18 \text{ FT} + 5.14 \text{ FT})$$

$$V_{TOTAL} = 0.0997 \text{ FT}^3$$

EQUIVALENT JUG LENGTH (PIPE FULL)

$$L_{EQ} = 2.657 \text{ FT}$$

FIGURE 4.4.1-6

BY KY DATE 3-23-83  
CHKD. BY CLM DATE 3-24-83

FORV INLET SLUG MODELED  
FOR RELAP UNIT #1

SHEET NO. 1 OF 3  
PROJ. NO. 5364

@ 2500 psia

$$\sqrt{g} = .13068 \frac{\text{ft}^3}{\text{lbm}}$$
$$\sqrt{f} = .02859 \frac{\text{ft}^3}{\text{lbm}}$$

Valve #1  
NRV 153

$$\text{Vol}_{\text{liquid}} = .0921 \text{ ft}^3$$
$$\text{Vol}_{\text{vapor}} = .0885 \text{ ft}^3$$

$$m_{\text{liquid}} = (.0921 \text{ ft}^3) / (.02859 \text{ ft}^3/\text{lbm})$$
$$= 3.221 \text{ lbm}$$
$$m_{\text{vapor}} = (.0885 \text{ ft}^3) / (.13068 \text{ ft}^3/\text{lbm})$$
$$= .677 \text{ lbm}$$

$$\text{quality} = \frac{.677}{3.221 + .677} = .174$$

Valve #2  
NRV 152

$$\text{Vol}_{\text{liquid}} = .1140 \text{ ft}^3$$
$$\text{Vol}_{\text{vapor}} = .0694 \text{ ft}^3$$

$$m_{\text{liquid}} = (.1140 \text{ ft}^3) / (.02859 \text{ ft}^3/\text{lbm})$$
$$= 3.987 \text{ lbm}$$
$$m_{\text{vapor}} = (.0694 \text{ ft}^3) / (.13068 \text{ ft}^3/\text{lbm})$$
$$= .531 \text{ lbm}$$

$$\text{quality} = \frac{.531}{3.987 + .531} = .118$$



BY KJG DATE 3-23-83  
CHKD. BY CMM DATE 3-24-83

PORV INLET SLUG MODELED  
FOR RELAP UNIT # 1

SHEET NO. 2 OF 3  
PROJ. NO. 5364

Value #3

$$Vol_{liquid} = 0.0999 \text{ ft}^3$$

$$Vol_{vapor} = 0.0932 \text{ ft}^3$$

$$\begin{aligned} m_{liquid} &= (0.0999 \text{ ft}^3) / (.02859 \text{ ft}^3/\text{lbm}) \\ &= 3.494 \text{ lbm} \end{aligned}$$

$$\begin{aligned} m_{vapor} &= (0.0932 \text{ ft}^3) / (.13062 \text{ ft}^3/\text{lbm}) \\ &= .713 \text{ lbm} \end{aligned}$$

$$quality = \frac{.713}{3.494 + .713} = .169$$

FIGURE 4.4.2-2

BY HS DATE 3-23-83  
CHKD. BY CHM DATE 3-24-83

FOR INLET SLUG MODELED  
FOR RELAP UNIT #1

SHEET NO. 3 OF 3  
PROJ. NO. 5364

<u>VALVE I.D</u>	<u>QUALITY</u>	<u>LENGTH of SLUG</u>	<u>C.VOL</u>	<u>AREA</u>	<u>PIPE SIZE</u>
#1 NRV 153	.174	4.808 FT	609	.0376 ft <sup>2</sup>	3 INCH SCH 160
#2 NRV 152	.118	4.882 FT	509	.0376 ft <sup>2</sup>	3 INCH SCH 160
#3 NRV 151	.169	5.14 FT	409	.0376 ft <sup>2</sup>	3 INCH SCH 160

FIGURE 4.4.2-3



#### 4.5 Unit 1 PORV Model

The inlet piping to the PORV's is sloped toward the valves. Therefore, during normal operating conditions a saturated water (condensate) loop seal is formed at the inlet to the PORV.

As specified in American Electric Power's letter of November 29, 1982, referring to PORV transient conditions, the following cases were modeled:

<u>Case</u>	<u>Transient</u>
1	Condensate/Steam Discharge
2	400° Solid Liquid Discharge

4.5.1 The way in which the condensate/steam case loopseal was to be modeled was decided by using two methods on a small sample model.

- a. Low Quality Steam Loop Seal (Saturated Conditions)
- b. Solid Loop Seal (Saturated Conditions)

A low quality steam loop seal produced oscillatory mass flow rates through the valve. These oscillations were severe enough to cause rejection of this model and to choose the solid condensate case. These oscillations are the result of numerical instabilities in RELAP's choking correlation. This is due to the severe change in sonic velocities in the transition range between subcooled water and steam.

4.5.2 Both cases (loop seal and 400°F solid liquid discharge) were modeled and run on RELAP and REPIPE. The resulting force time histories were compared. It was not clear at this level which case was more severe. Therefore, the force time histories for both cases were input to the structural program. It could then be seen that the 400°F solid water discharge condition was the governing case.

Both the loop seal and the solid water case exhibited unstable behavior (oscillations in the flow rate). The loop seal case showed these oscillations in the transition region at the tail end of the loop seal as it passed through the valve. RELAP tends to cause flow rate oscillations because of the severe change in sonic velocities between subcooled water and low quality steam. These flow rate oscillations result in high forces which tend to be overly conservative.

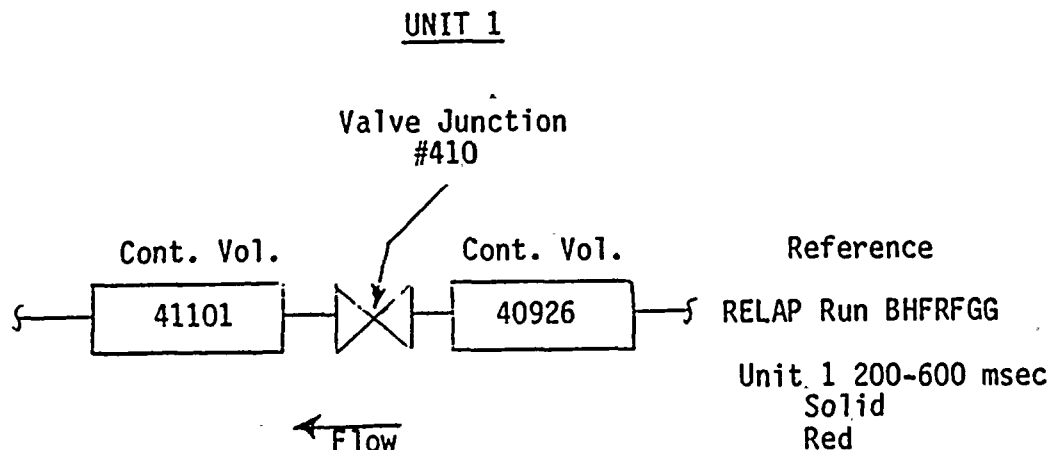
In the 400°F subcooled water case, the reason for the flow rate oscillation was more obscure. At approximately .400 seconds the flow suddenly decreases approximately 30 lbm/sec in 1msec.

This can be seen in Section 4.7.2. A careful review of the RELAP output did not reveal a good physical reason for such behavior. Reasons for such behavior could be

1. A sudden reduction in the valve area vs. time data.
2. A build up of back pressure in the discharge line which will cause the valve flow rate to suddenly decrease.
3. A sudden decrease in pressure in the pressurizer boundary condition which would result in reduced-flow.

All these things were checked to see if they were possible sources of the flow rate fluctuation. But the review indicated that they were not the source of the problem.

A partial tabulation of this review is shown below:



<u>Time</u>	<u>Junction #410 Flow</u>	<u>Cont. Vol. #40926 Q</u>	<u>Cont. Vol. #41101 P</u>	<u>Cont. Vol. #40926 P</u>
.408	111.18	0.0	248.89	2342.8
.409	83.424	0.0	245.55	3058.

It can be seen that the downstream pressure does not exhibit a sudden increase that would reduce the flow through the valve. The upstream quality remains zero so that the flow through the valve is subcooled.

The pressure increases upstream which corresponds to a sudden reduction in flow area. However, the flow area increases it does not decrease. The pressurizer time dependent volume does not exhibit any sudden change in pressure which would correspond to this flow change.

Past experience with the RELAP programs has shown problems with subcooled water and low quality steam flow. These problems have manifested themselves as severe oscillations in the flow rate. It is our opinion that the results from the RELAP run are highly conservative and overpredict the fluid forces.

When the fluid forces from this RELAP run are combined with the seismic, deadweight, and thermal expansion loads, the allowables were slightly exceeded. Since the principal fluid loads appear to be a result of an instability in the flow rate predicted by RELAP and not a result of an actual physical phenomena, it was decided that these loads were overly conservative and could justifiably be reduced by 20%. The fluid forces presented in Section 4.8 and elsewhere in Section 4.0 are the as calculated loads and have not been reduced by 20%.

It should be noted that an alternative modeling practice that could have been employed in the solution of this problem would have been to make the PORV valves time dependent junctions and specify the valve flow rate. Had this been done, the flow rate oscillation and their resulting forces would never have occurred.

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#### 4.6 Valve Flow Rate Calculation

<u>Valve Type</u>	<u>TES Flow Rate Calculated LBM/HR</u>	<u>Max Rating* For Steam @ 3% Accum.</u>	<u>Bore Area (IN<sup>2</sup>)</u>	<u>Opening Time (Sec)</u>
Crosby Safety Relief Valve	523,332	435,000	3.6 in <sup>2</sup>	0.010 (Ref. 18)
Masoneilan Power Operated Relief Valve	199,000	--	--	1.0 (Ref. 16)

\* The maximum rating for steam at 3% accumulation value is from the Crosby Valve and Gage Safety Valve Drawing No. H-51688, Revision A.





4.6.1 The valve flow rates used in RELAP analysis of the SRVs were obtained by increasing the ASME rated flow by 15%; 10% to consider the ASME underating of the theoretical flow and 5% to cover tolerances. TES flow rate calculations are included in Figure 4.6.1.

$$W_T = 51.5 \text{ AP}$$

Napier's Eq.

ASME rated flow:

$$W_R = 51.5A (1.03P + 14.7)(.9)(.975)C \quad (\text{Ref. 17})$$

where:

$W_T$  = theoretical flow

$W_R$  = rated flow

coefficients:

1.03 - applies 3% accumulation

0.975 - valve flow coefficient

0.9 - represents theoretical flow rate reduced 10% to equal ASME rating

The equation TES uses to calculate the valve flow rate is

$$W_{\max} = 1.05 \times 51.5A (1.03P + 14.7)C(0.975)$$

This is an increase of 15% above the ASME rated flow as explained above.



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4.6.2 The Masoneilan PORV maximum flow rate for steam was taken from the EPRI Safety and Relief Valve Test Report as 199,000 lbm/hr (Table 4.5.1-1b). A valve opening time of 1.0 seconds is used based on total valve opening times of all Masoneilan valves tested listed in Table 4.5.2-1. Since full open times averaged 2.76 seconds, with a minimum value of 1.64 seconds, TES has assumed 100% opening in 1.0 second, because independent testing has shown that flow is not always directly proportional to stem travel. Most often full flow is obtained before full stem travel. Because 1 second is a very long opening time, this was not considered overly conservative.

BY KJG DATE 6-2-83  
CHKD. BY CMH DATE 6-3-83

CROSBY 6m6 VALVE  
RELAPS MODEL FLOW AREA CALCULATIONS

SHEET NO. 1 OF 2  
PROJ. NO. 5364

- Ref. 1. ASME Sec III N.B. - 7731.1 and N.B. 7734.2 (1980)  
2. CROSBY 6m6 Model HB-BP-86  
Value Drawing No. H-51688 Rev. A.  
3. Computer Run BAICDRØ

CROSBY 6m6 Valve Properties

Manufacturer : CROSBY Valve & Gage Company  
Type : Spring loaded Safety Valve  
Drawing No : H-51688 Revision A  
Bore Area : 3.600 in<sup>2</sup>  
Design Setpoint Pressure : 2485 psig  
model No. HB-BP-86 6m6

Calculation of Max Flow Rate ( $W_{max}$ )

The following assumptions and considerations are made in determining  $W_{max}$ .

- 1) This calculation is used only to determine a Relaps orifice size and does not necessarily represent pressurizer input conditions.
- 2) The max flow  $W_{max}$  was increased by 5%. This accounts for the 5% flowrate tolerance discussed in NB-7734.2

USING Ref 1.

$$W_{max} = 1.05 \times 51.5 \times 3.600 (2485 \times 1.63 + 14.7) C (0.975)$$

$$C = \frac{0.1906 P_{set} - 1000}{0.2292 P_{set} - 1061} \quad P_{set} = 2485 \text{ psig}$$

$$C = 1.0711 \text{ after substituting,}$$

$$W_{max} = 523,340.55 \text{ lb/hr}$$

BY KJG DATE 6-2-83  
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CROSBY 6" MP VALVE  
RELAP5 MODEL FLOW AREA CALCULATION

SHEET NO. 2 OF 2  
PROJ. NO. 5364

SV

$$W_{max} = 523,340.55 \text{ lb/hr} = 145.37 \text{ lb/sec}$$

USING THE COMPUTER RUN BAICDRØ

Value full open area in the run BAICDRØ = 0.0232 ft<sup>2</sup>

Flow rate @ full opening = 153.19 lb/sec

Flow rate @ 90% opening of the valve = 138.01 lb/sec

RELAP5 flow area which delivers  $W_{max} = 145.37 \text{ lb/sec}$  is calculated by interpolation.

$$A_{flow} = \left[ 0.9 + 0.1 \frac{145.37 - 138.01}{153.19 - 138.01} \right] (0.0232) \\ = 0.022 \text{ ft}^2 (\text{SV})$$

PORV

Similarly,

$$W_{max} = 199,000 \text{ lb/hr} = 55.28 \text{ lb/sec}$$

Flow area to deliver 55.28 lb/sec

$$A_{flow} = \left[ 0.3 + 0.1 \frac{55.28 - 48.001}{63.4 - 48.001} \right] 0.0232 \\ = 0.00806 \text{ ft}^2 (\text{PORV})$$

#### 4.7 RELAP Plots

The following plots represent RELAP mass flows, pressures and qualities at various points along the discharge piping. Since RELAP had to be restarted, the plot time scales may vary (i.e. 0.0 - 0.2 seconds or 0.0 - 0.400 seconds). Also, the ordinate axis may not always be correct; many times multipliers will be off (CDC is aware of this problem in RELAP). However, they do depict the trend accurately and are calculated and reported in RELAP every .0.001 seconds. Correct peaks and times at which they occur are listed with each trace.

<u>Plot Set</u>	<u>Transient</u>
4.7.1 Unit 1	Condensate/Steam Case
4.7.2 Unit 1	400° Solid Liquid Case
4.7.3 Quarter Model	Cold Loop Seal/Steam Case

A RELAP volume schematic precedes each plot set.

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**4.7.1    Unit 1 - Condensate/Steam Case**





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RELAP MODEL SCHEMATIC  
UNIT 1 PORV INLET

SHEET NO. 1 OF 3  
PROJ. NO. 5324

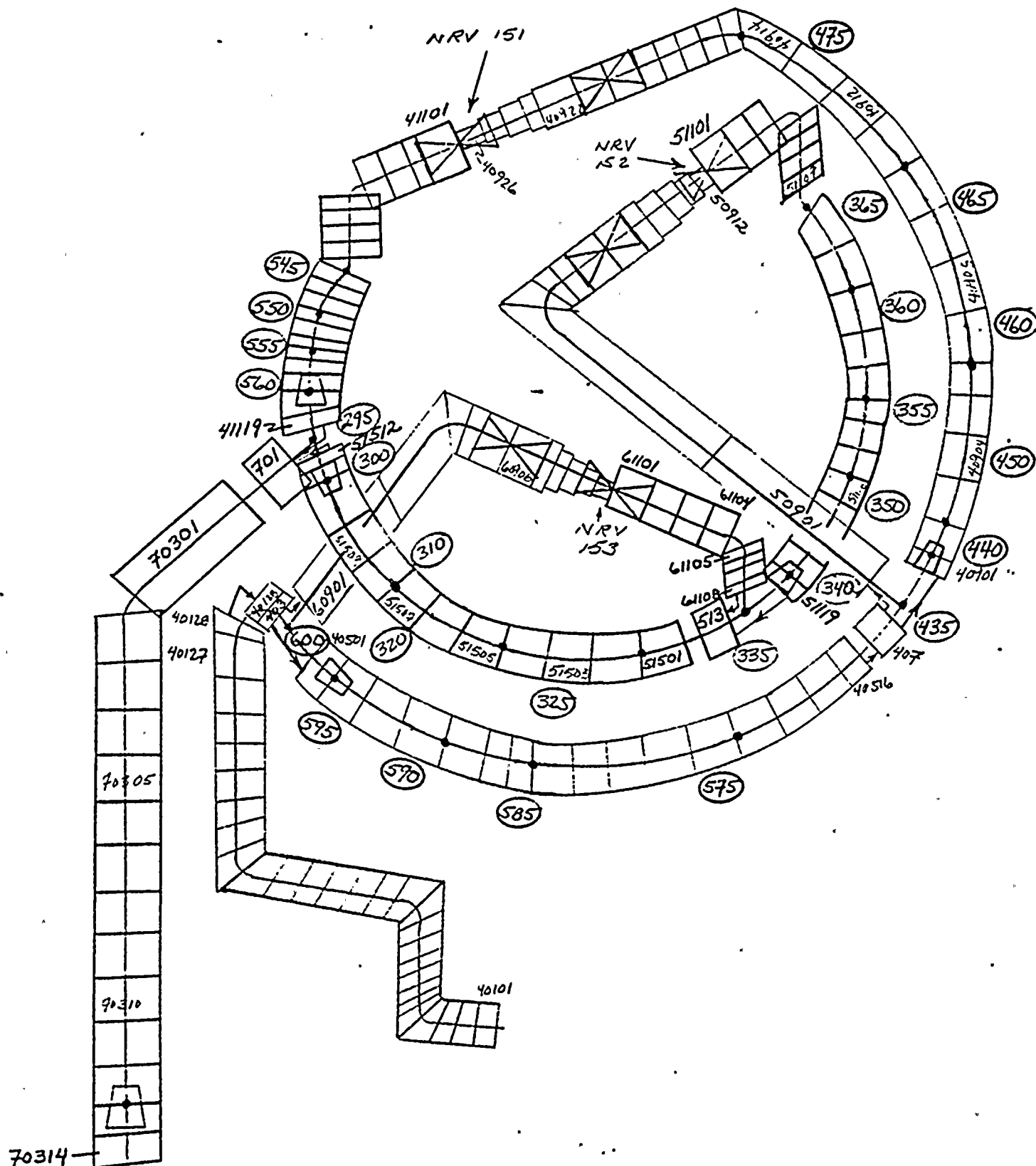


FIGURE 4.7.1-1

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RELAP MODEL SCHEMATIC

## UNIT 1 MAIN ARCS

SHEET NO. 2 OF 3

PROJ. NO. 5364

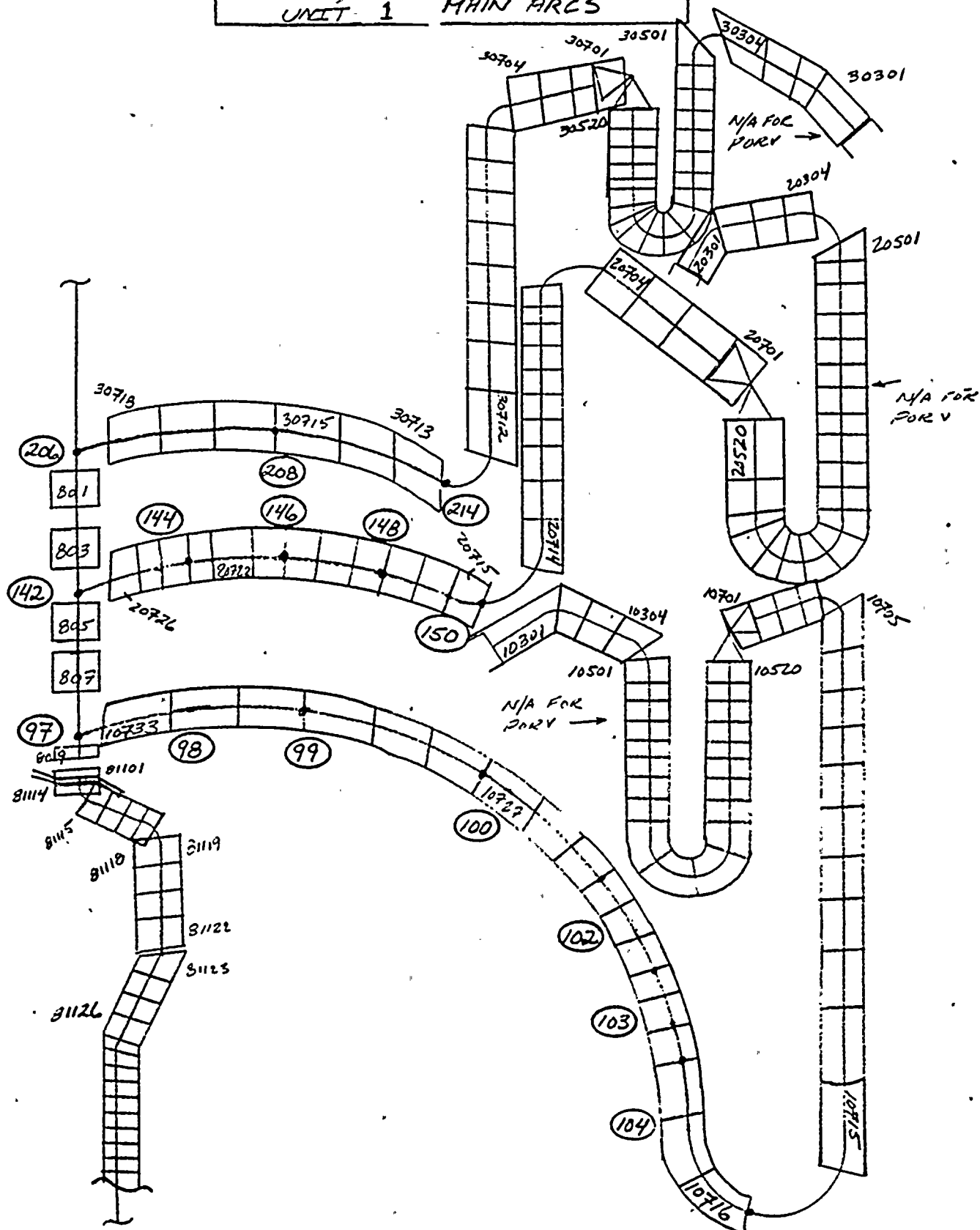


FIGURE 4.7.1-2



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RELAP MODEL SCHEMATIC  
UNIT 1 DOWNSTREAM (12IN)

SHEET NO. 3 OF 3  
PROJ. NO. 5364

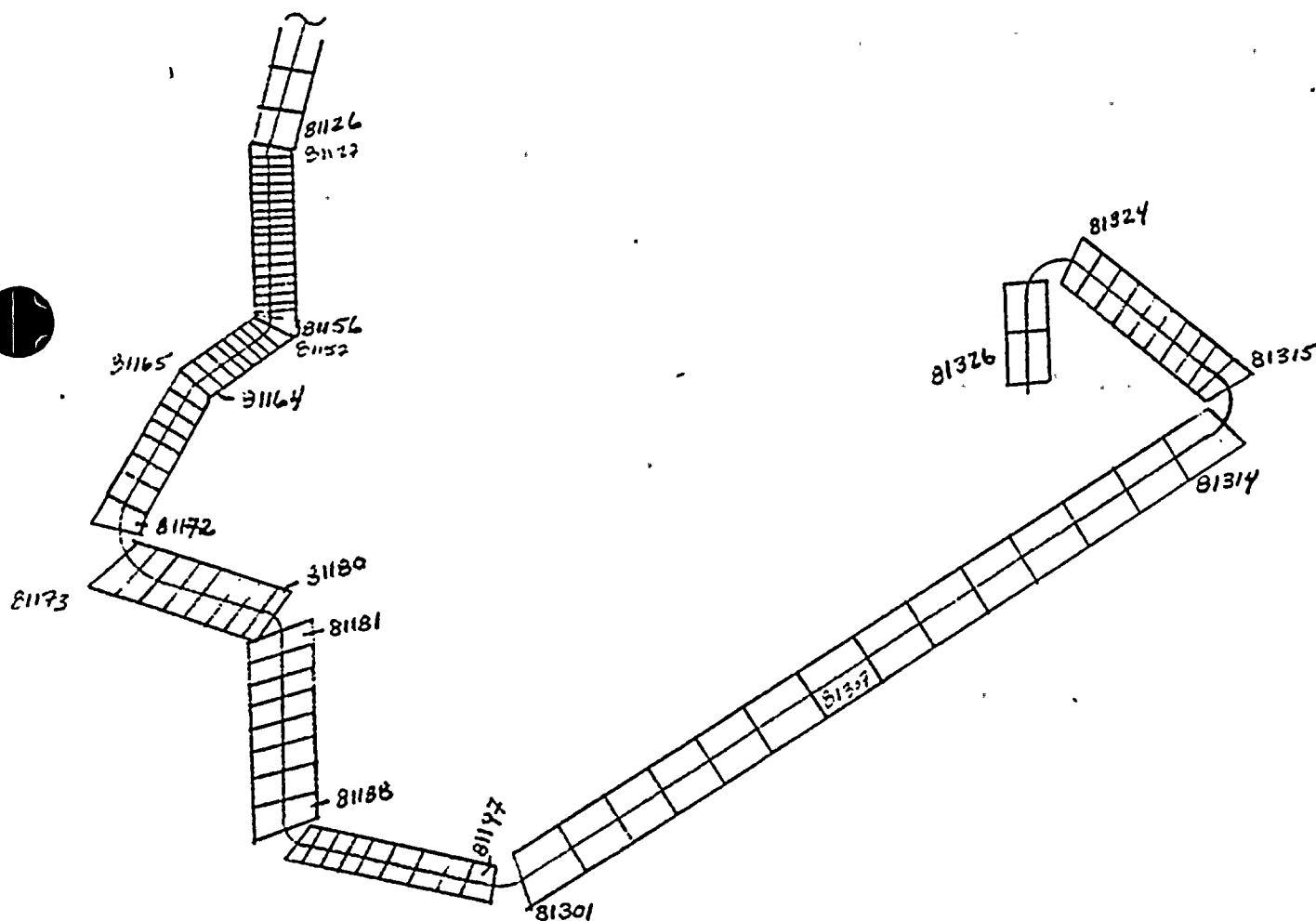


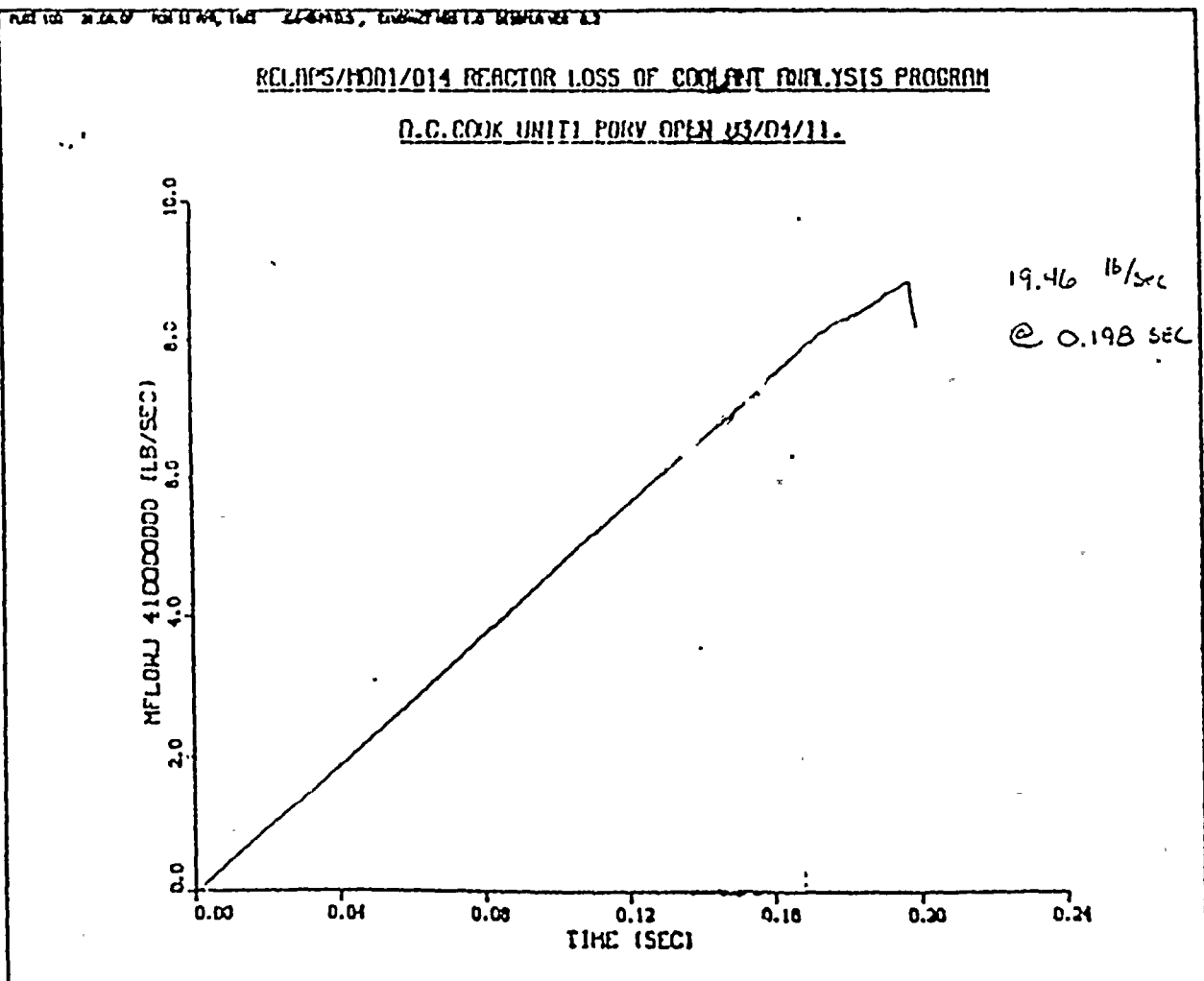
FIGURE 4.7.1-3

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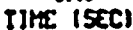
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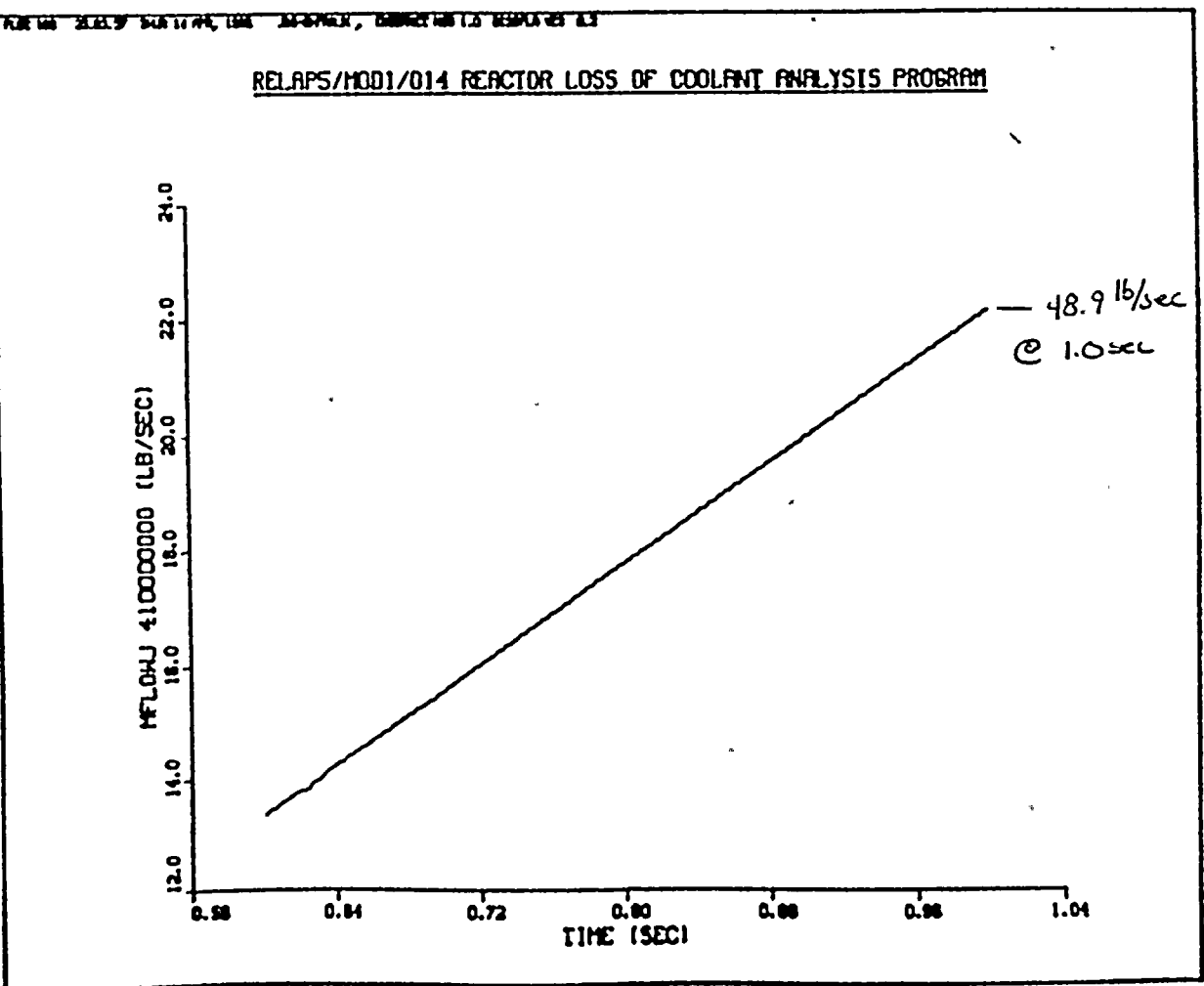


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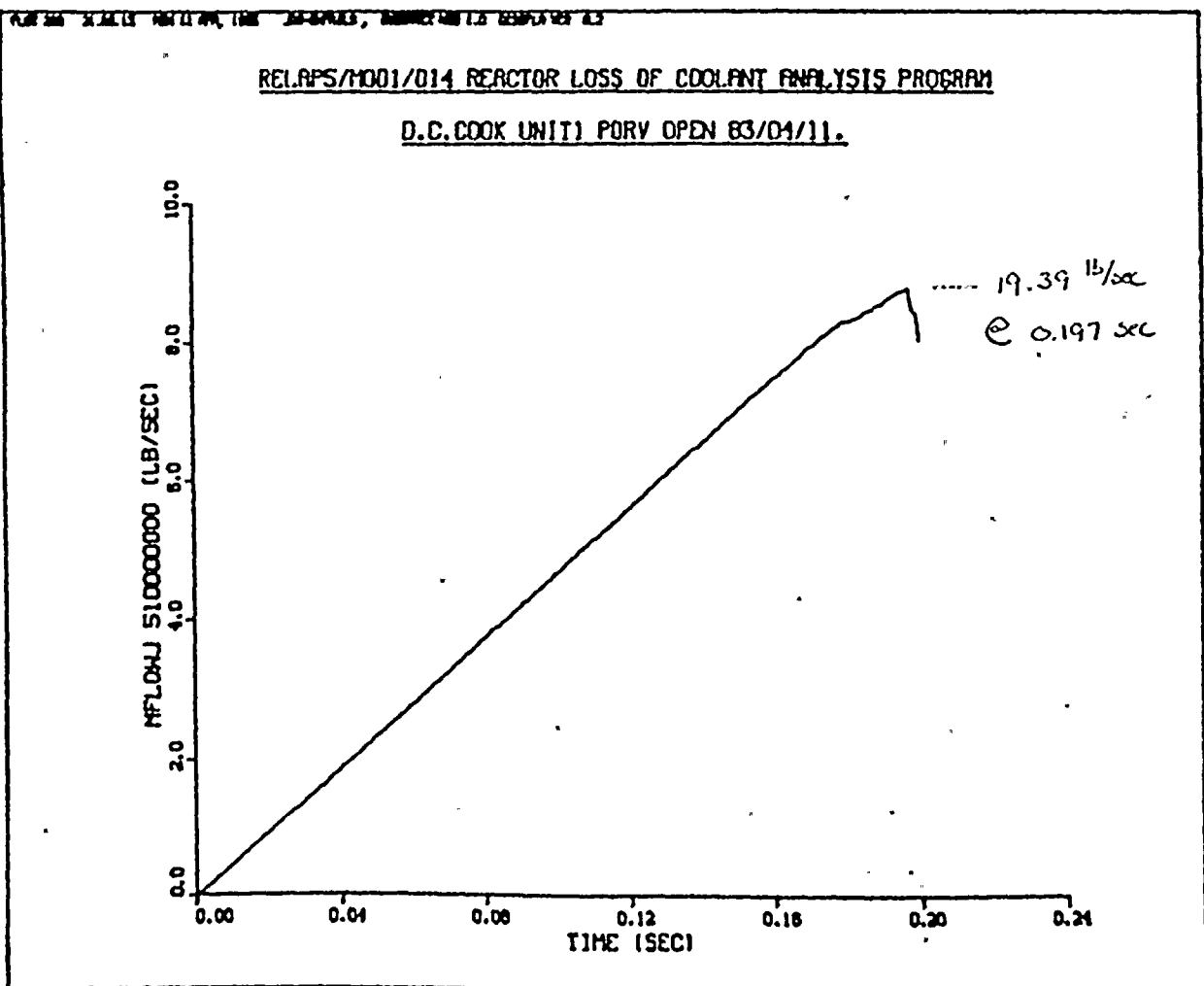


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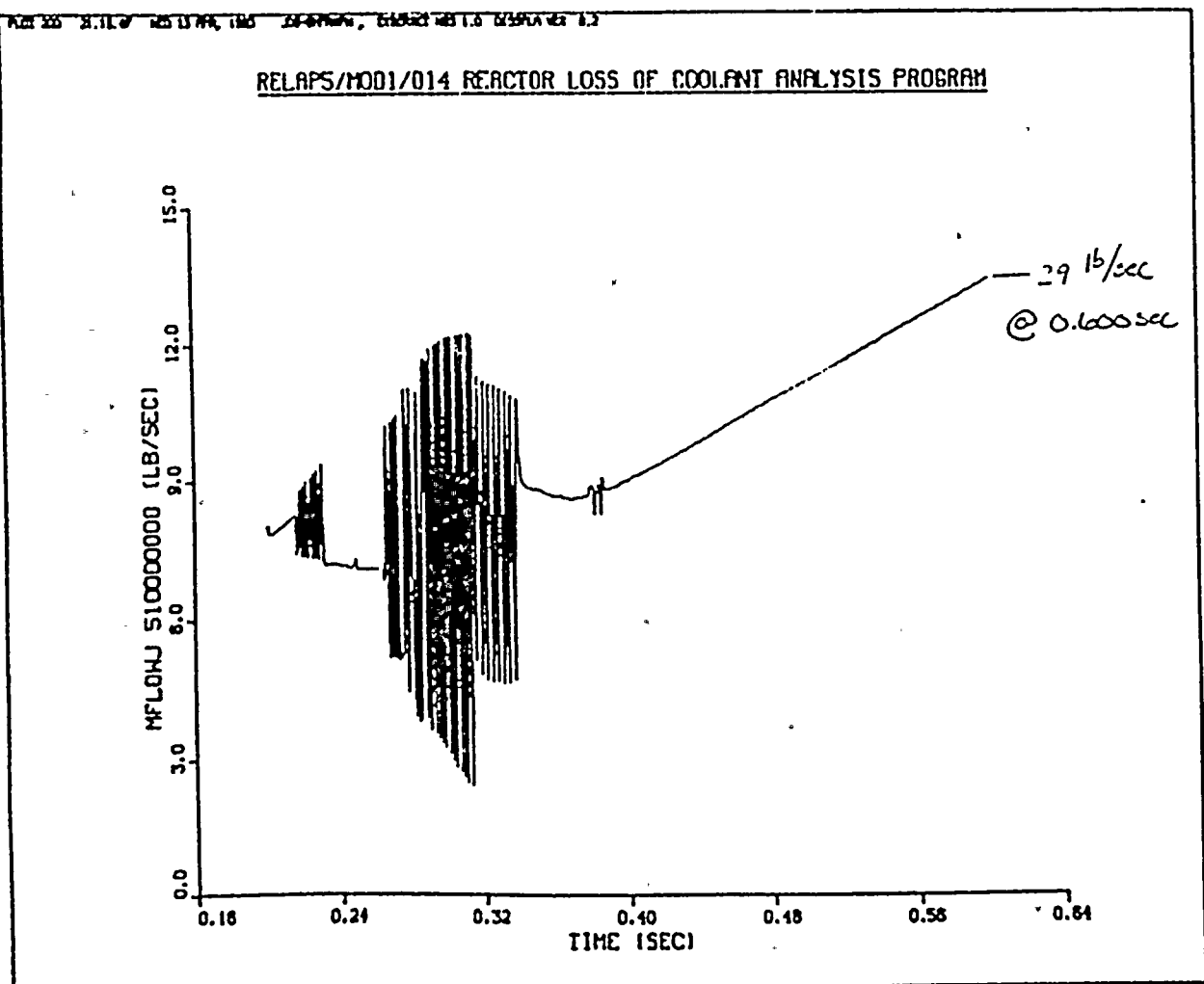
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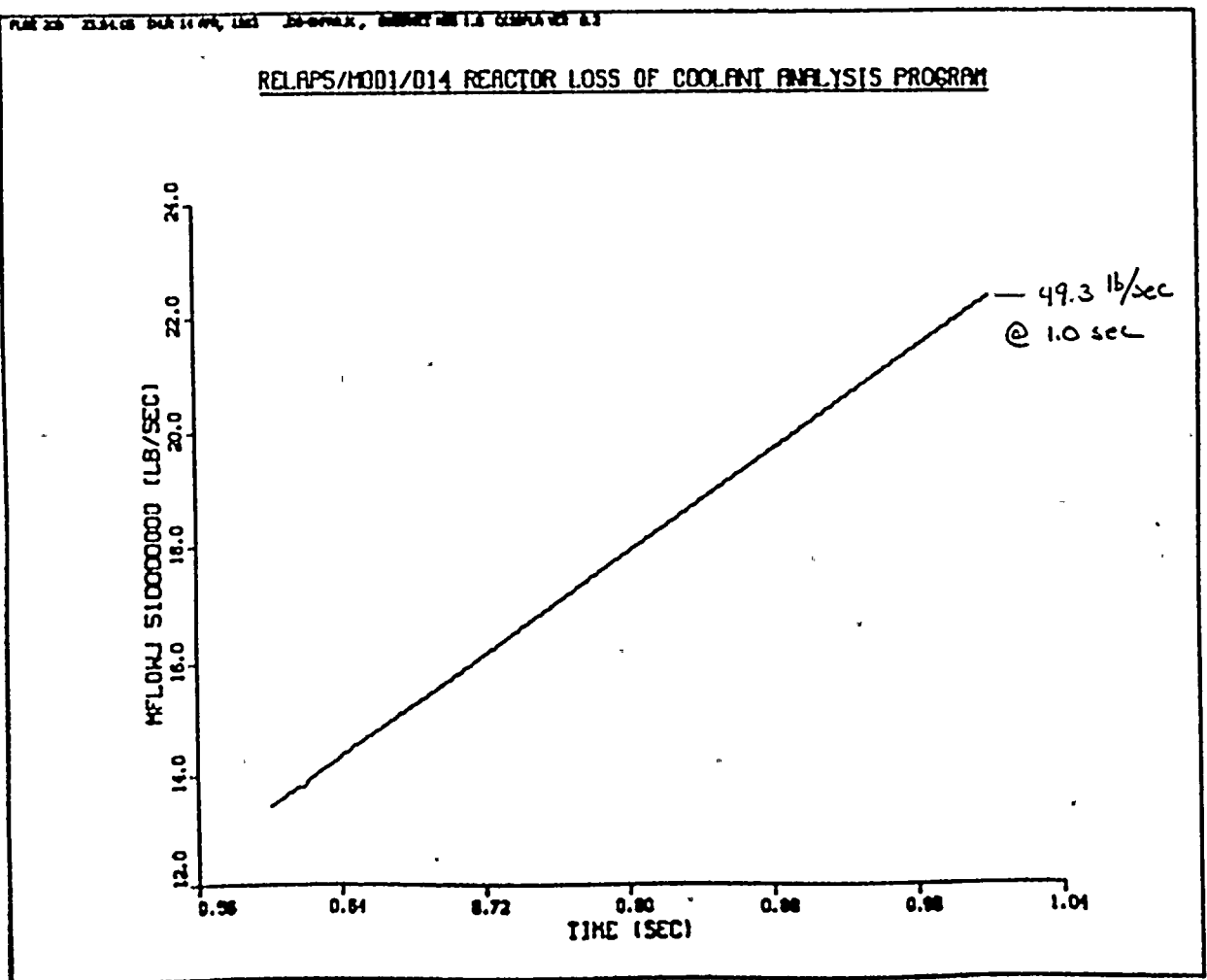


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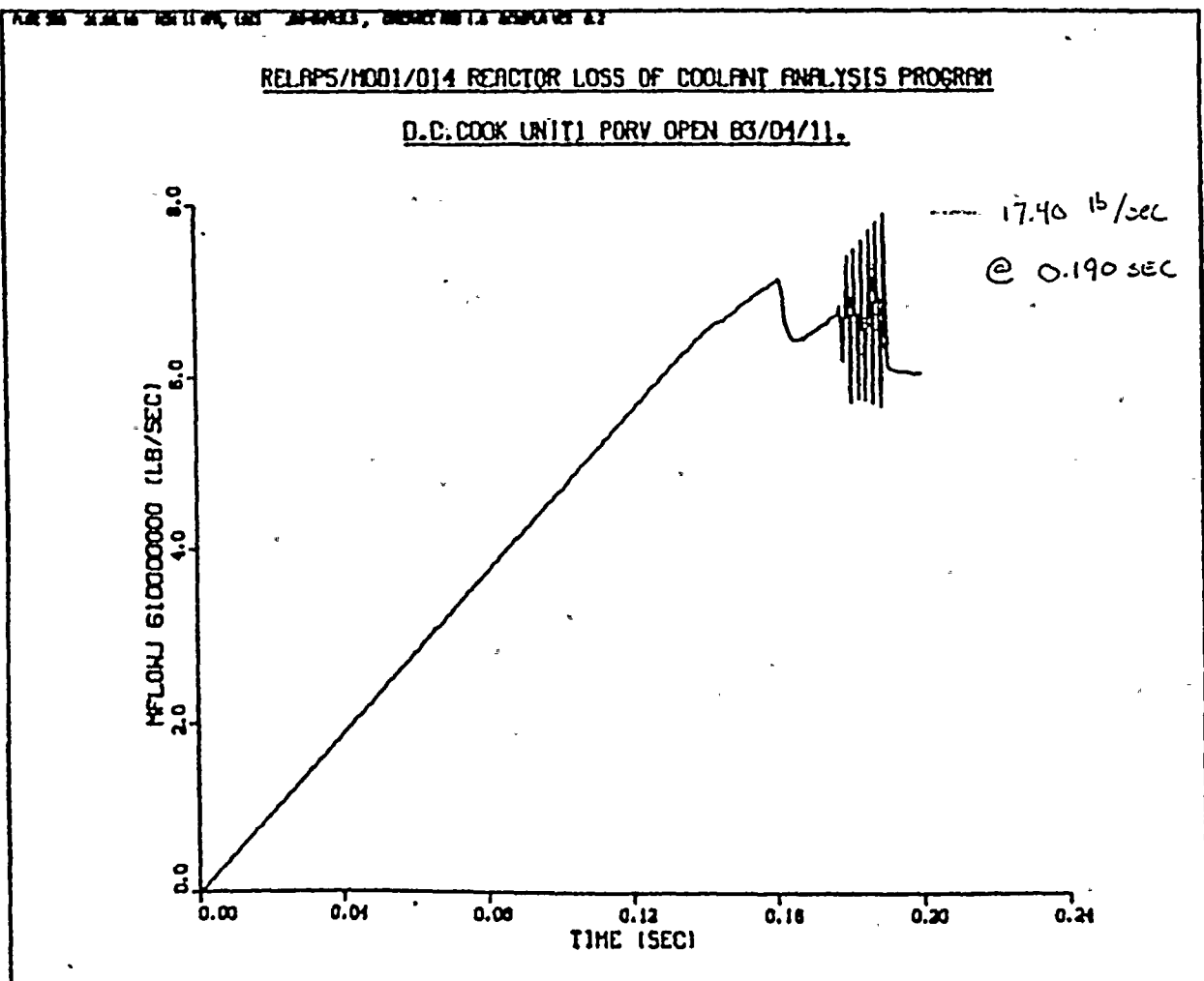


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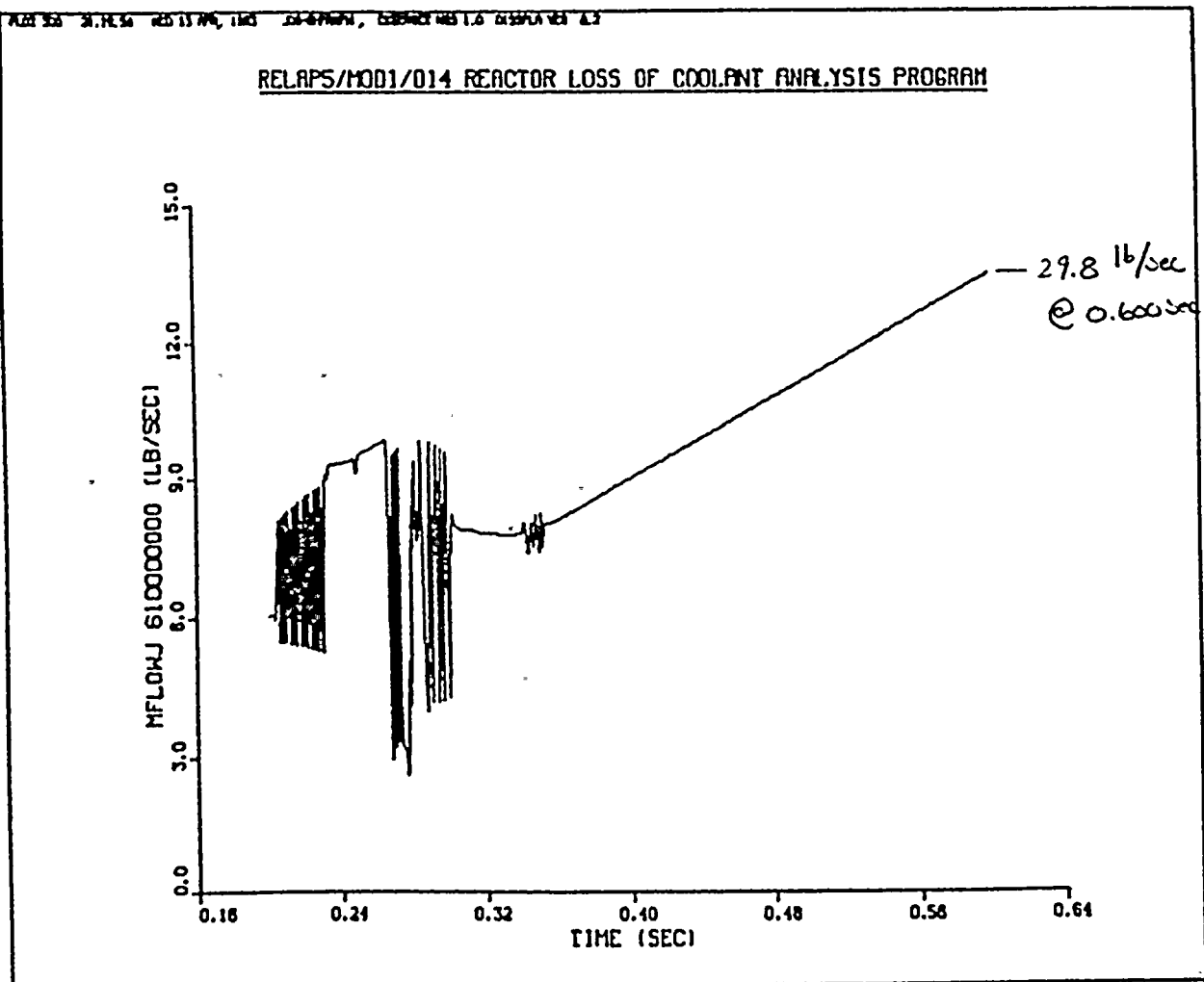


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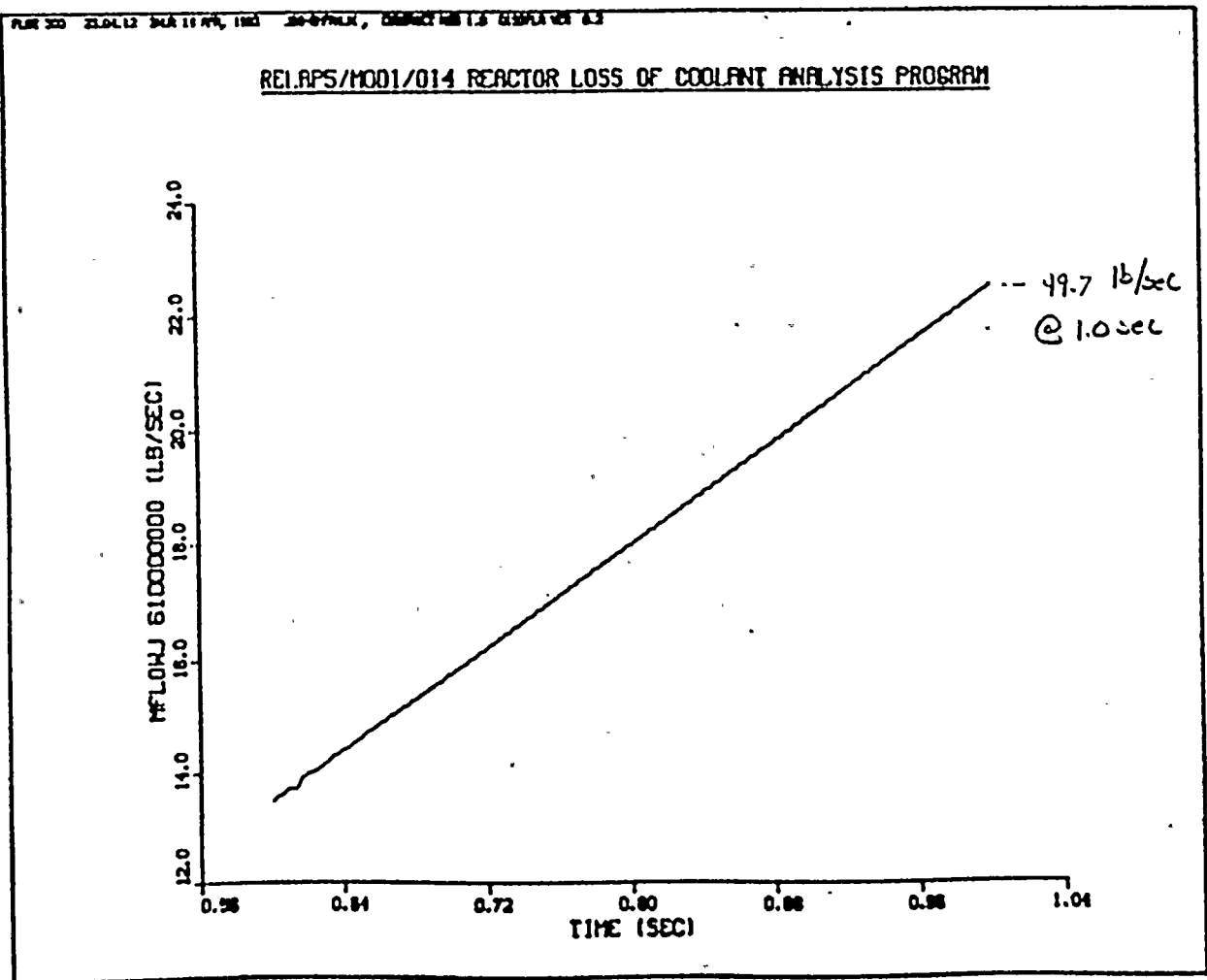


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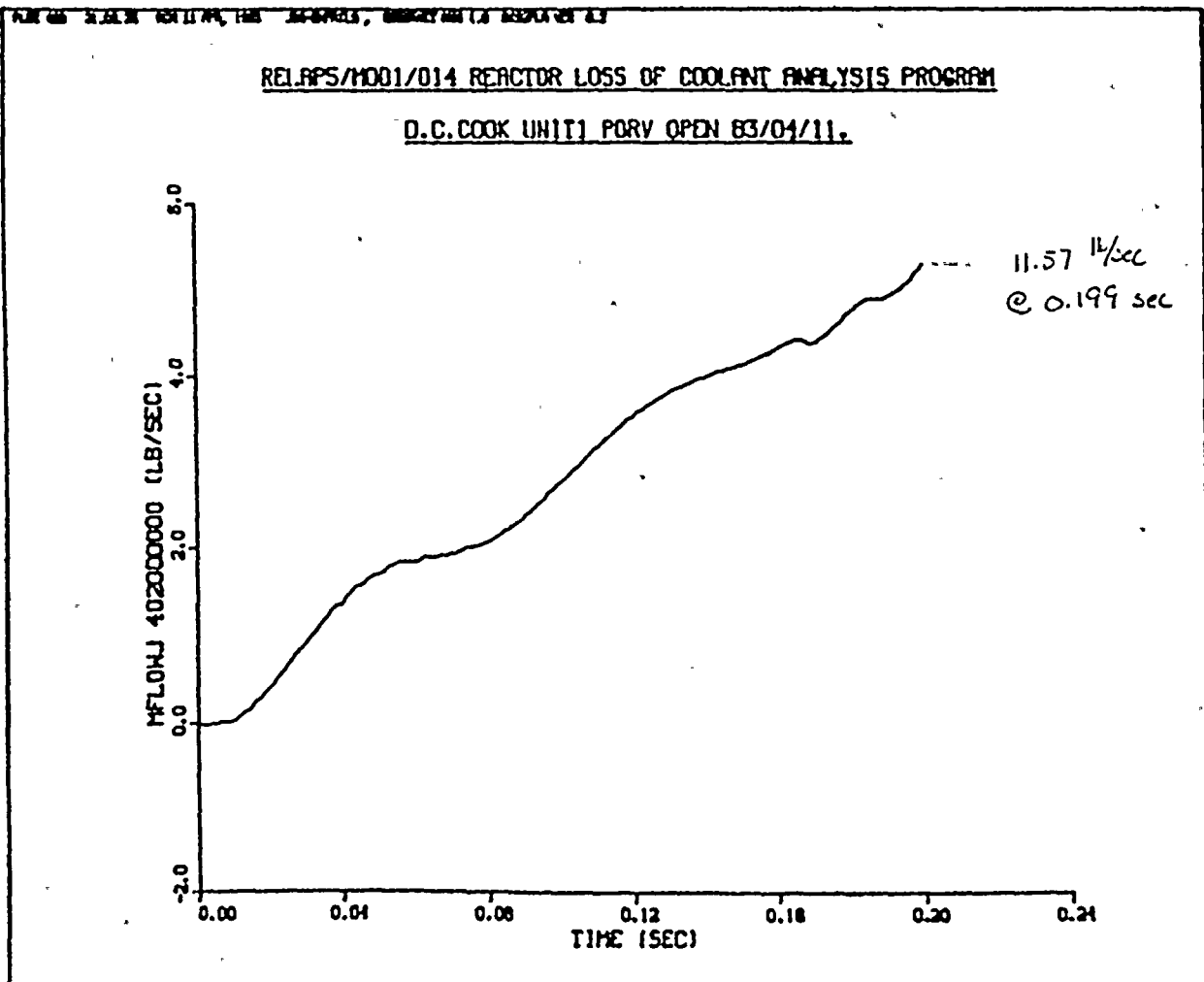


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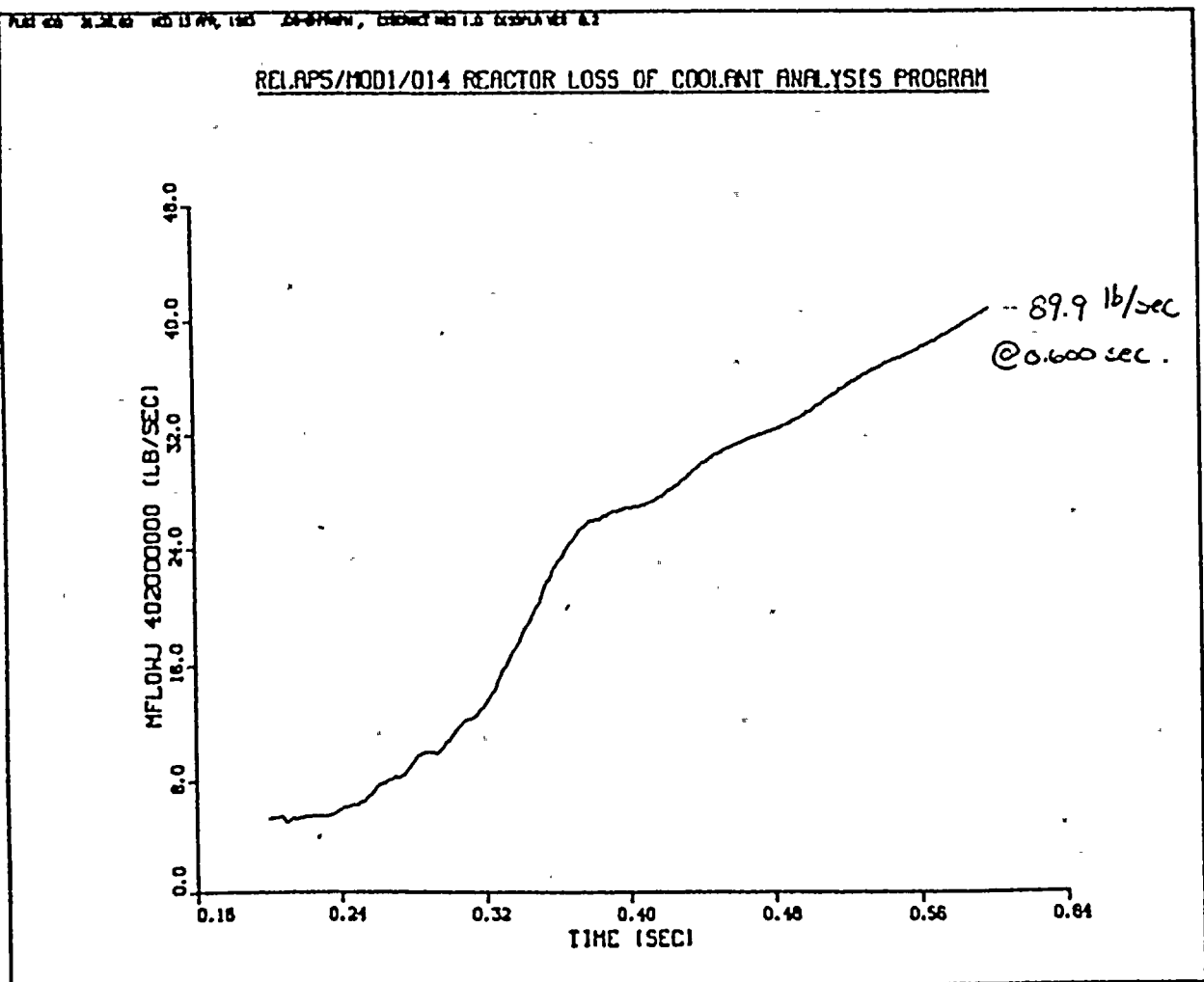


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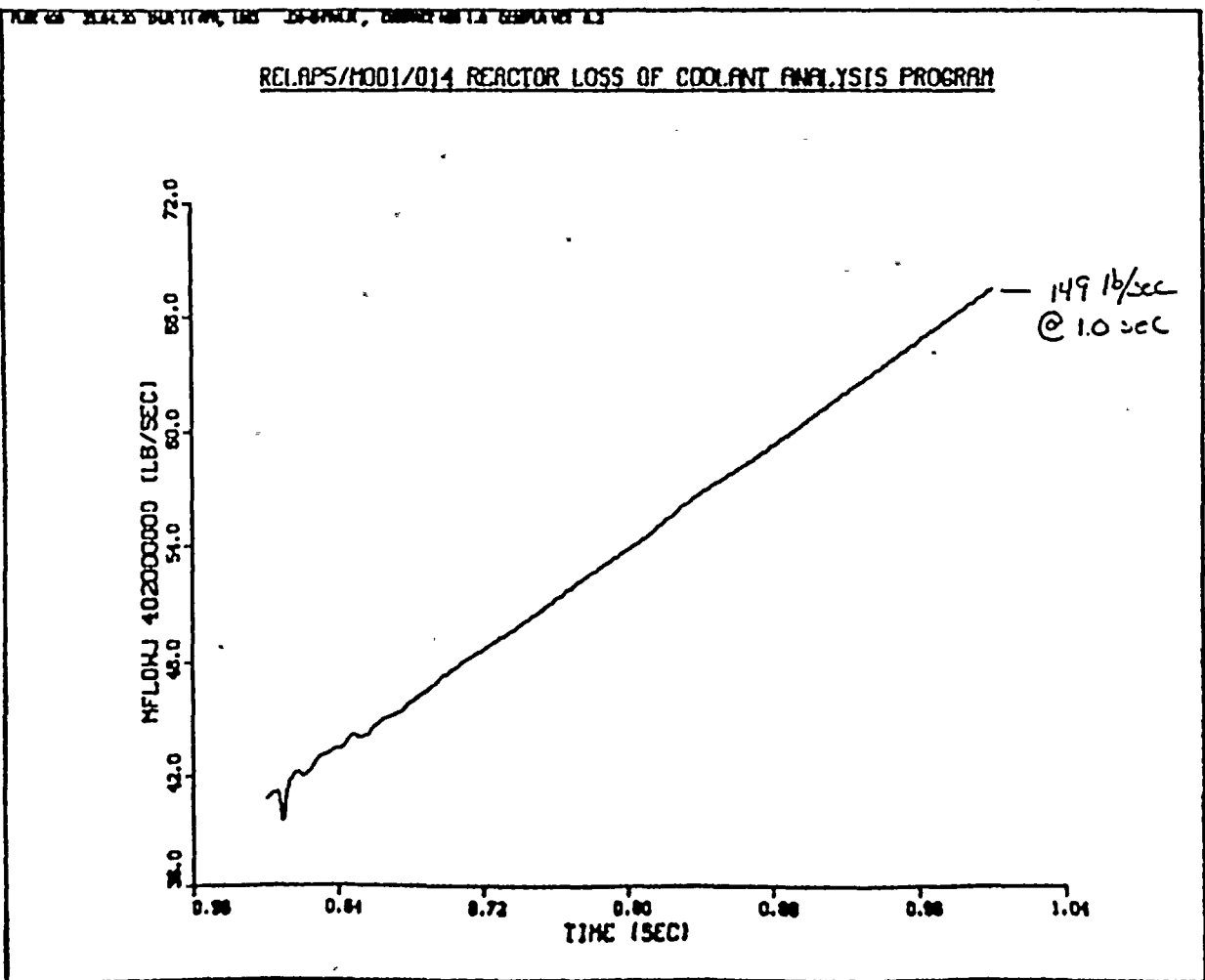


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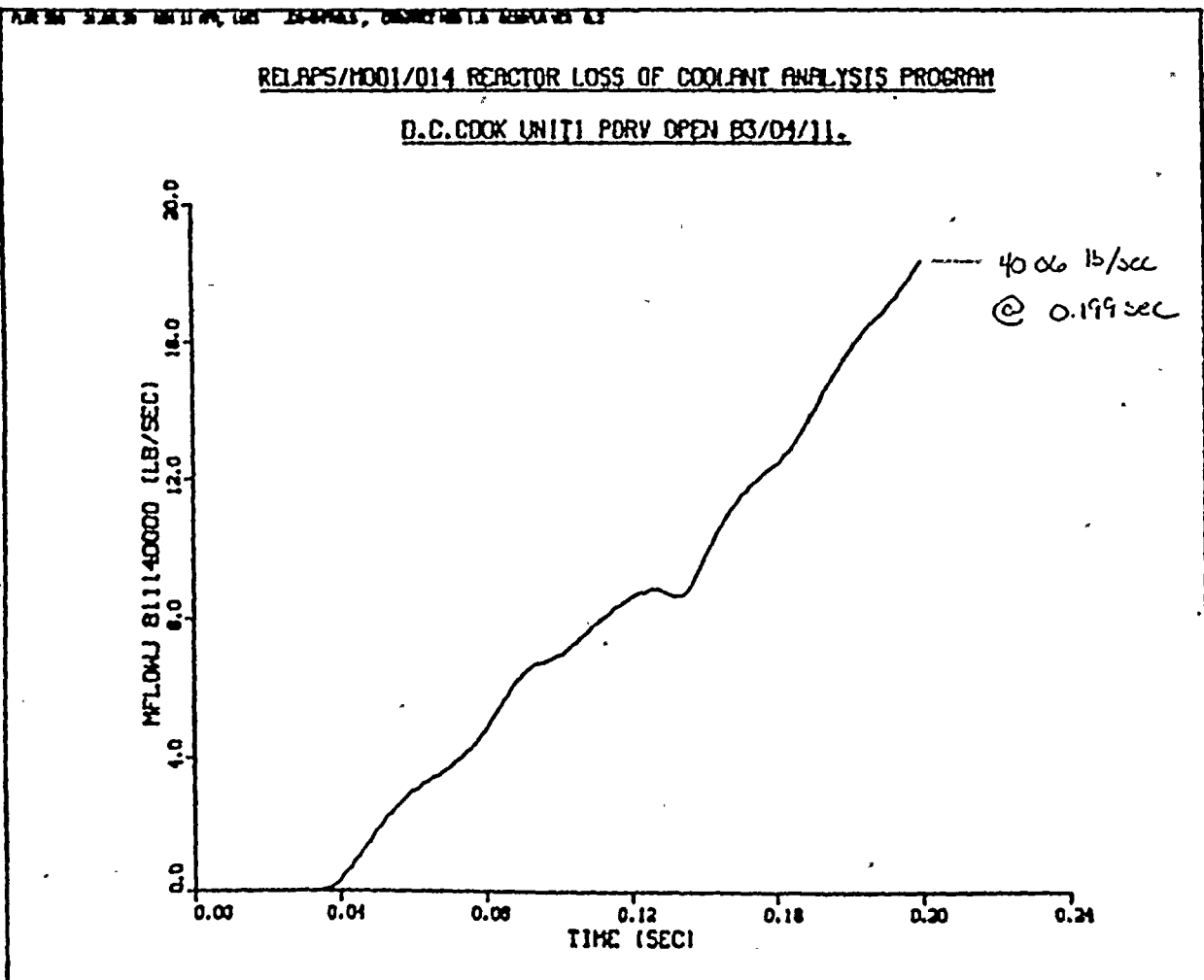


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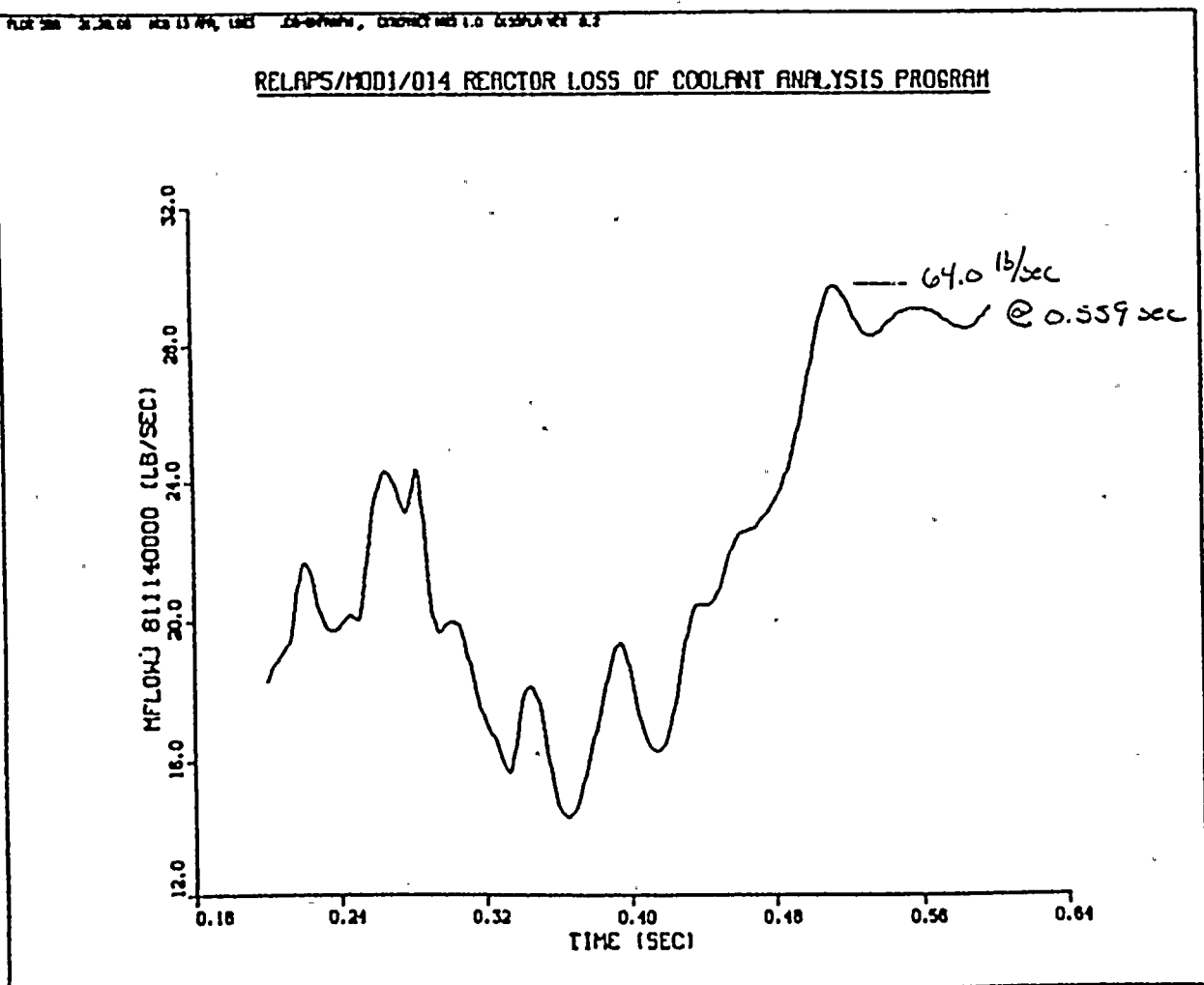
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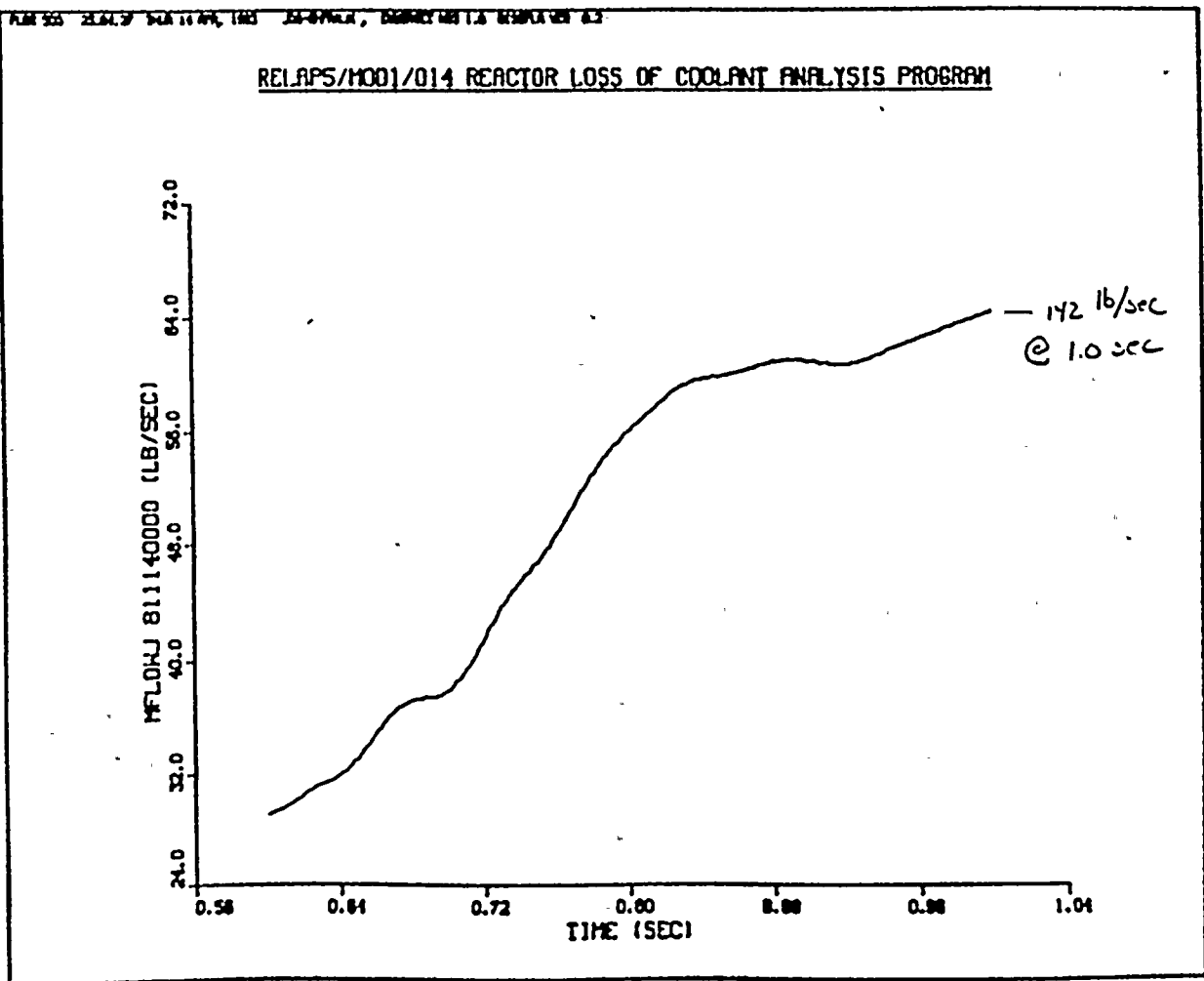


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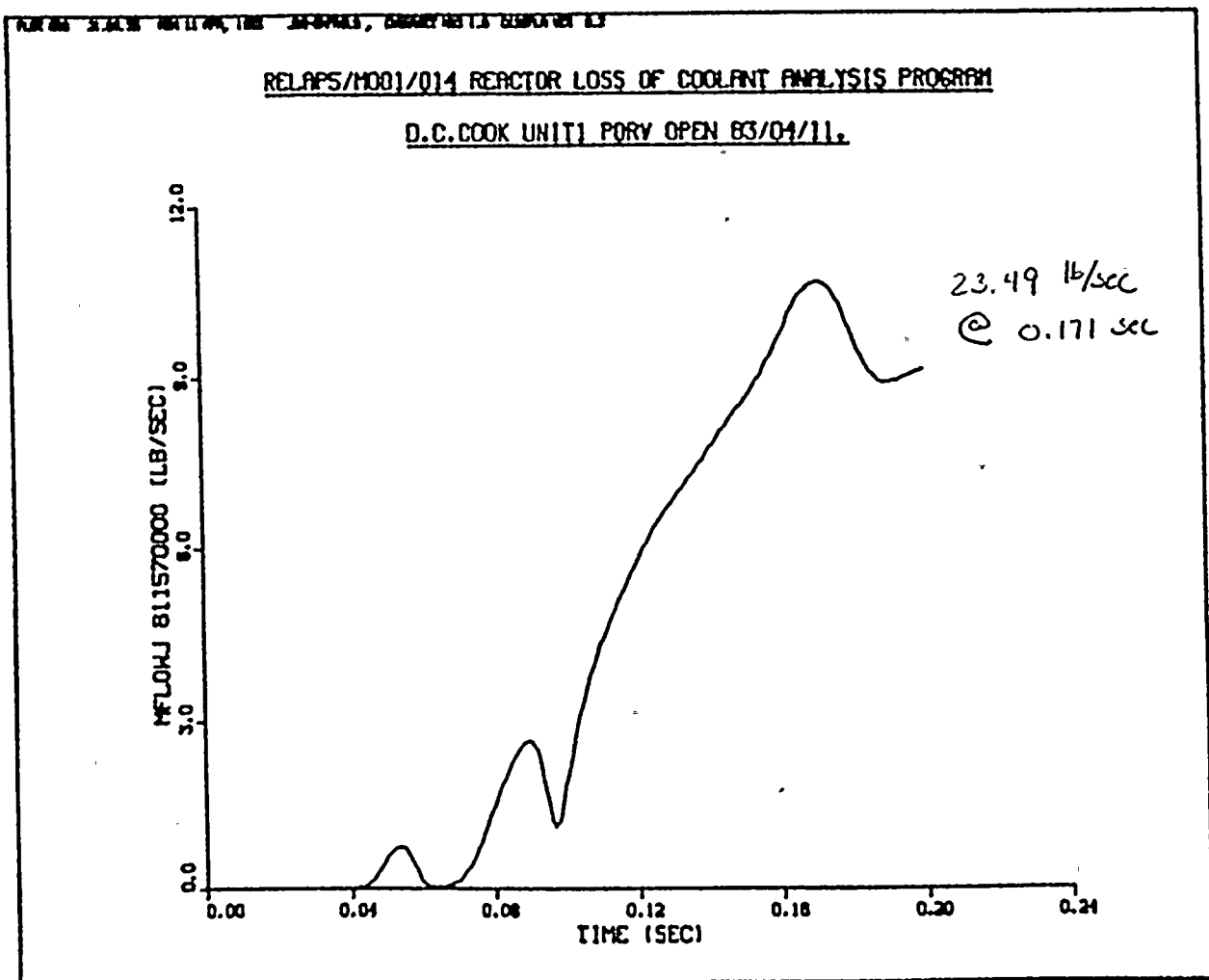
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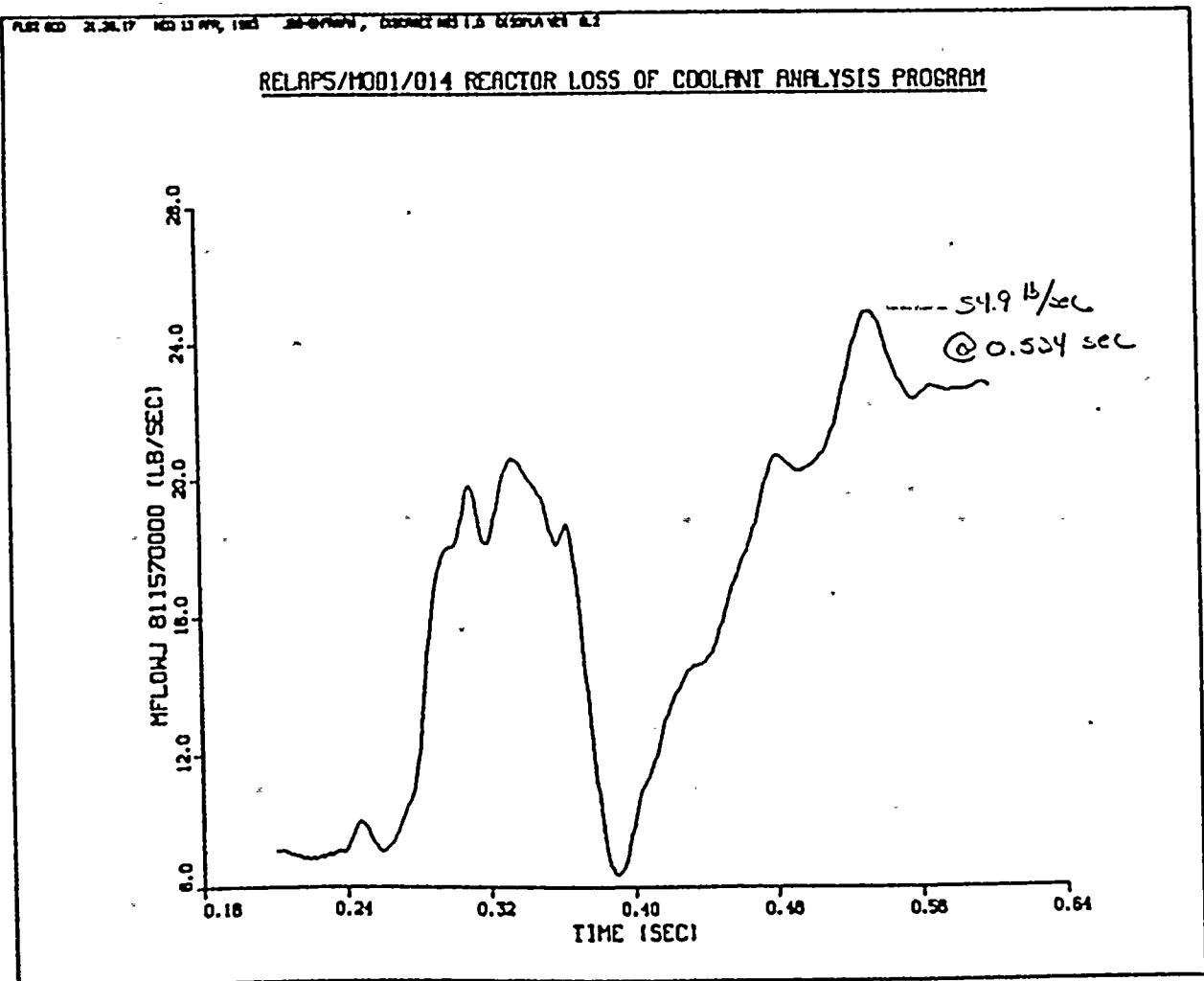


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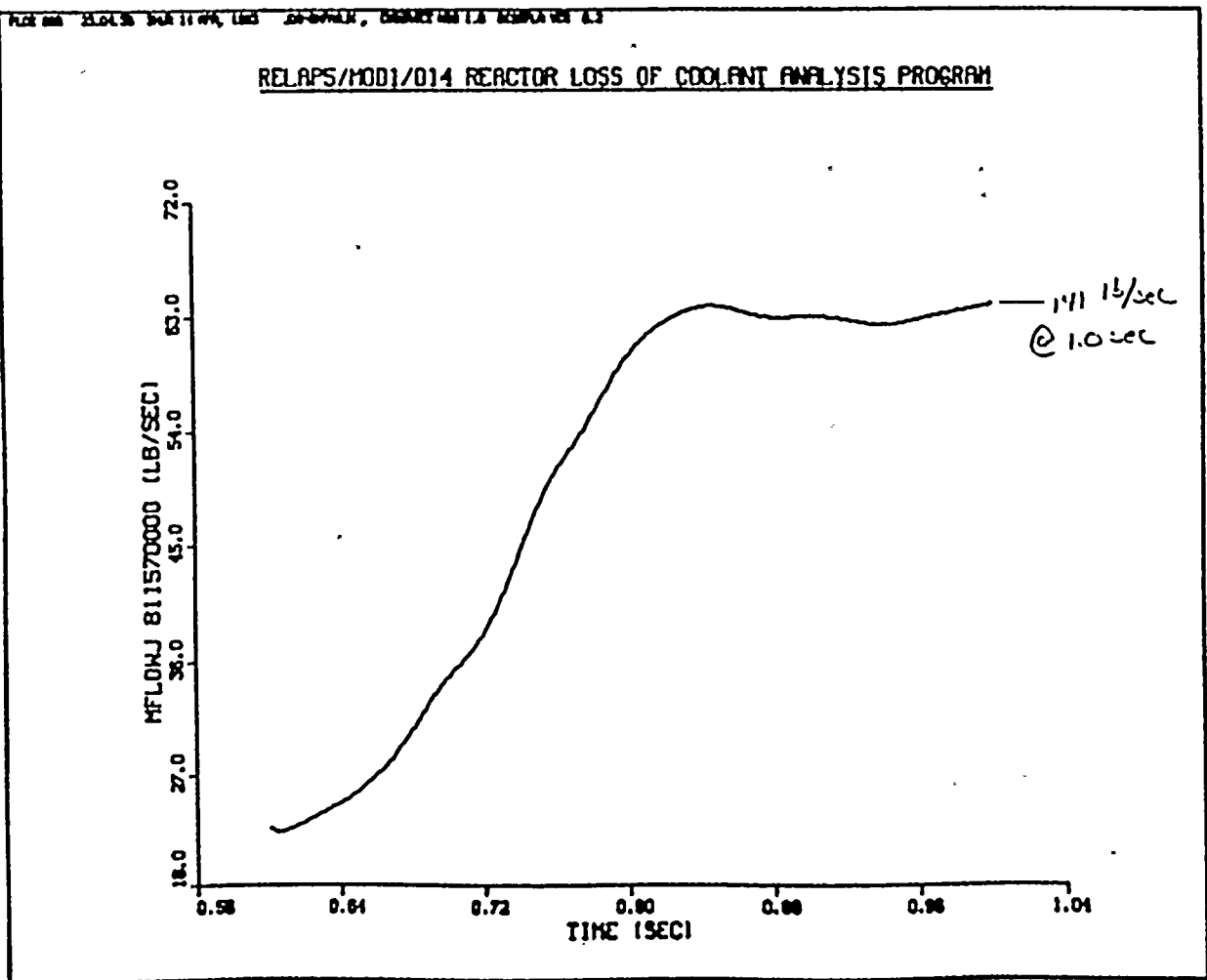


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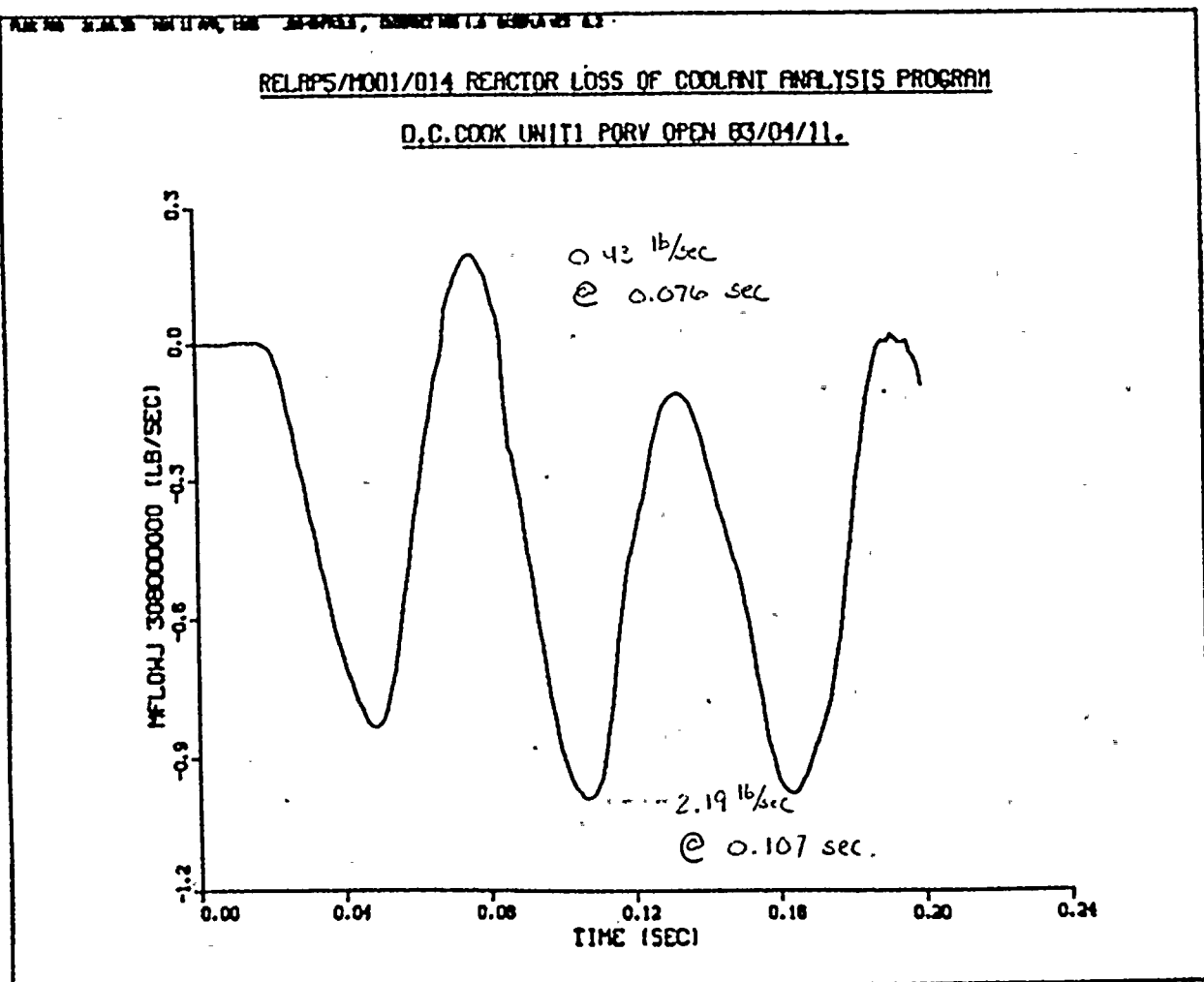


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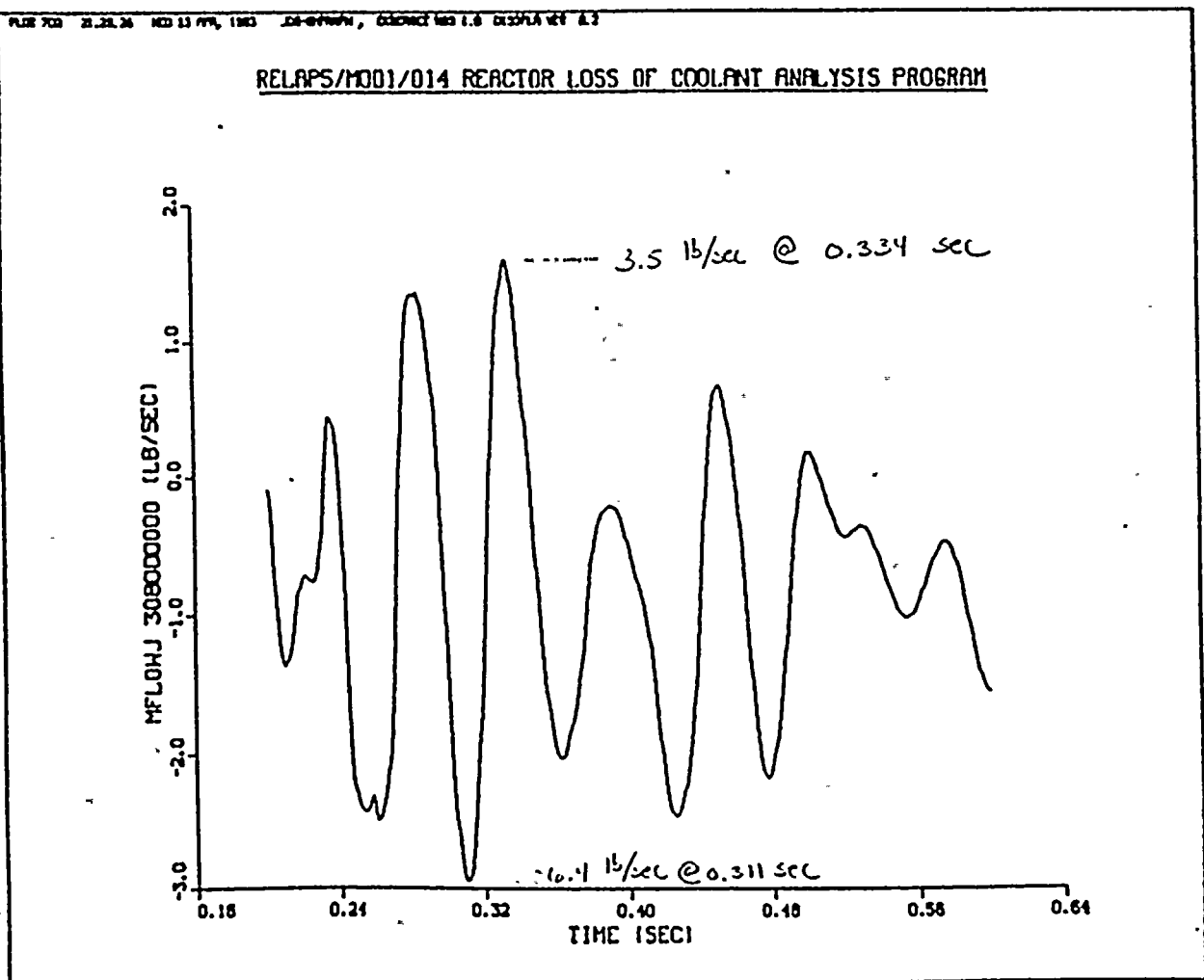
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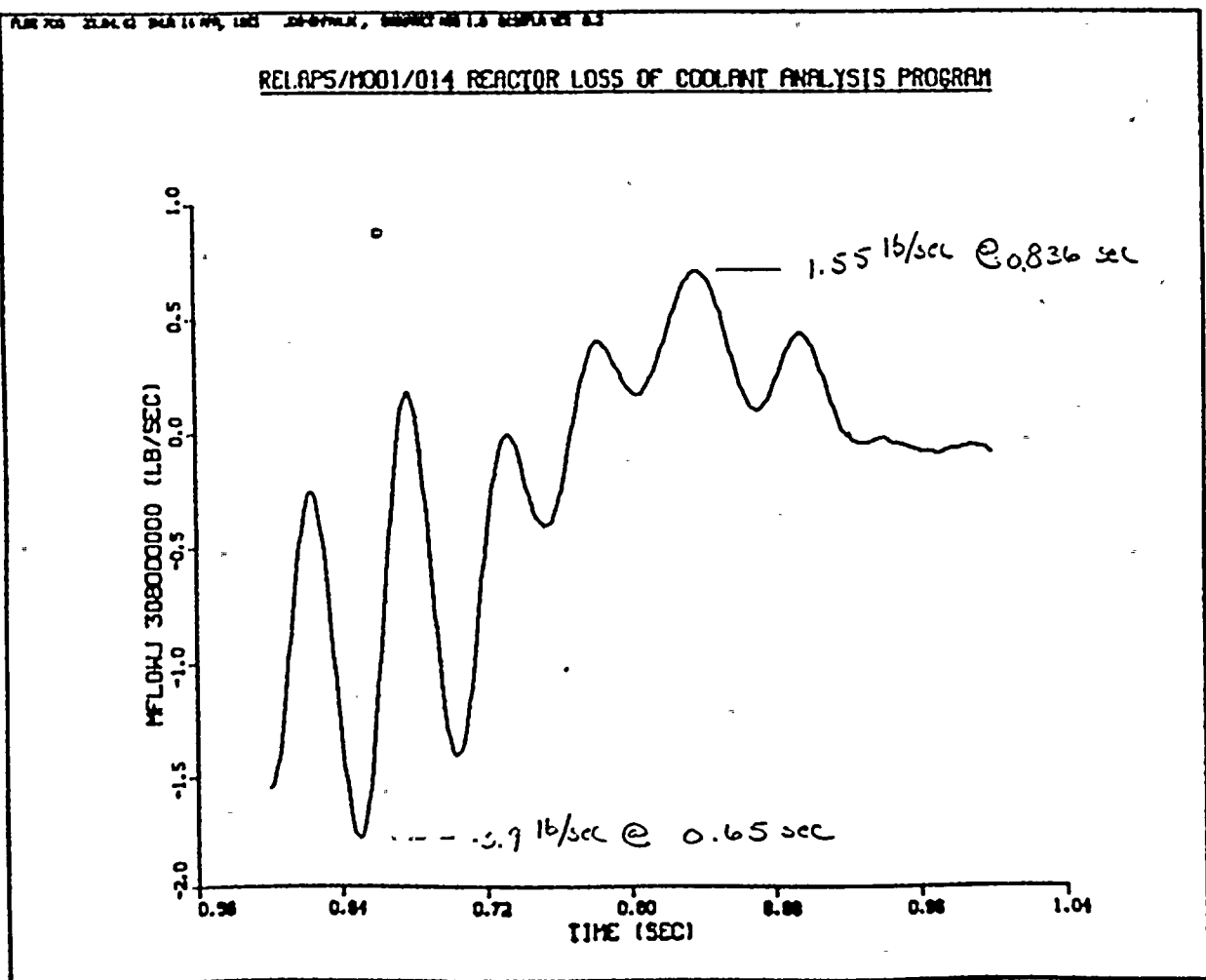


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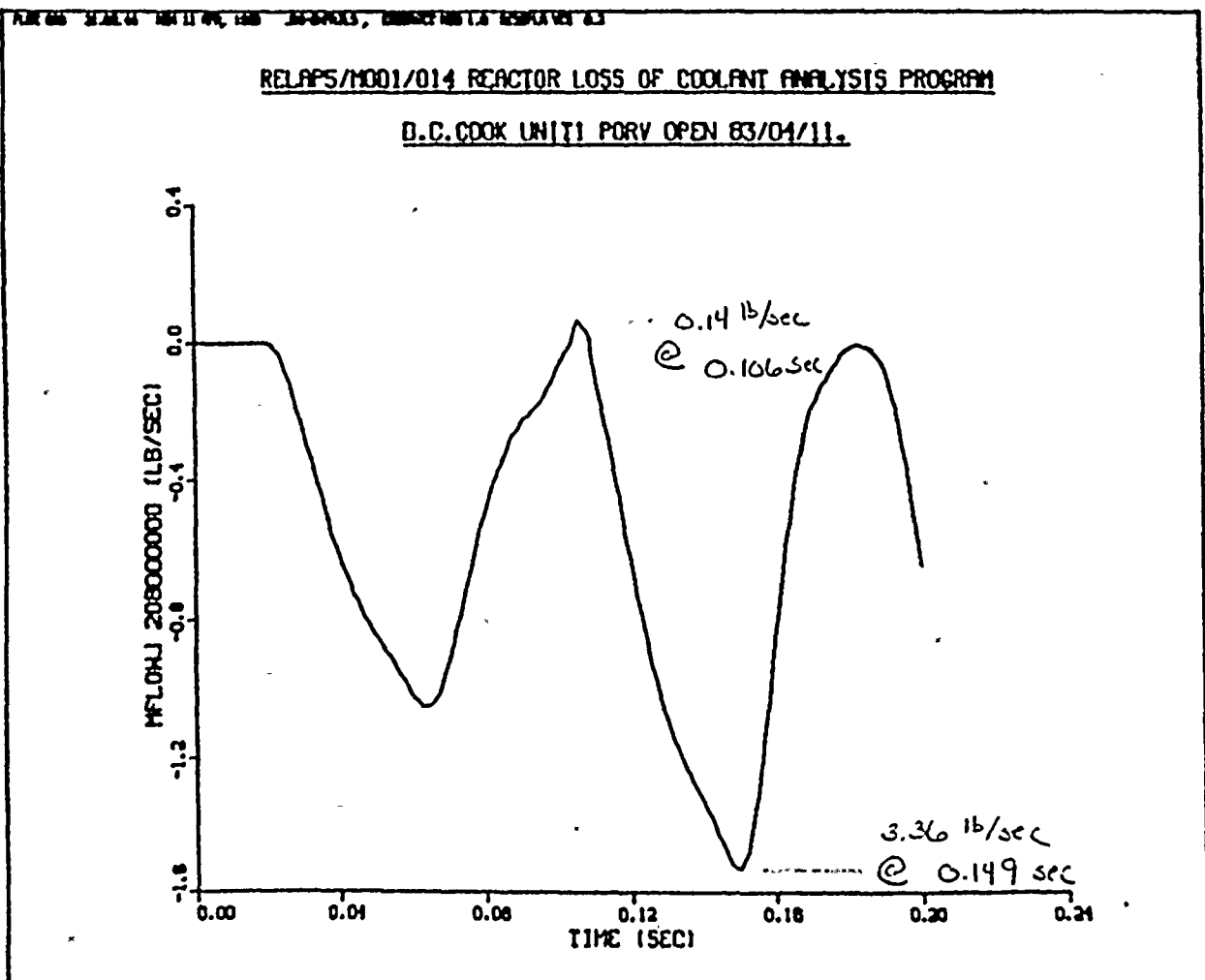


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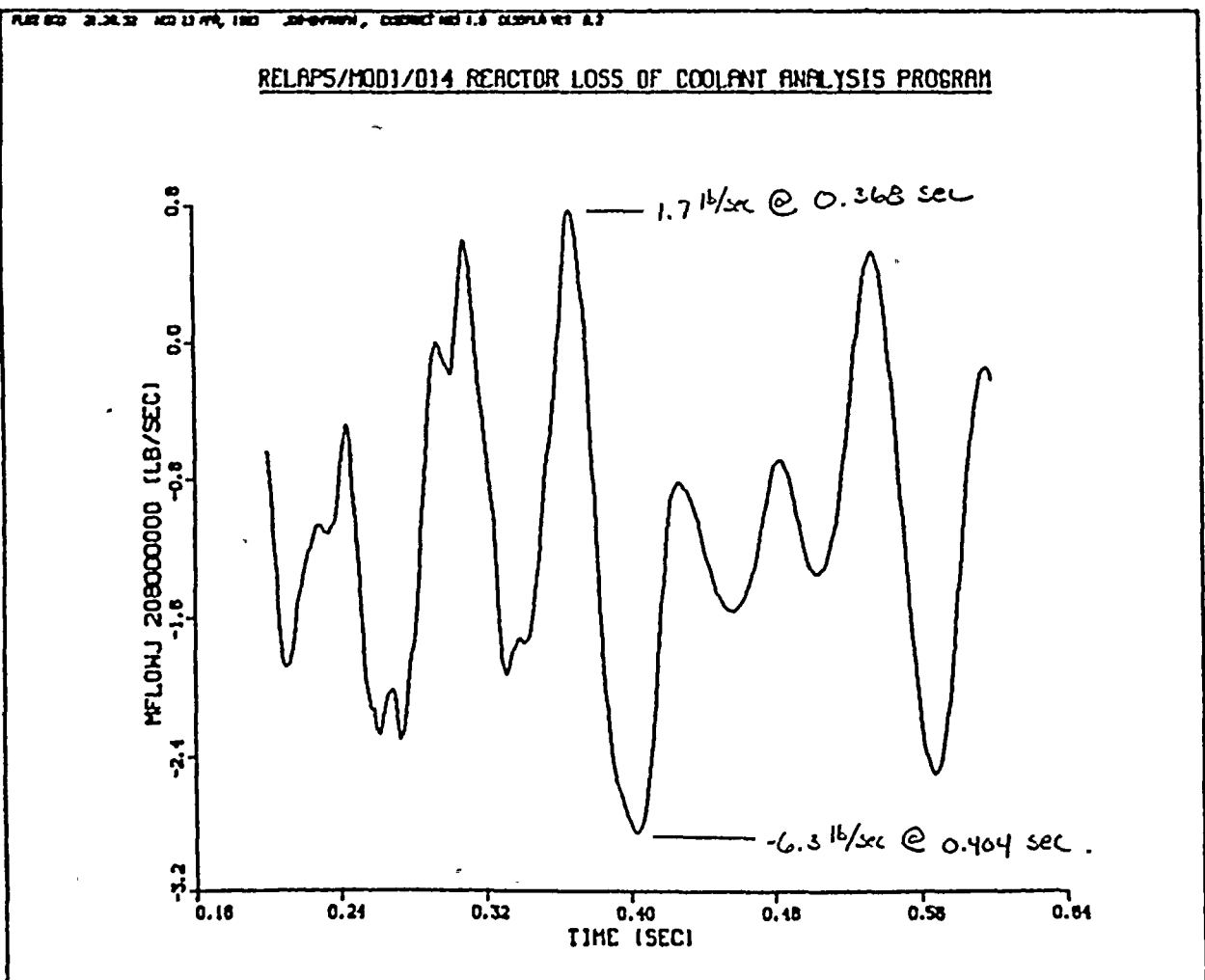


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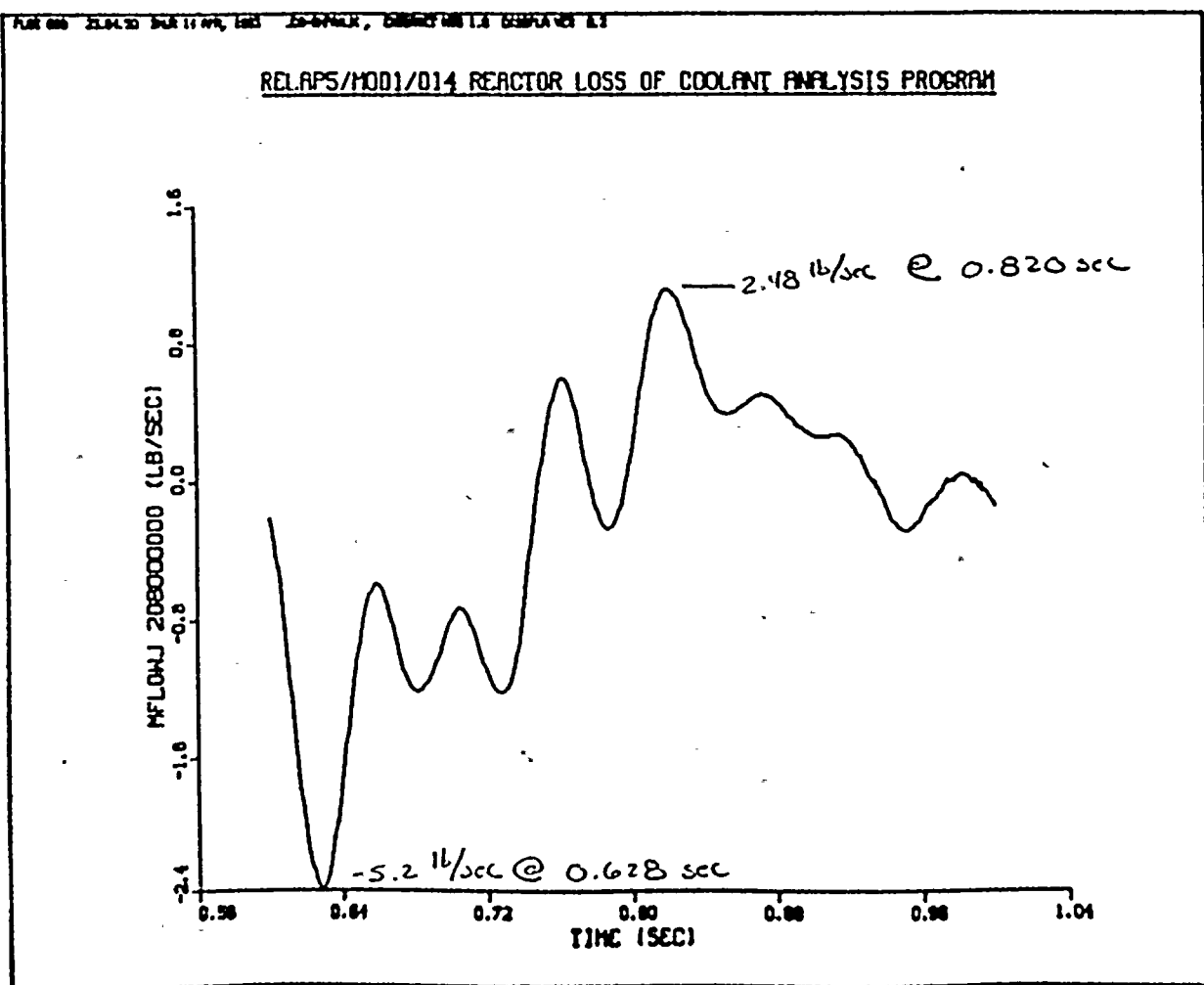


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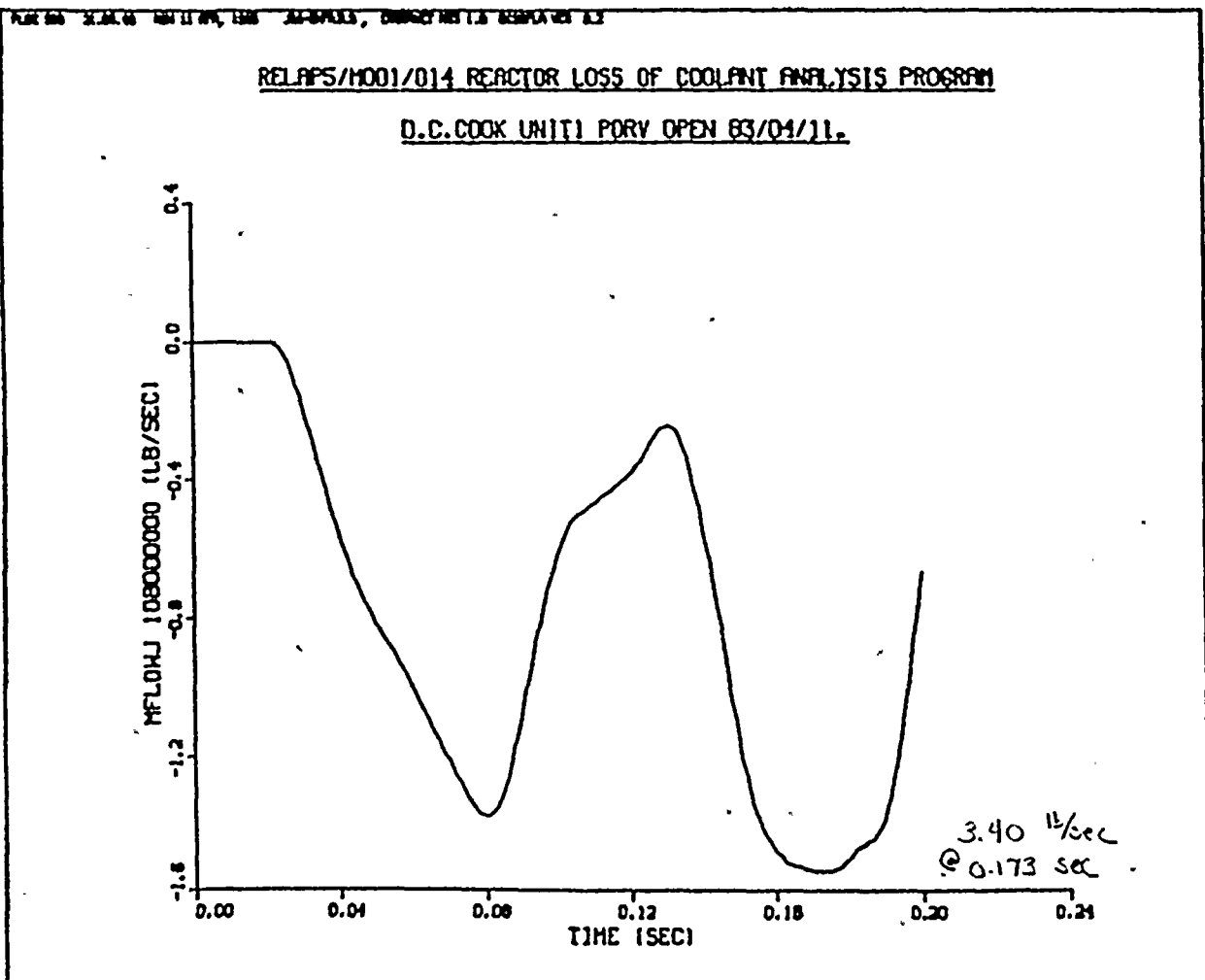


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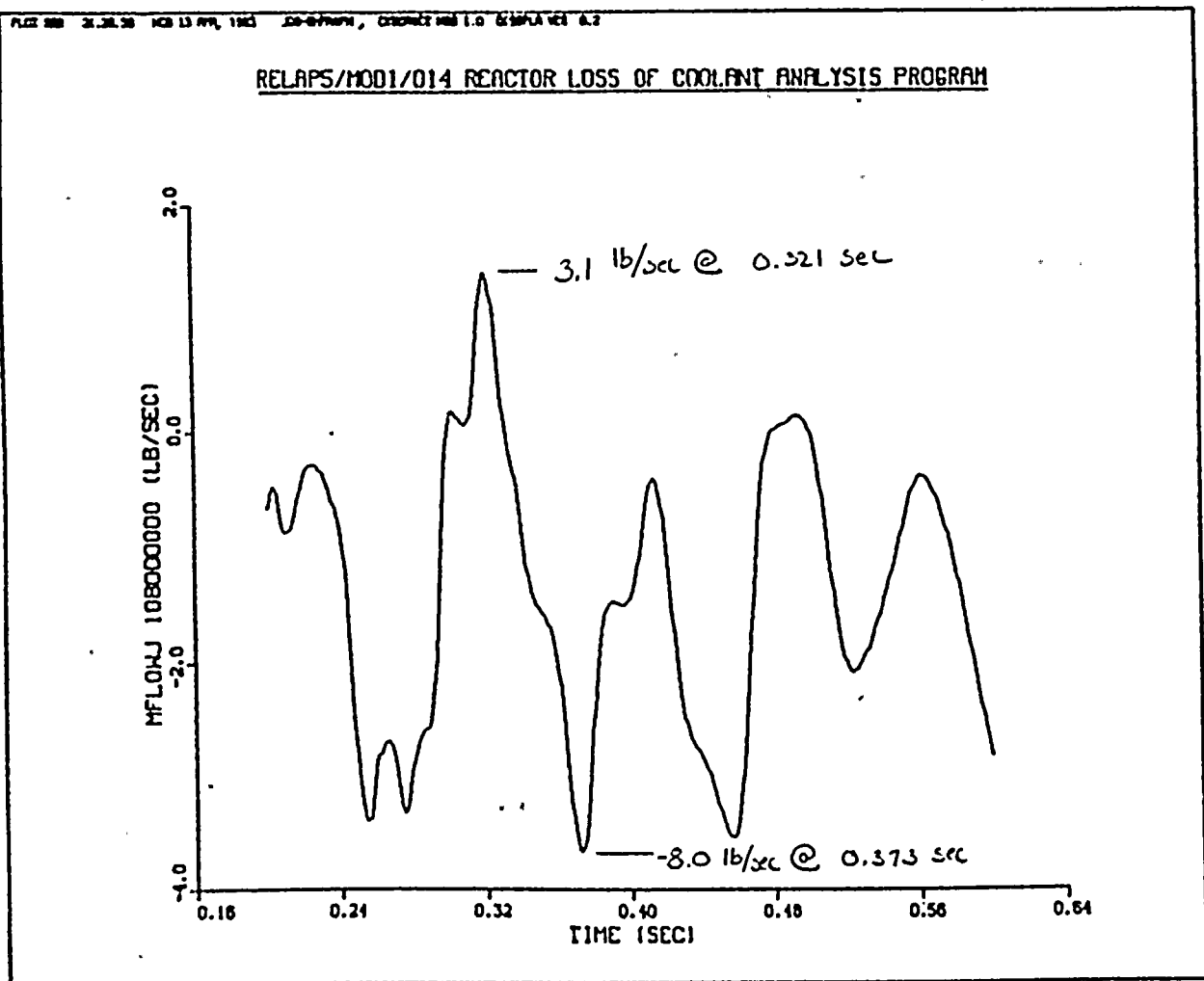


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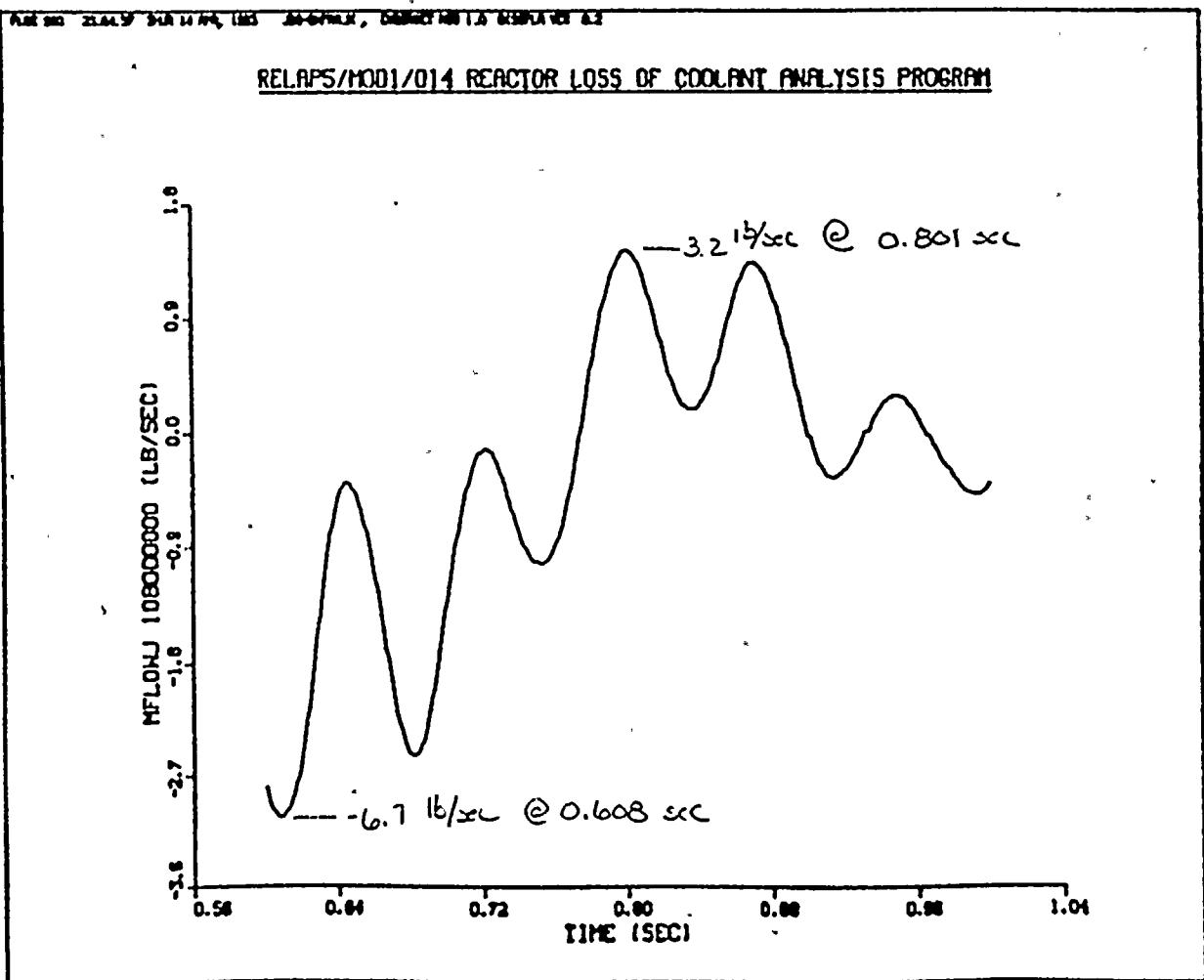


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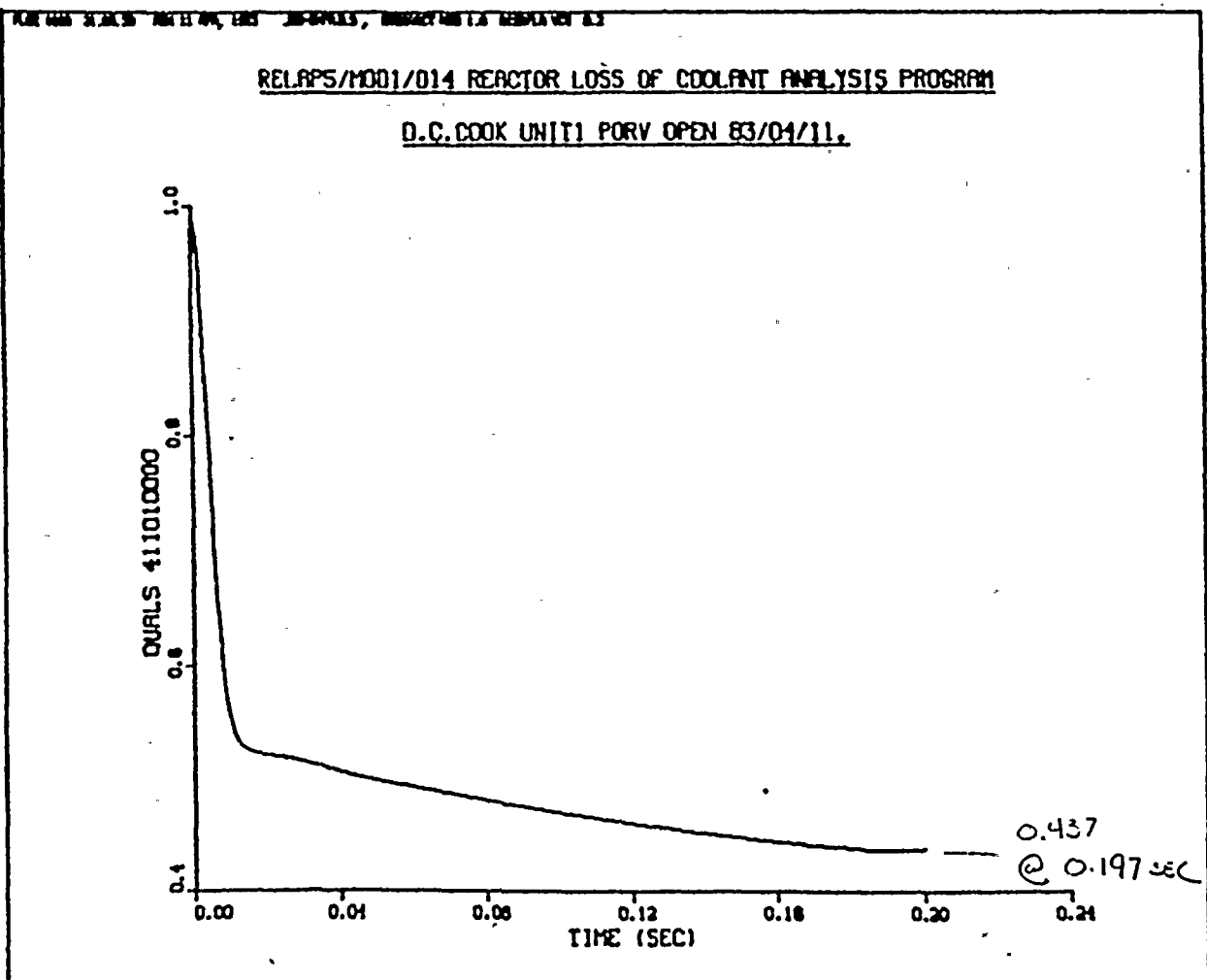


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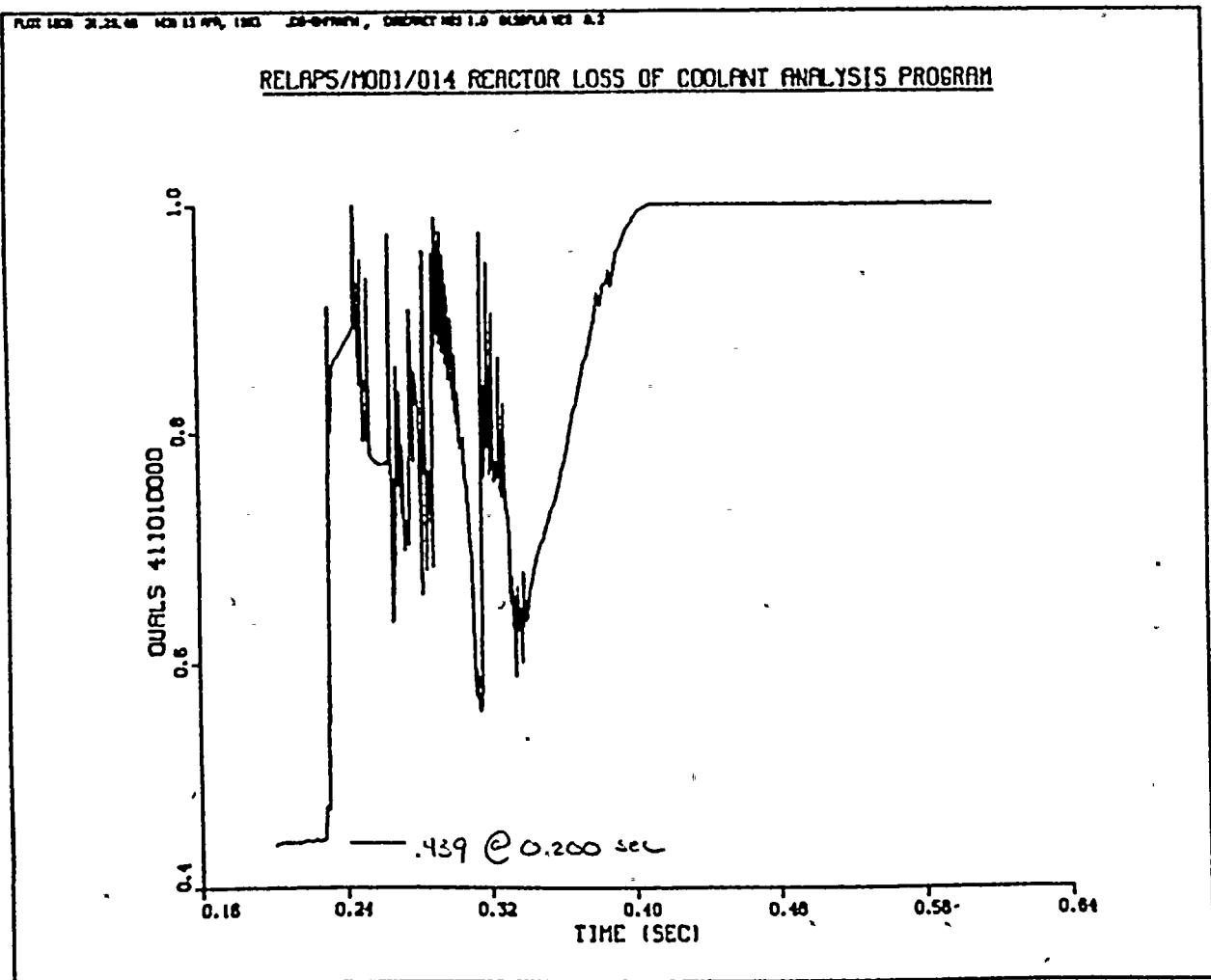


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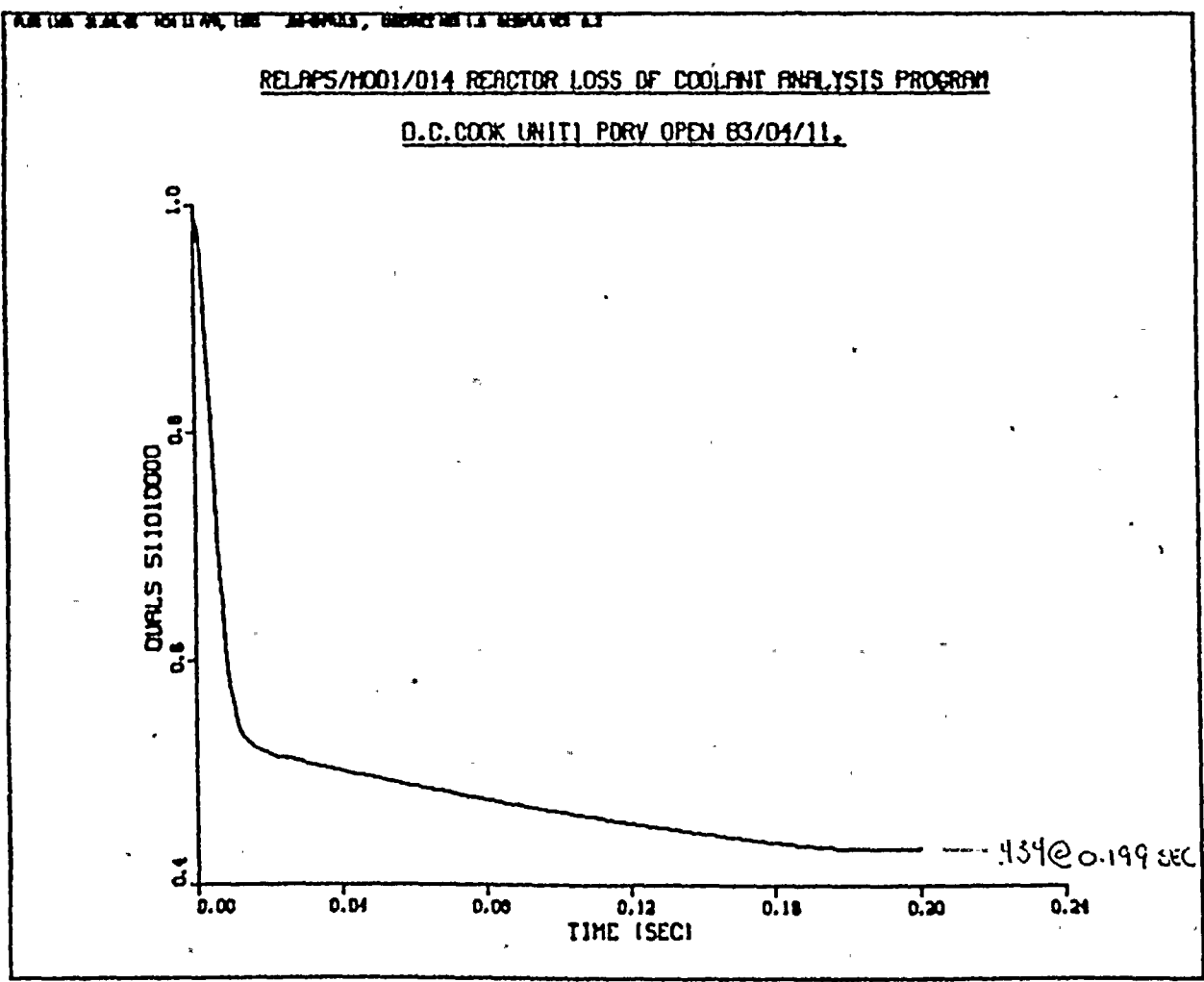




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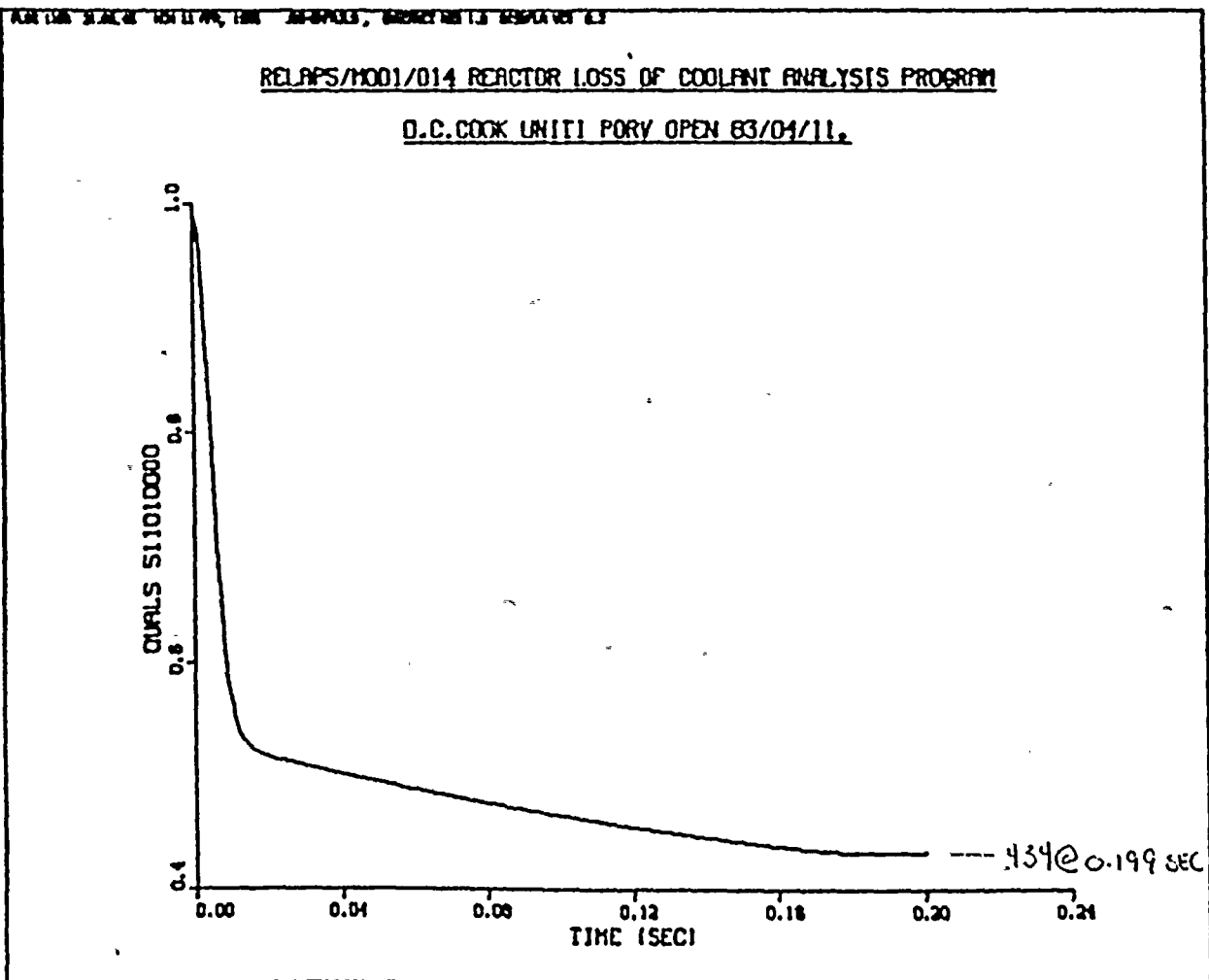


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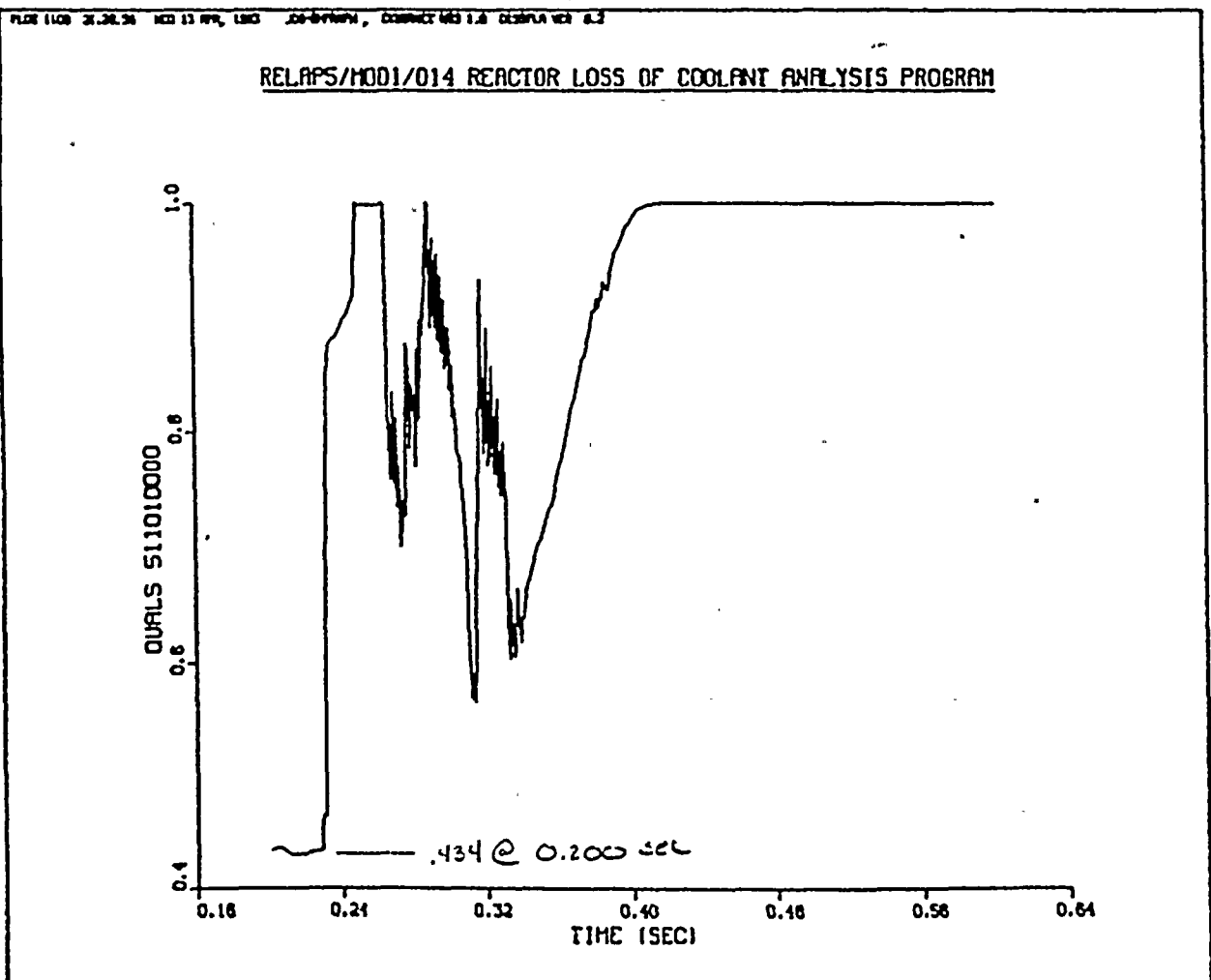


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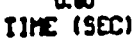




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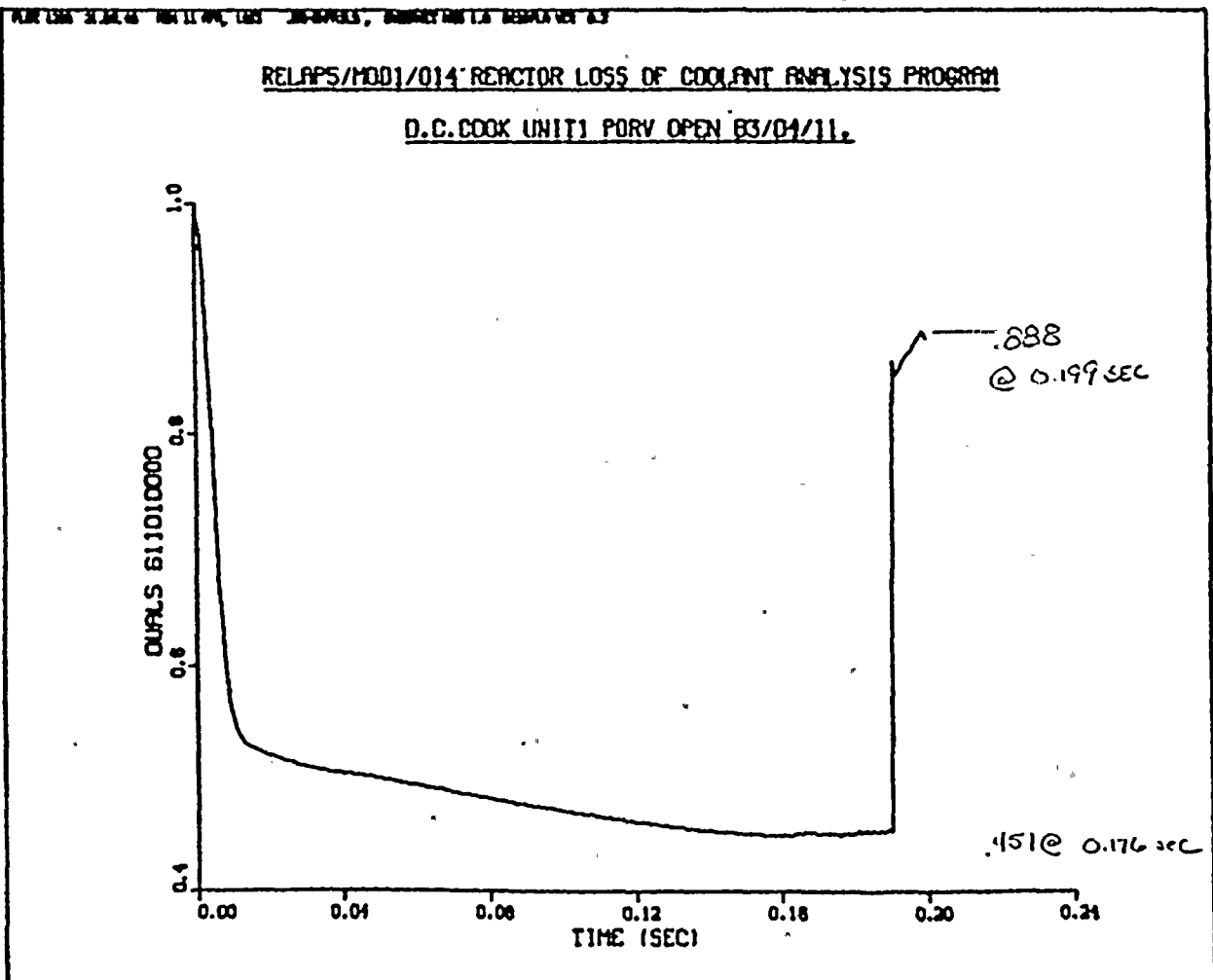
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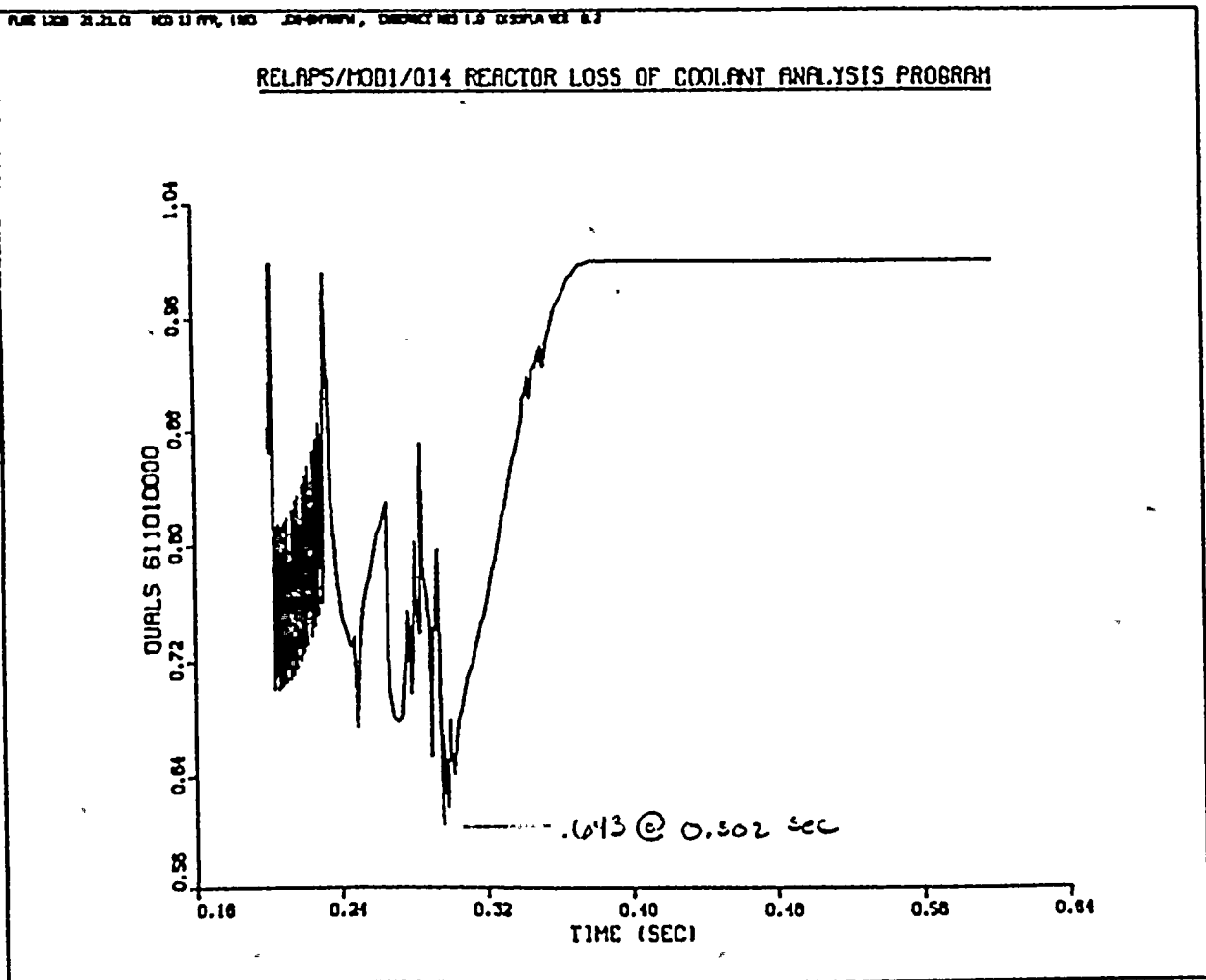


BY U/M-1 DATE 4-29-83  
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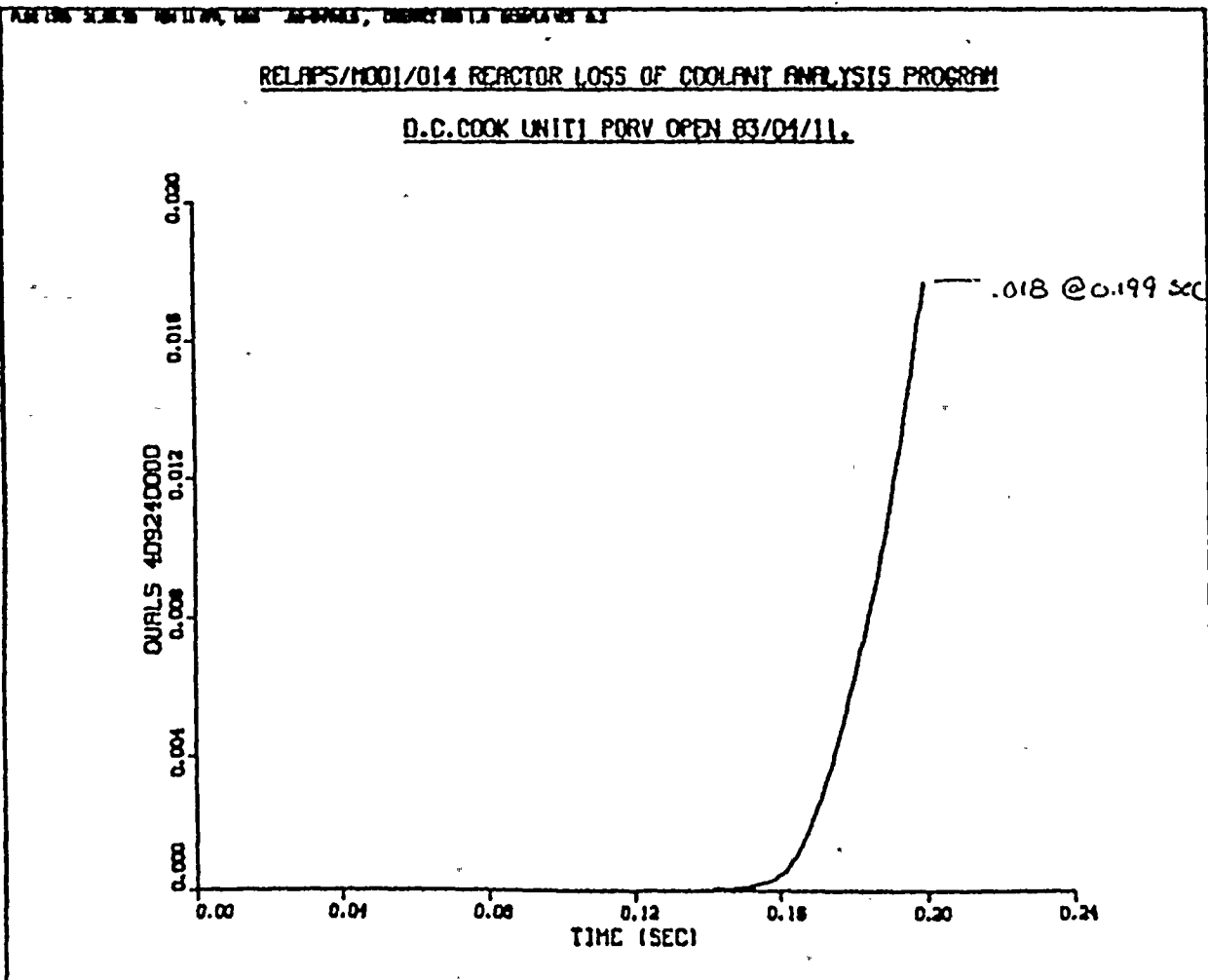


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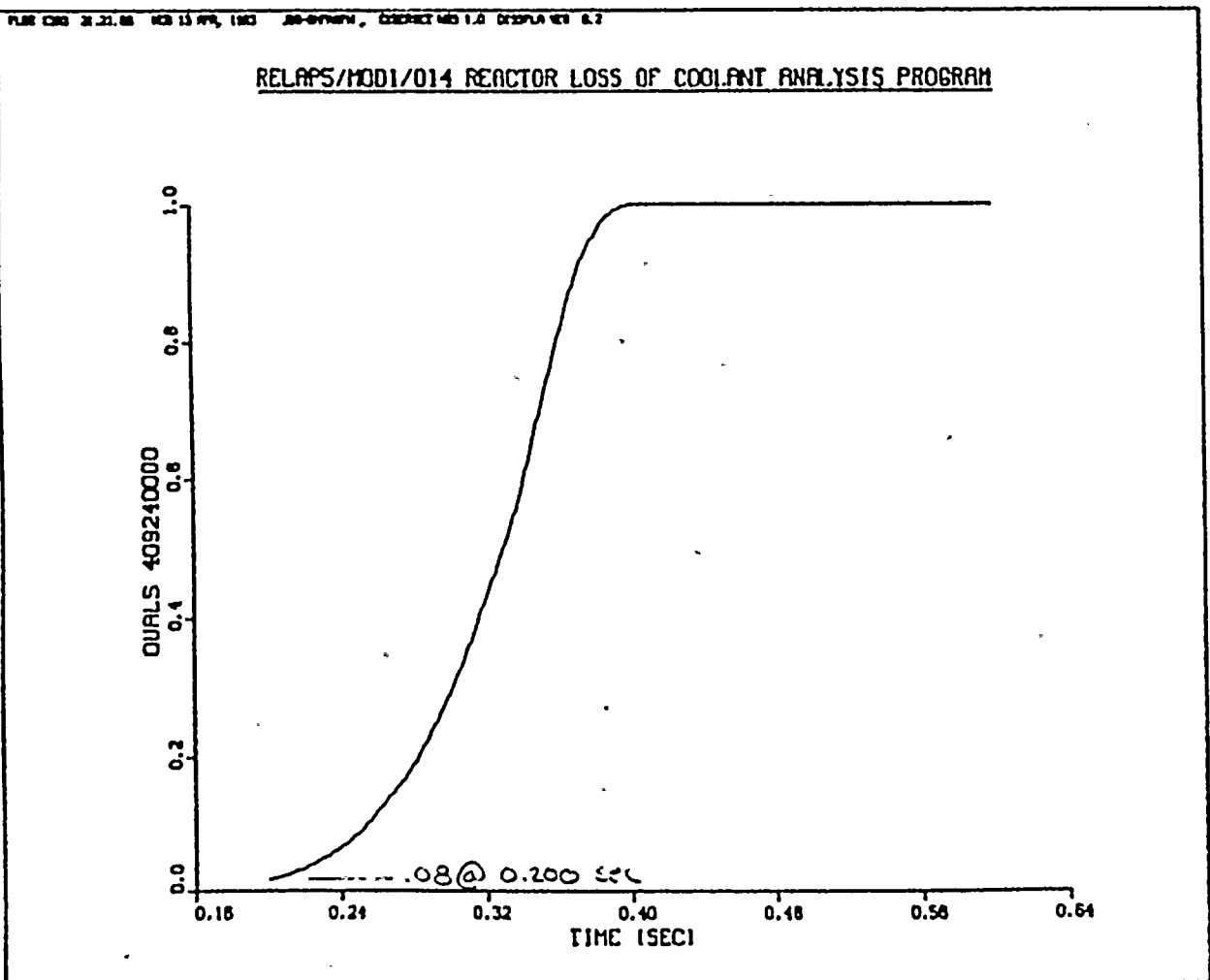




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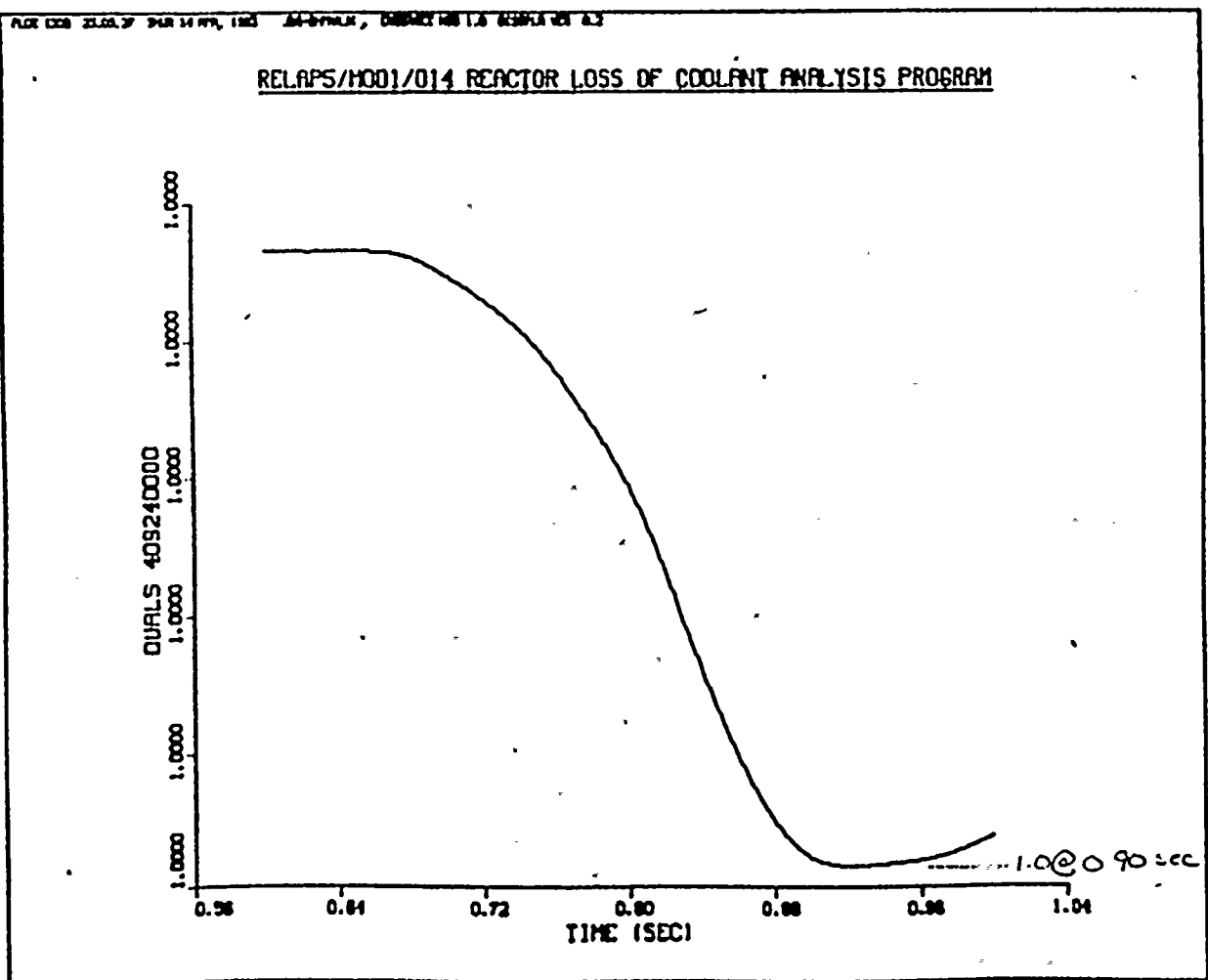


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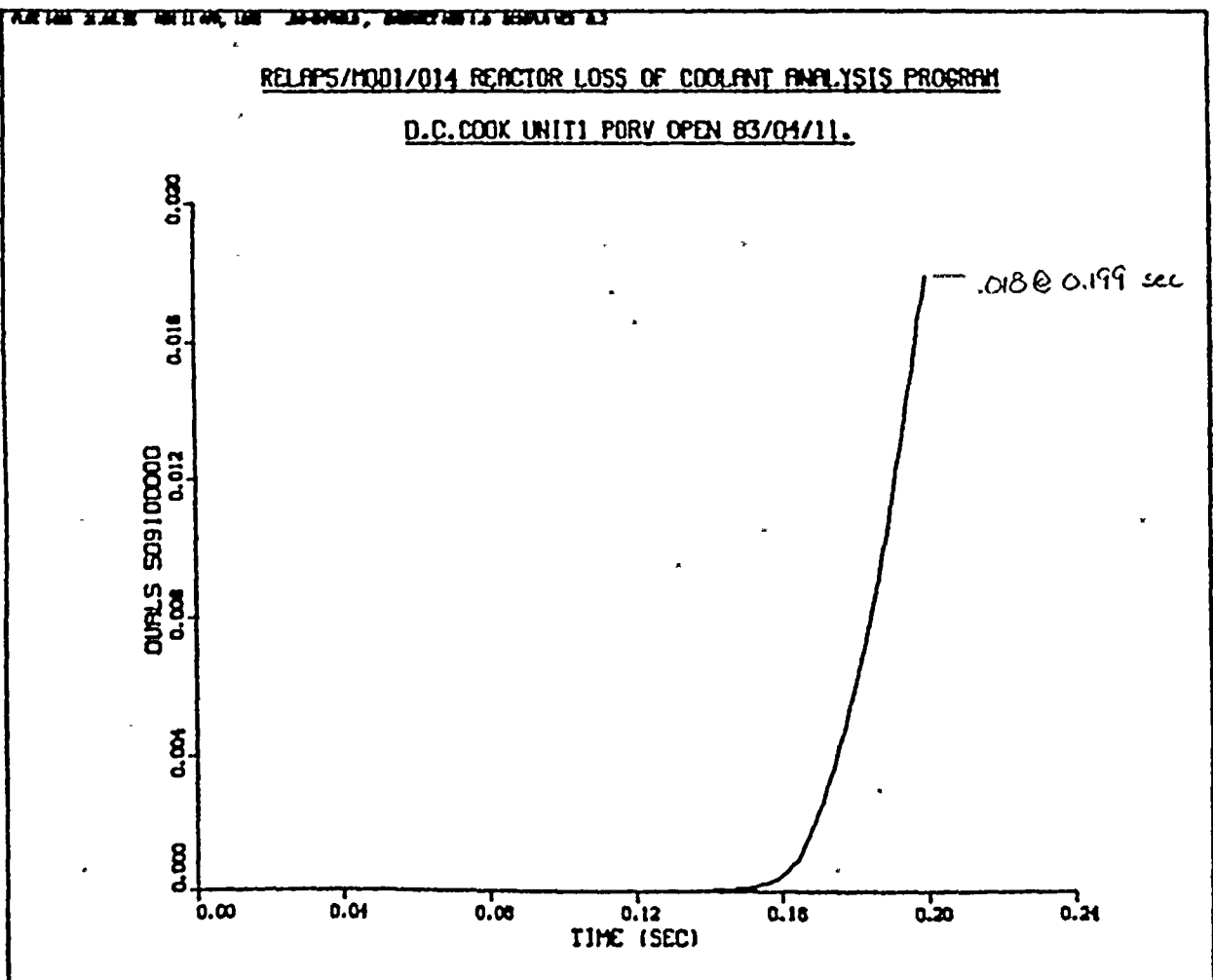


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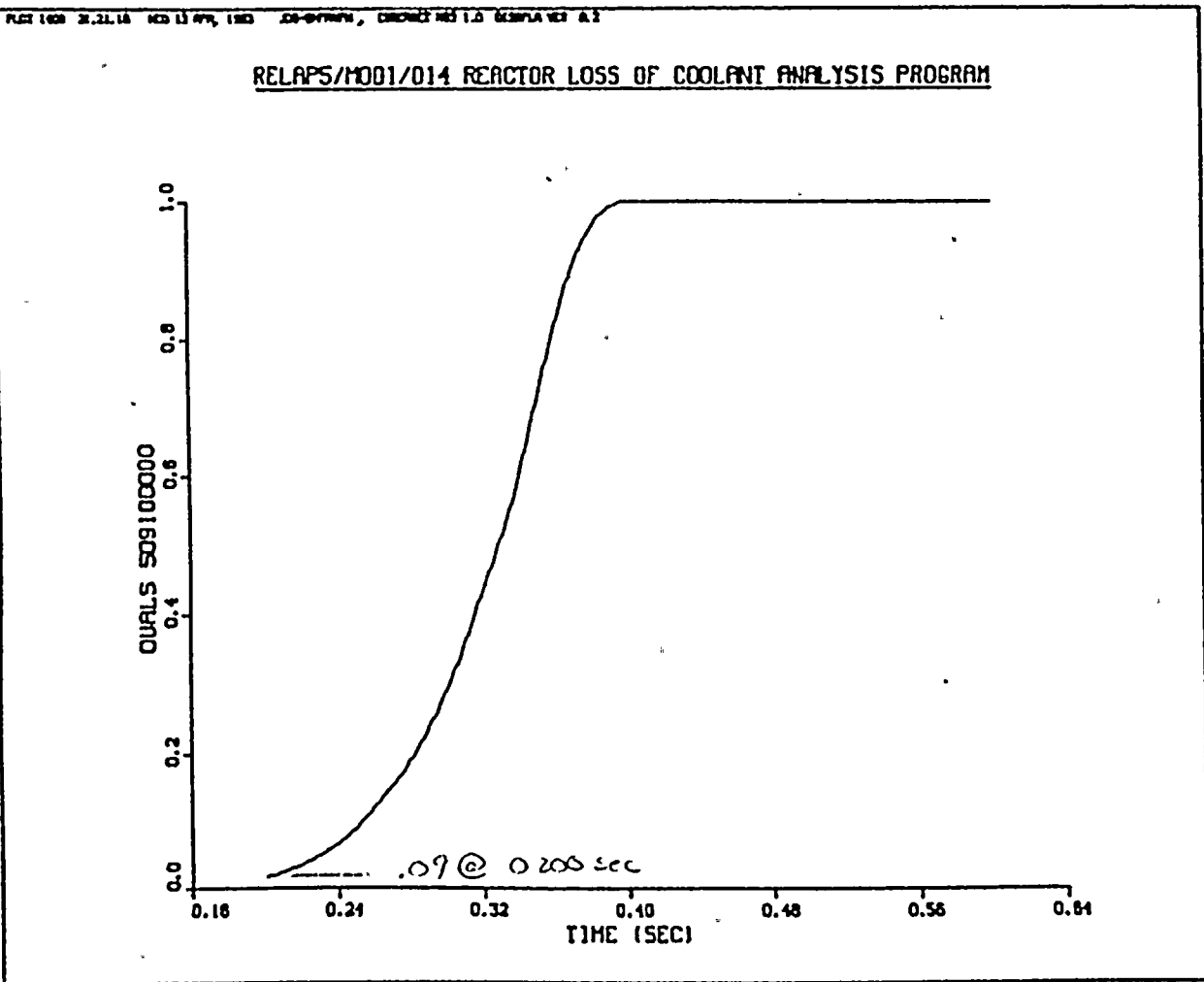
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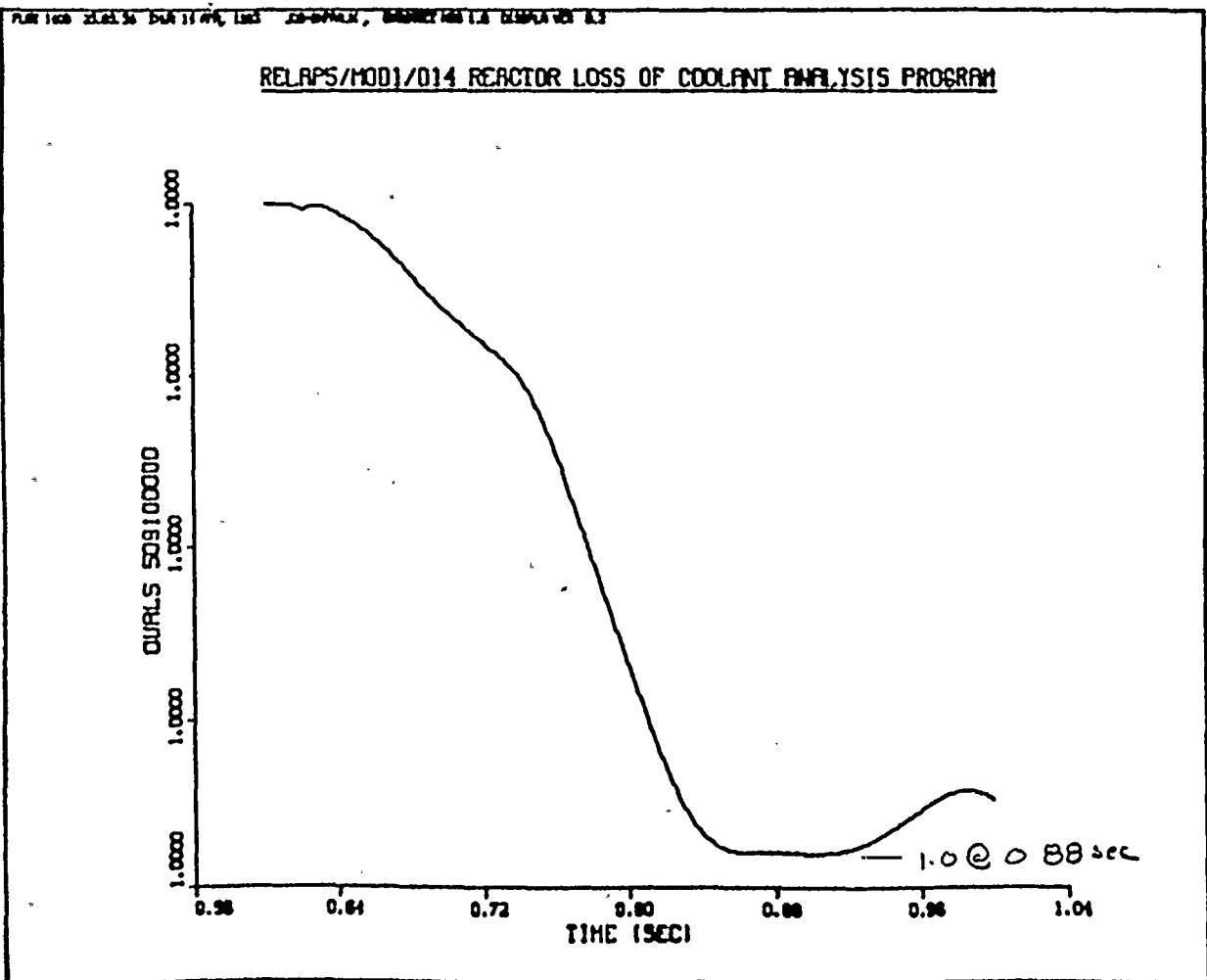


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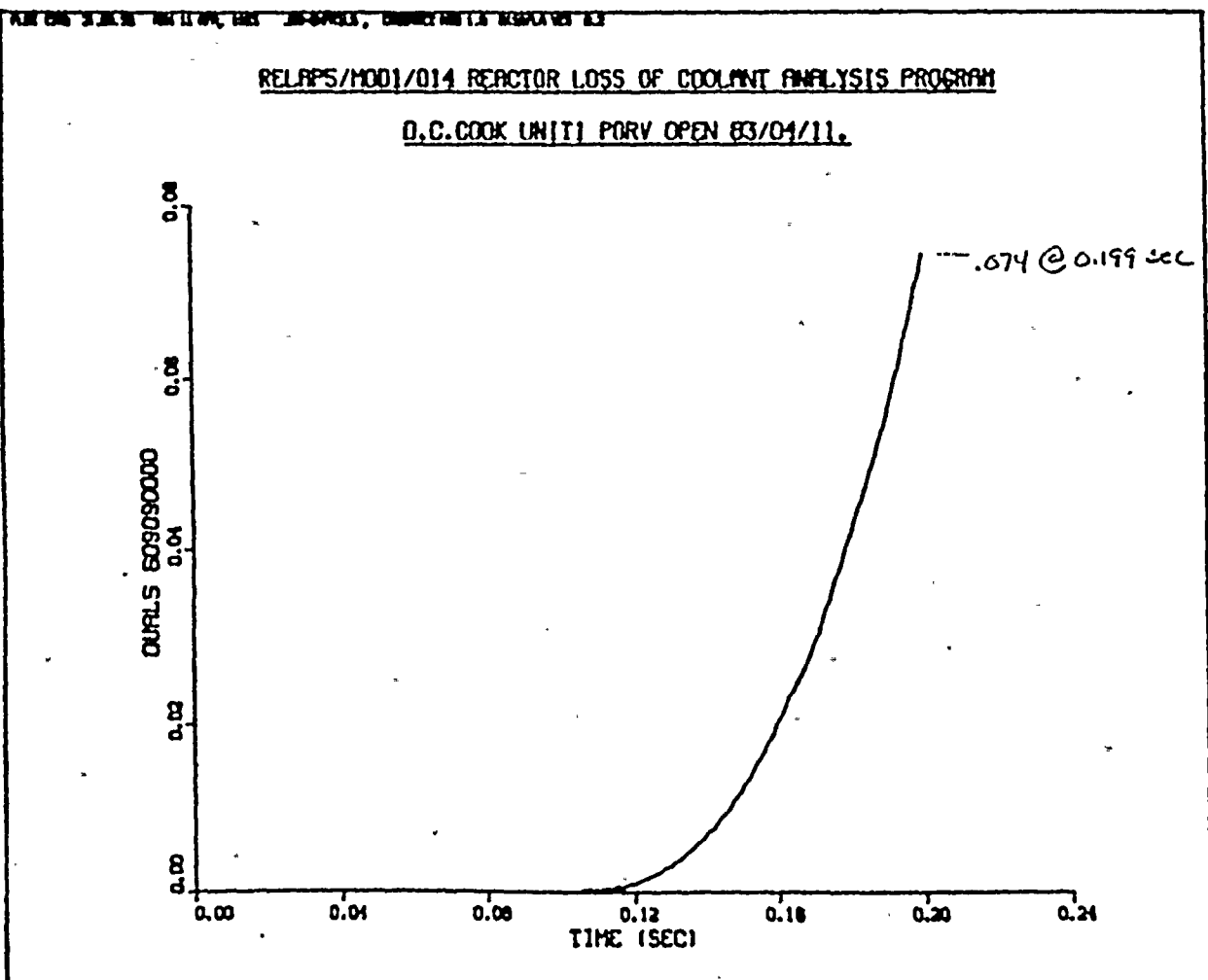


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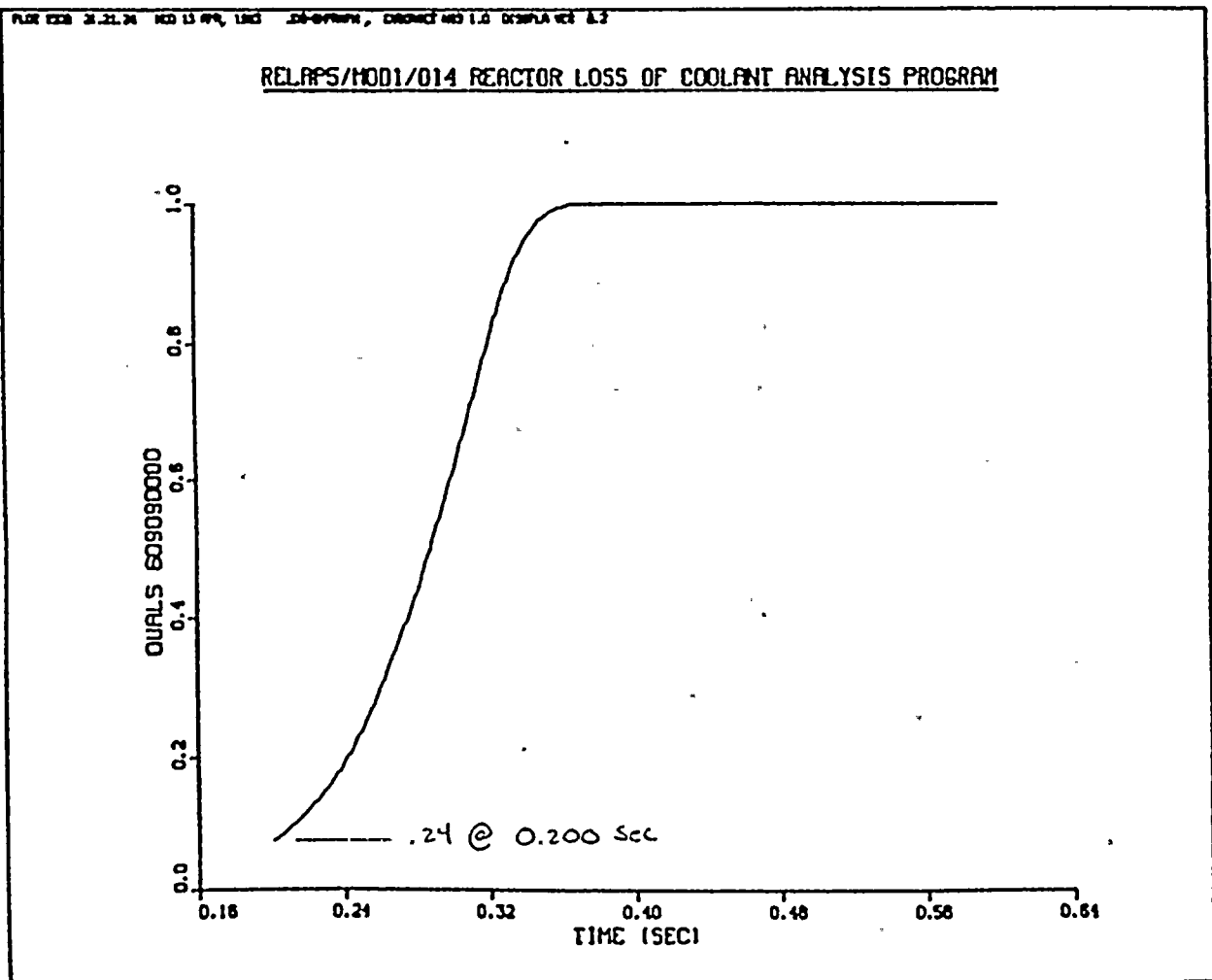


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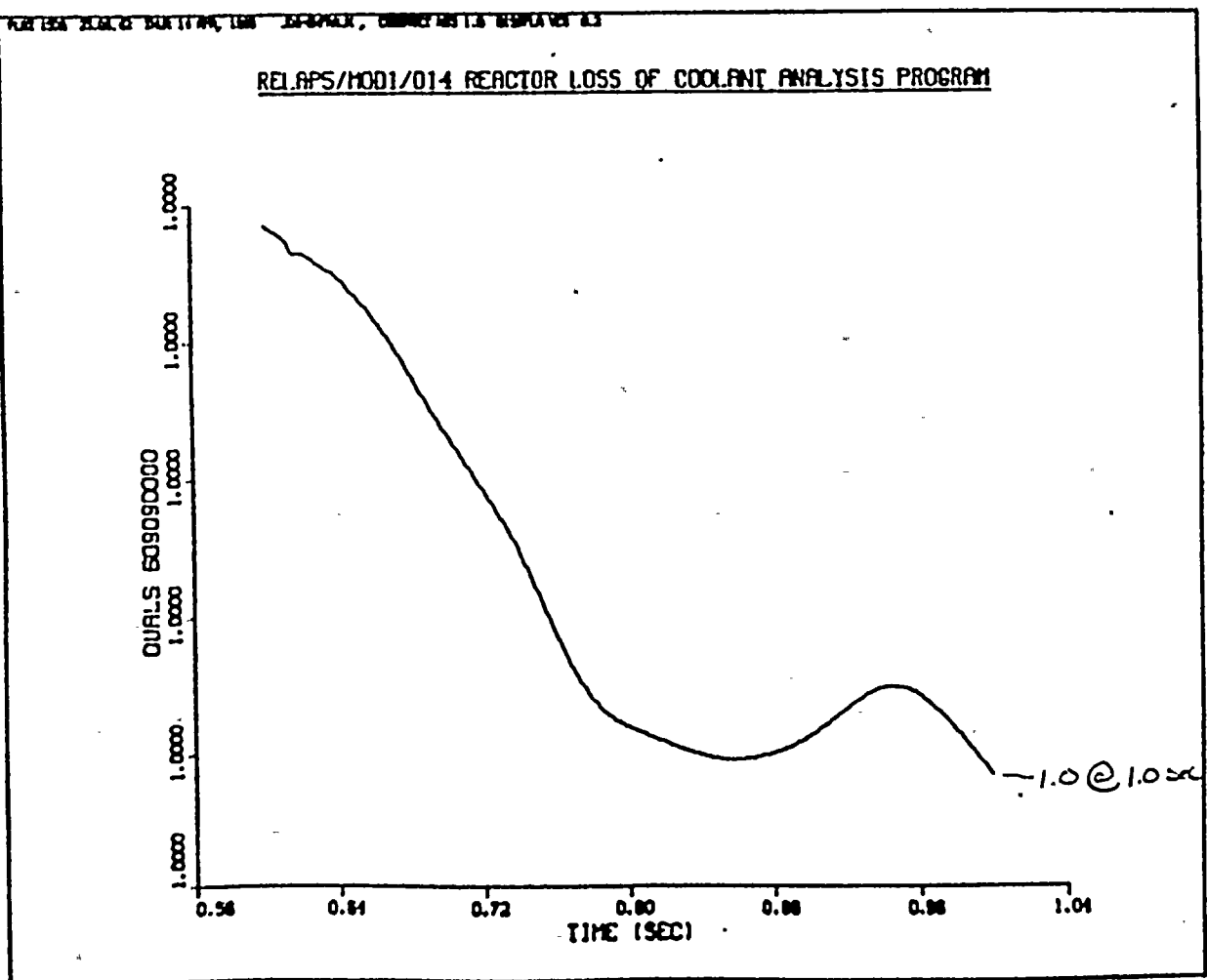


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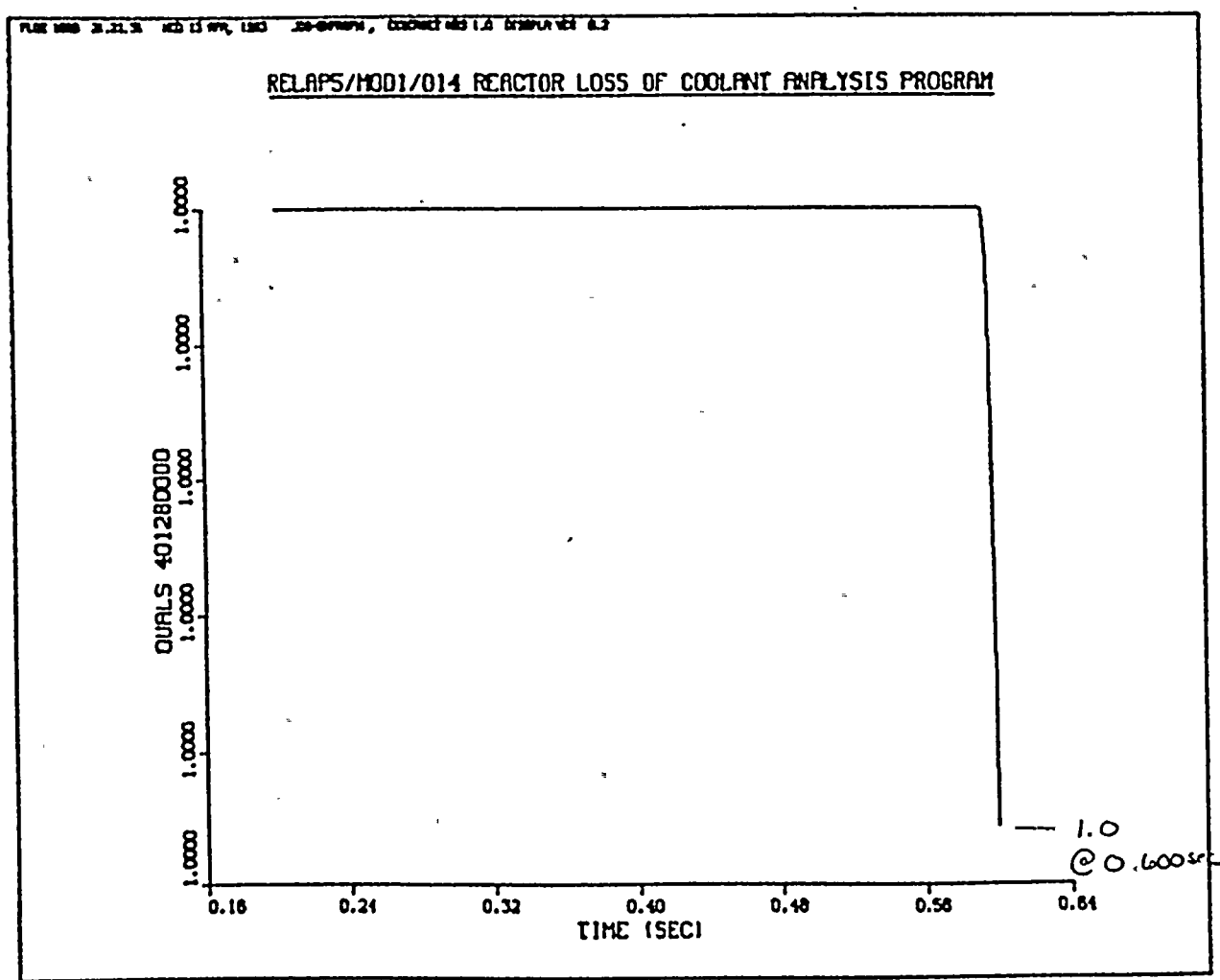


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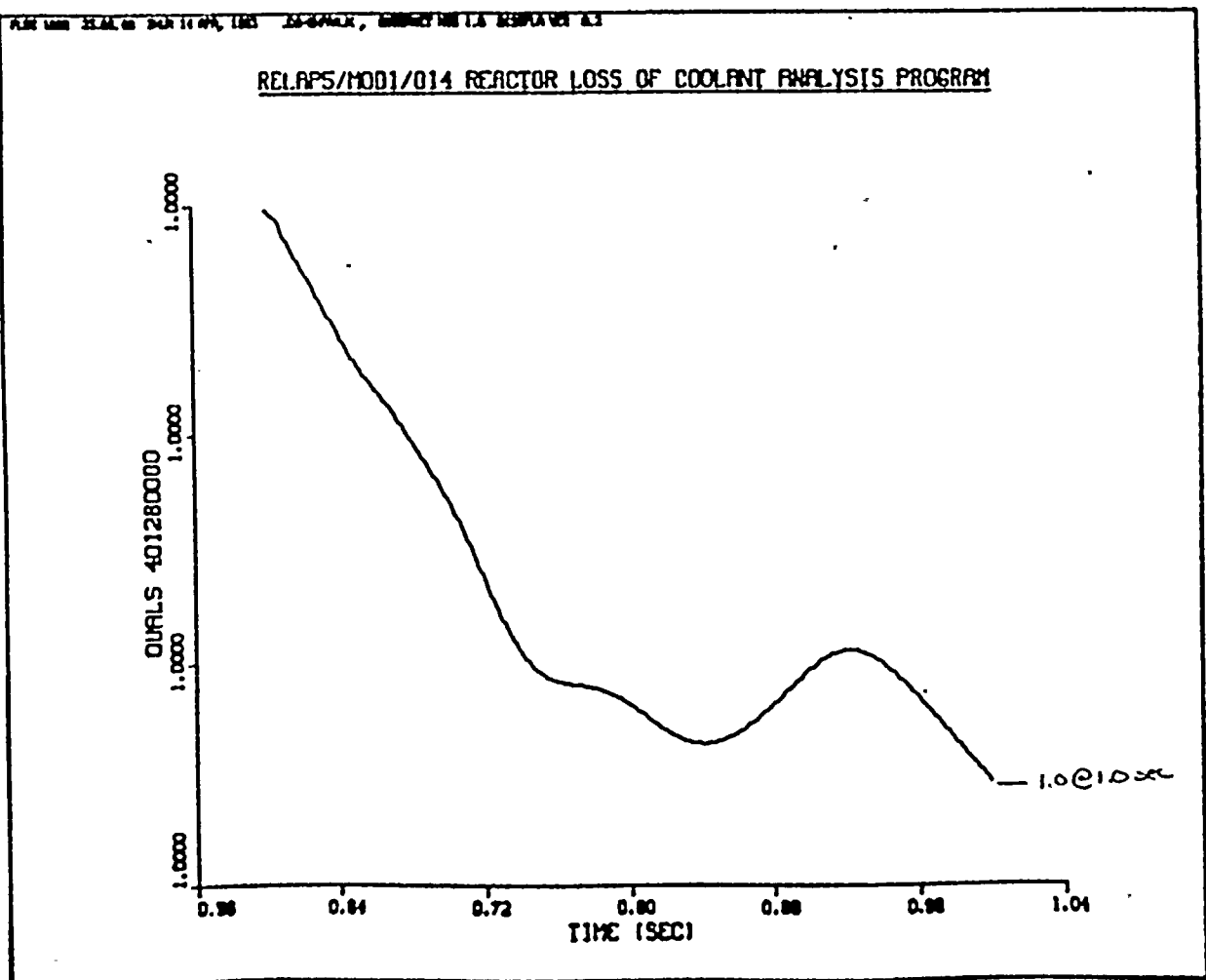


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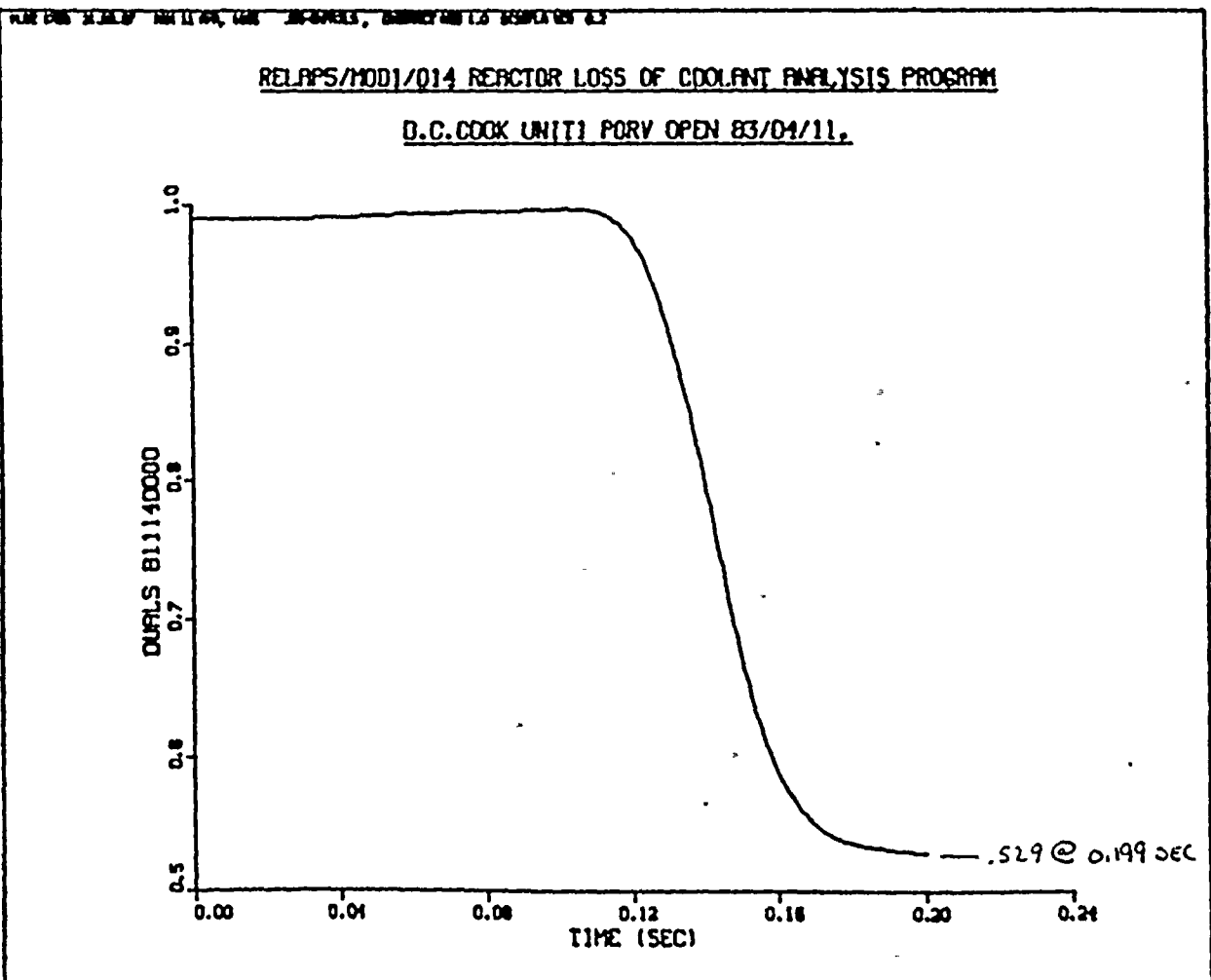


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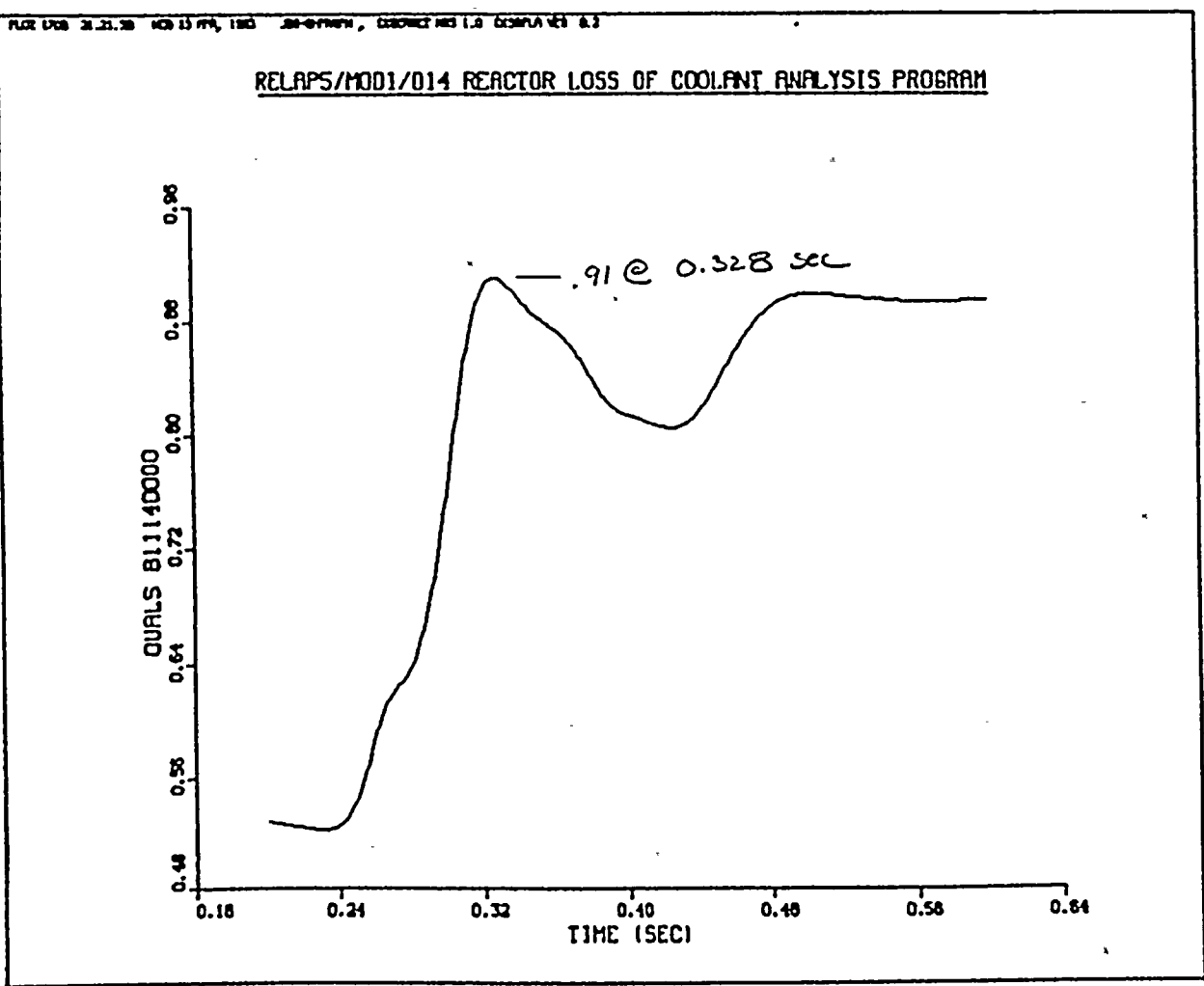


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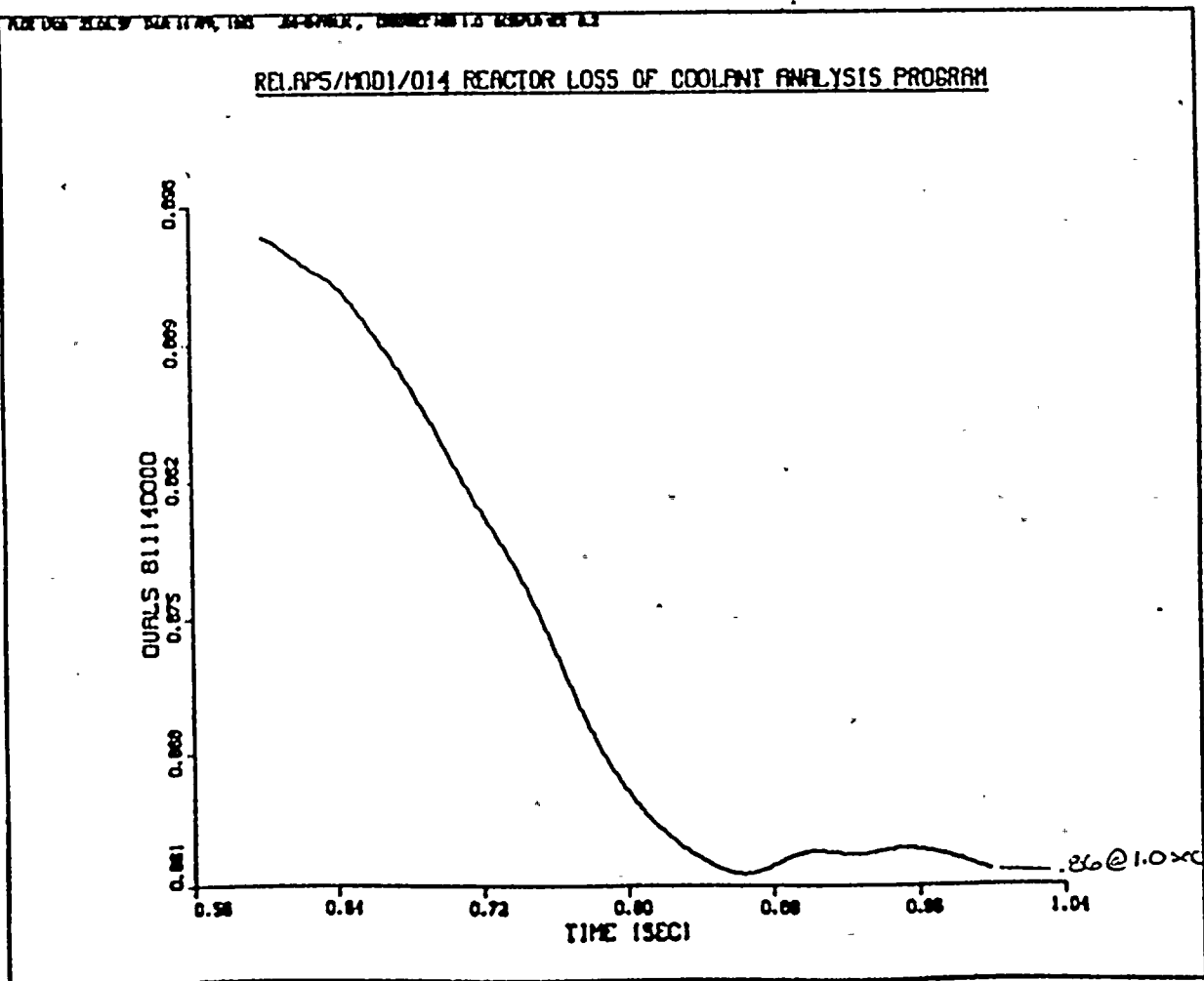


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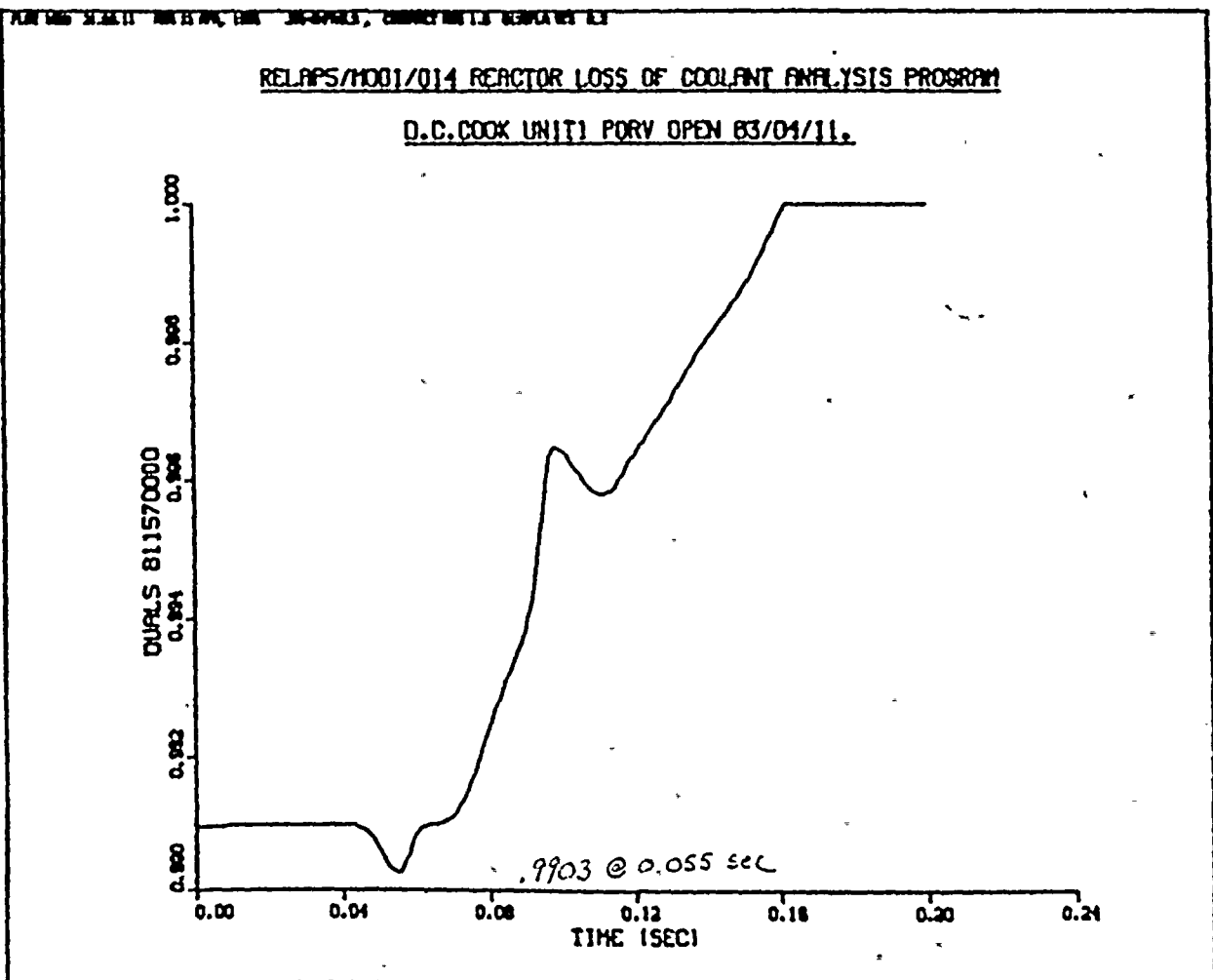


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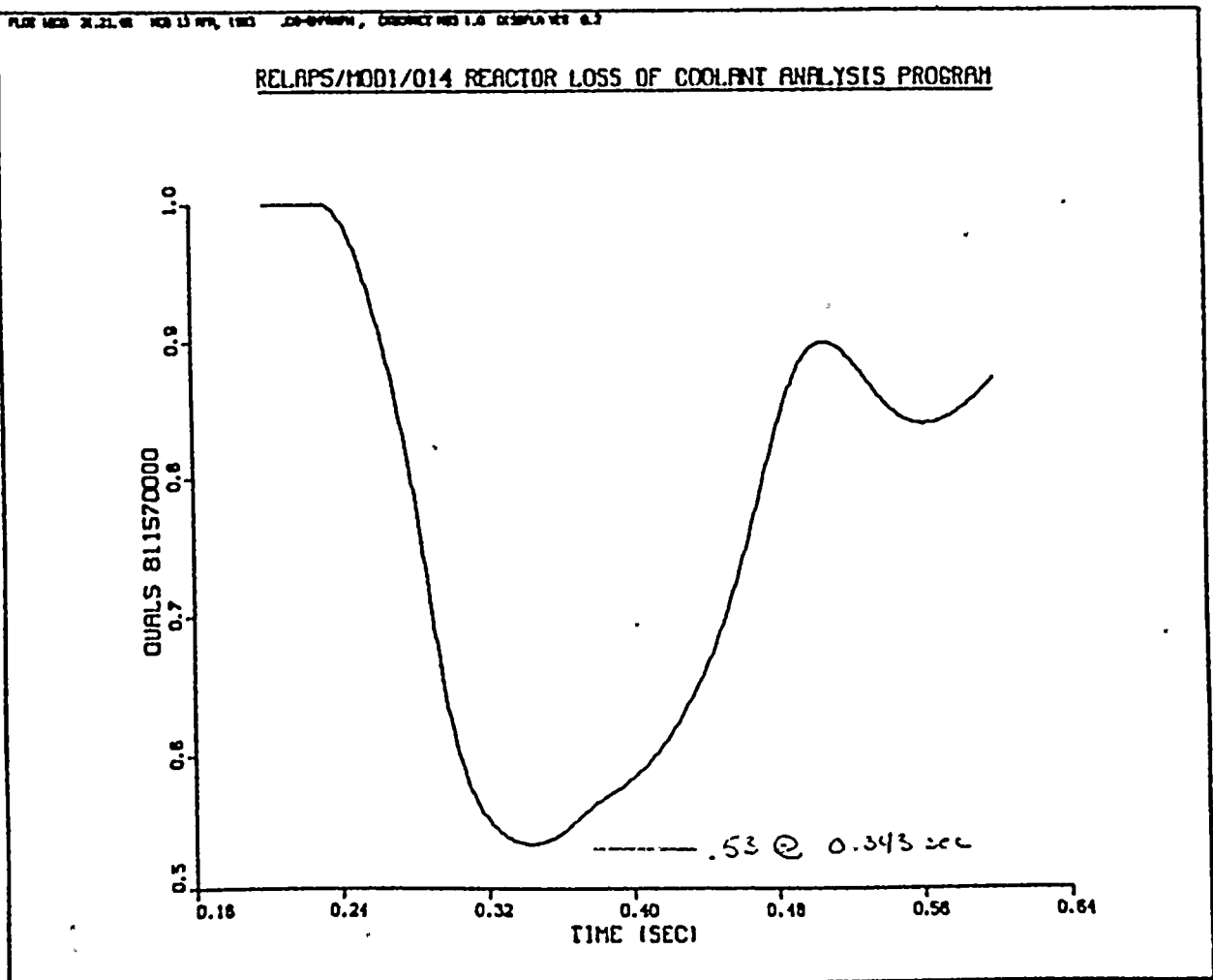
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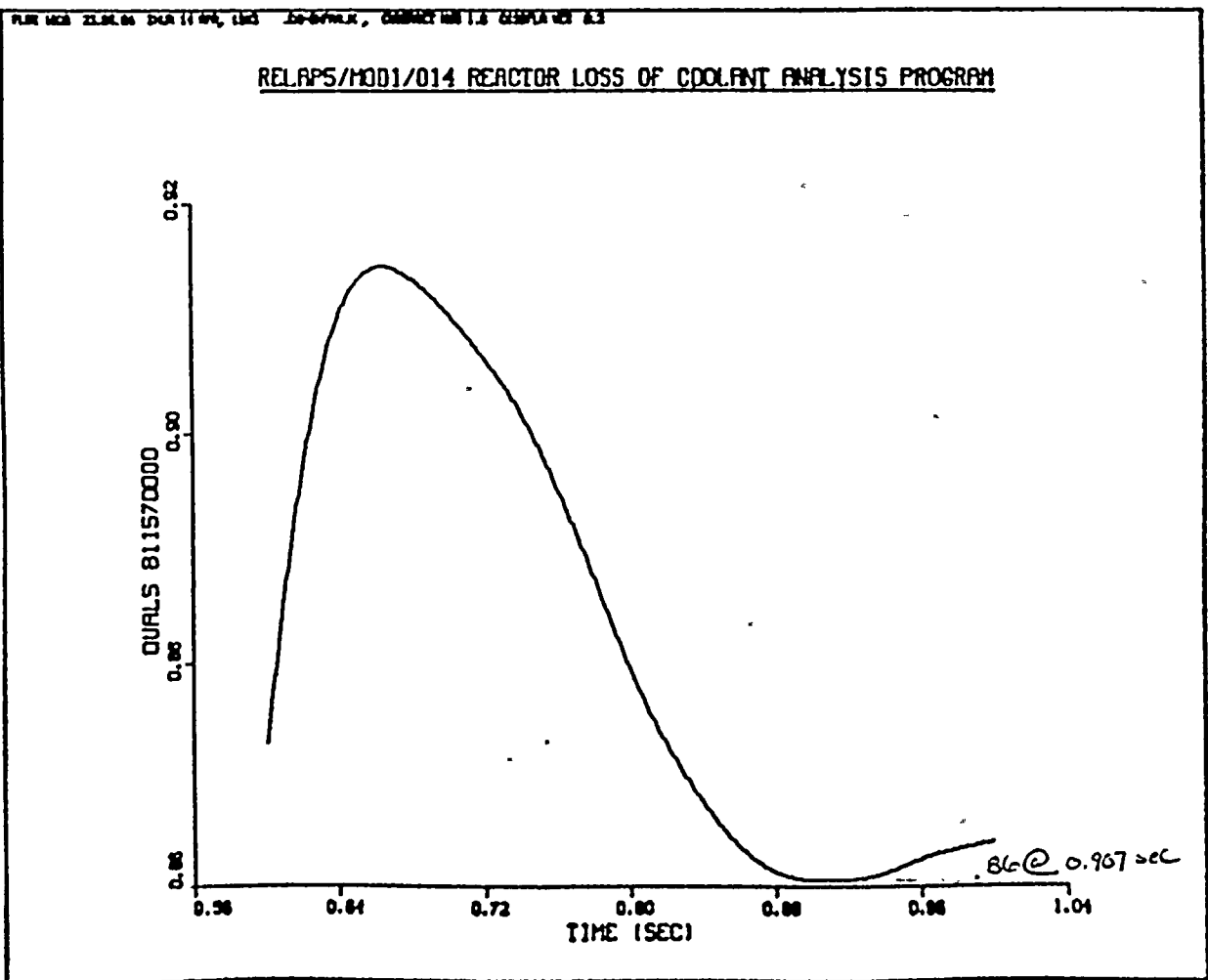


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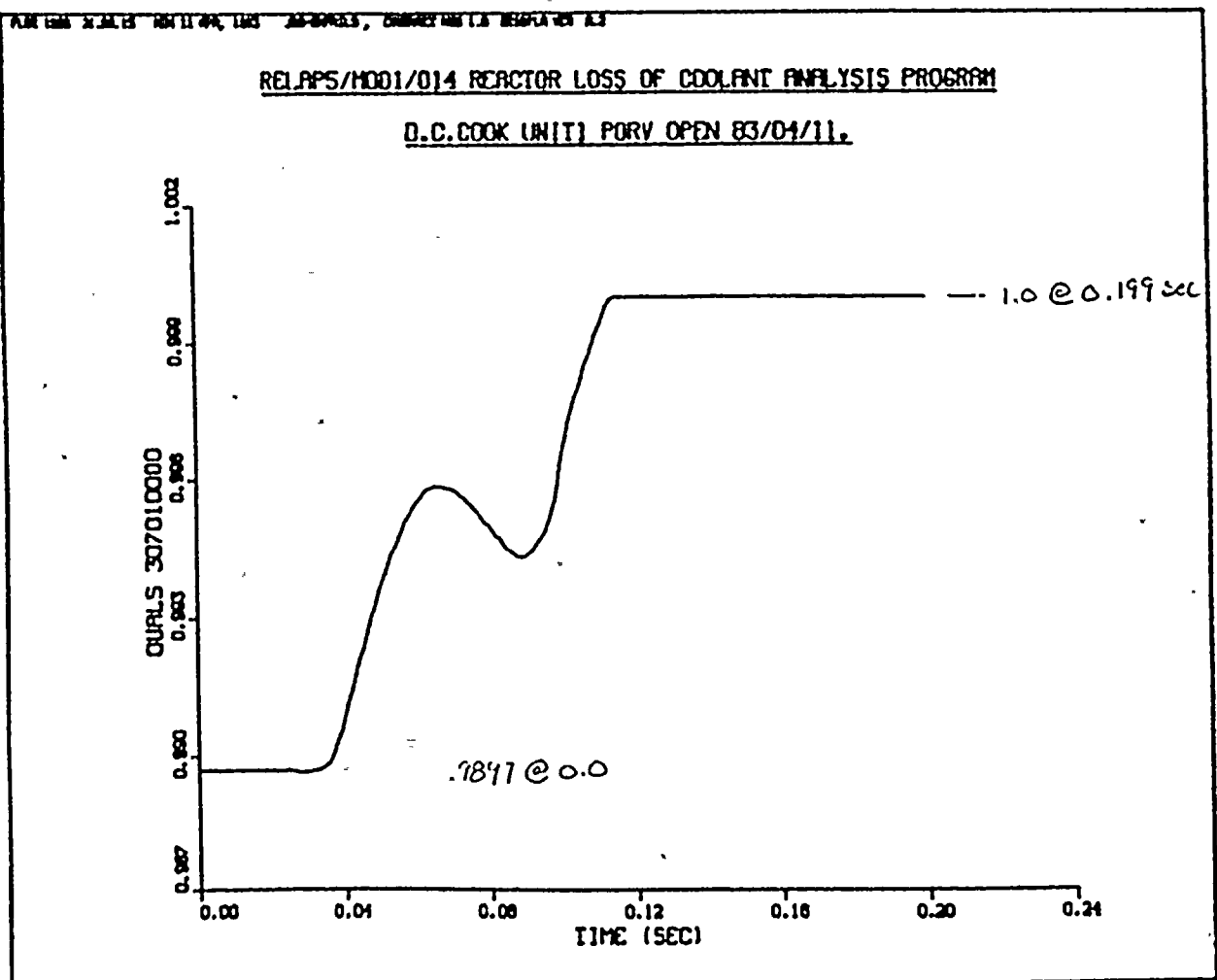


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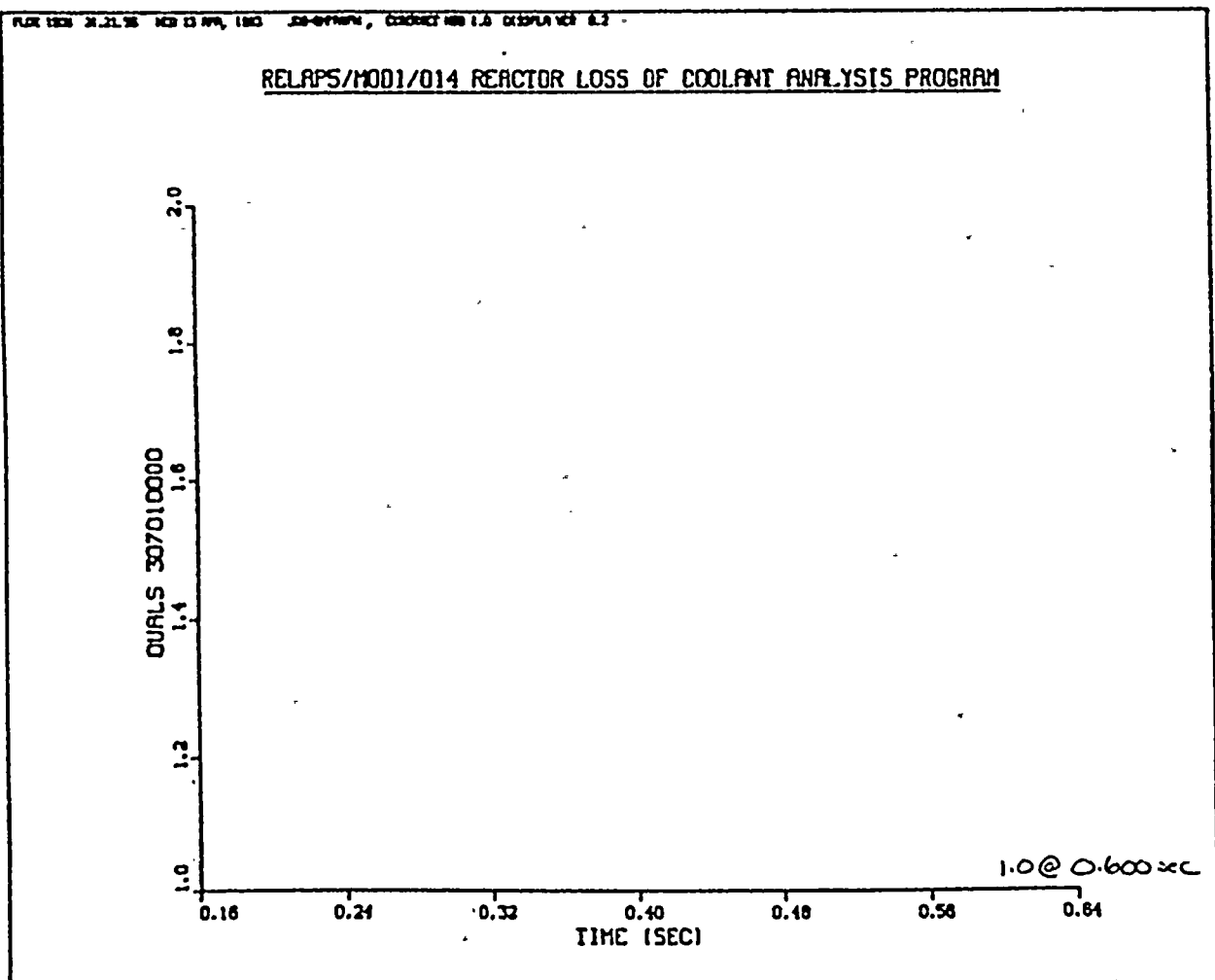
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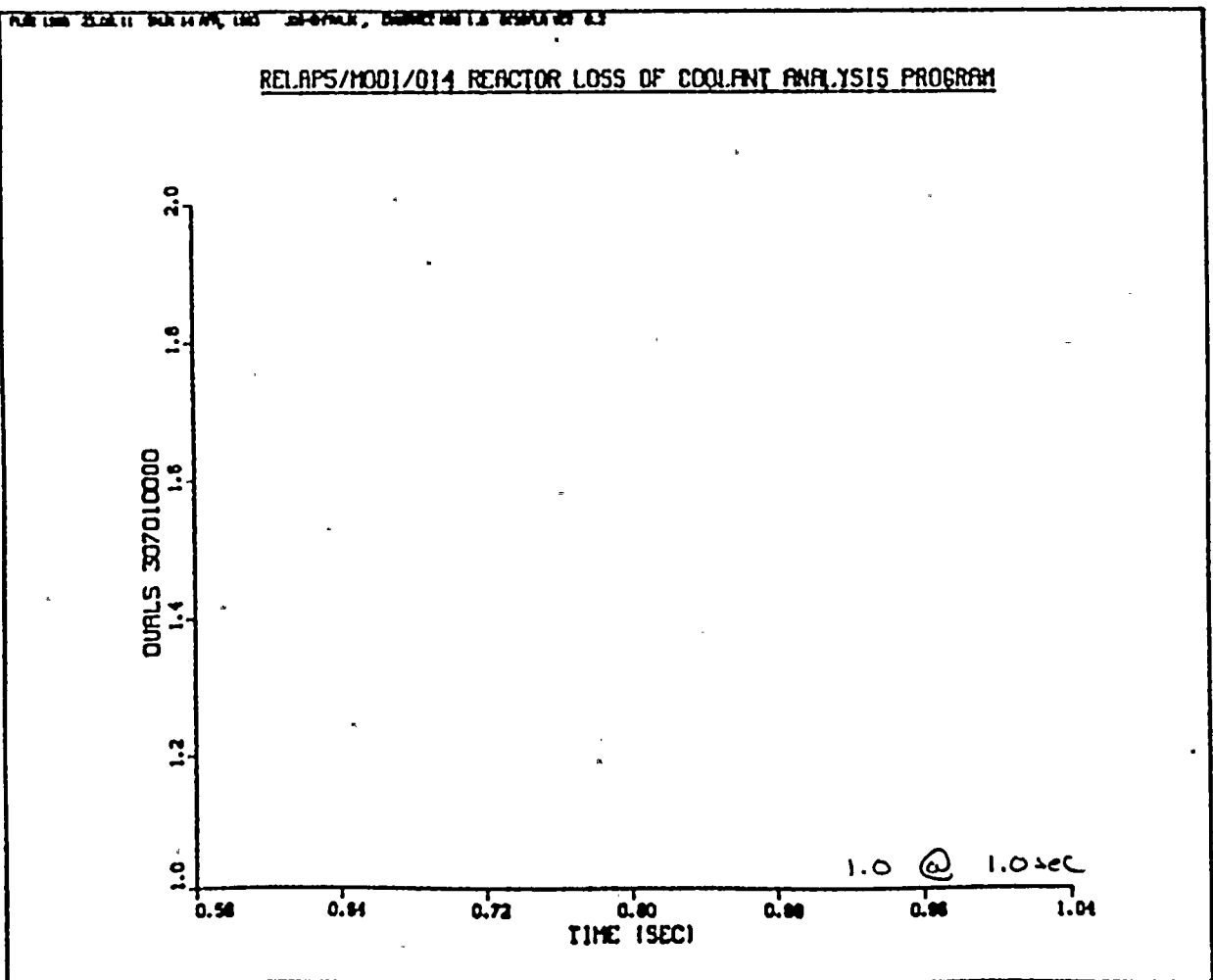


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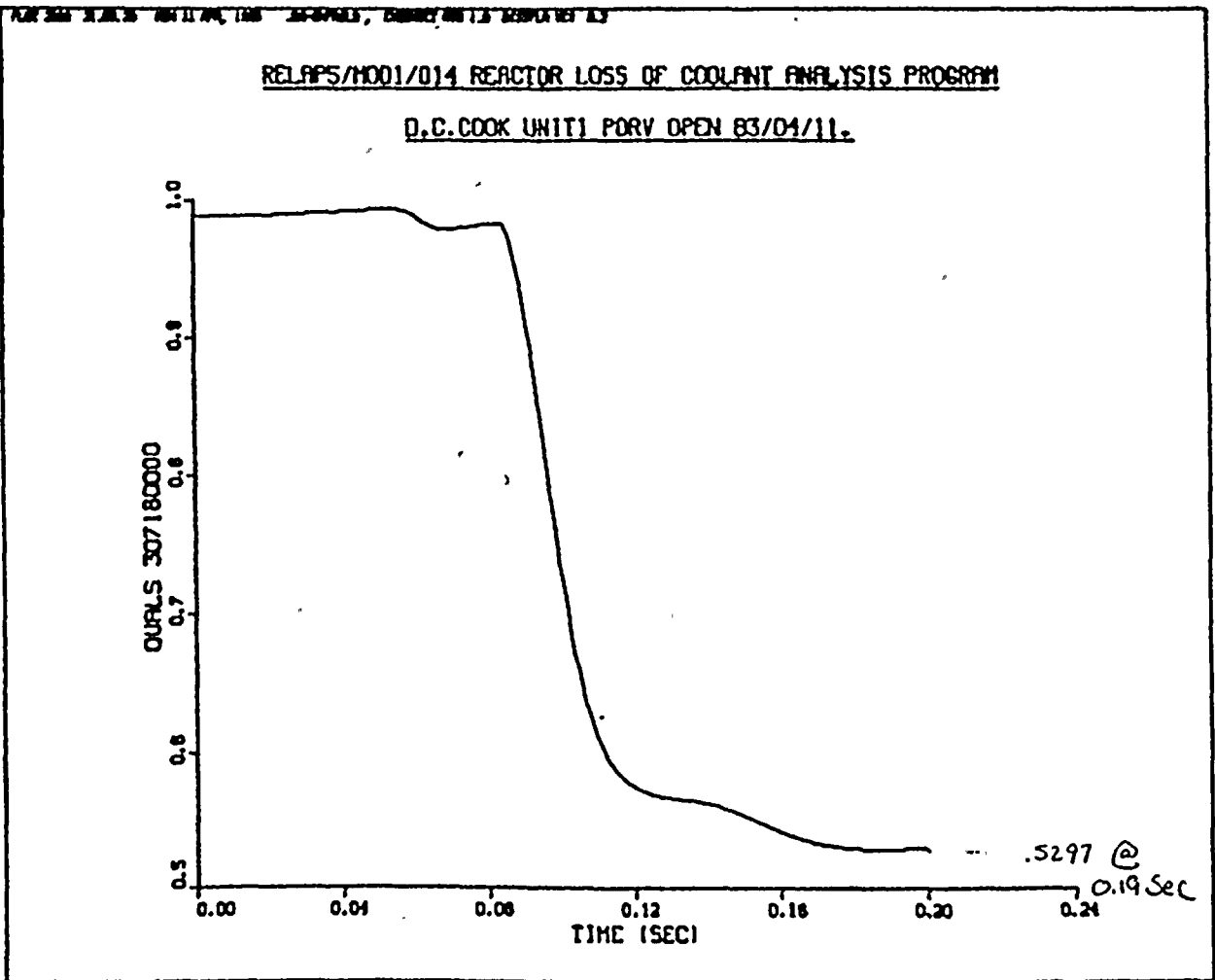


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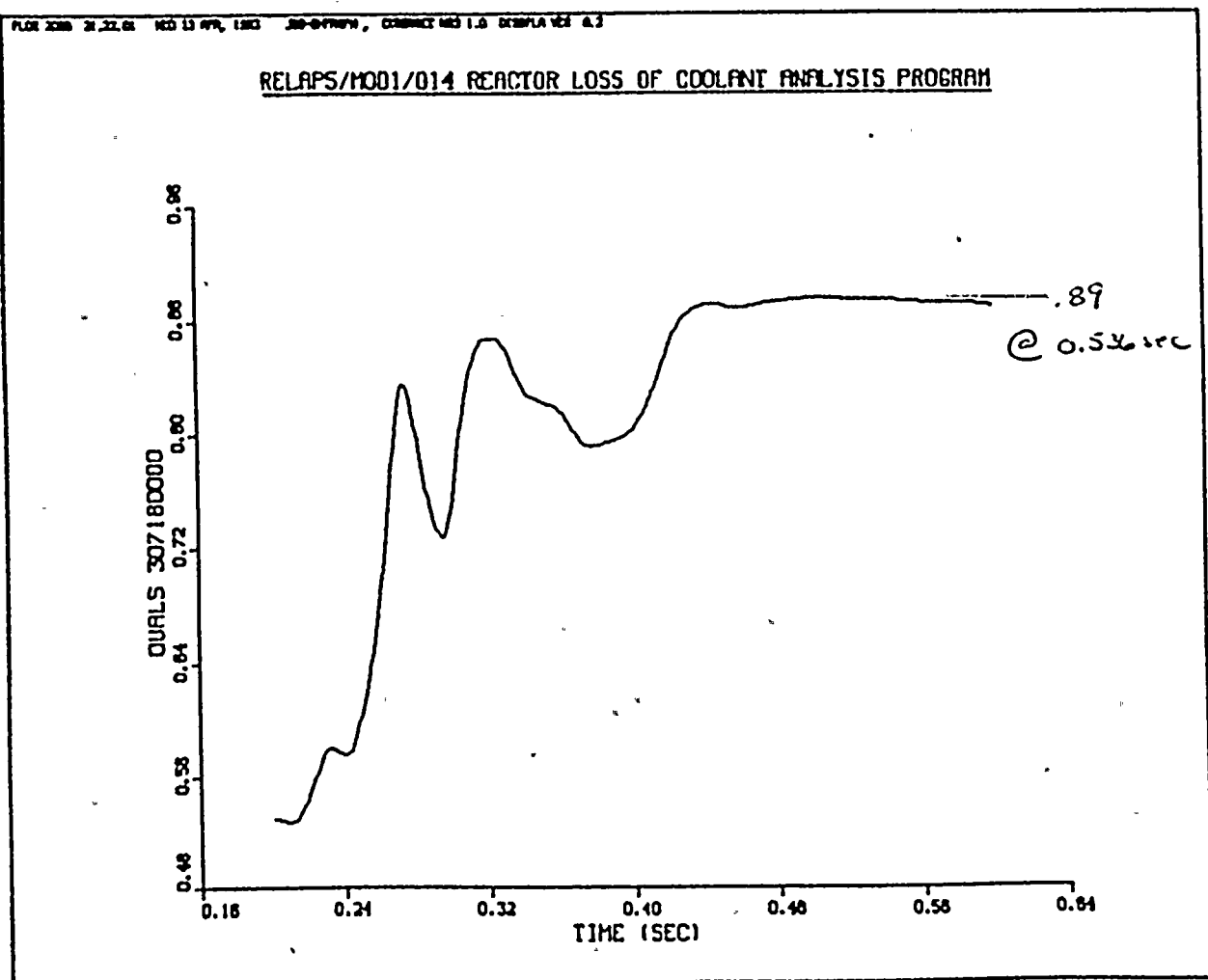


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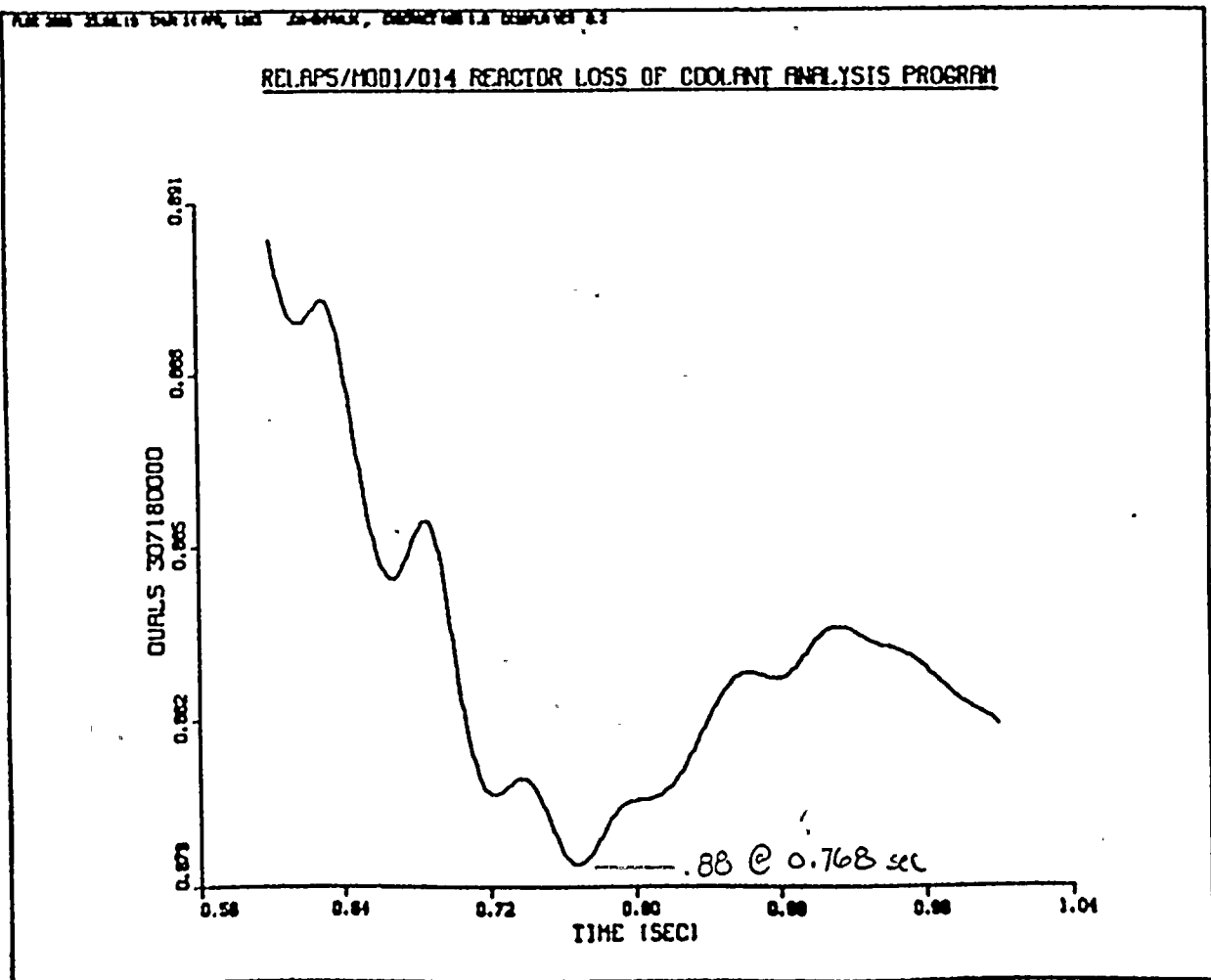


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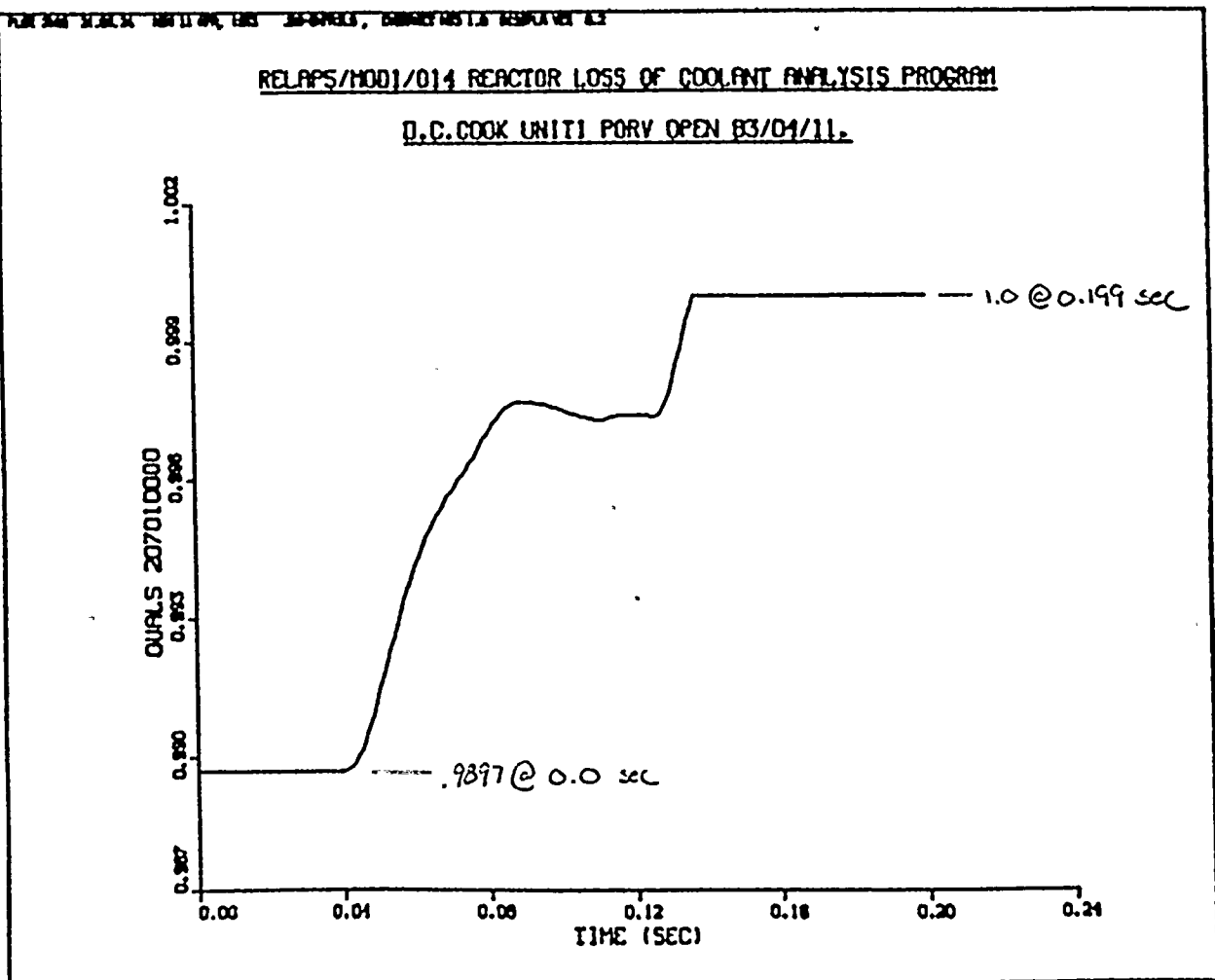
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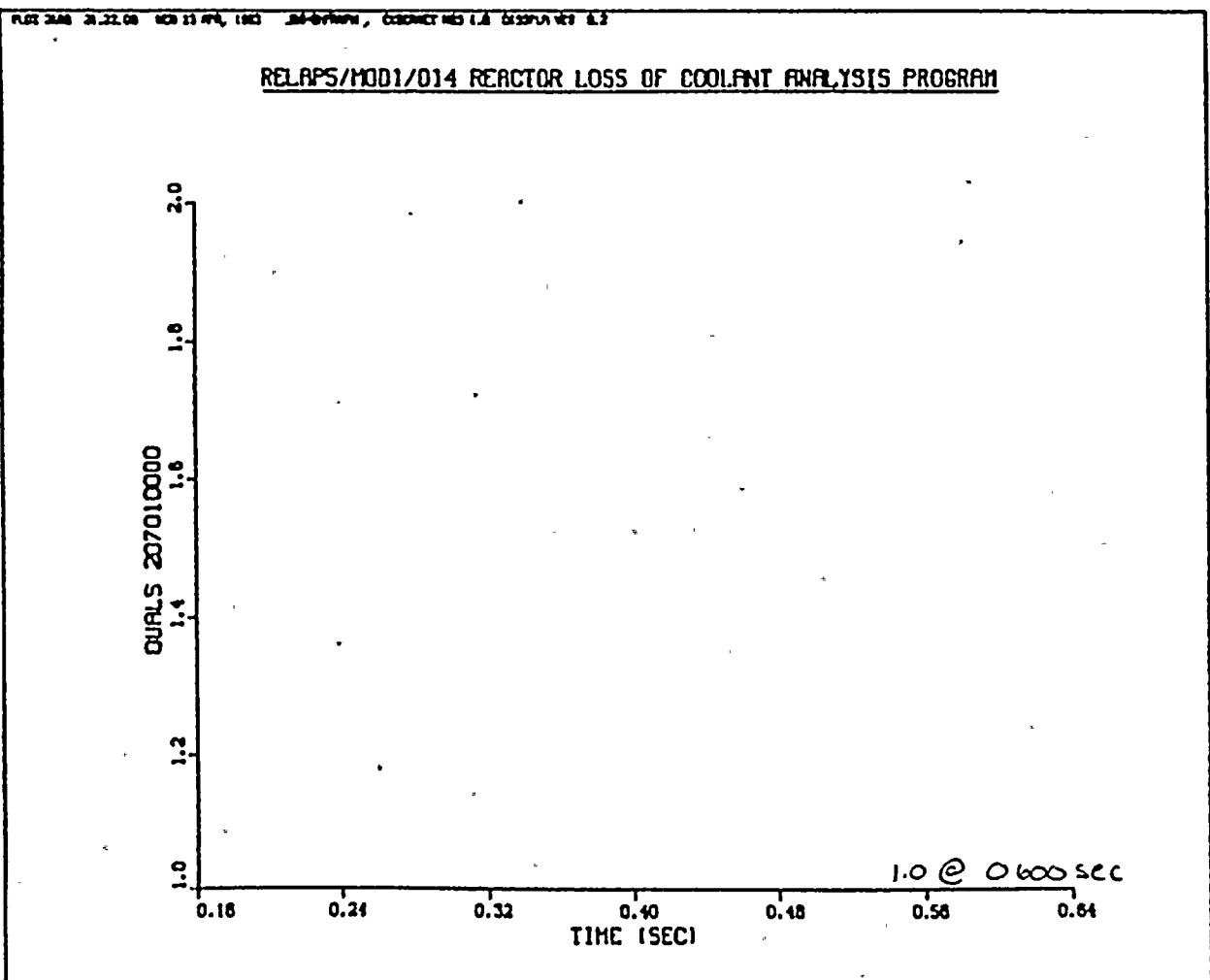


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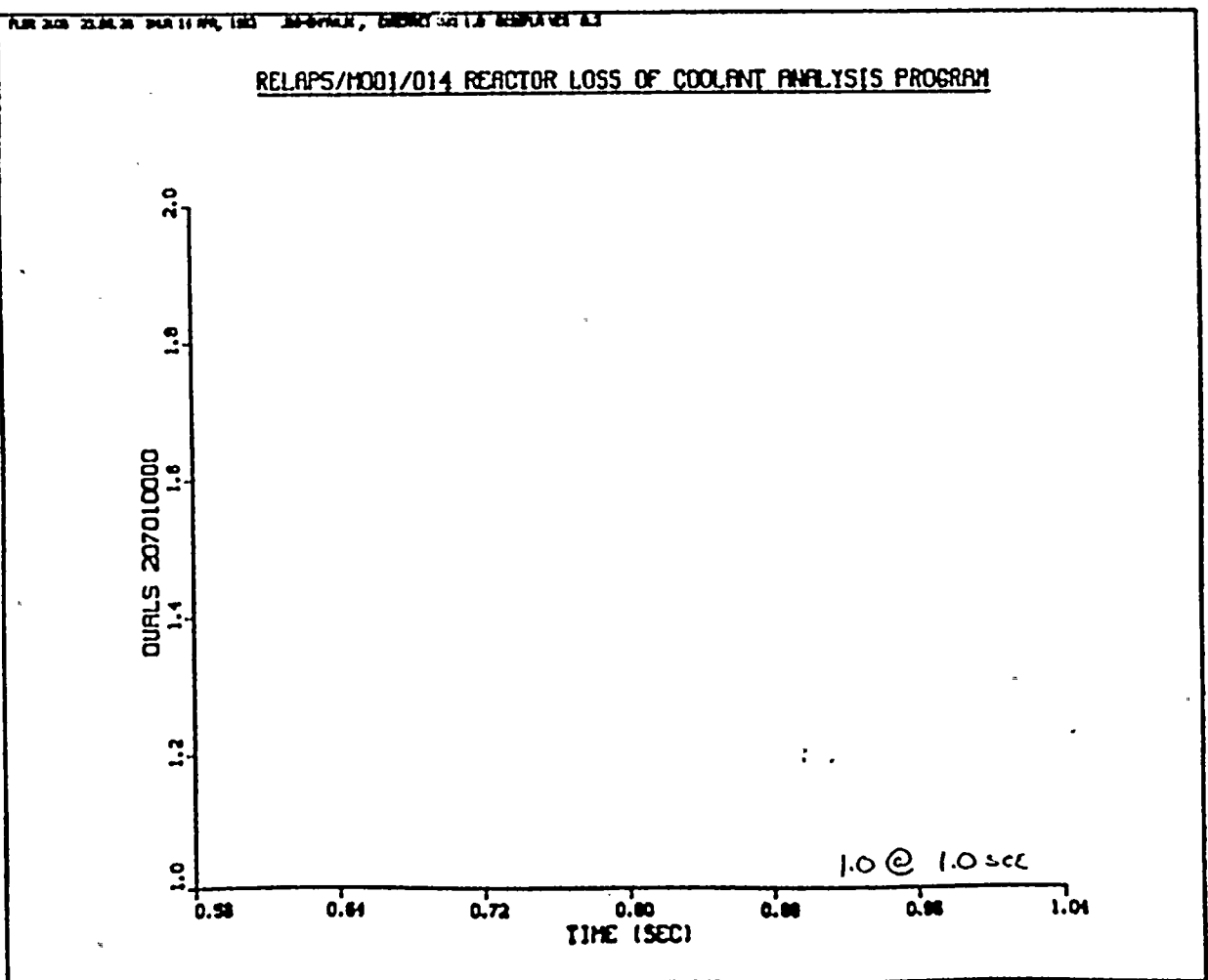


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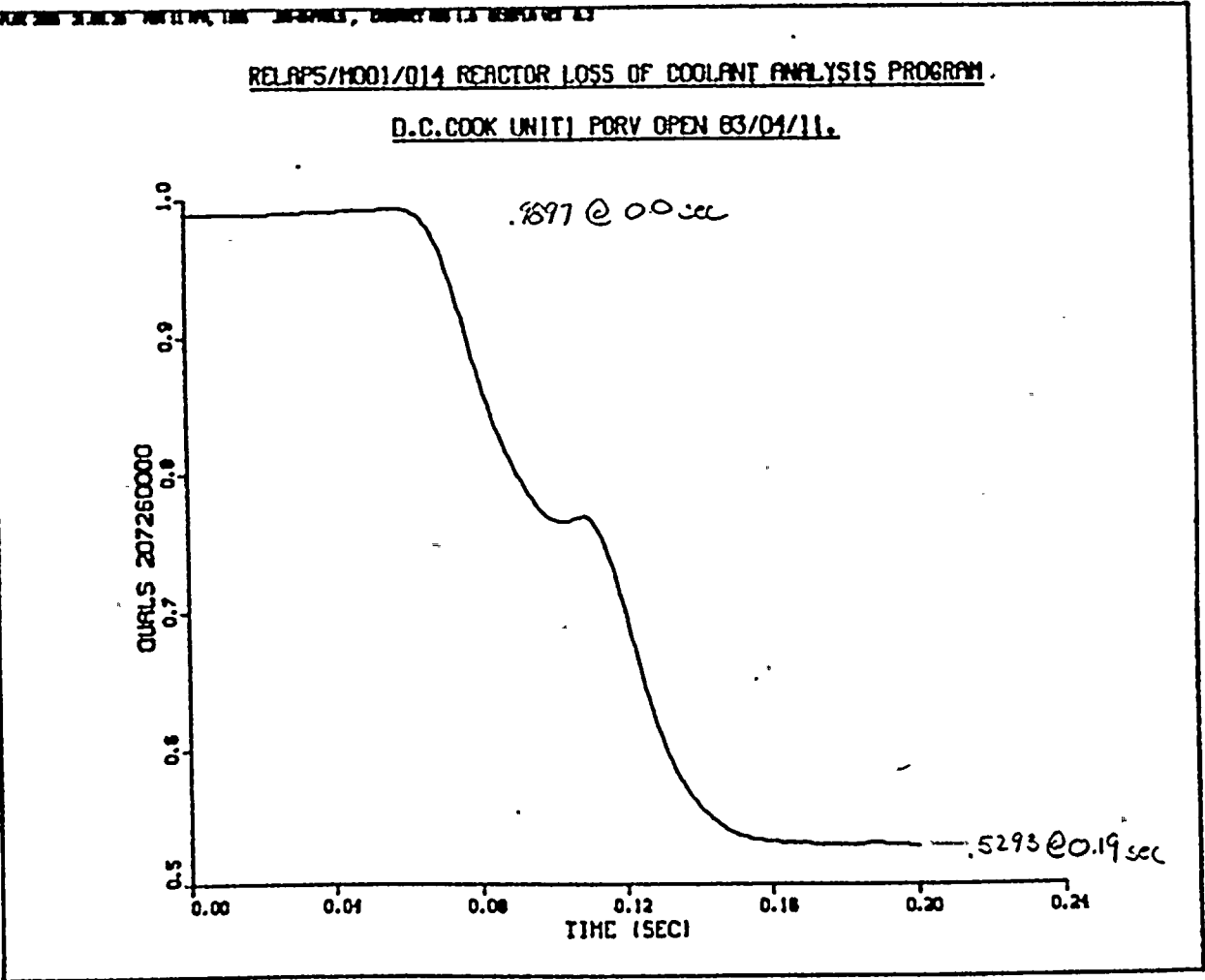


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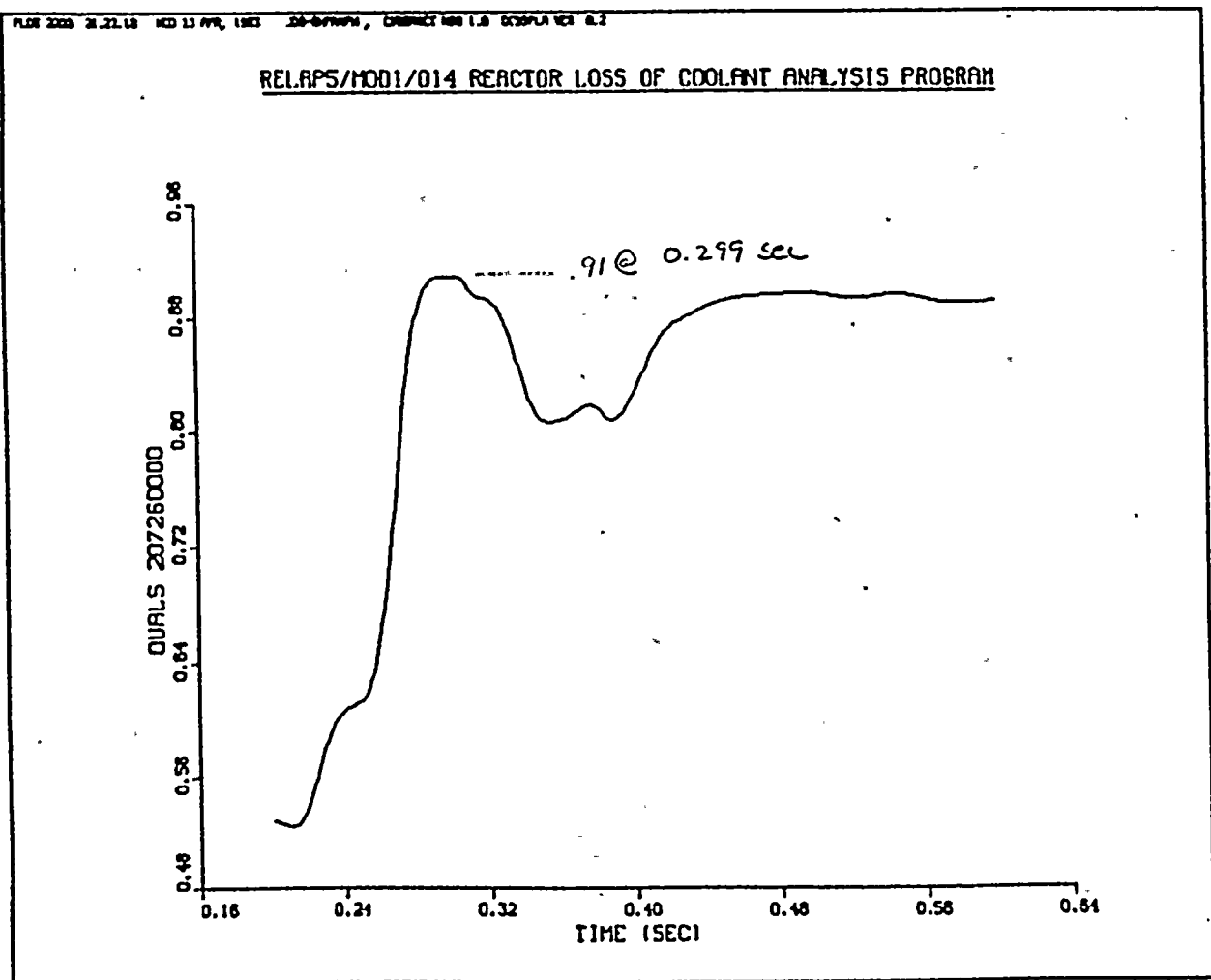


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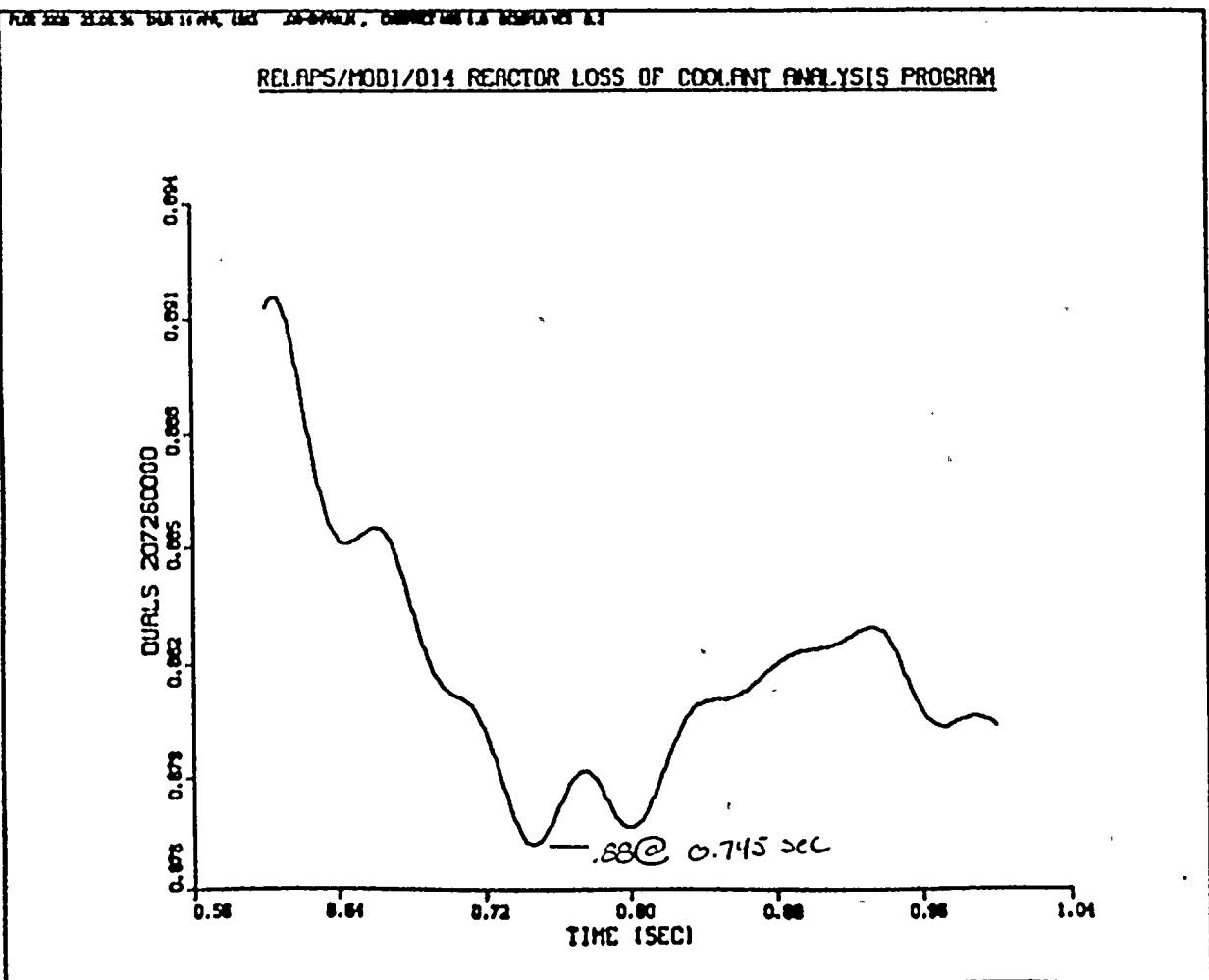


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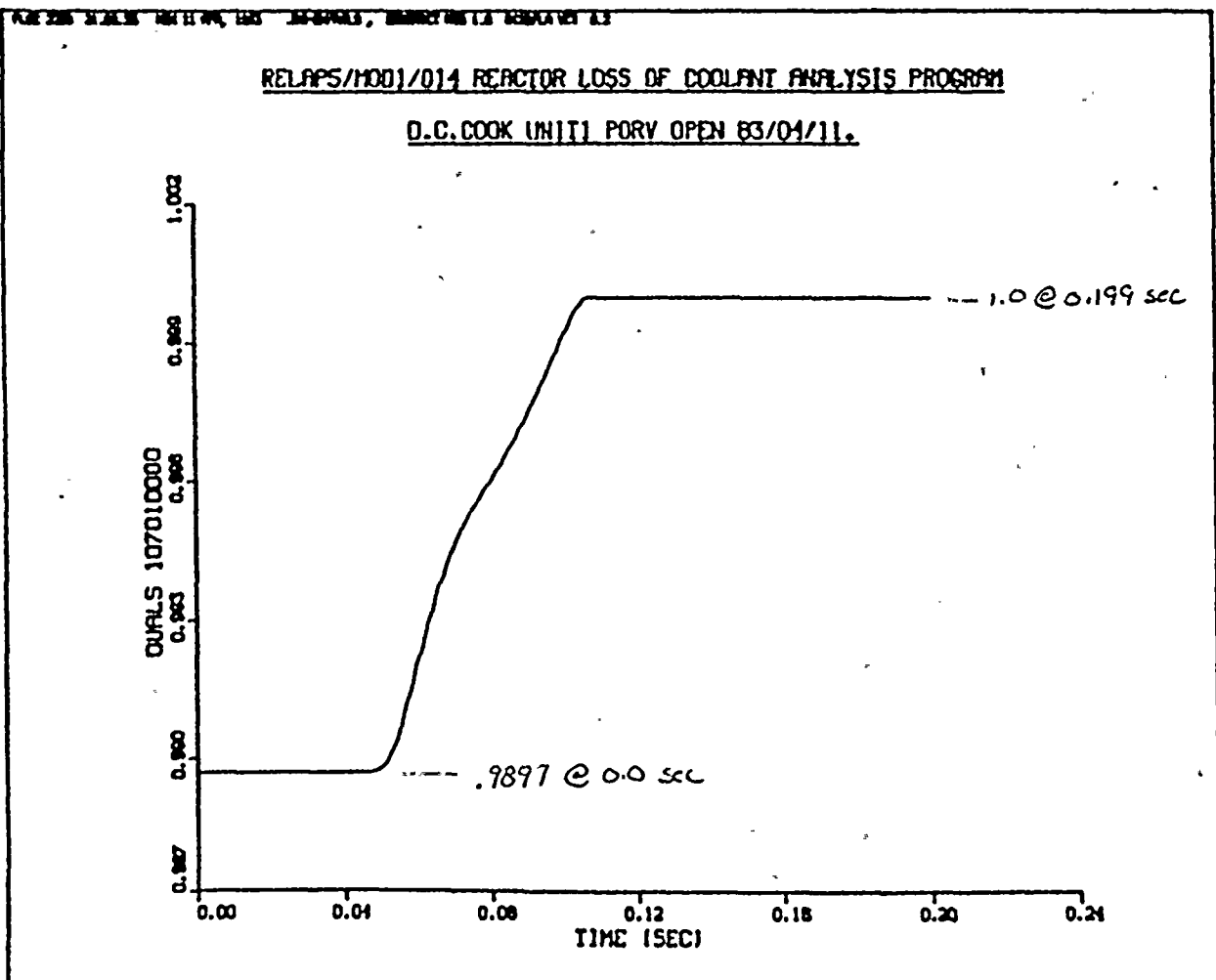
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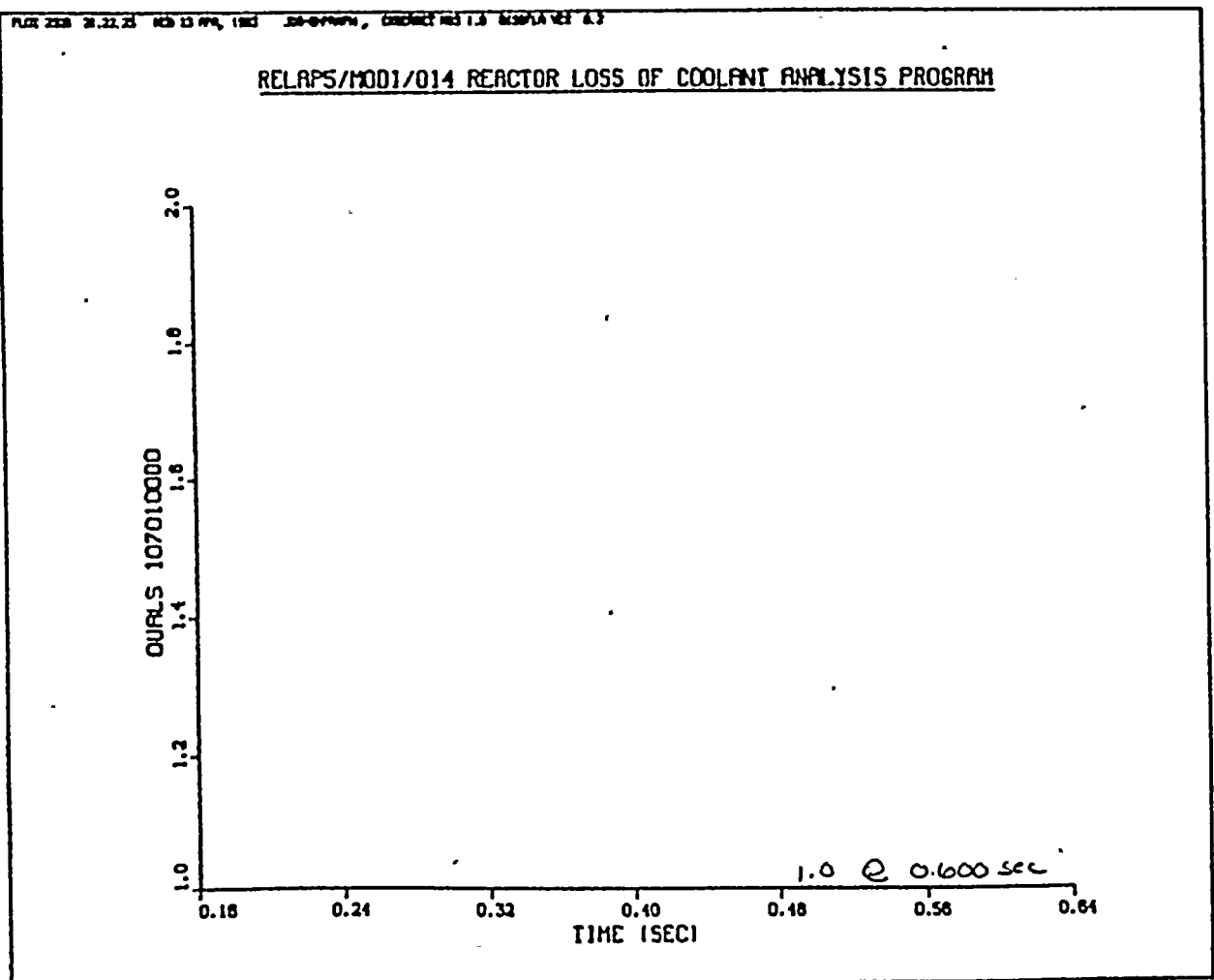
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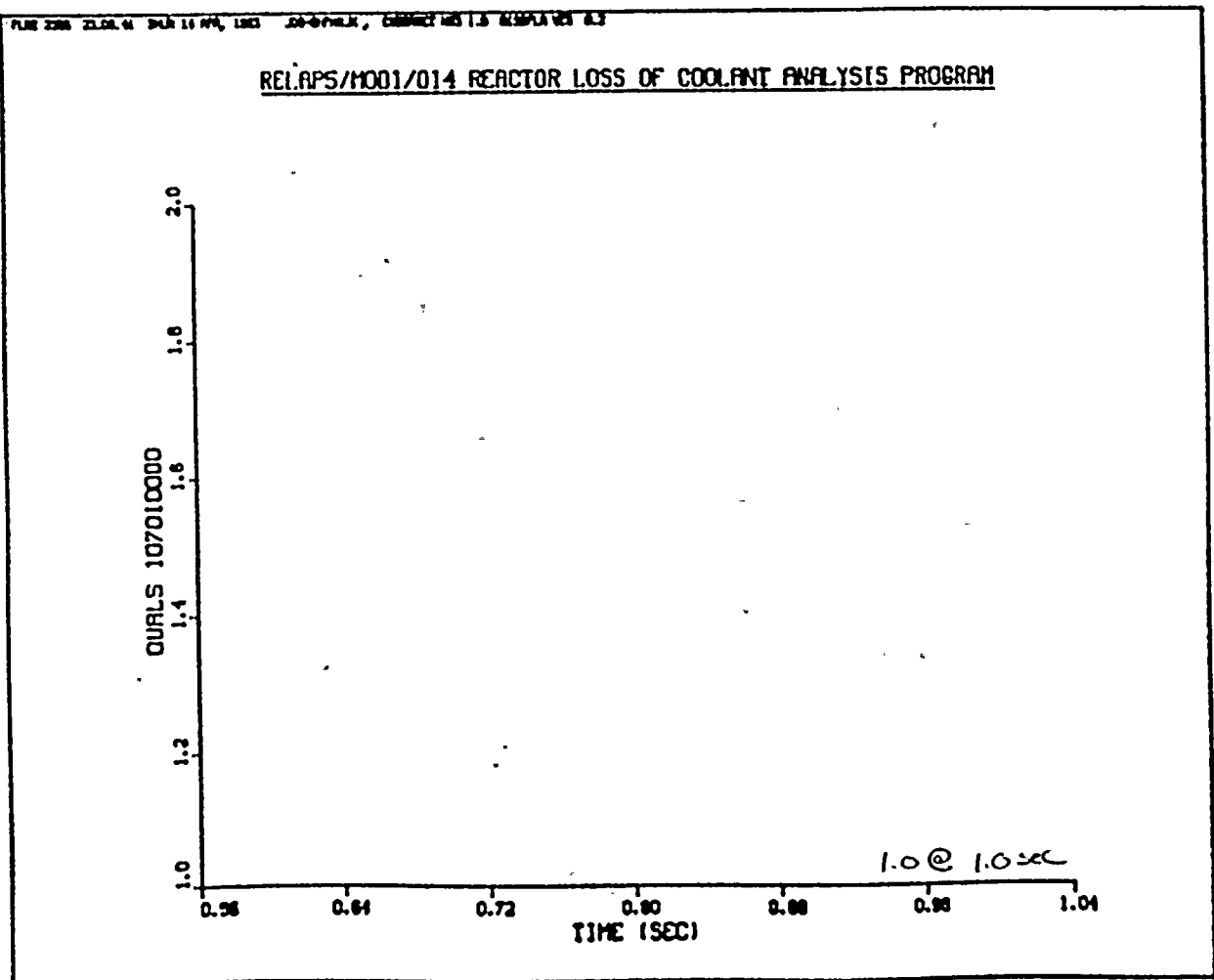
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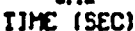
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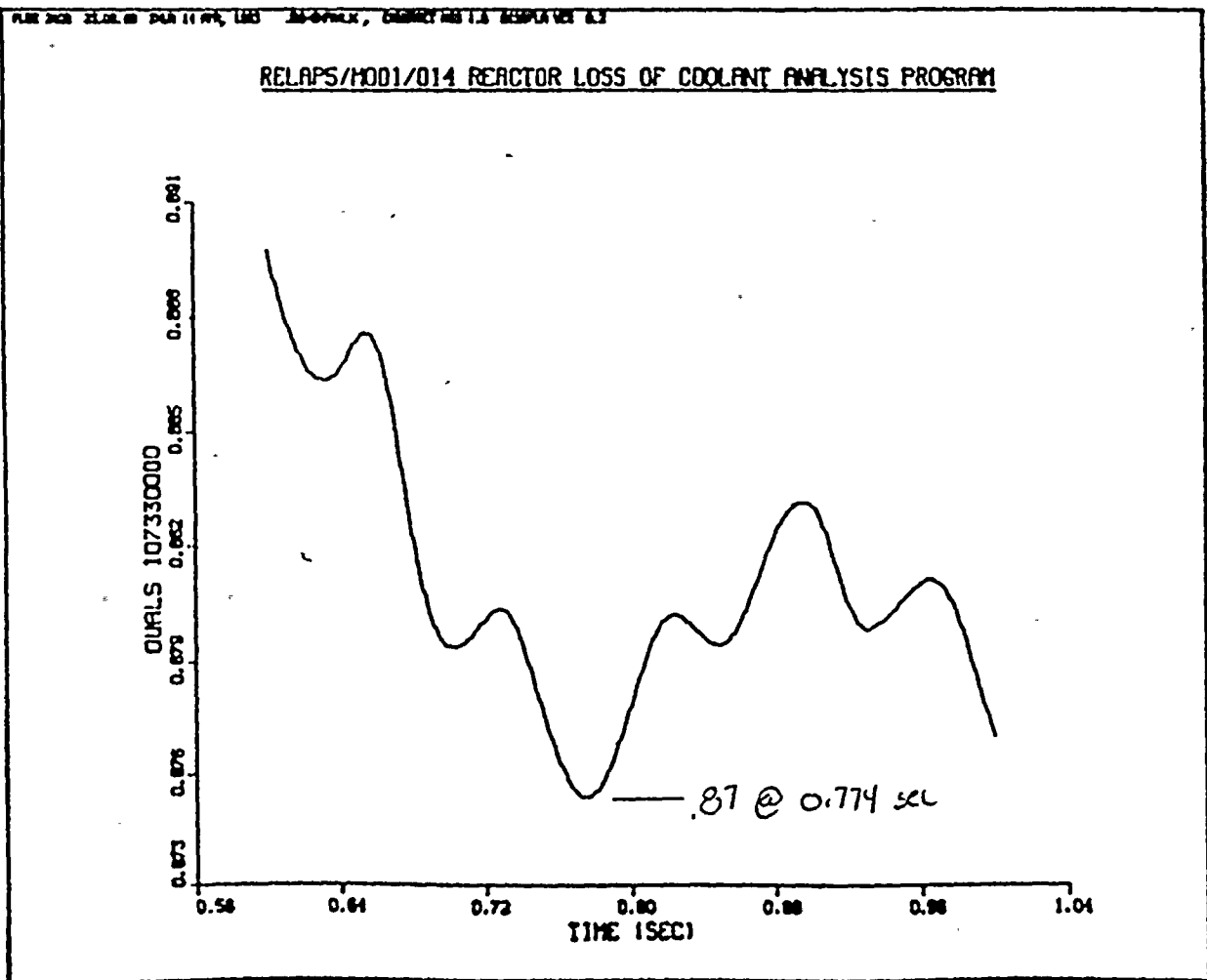




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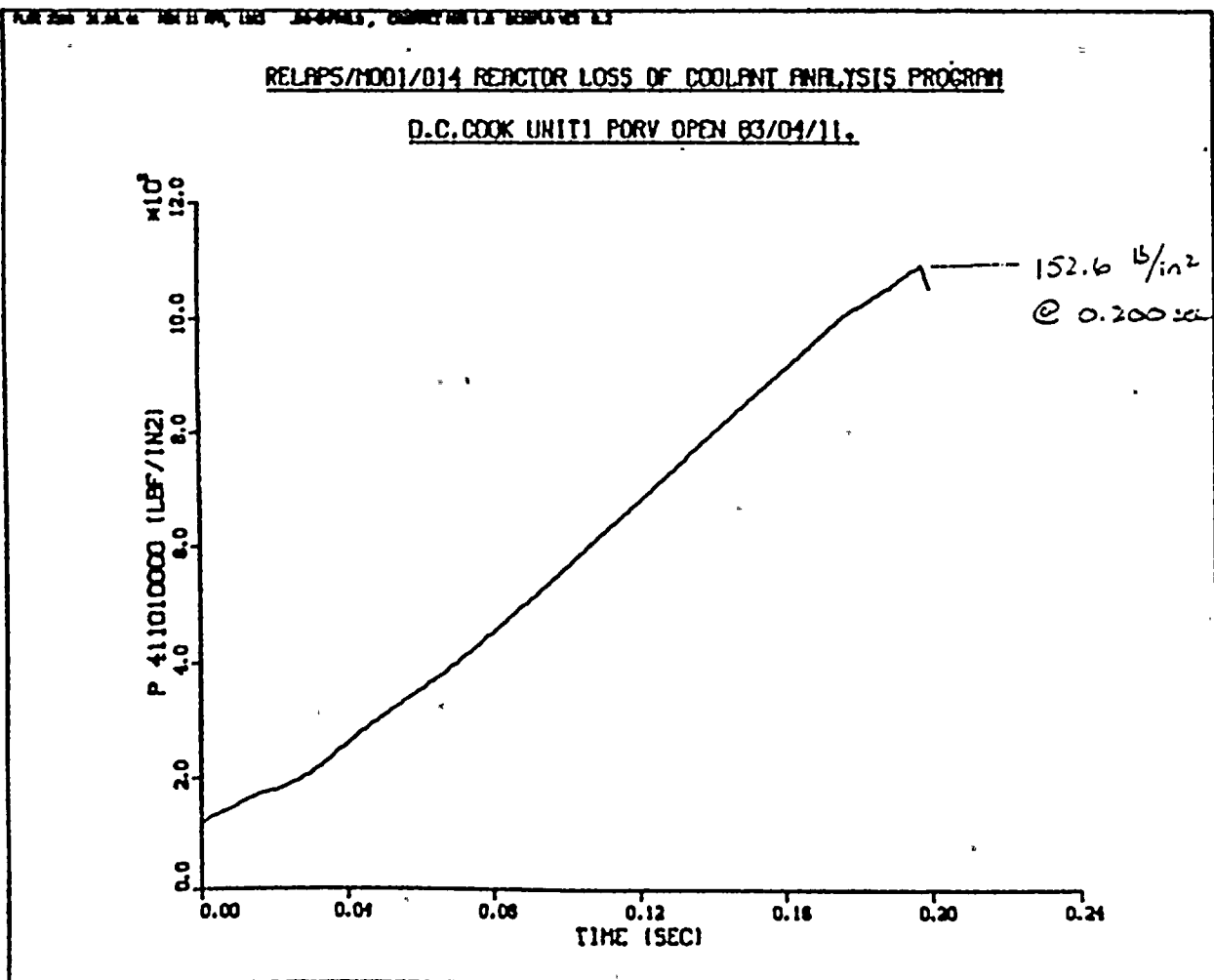
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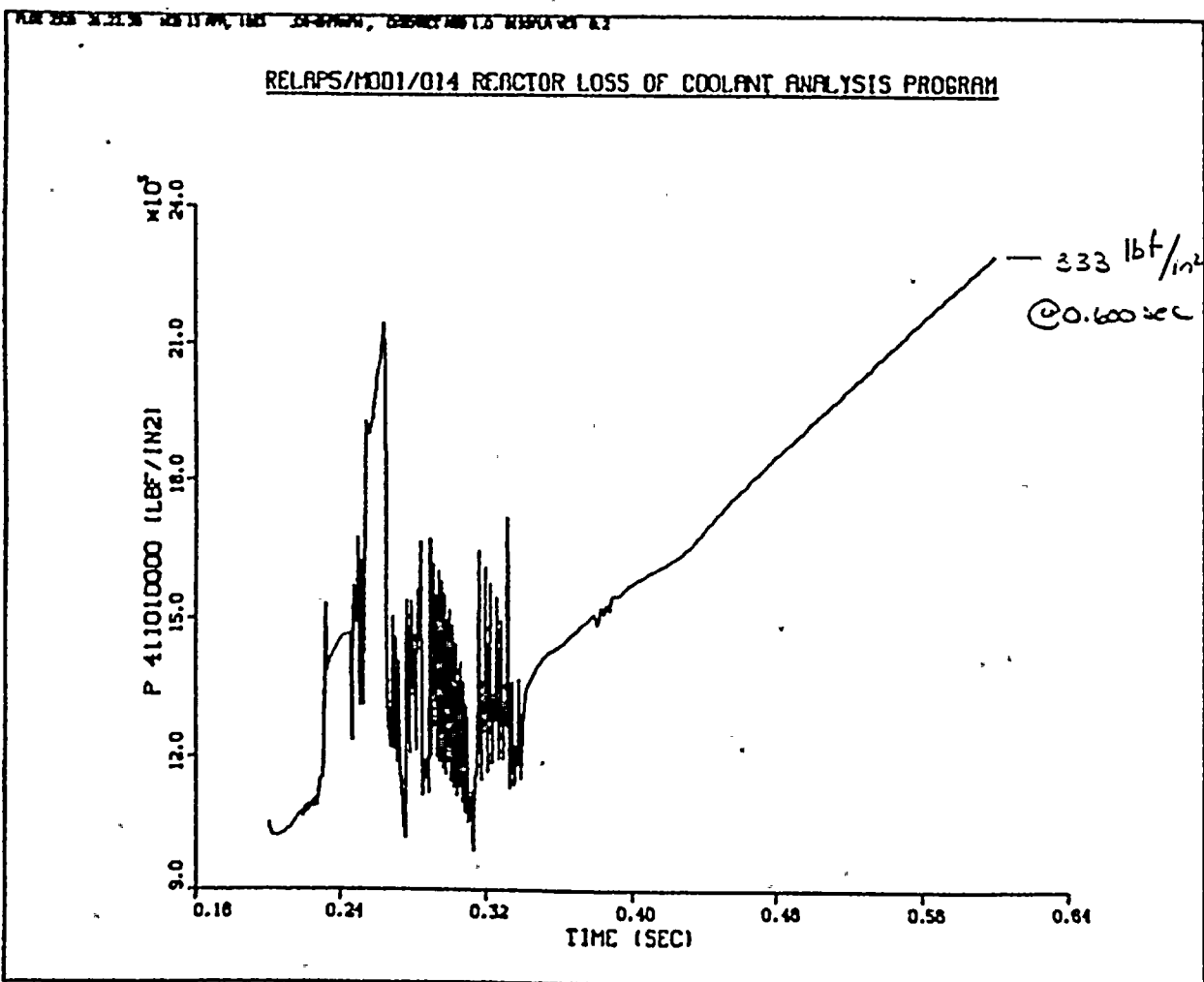
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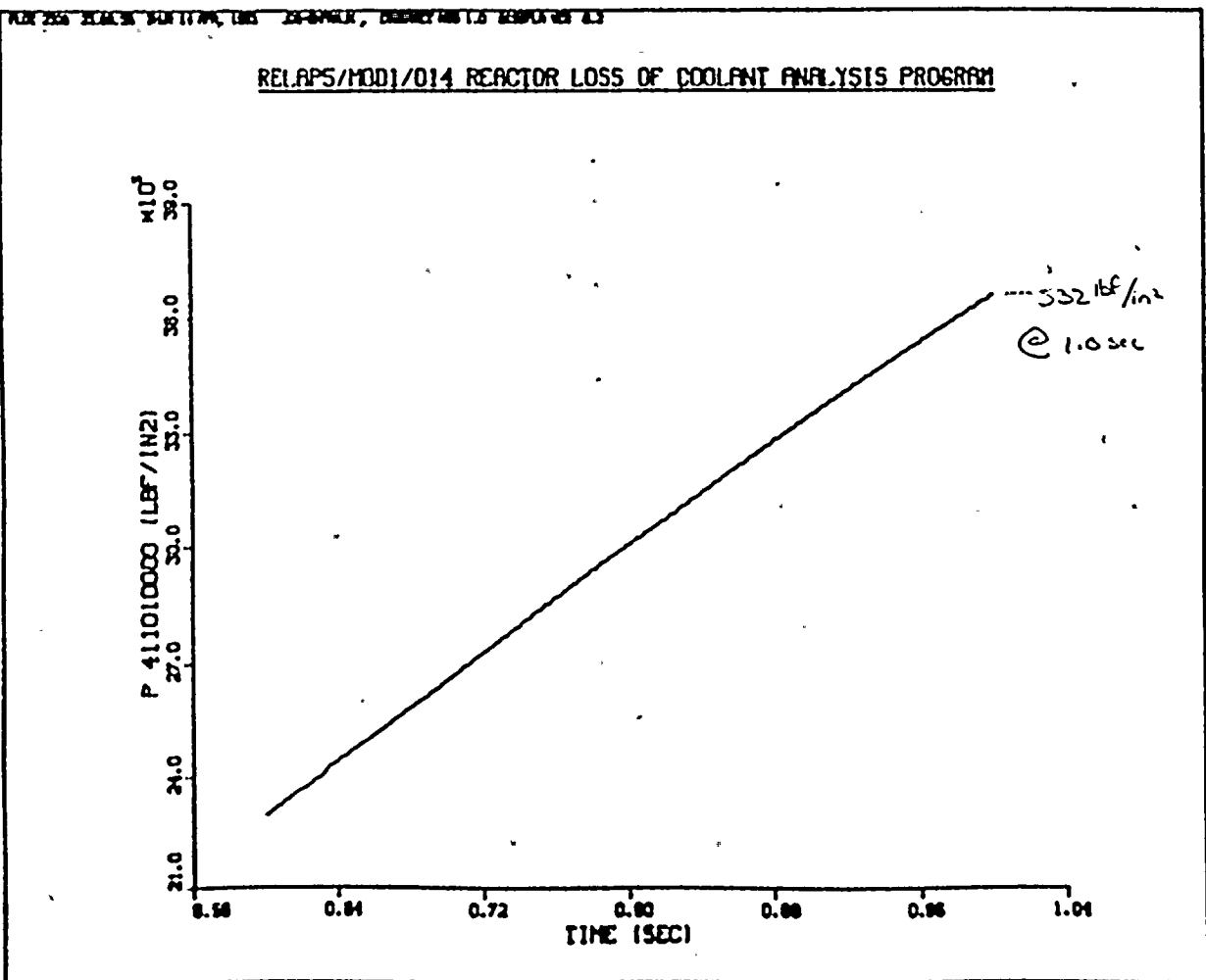
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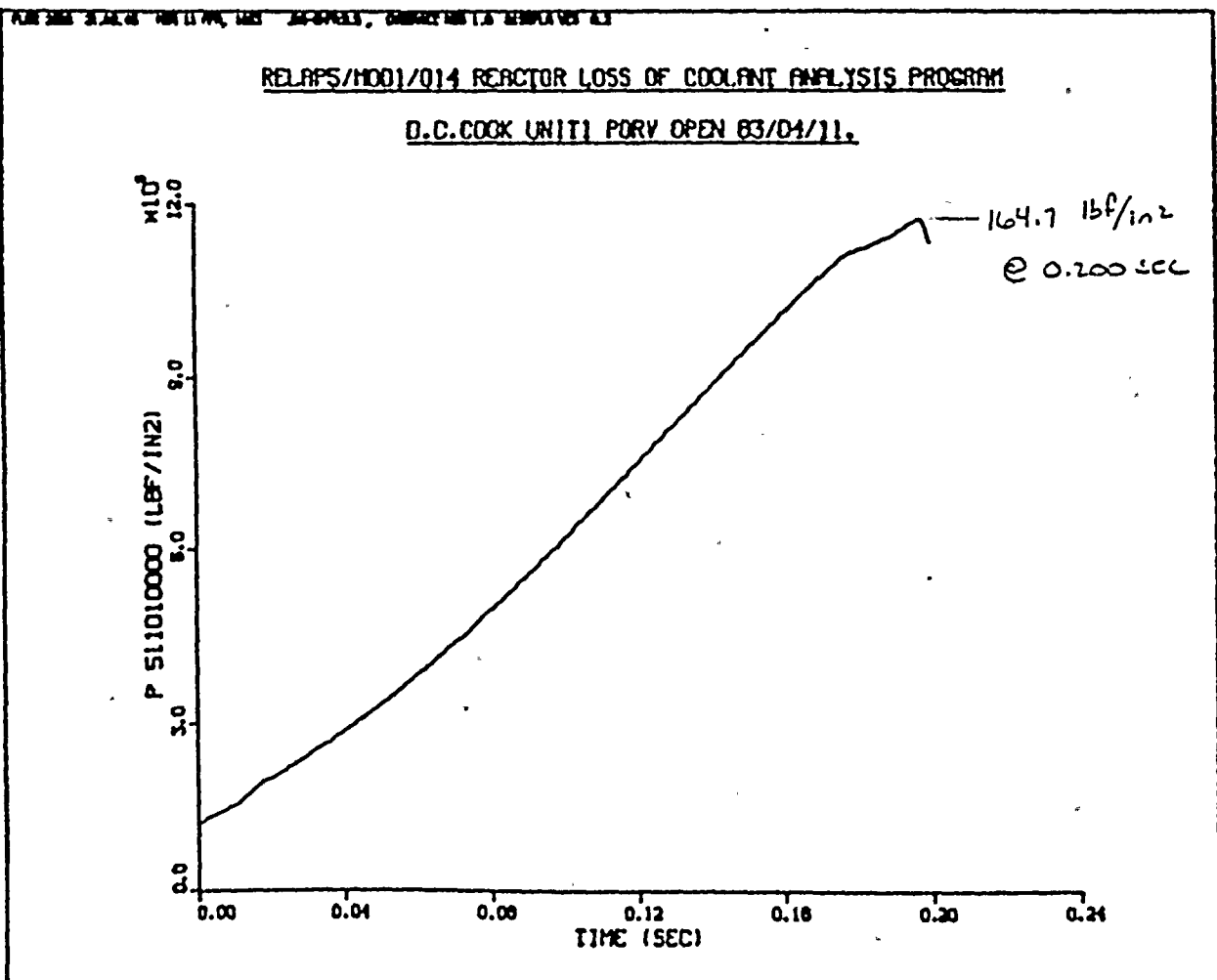
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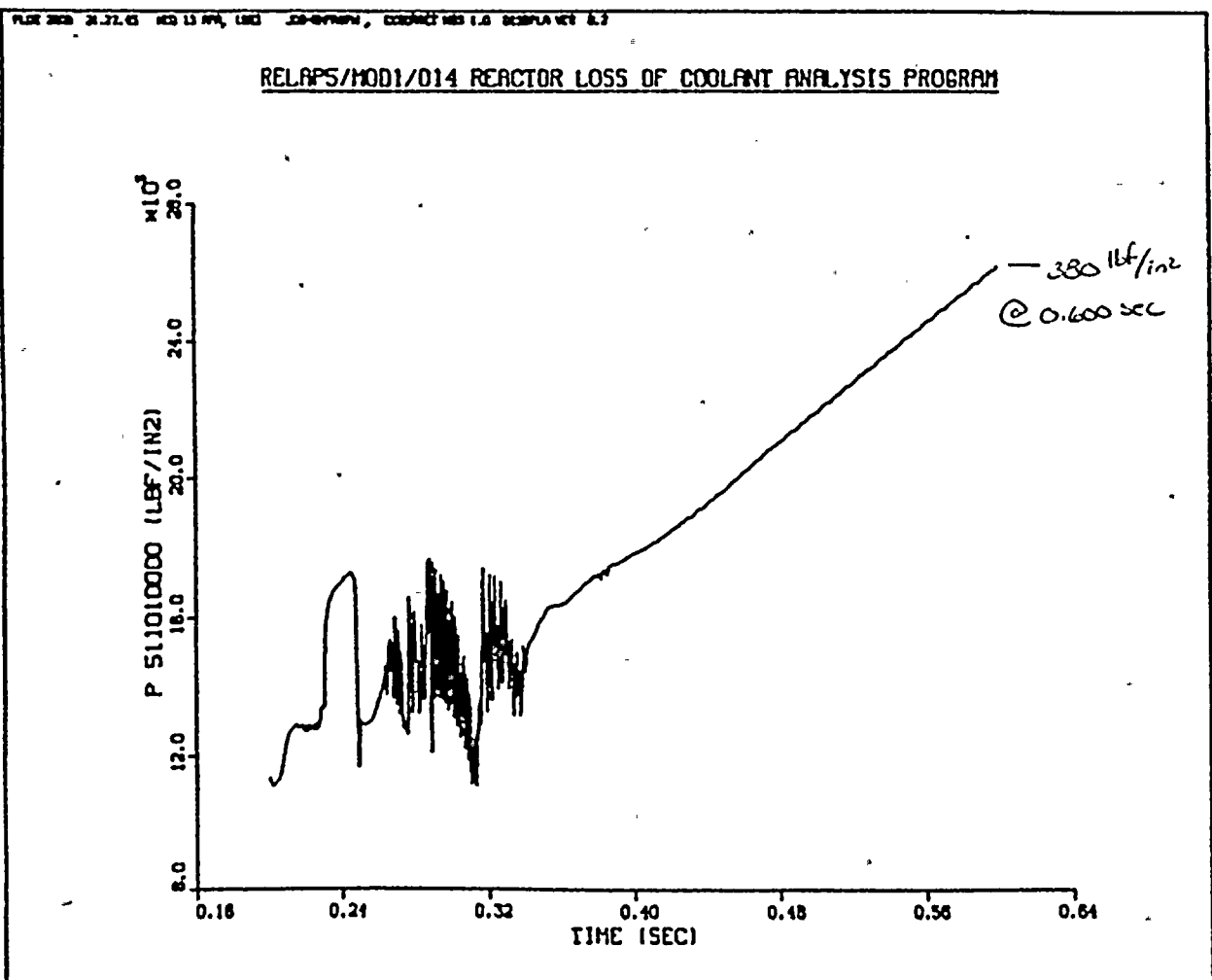
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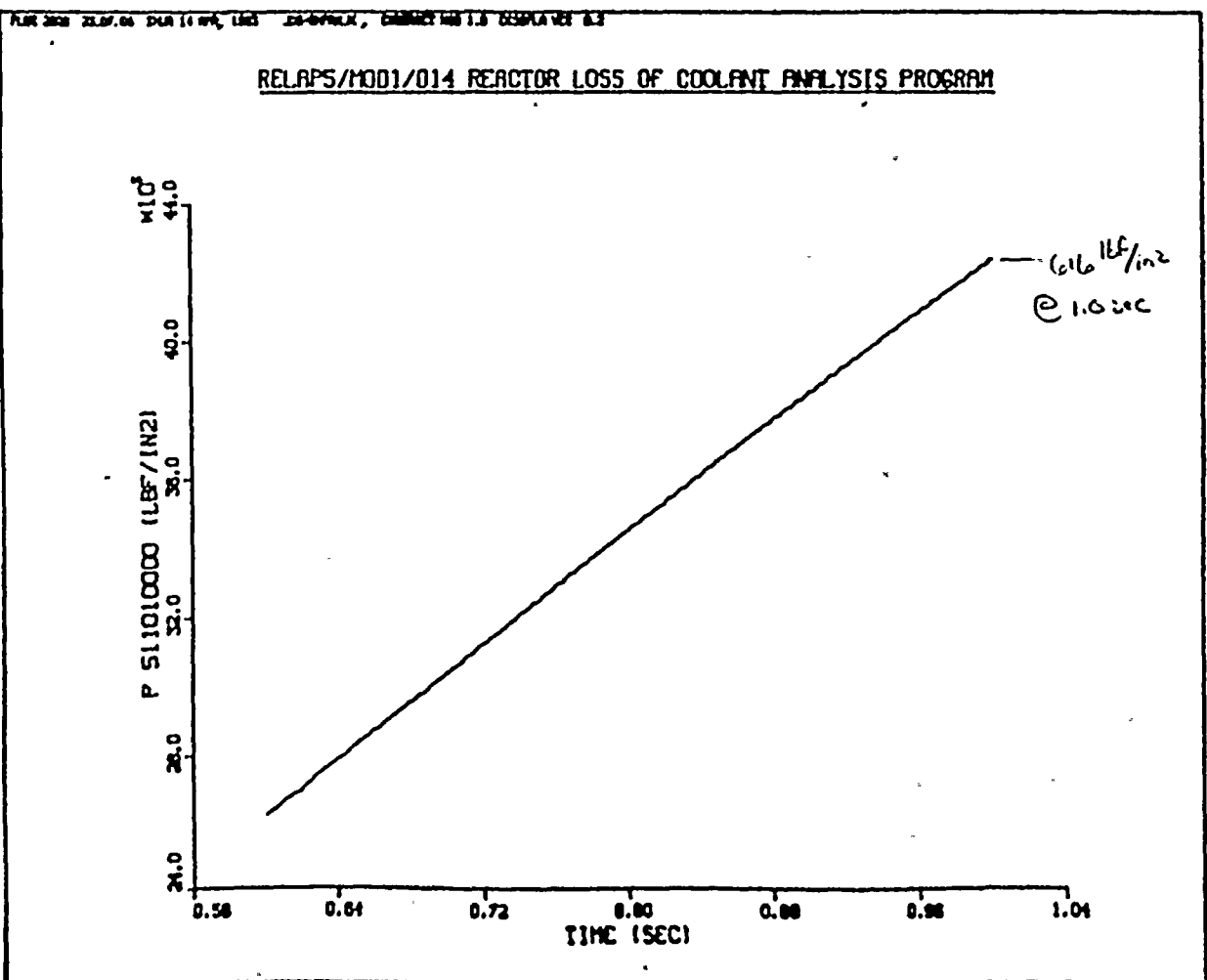




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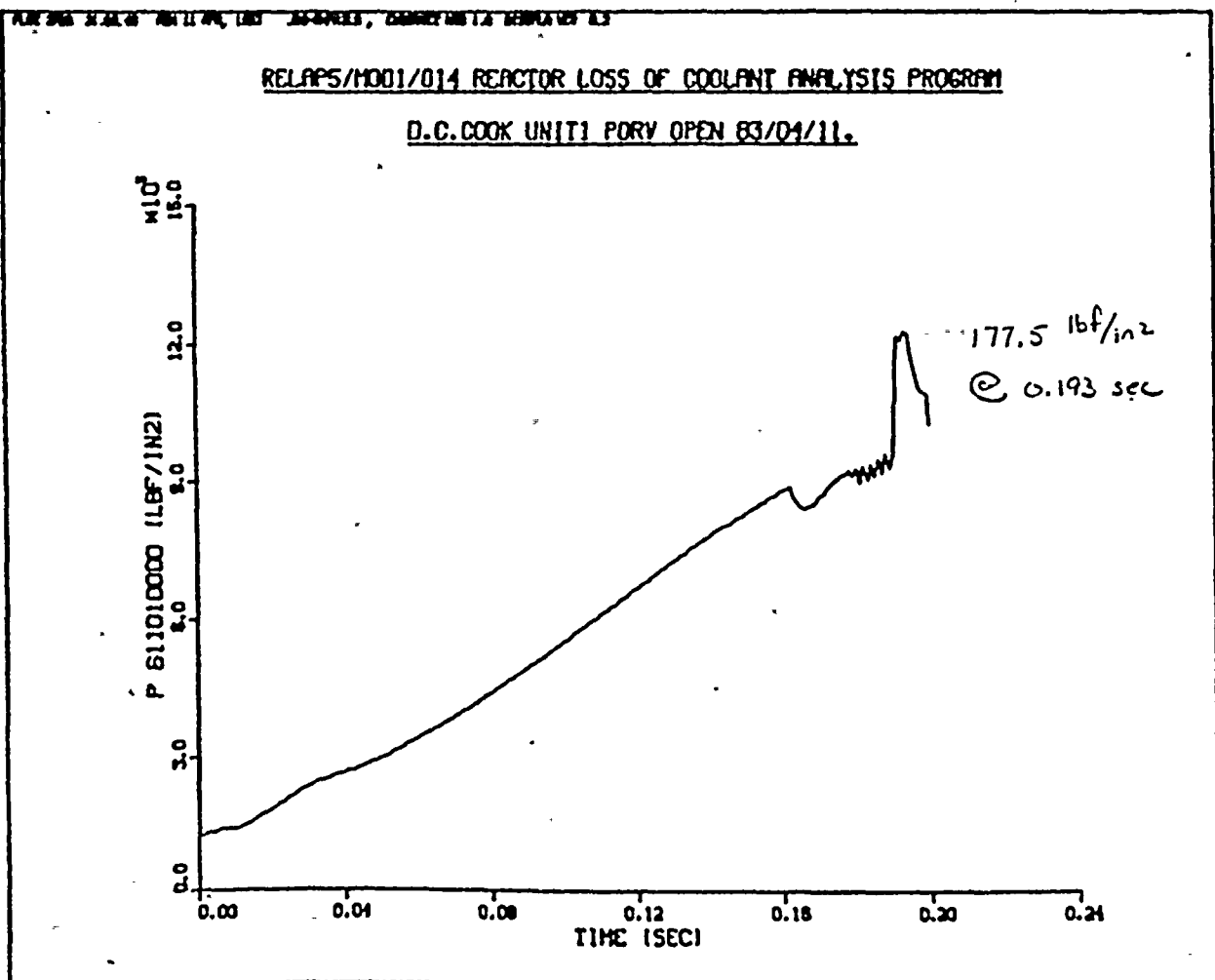
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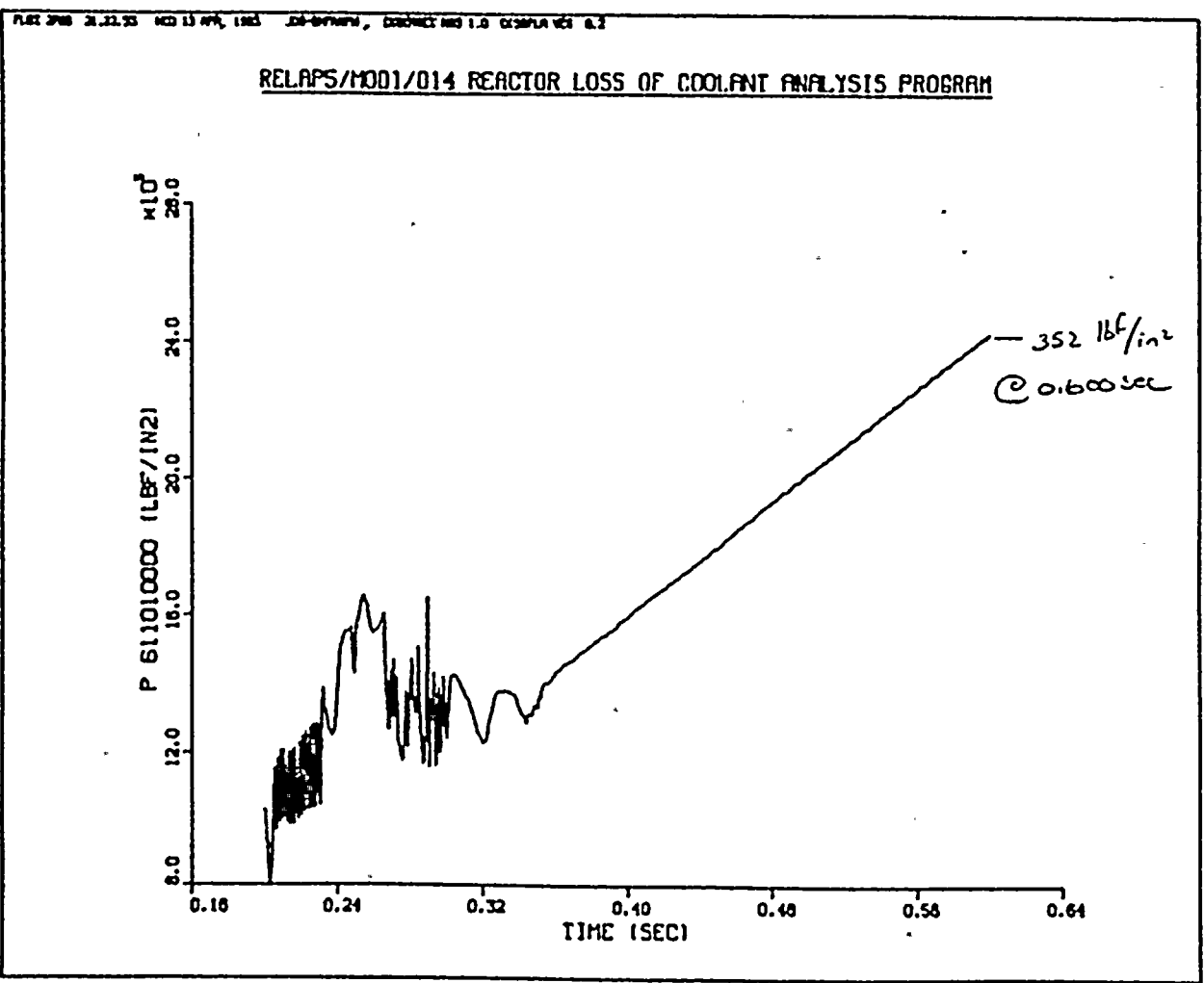




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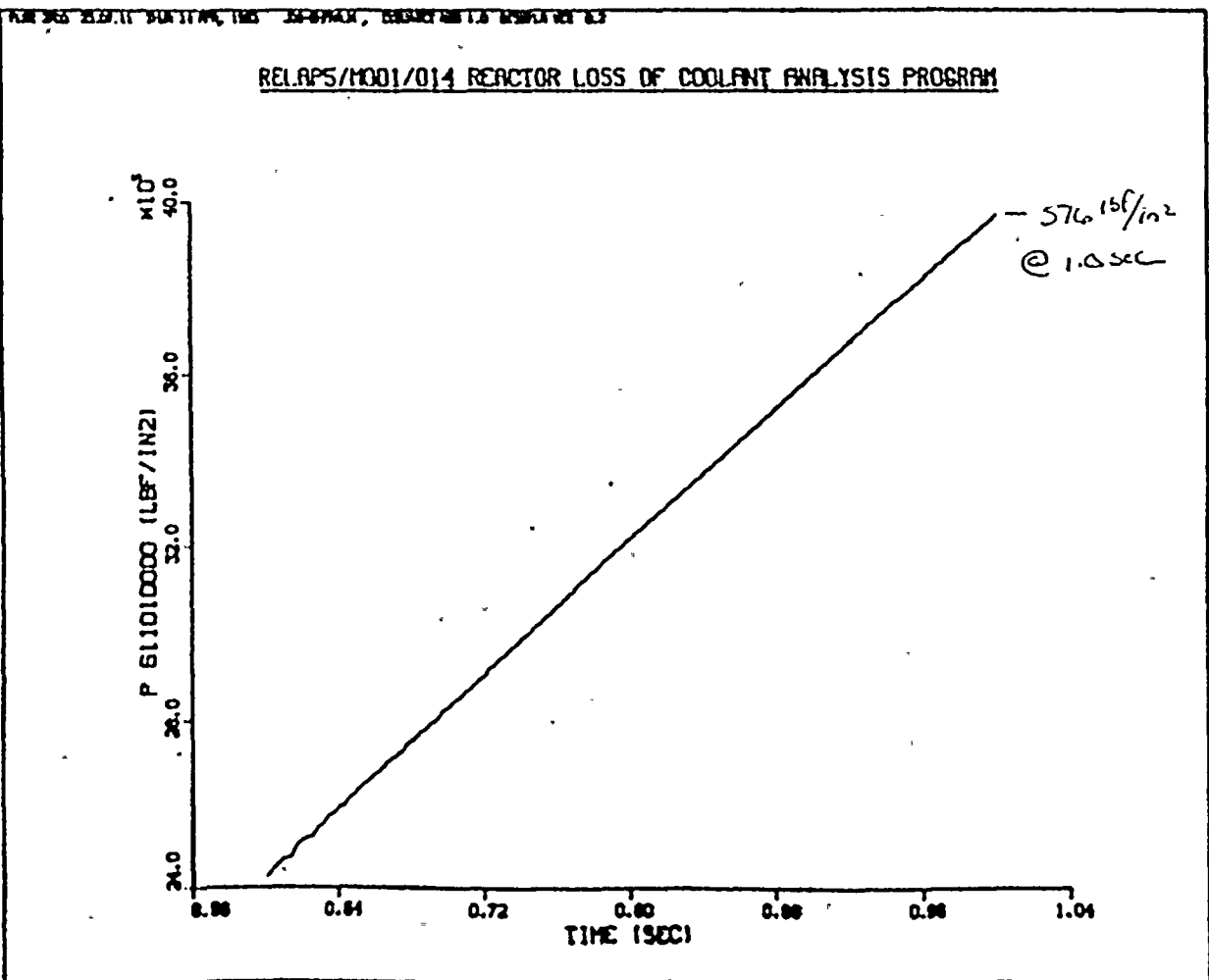
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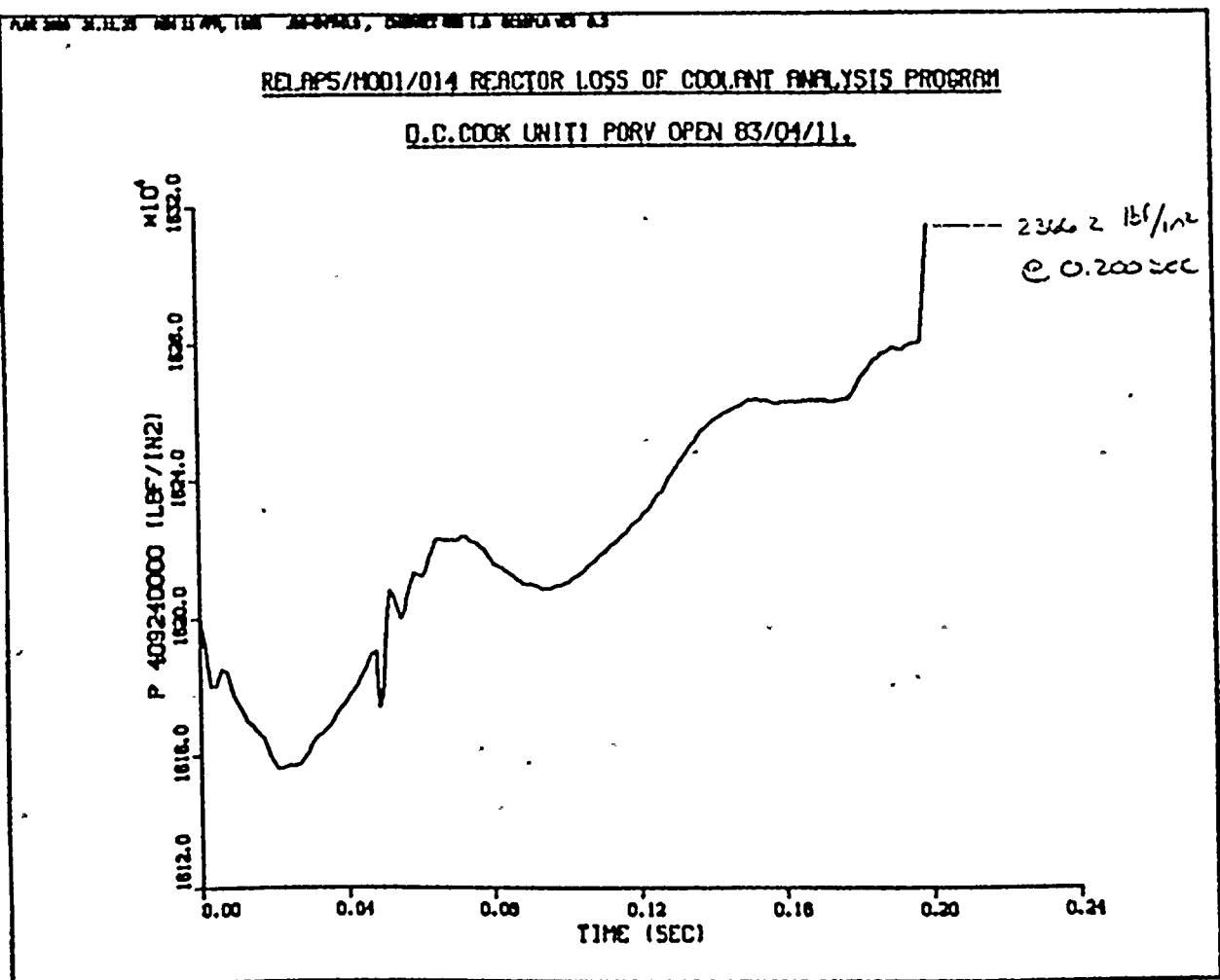
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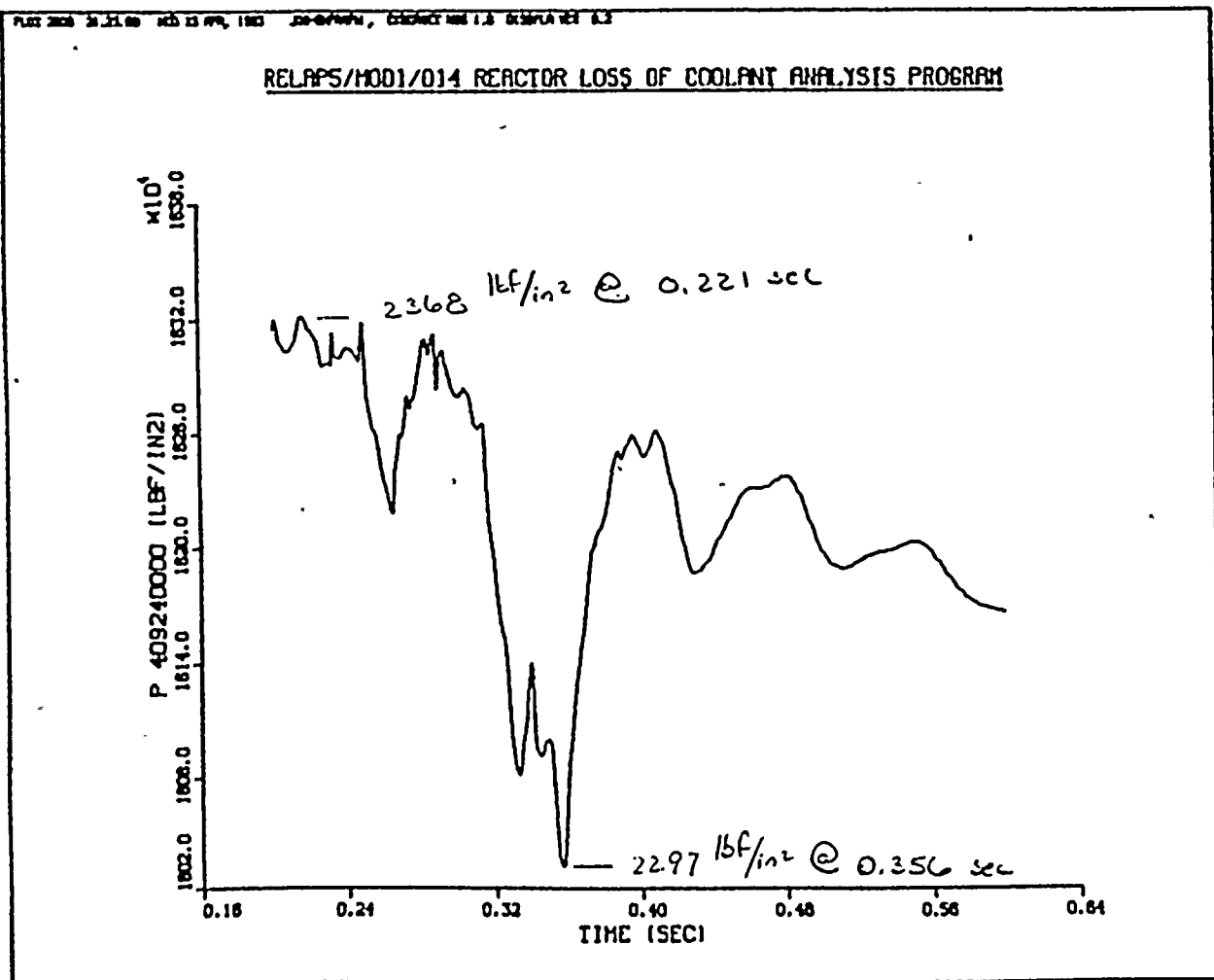
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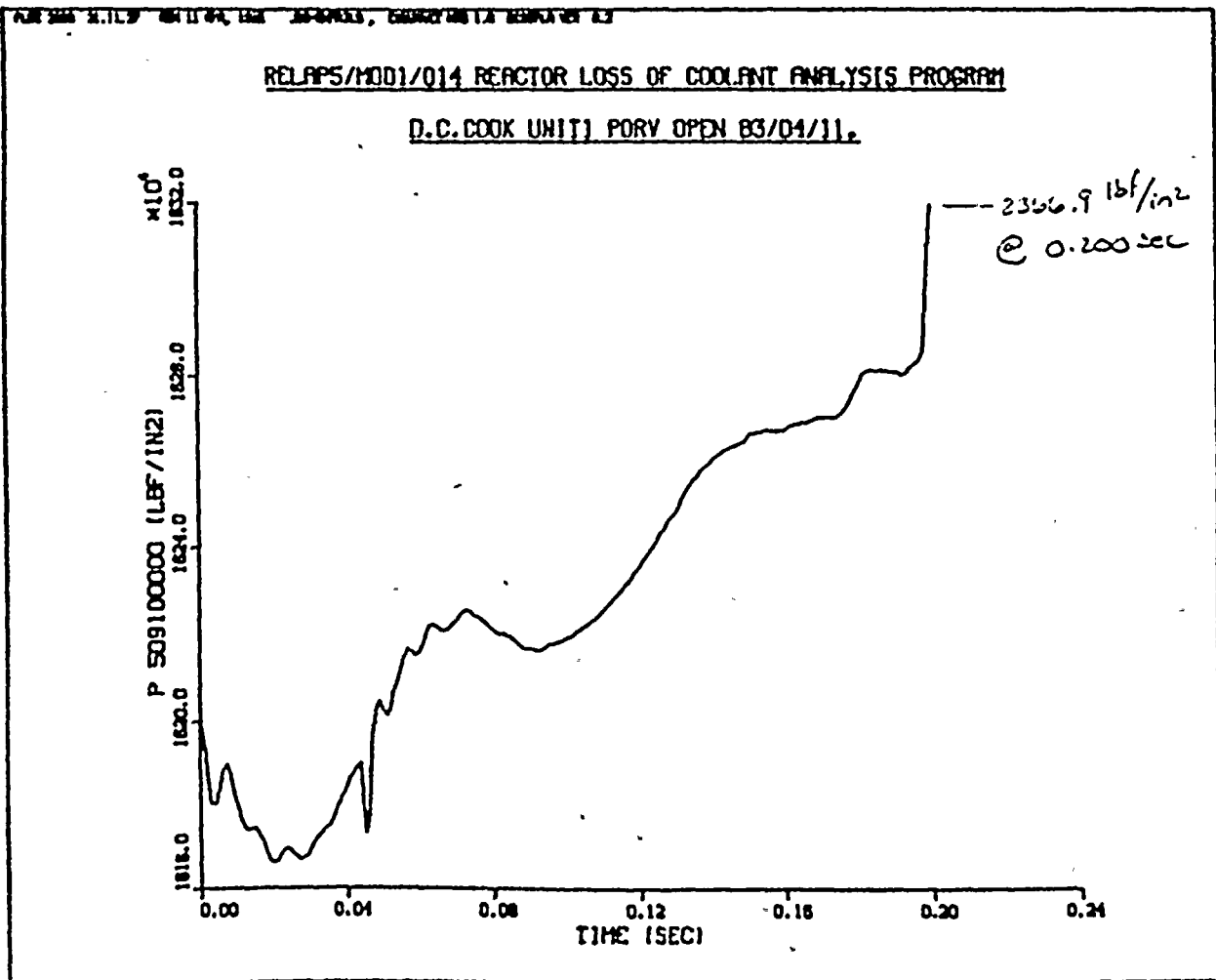




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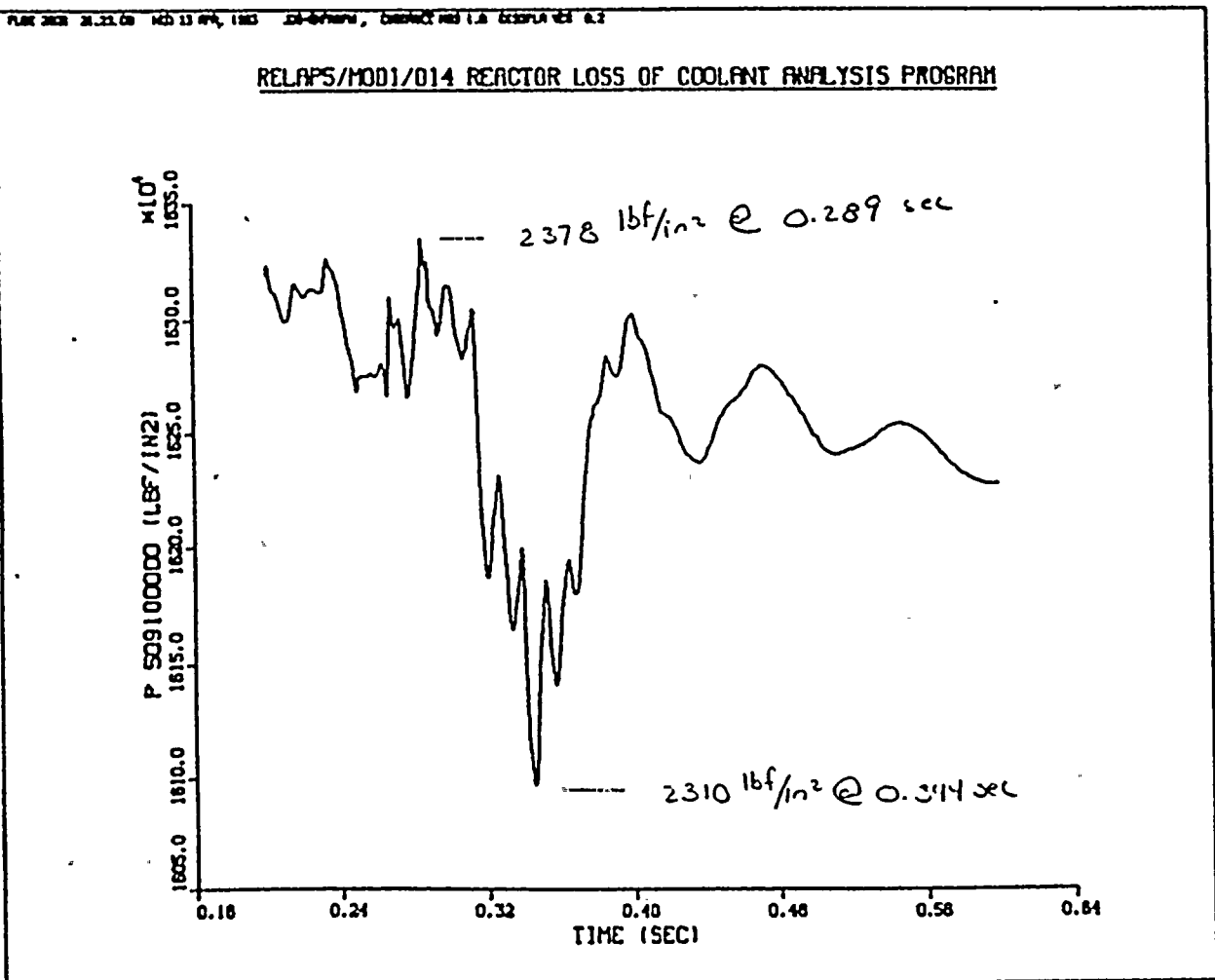




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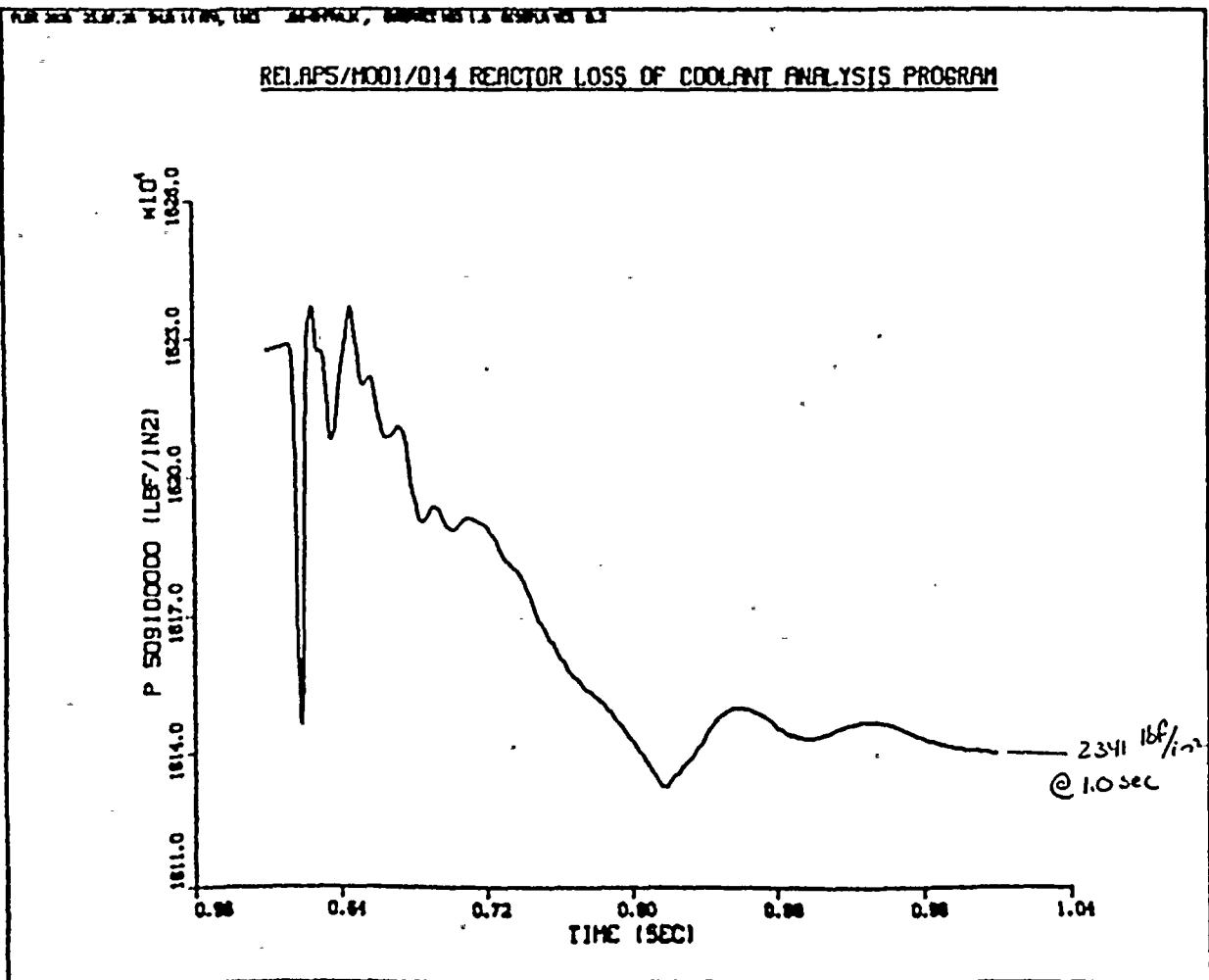
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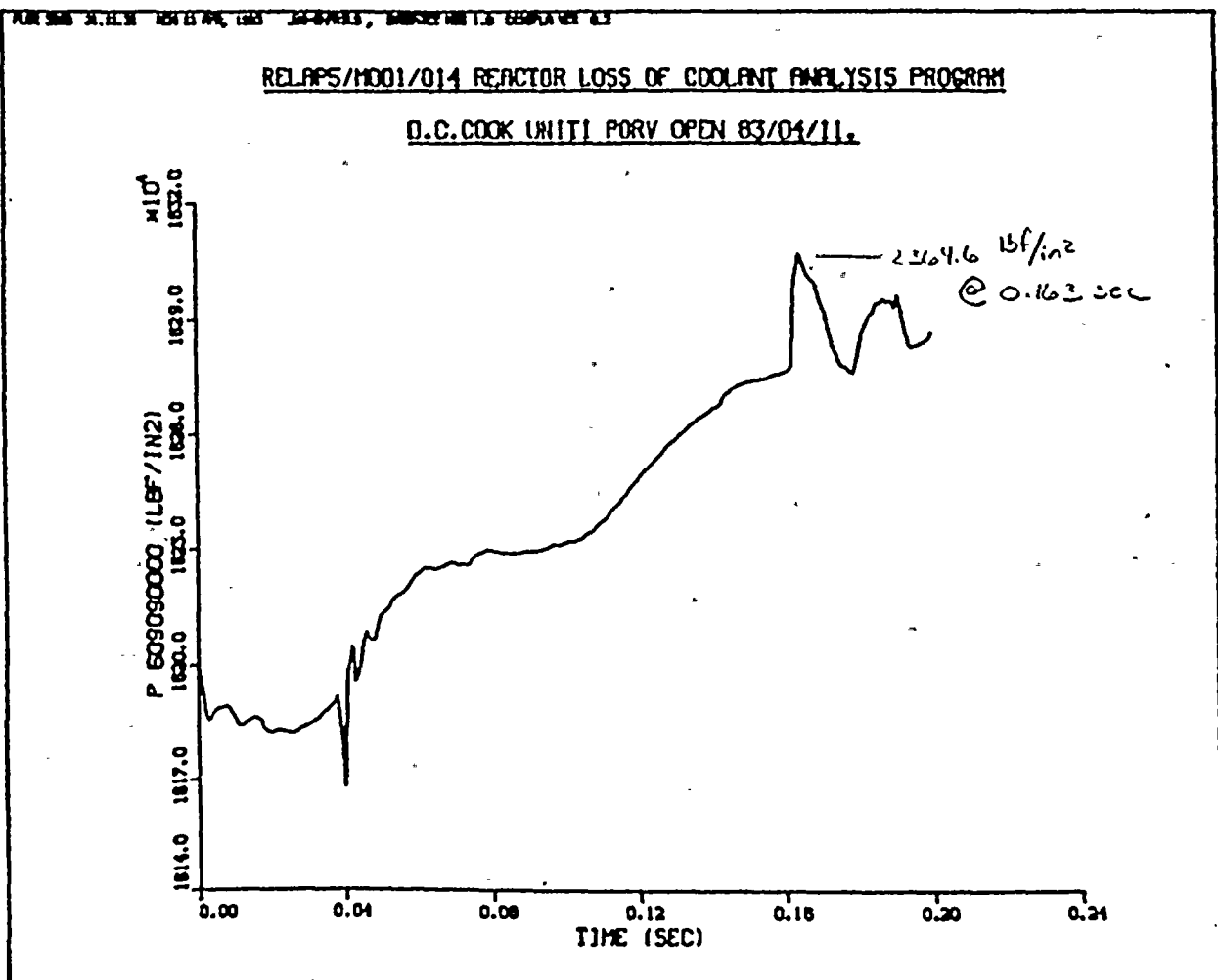
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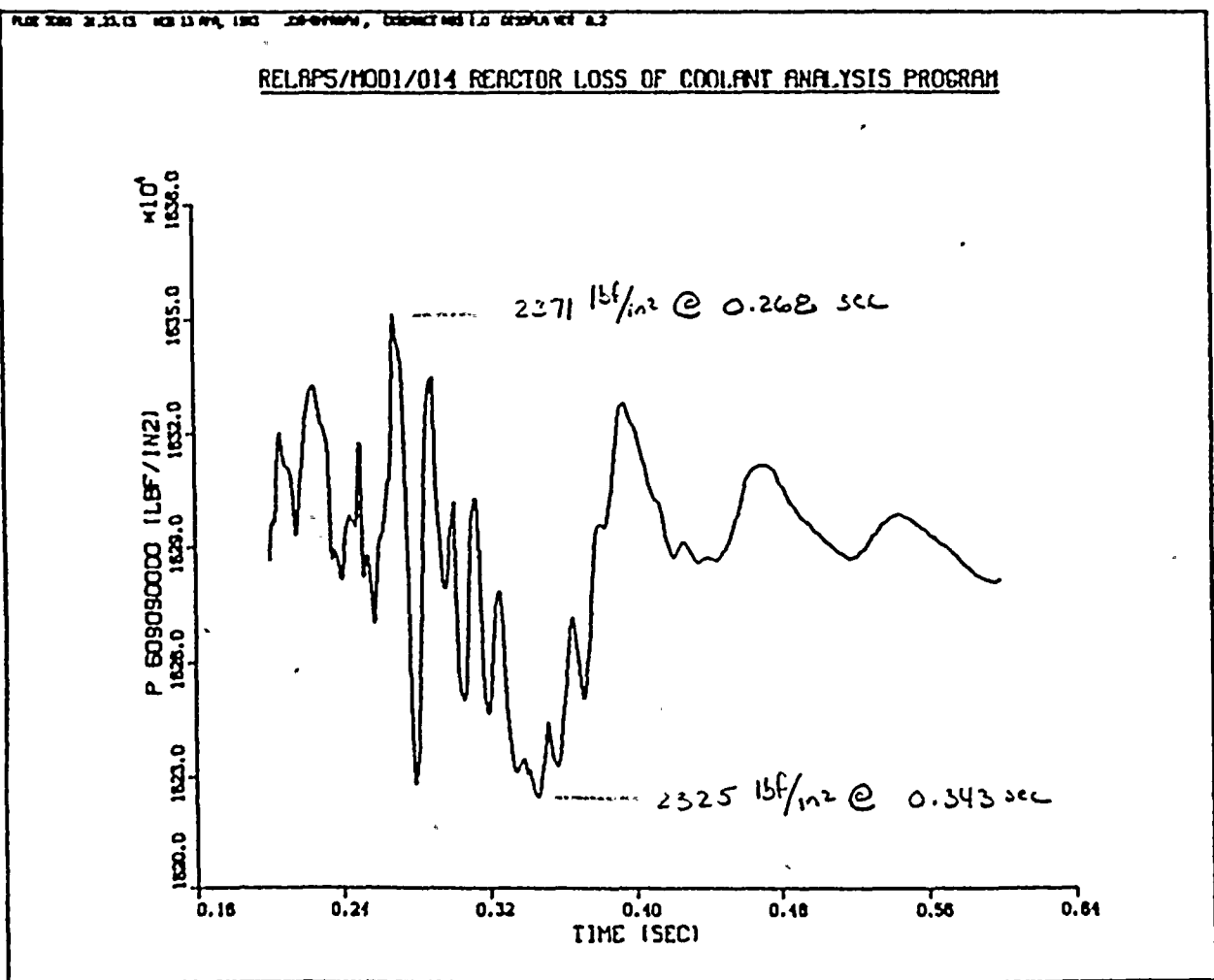
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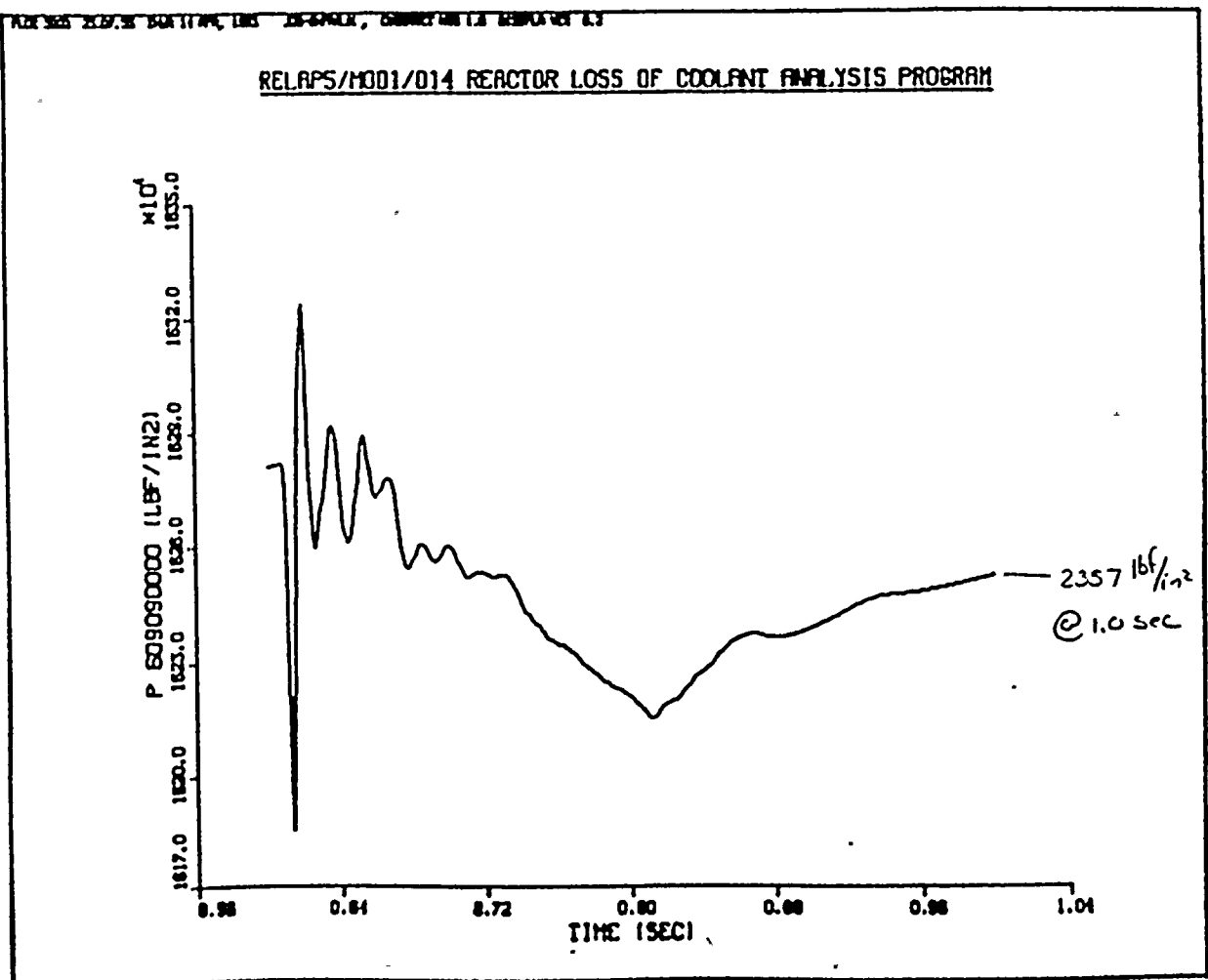




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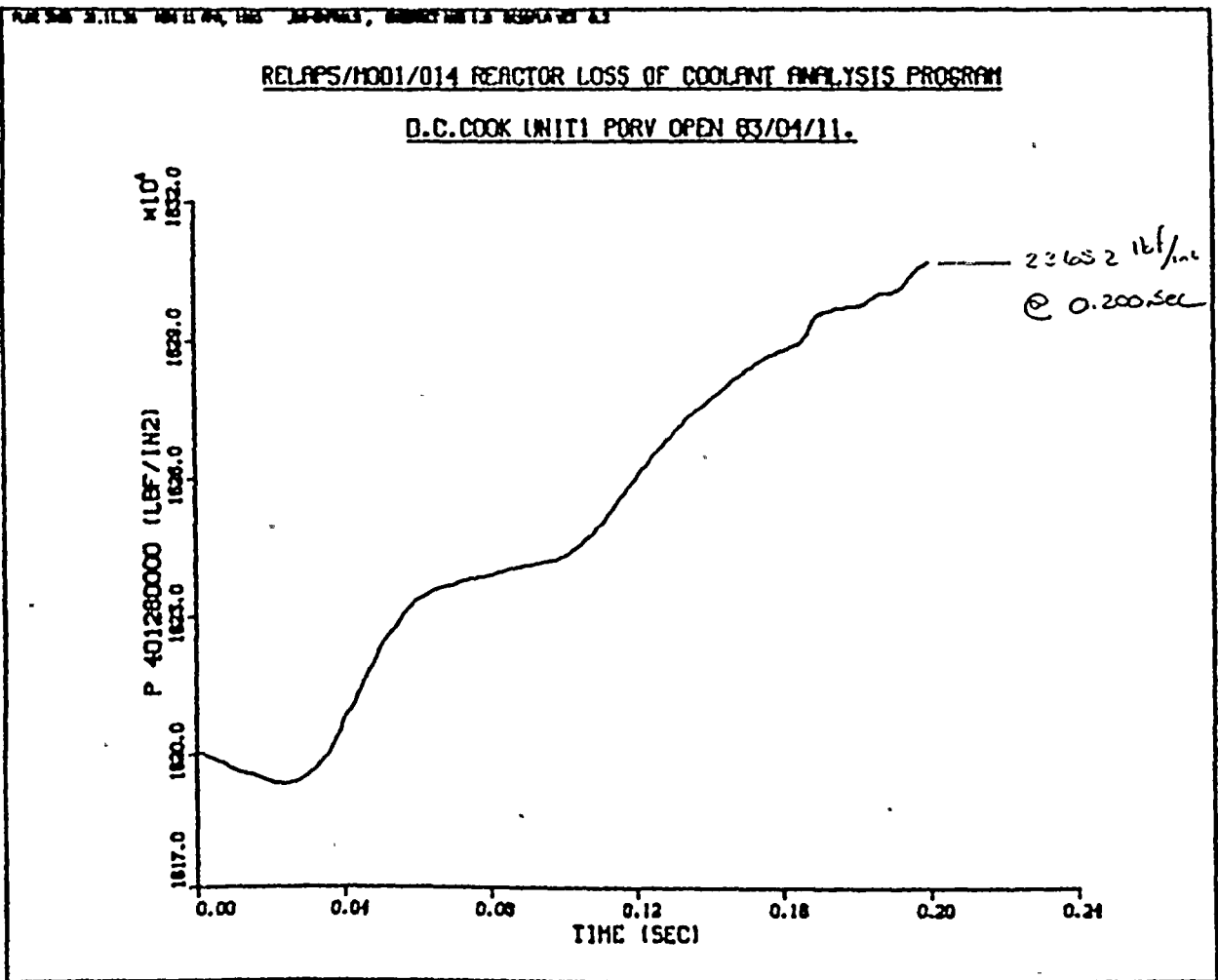
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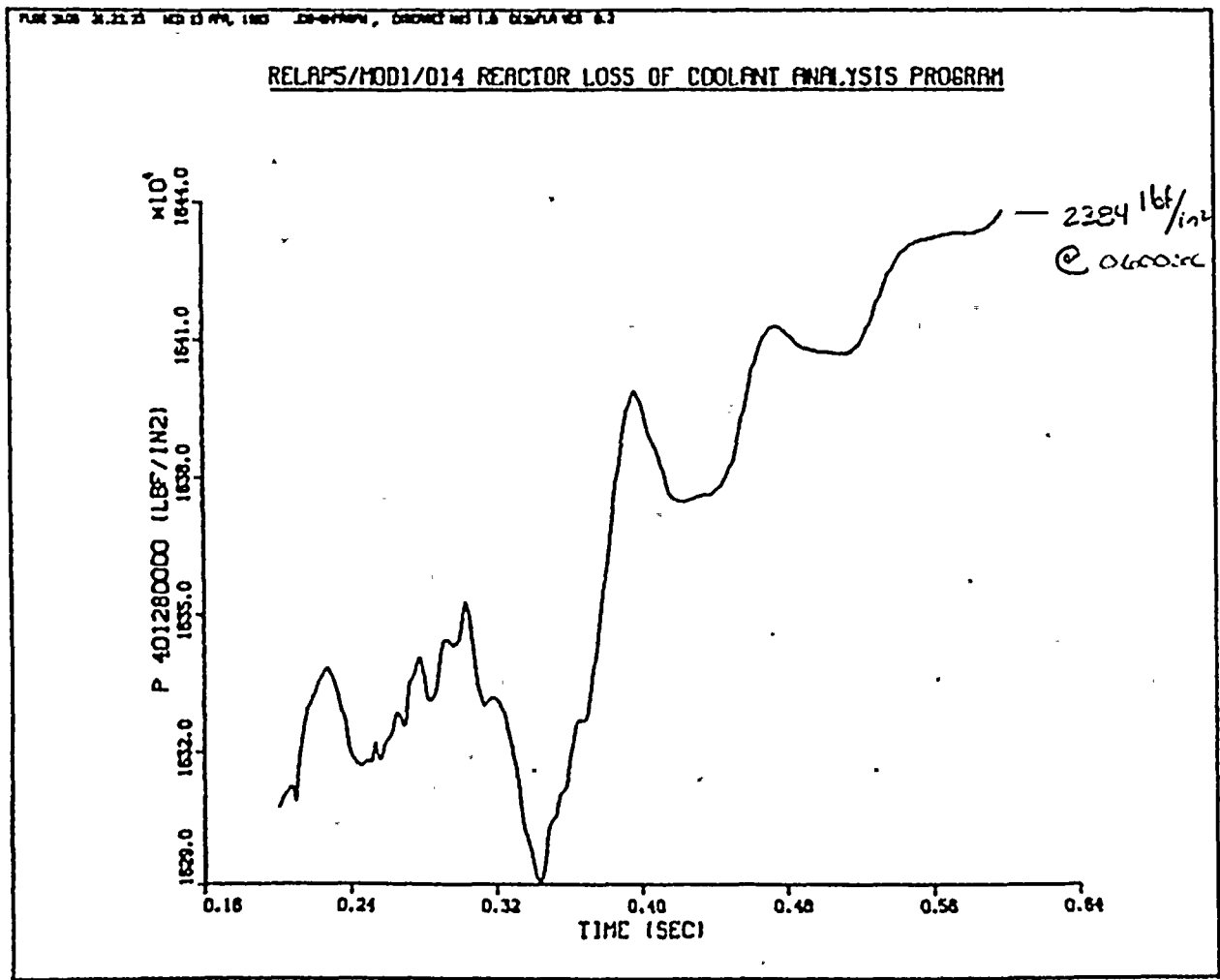
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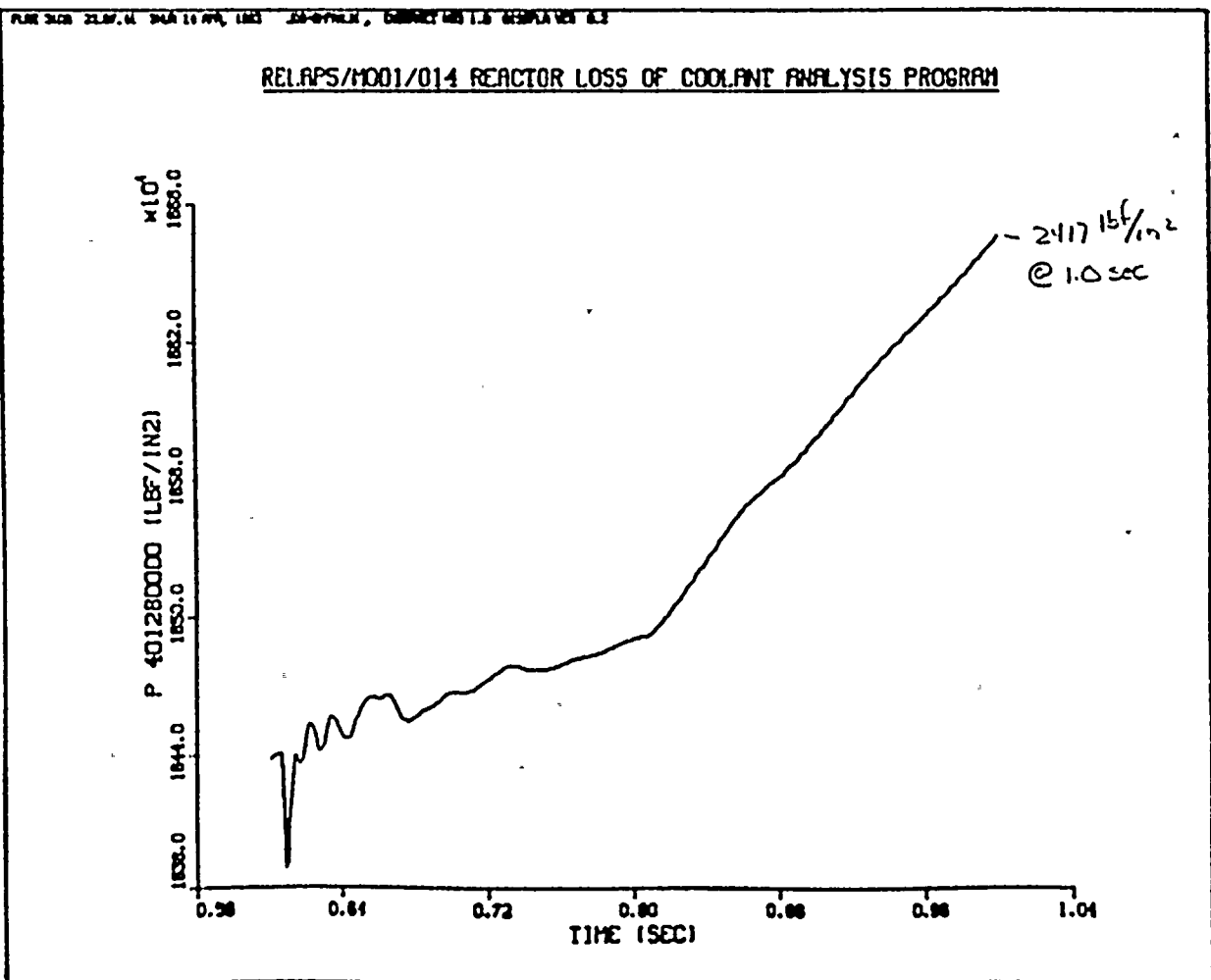




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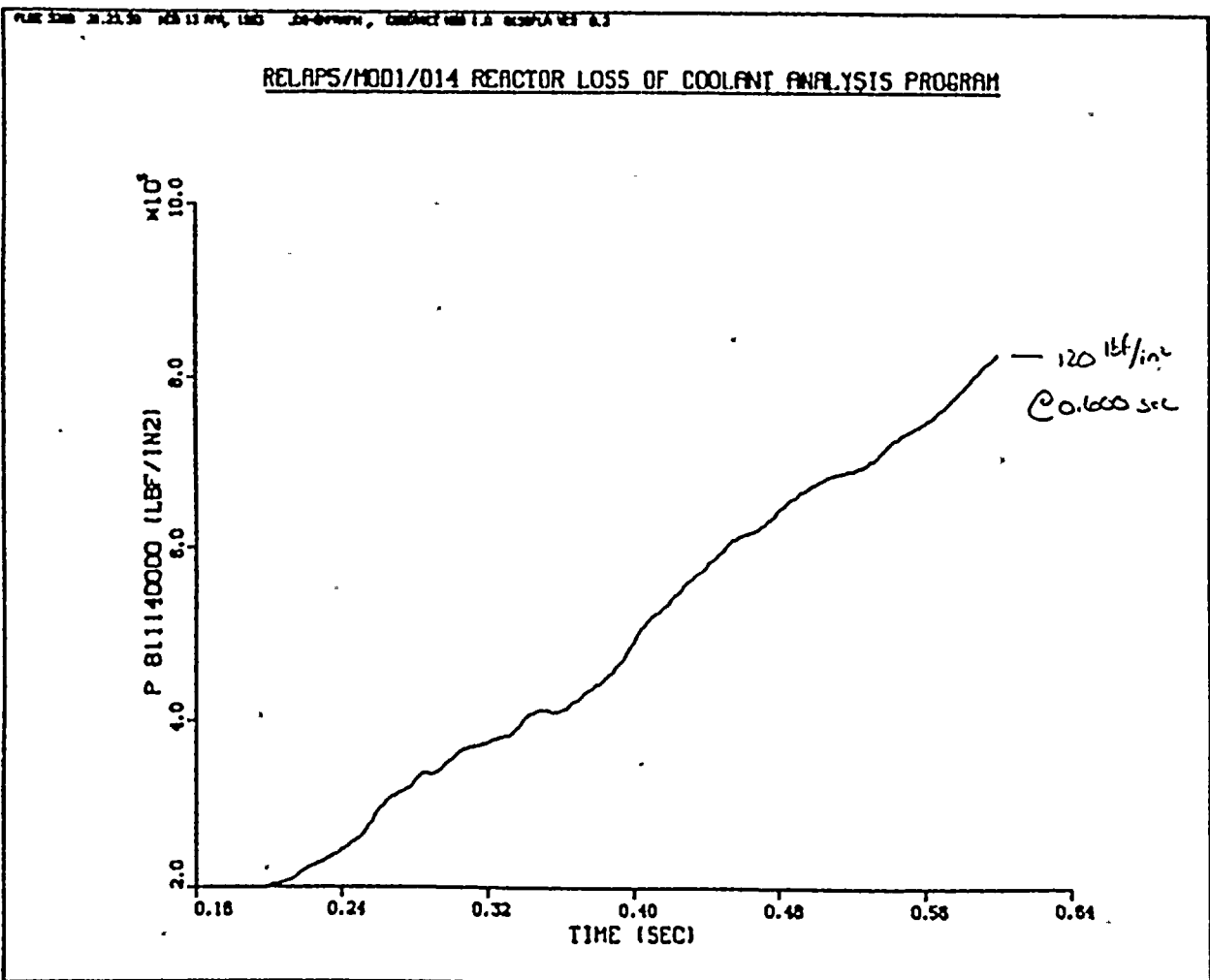
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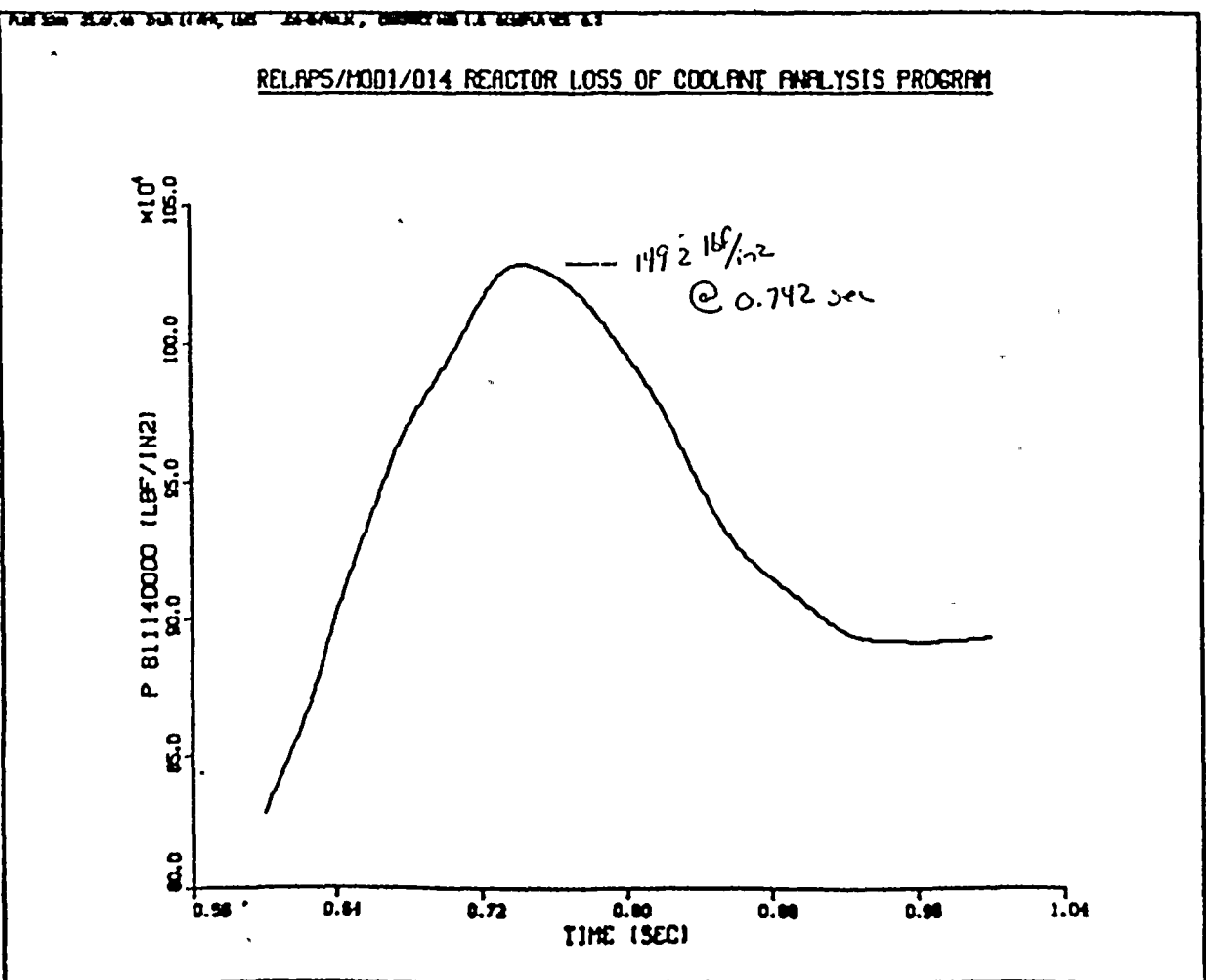
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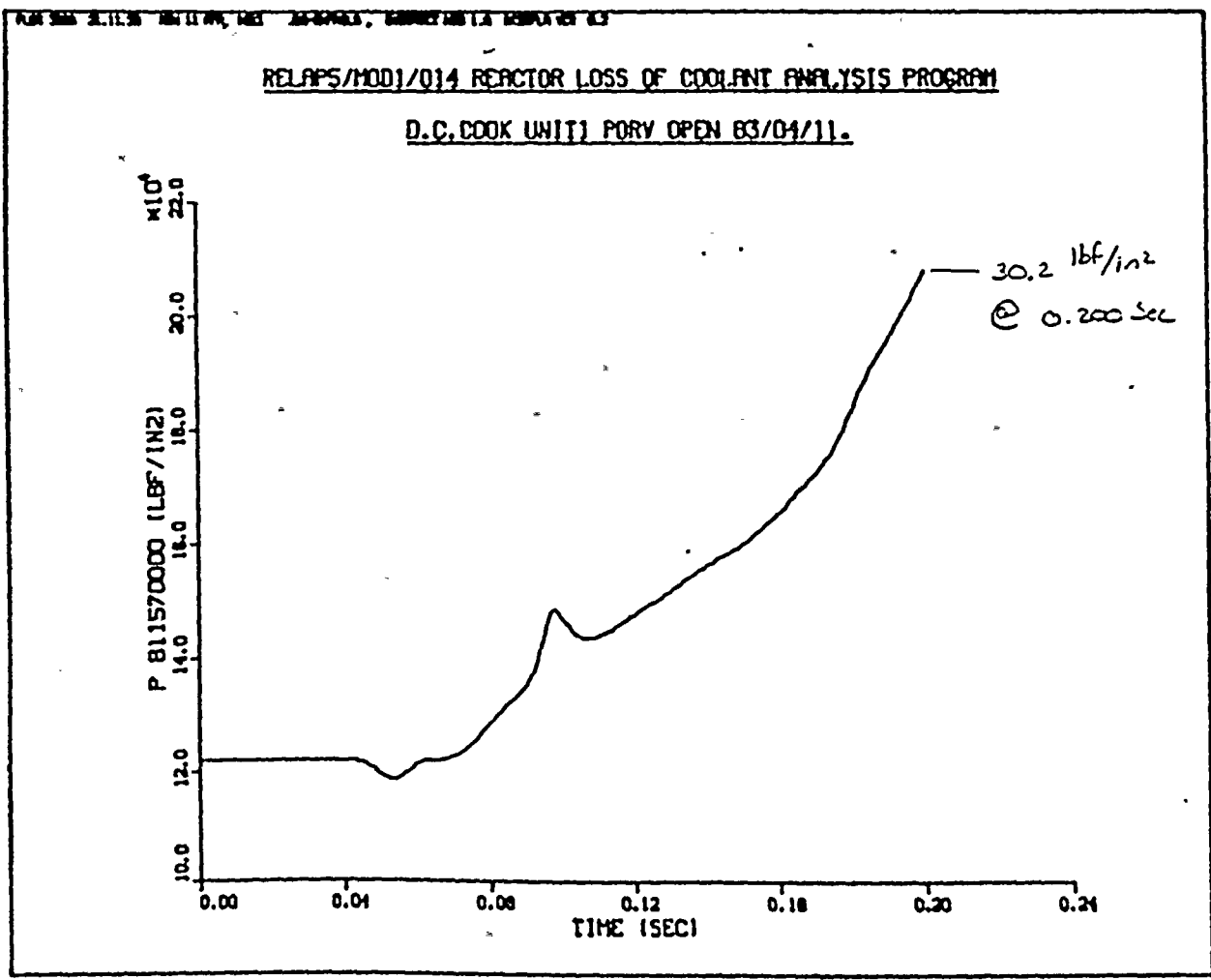
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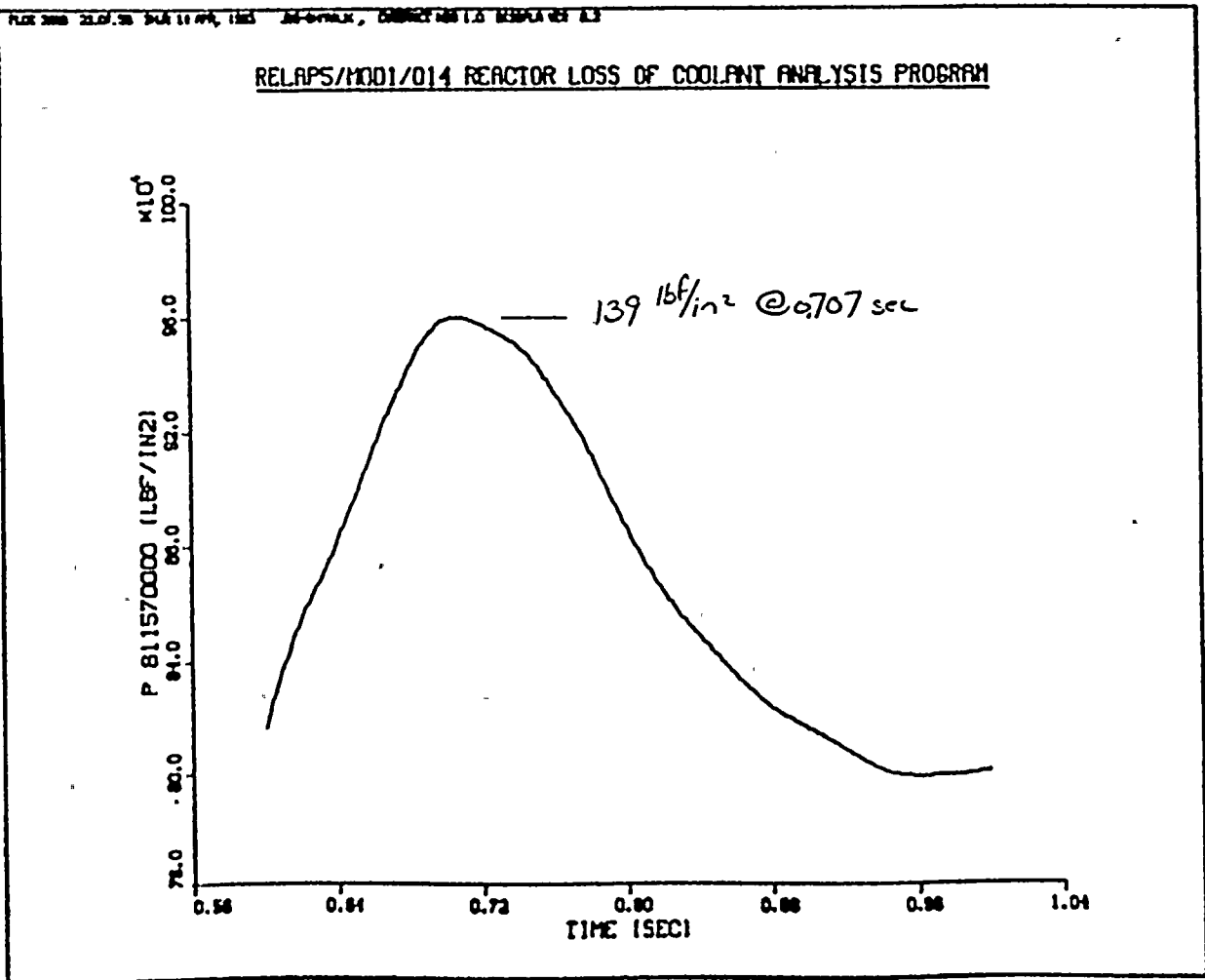




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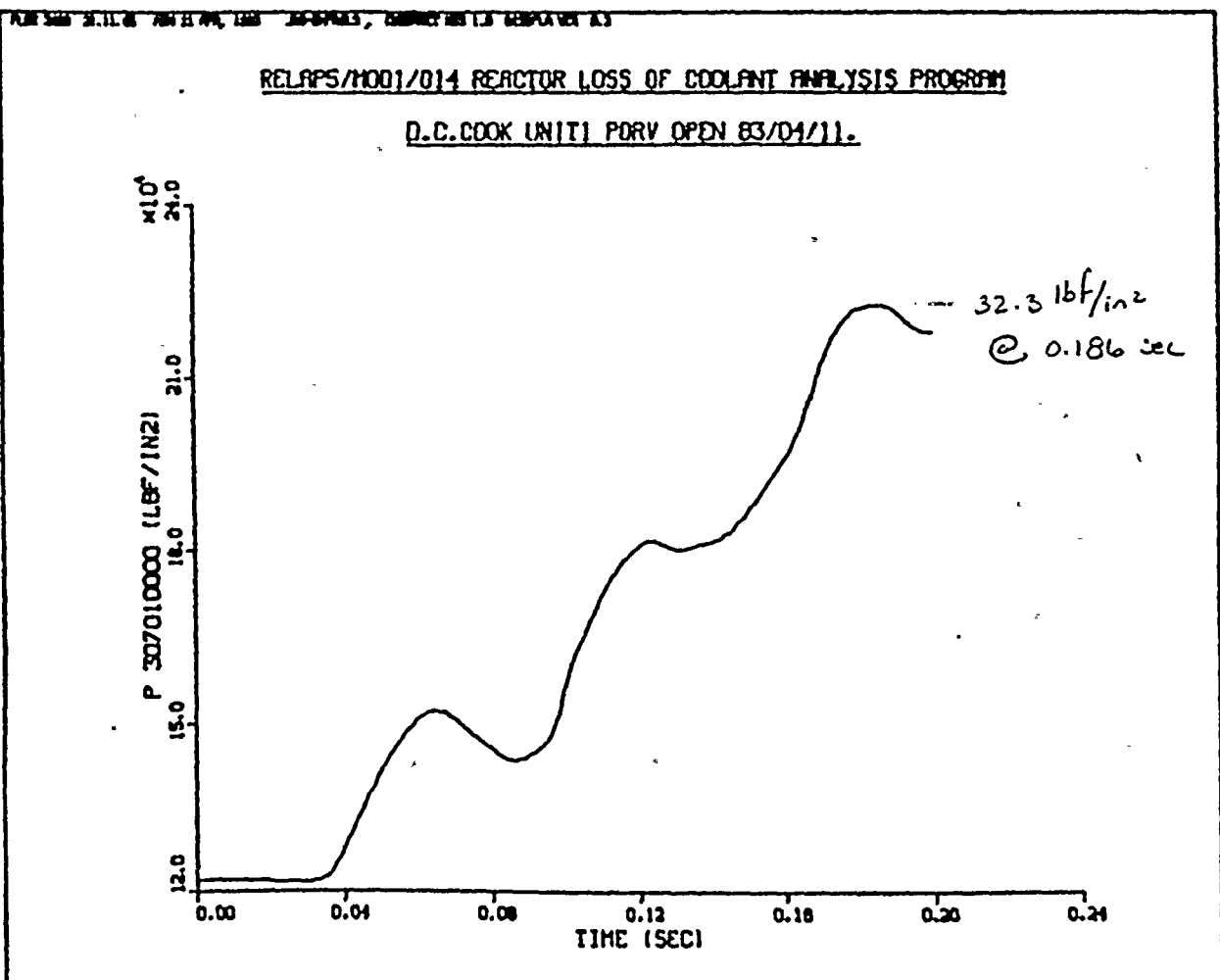
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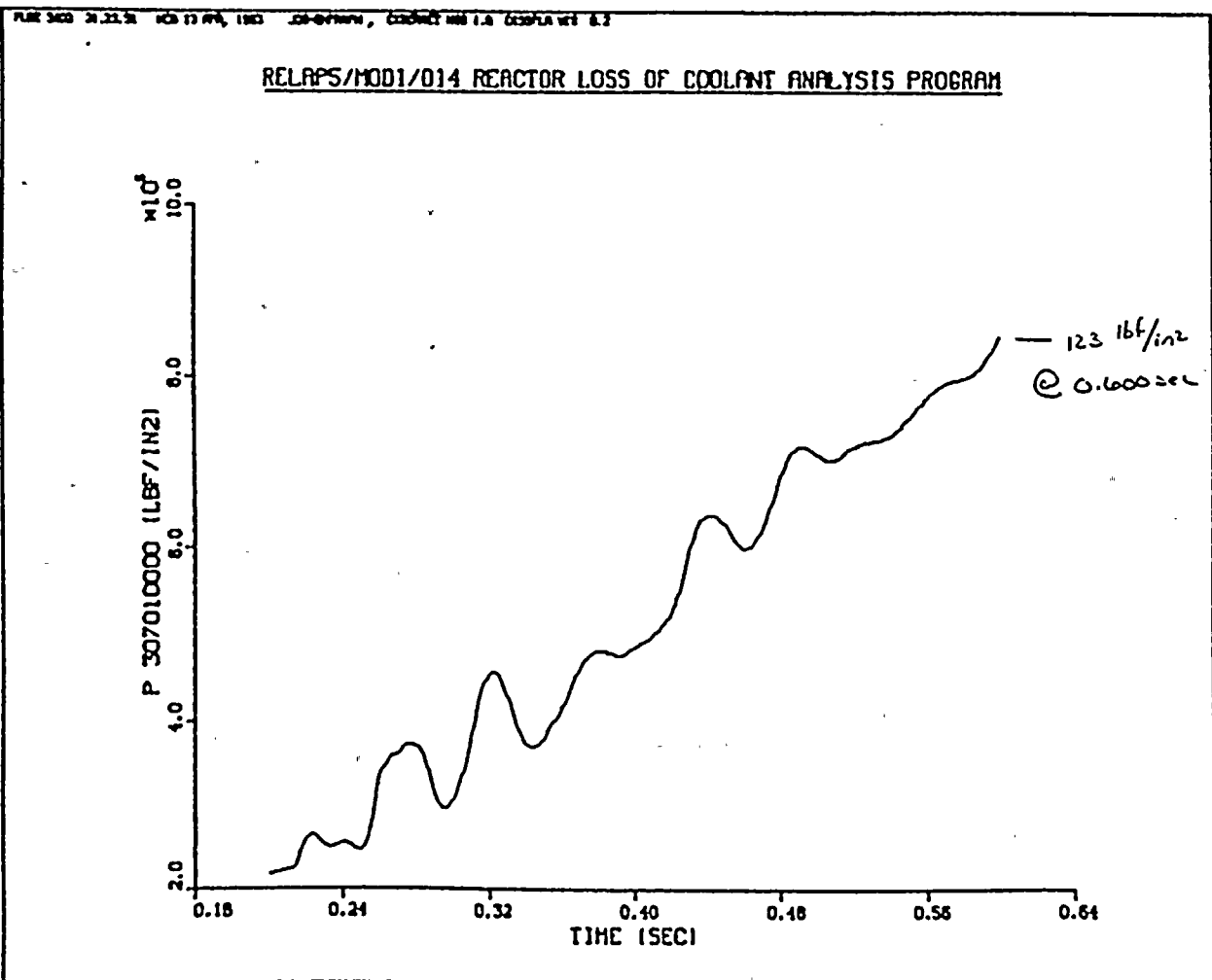
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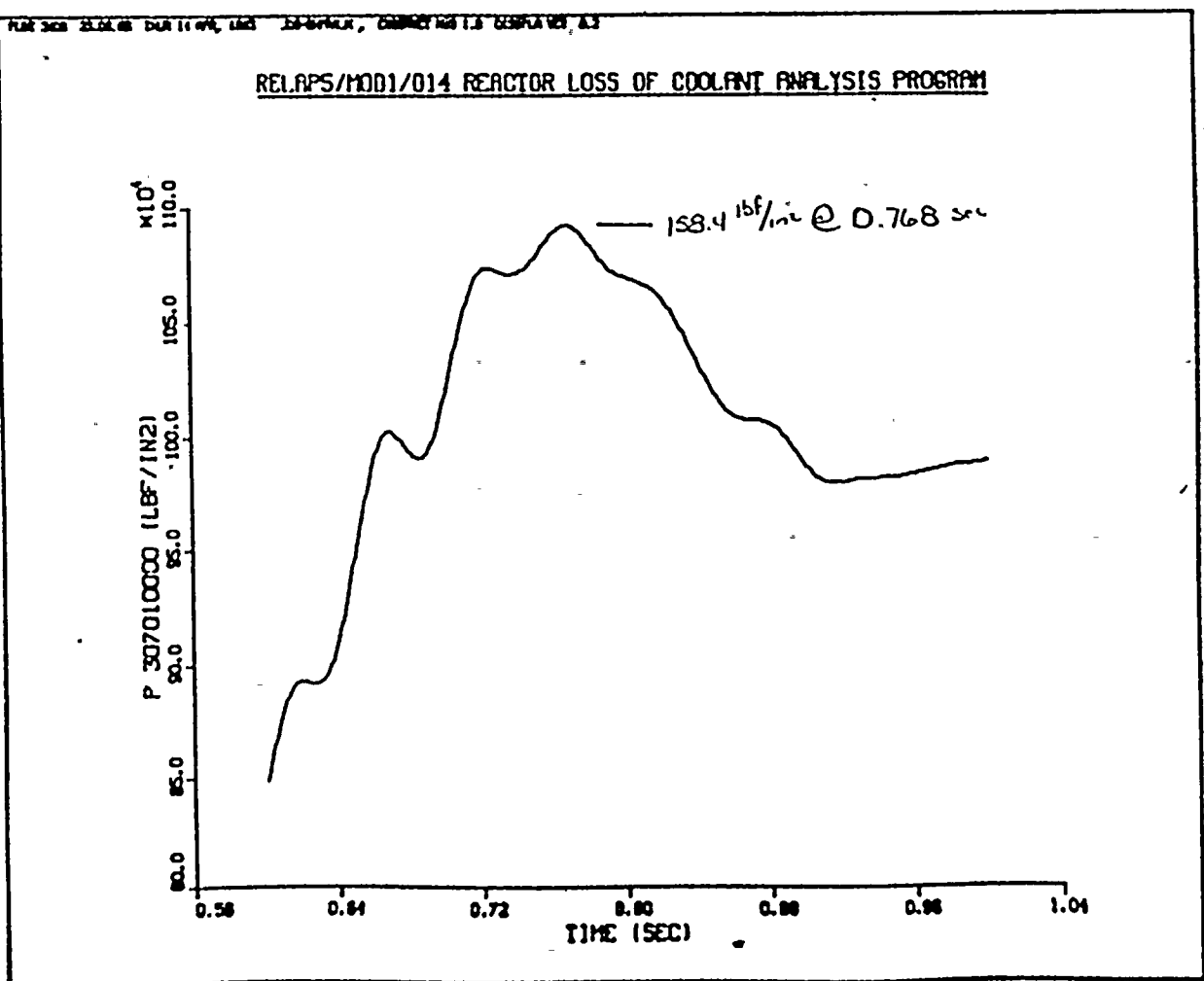
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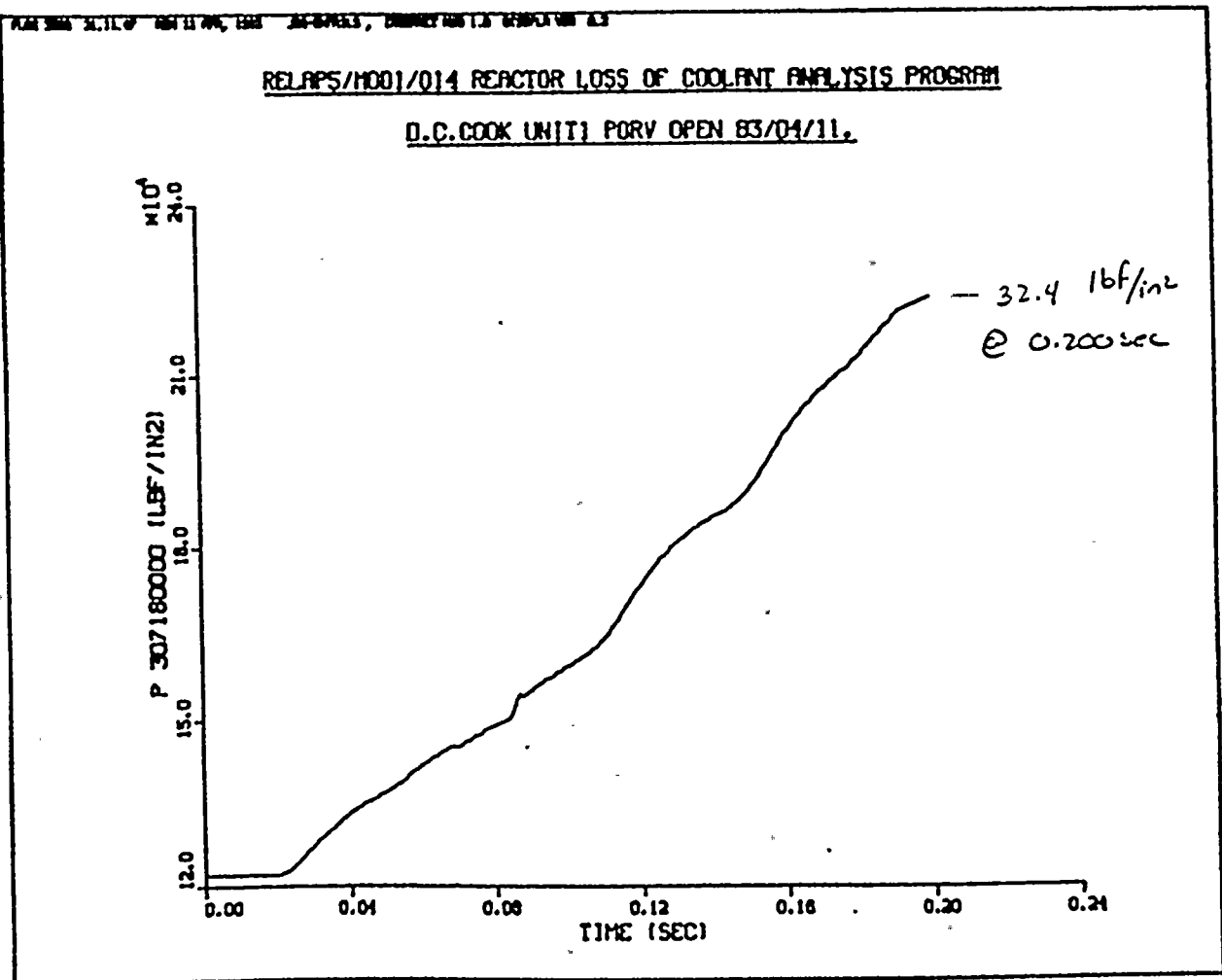
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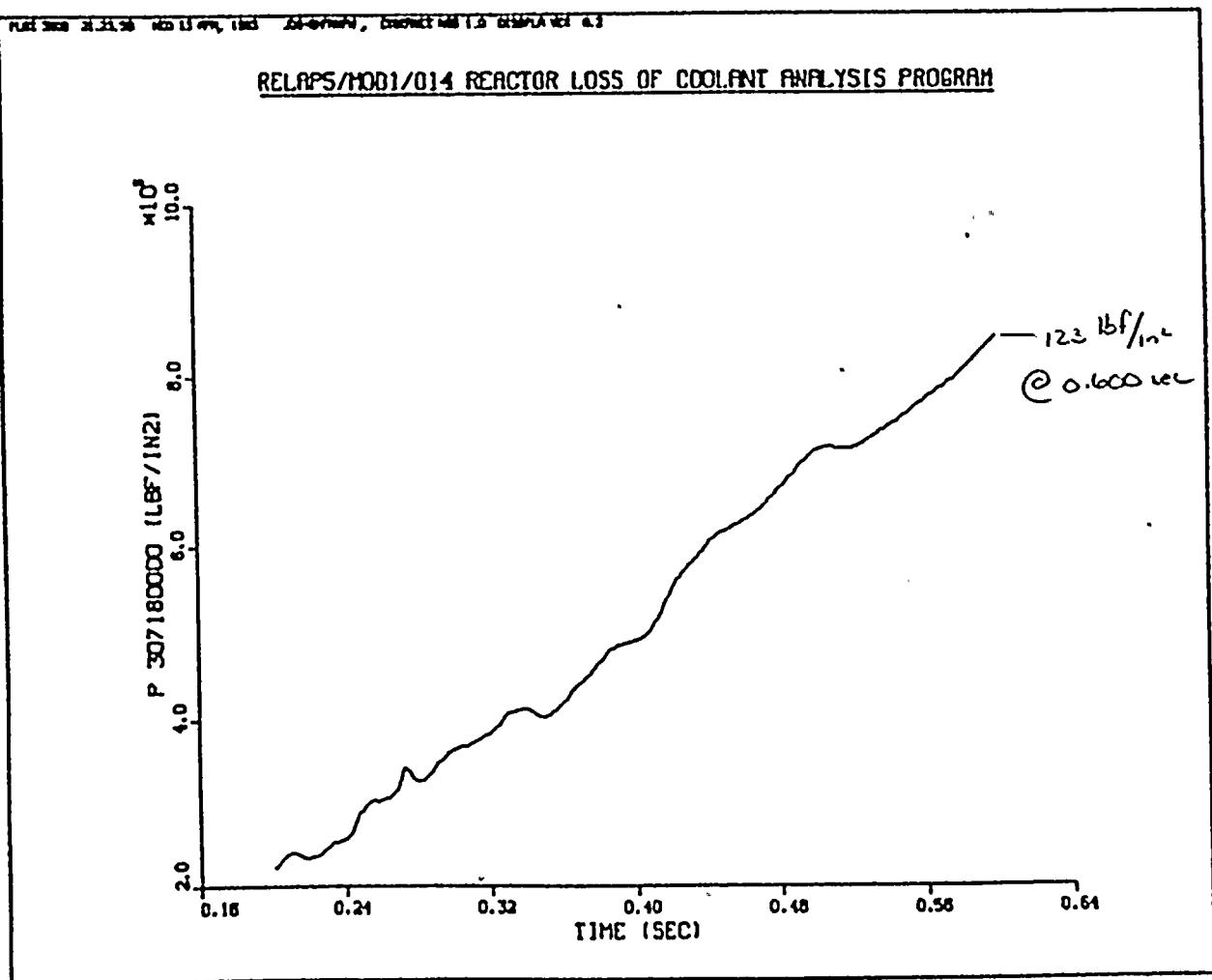




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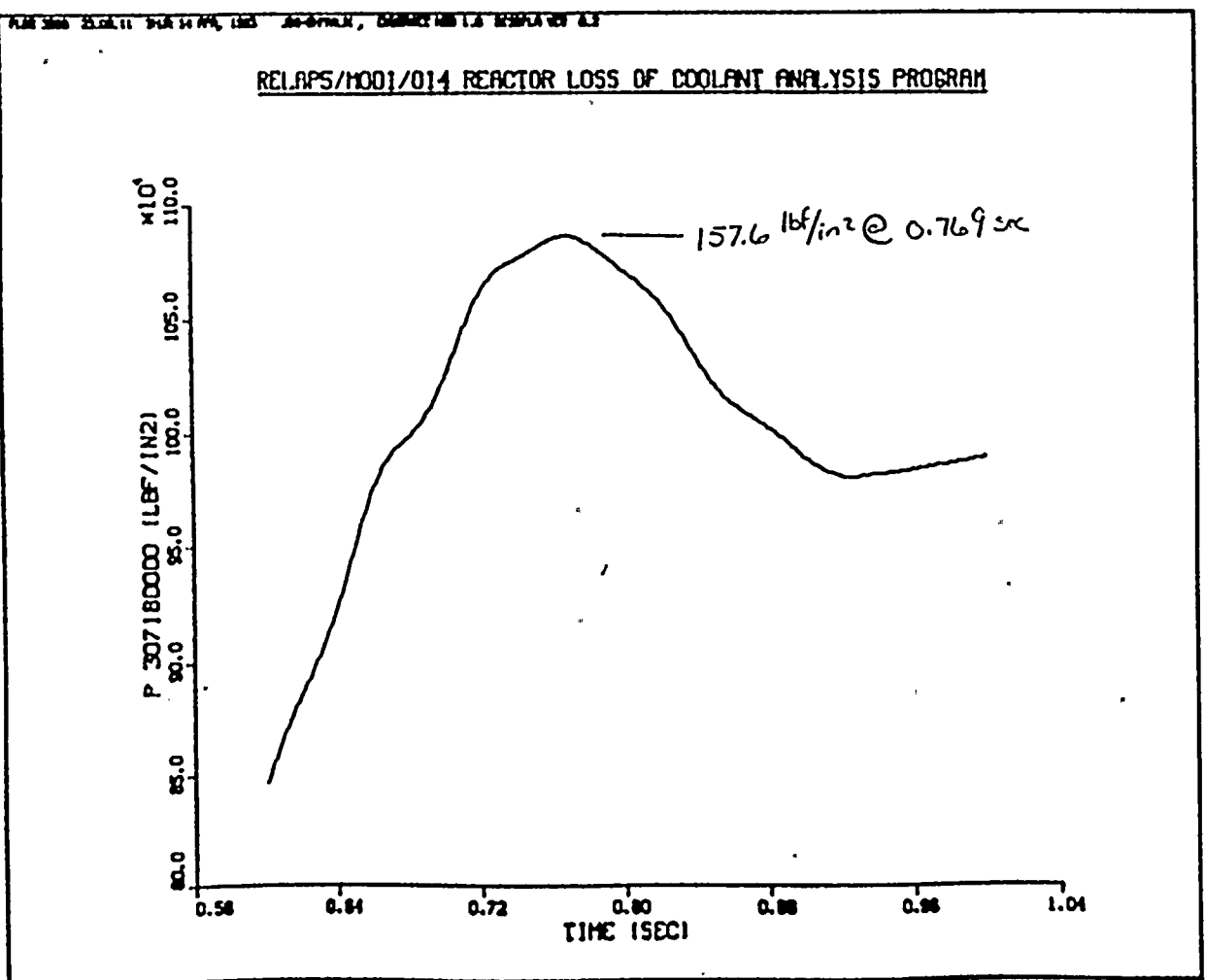
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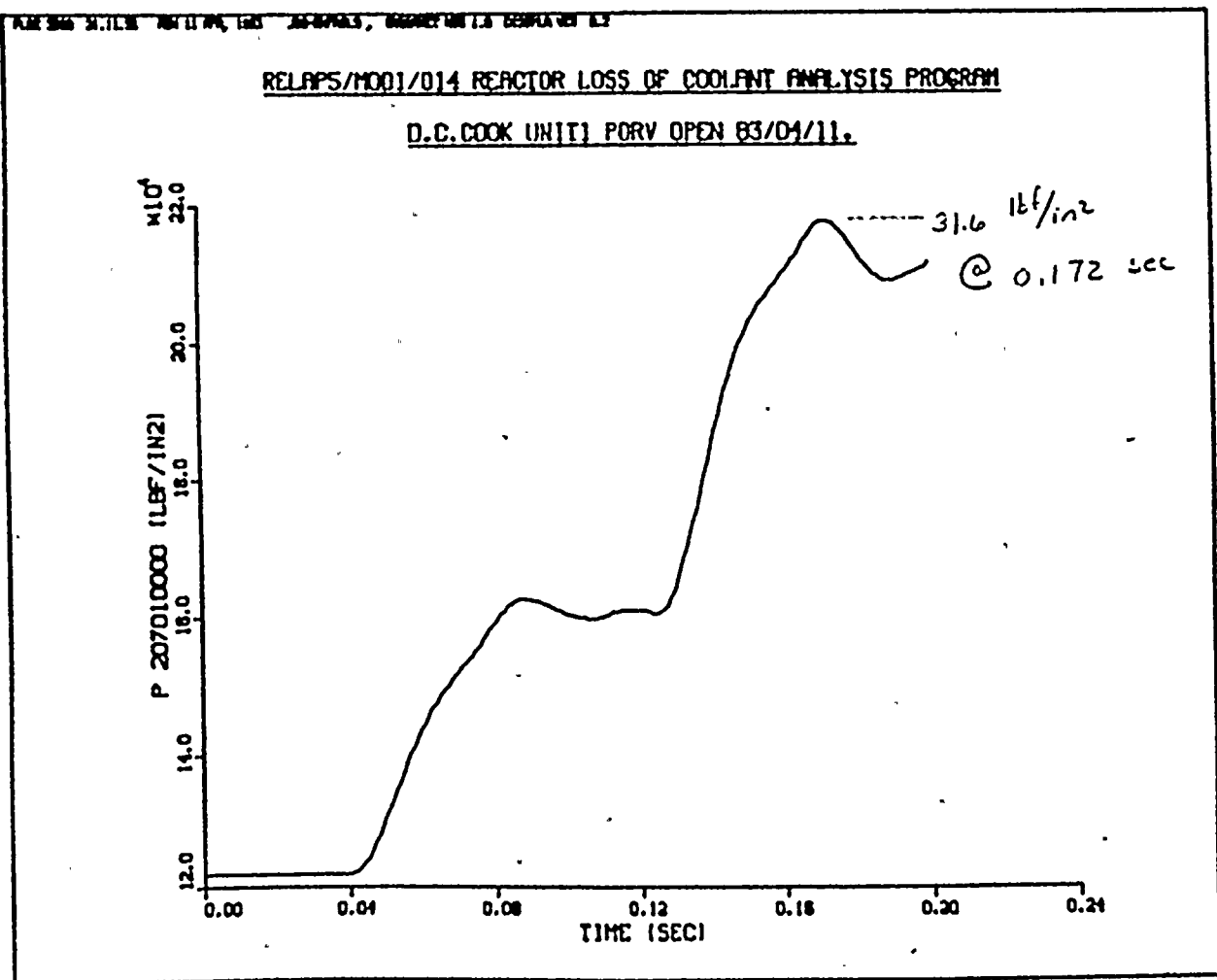




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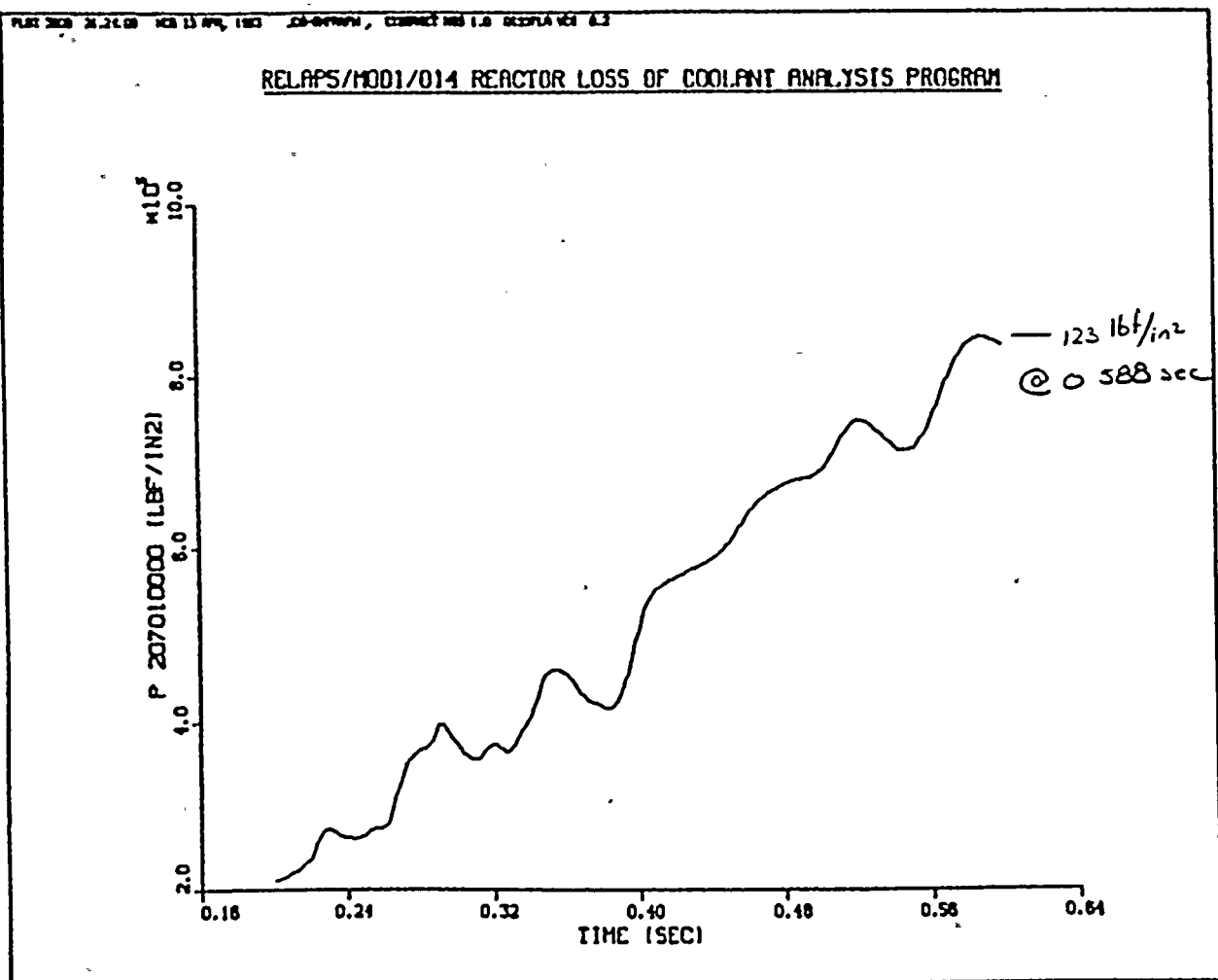
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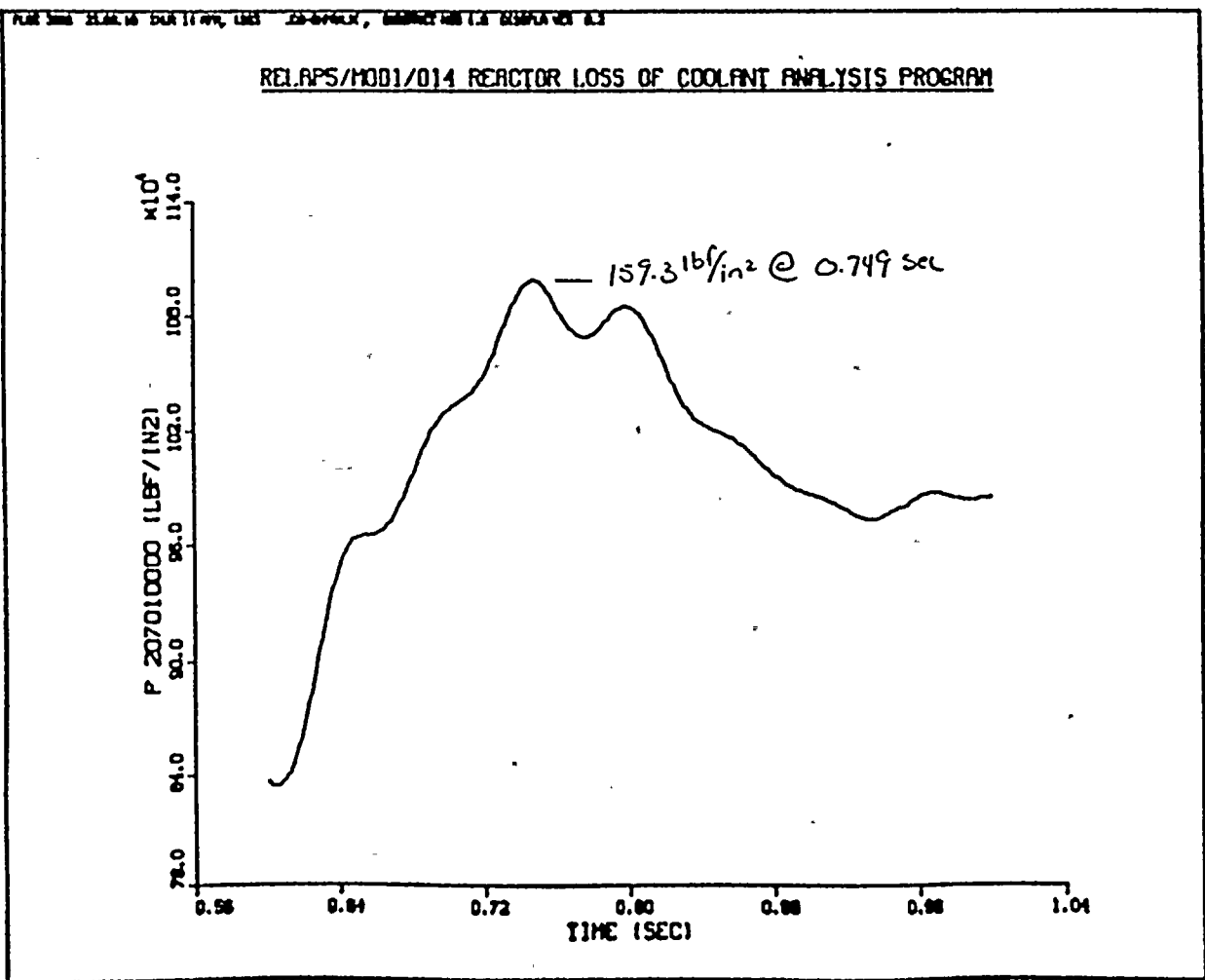




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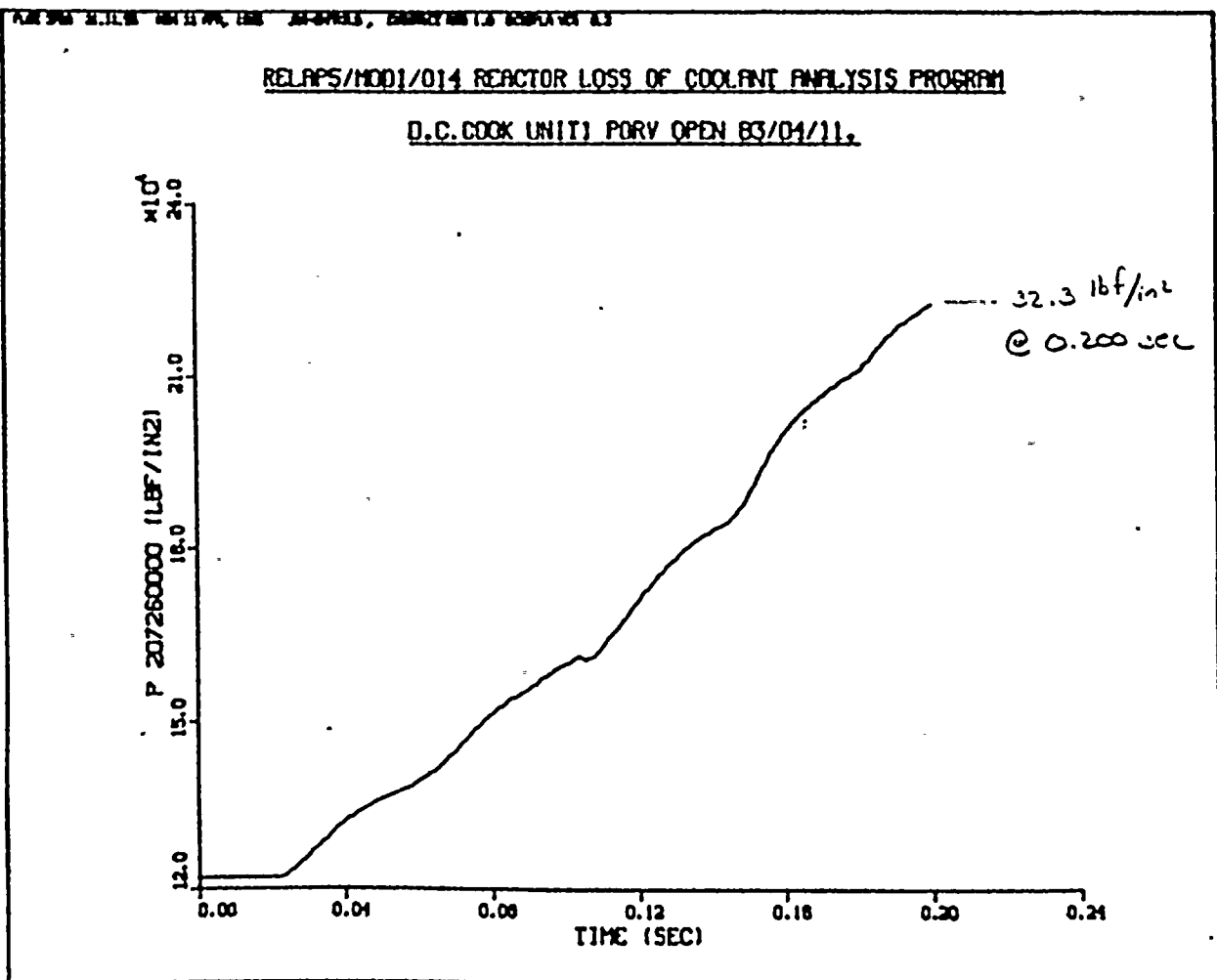
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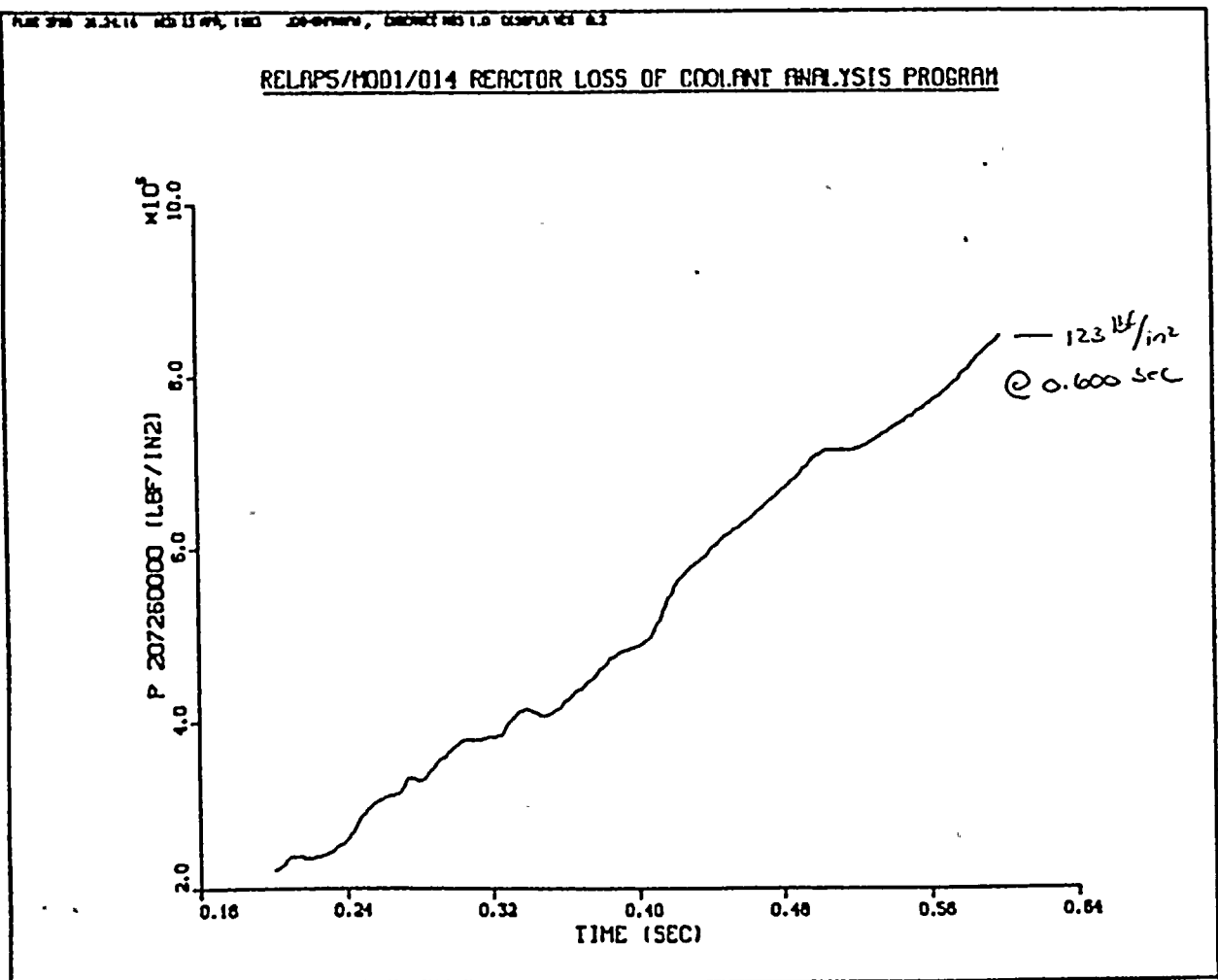




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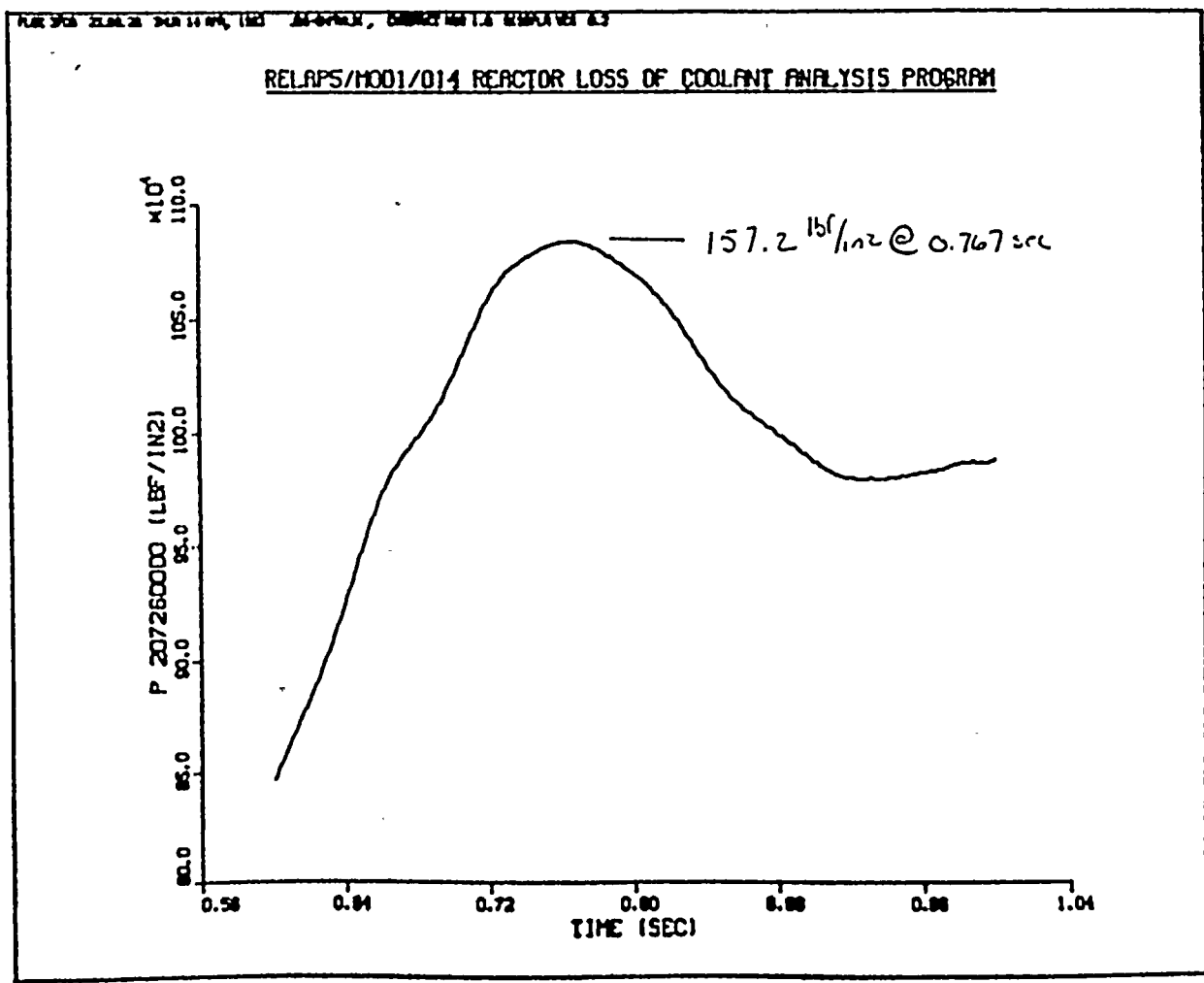
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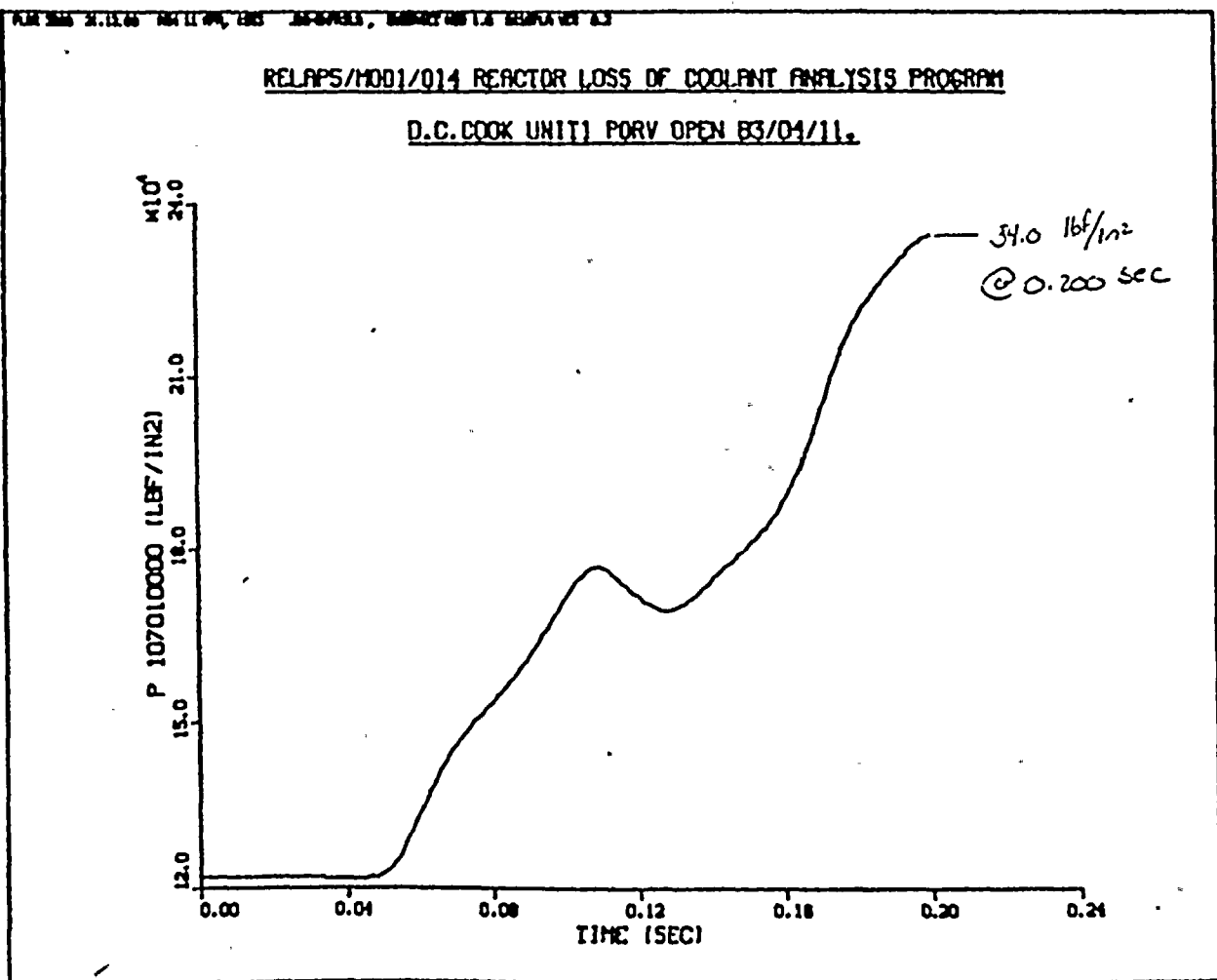
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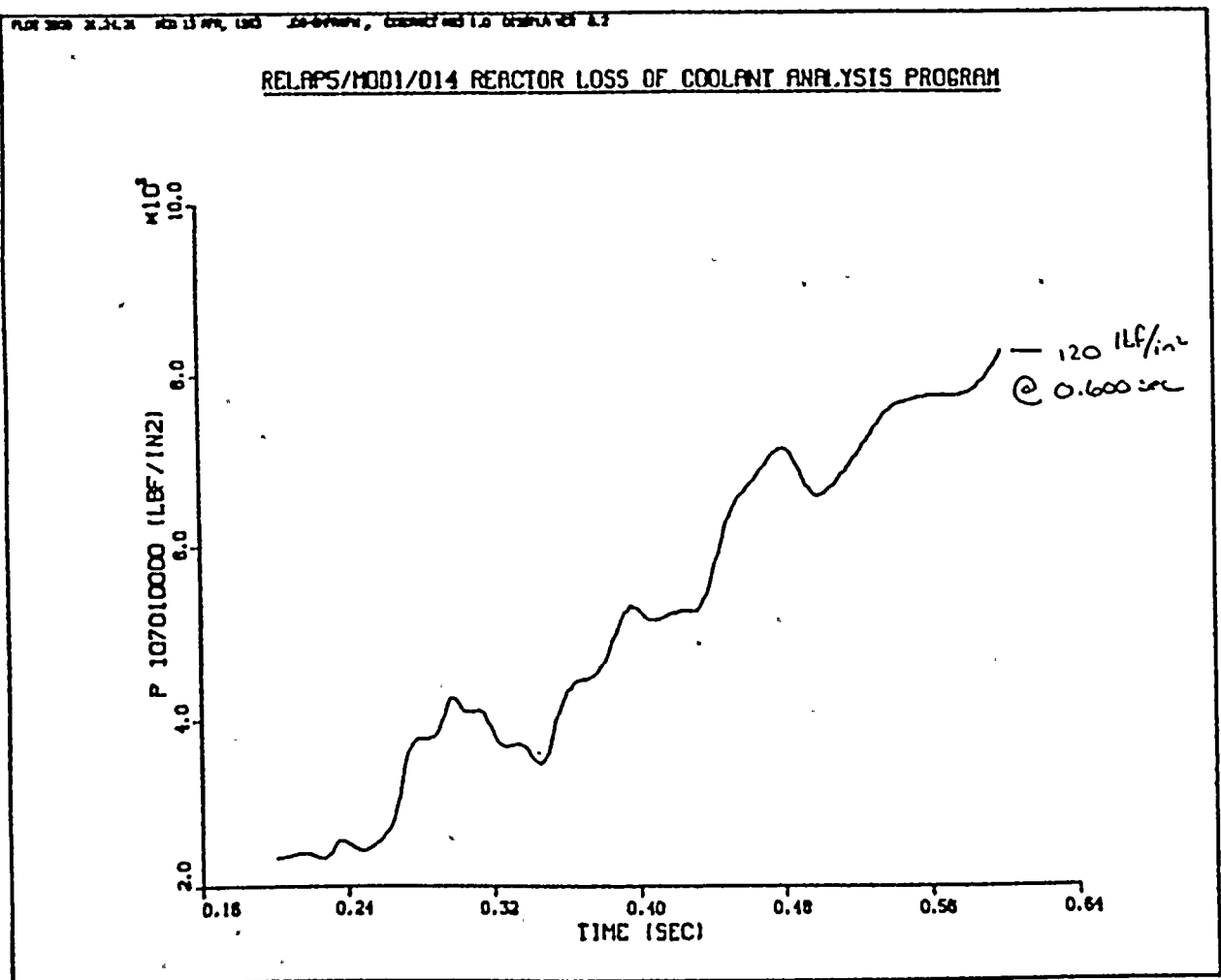
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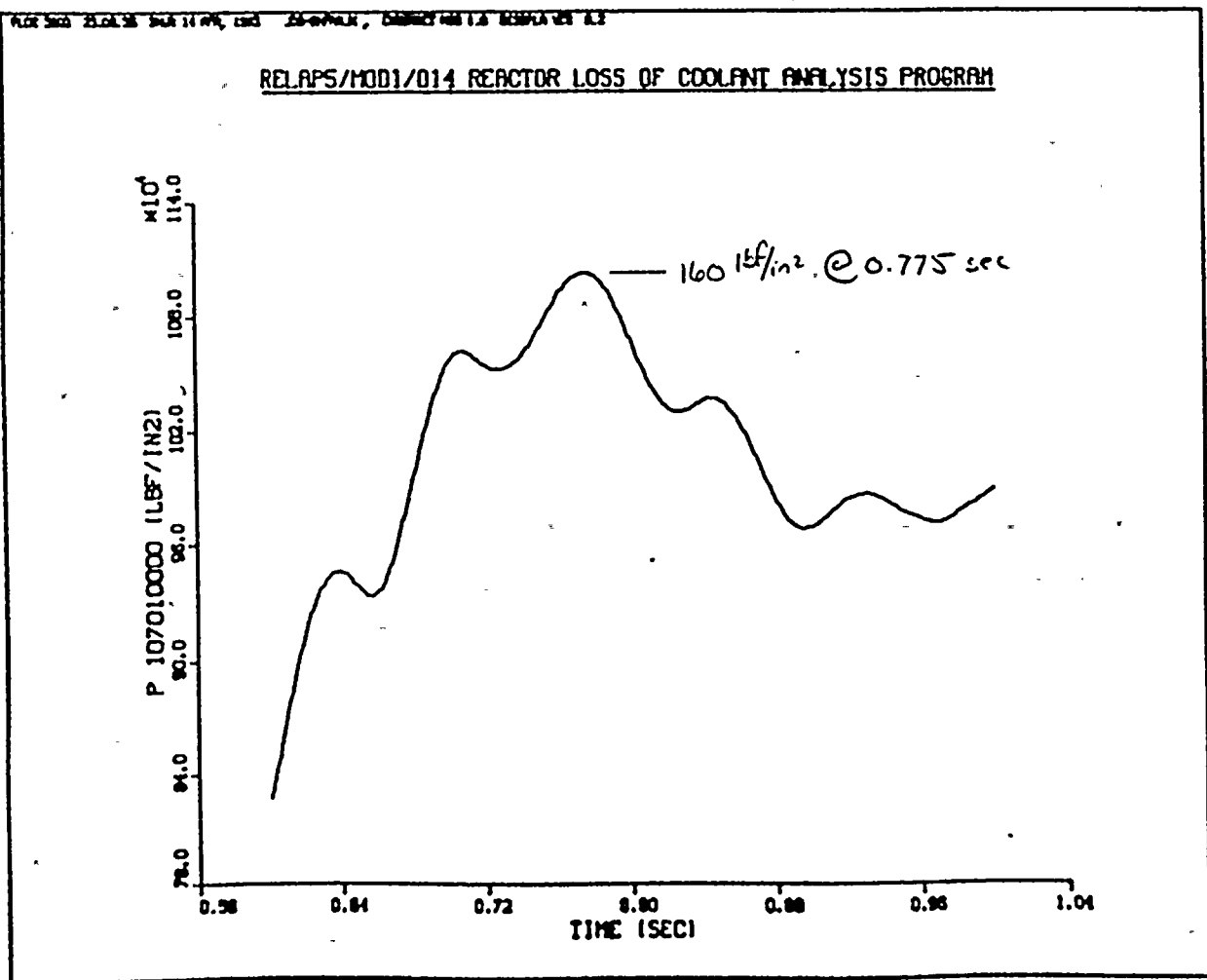
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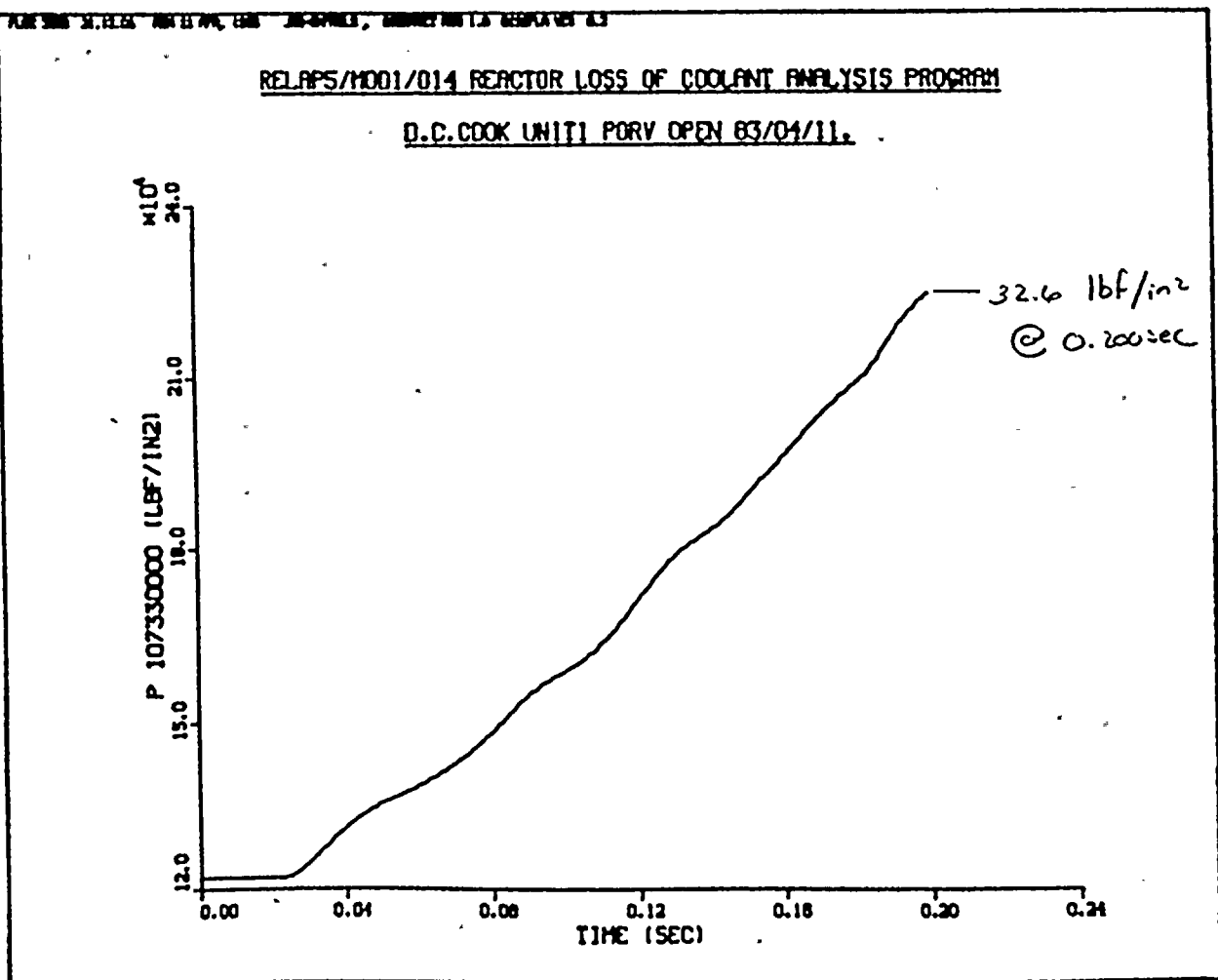
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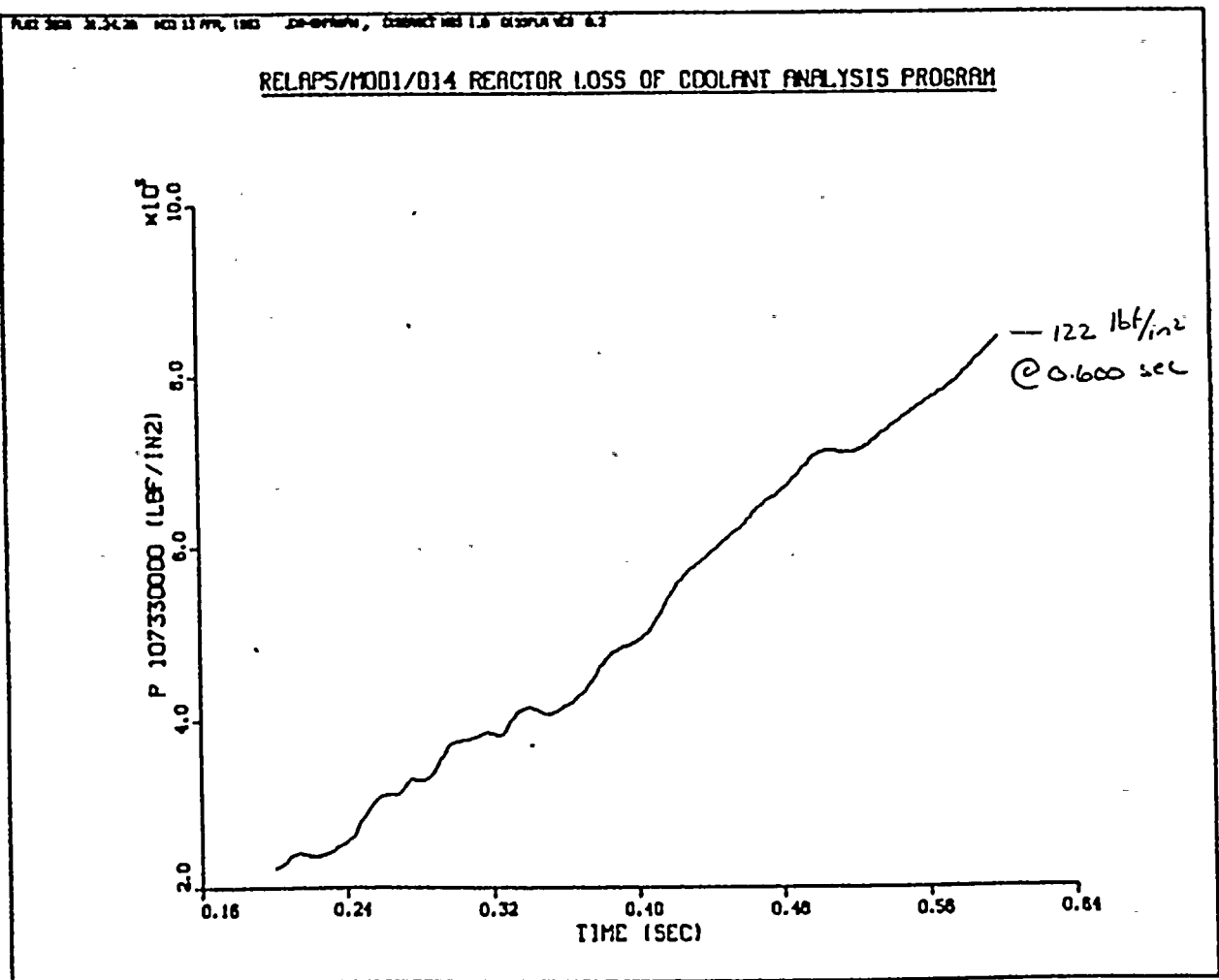
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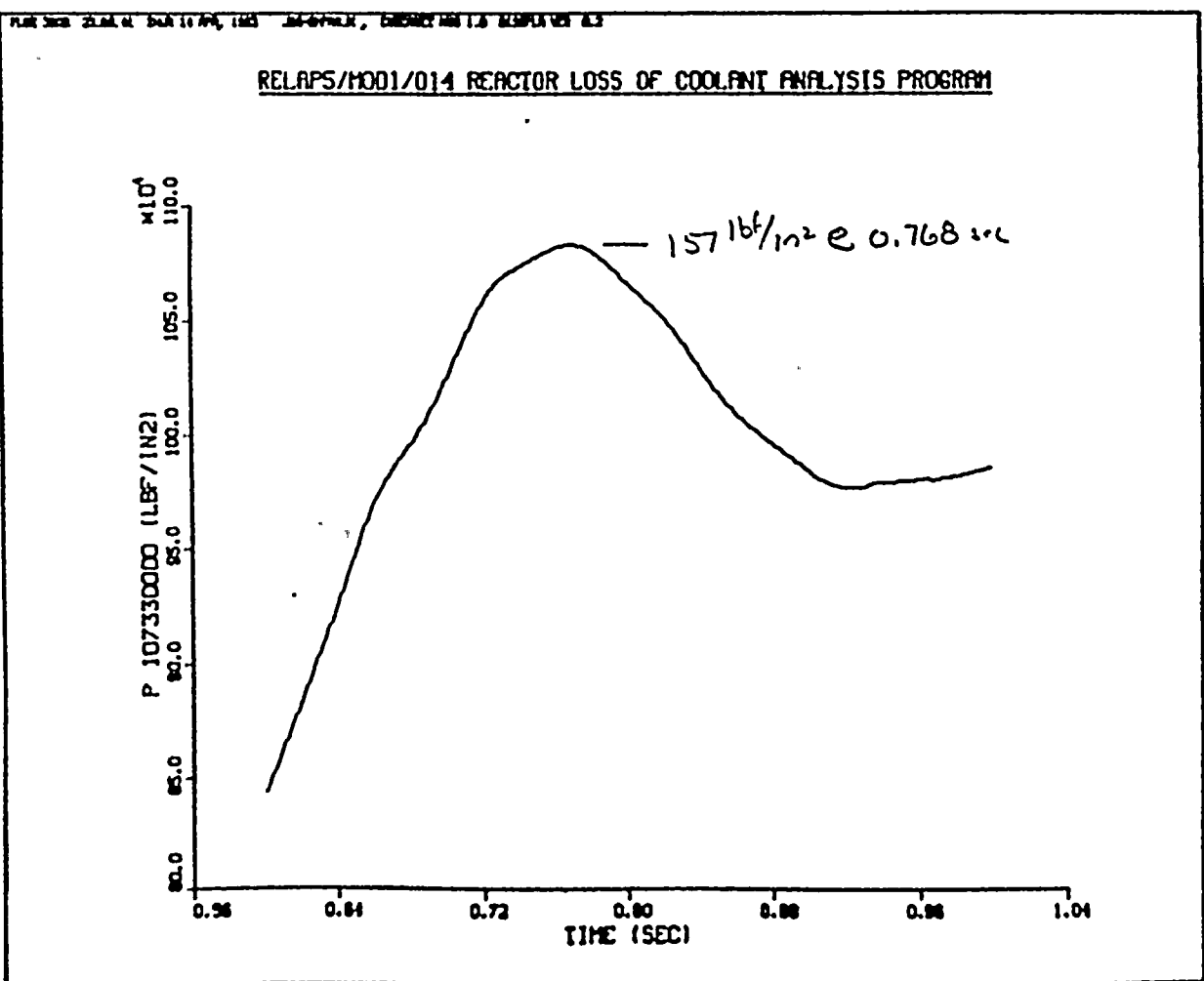




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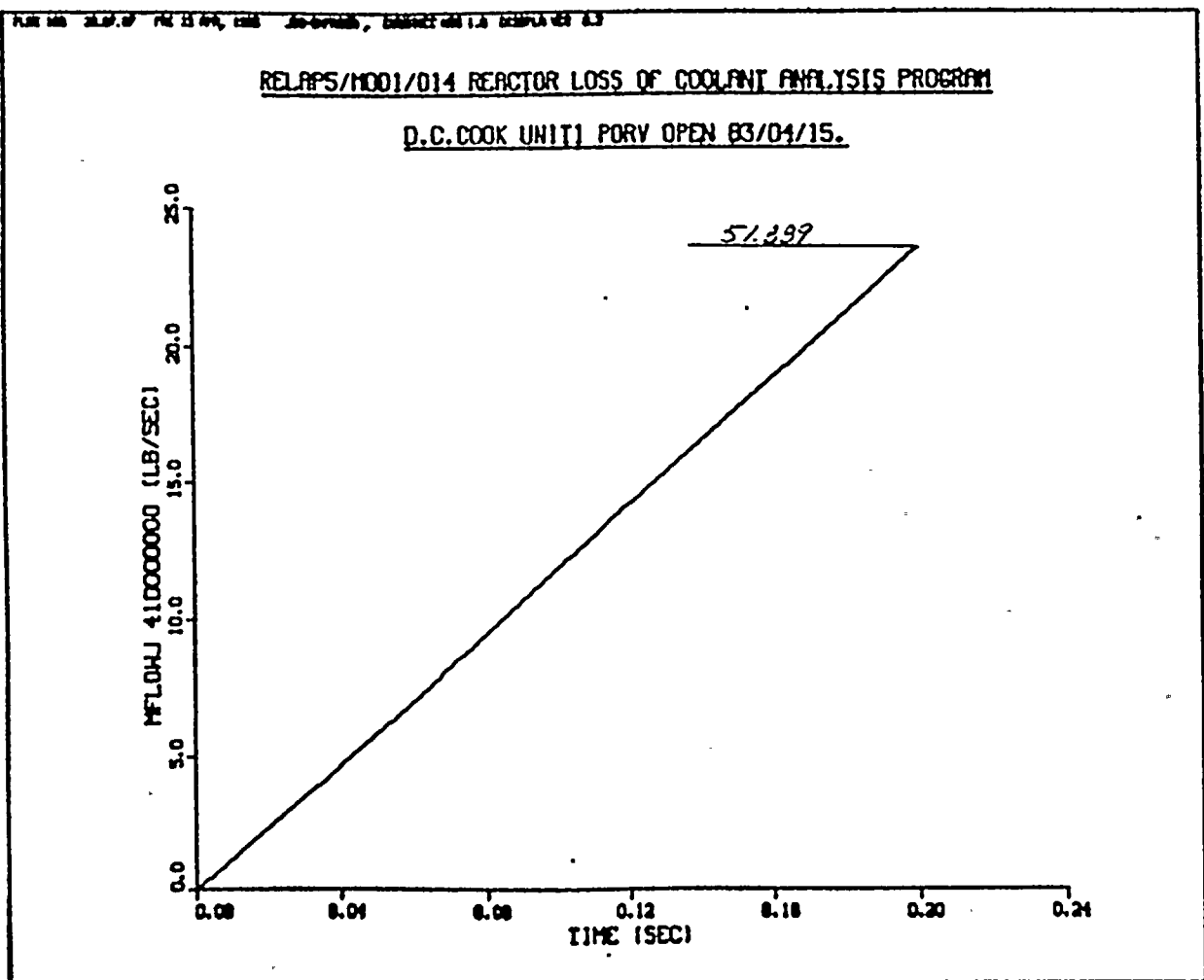
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4.7.2 Unit 1 - 4000 Solid Liquid Case

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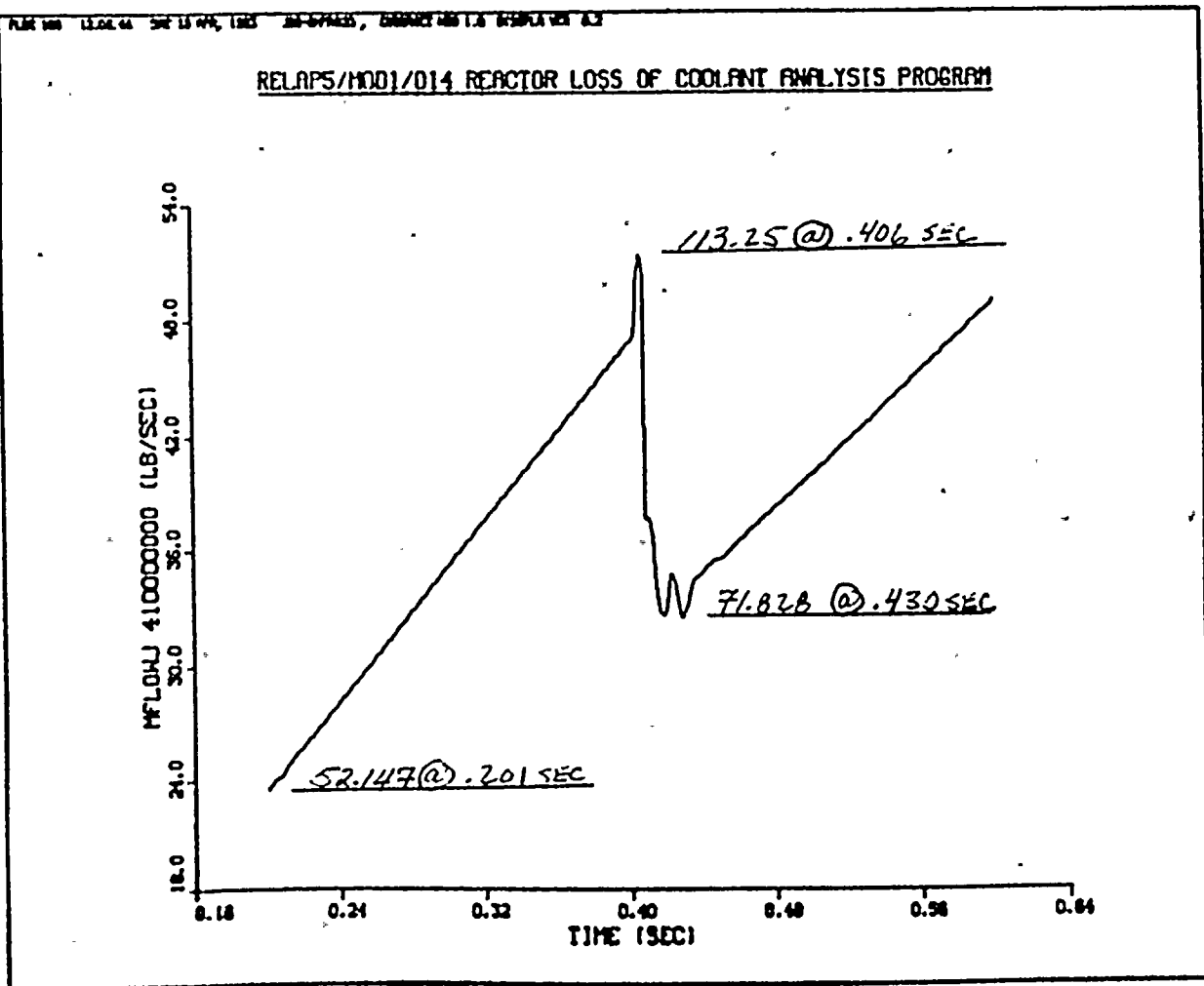
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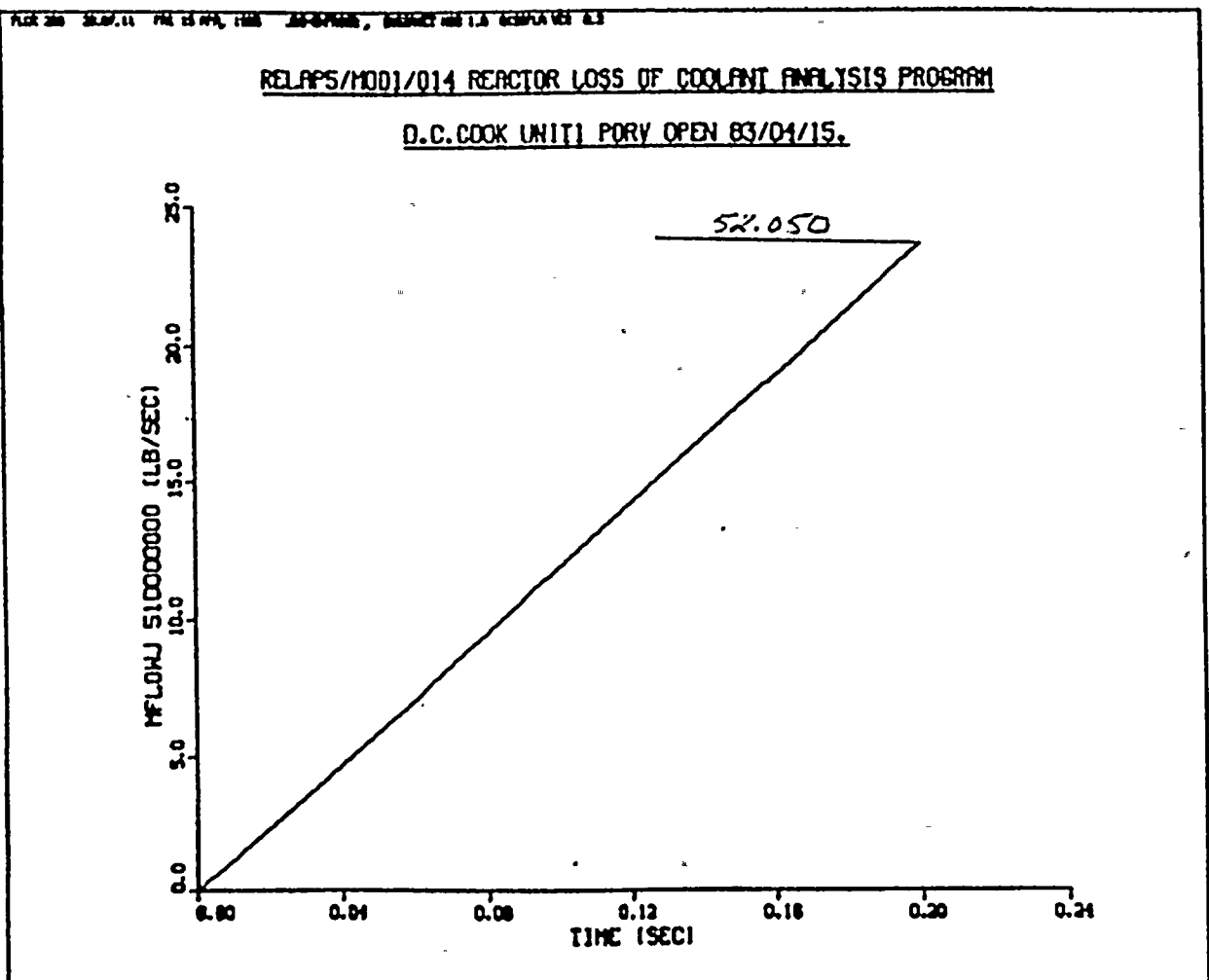
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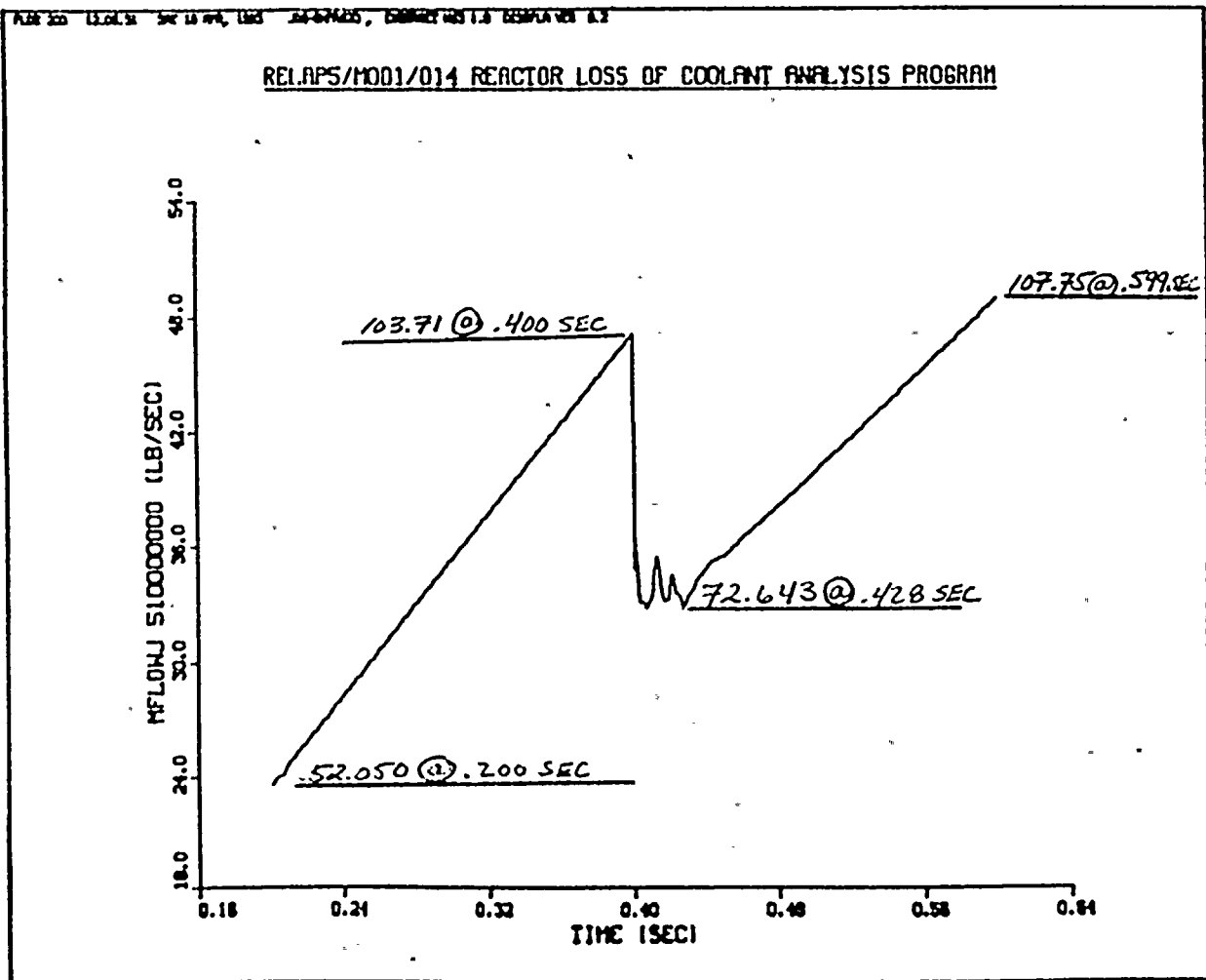
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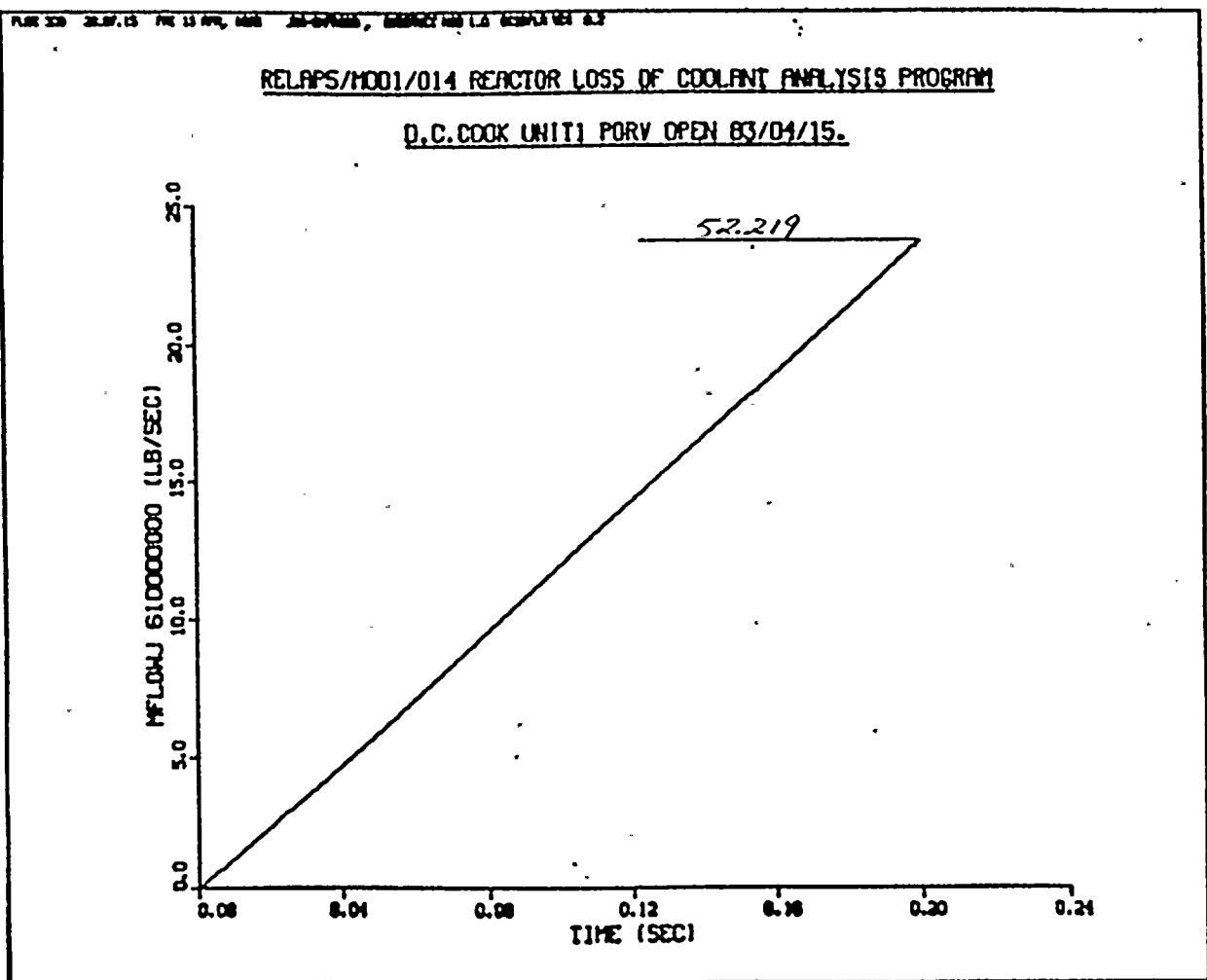




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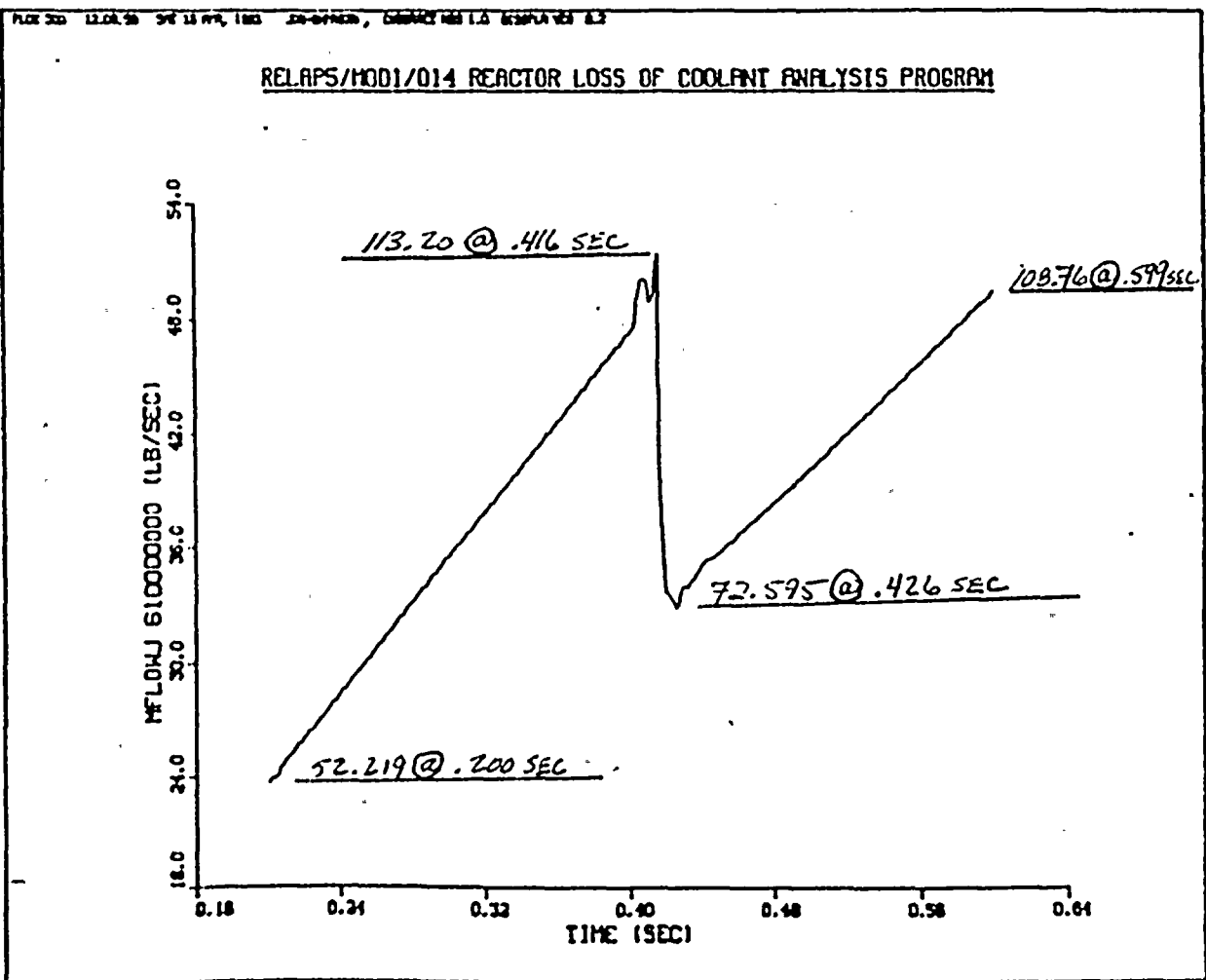




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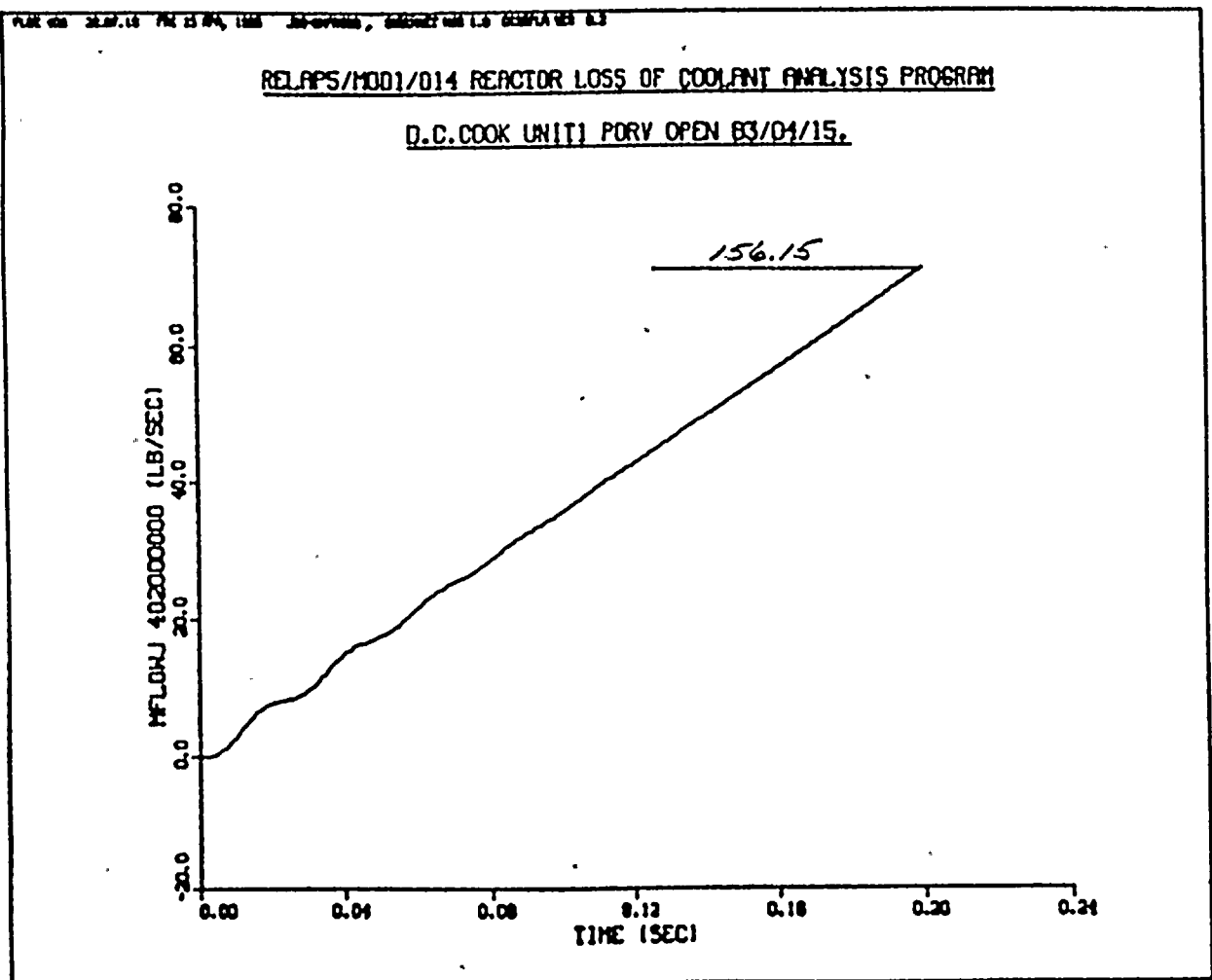




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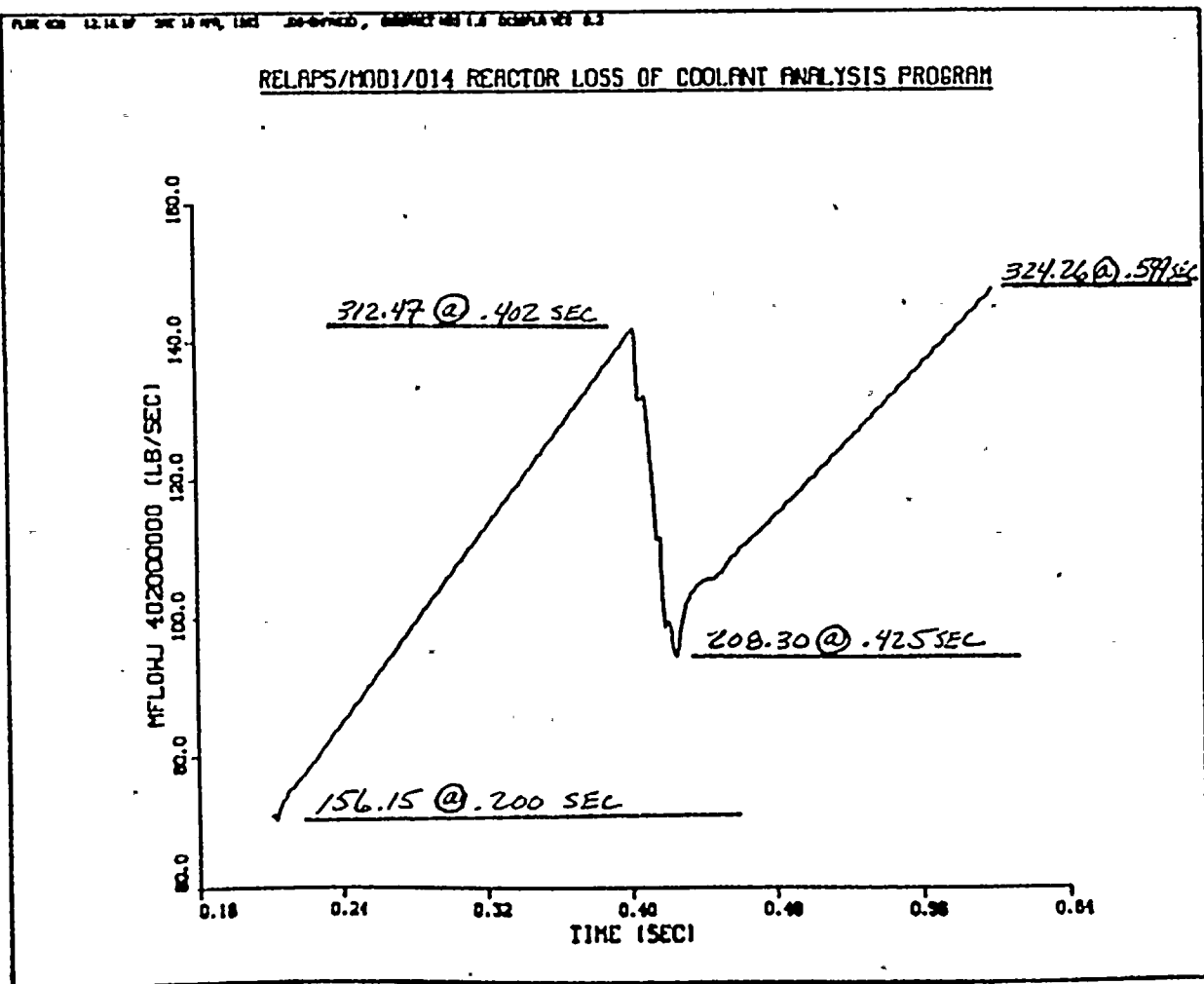
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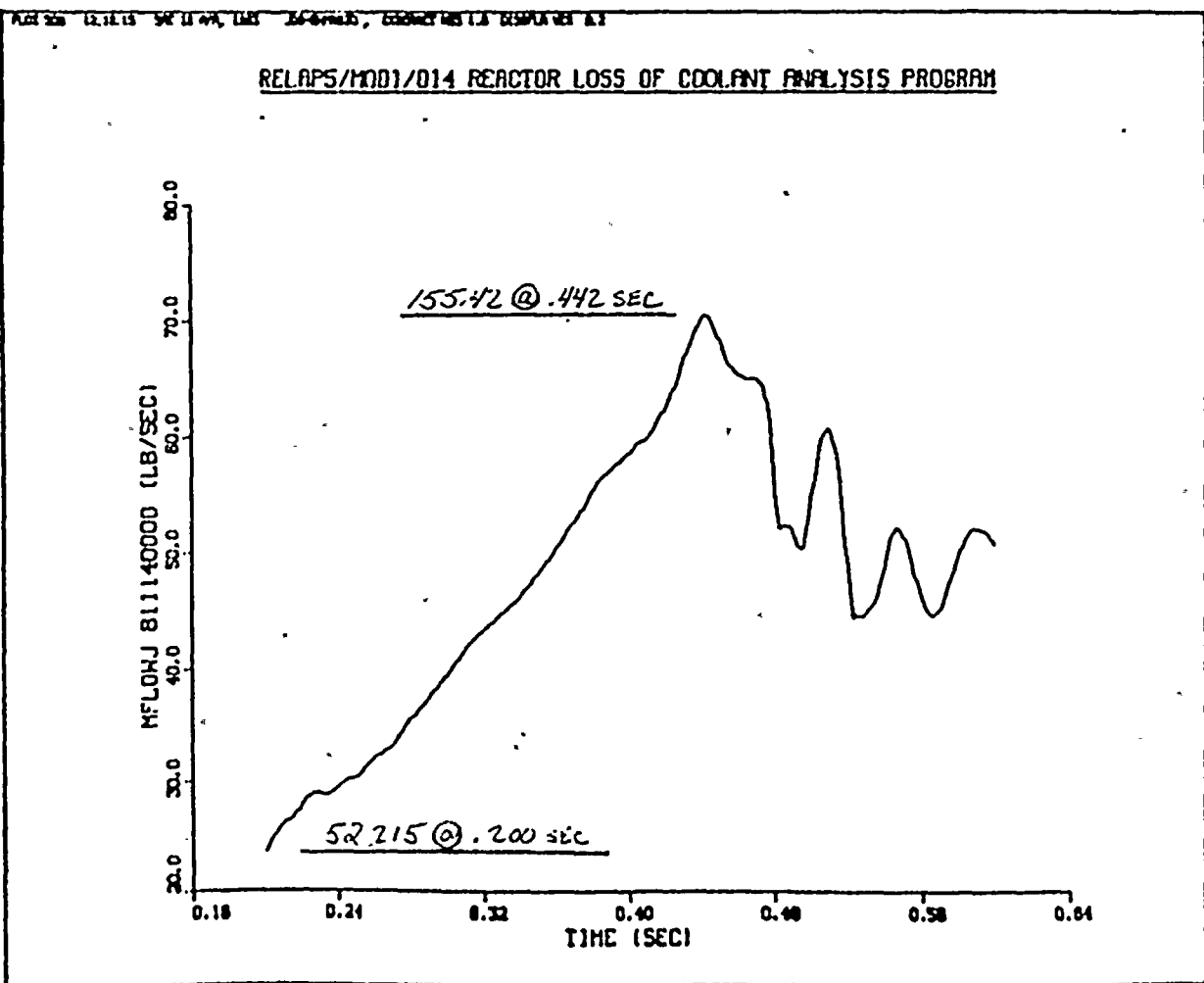




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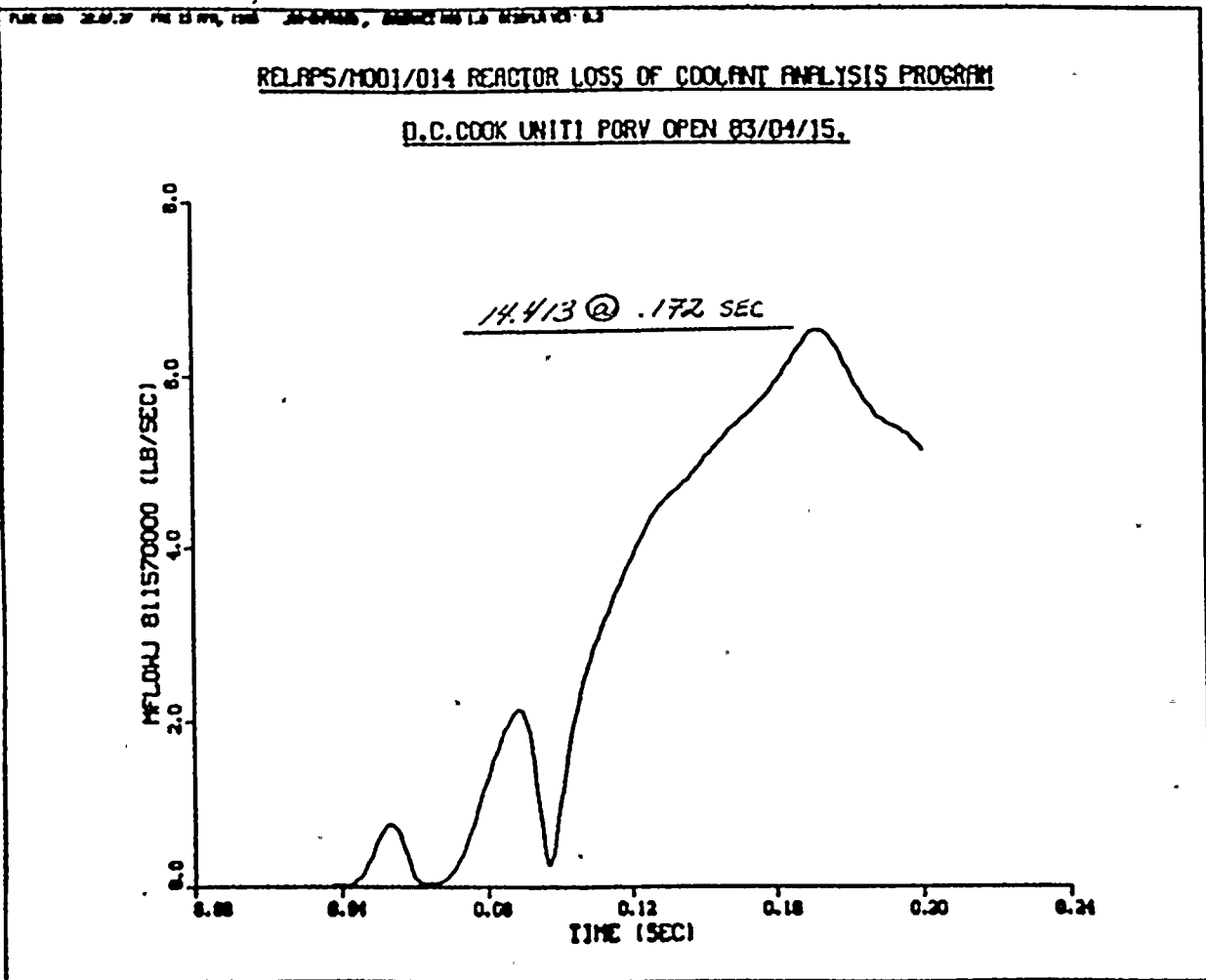




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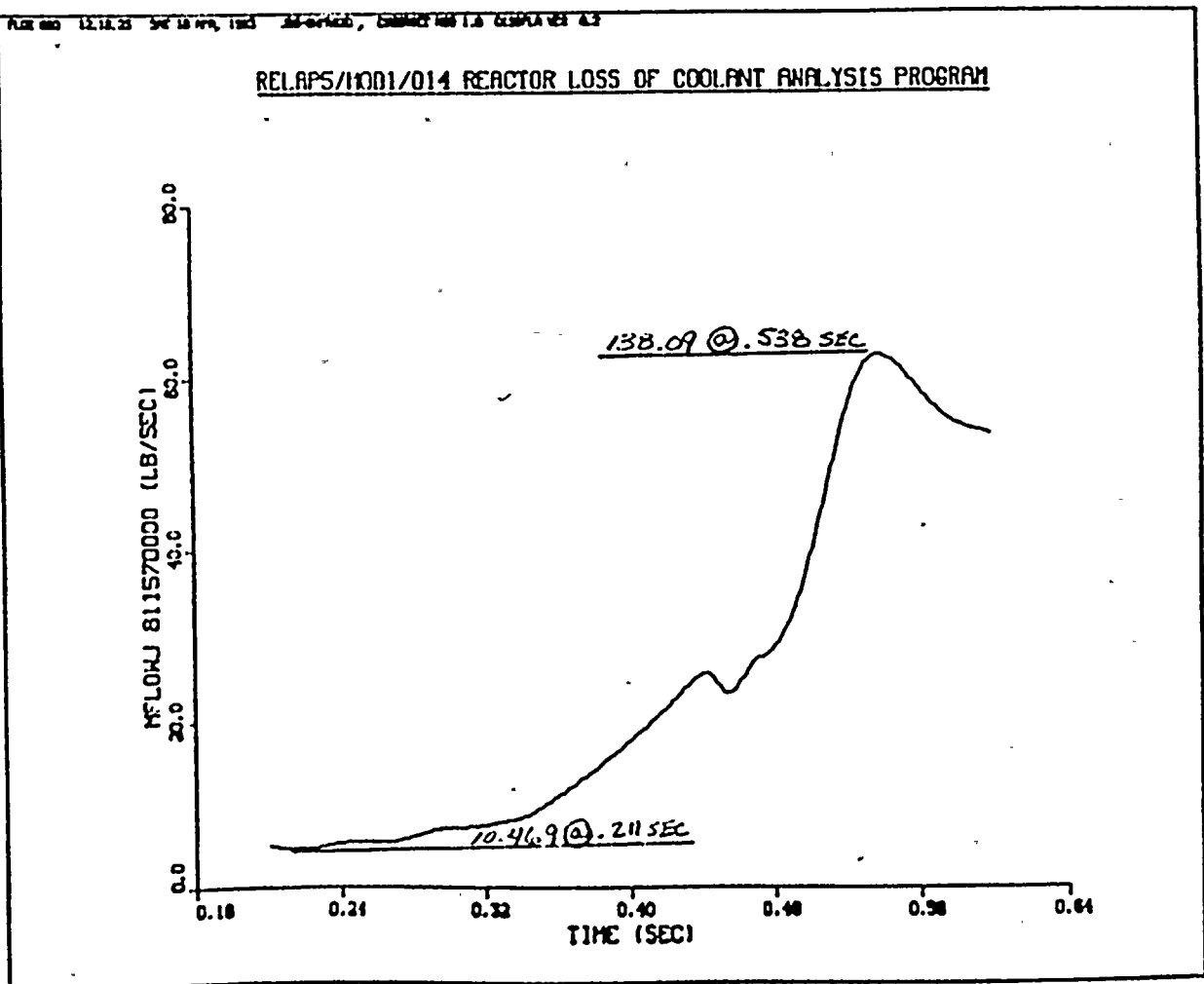
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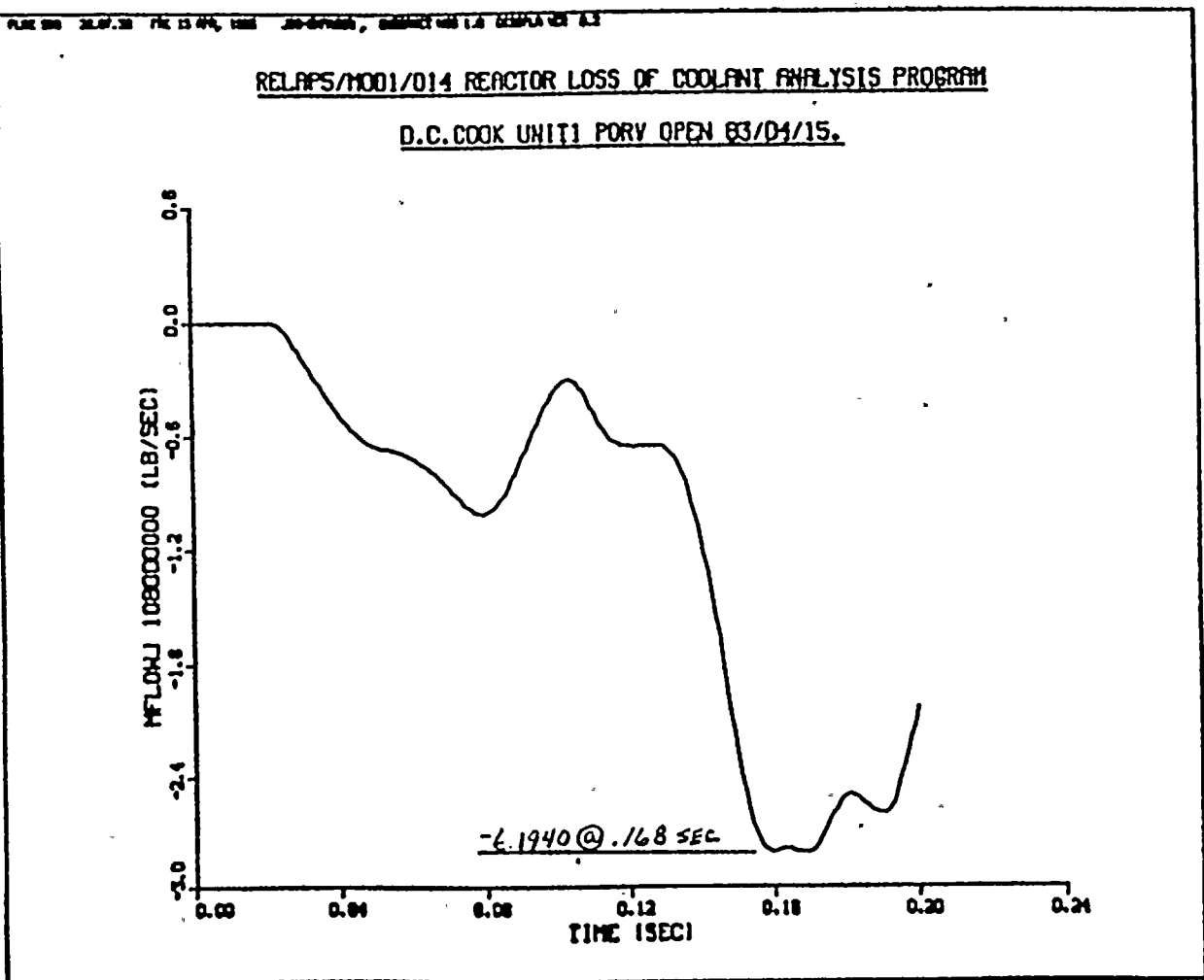
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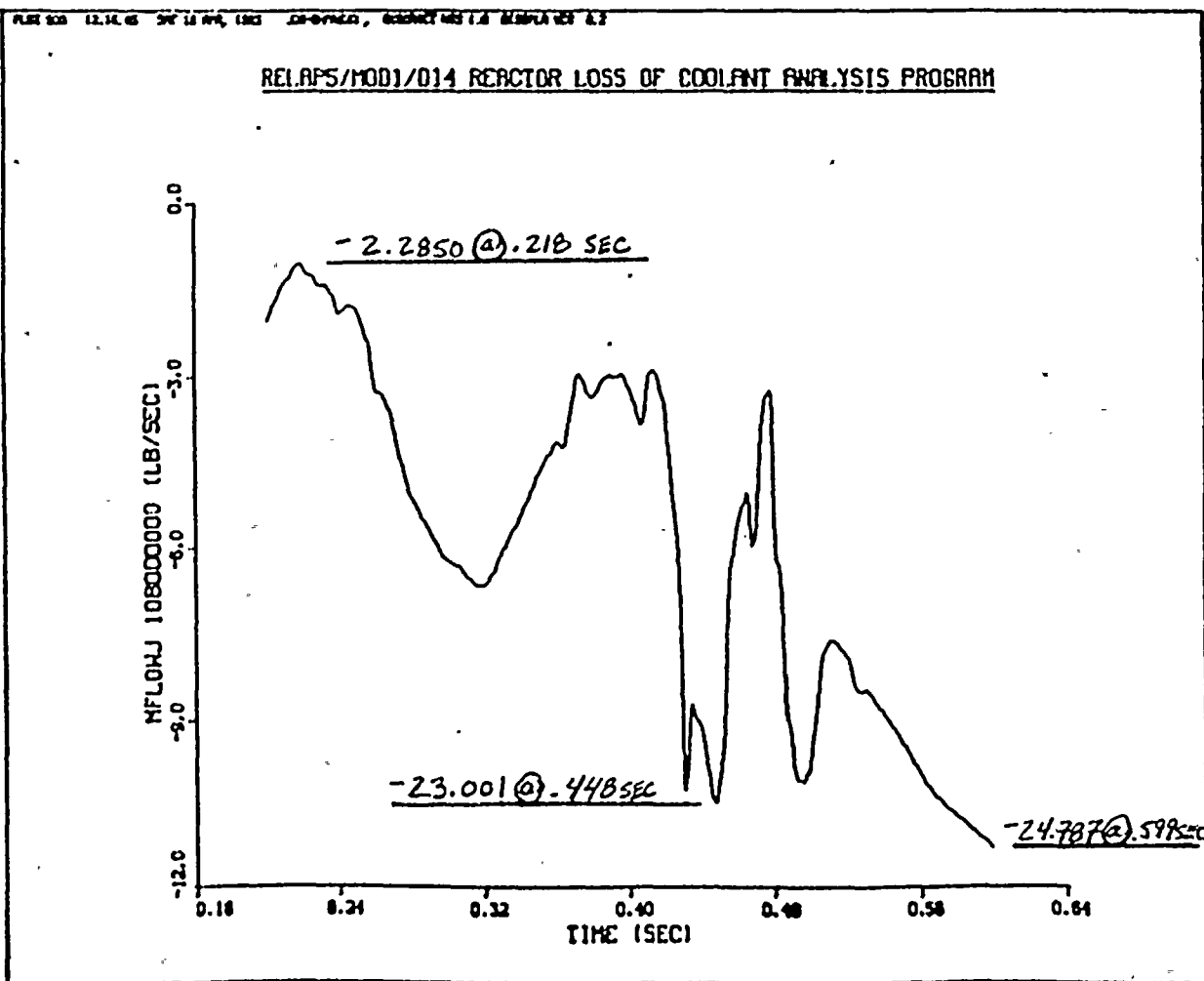


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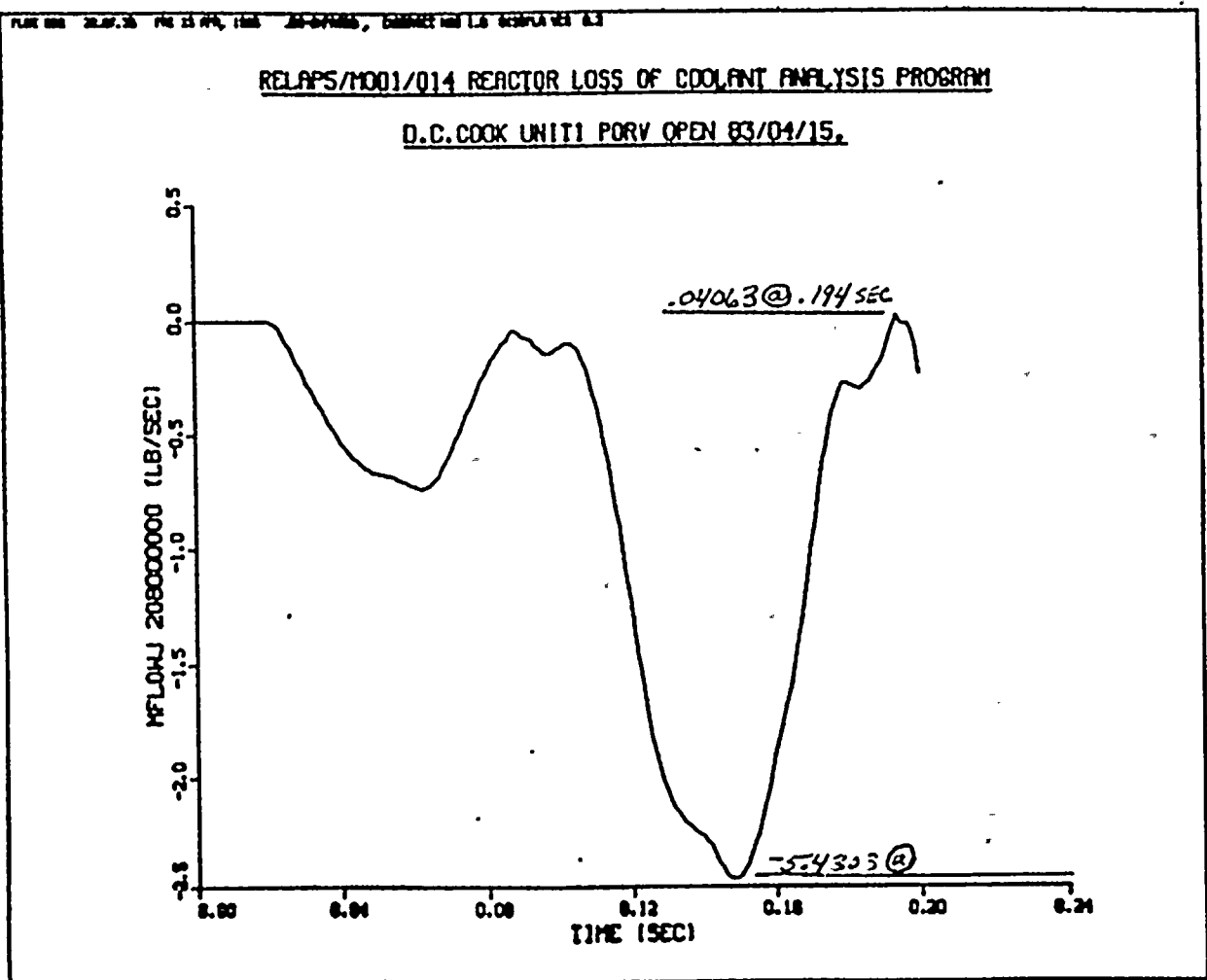




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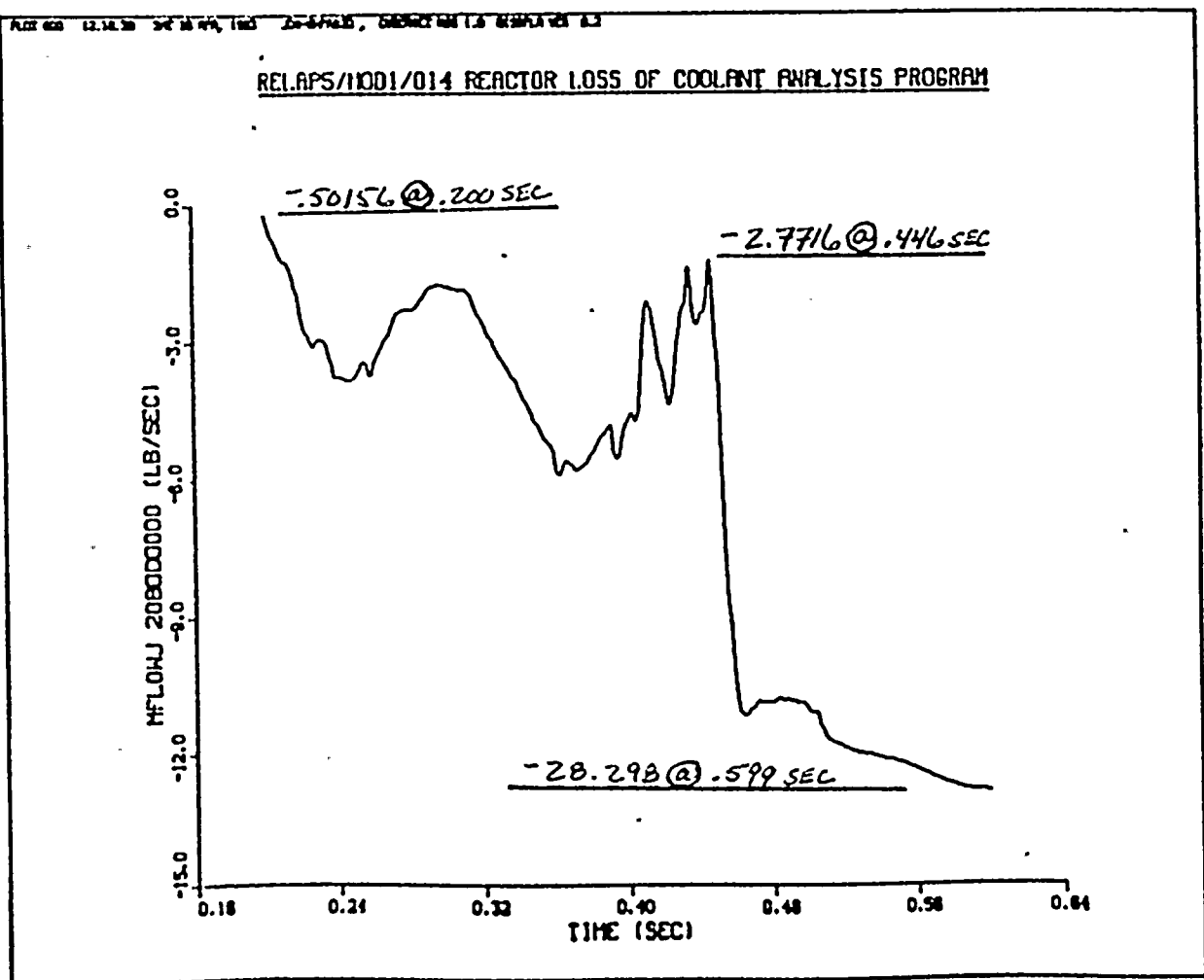
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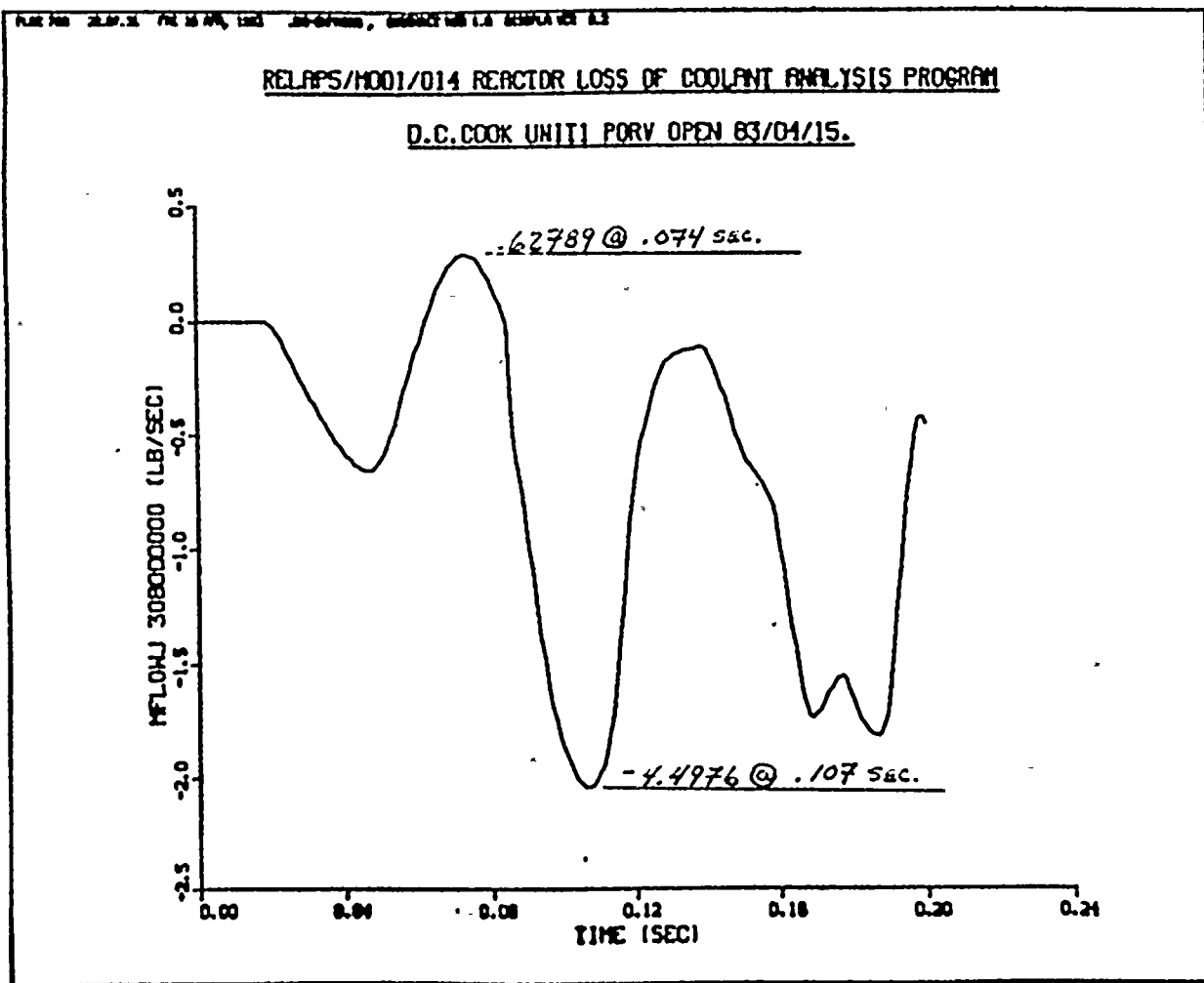
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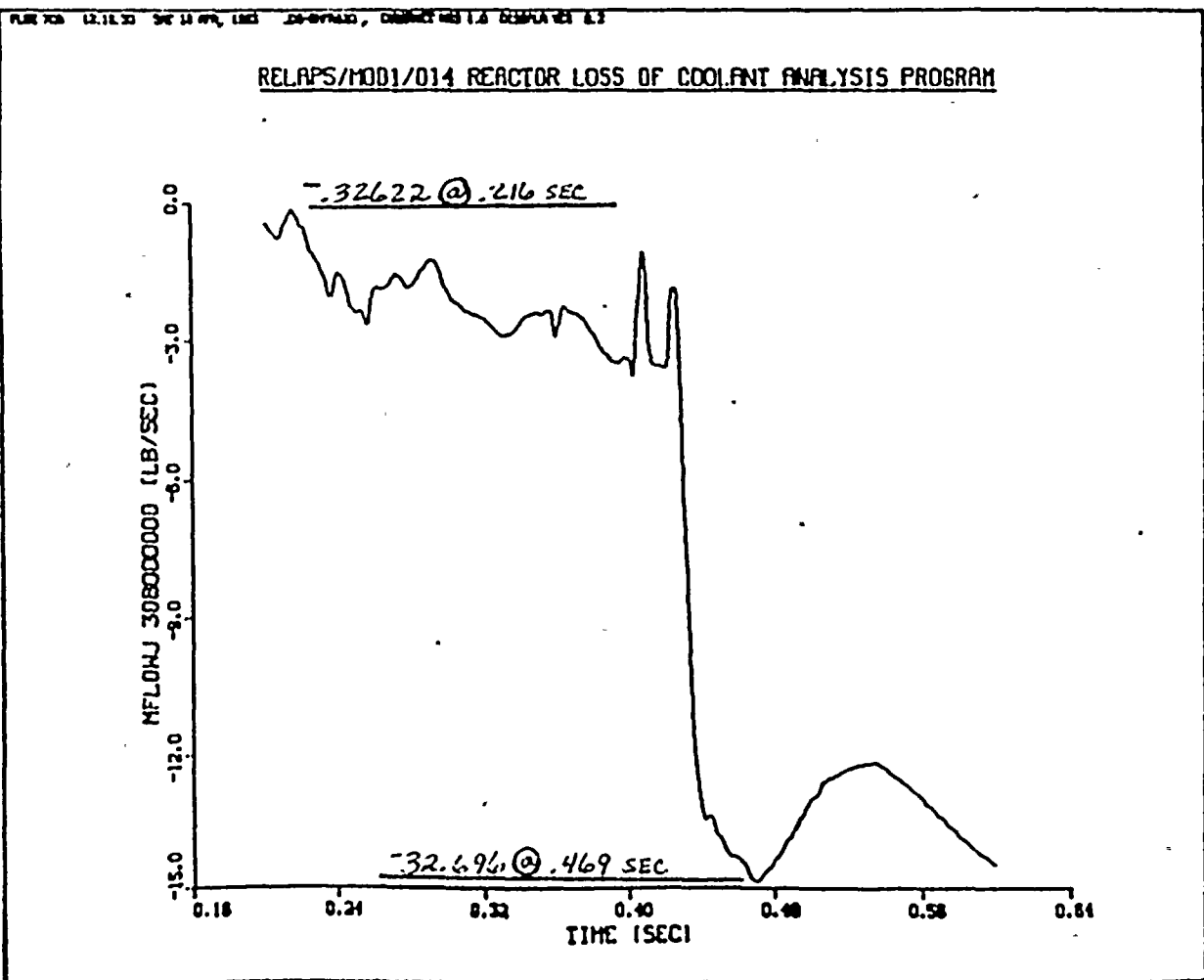
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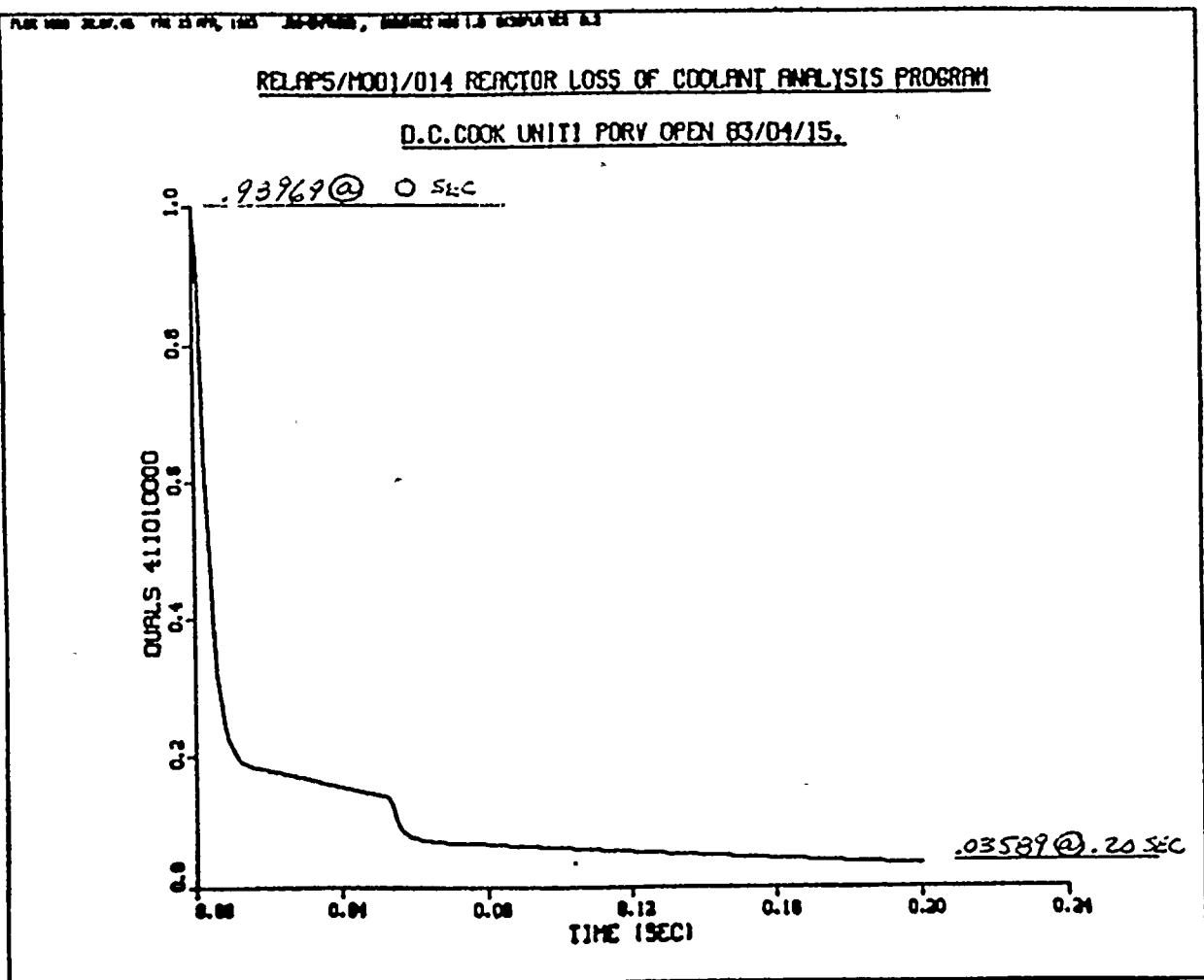
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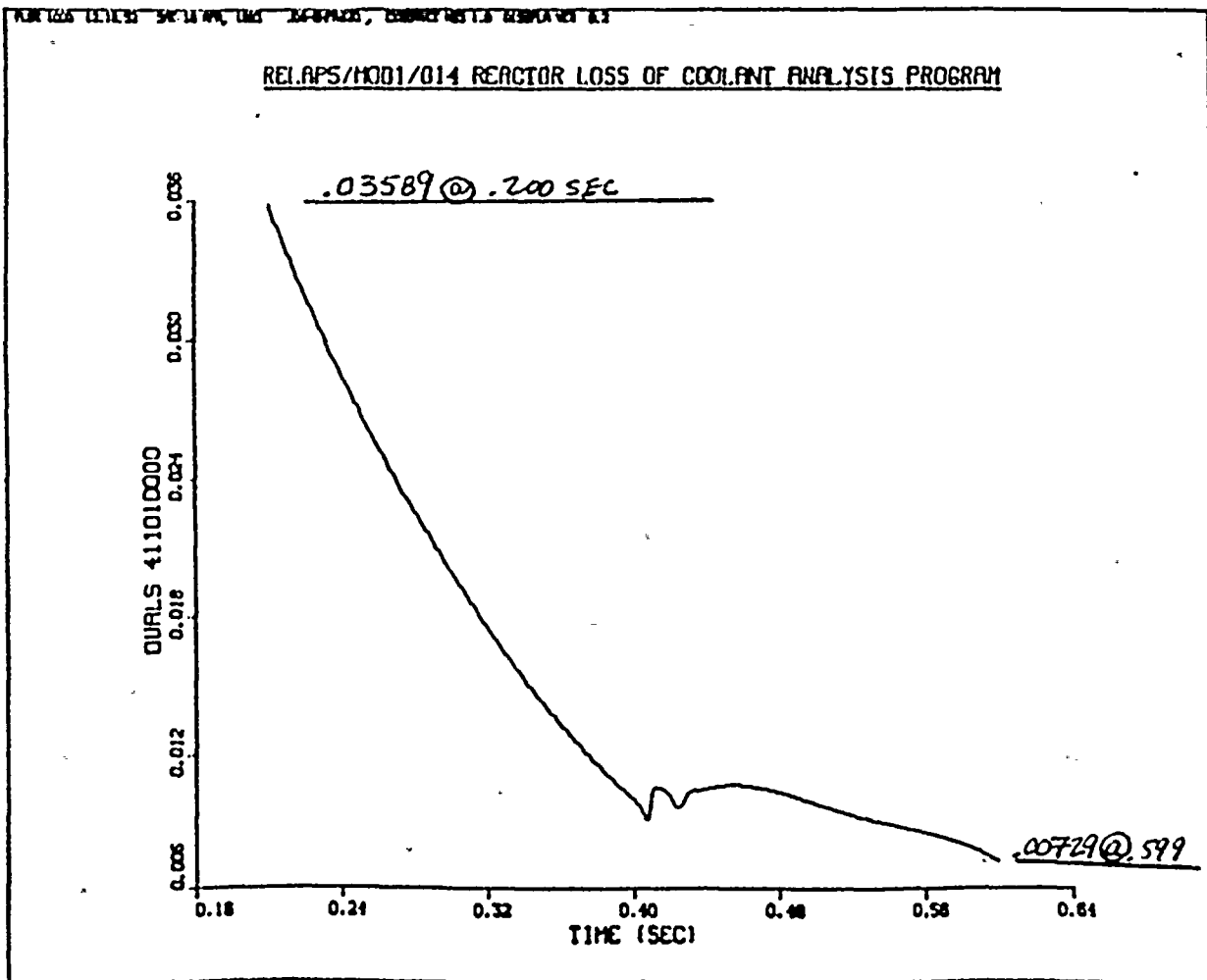
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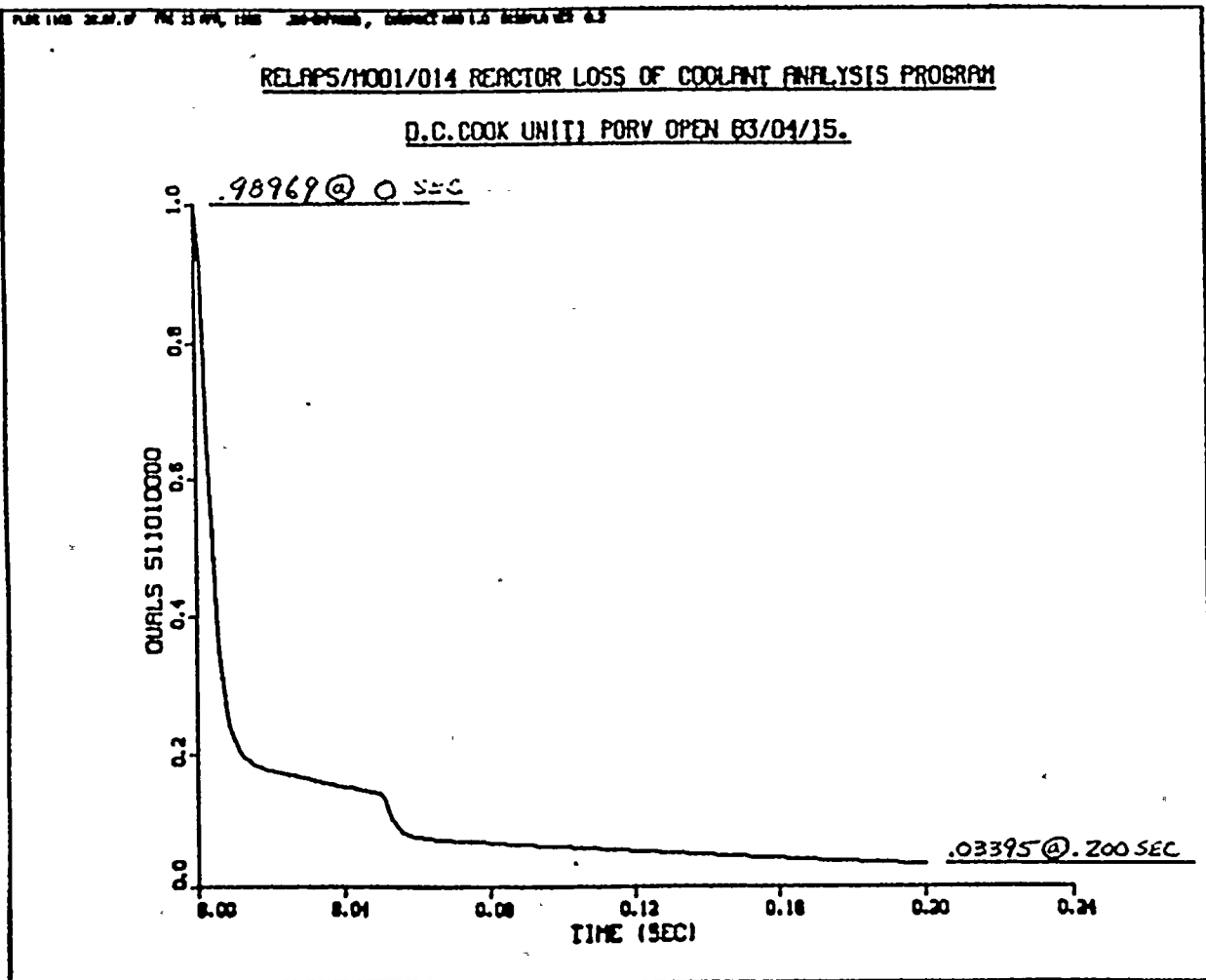




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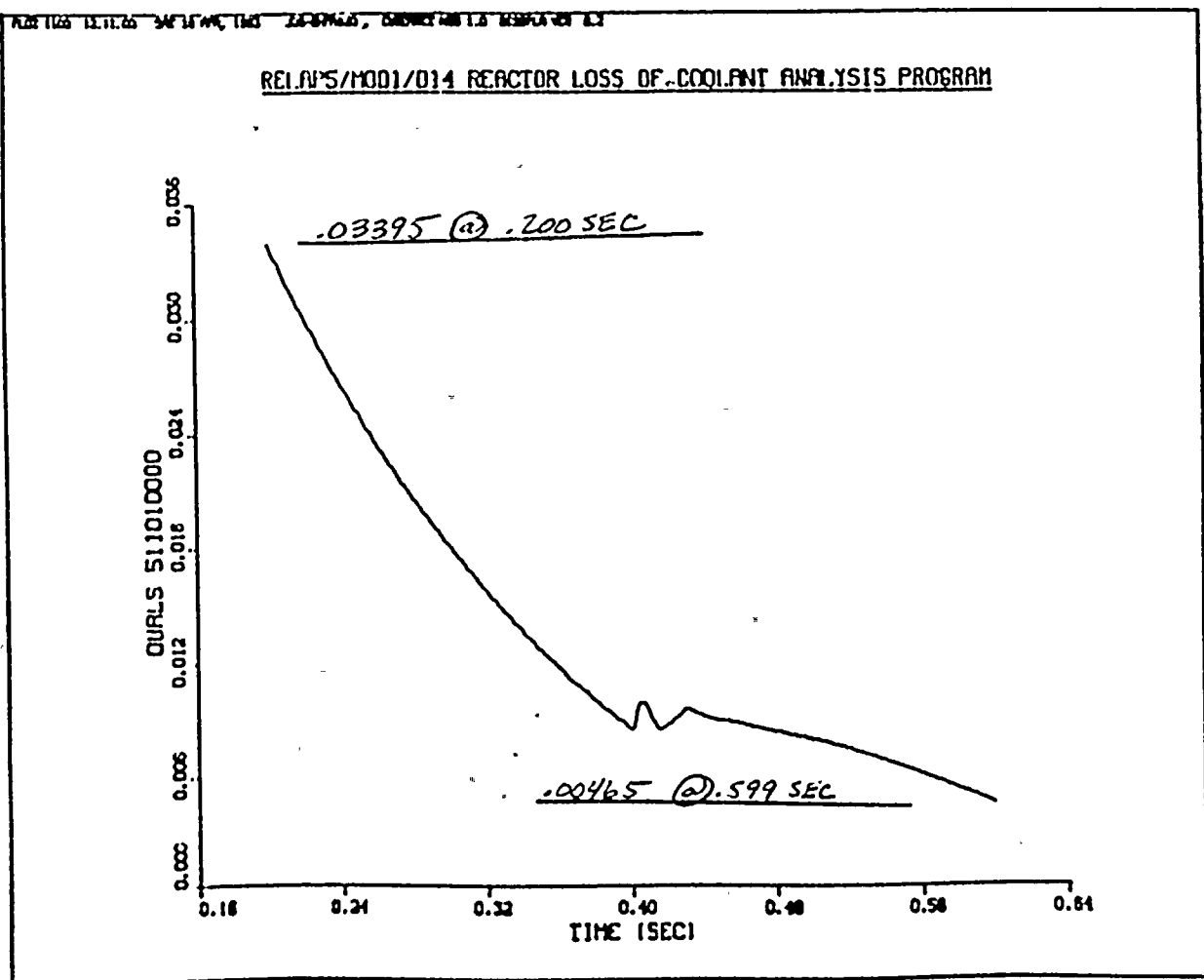
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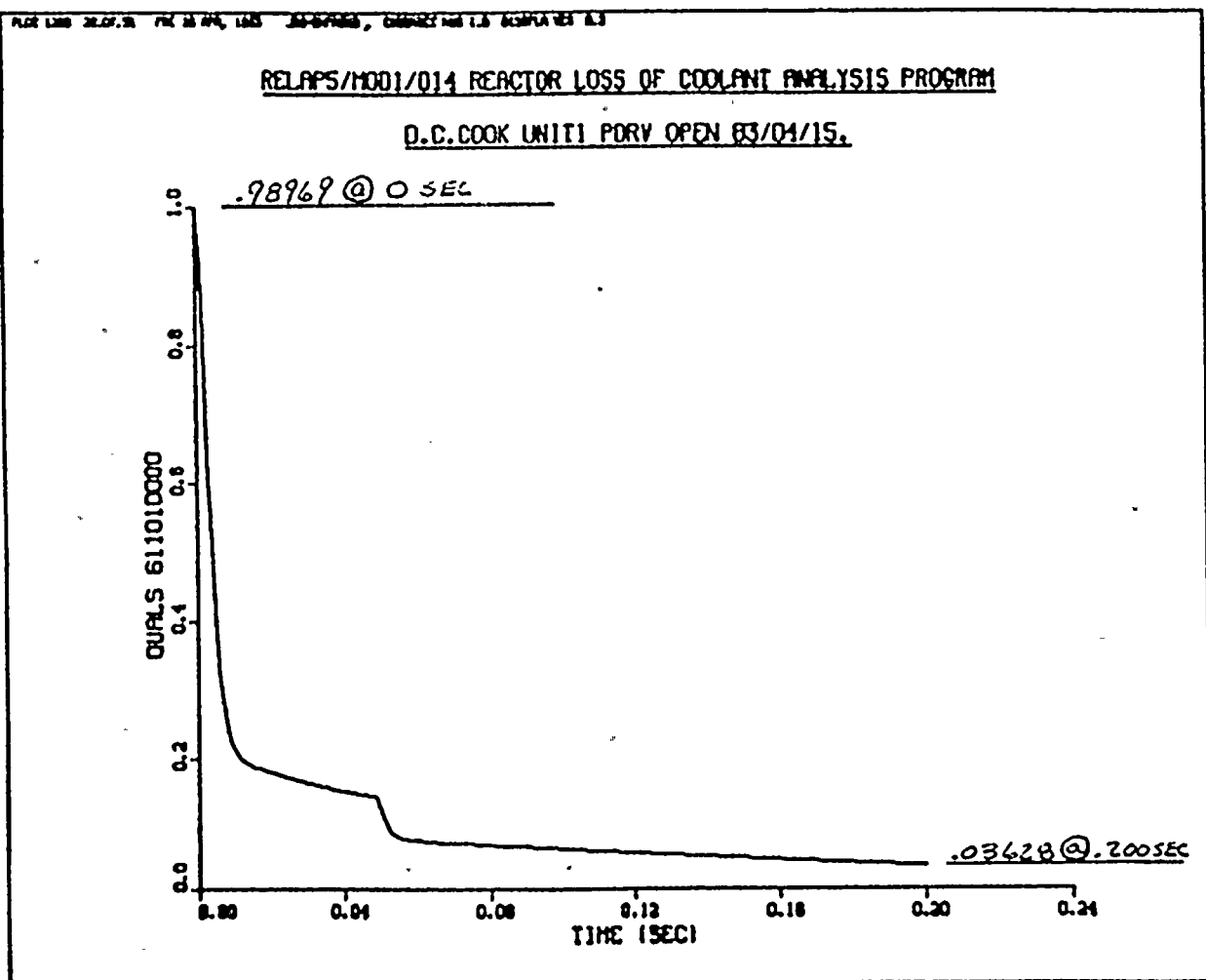
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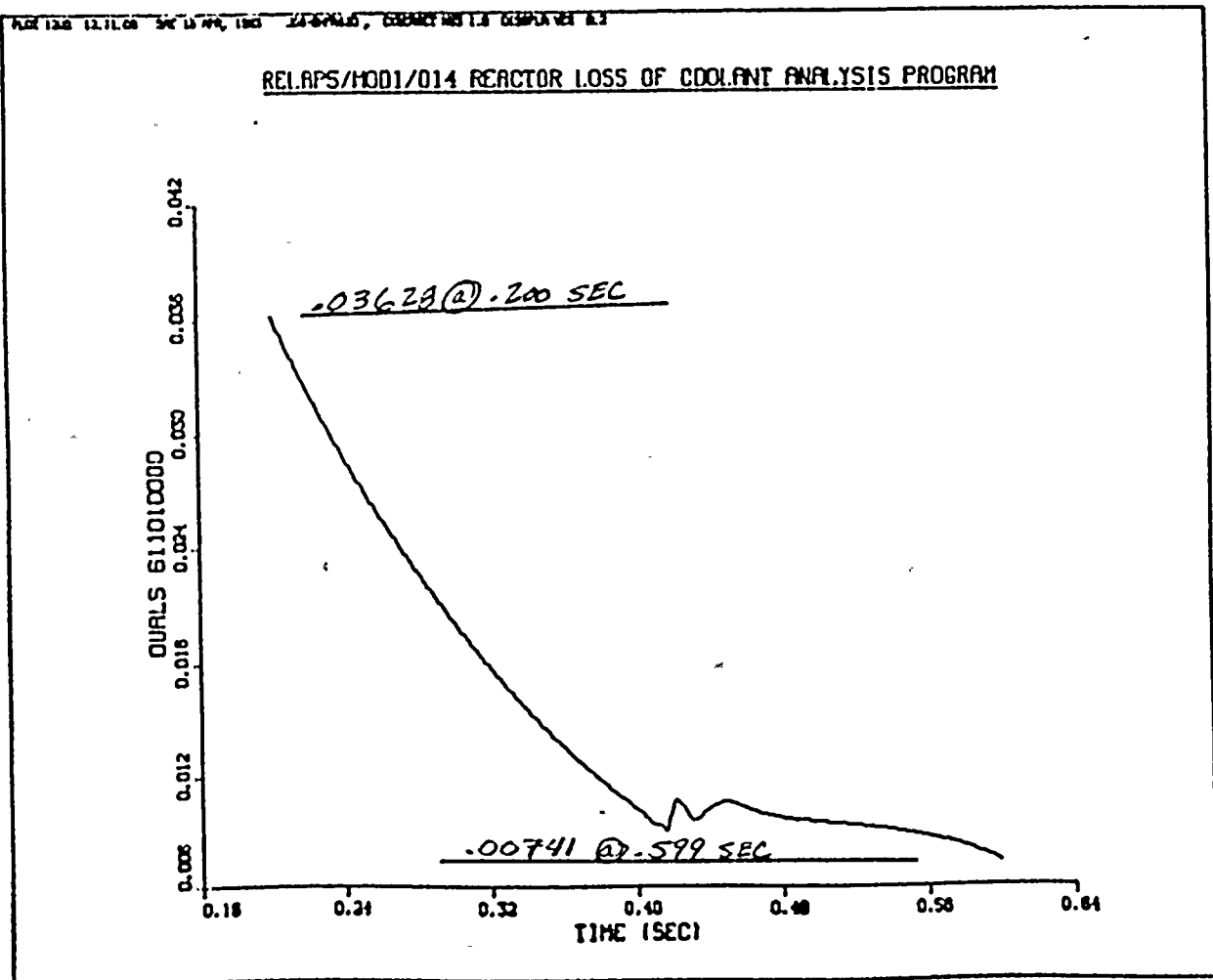
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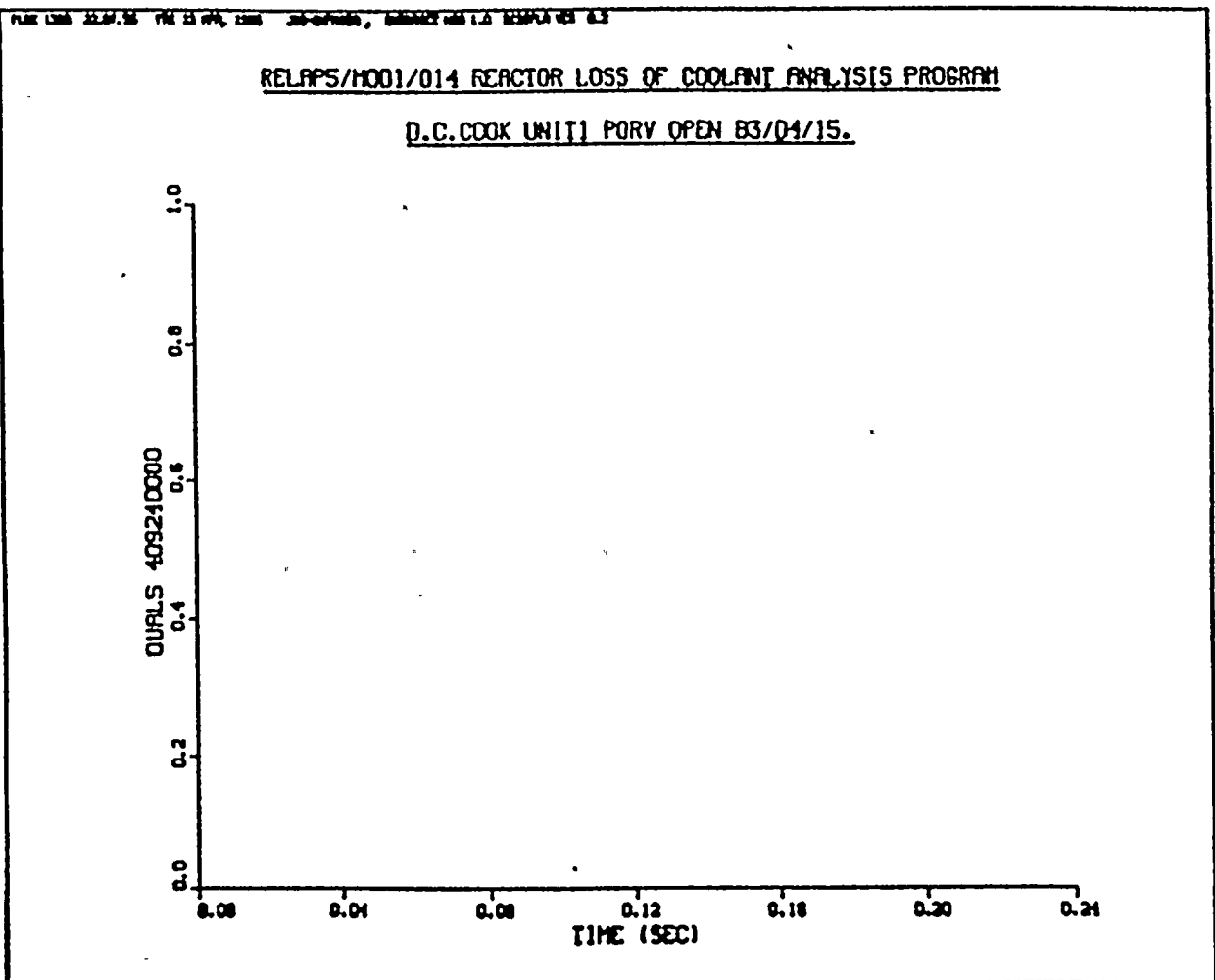
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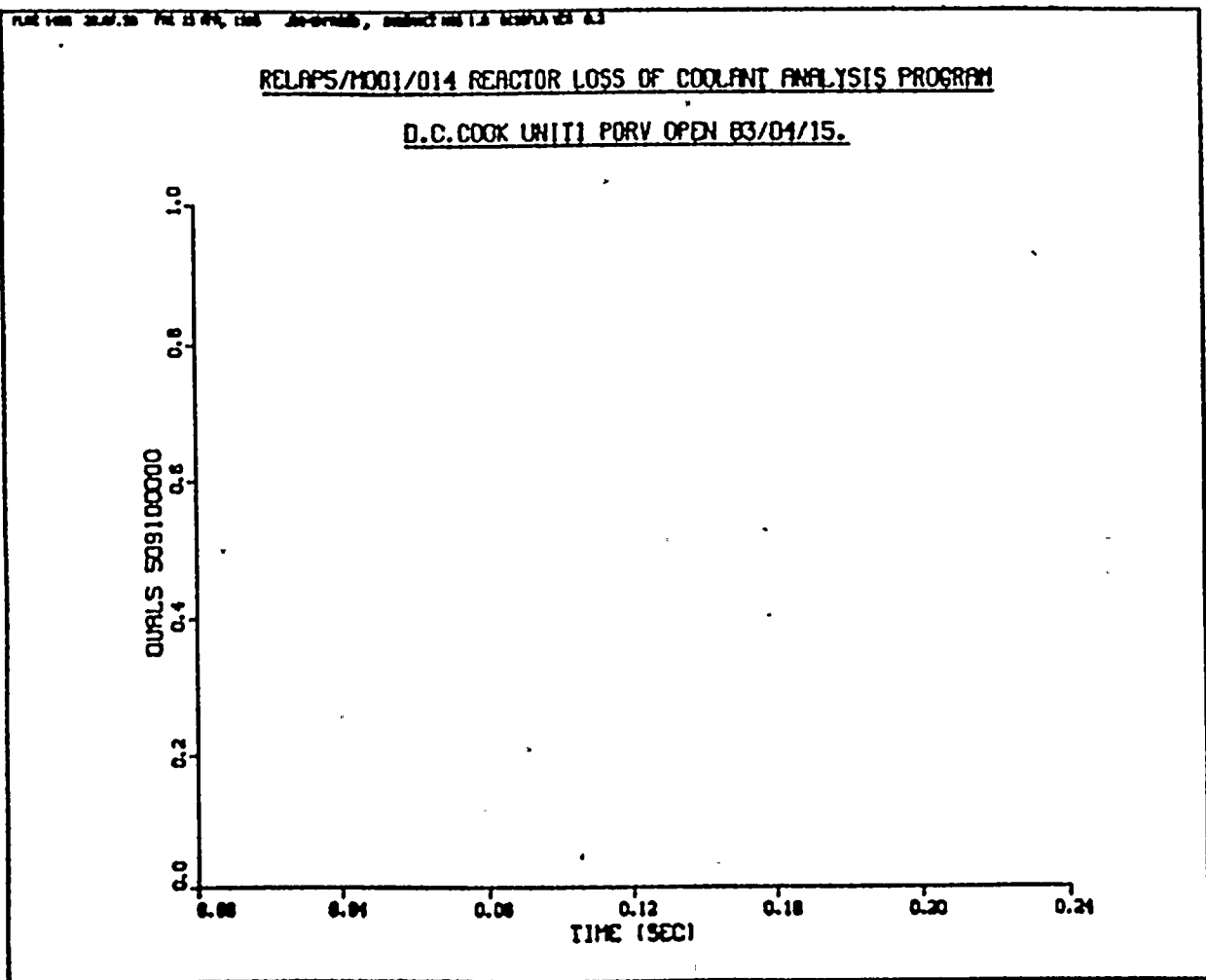


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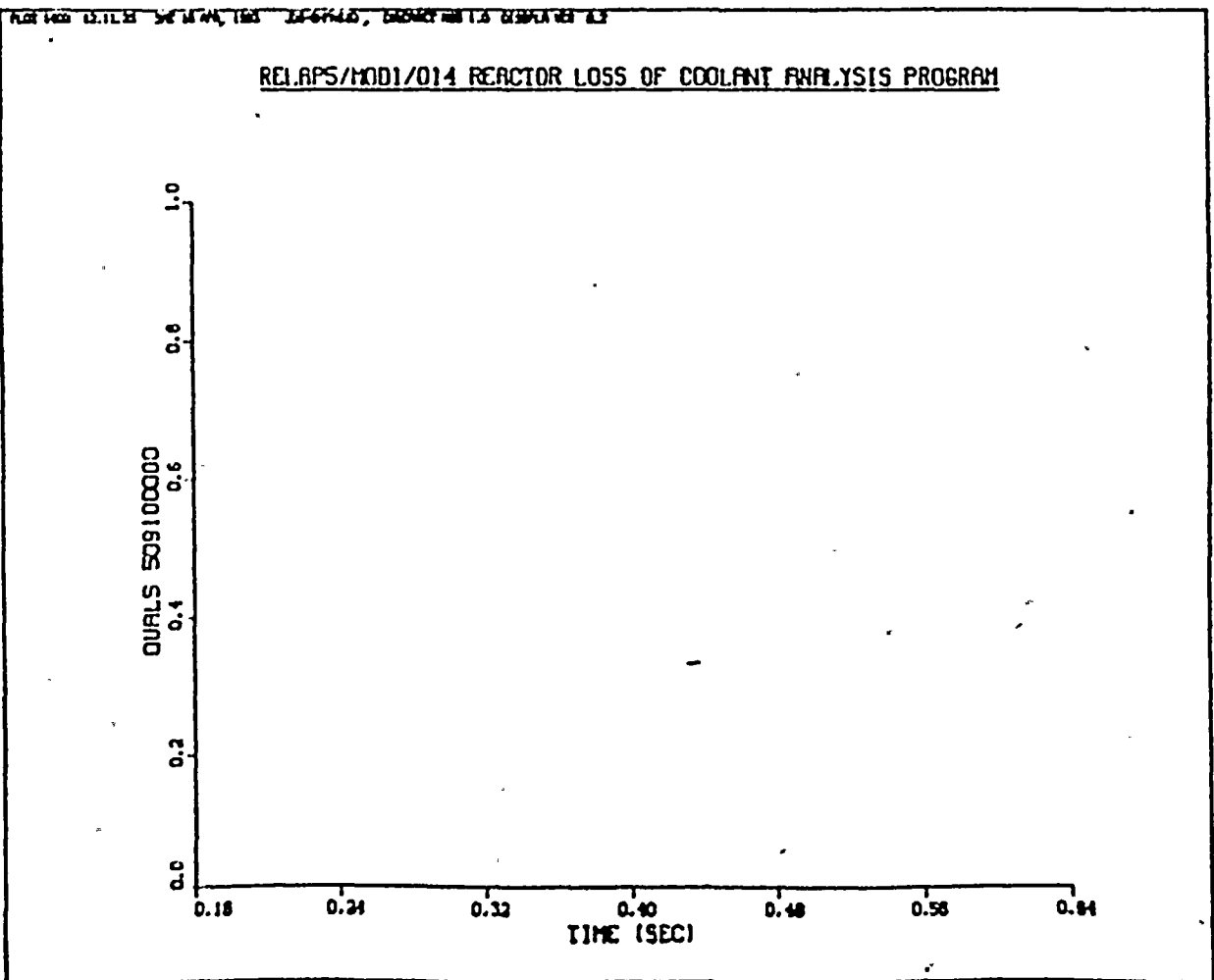
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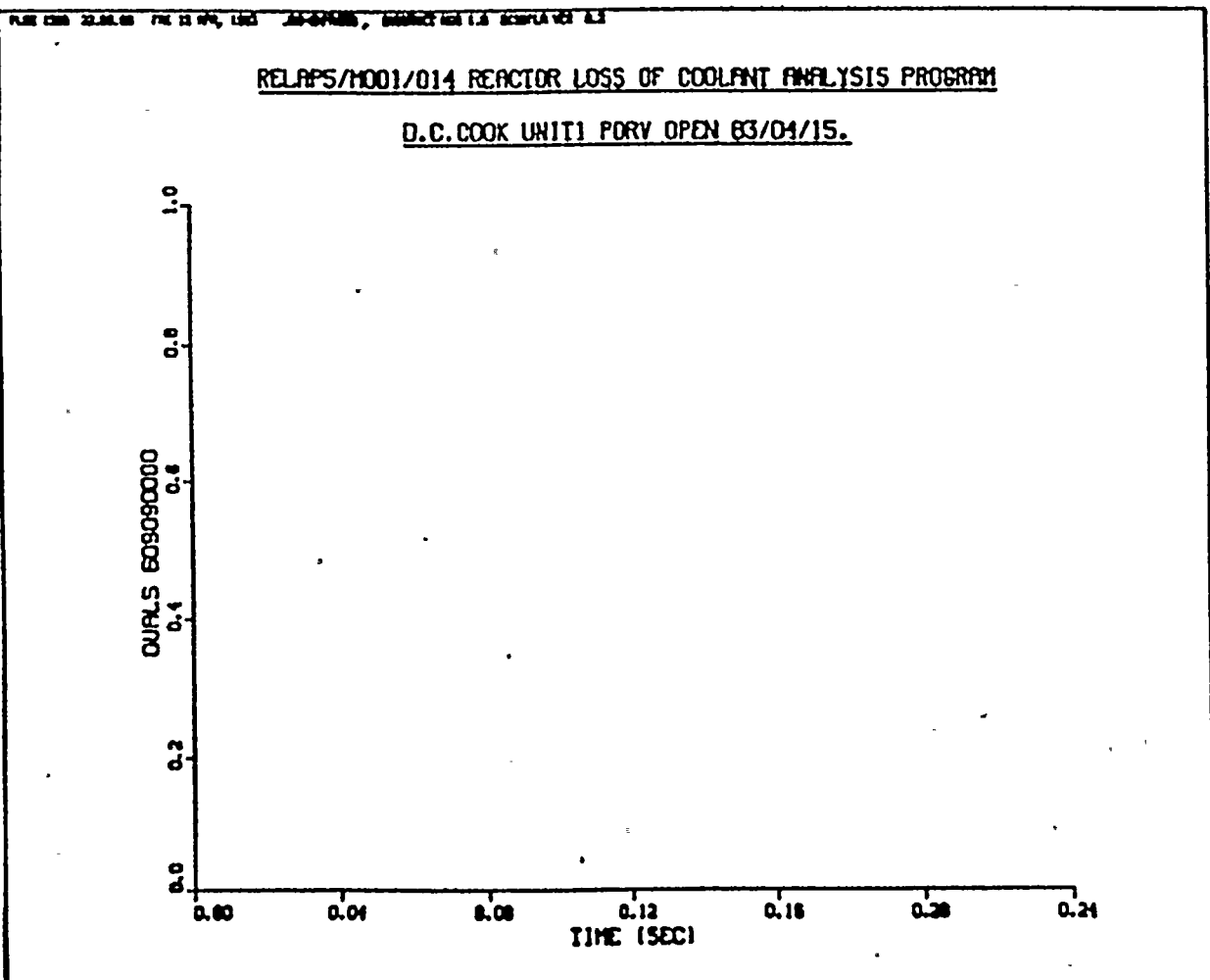




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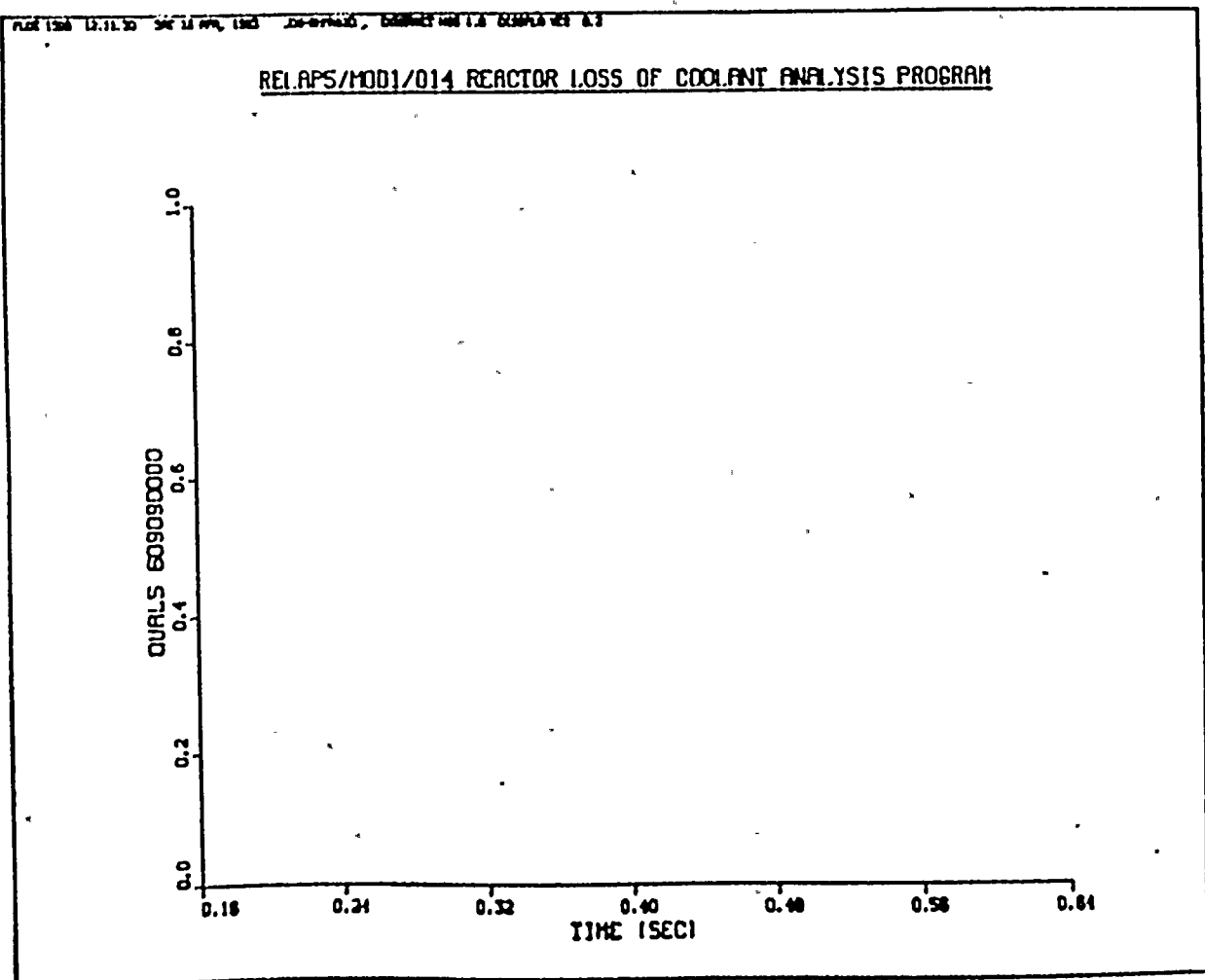
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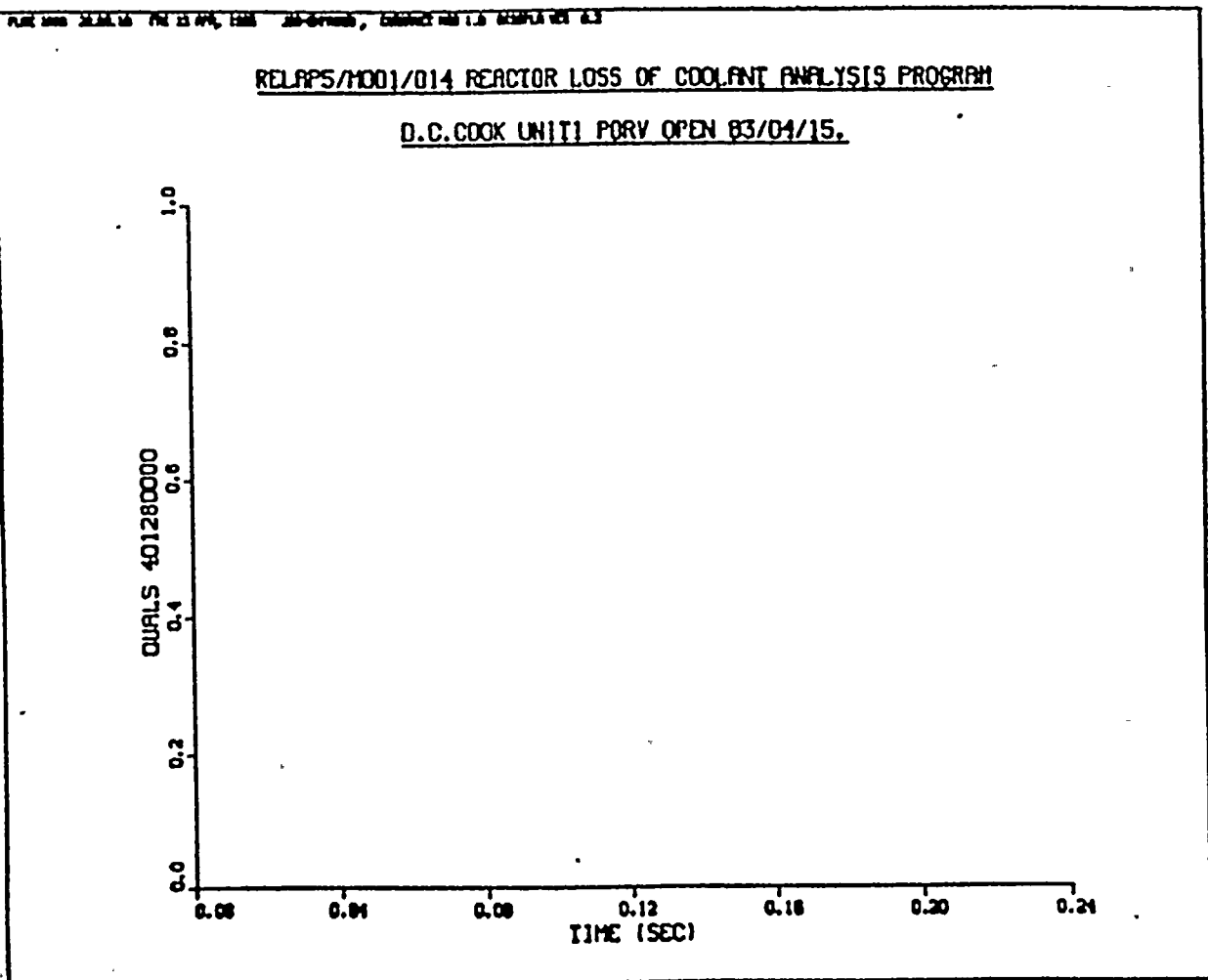
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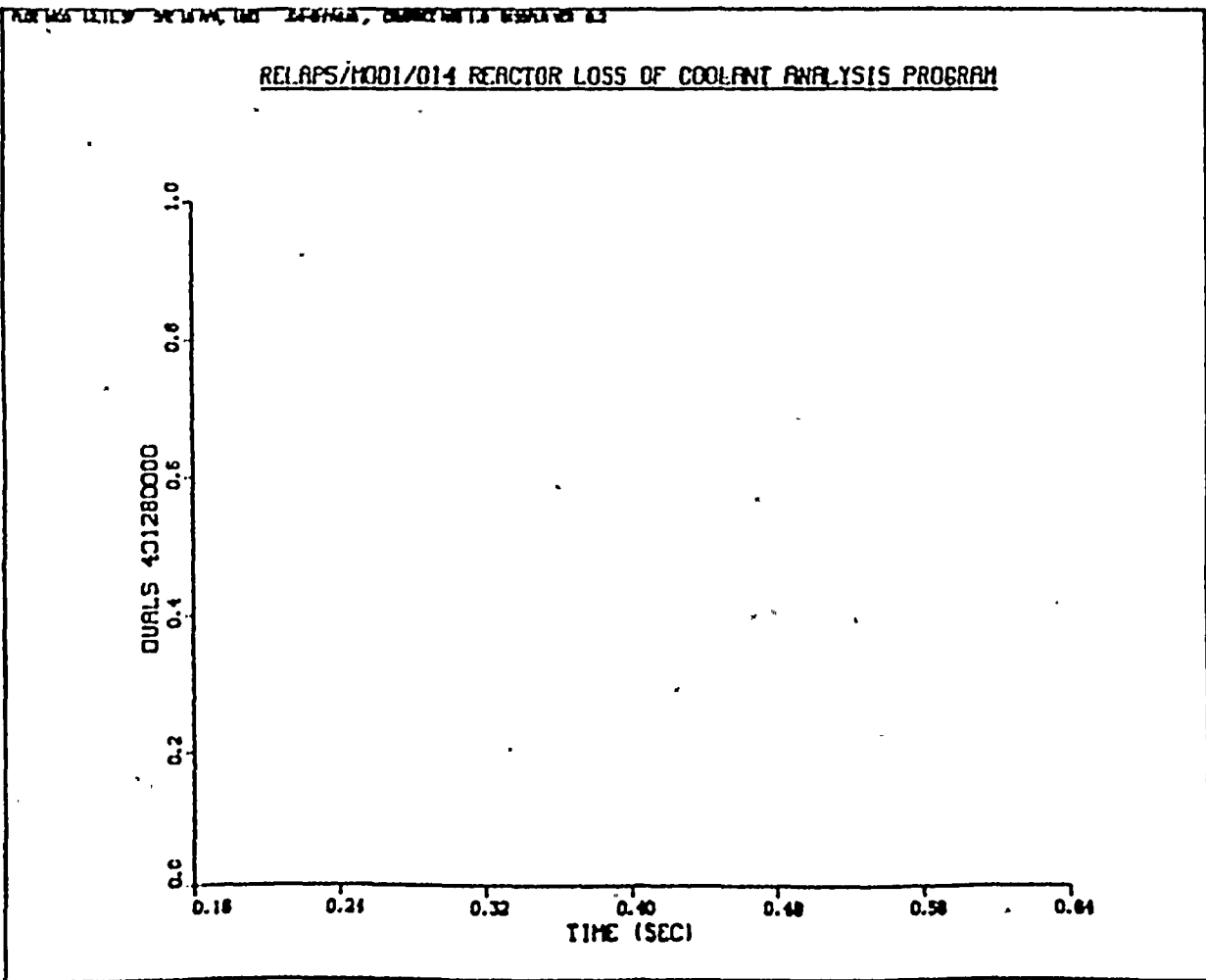


BY C444 DATE 4-29-83  
CHKD. BY NIG DATE 4-29-83

4-198

 **TELEDYNE**  
**ENGINEERING SERVICES**

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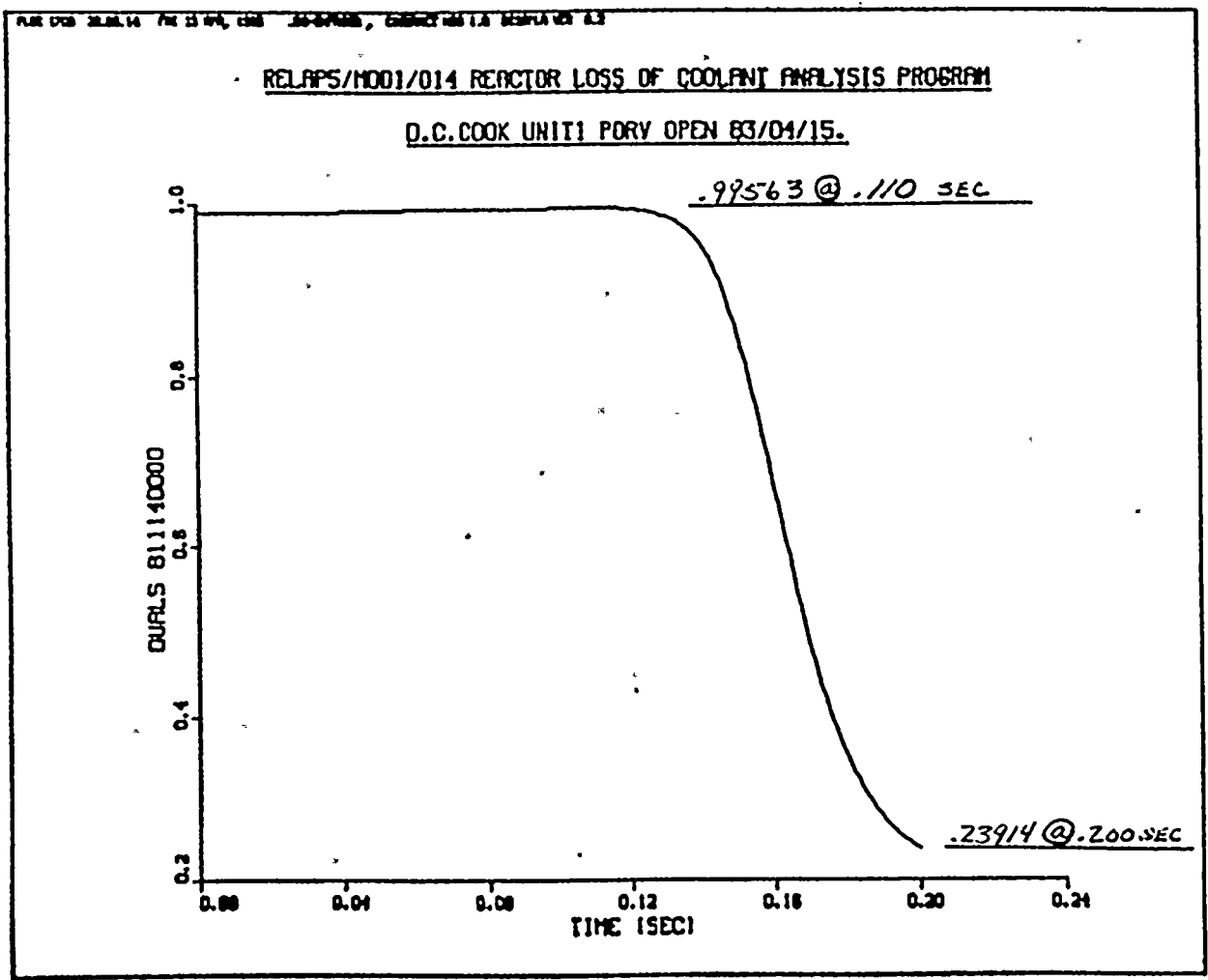




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CHKD. BY JBY DATE 4-29-83

4-199

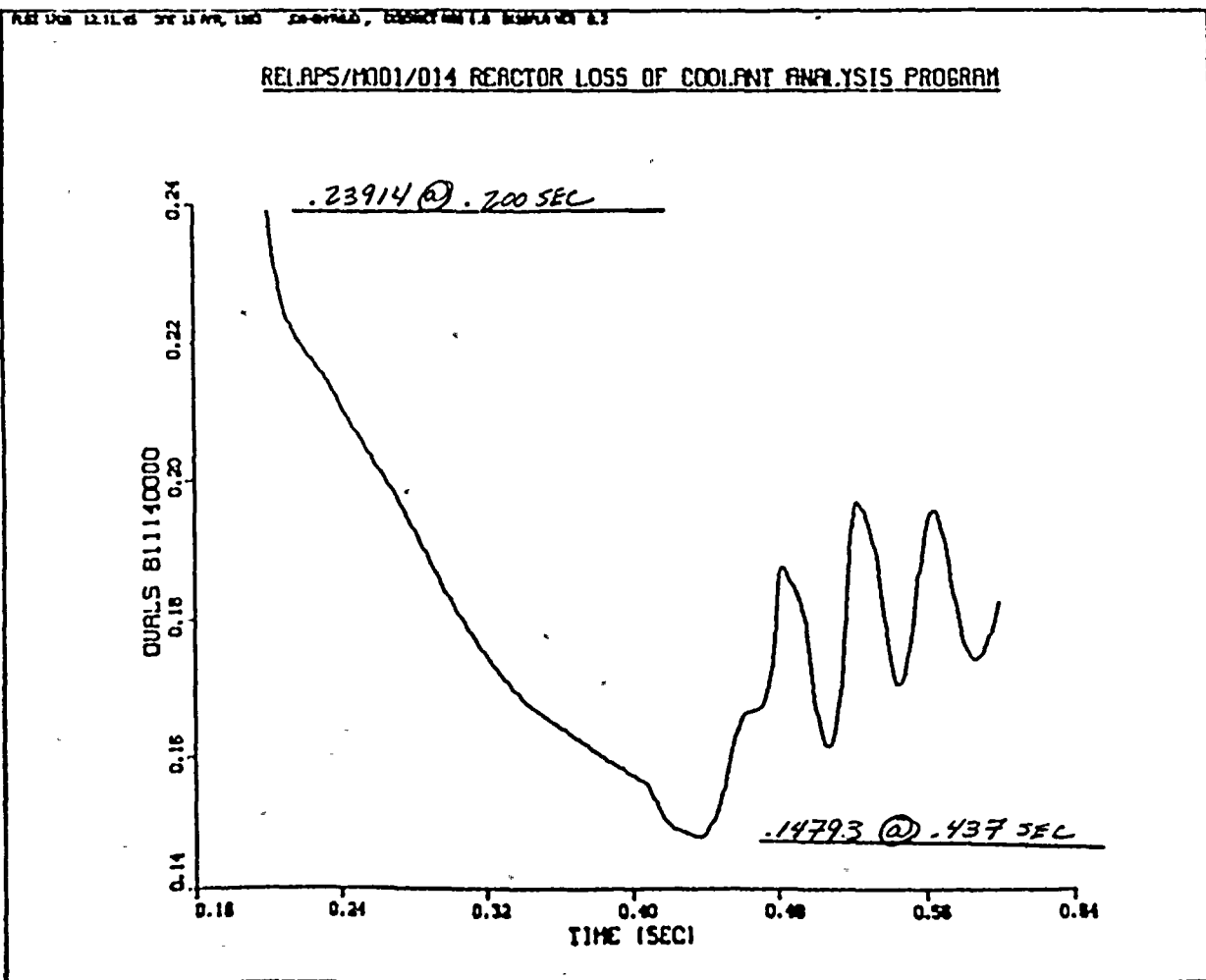
**TELEDYNE**  
**ENGINEERING SERVICES**  
Technical Report  
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BY C444 DATE 4-29-83  
CHKD. BY KTG DATE 4-27-83

4-200

**TELEDYNE**  
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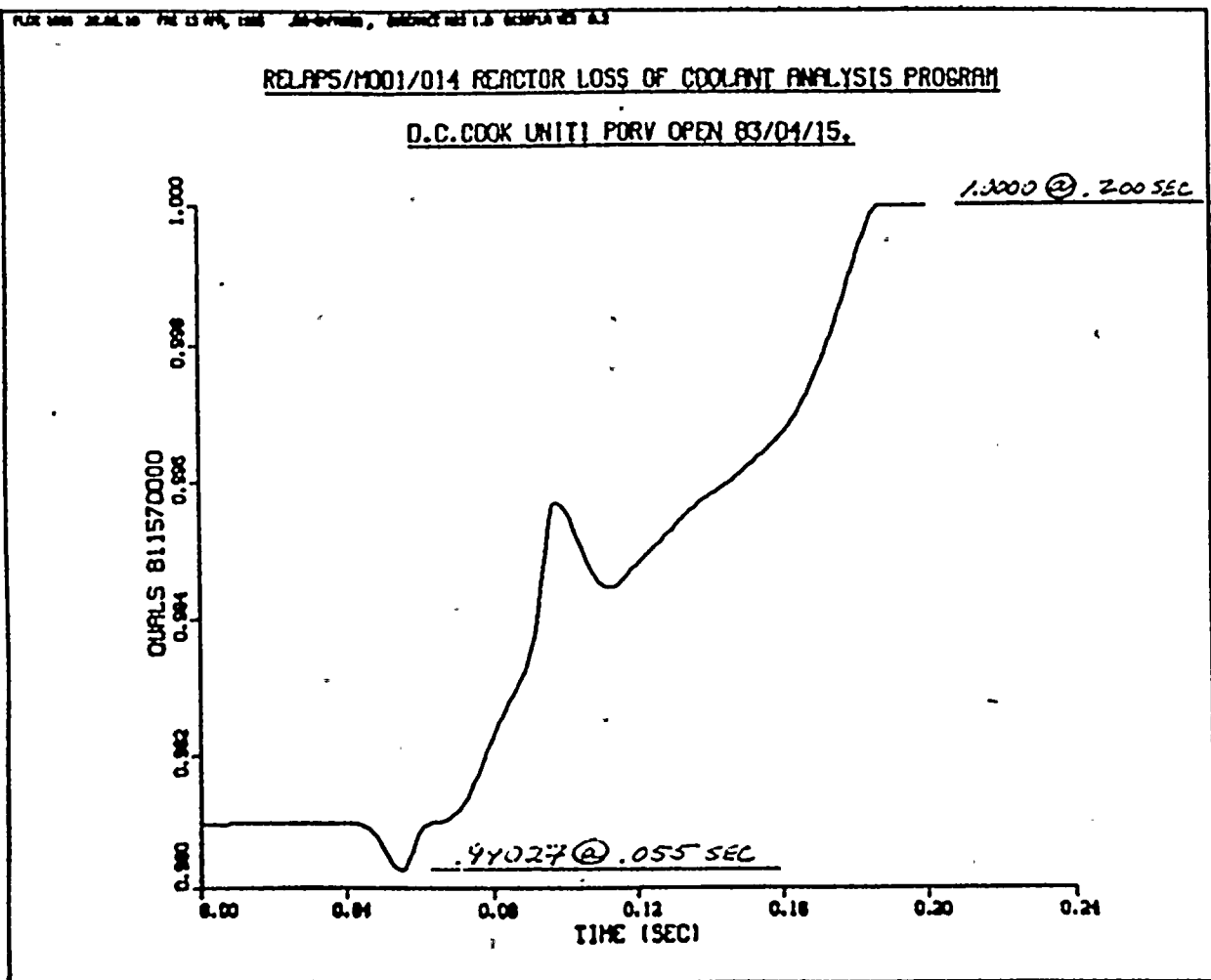




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CHKD. BY JBL DATE 4-29-83

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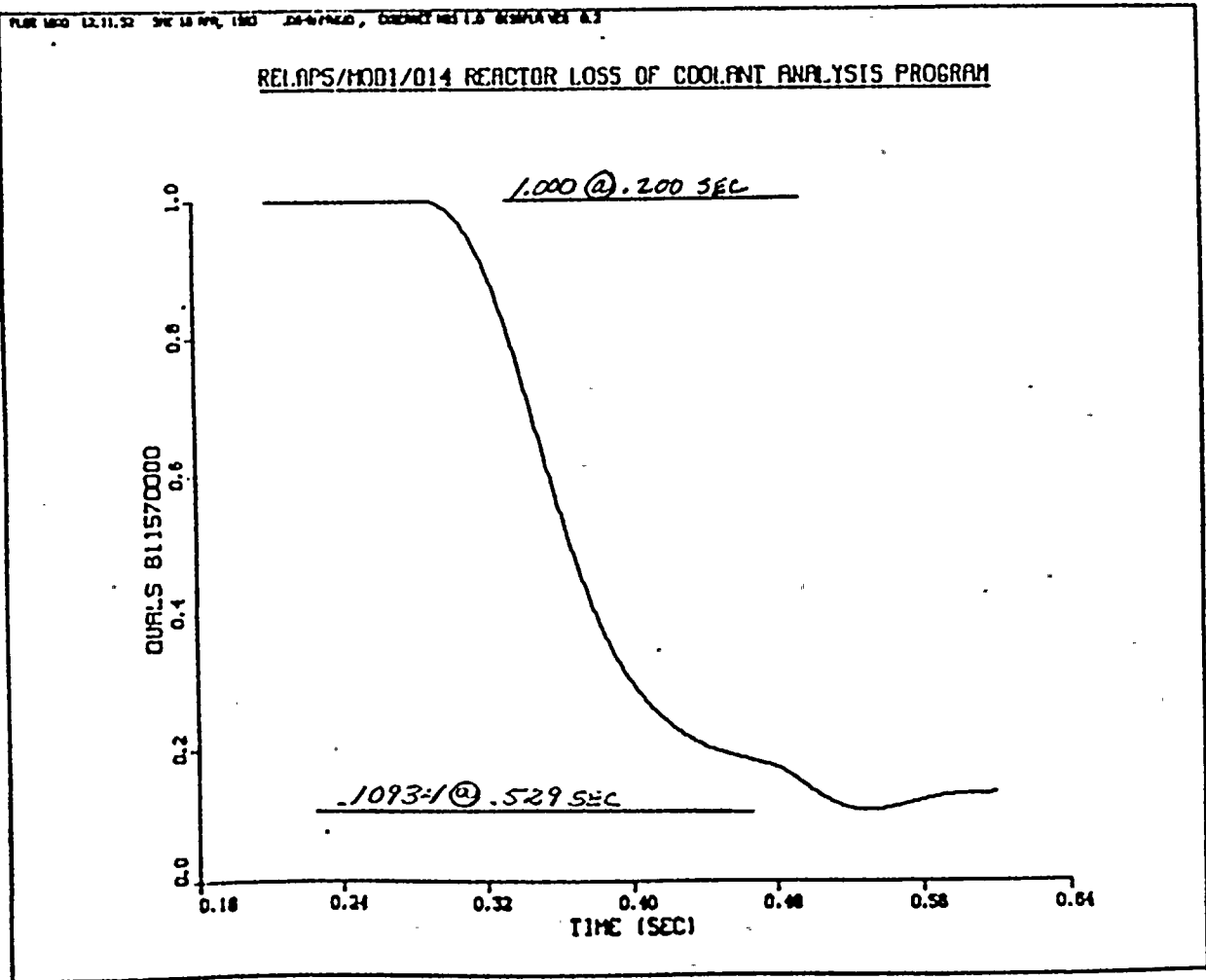
**TELEDYNE**  
**ENGINEERING SERVICES**  
Technical Report  
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BY C444 DATE 4-29-83  
CHKD. BY JUG DATE 4-27-83

4-202

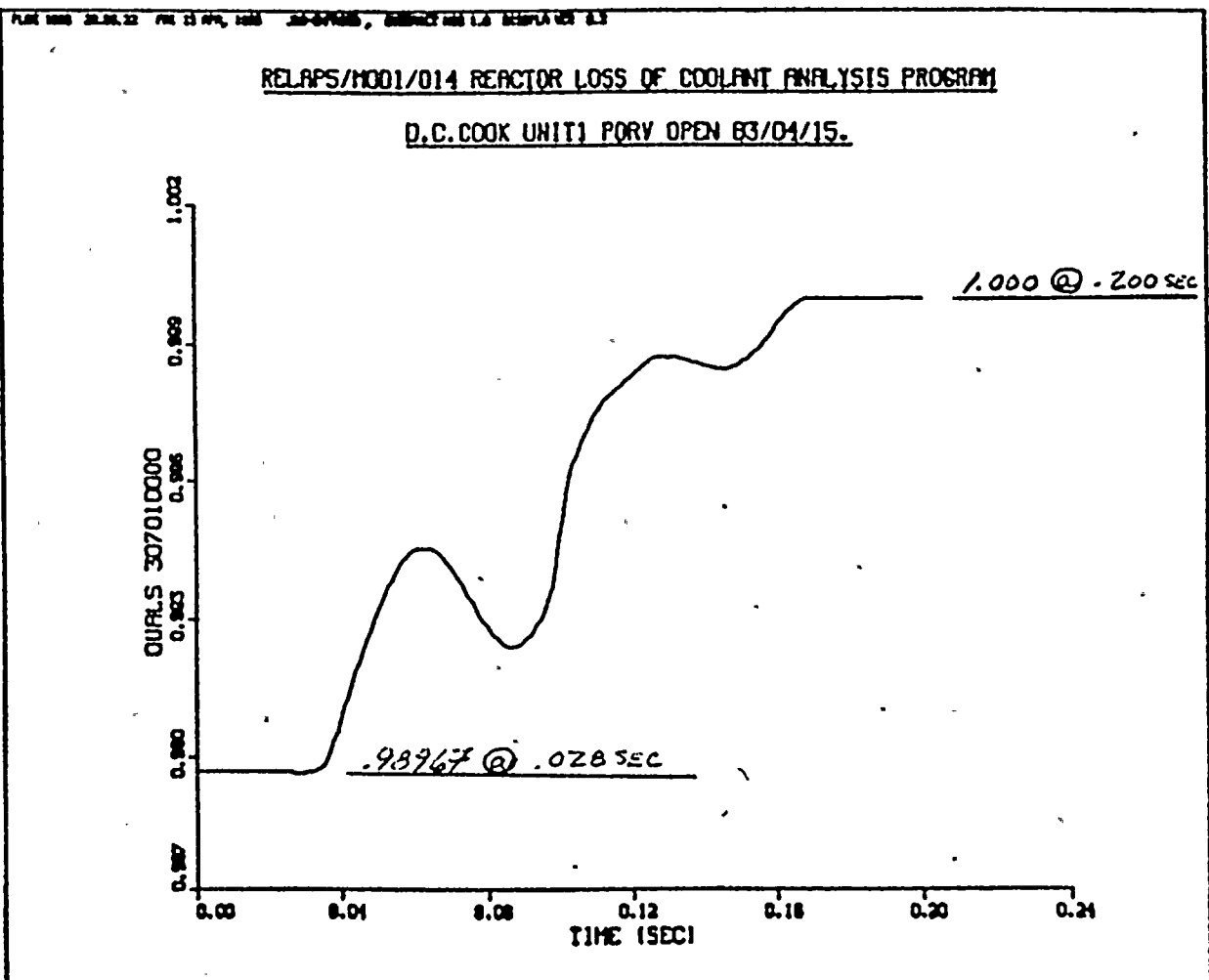
**TELEDYNE**  
**ENGINEERING SERVICES**  
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BY UHM DATE 11-29-83  
 CHKD. BY JBK DATE 4-29-83

4-203

**TELEDYNE**  
**ENGINEERING SERVICES**  
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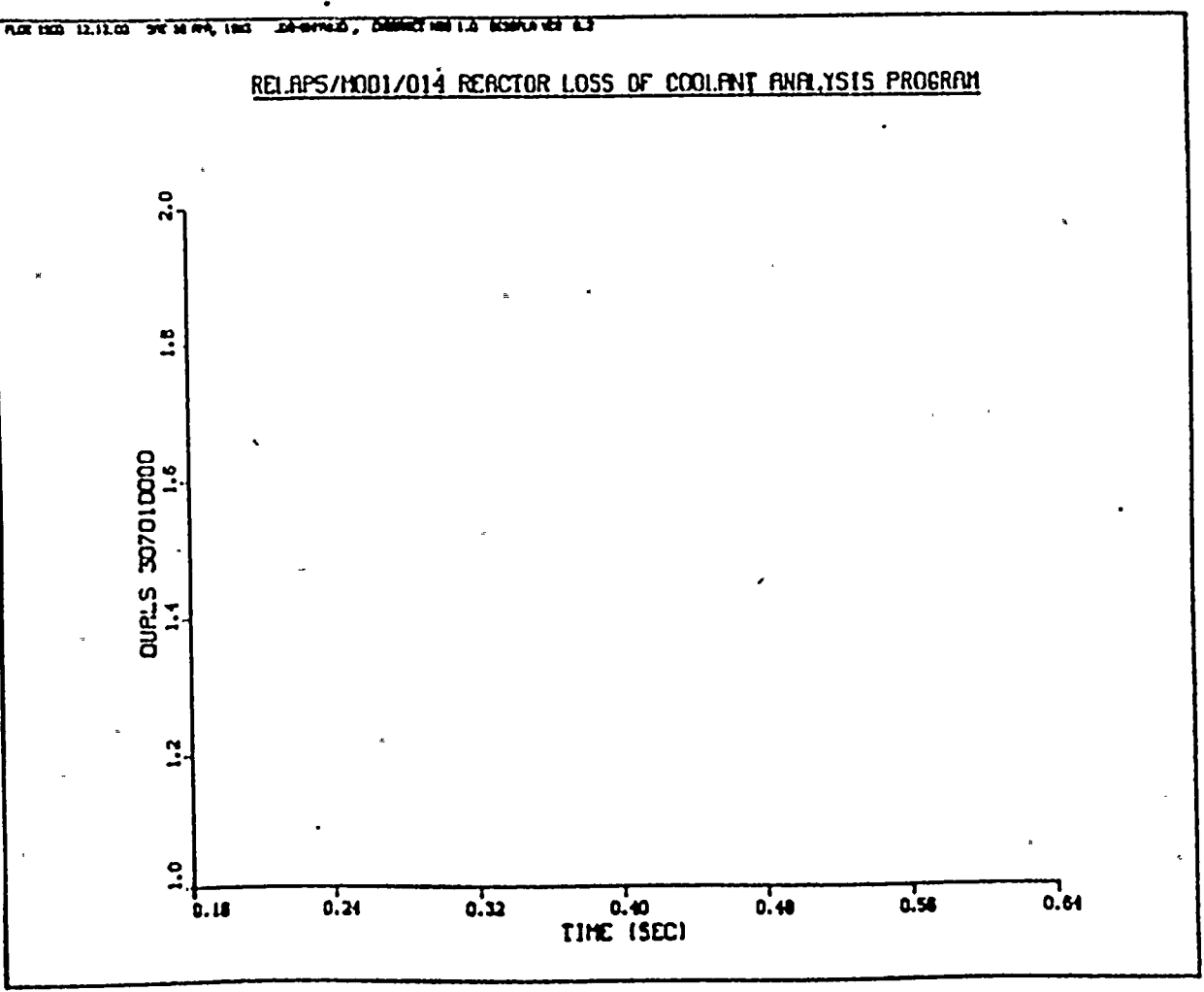




BY CHM DATE 4-29-83  
CHKD. BY NIG DATE 4-29-83

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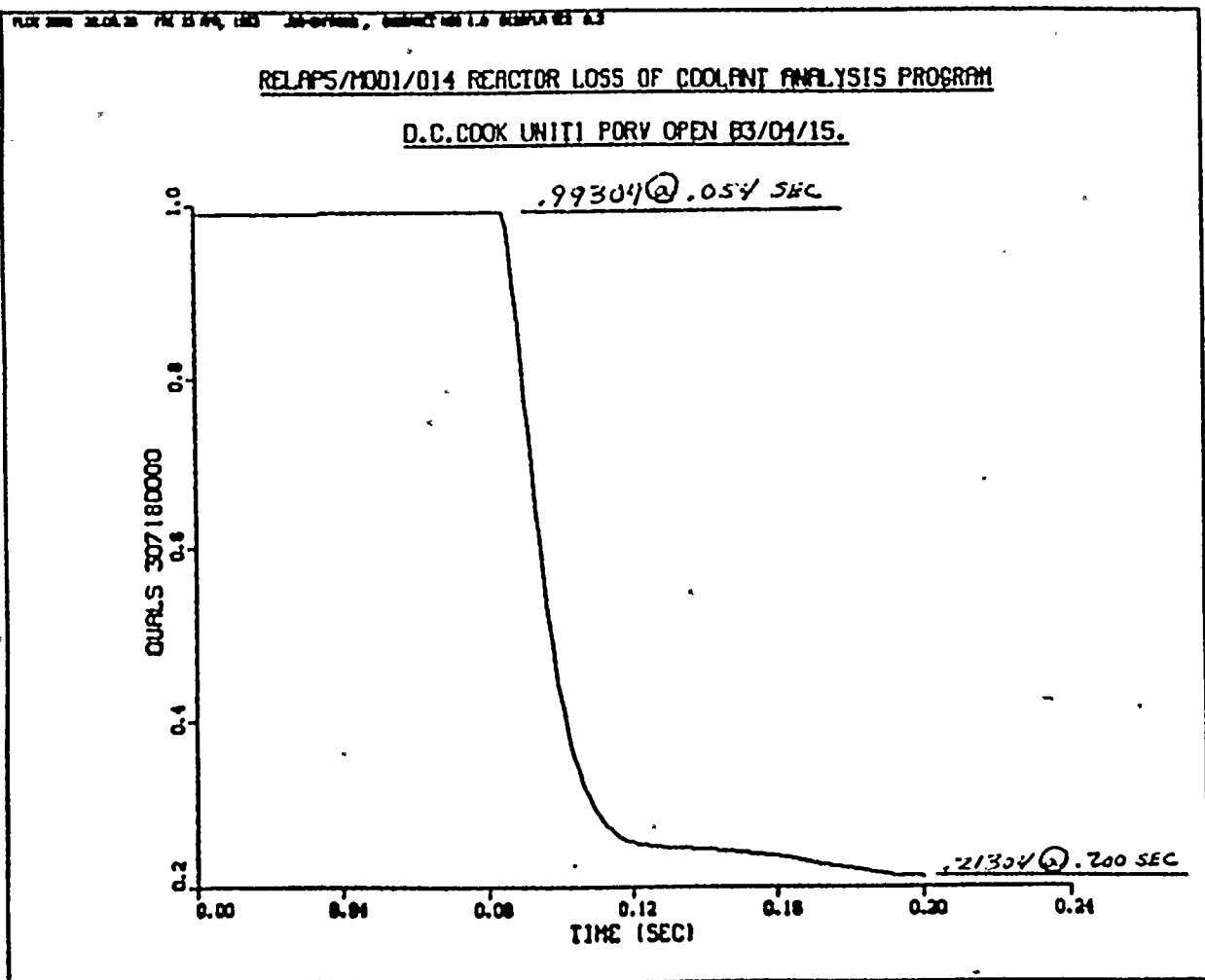
**TELEDYNE**  
**ENGINEERING SERVICES**  
Technical Report  
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Revision 0



BY UHM DATE 4-29-83  
CHKD. BY JBM DATE 4-29-83

4-205

**TELEDYNE**  
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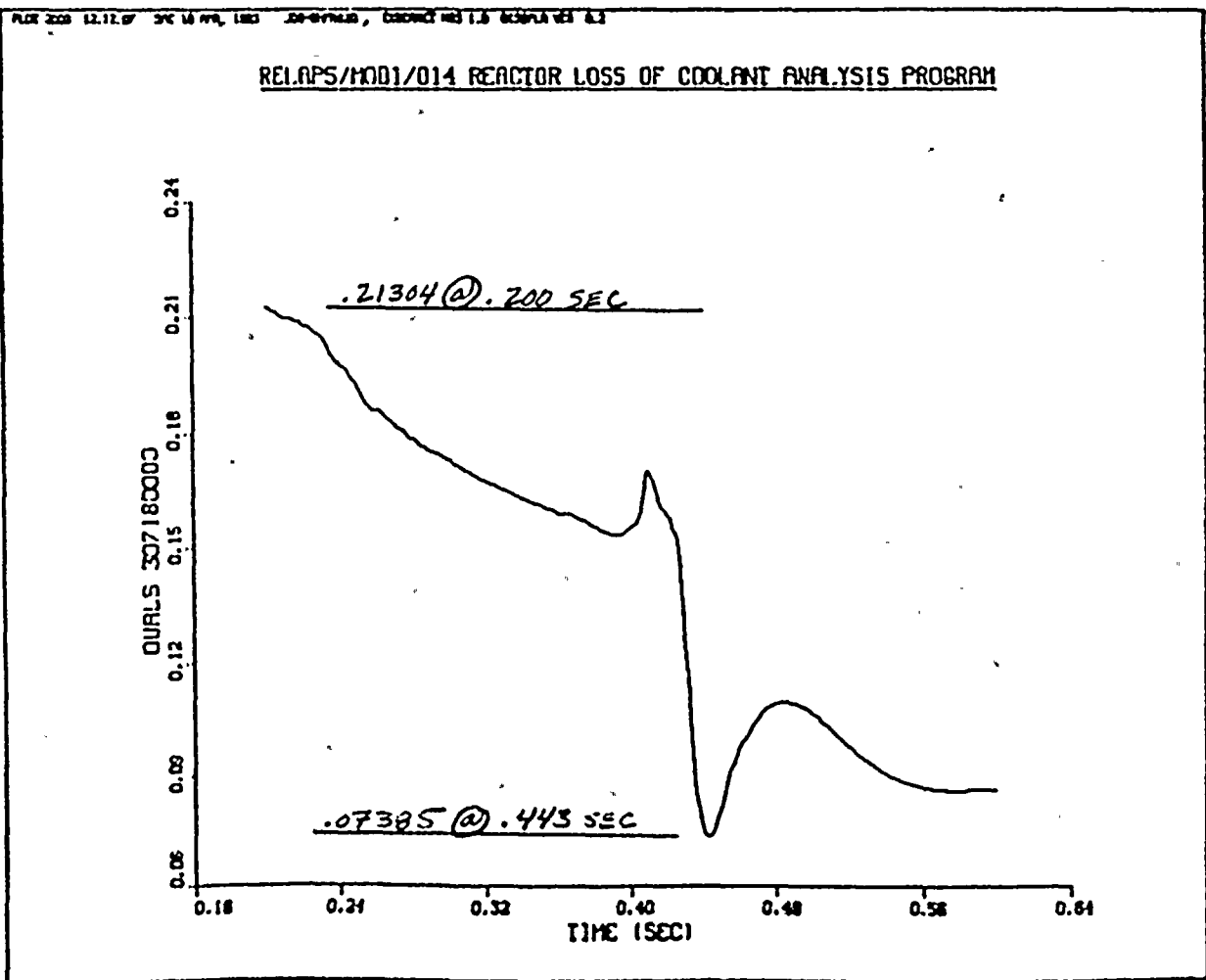


BY C444 DATE 4-29-83  
CHKD. BY KTC DATE 4-27-83

**TELEDYNE**  
**ENGINEERING SERVICES**

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Technical Report  
TR-5364-1  
Revision 0

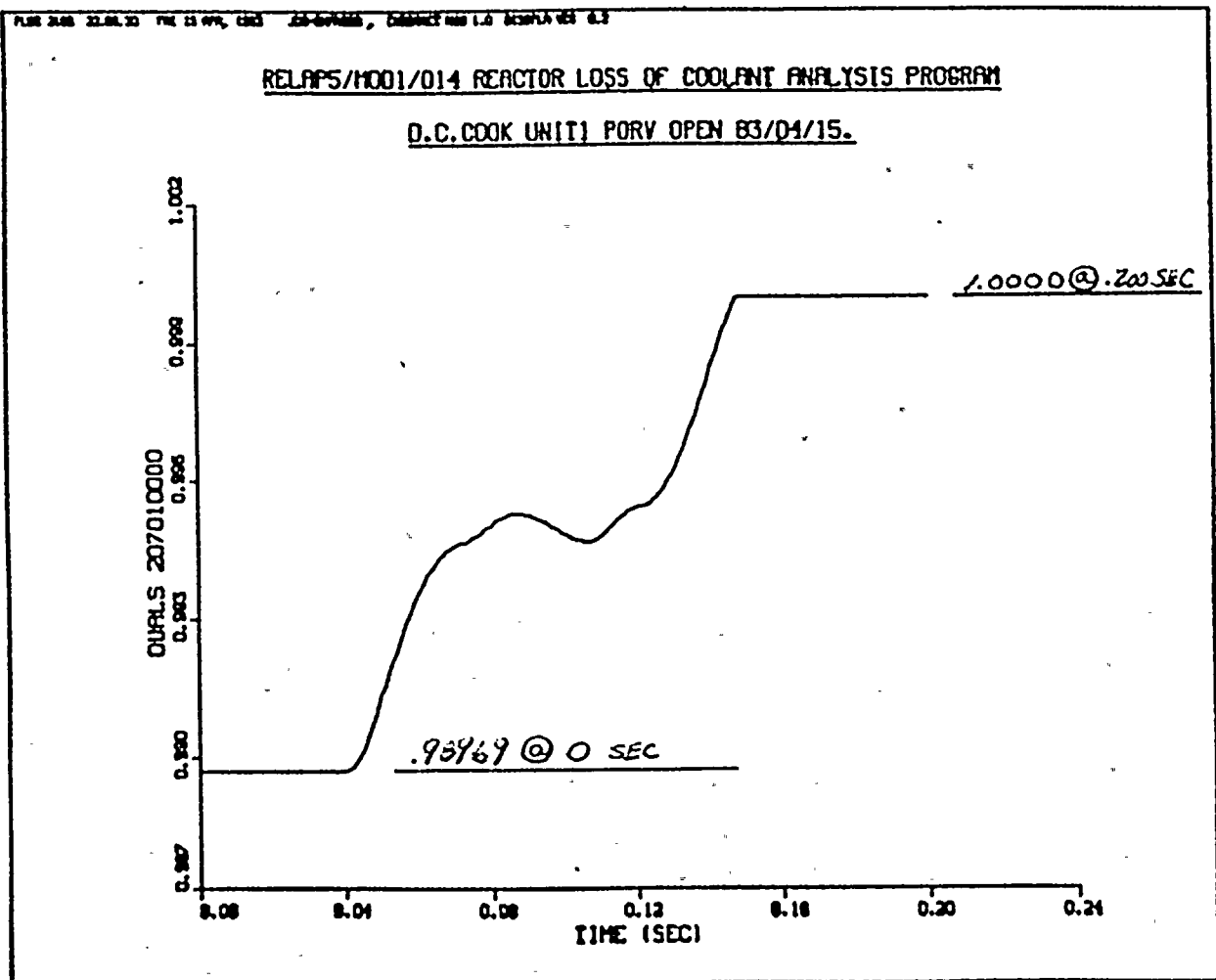




BY UHM DATE 4-29-83  
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**TELEDYNE**  
**ENGINEERING SERVICES**  
 Technical Report  
 TR-5364-1  
 Revision 0

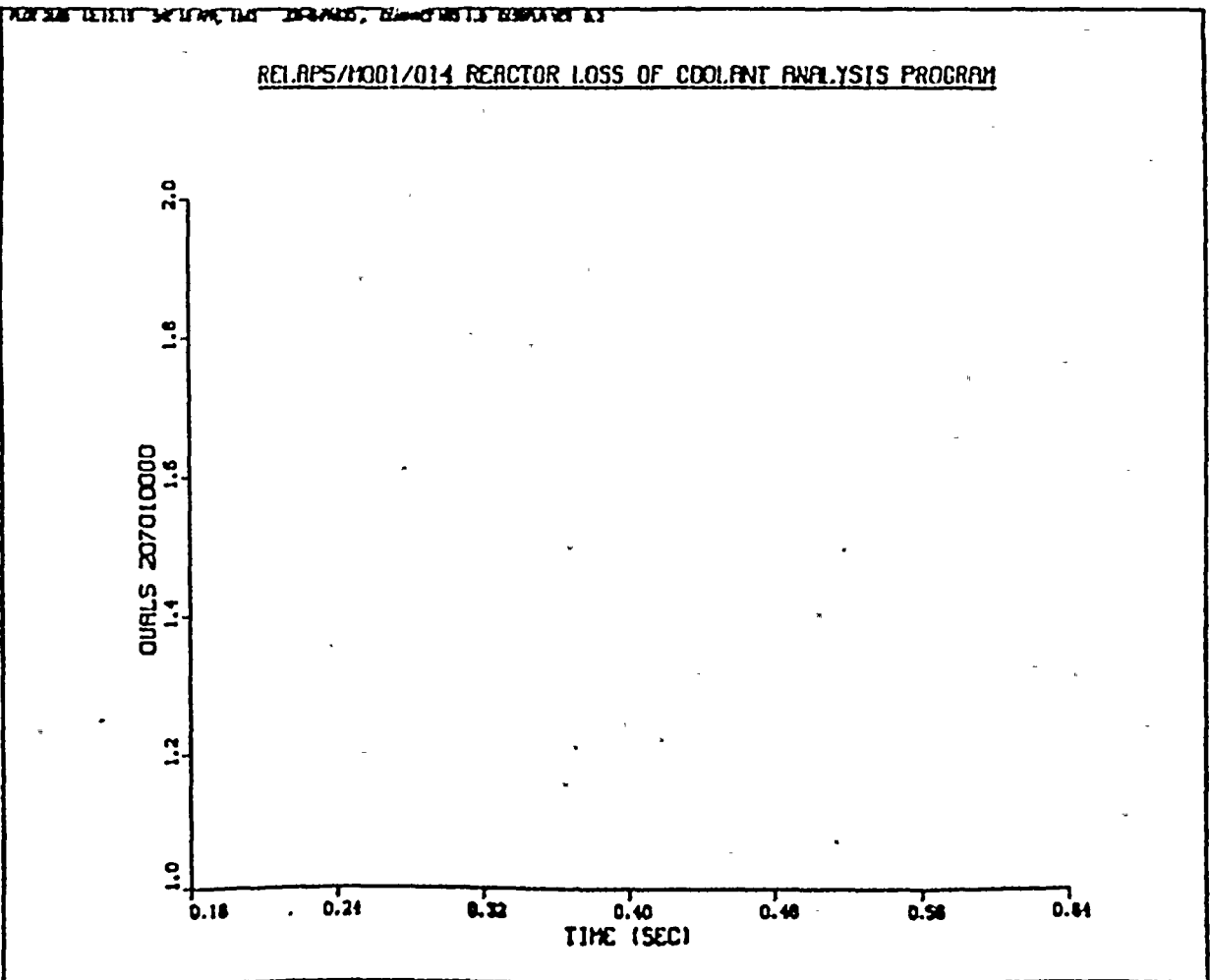


BY CHM DATE 4-29-83  
CHKD. BY NIG DATE 4-27-83

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 **TELEDYNE**  
**ENGINEERING SERVICES**

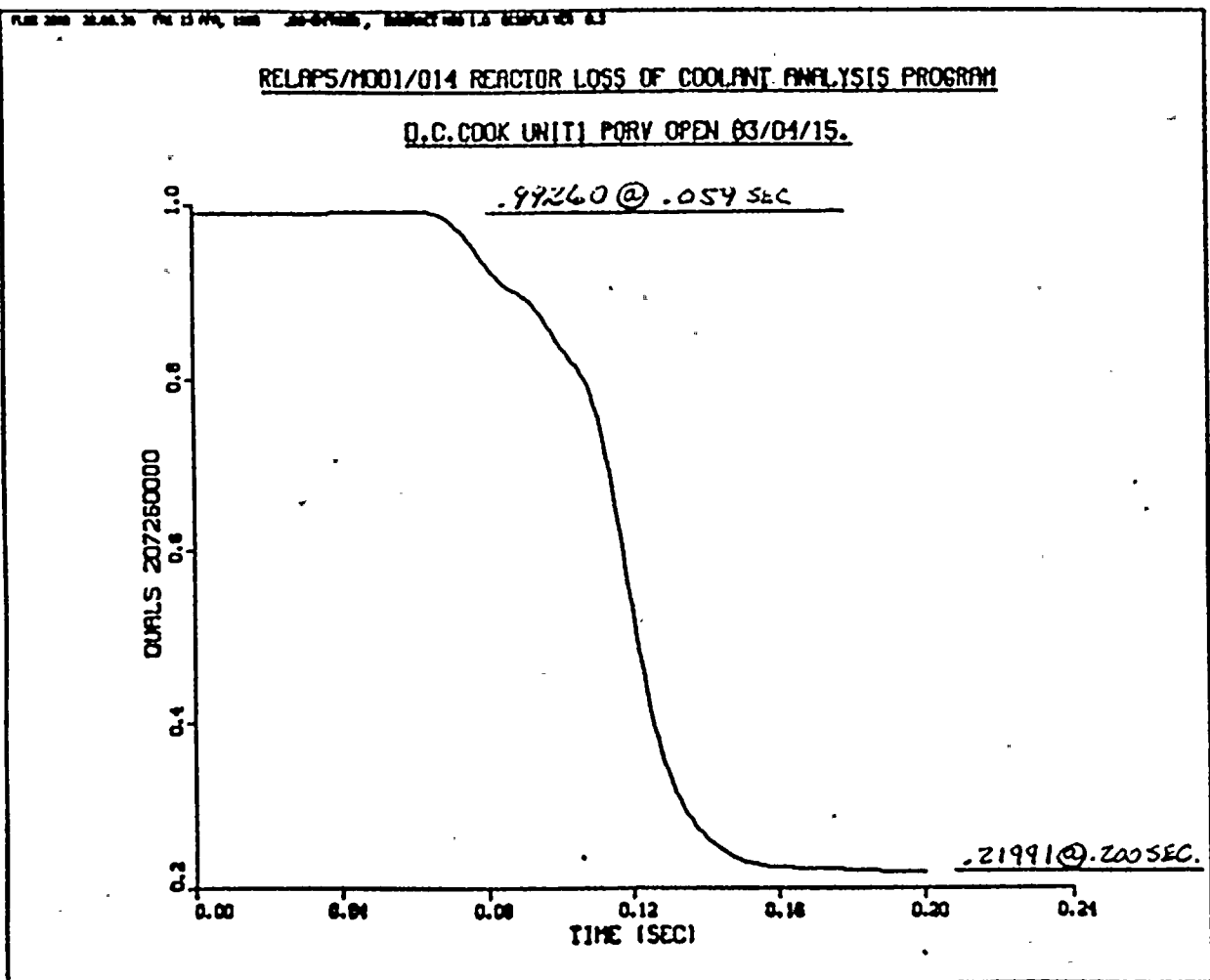
Technical Report  
TR-5364-1  
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BY UHM DATE 11-29-83  
CHKD. BY JBK DATE 4-29-83

4-209

**TELEDYNE**  
**ENGINEERING SERVICES**  
Technical Report  
TR-5364-1  
Revision 0

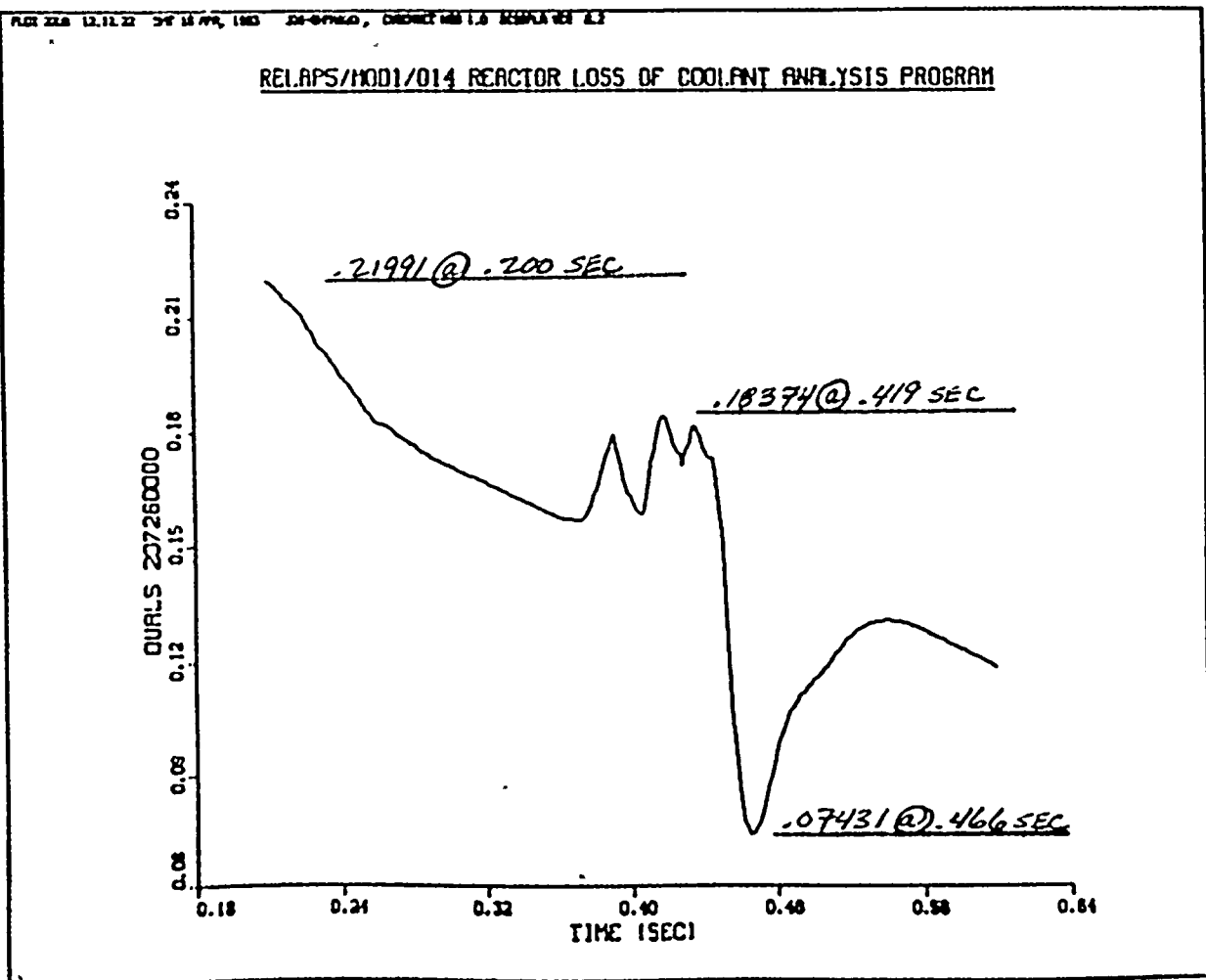




BY CYM DATE 4-29-83  
CHKD. BY NIG DATE 1-27-83

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**TELEDYNE**  
**ENGINEERING SERVICES**  
Technical Report  
TR-5364-1  
Revision 0

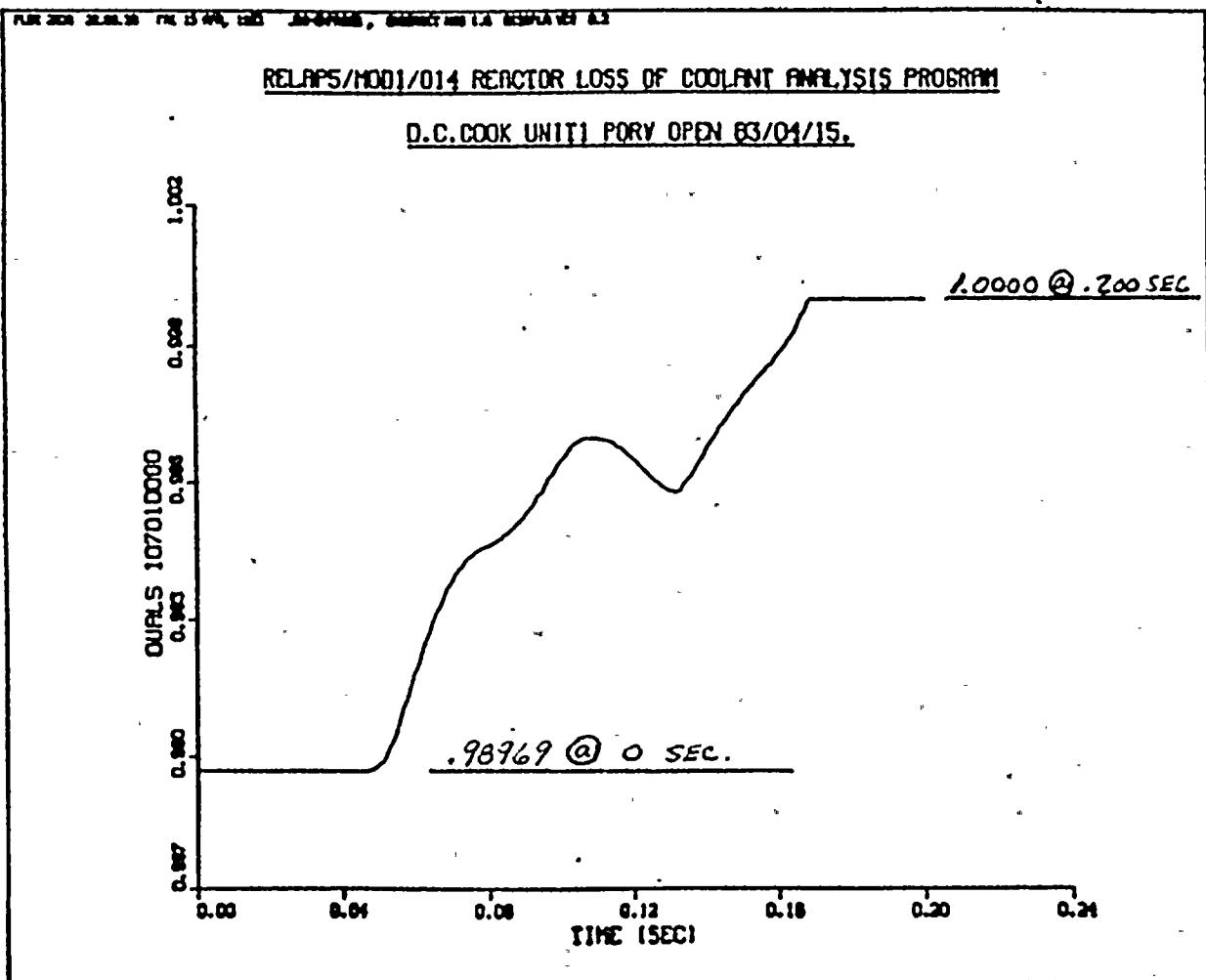




BY UHM DATE 4-29-83  
 CHKD. BY JBV DATE 4-29-83

4-211

**TELEDYNE**  
**ENGINEERING SERVICES**  
 Technical Report  
 TR-5364-1  
 Revision 0





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2. The second part of the document is a list of names and addresses.

3. The third part of the document is a list of names and addresses.

4. The fourth part of the document is a list of names and addresses.

5. The fifth part of the document is a list of names and addresses.

6. The sixth part of the document is a list of names and addresses.

7. The seventh part of the document is a list of names and addresses.

8. The eighth part of the document is a list of names and addresses.

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10. The tenth part of the document is a list of names and addresses.

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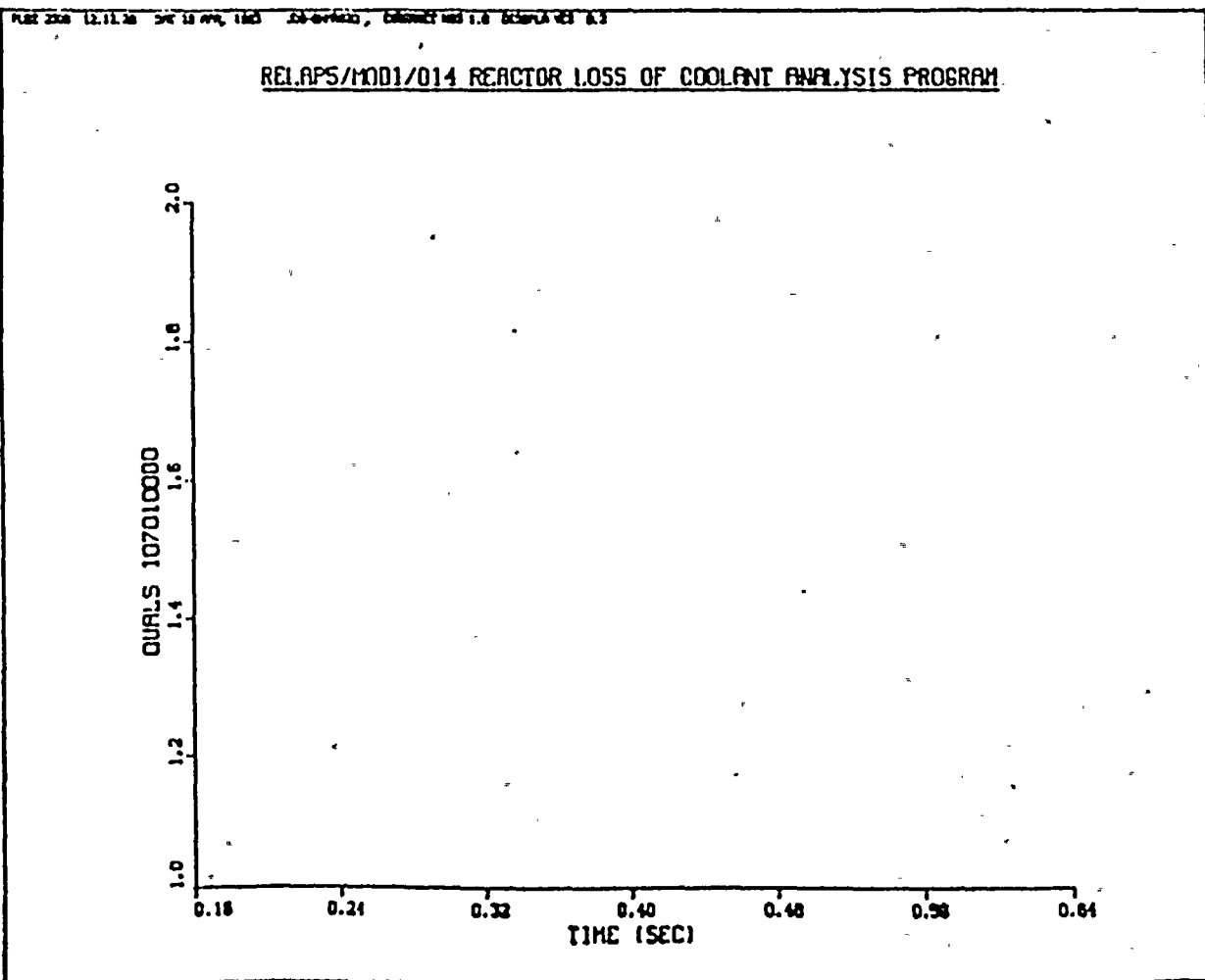
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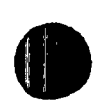
BY CHM DATE 4-29-83  
CHKD. BY KTC DATE 4-27-83

4-212

**TELEDYNE**  
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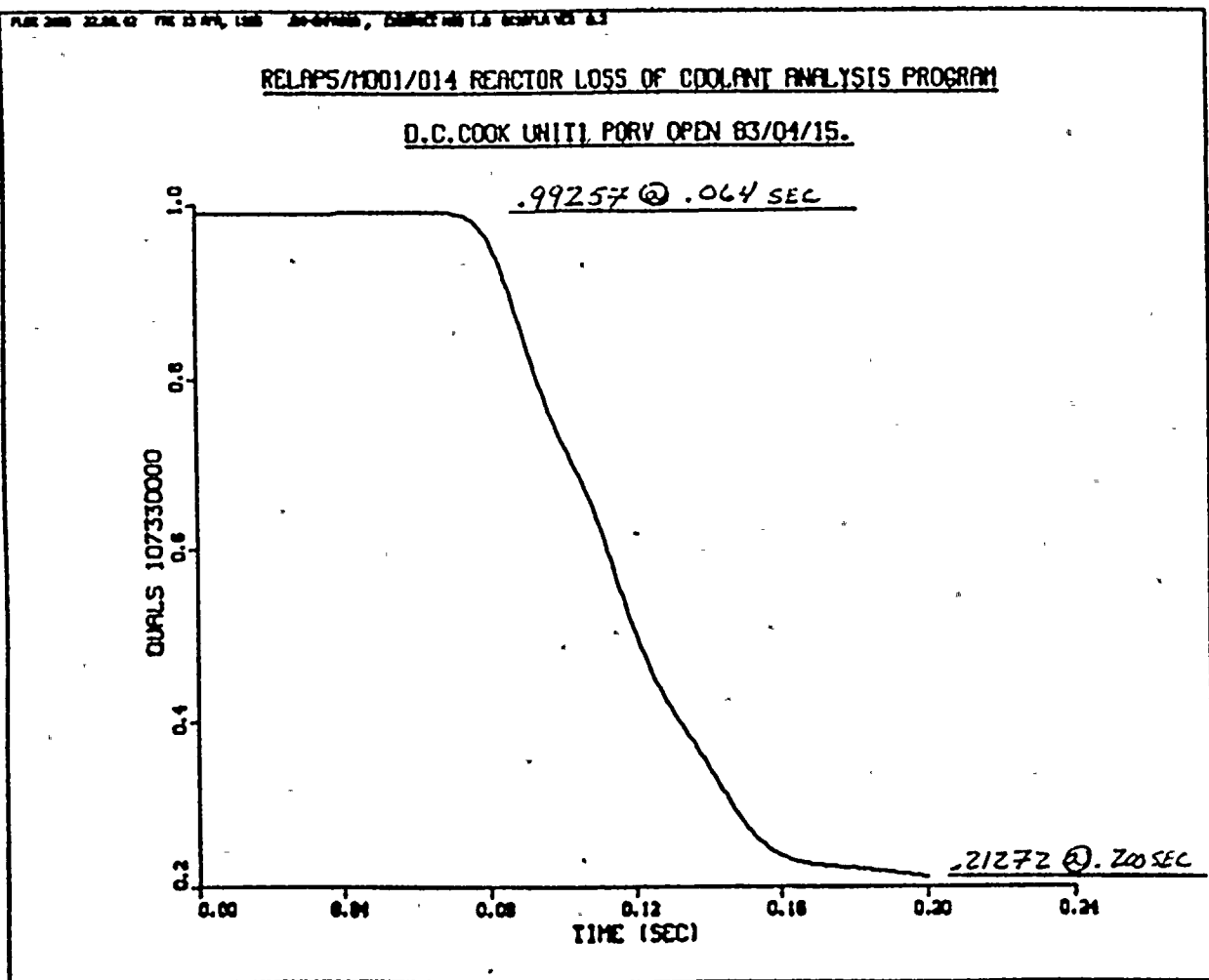
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BY UHM DATE 1-29-83  
CHKD. BY JBY DATE 1-29-83

4-213

**TELEDYNE**  
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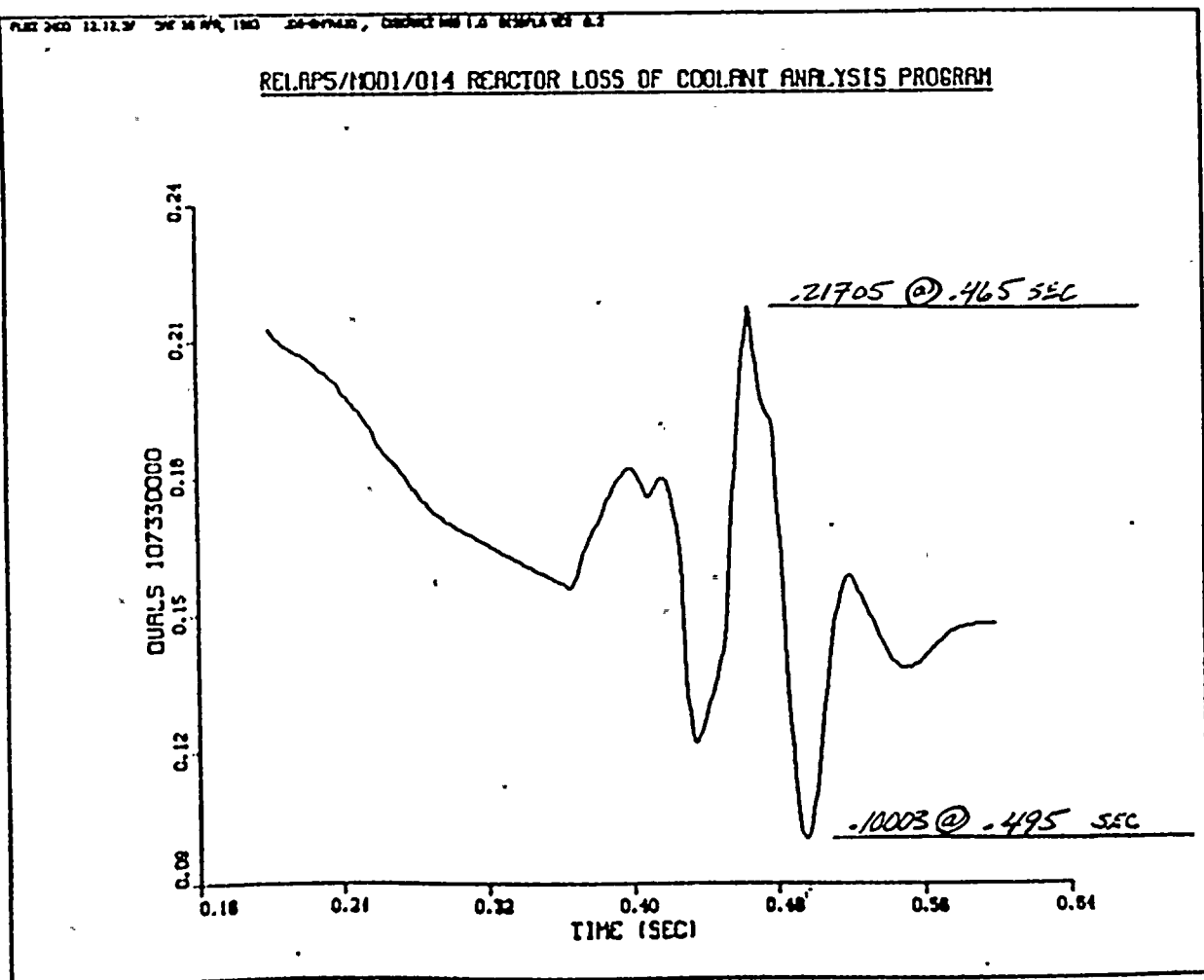
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BY CMM DATE 4-29-83  
CHKD. BY KLG DATE 4-27-83

4-214

**TELEDYNE**  
**ENGINEERING SERVICES**  
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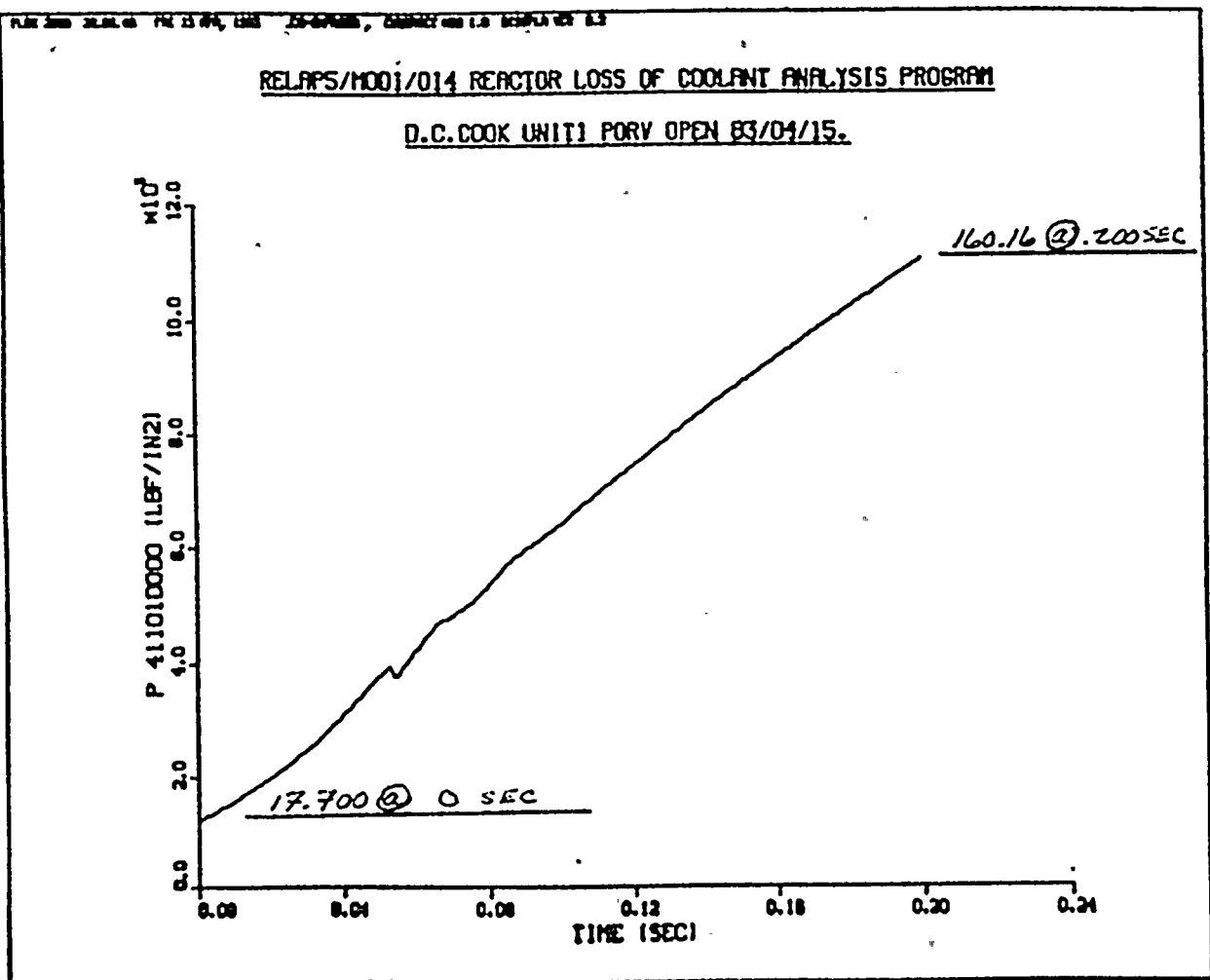




BY UHM DATE 4-29-83  
CHKD. BY JBK DATE 4-29-83

4-215

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**ENGINEERING SERVICES**  
Technical Report  
TR-5364-1  
Revision 0





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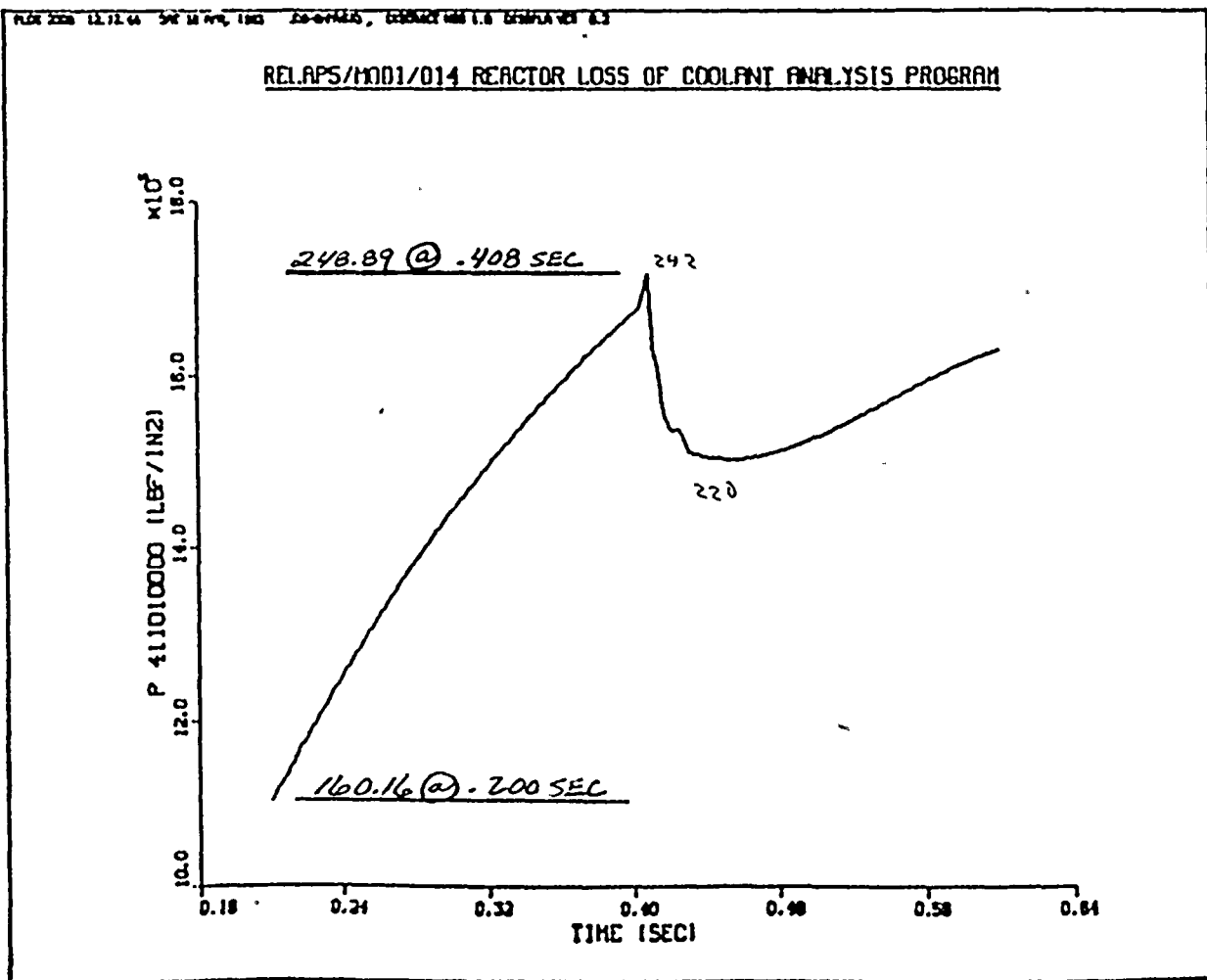
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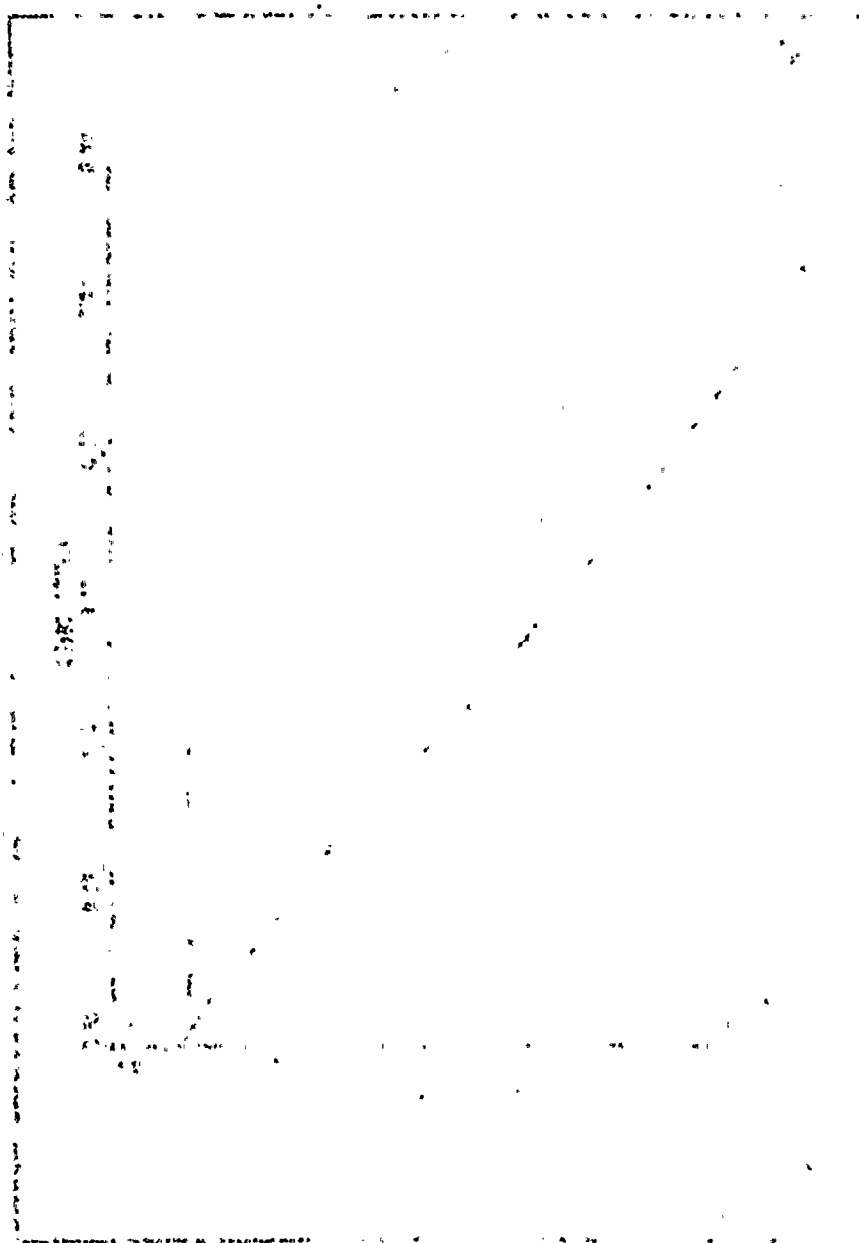
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**TELEDYNE**  
**ENGINEERING SERVICES**  
 Technical Report  
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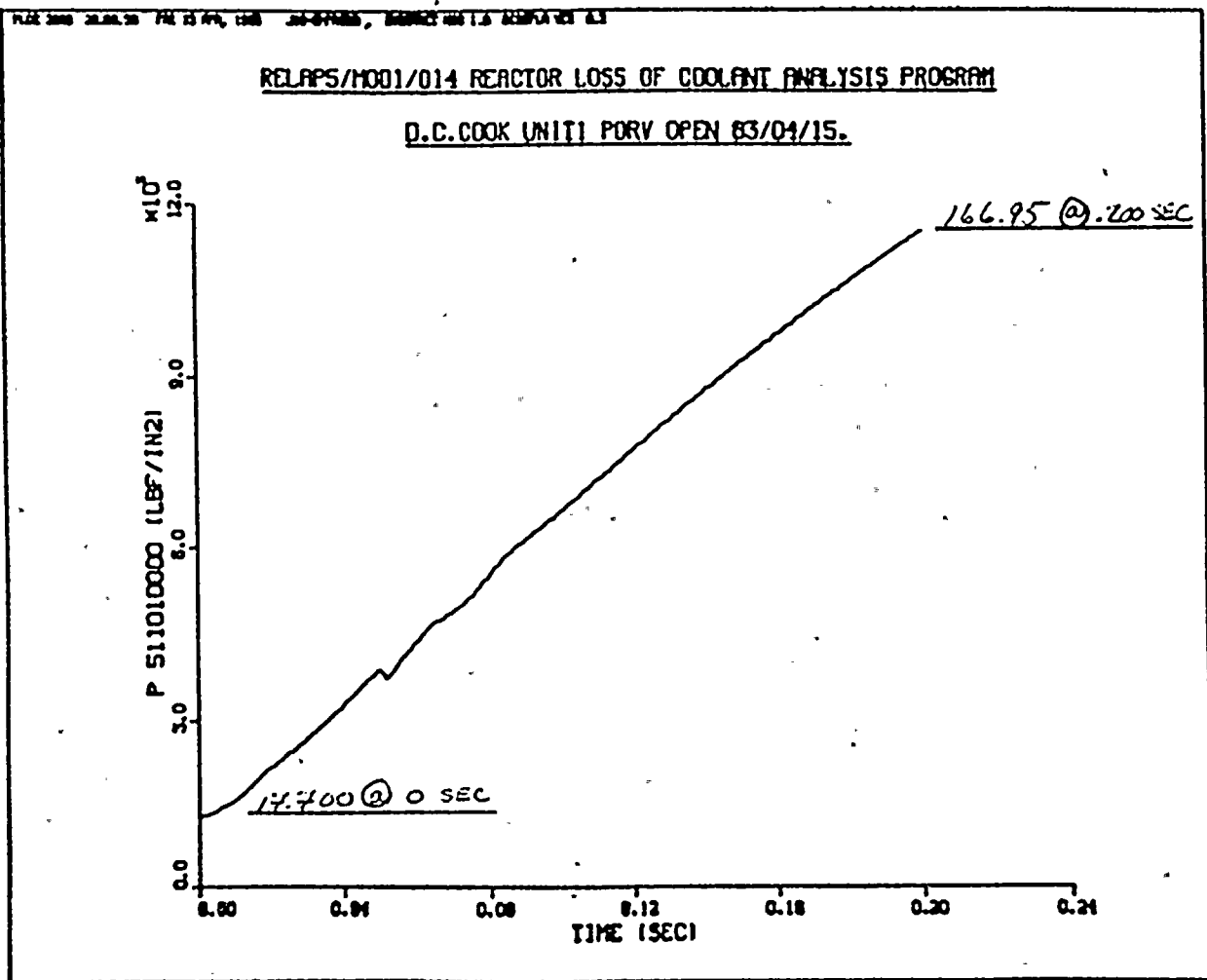
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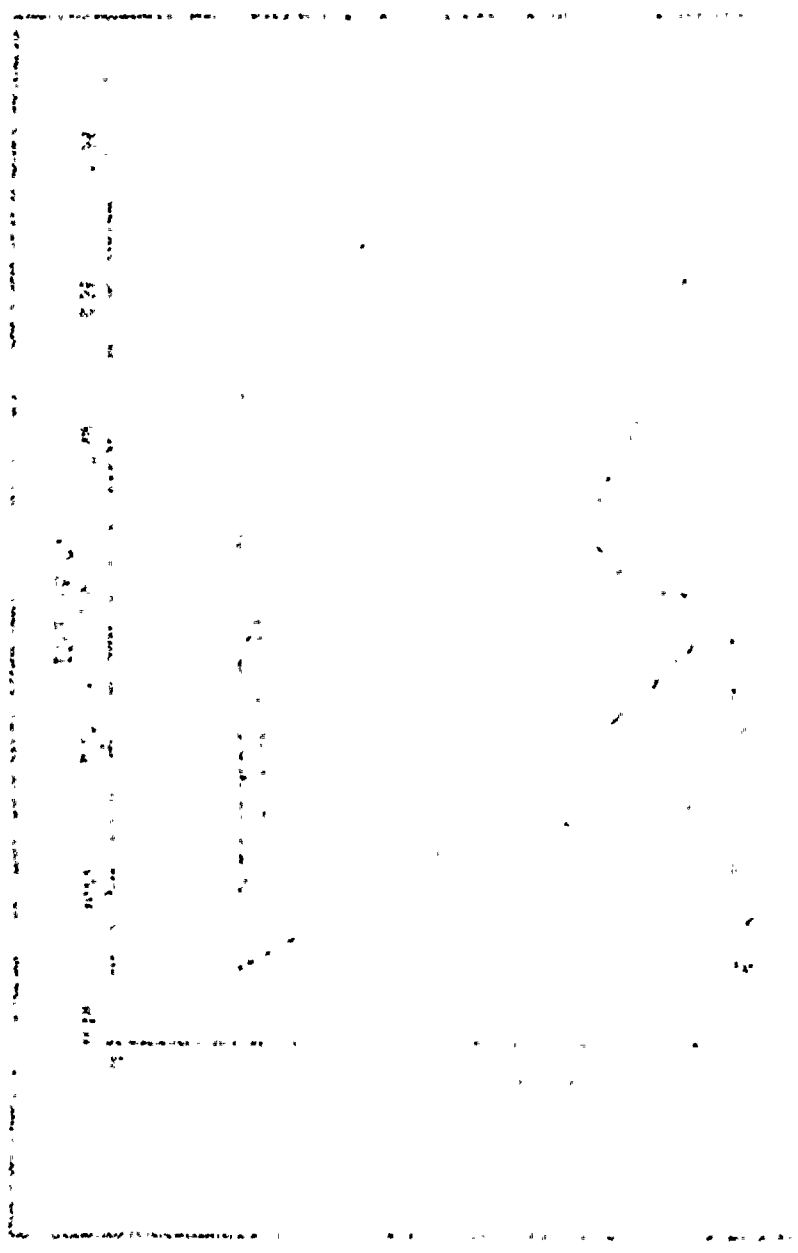
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CHKD. BY JBK DATE 4-29-83

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**ENGINEERING SERVICES**  
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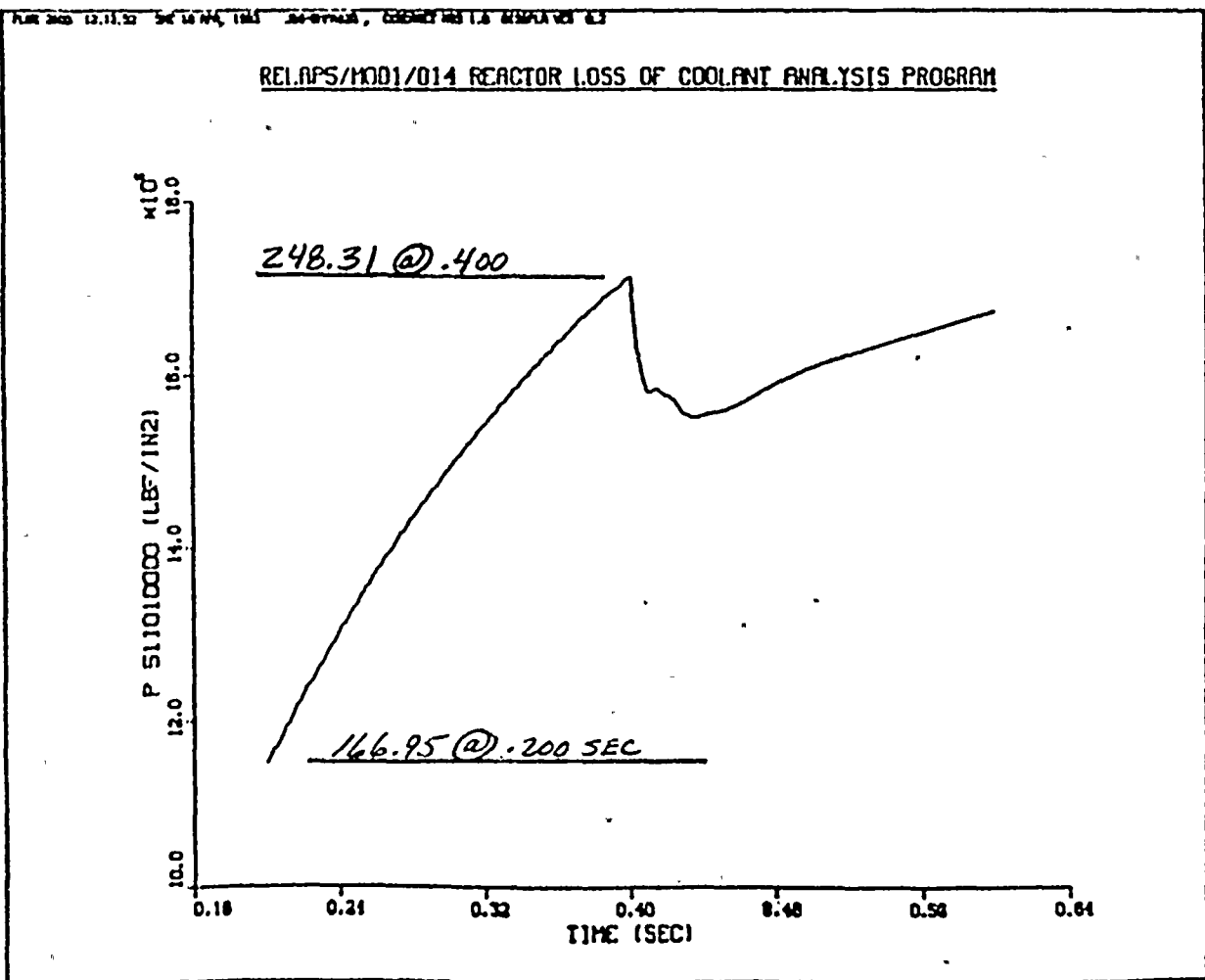
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BY C444 DATE 4-29-83  
CHKD. BY MTG DATE 4-27-83

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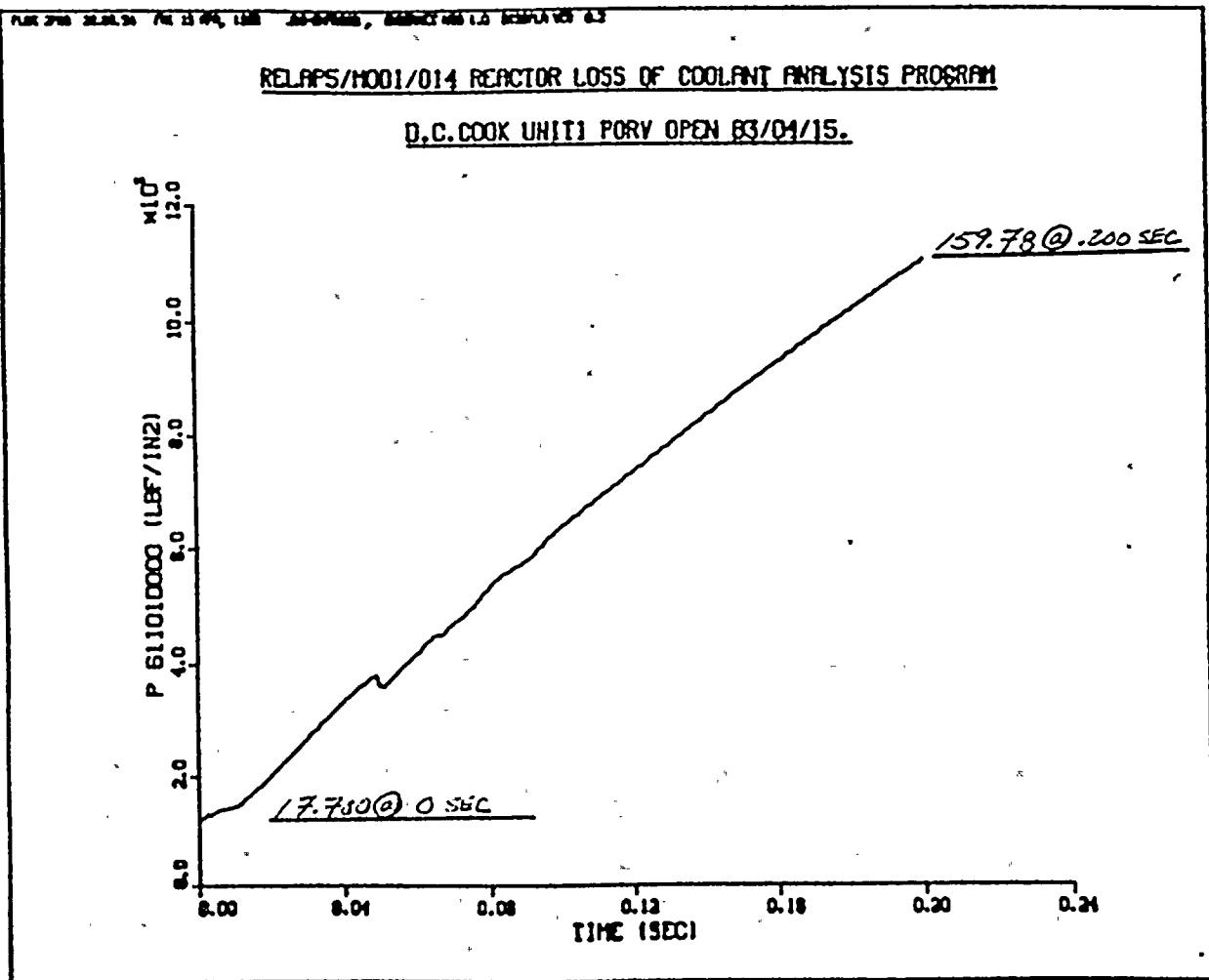




BY UHM DATE 1-29-83  
CHKD. BY JBN DATE 4-29-83

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**TELEDYNE**  
**ENGINEERING SERVICES**  
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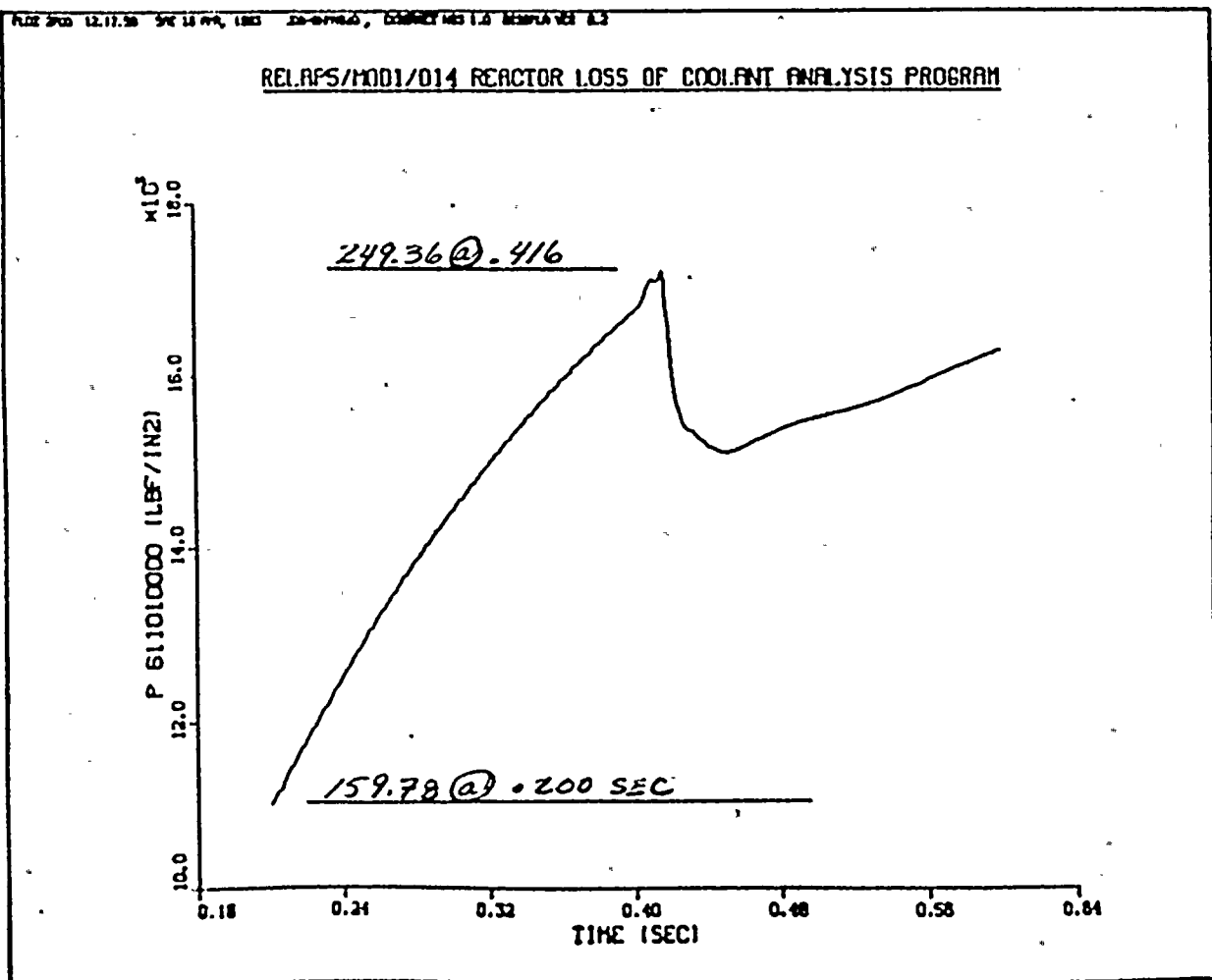




BY CHM DATE 4-29-83  
CHKD. BY MTG DATE 4-27-83

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**TELEDYNE**  
**ENGINEERING SERVICES**  
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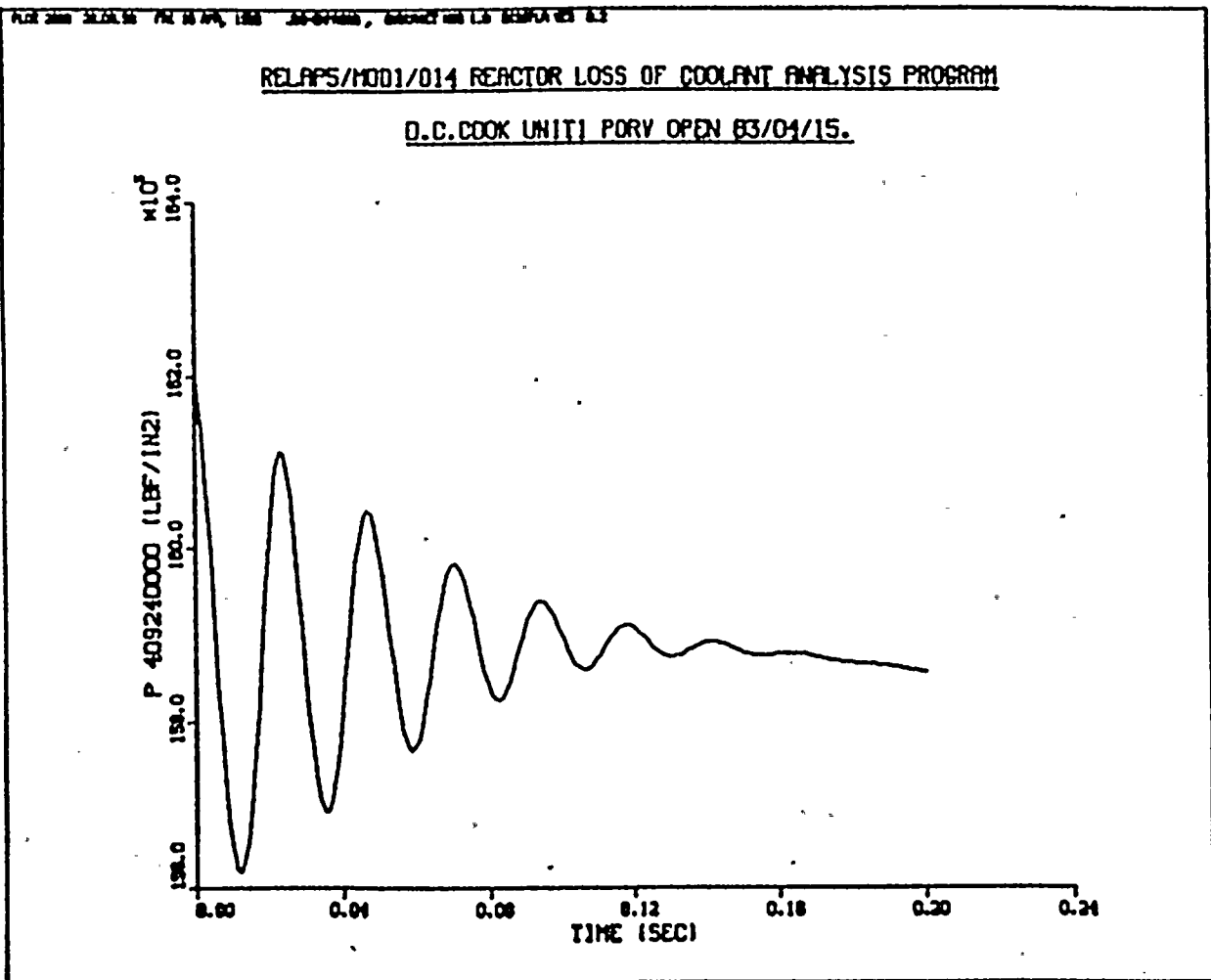




BY UHM DATE 4-29-83  
CHKD. BY JBK DATE 4-29-83

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**ENGINEERING SERVICES**  
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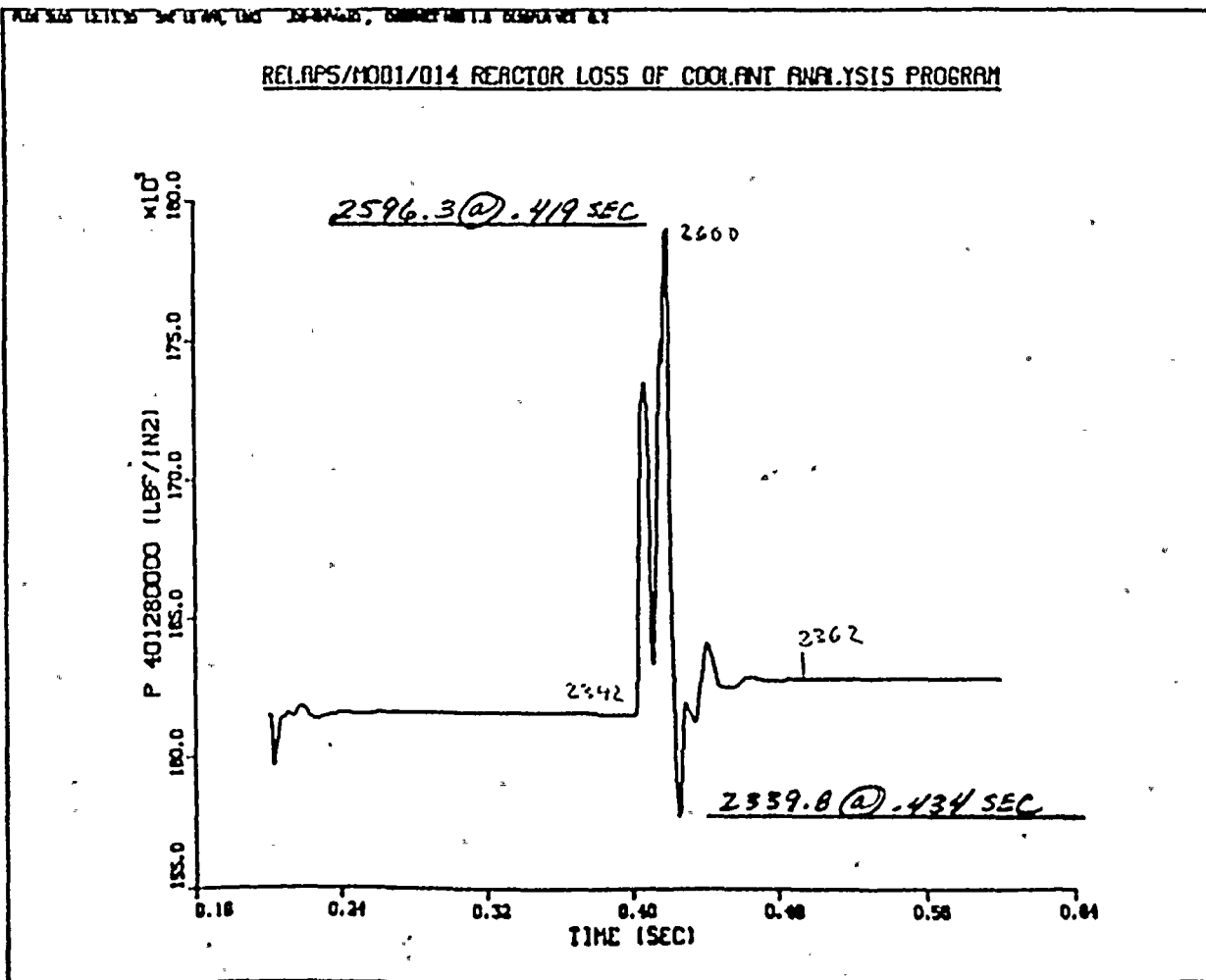
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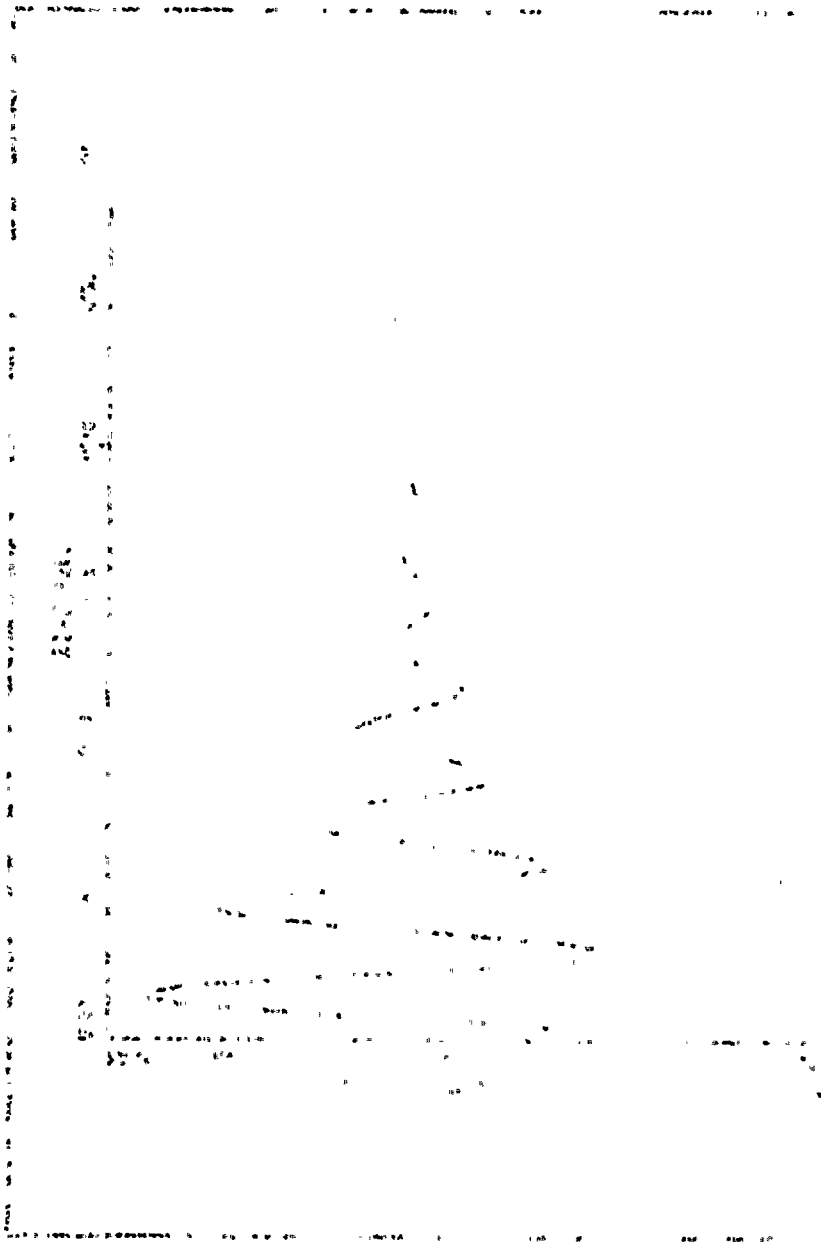
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CHKD. BY MG DATE 4-27-83

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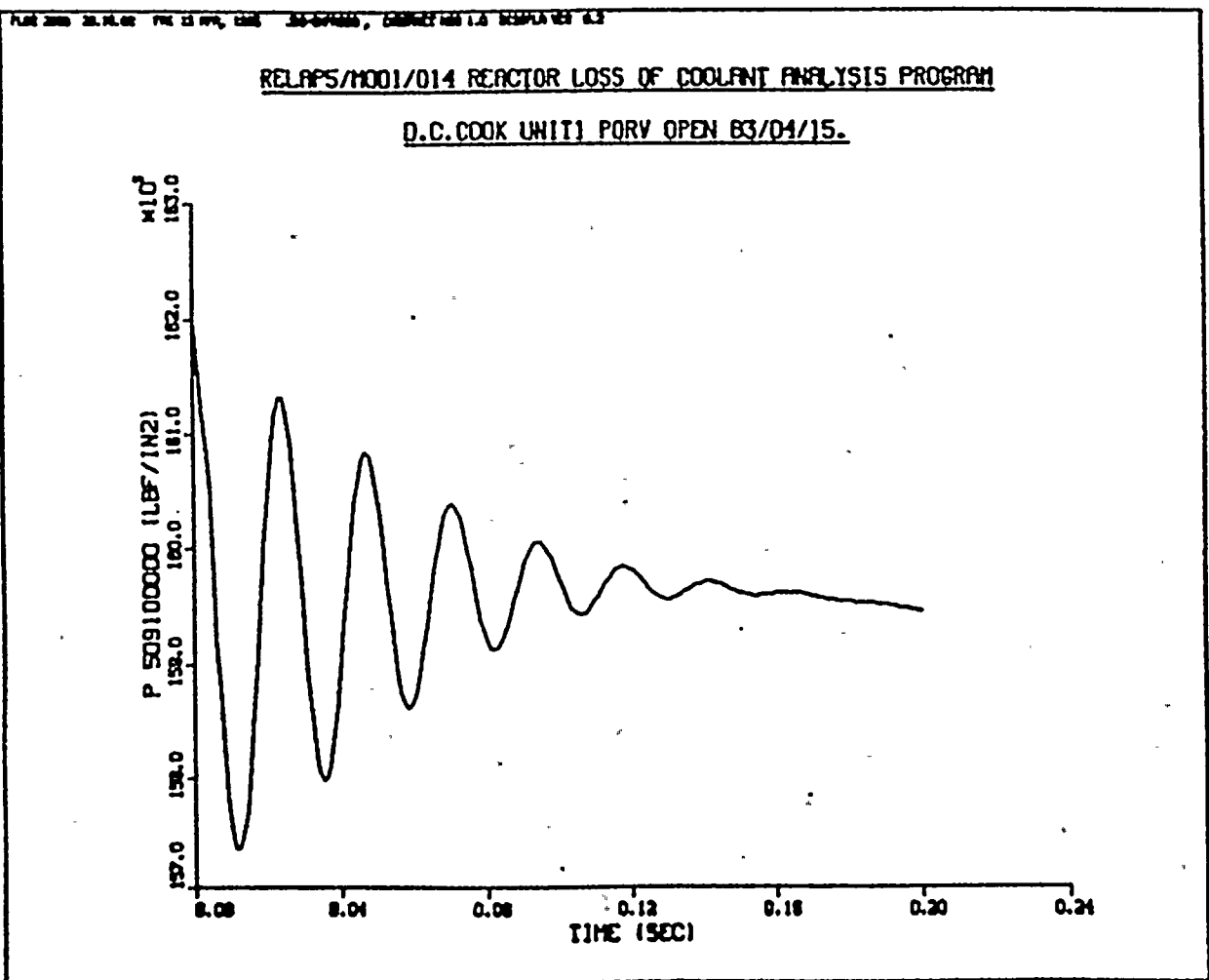
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BY UHM DATE 4-29-83  
CHKD. BY JBM DATE 4-29-83

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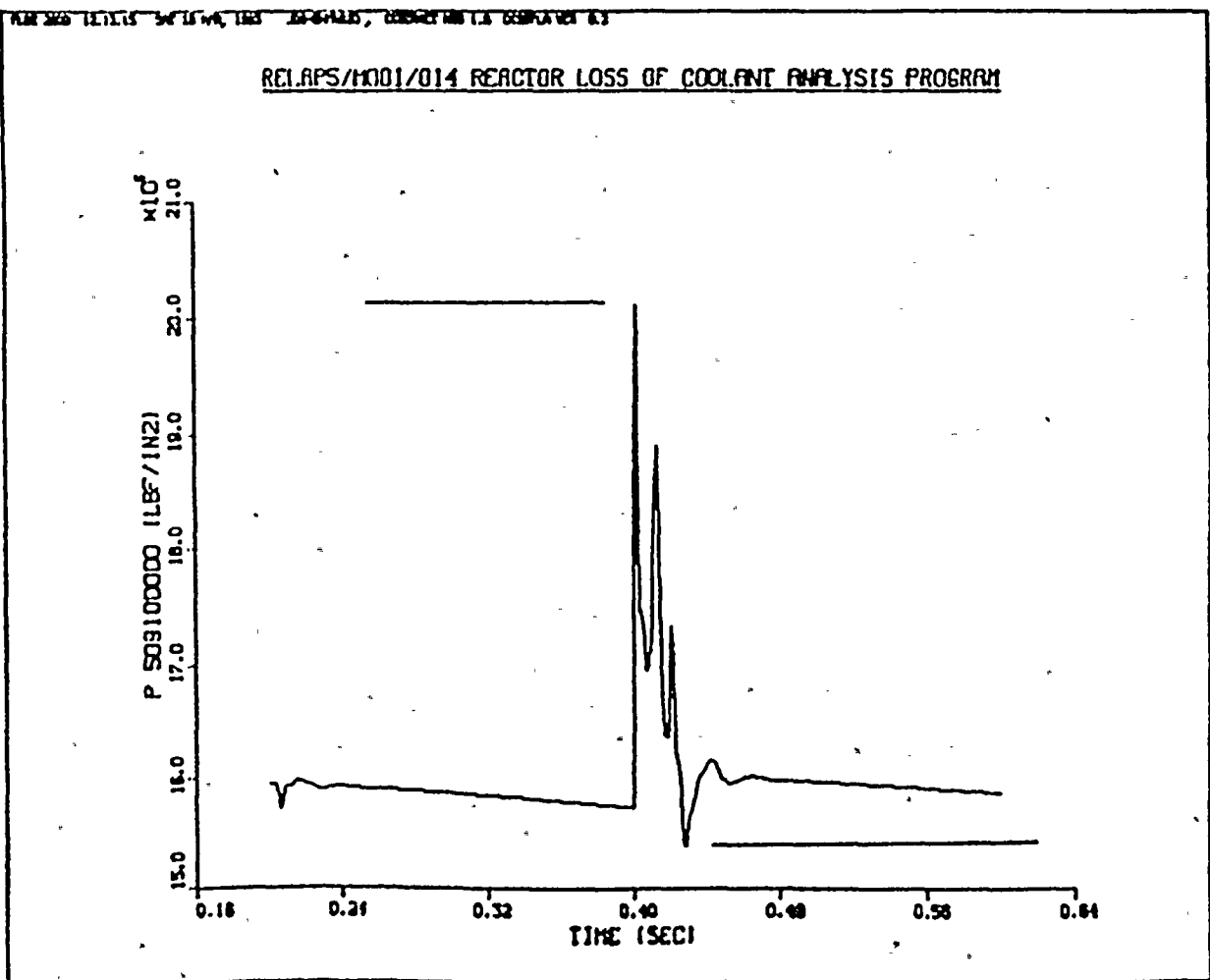




BY CYM DATE 4-29-83  
CHKD. BY KLG DATE 4-27-83

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**TELEDYNE**  
**ENGINEERING SERVICES**  
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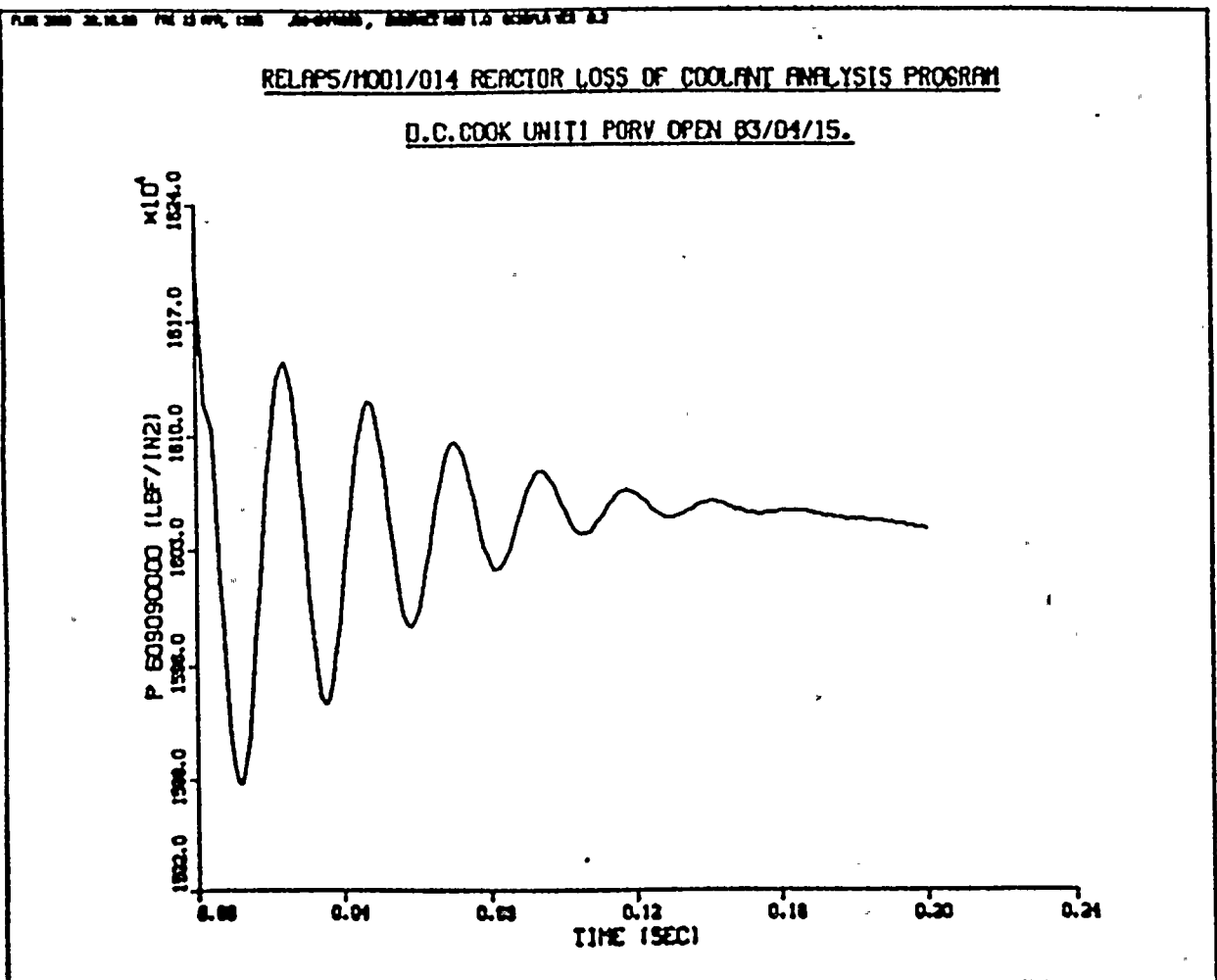
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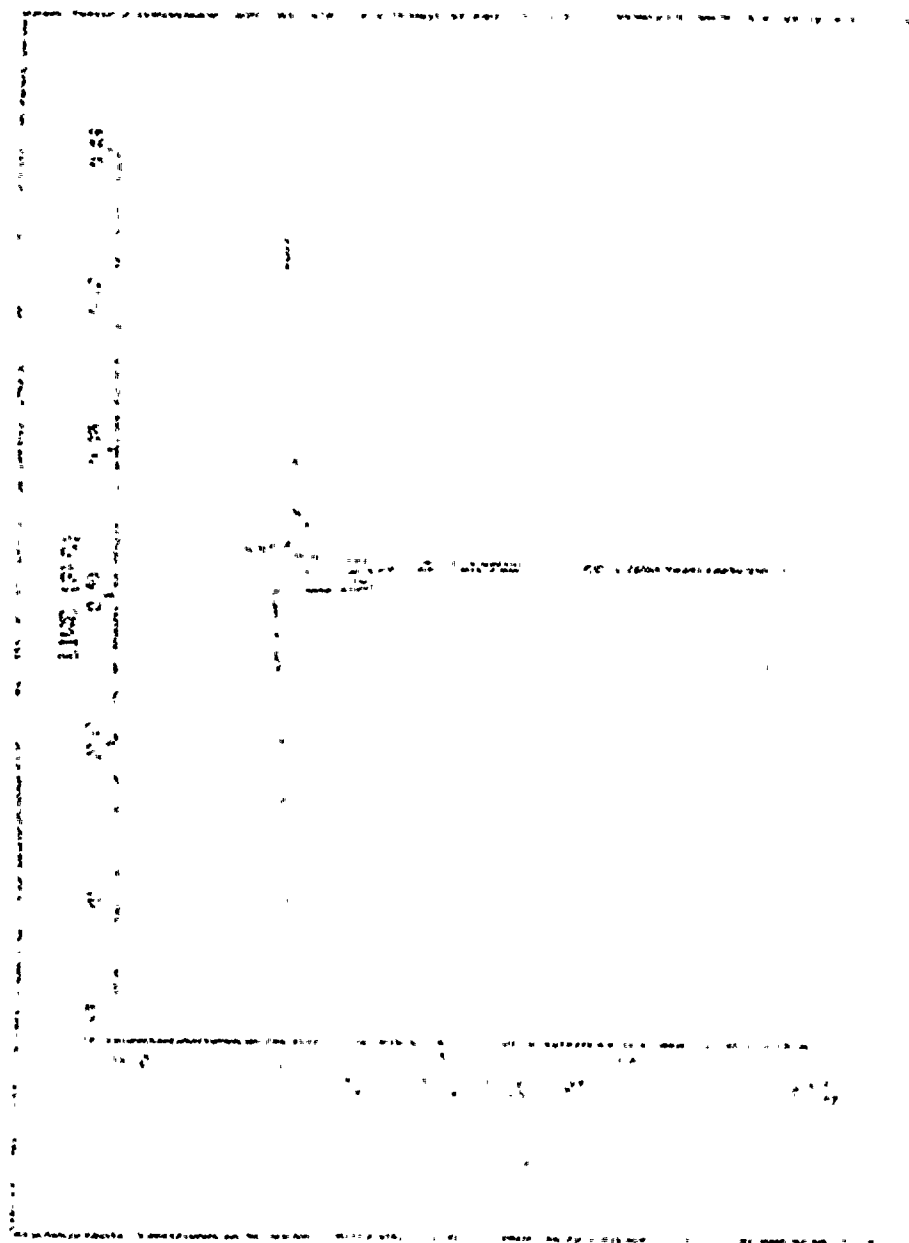
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**TELEDYNE**  
**ENGINEERING SERVICES**  
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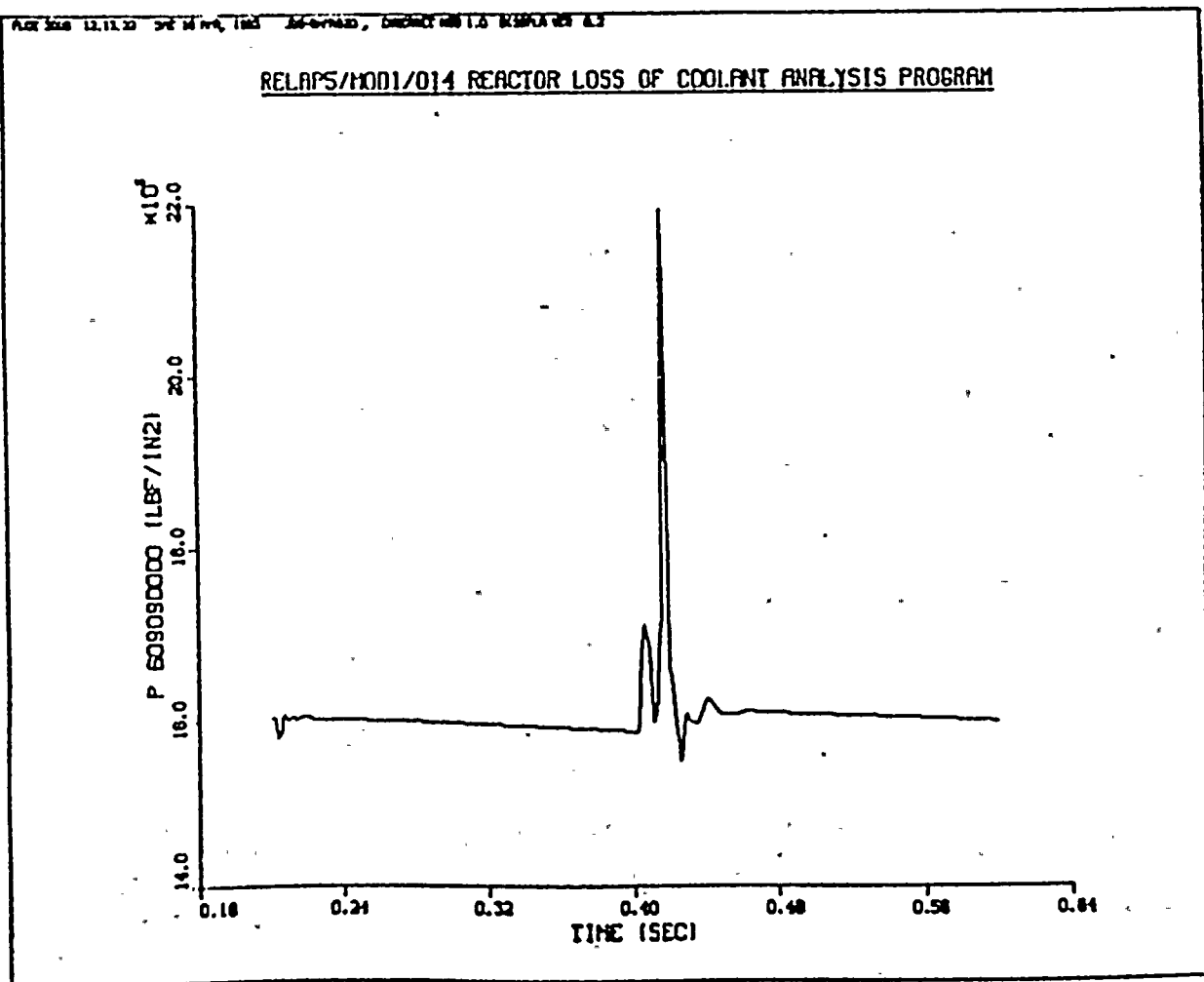
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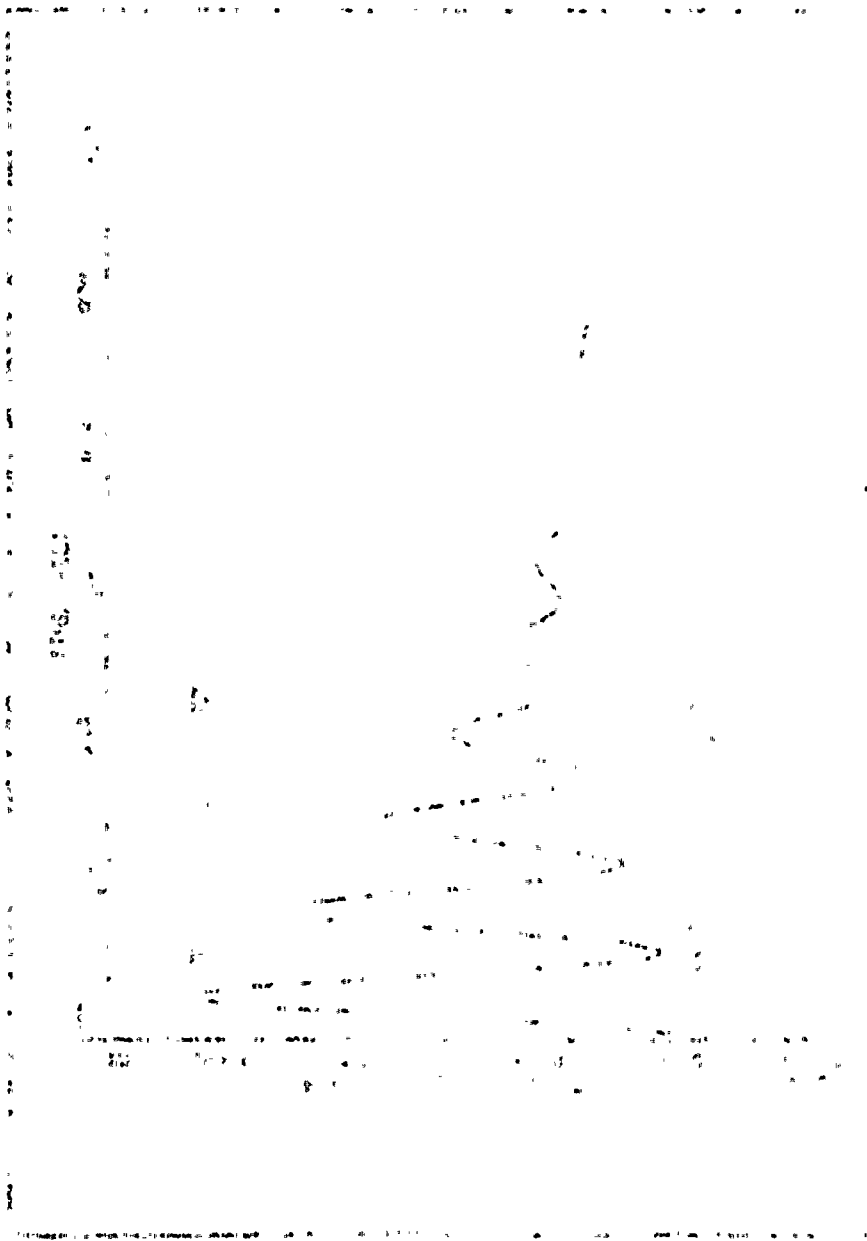
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CHKD. BY NIG DATE 4-27-83

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**TELEDYNE**  
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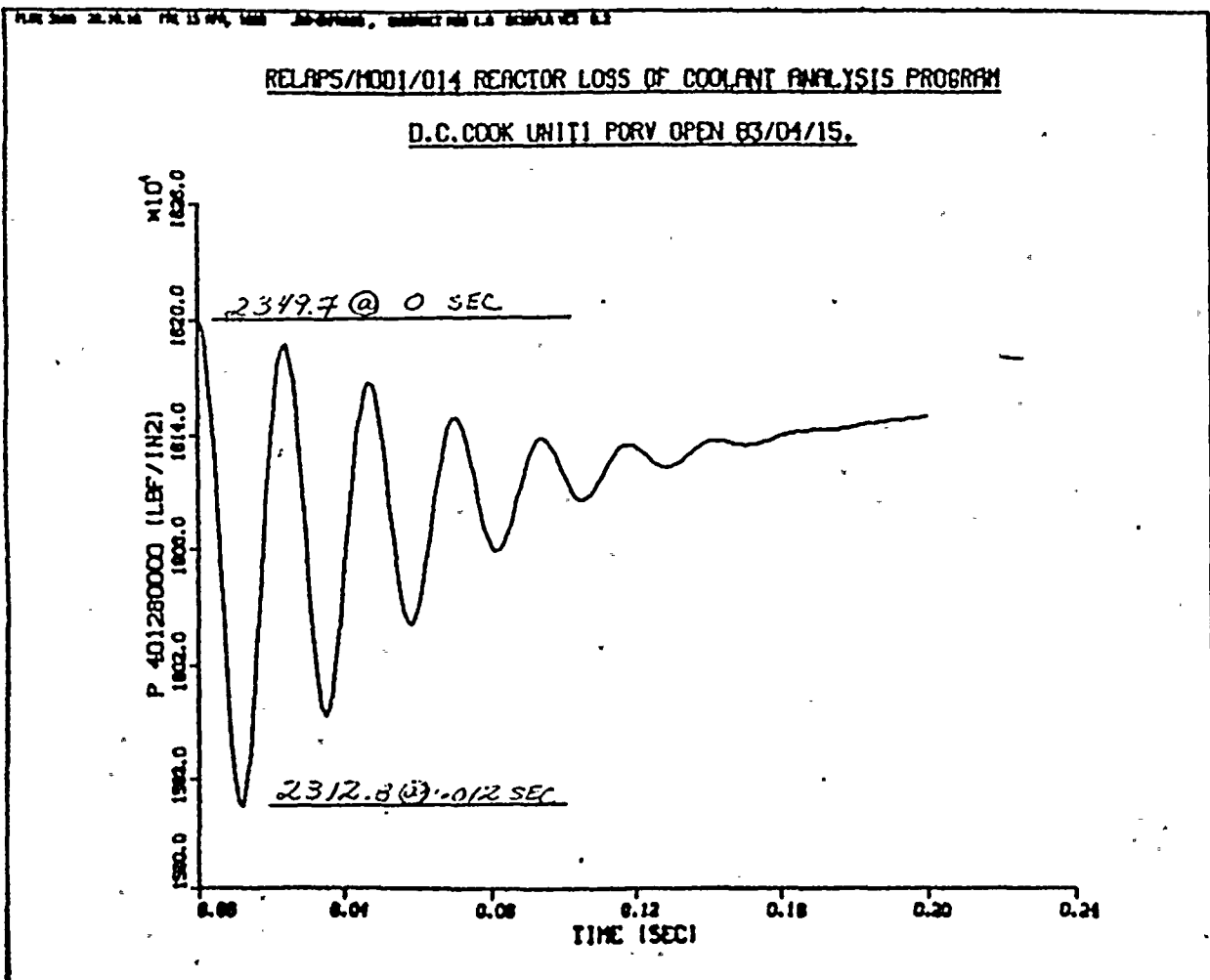
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BY UHM DATE 4-29-83  
CHKD. BY JBY DATE 4-29-83

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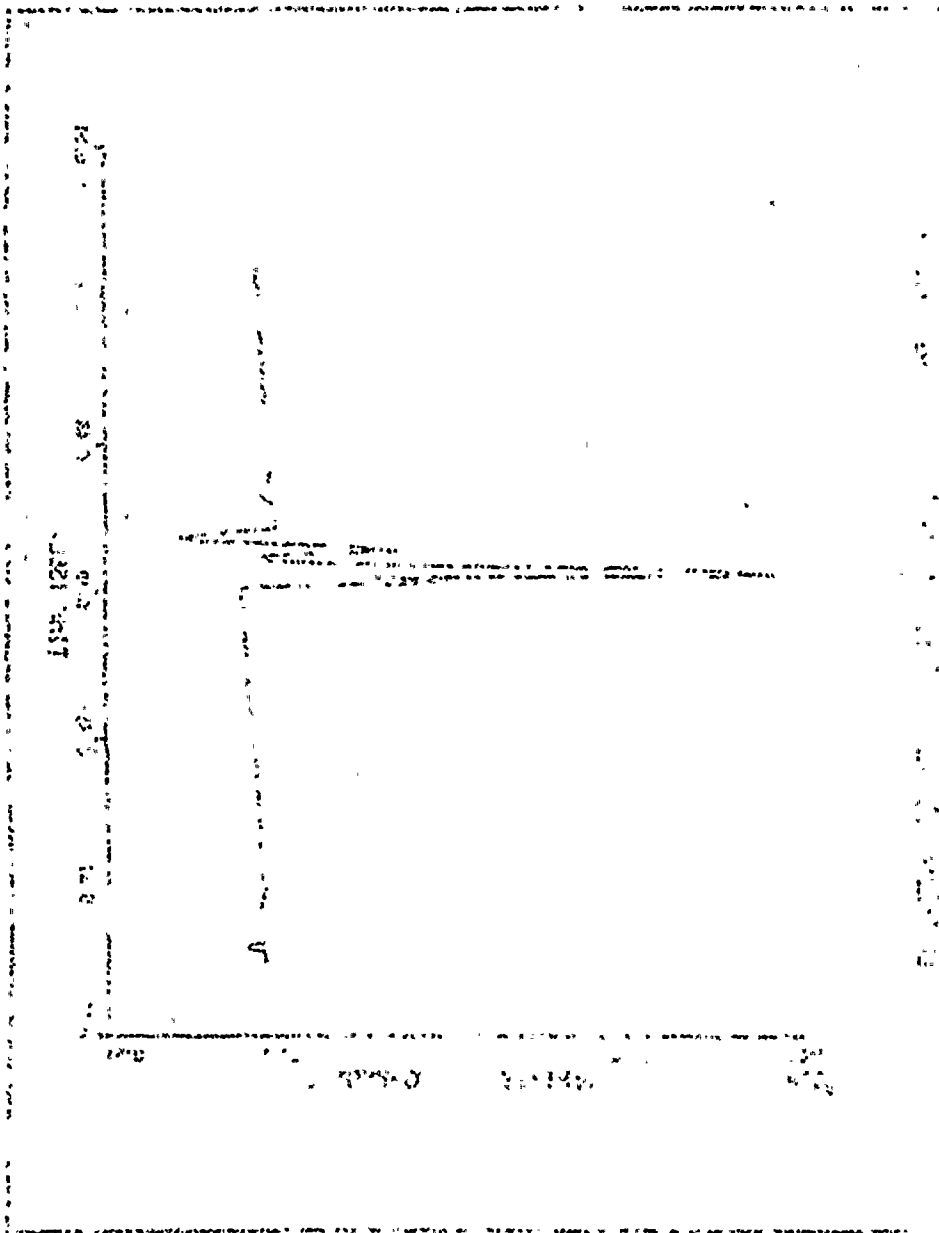
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**ENGINEERING SERVICES**  
Technical Report  
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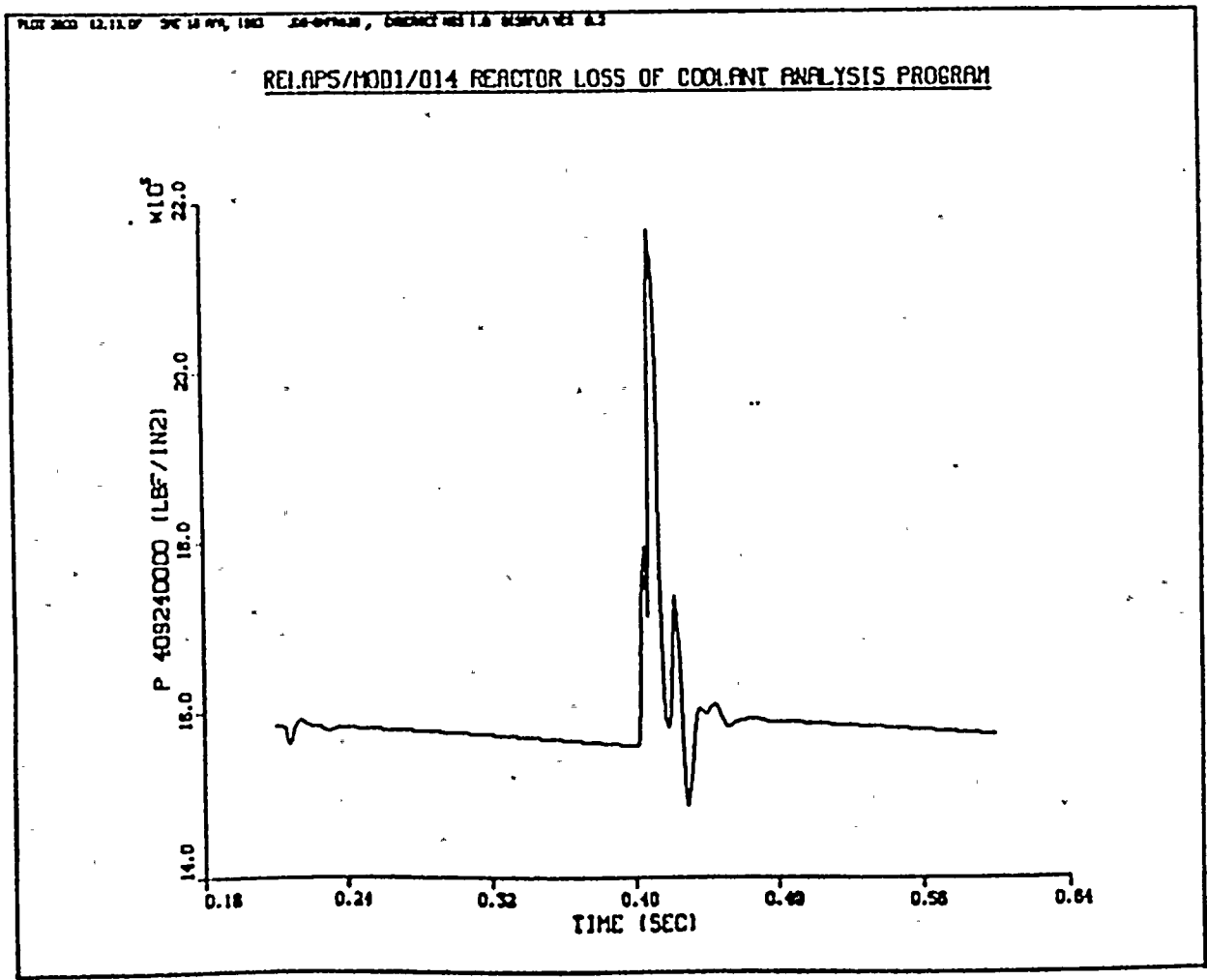


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Technical Report  
TR-5364-1  
Revision 0

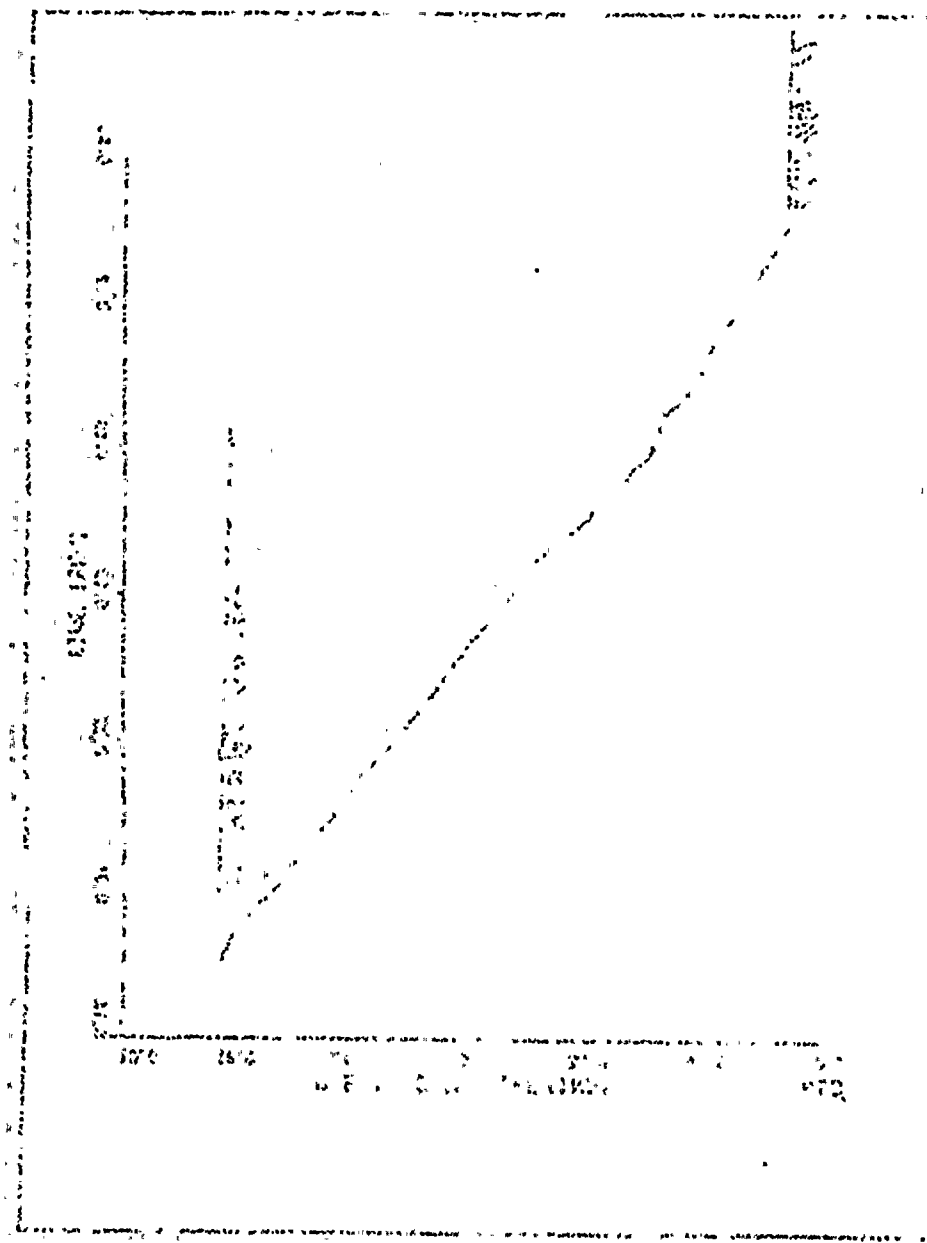
**TELEDYNE**  
**ENGINEERING SERVICES**



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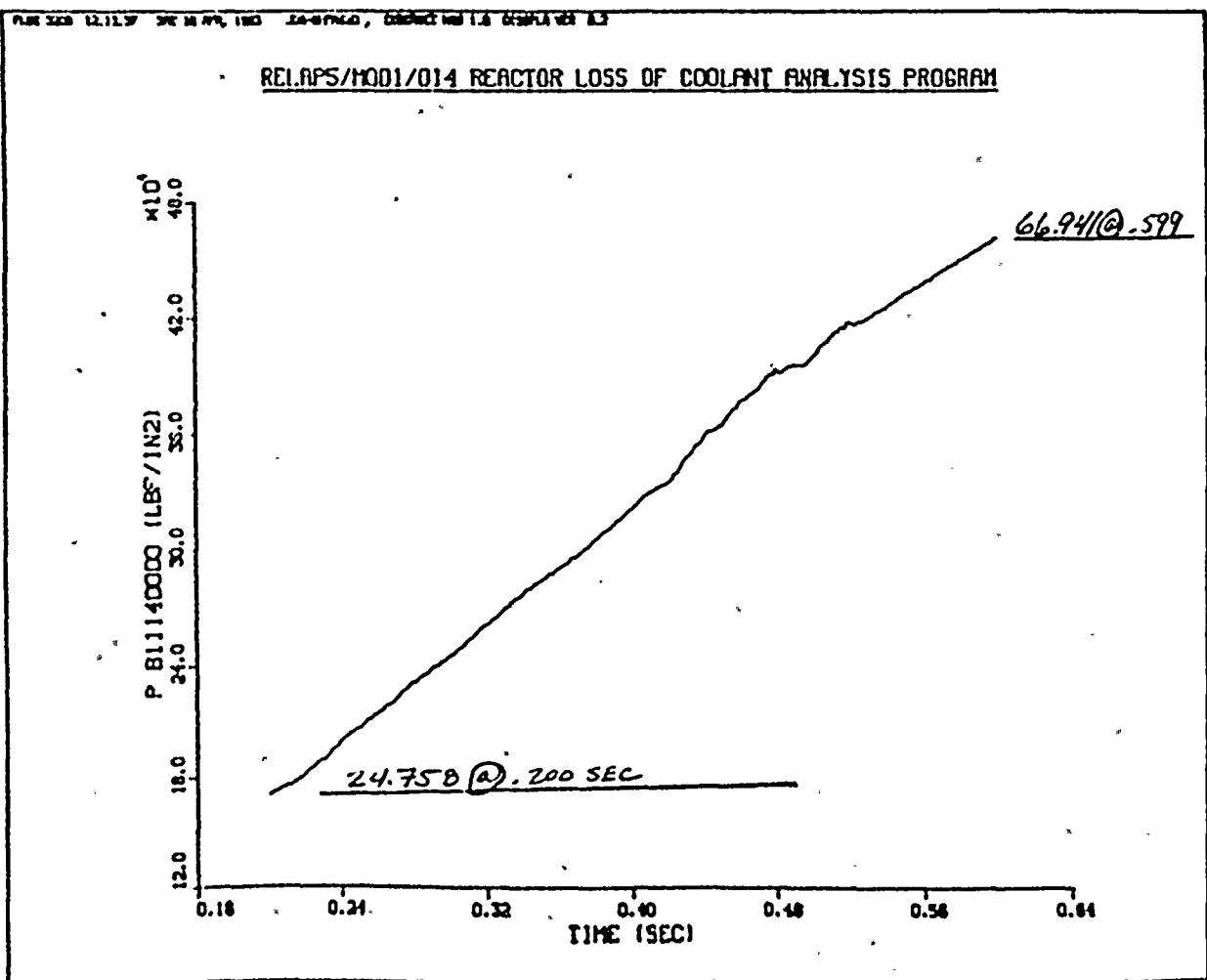
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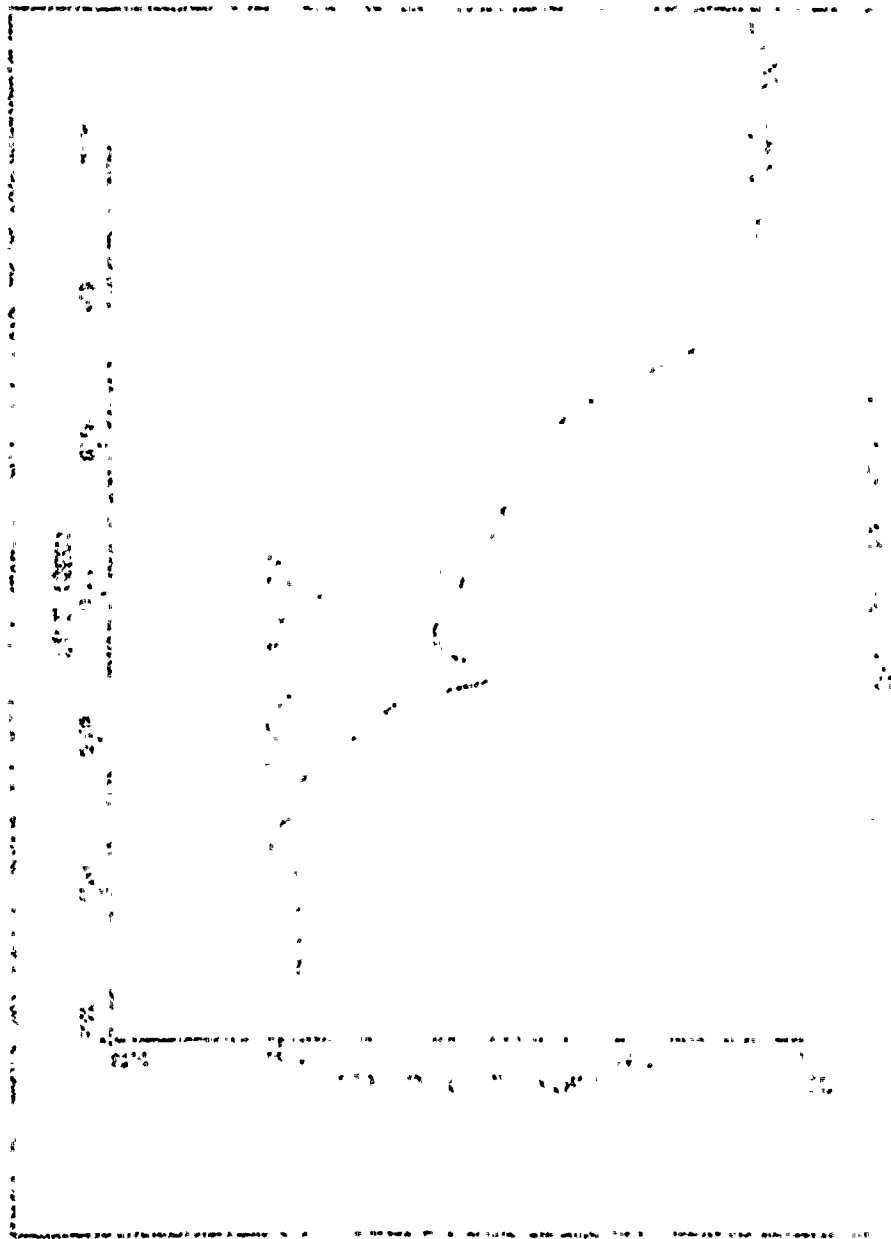
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**TELEDYNE**  
**ENGINEERING SERVICES**  
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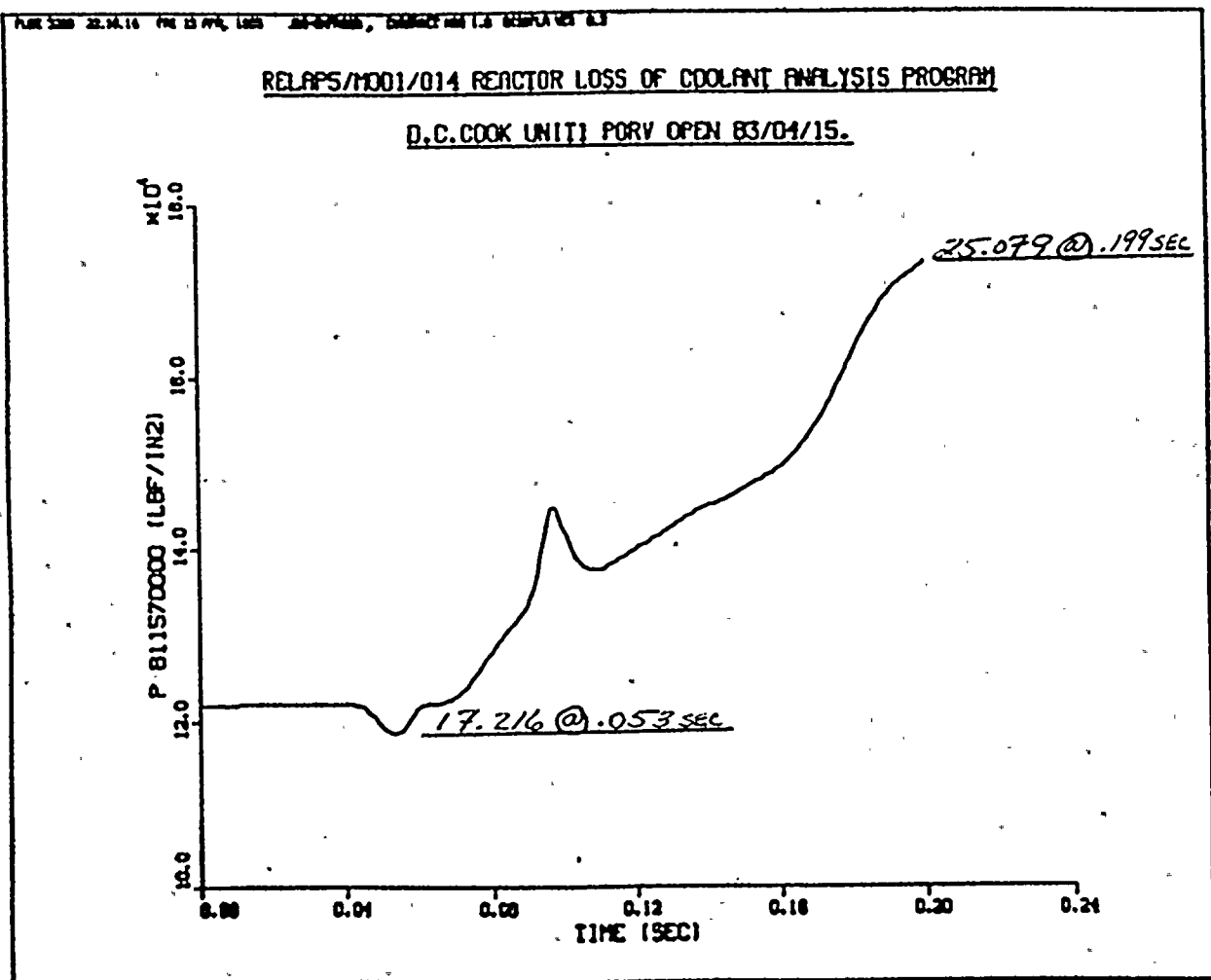
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BY UHM DATE 4-29-83  
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**TELEDYNE**  
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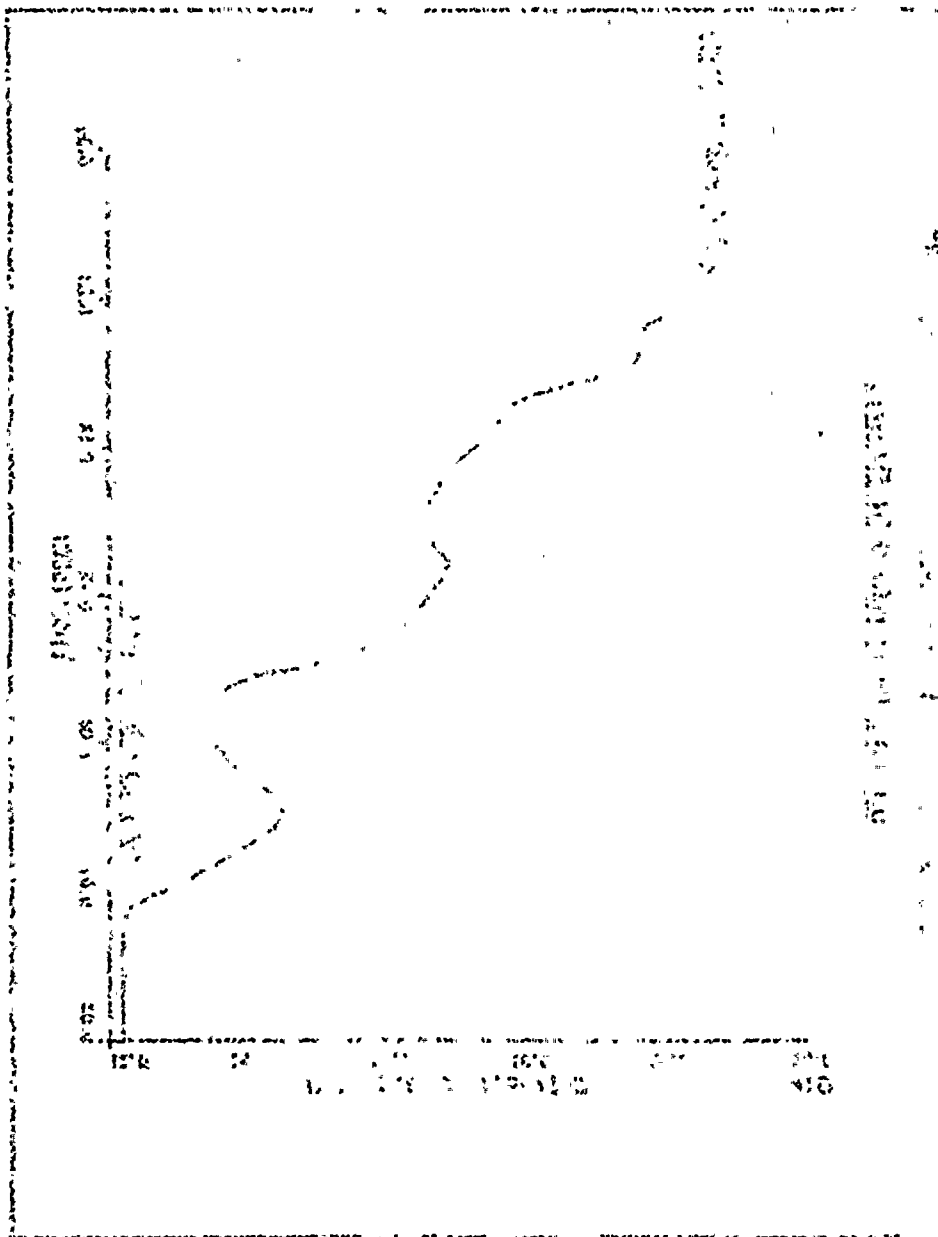




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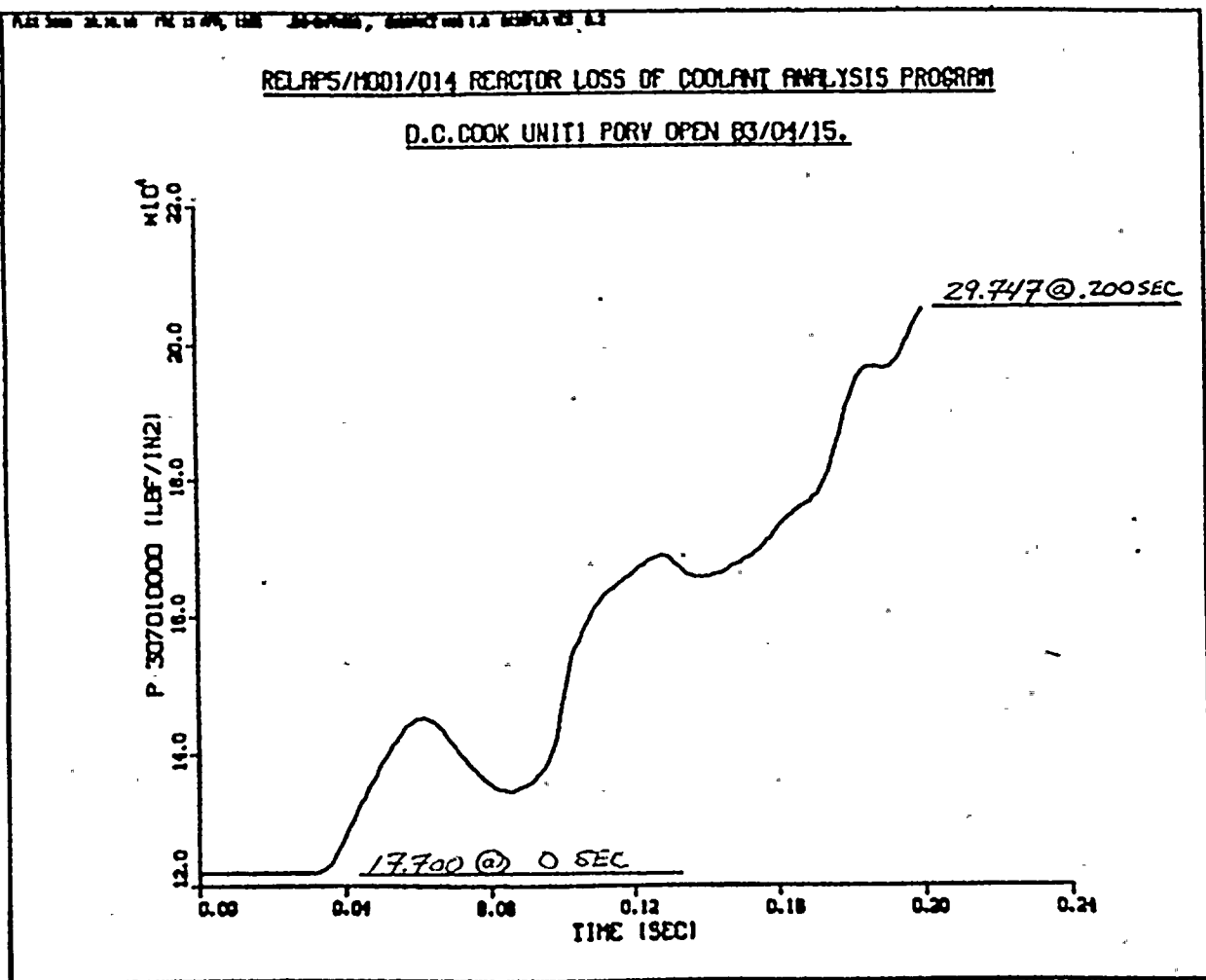




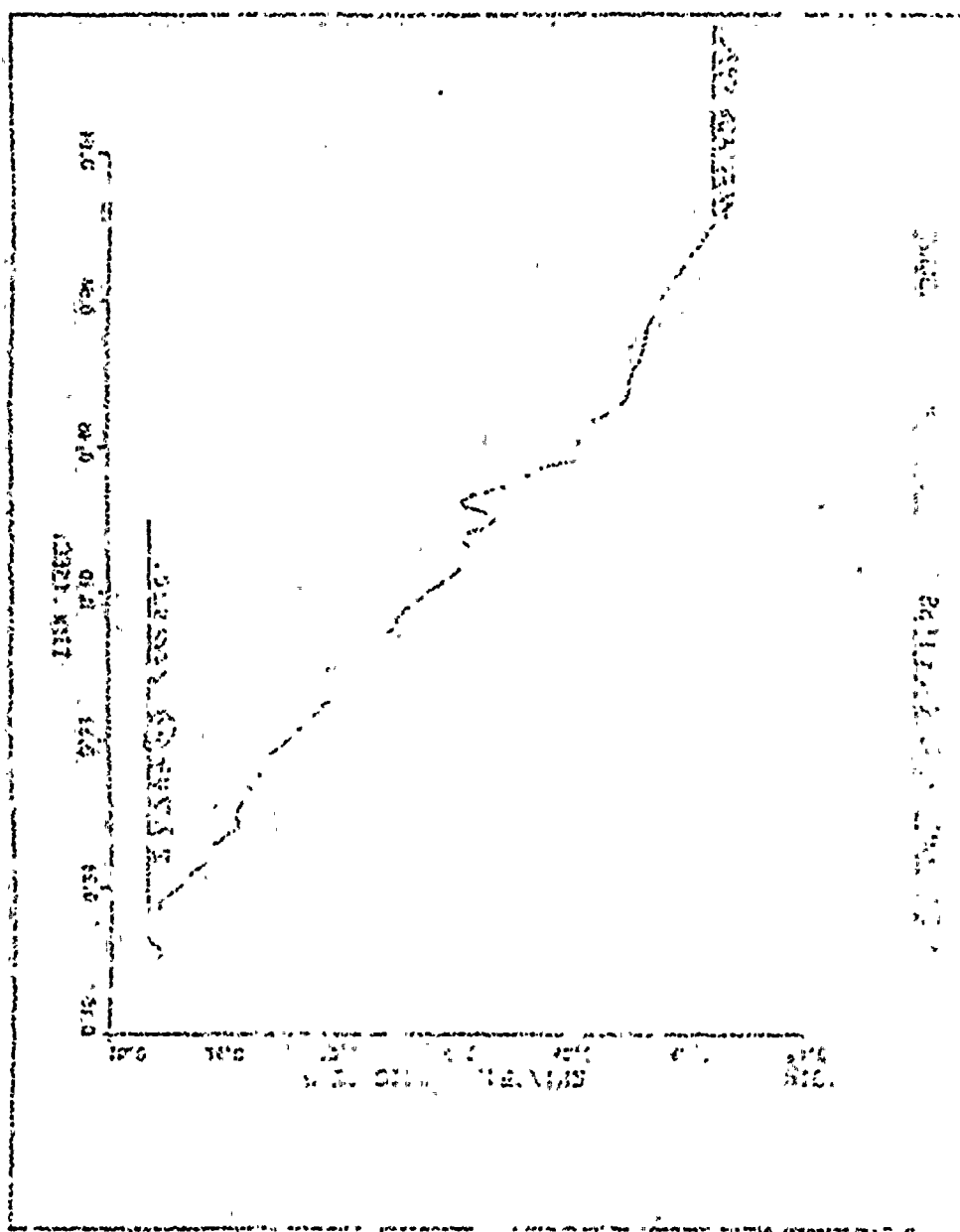
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**TELEDYNE**  
**ENGINEERING SERVICES**  
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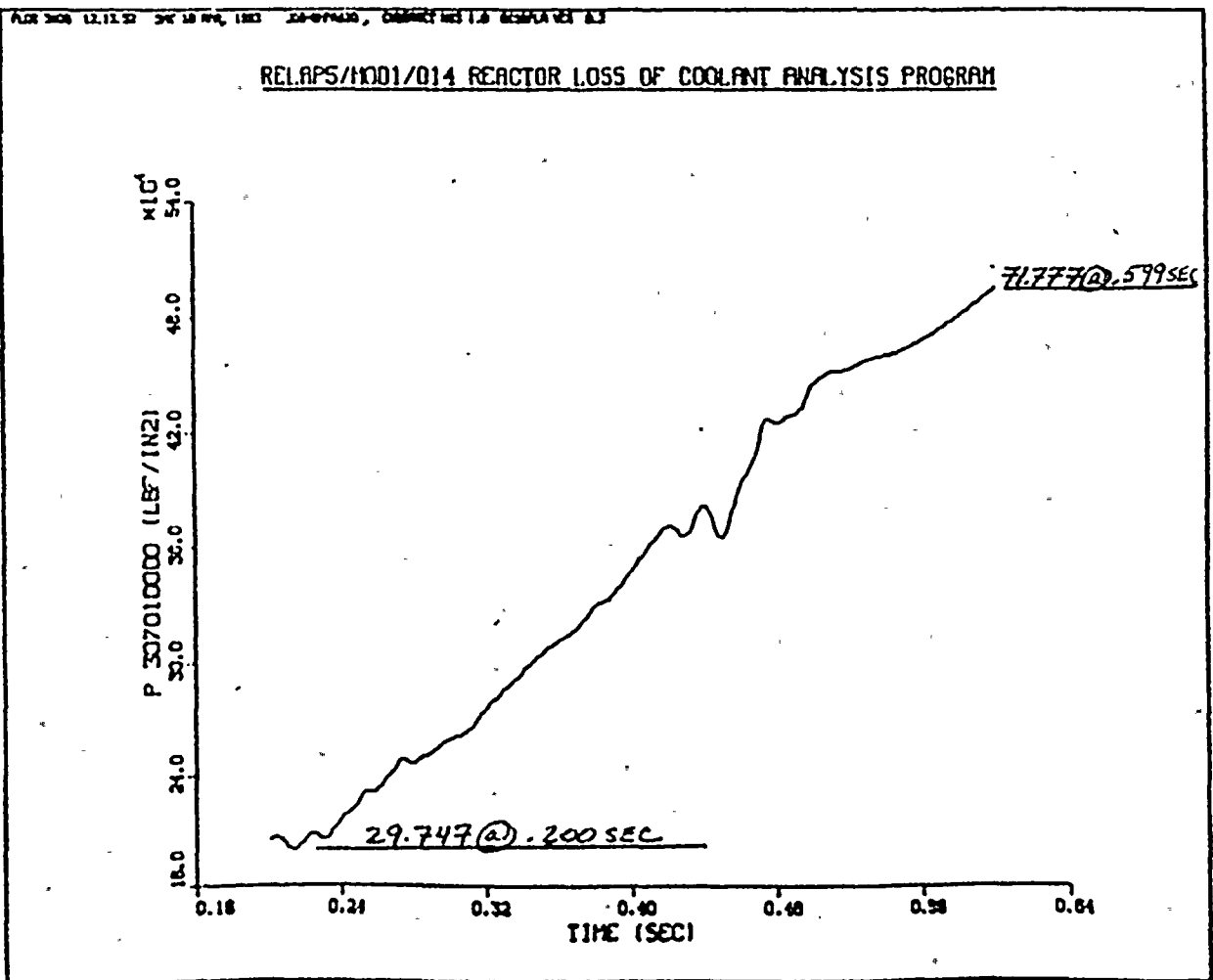
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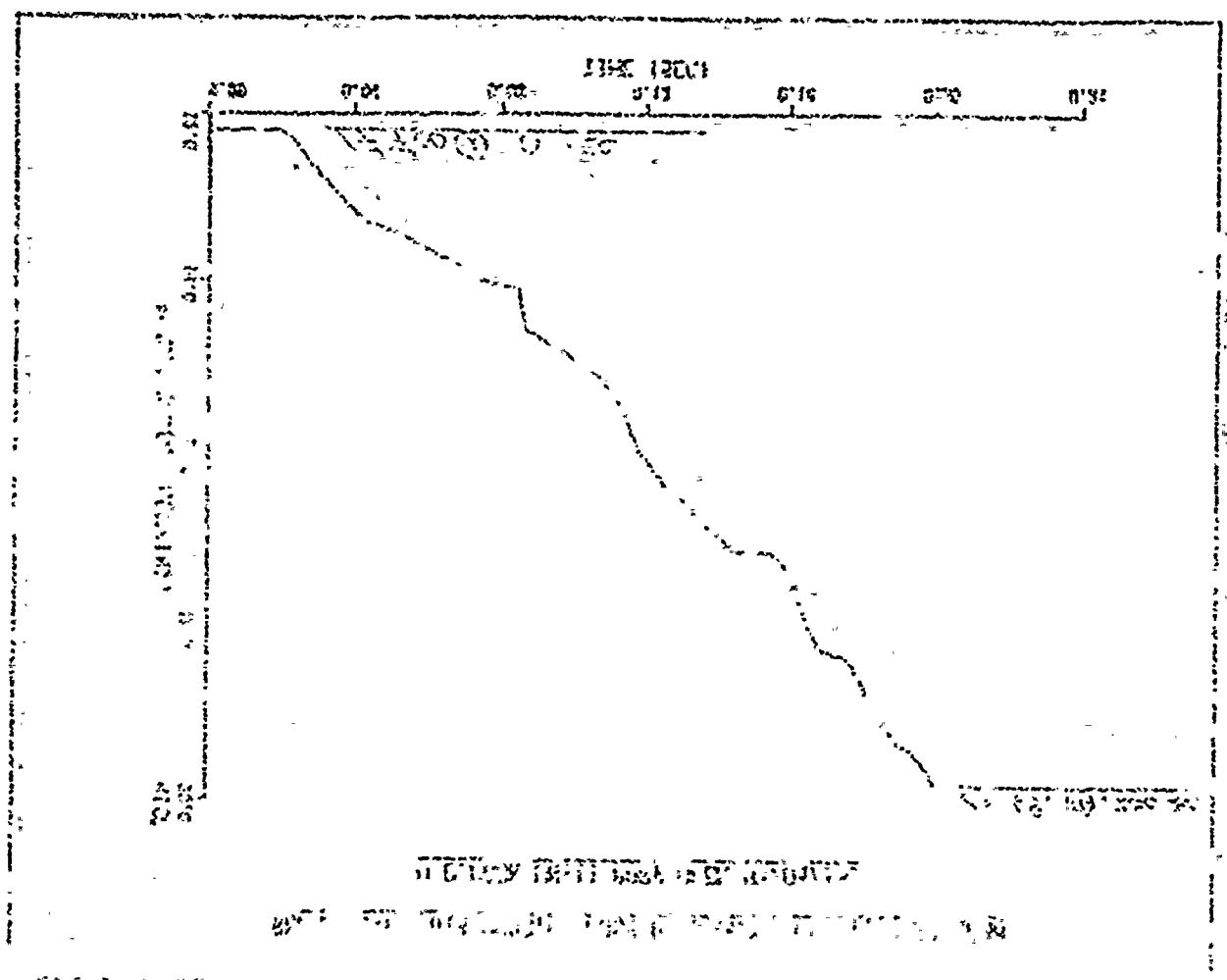
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**ENGINEERING SERVICES**  
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TR-5364-1  
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GEOGRAPHIC COORDINATES  
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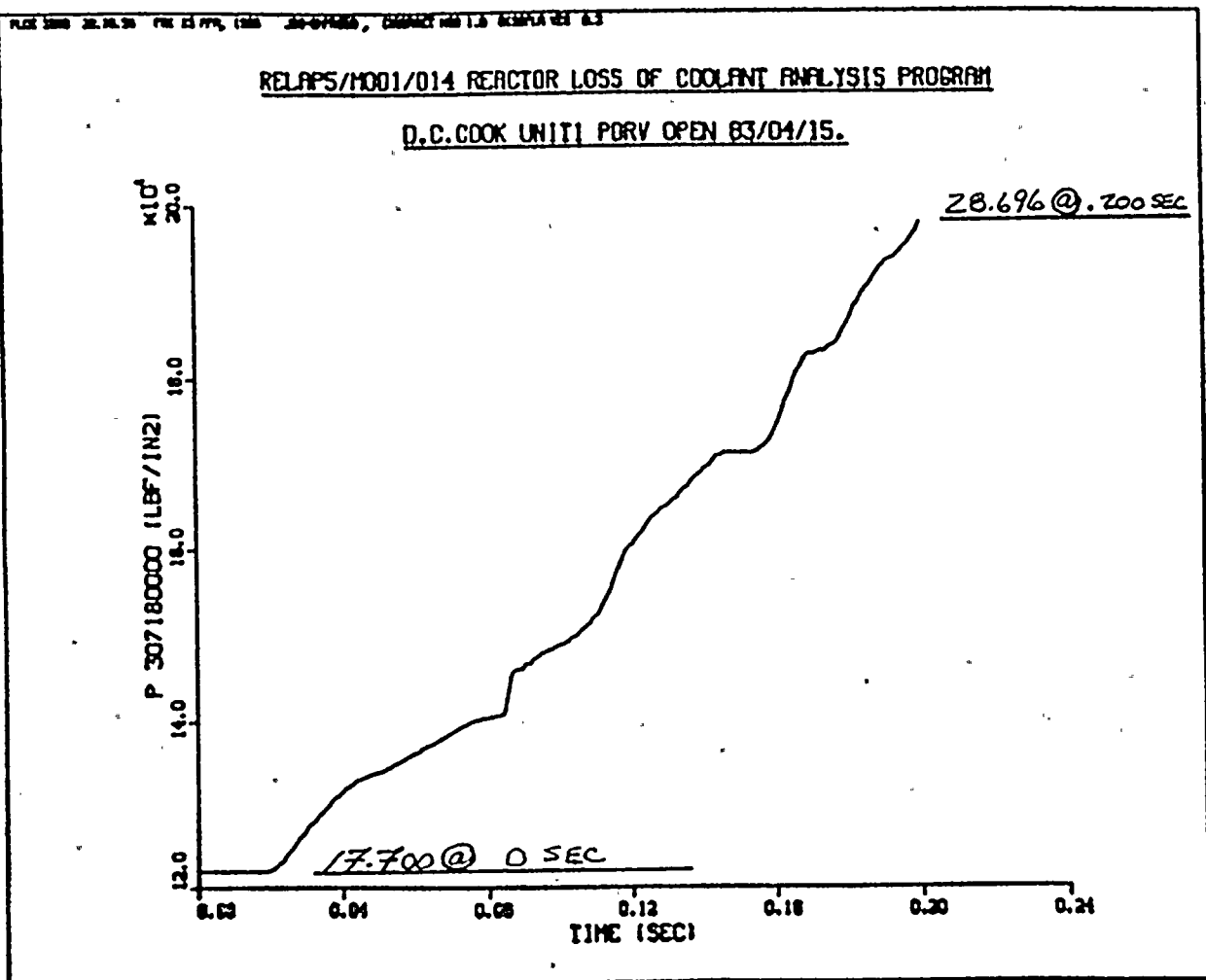
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BY UHM DATE 1-29-83  
CHKD. BY JBK DATE 4-29-83

4-234

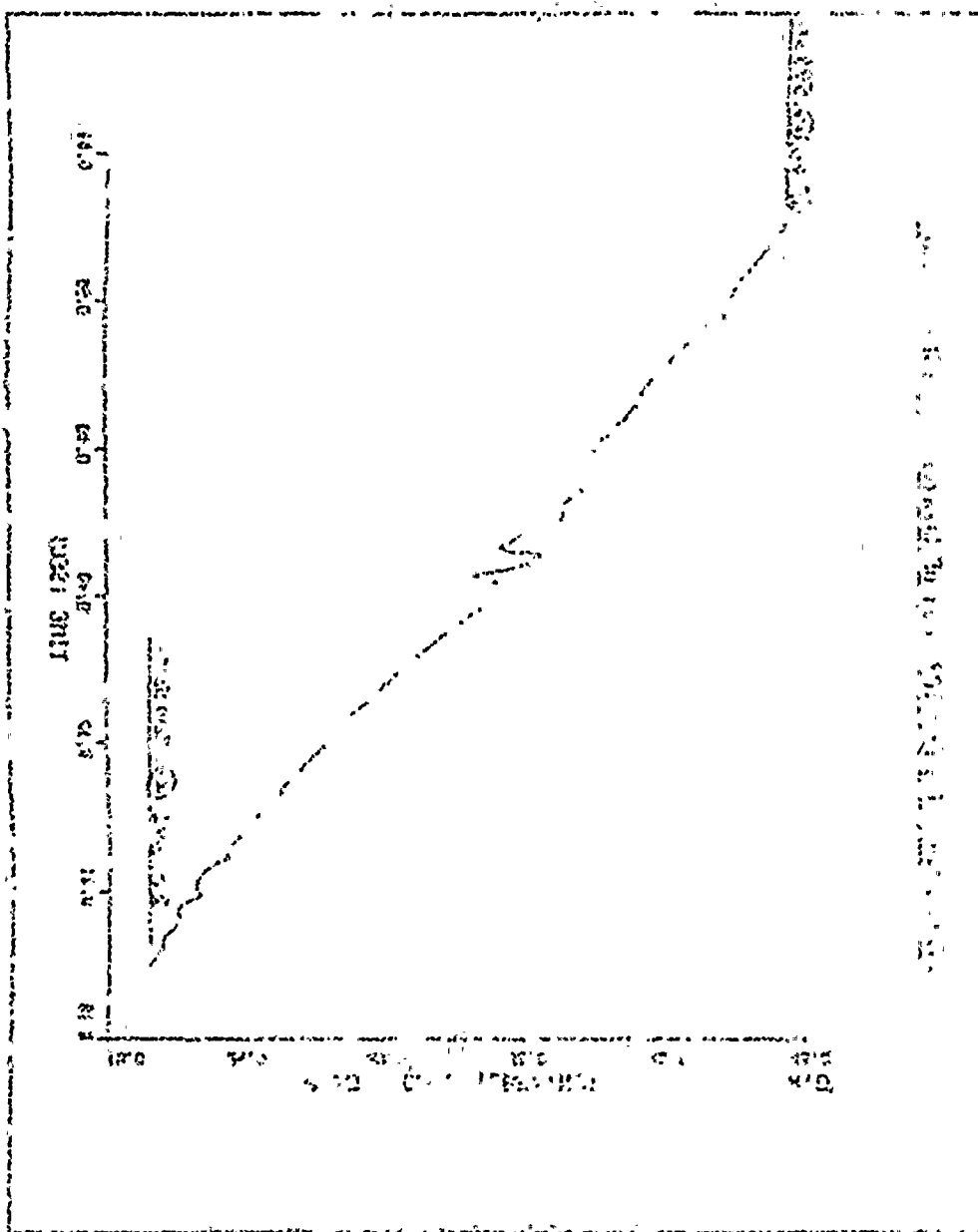
**TELEDYNE**  
**ENGINEERING SERVICES**  
Technical Report  
TR-5364-1  
Revision 0



# SAVING SERVICES

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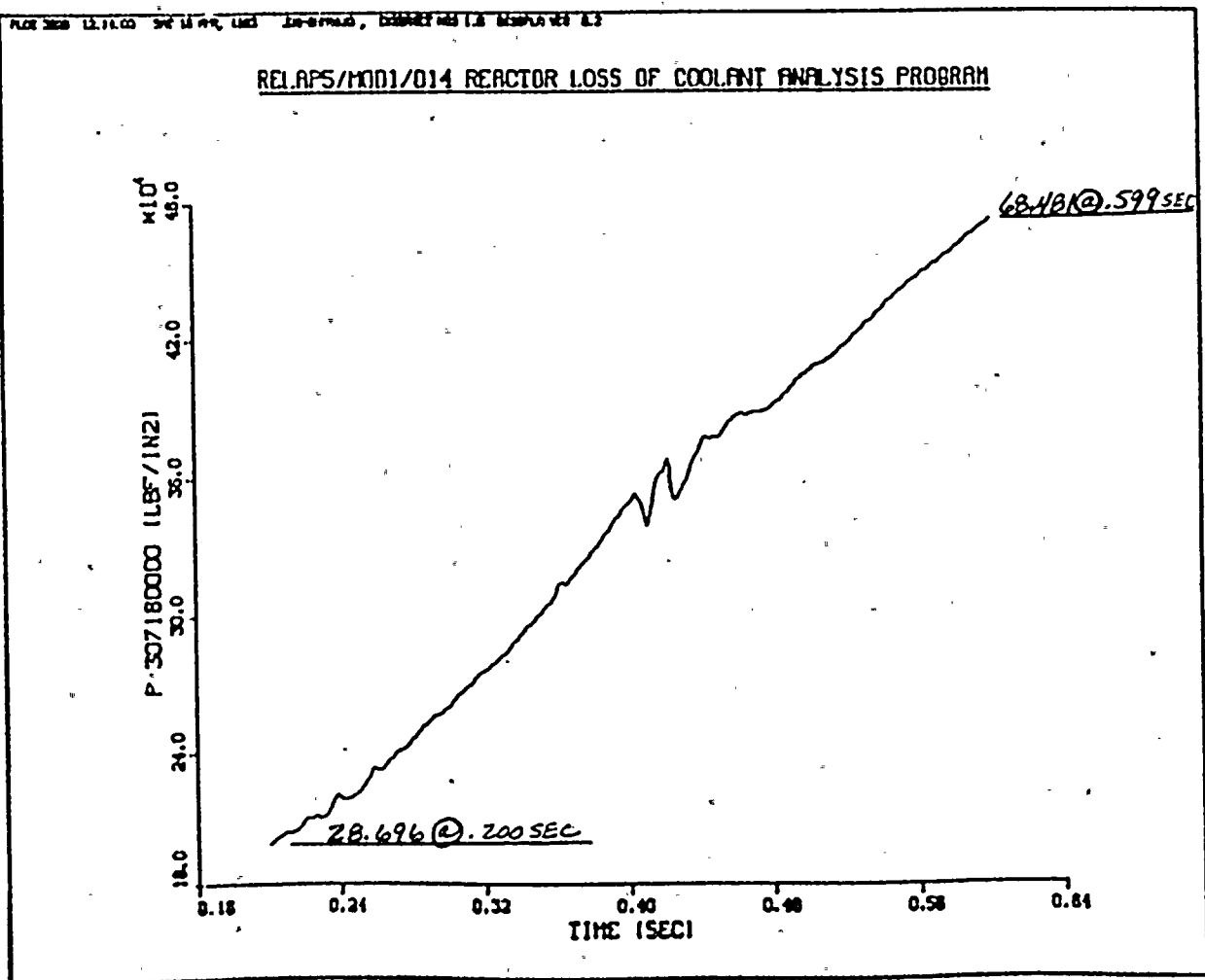
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BY CYM DATE 4-29-83  
CHKD. BY KG DATE 4-29-83

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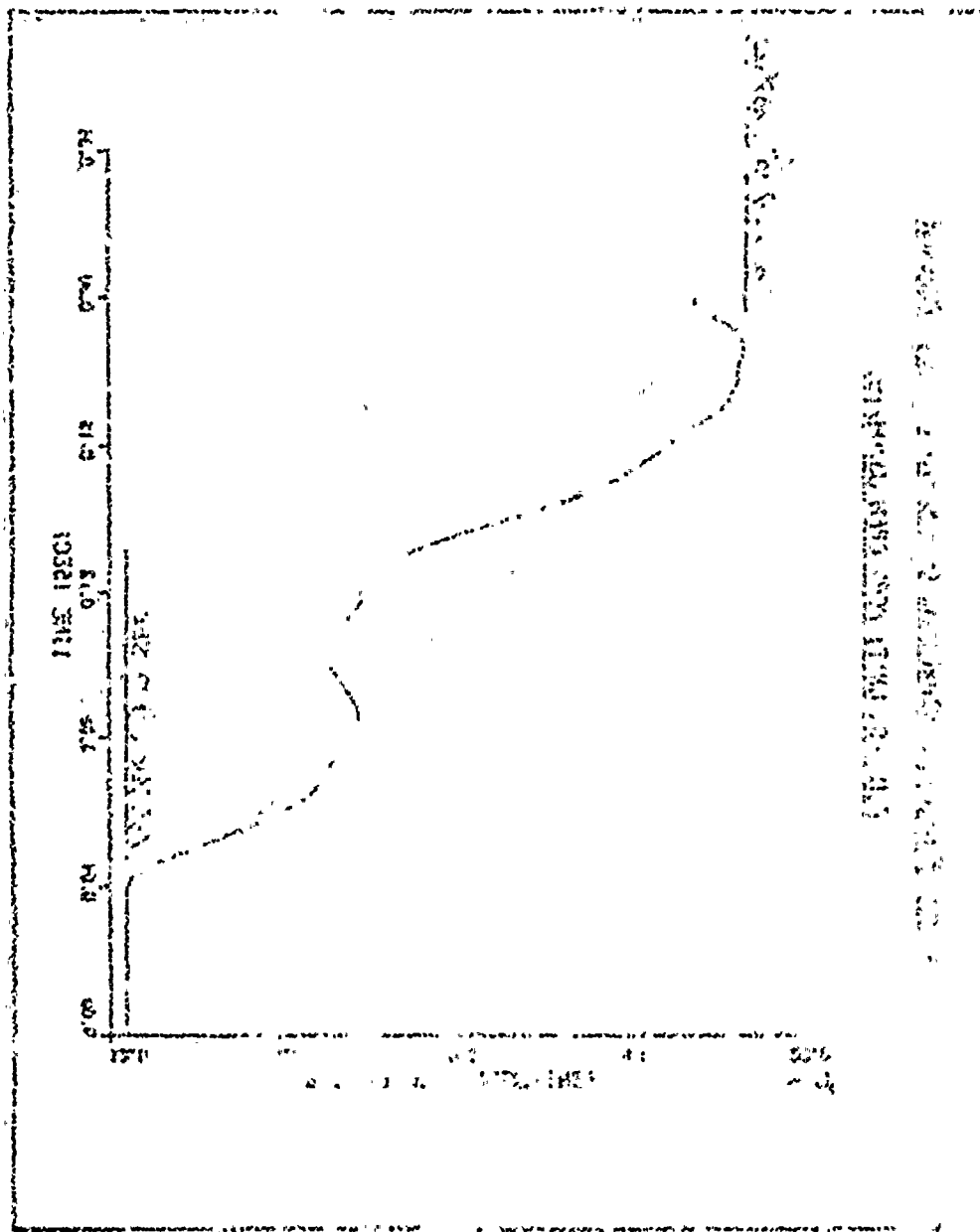
**TELEDYNE**  
**ENGINEERING SERVICES**  
Technical Report  
TR-5364-1  
Revision 0



RAILROAD  
SOUNDING ENGINE

JOHN J. HARRIS  
- 1927  
1928

1928

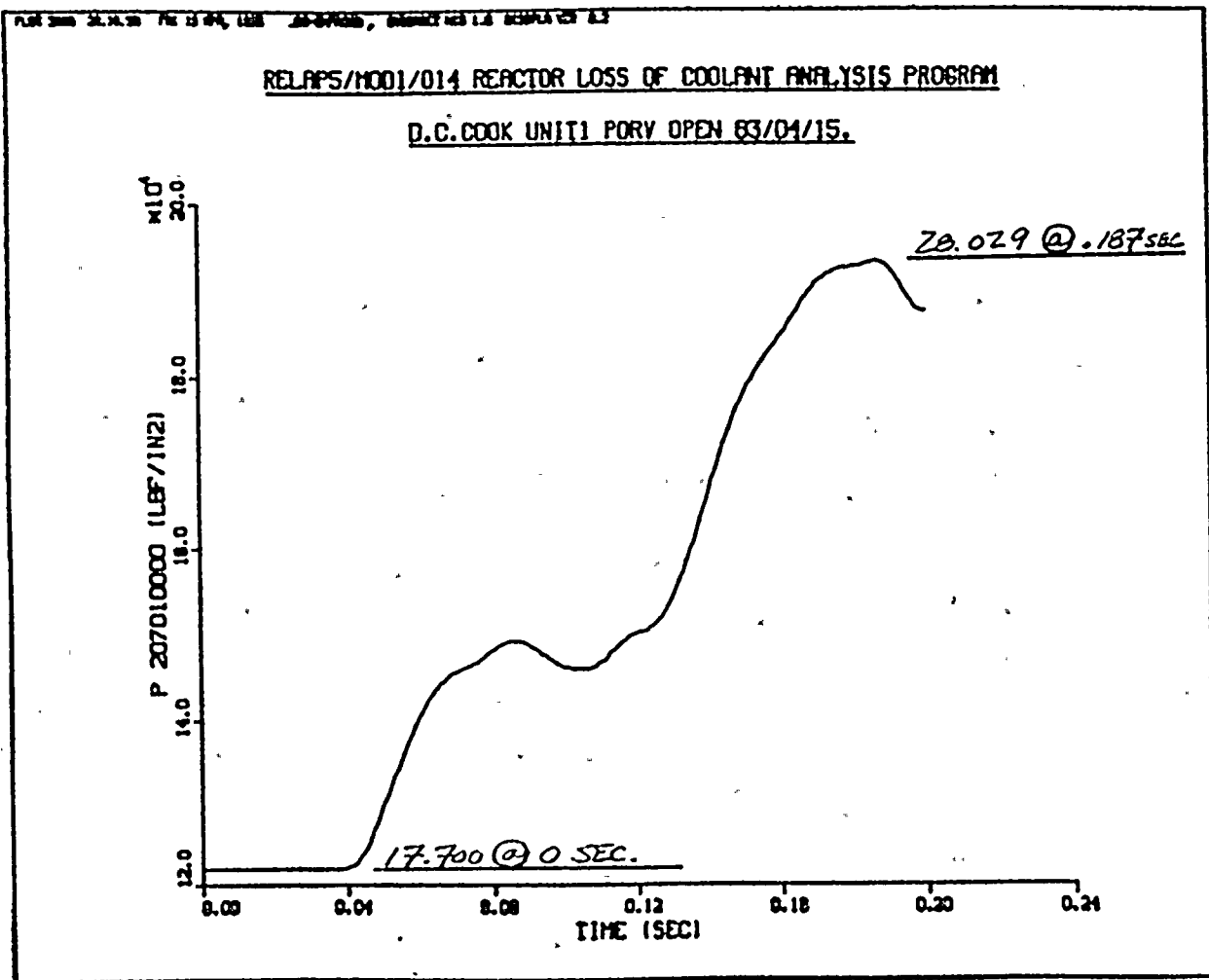




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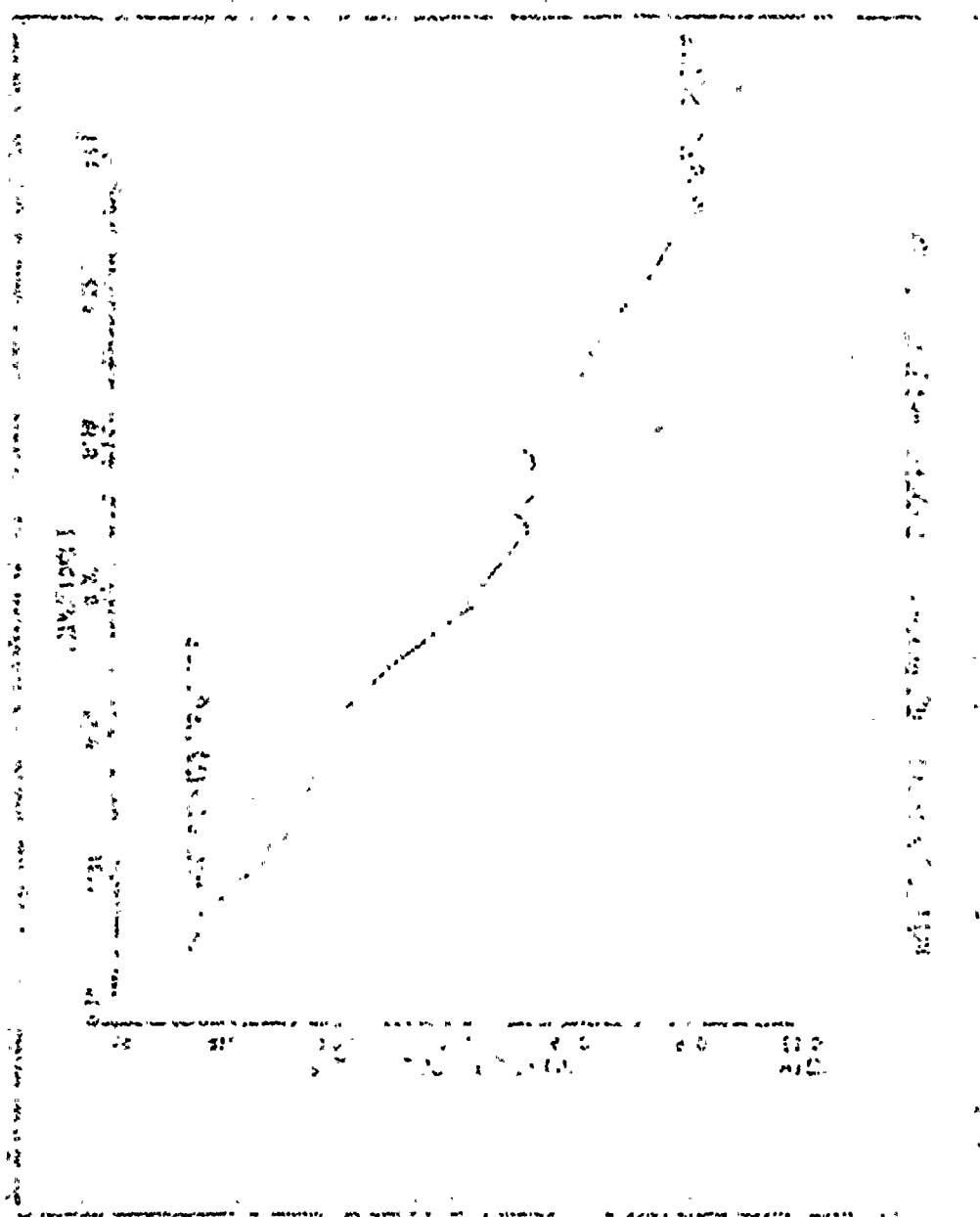
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**ENGINEERING SERVICES**  
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SEP 14 1964  
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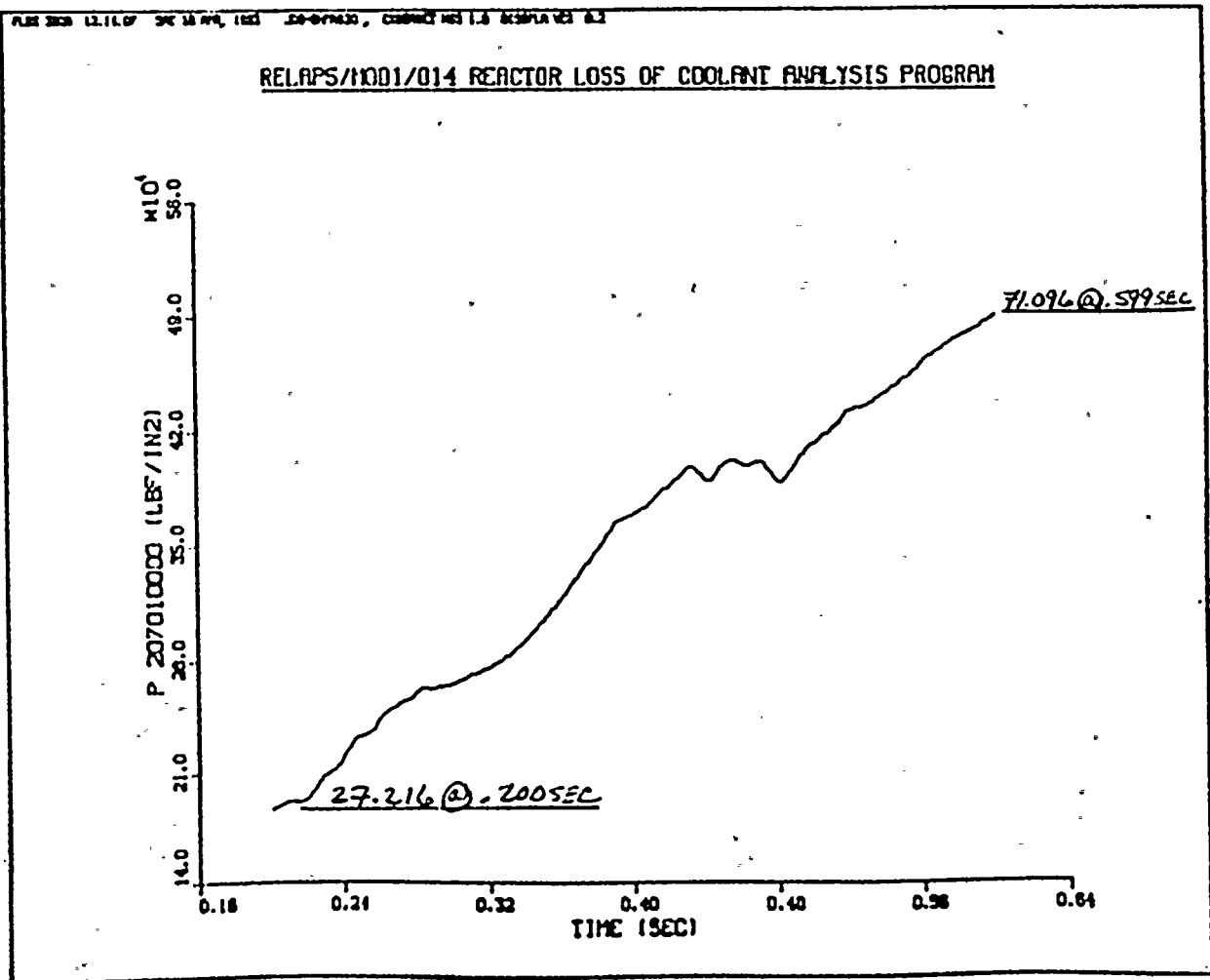
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BY C444 DATE 4-29-83  
CHKD. BY KTG DATE 4-29-83

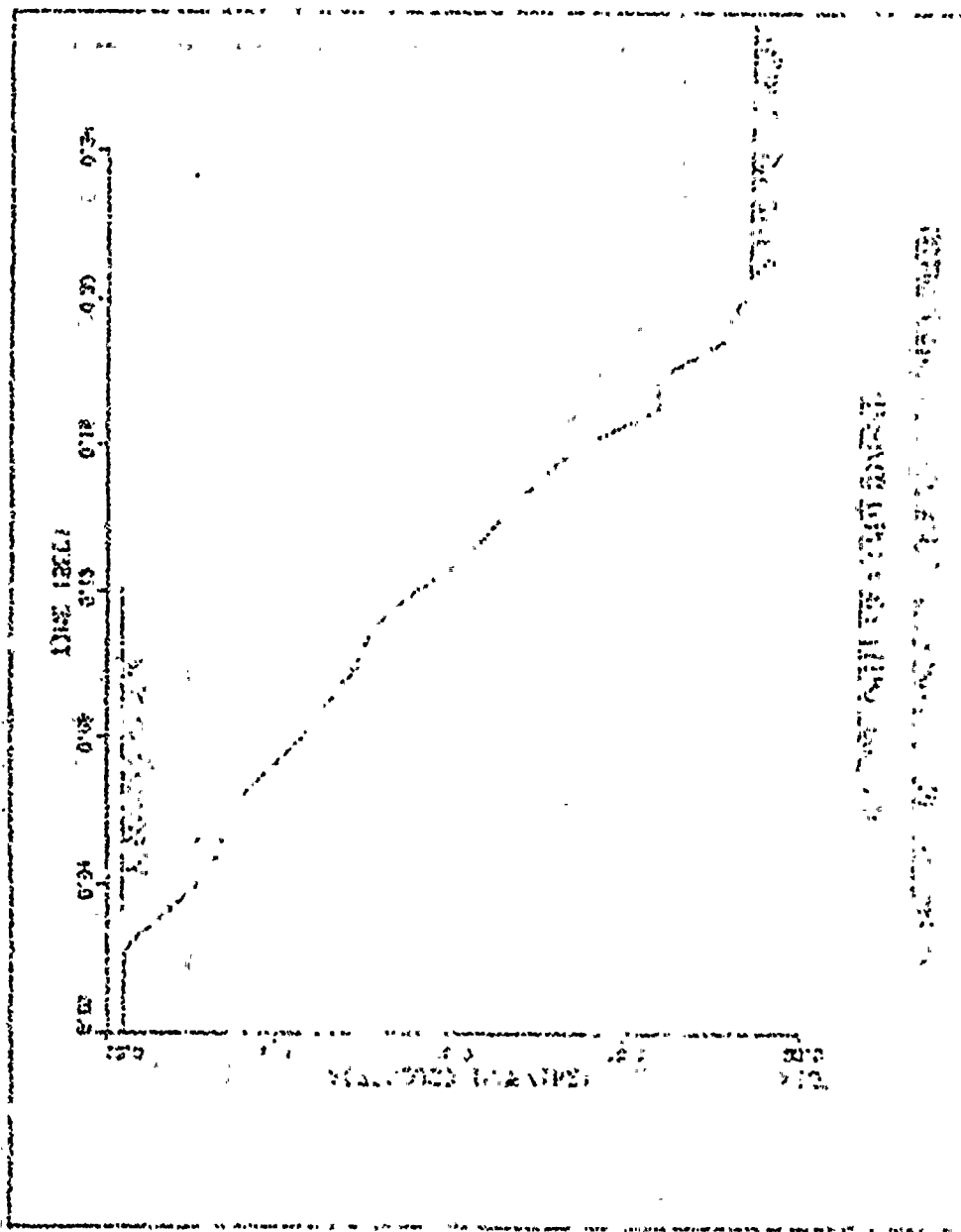
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TR-5364-1  
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44-38861-1000  
 FEDERAL BUREAU OF INVESTIGATION  
 U.S. DEPARTMENT OF JUSTICE

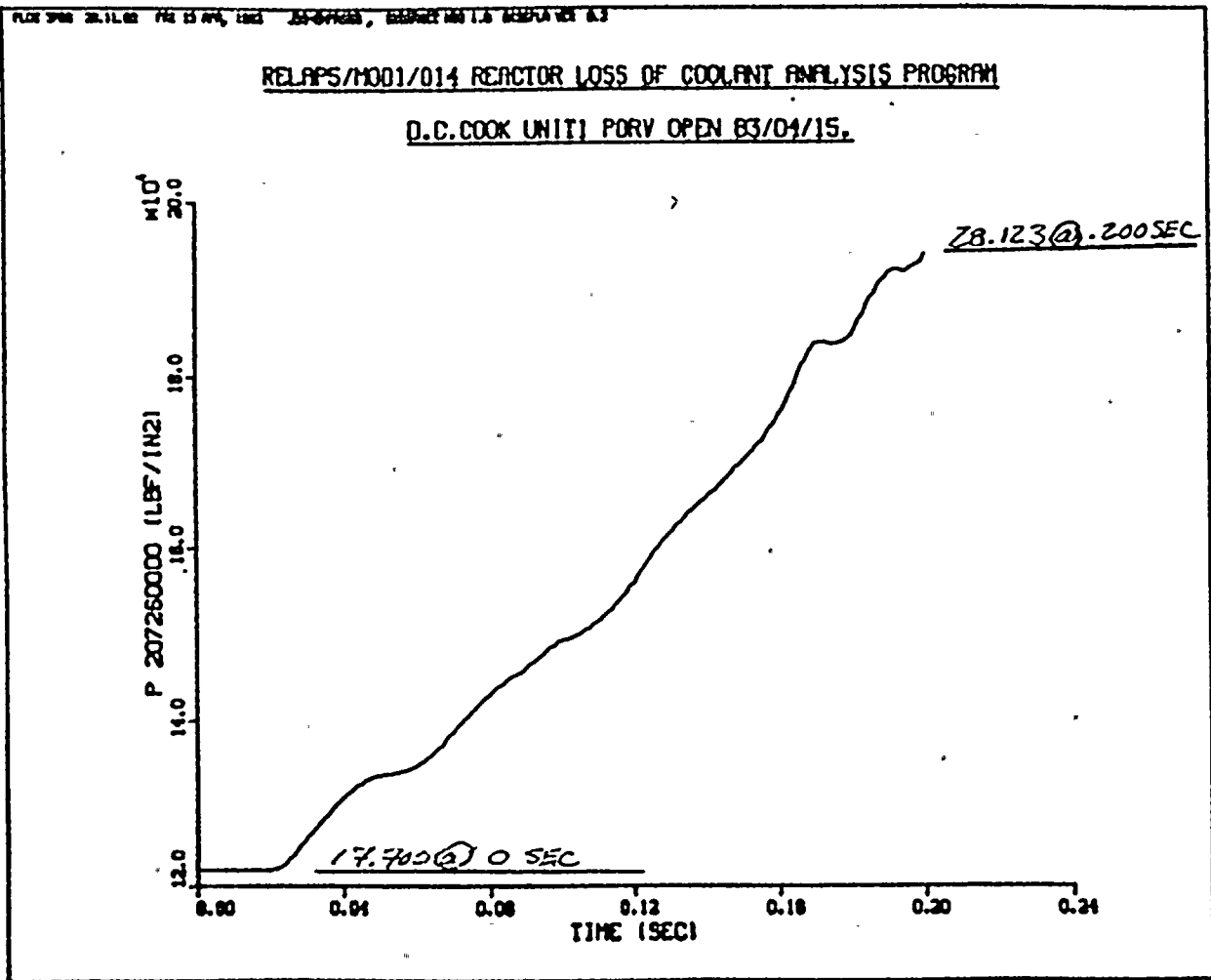
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 FROM : SAC, NEW YORK  
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BY UHM DATE 4-29-83  
 CHKD. BY JBN DATE 4-29-83

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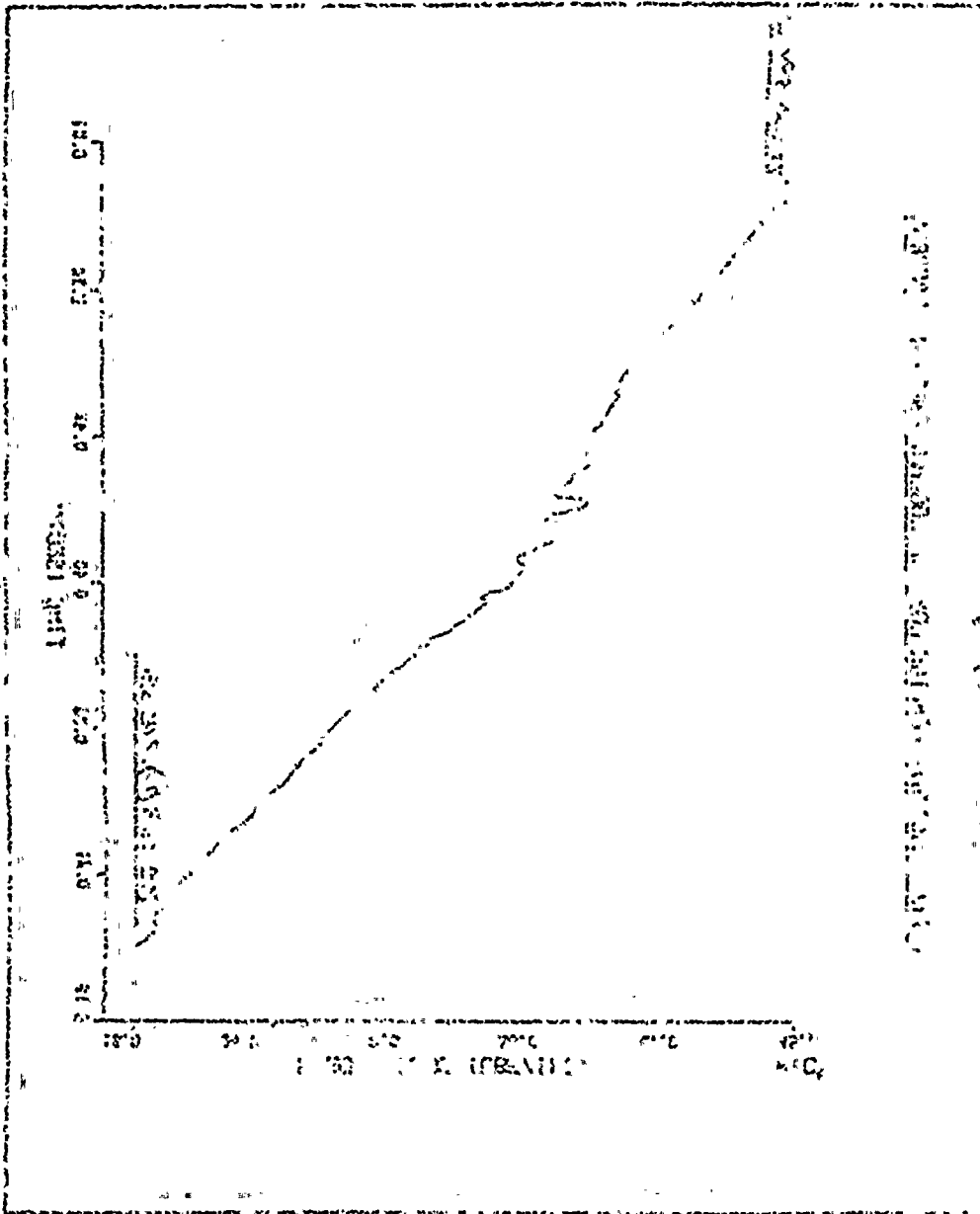
**TELEDYNE**  
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# ENGINEERING SERVICES

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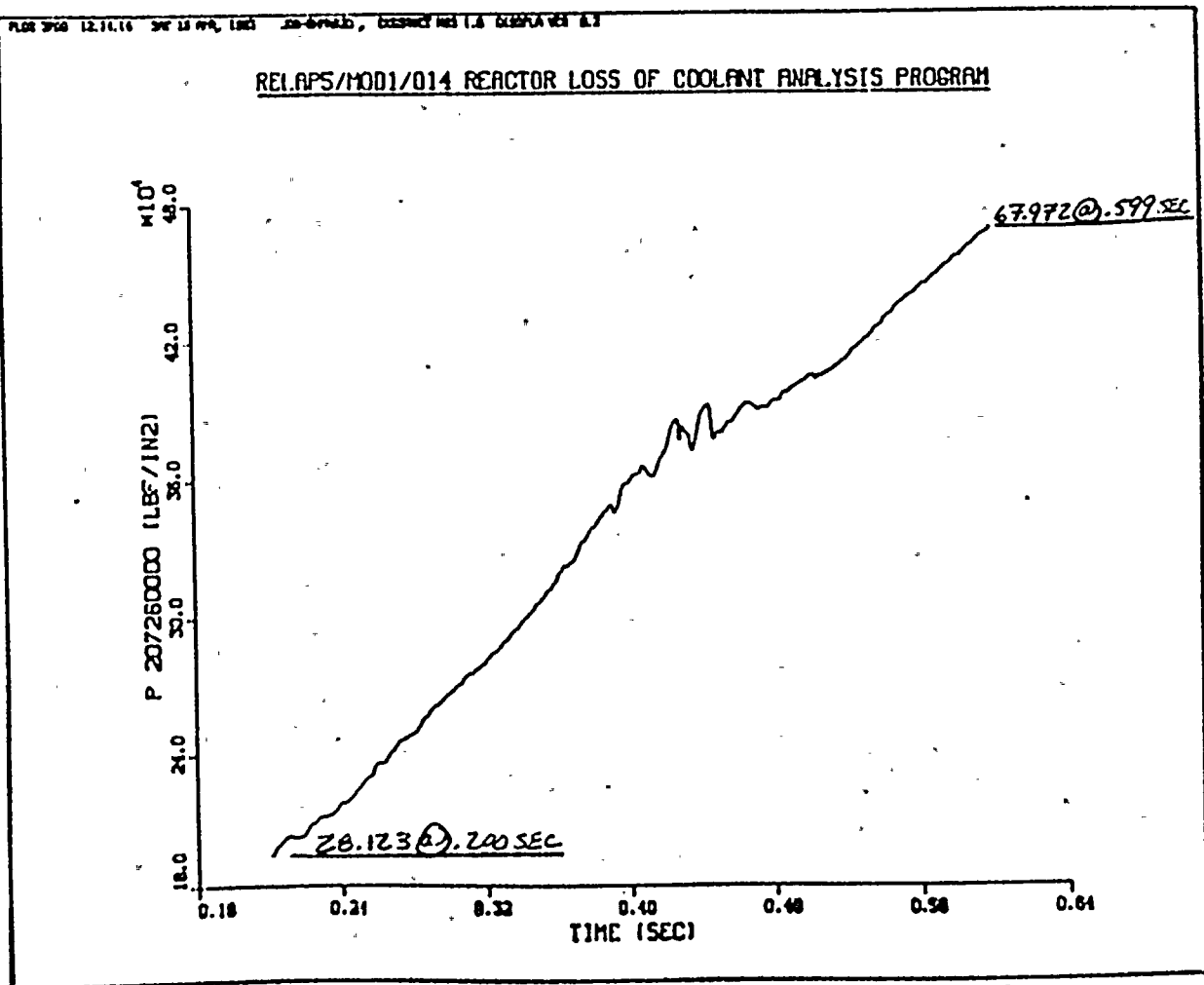
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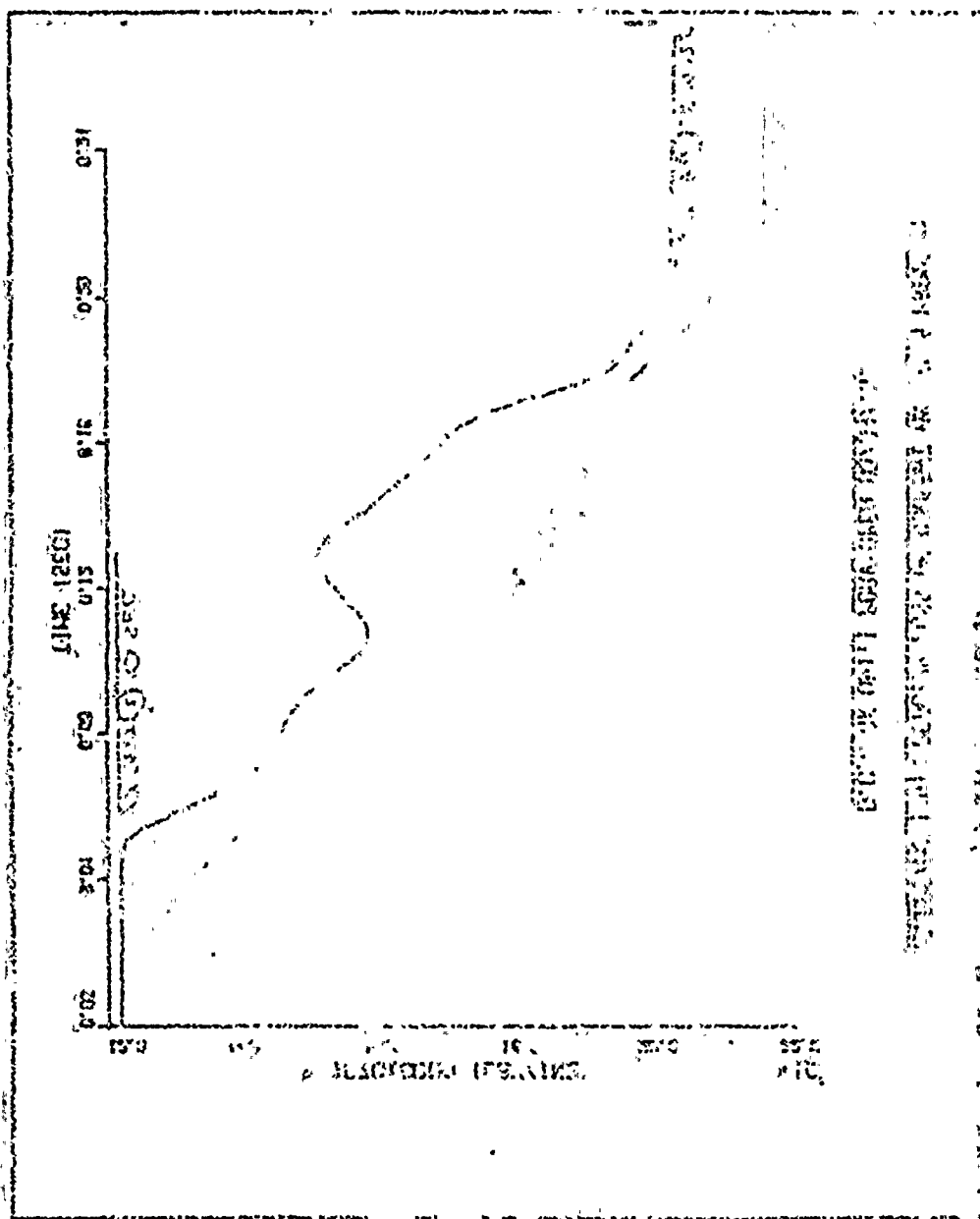
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CHKD. BY KLG DATE 4-29-83

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TELEDYNE  
ENGINEERING SERVICES  
Technical Report  
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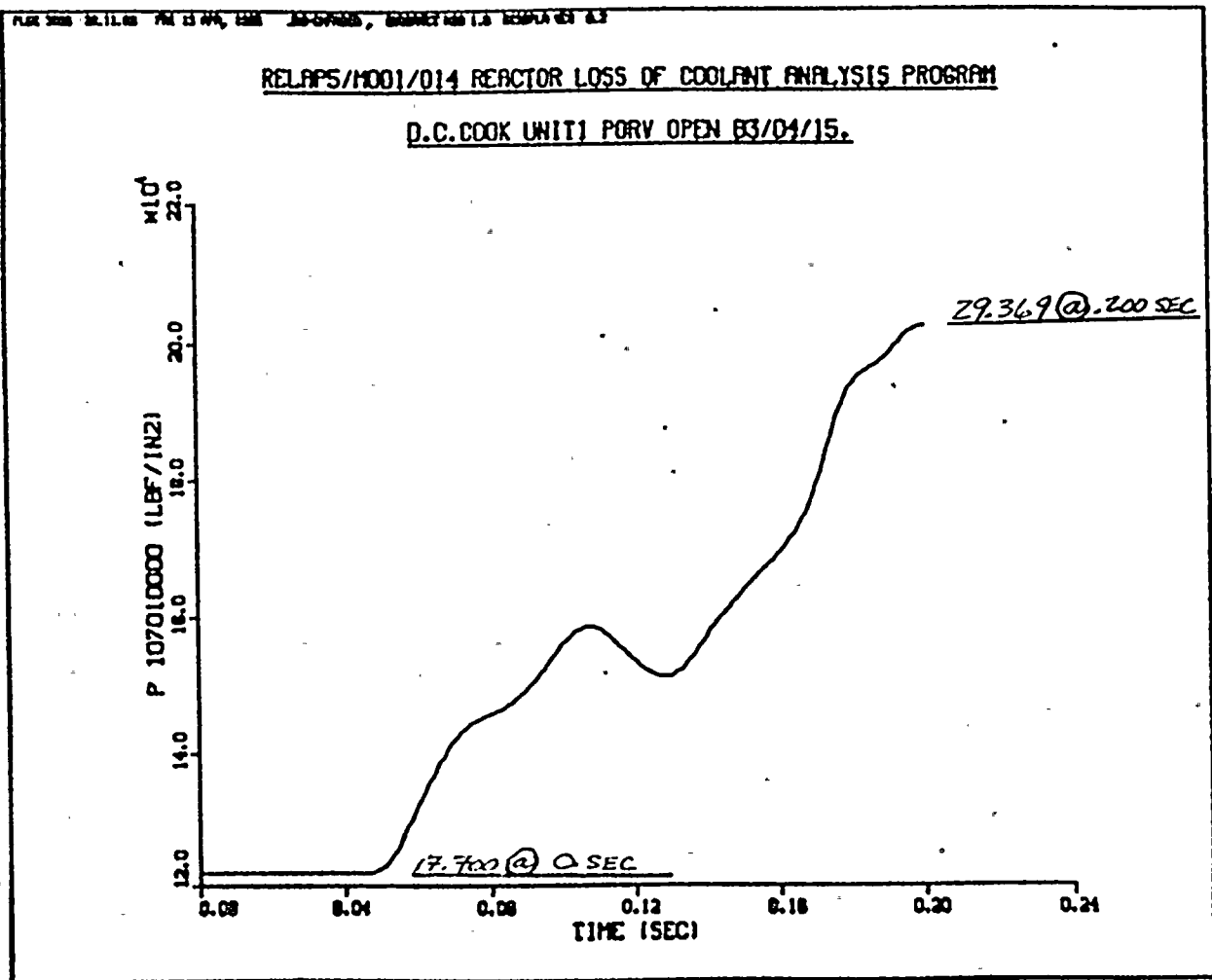




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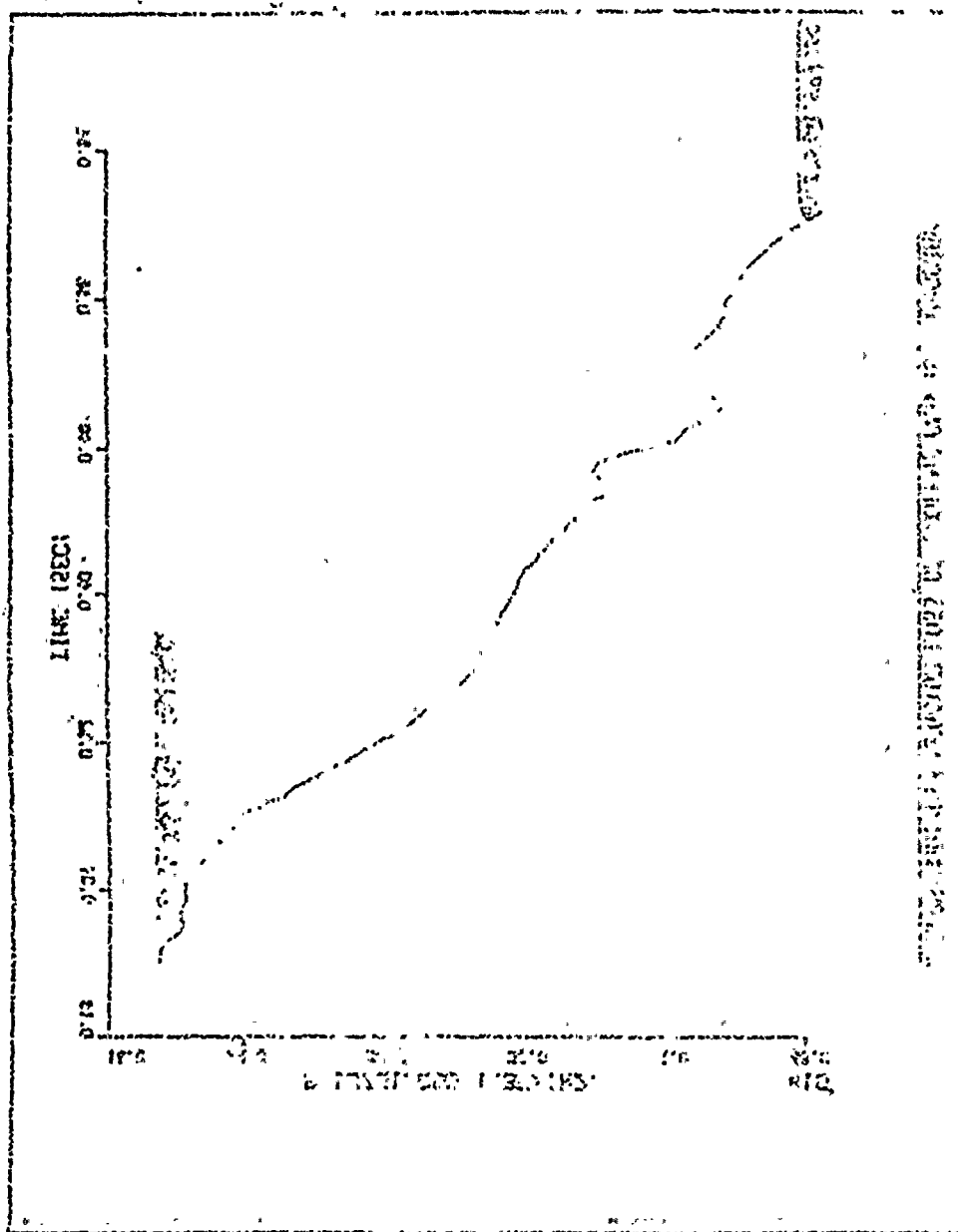
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**ENGINEERING SERVICES**  
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 TR-5364-1  
 Revision 0



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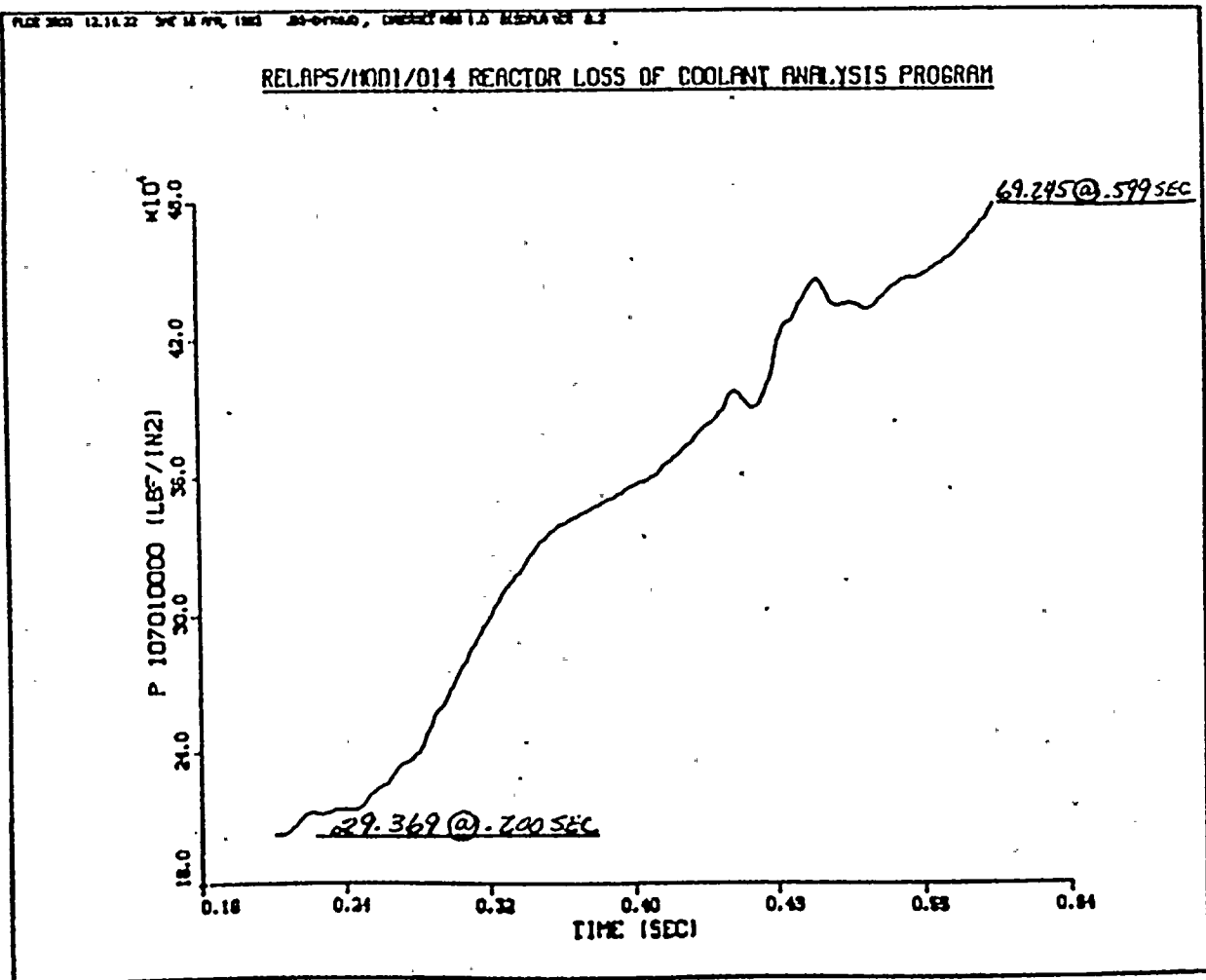
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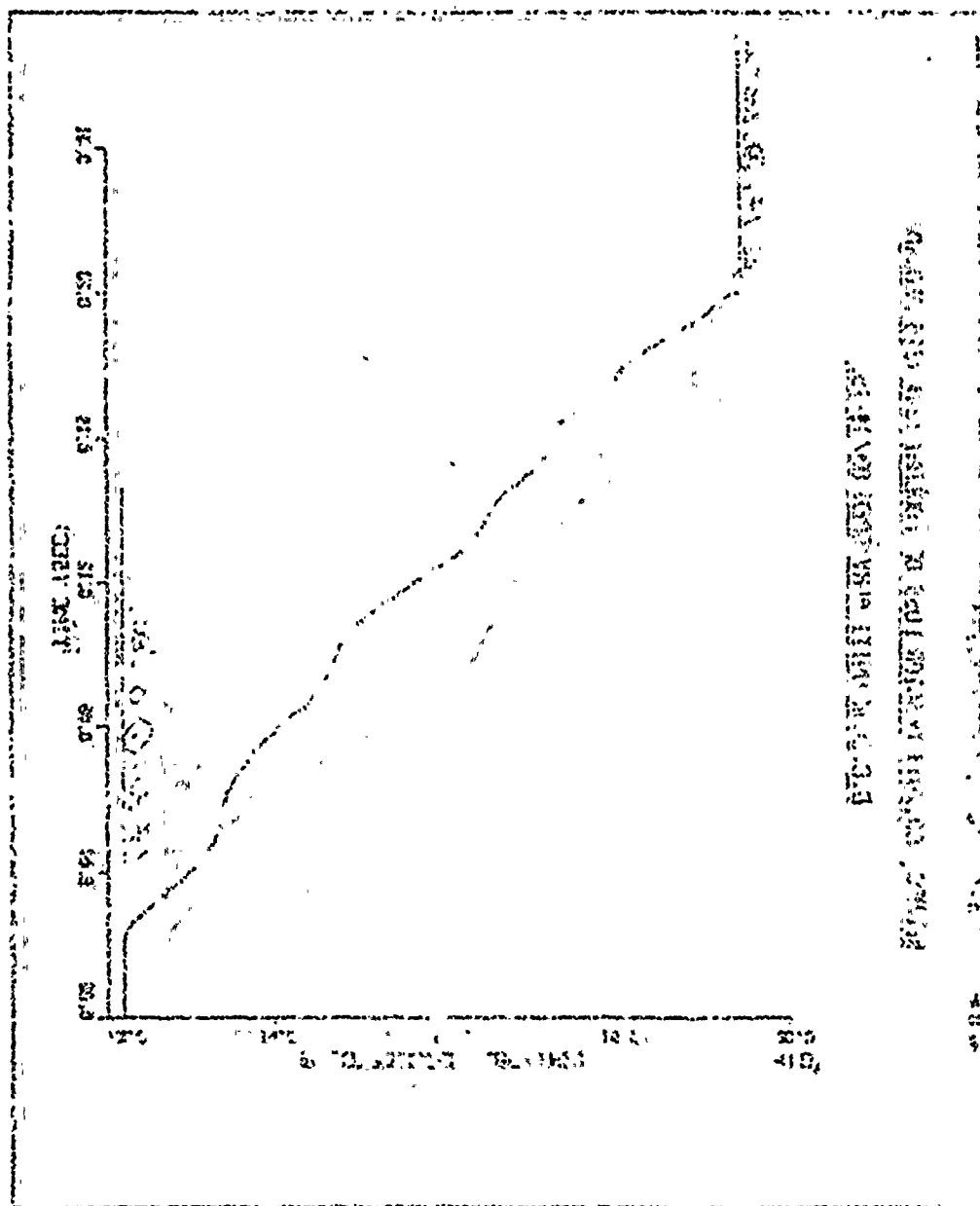
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Technical Report  
TR-5364-1  
Revision 0



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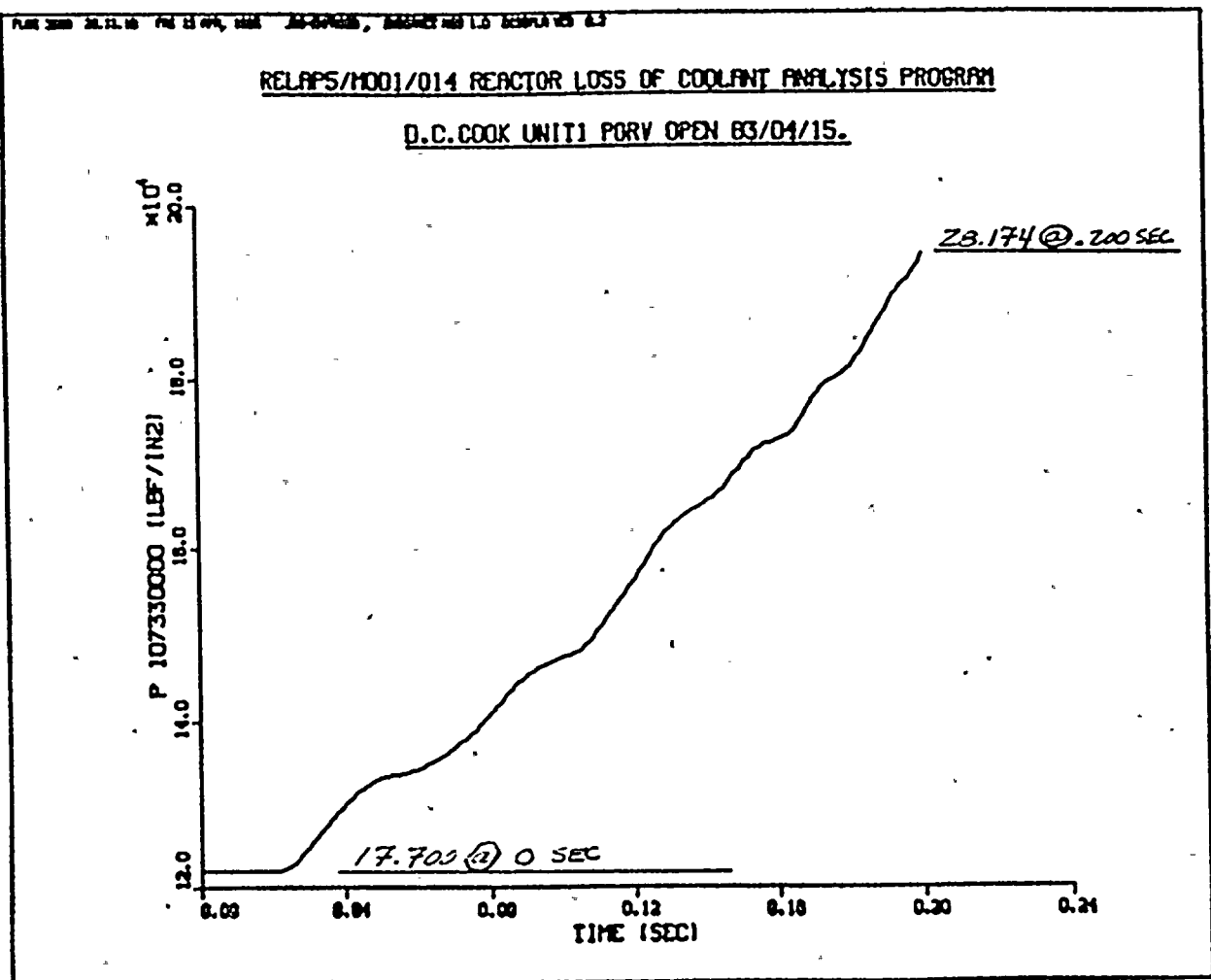
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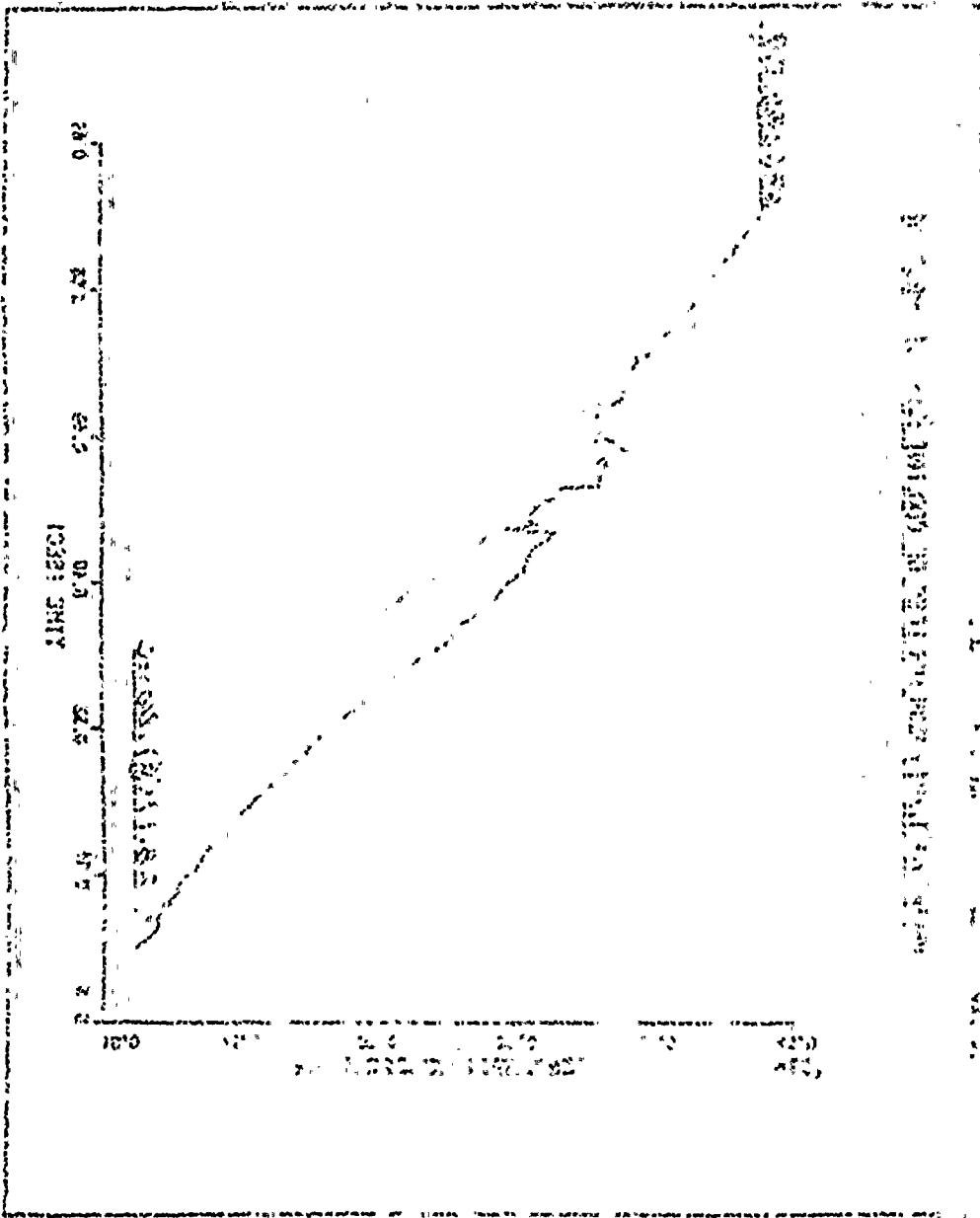
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**TELEDYNE**  
**ENGINEERING SERVICES**  
 Technical Report  
 TR-5364-1  
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# ST. LUTHER'S SERVICE

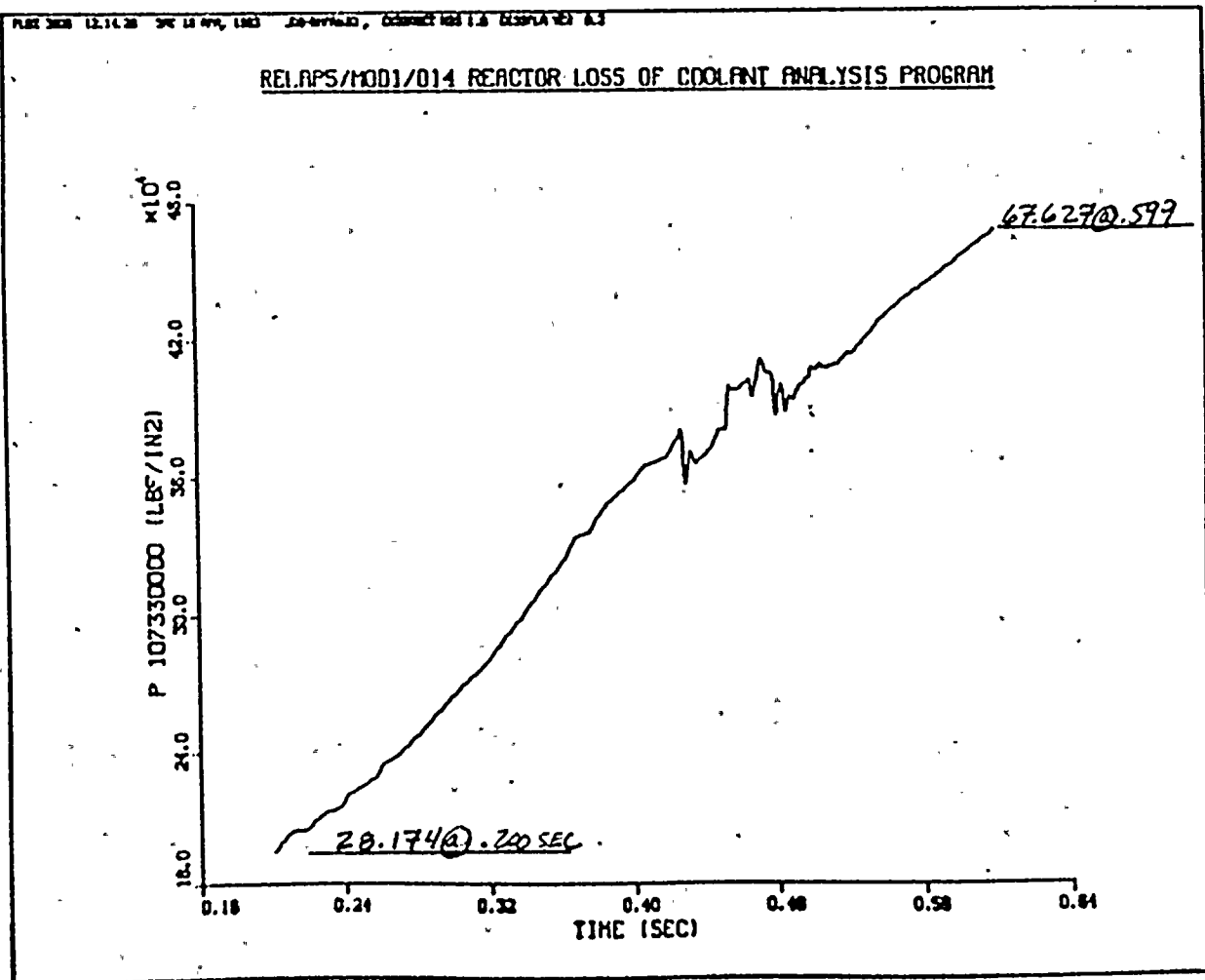
ST. LUTHER'S SERVICE  
 1000 N. 1st St.  
 St. Paul, Minn. 55102  
 (612) 222-1234



BY CYU DATE 4-29-83  
CHKD. BY KLG DATE 4-27-83

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FEDERAL BUREAU OF INVESTIGATION

CONFIDENTIAL - R. 7, 1992 - 1994



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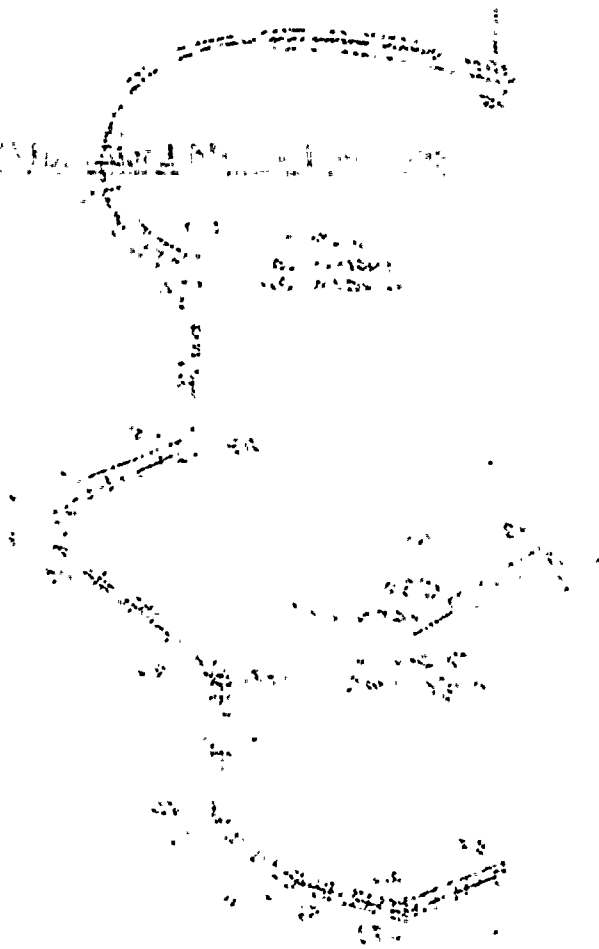
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RECEIVED 12/15/51

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BY CHM DATE 1-12-83  
CHKD. BY KY DATE 5-24-83

1/4 MODEL SRV DISCHARGE  
LINE - UNIT 2

SHEET NO. 1 OF 1  
PROJ. NO. 5364

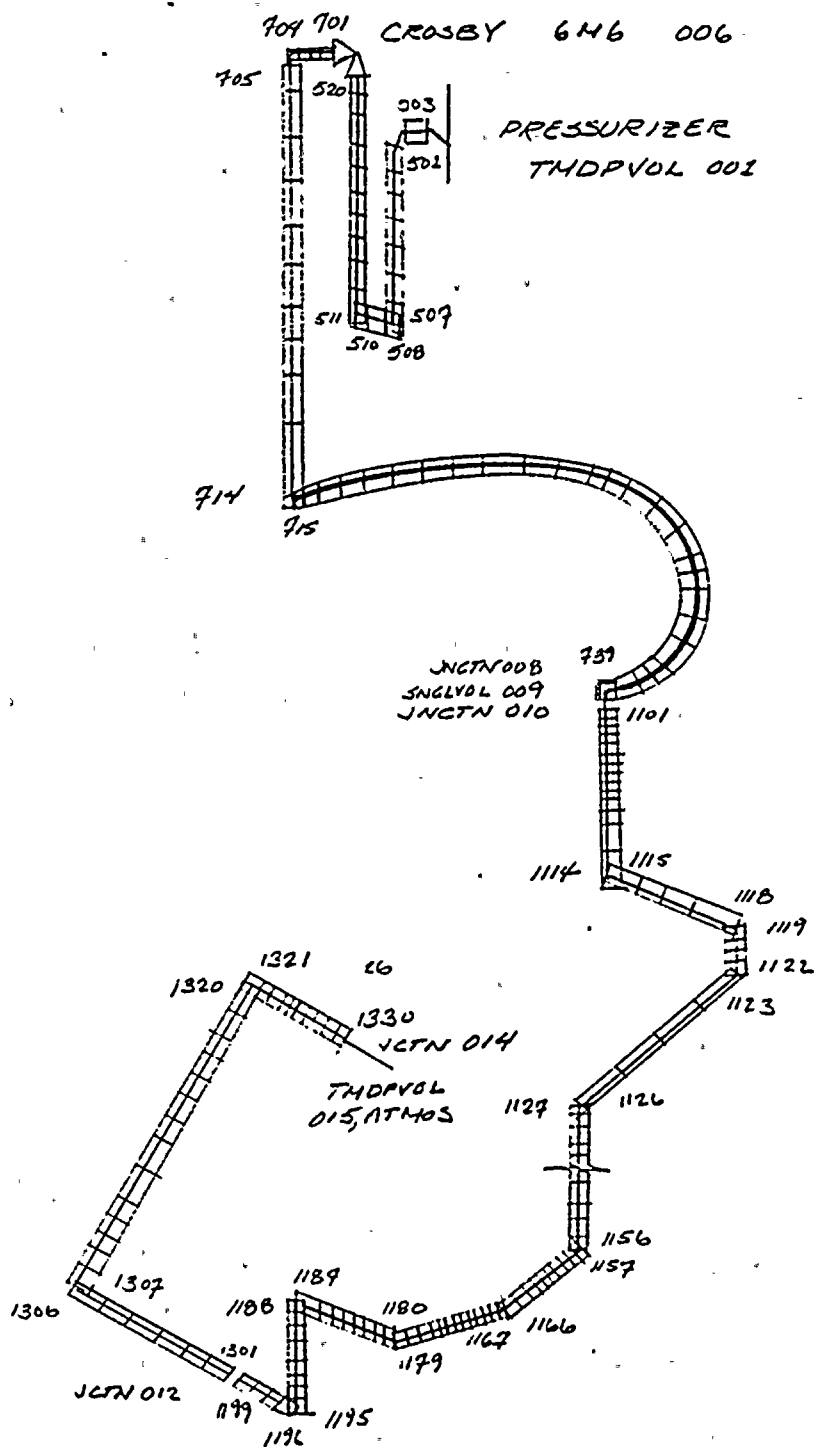
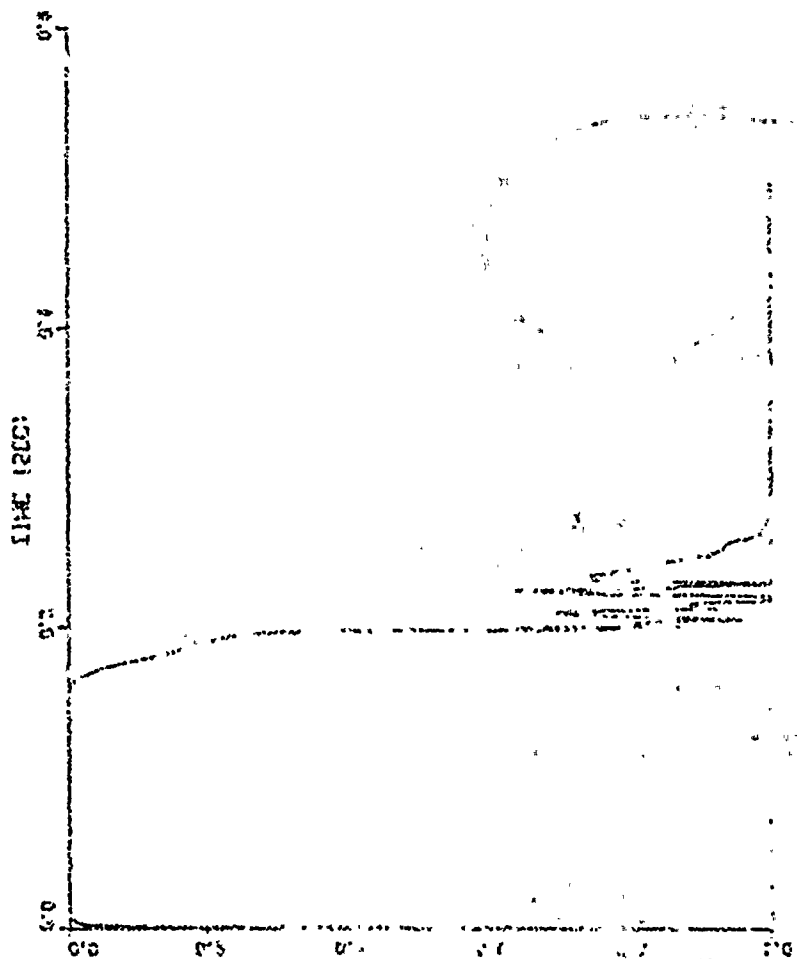
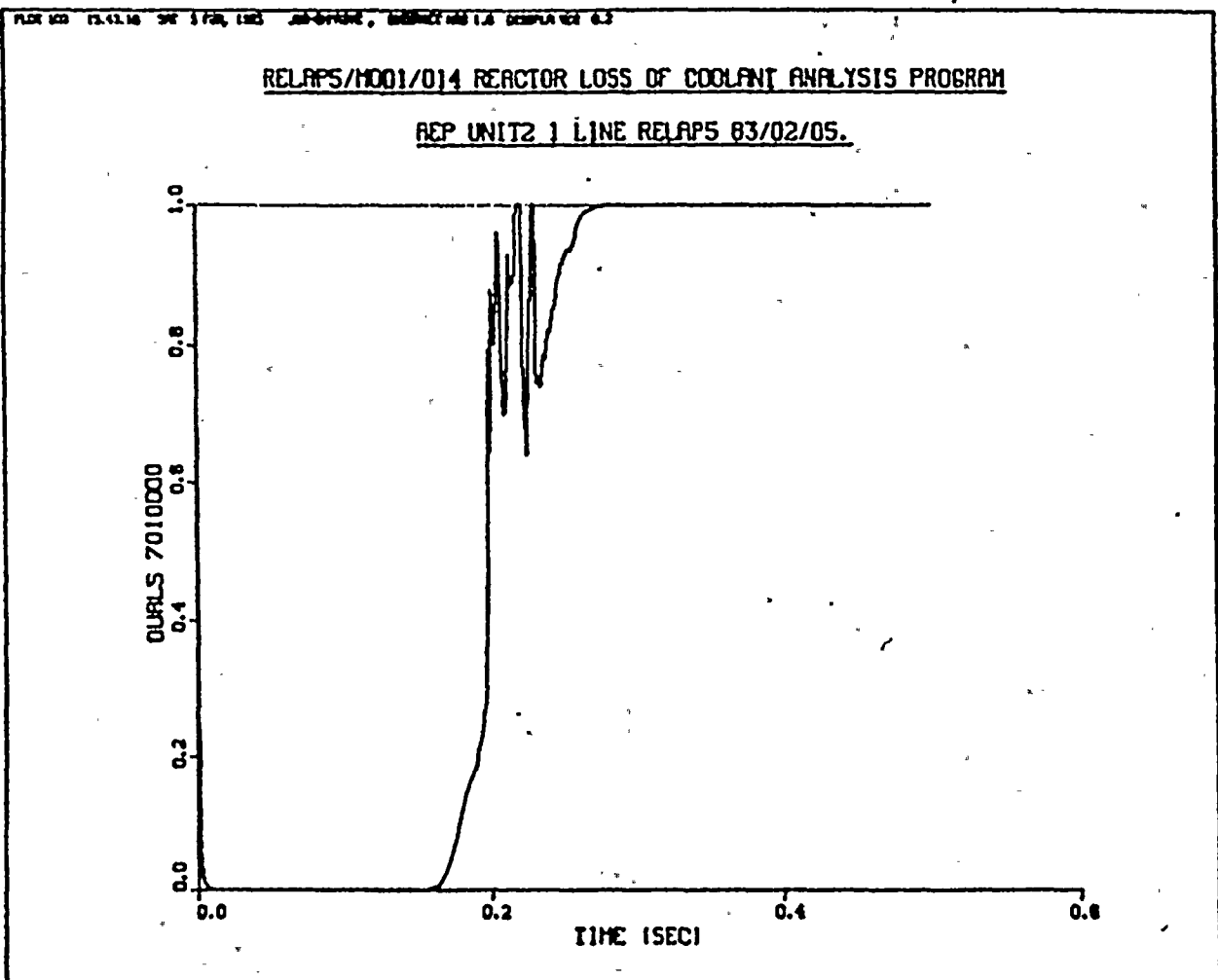


FIGURE 4.7.2-1

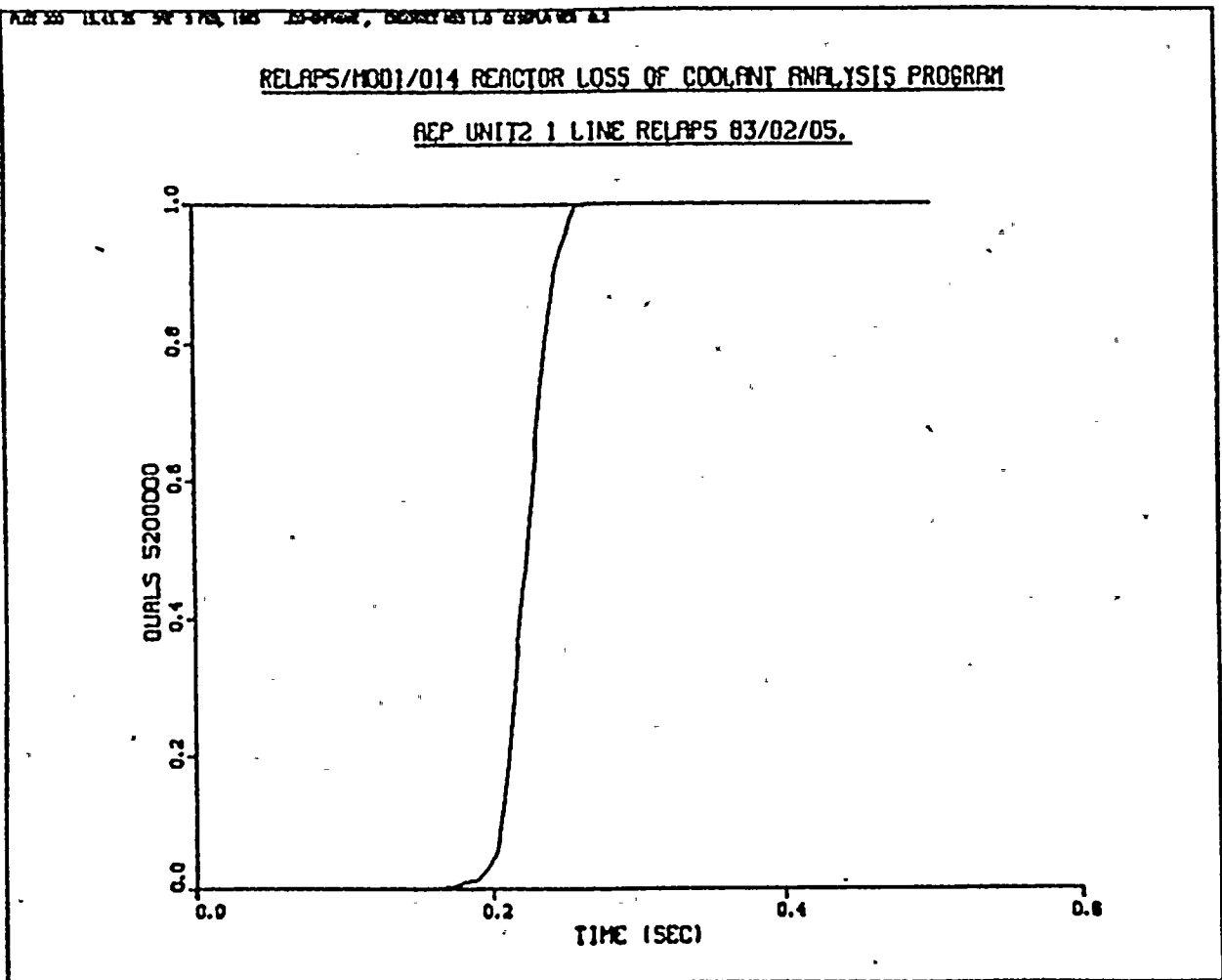


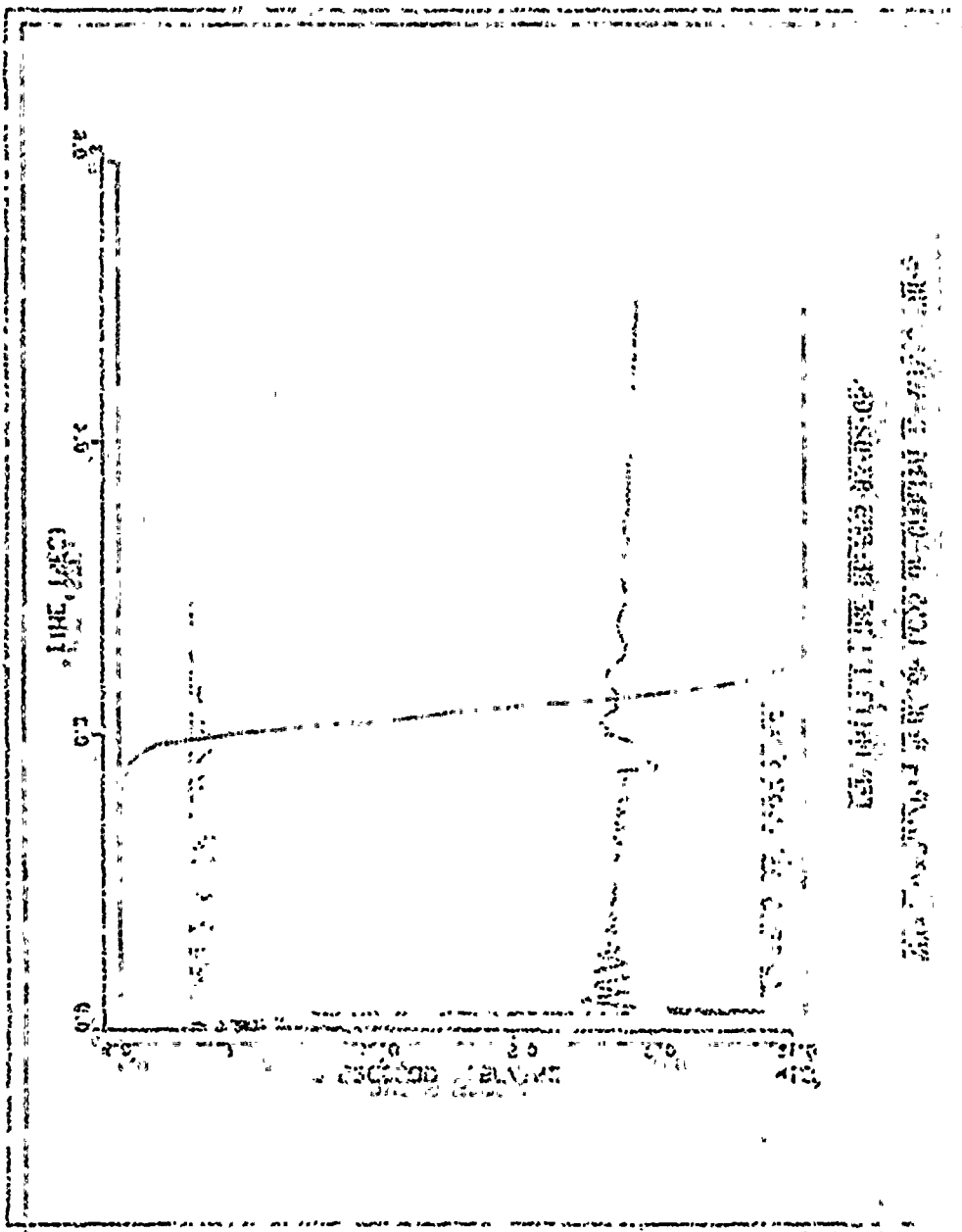
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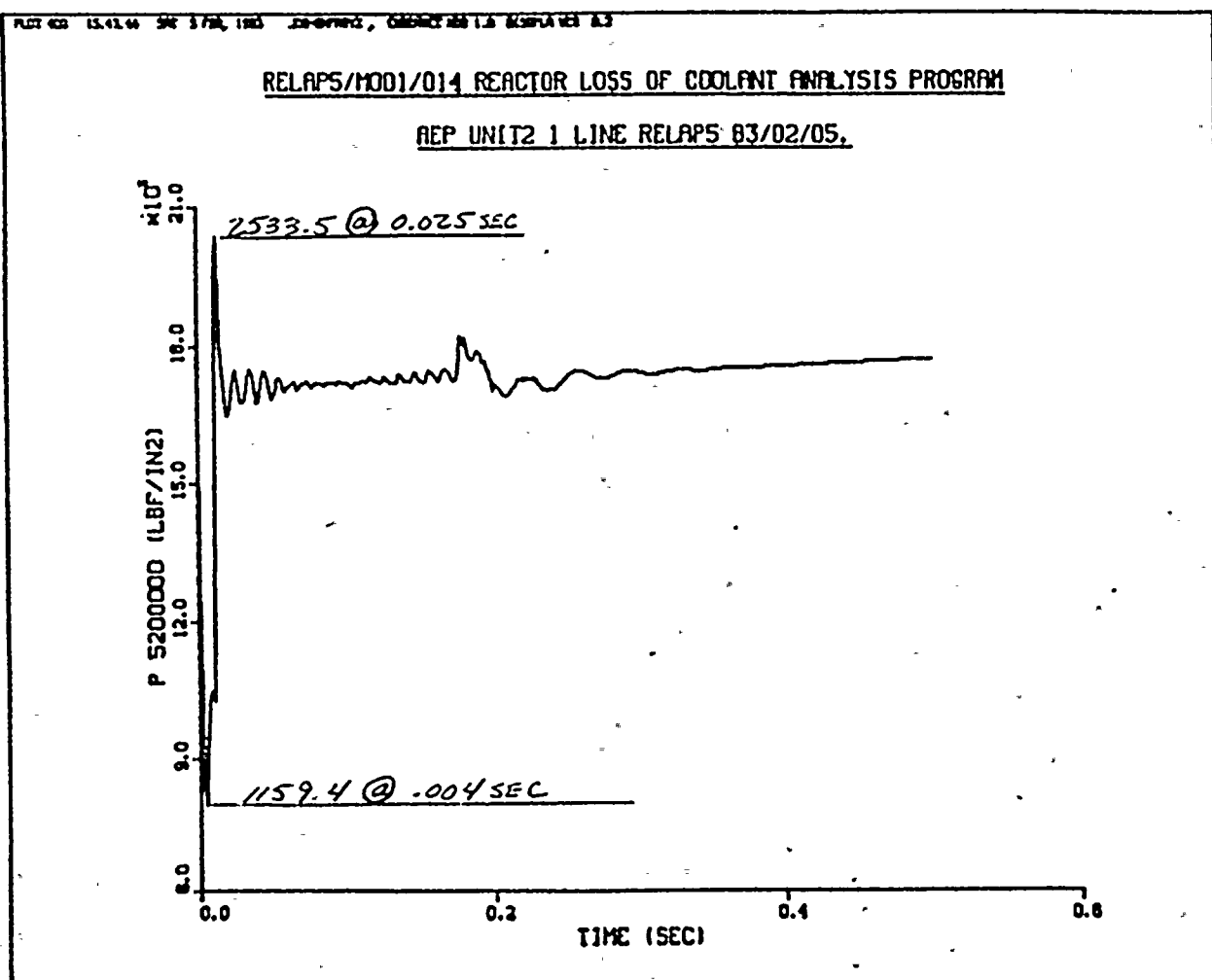
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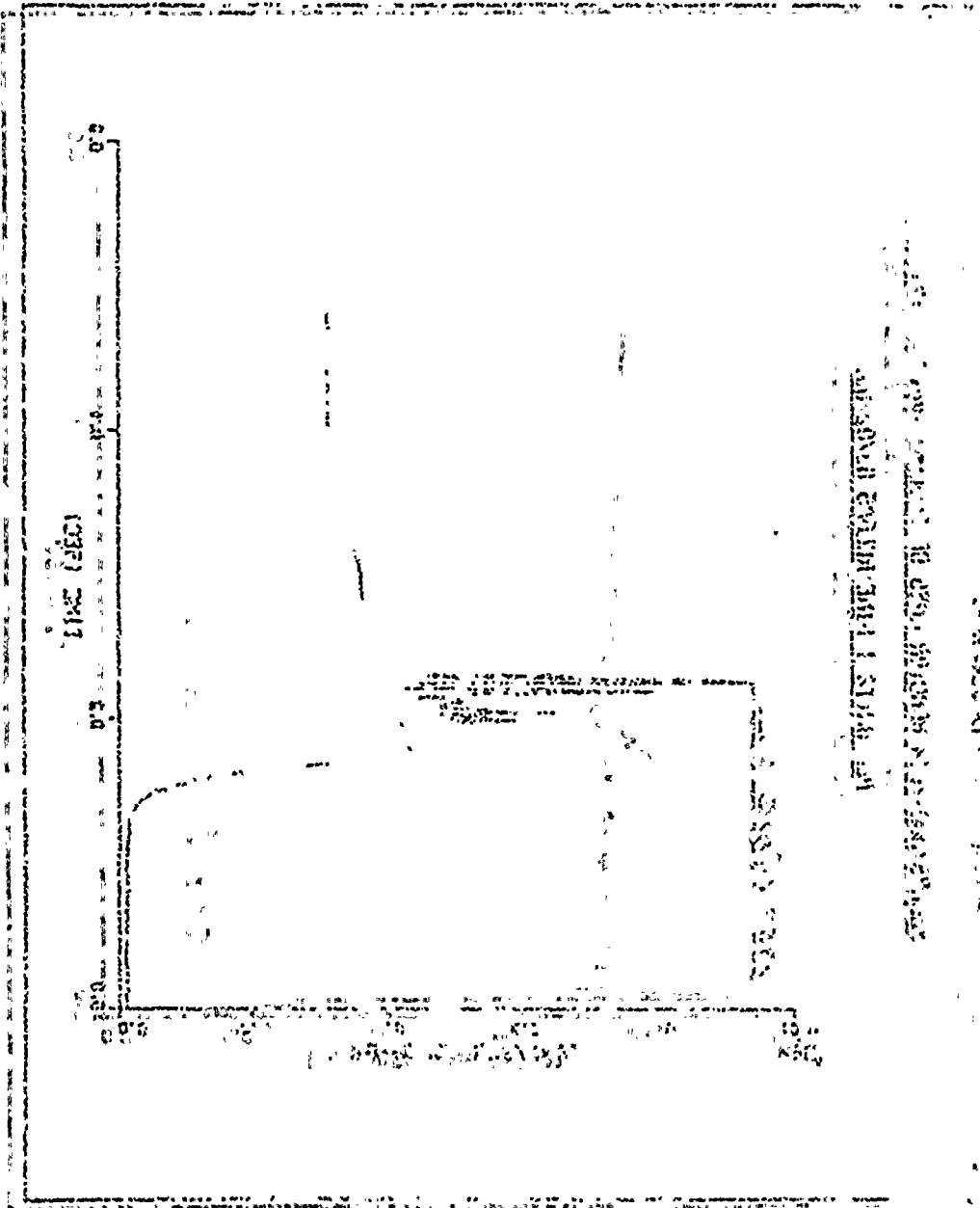




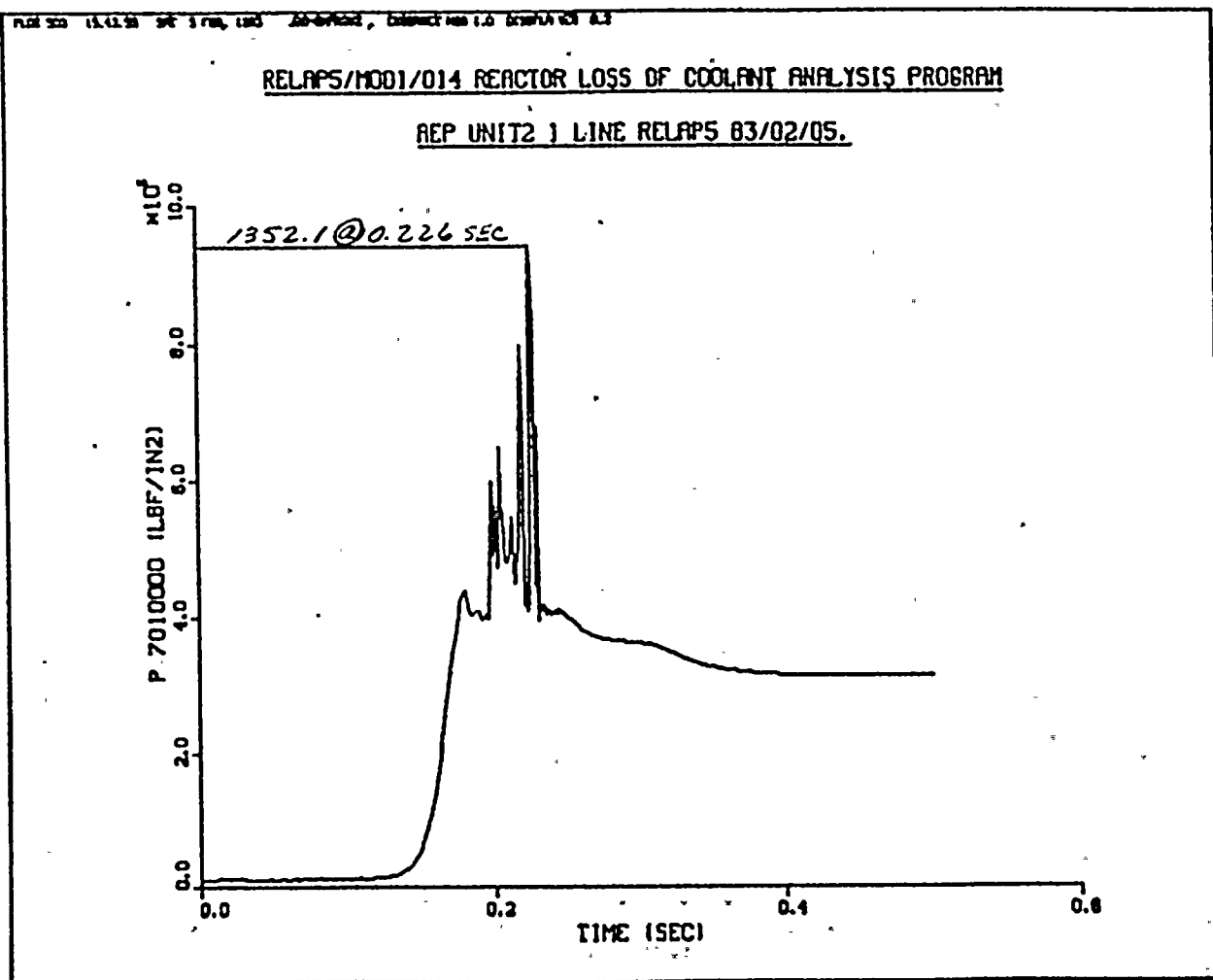


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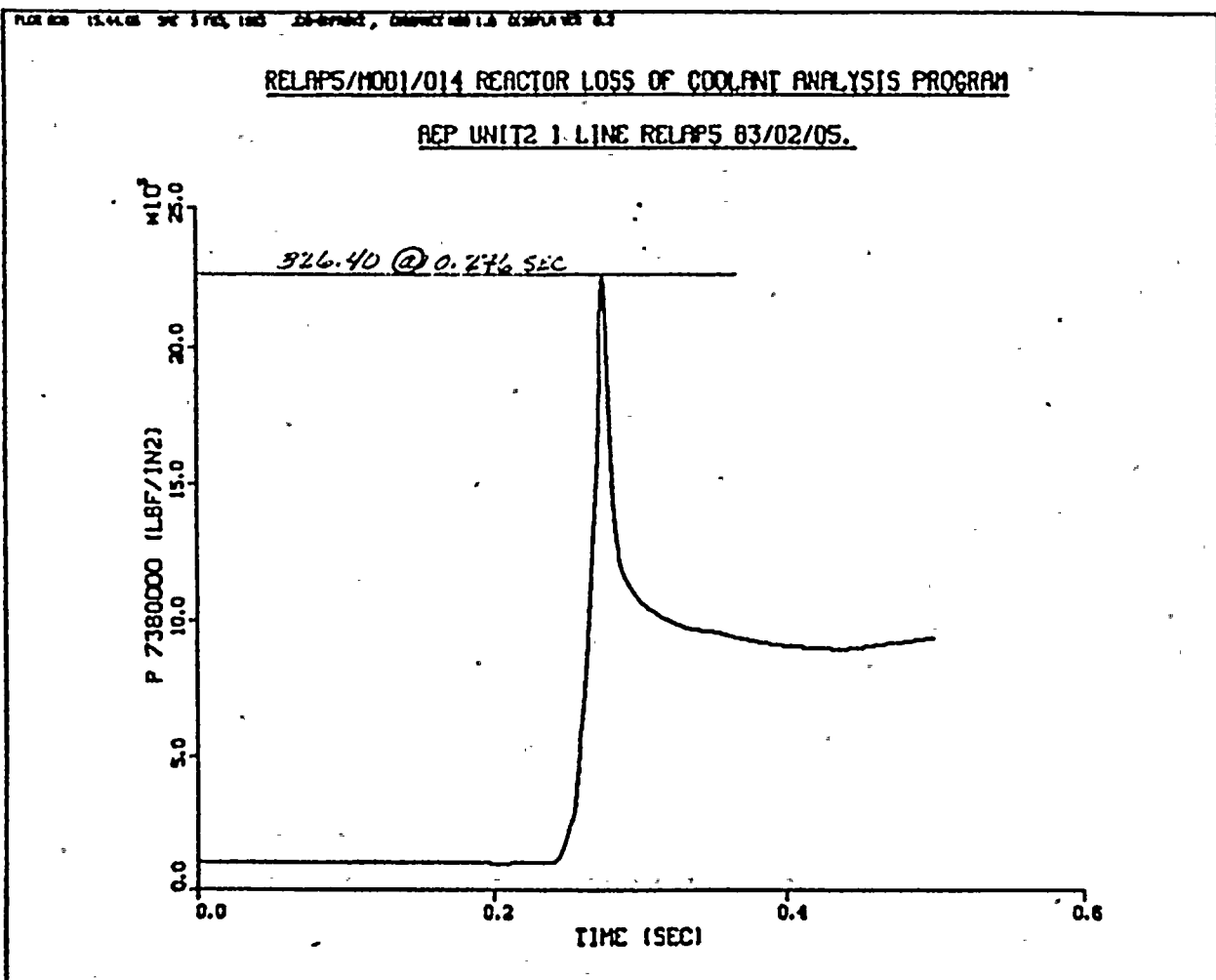


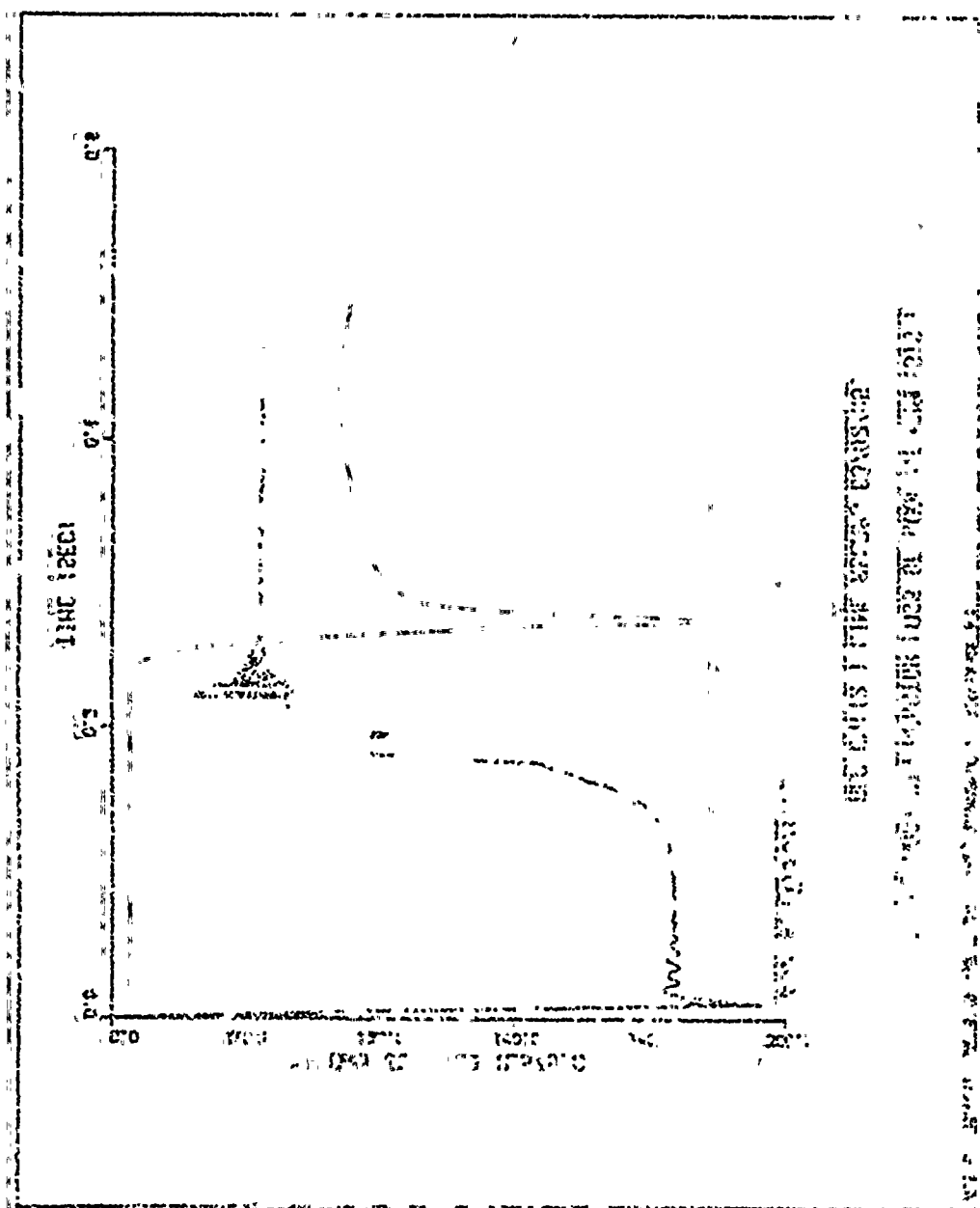
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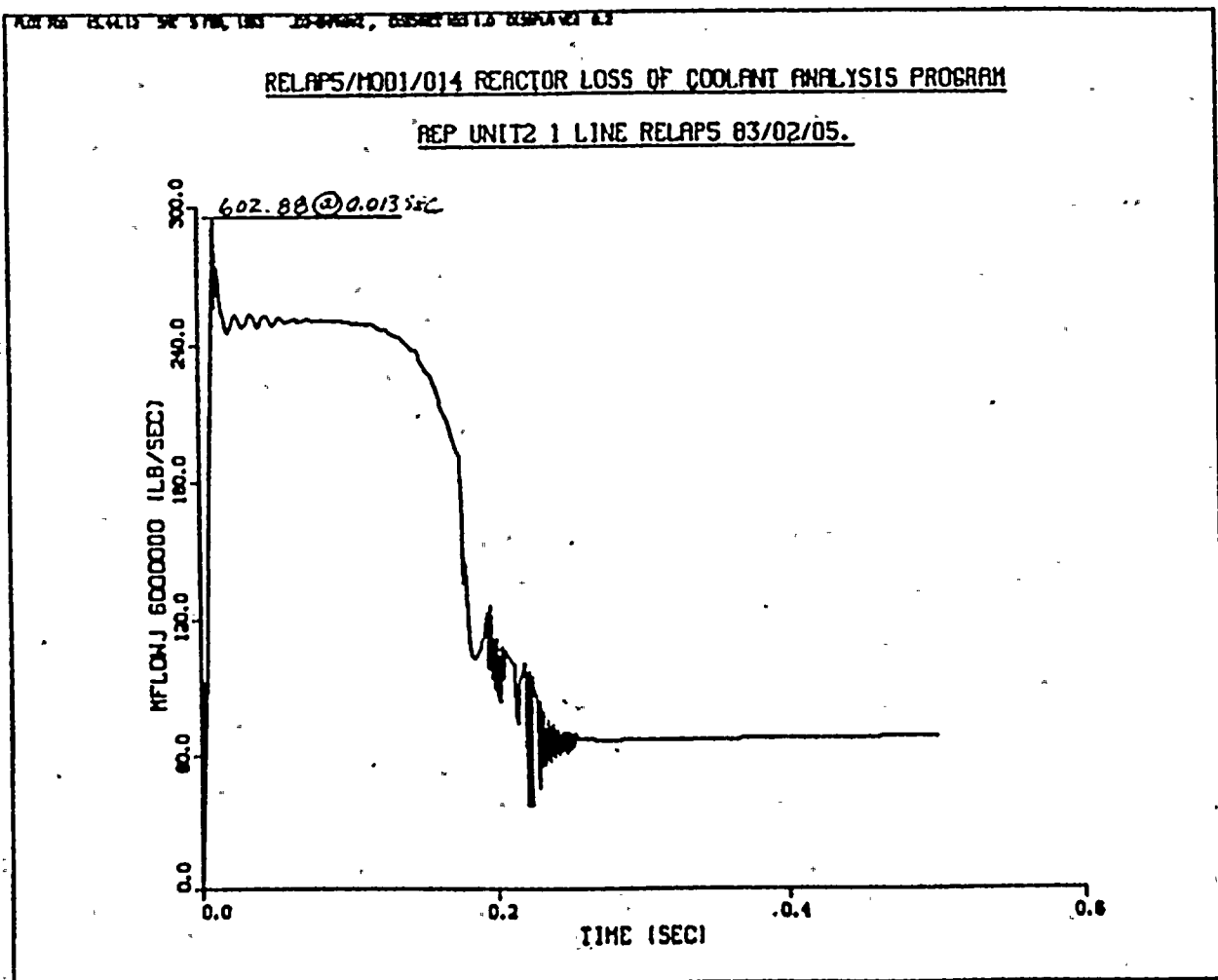


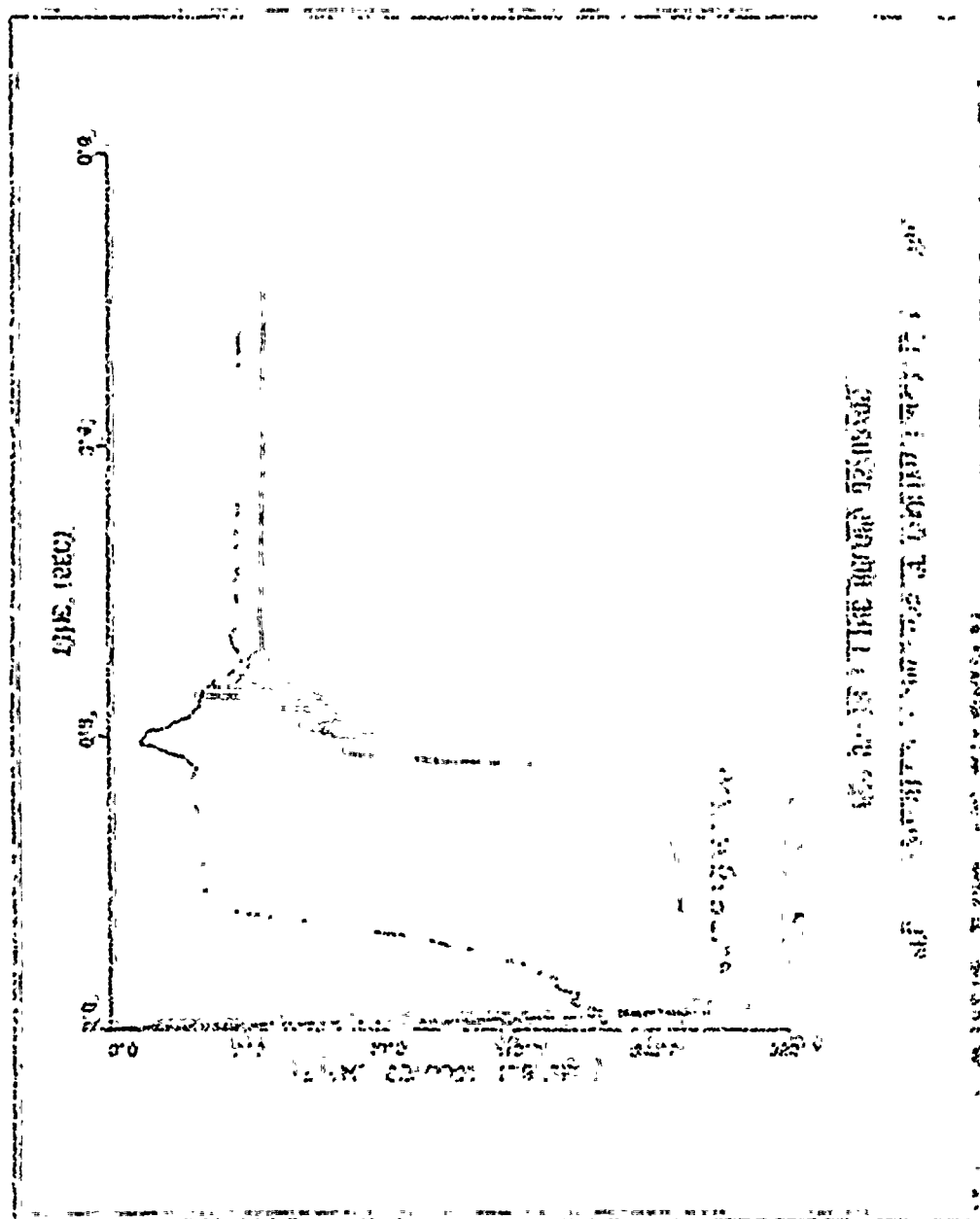
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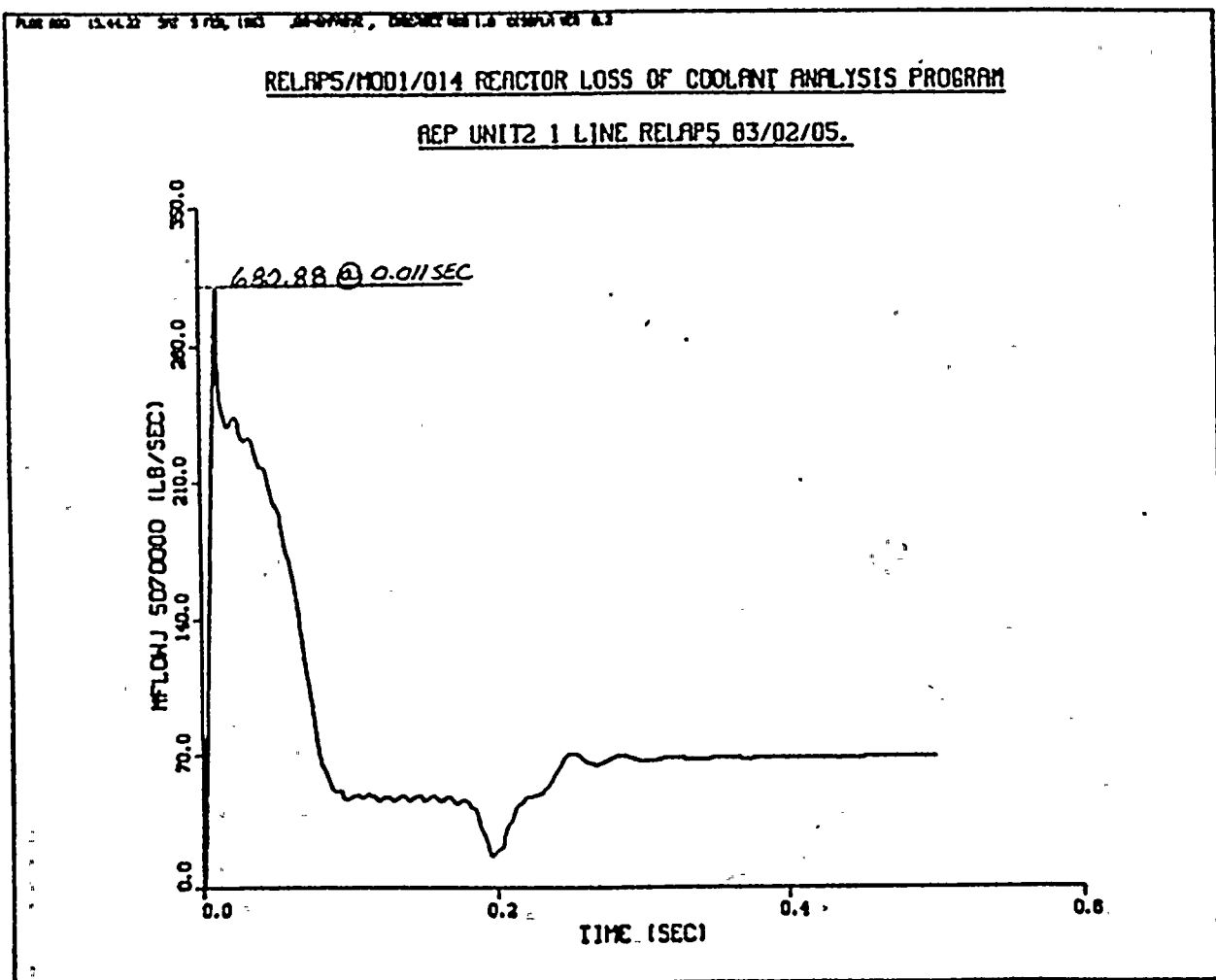
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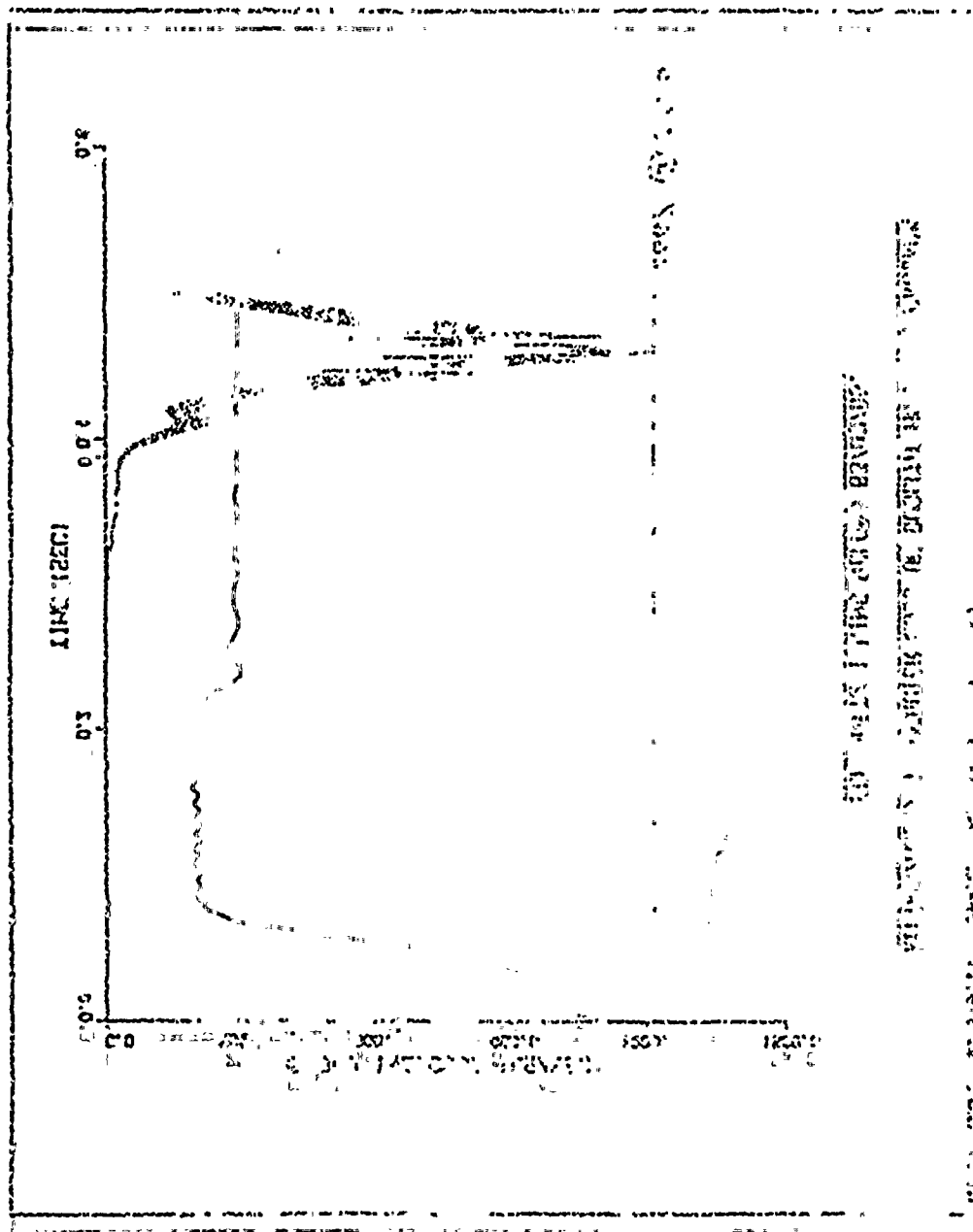




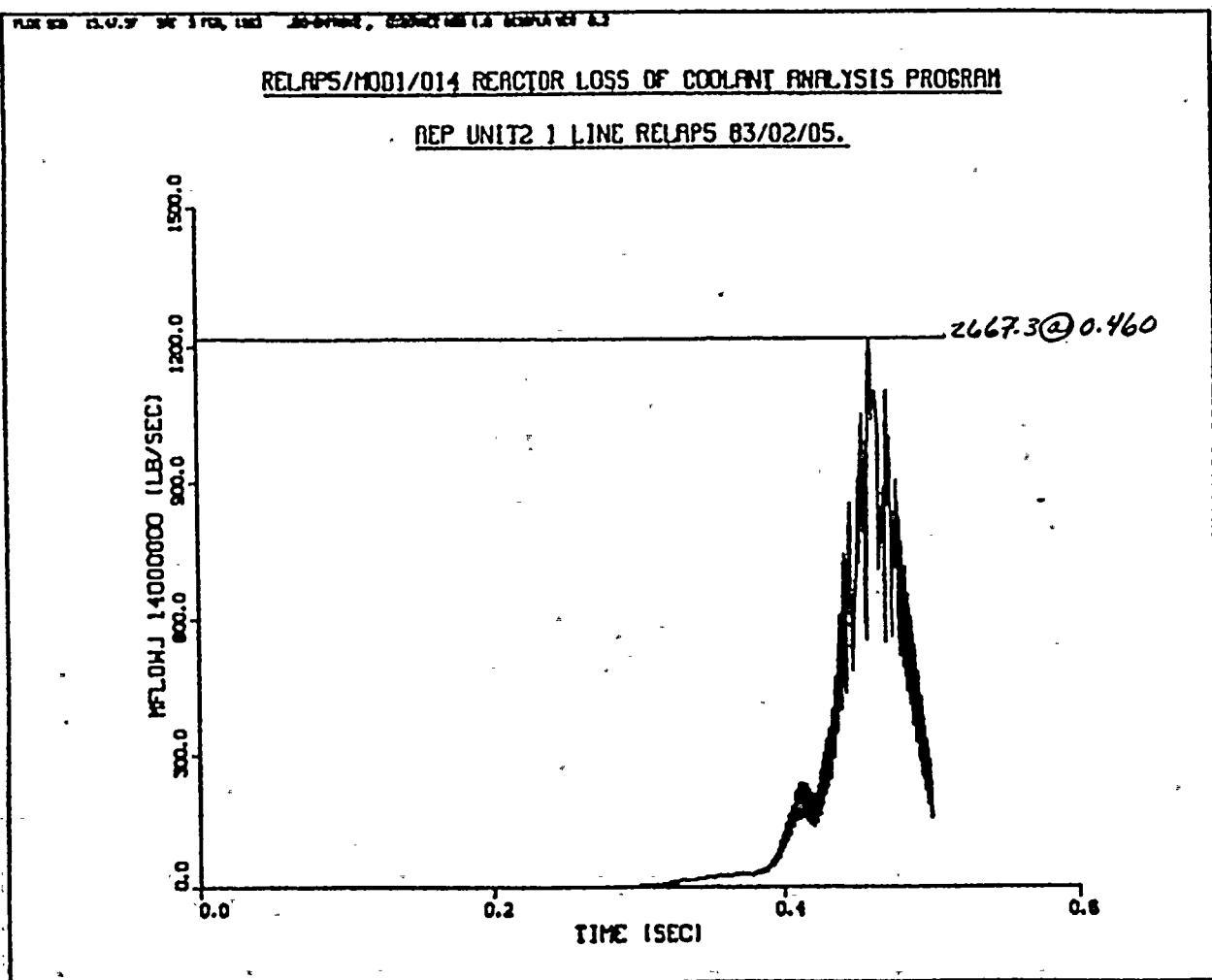


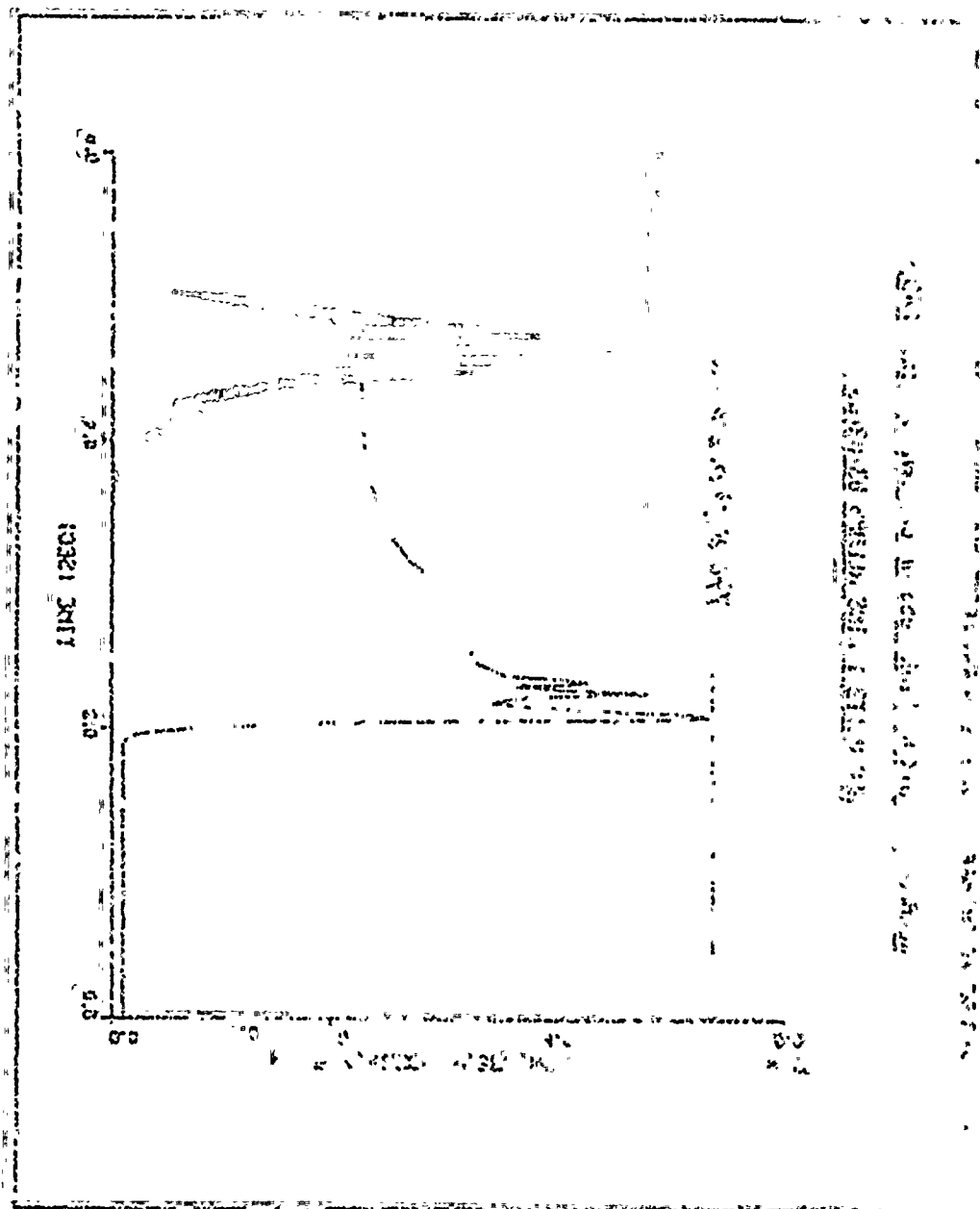
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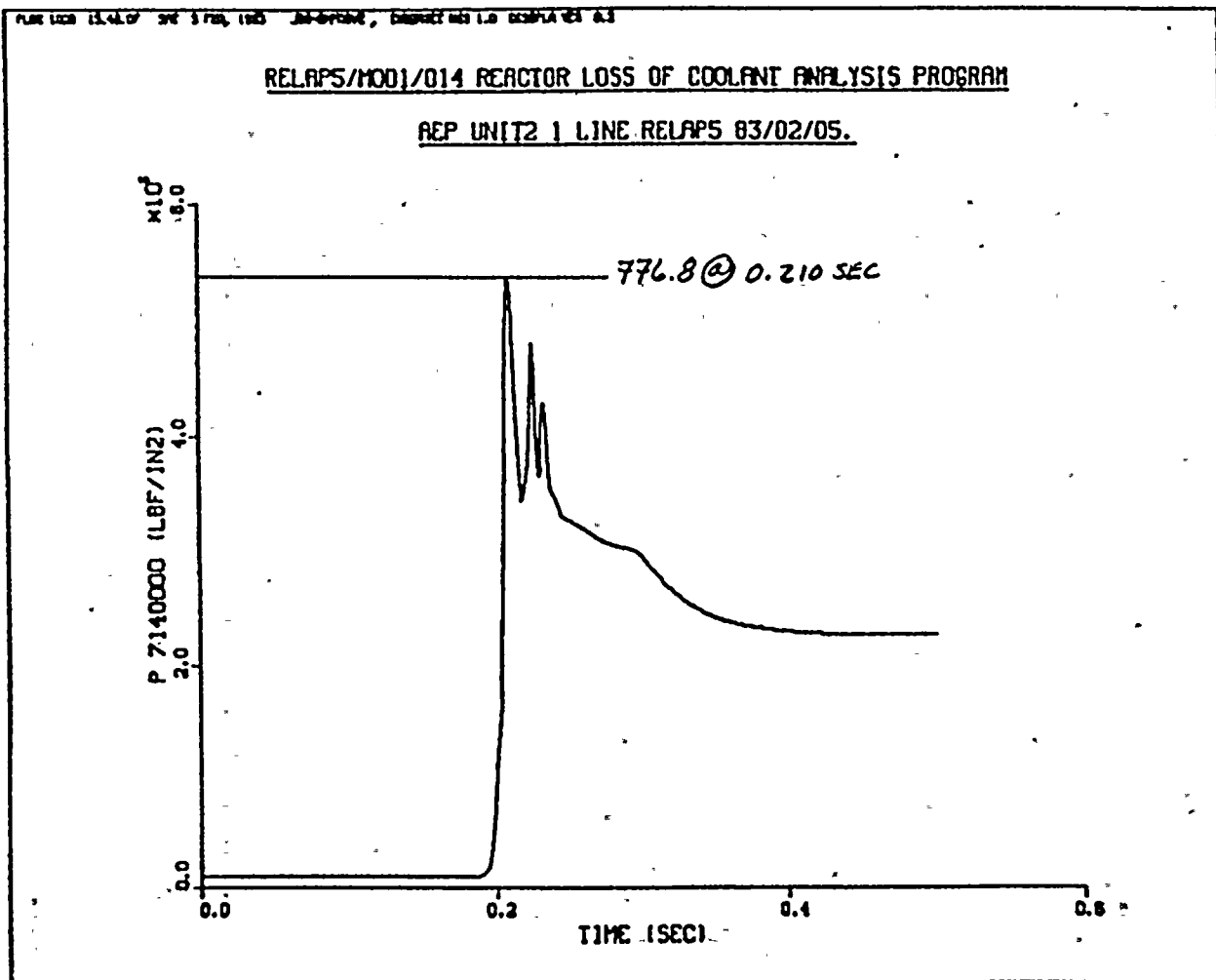


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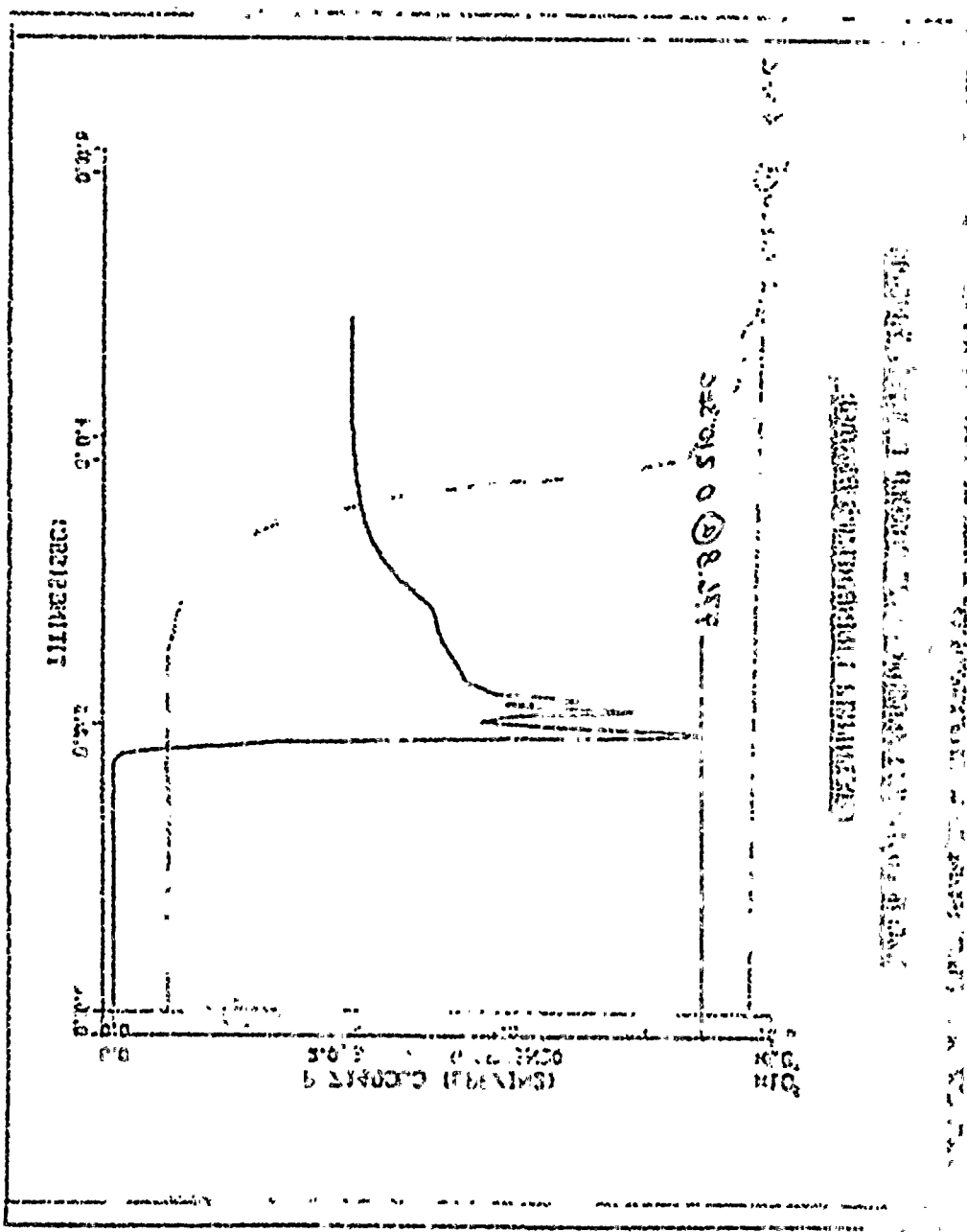




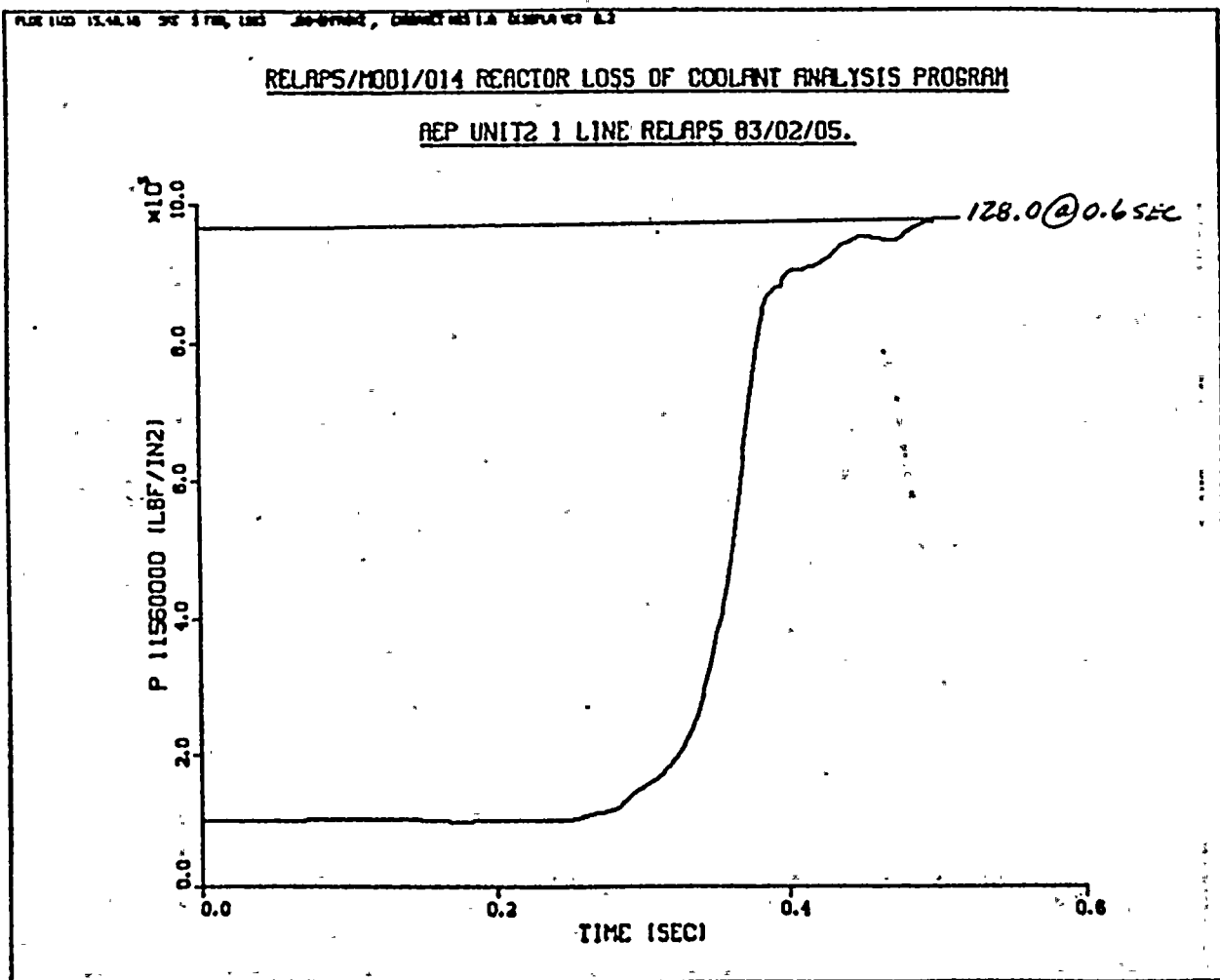
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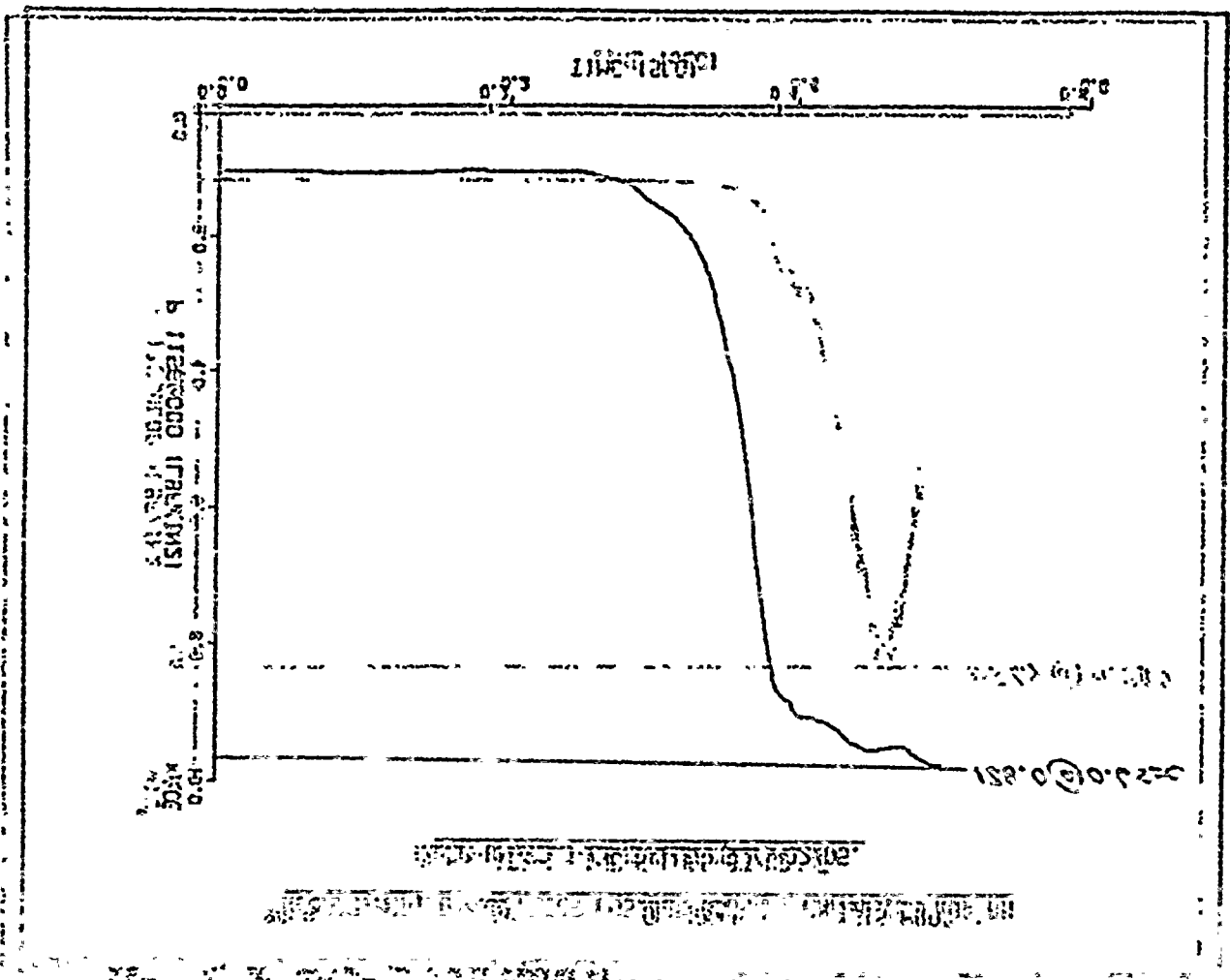


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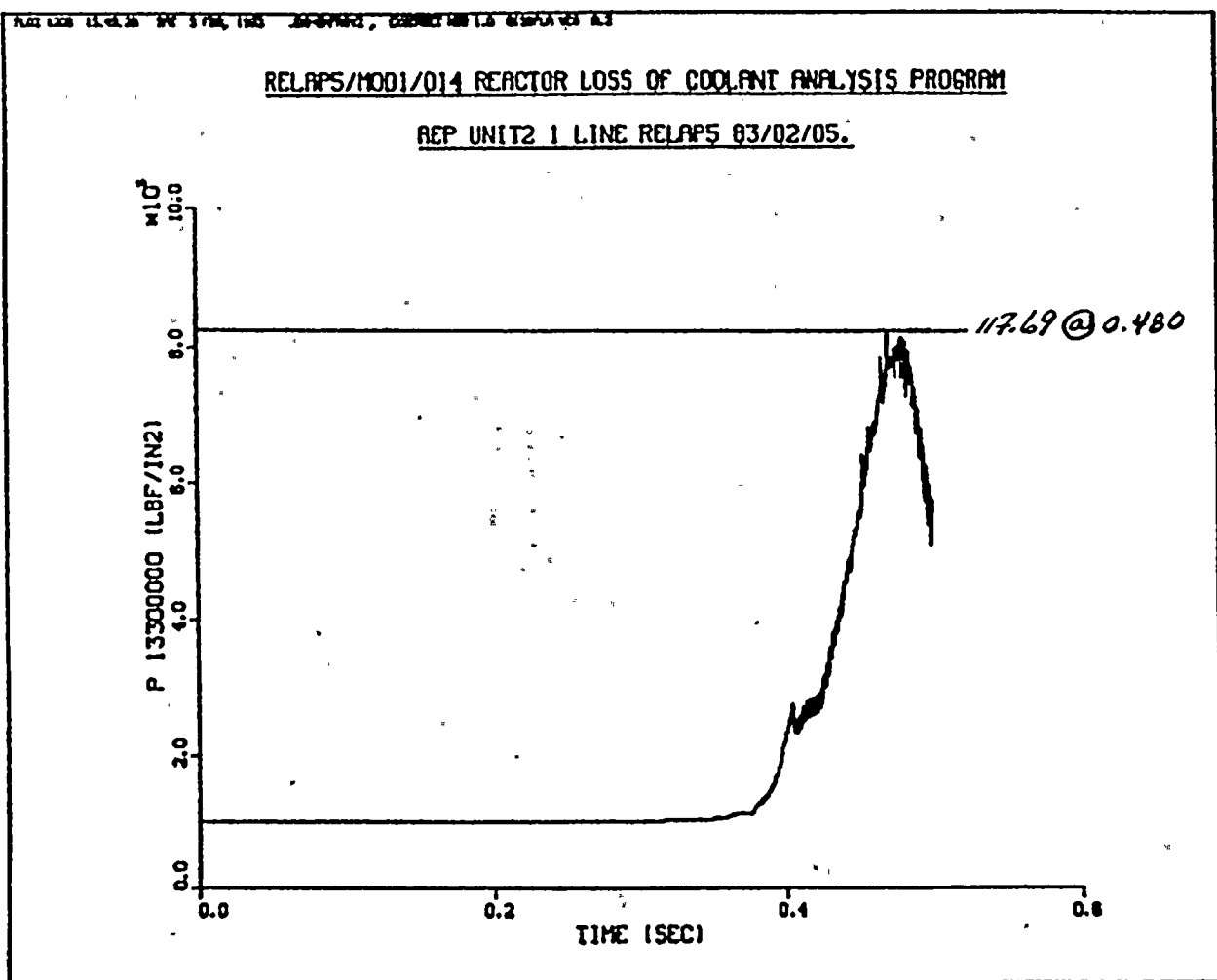
# NAVY ENGINEERING SERVICES

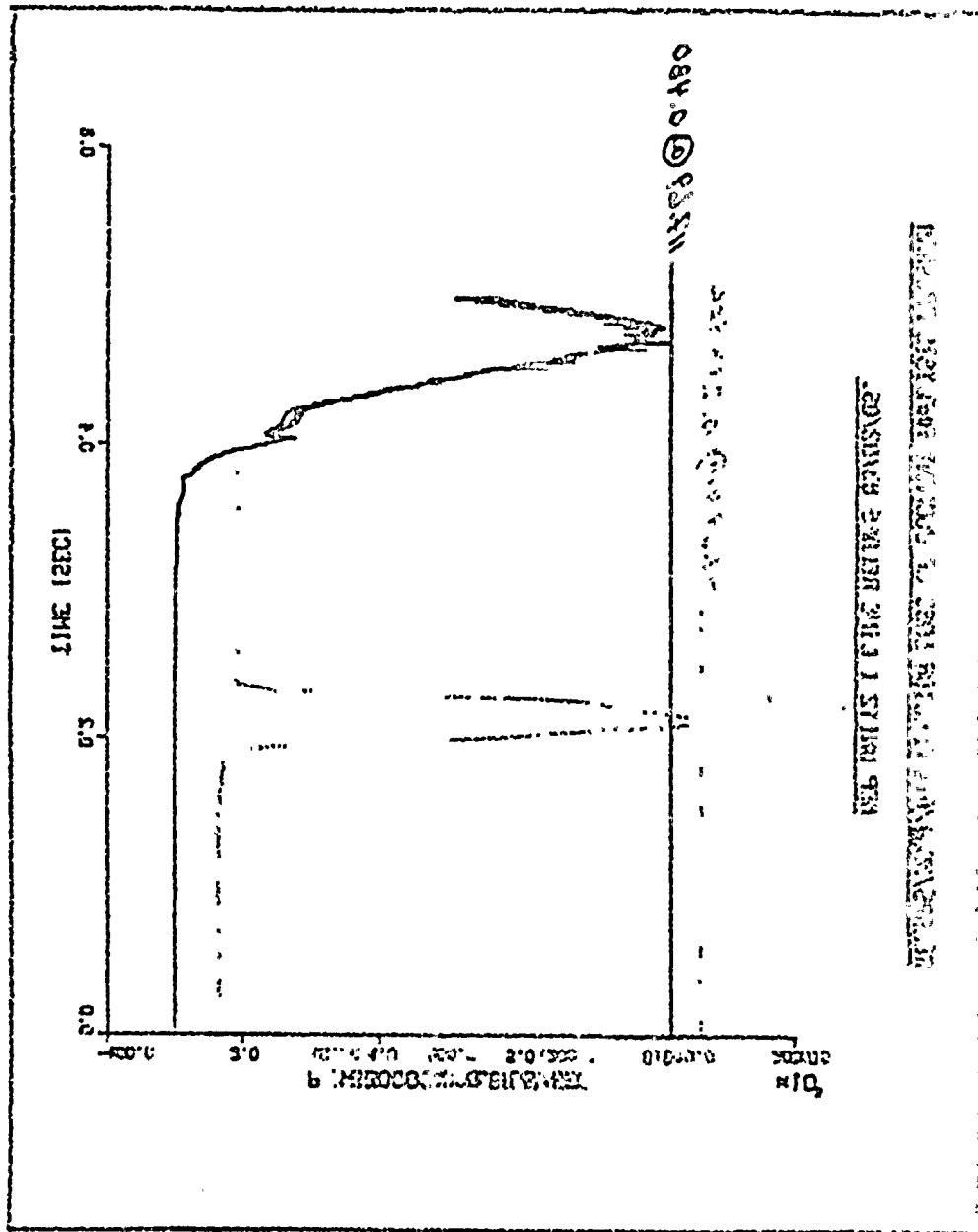
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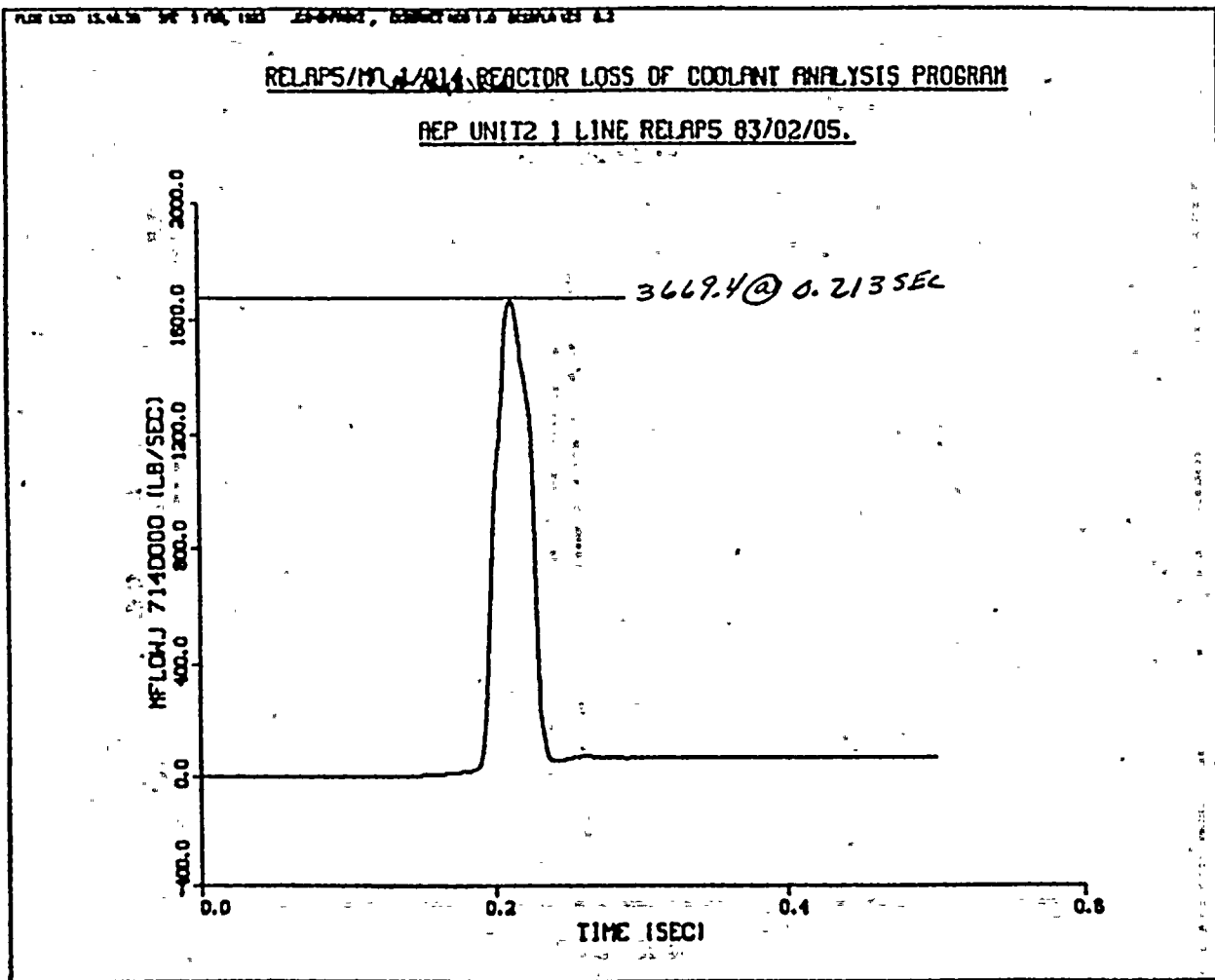


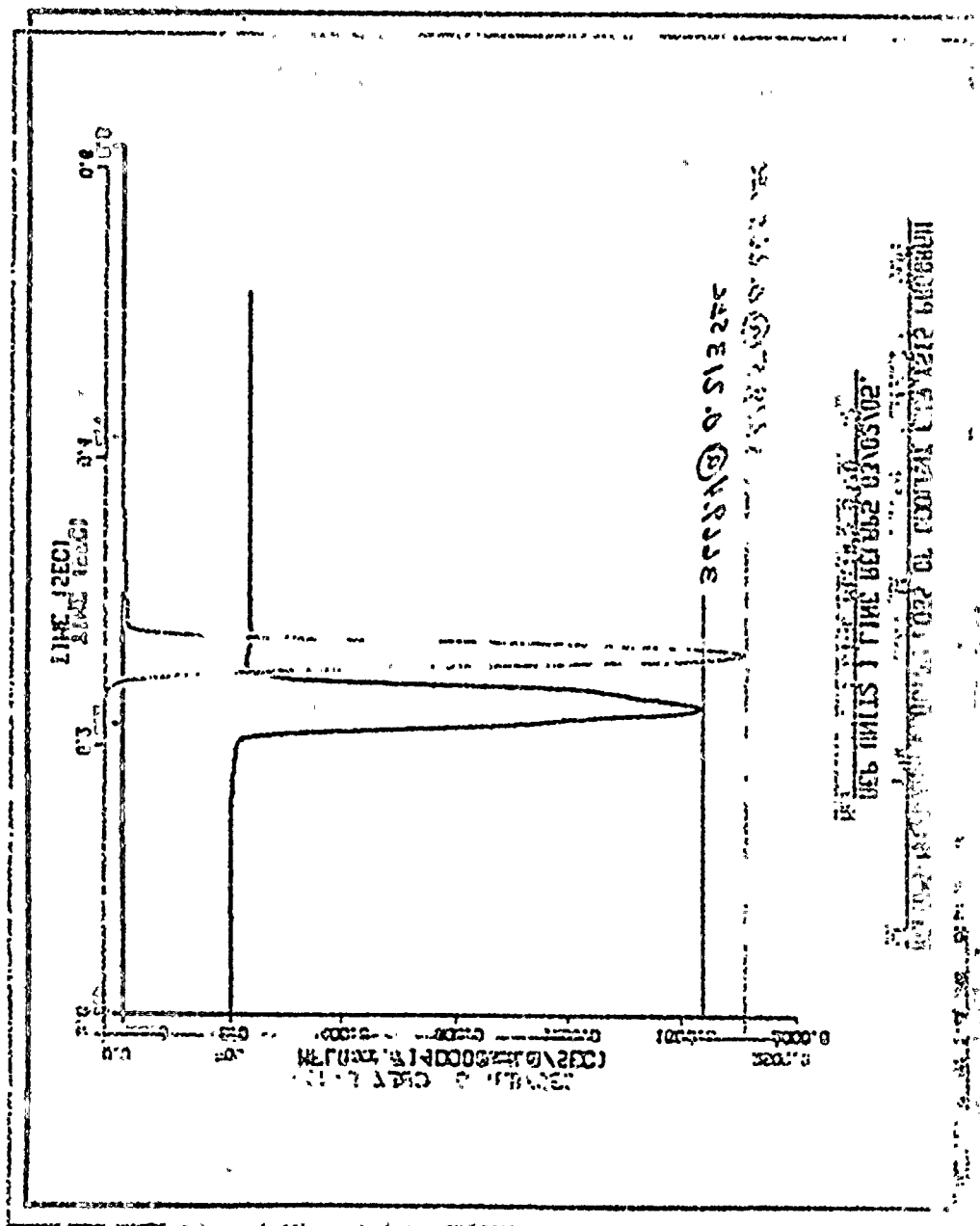
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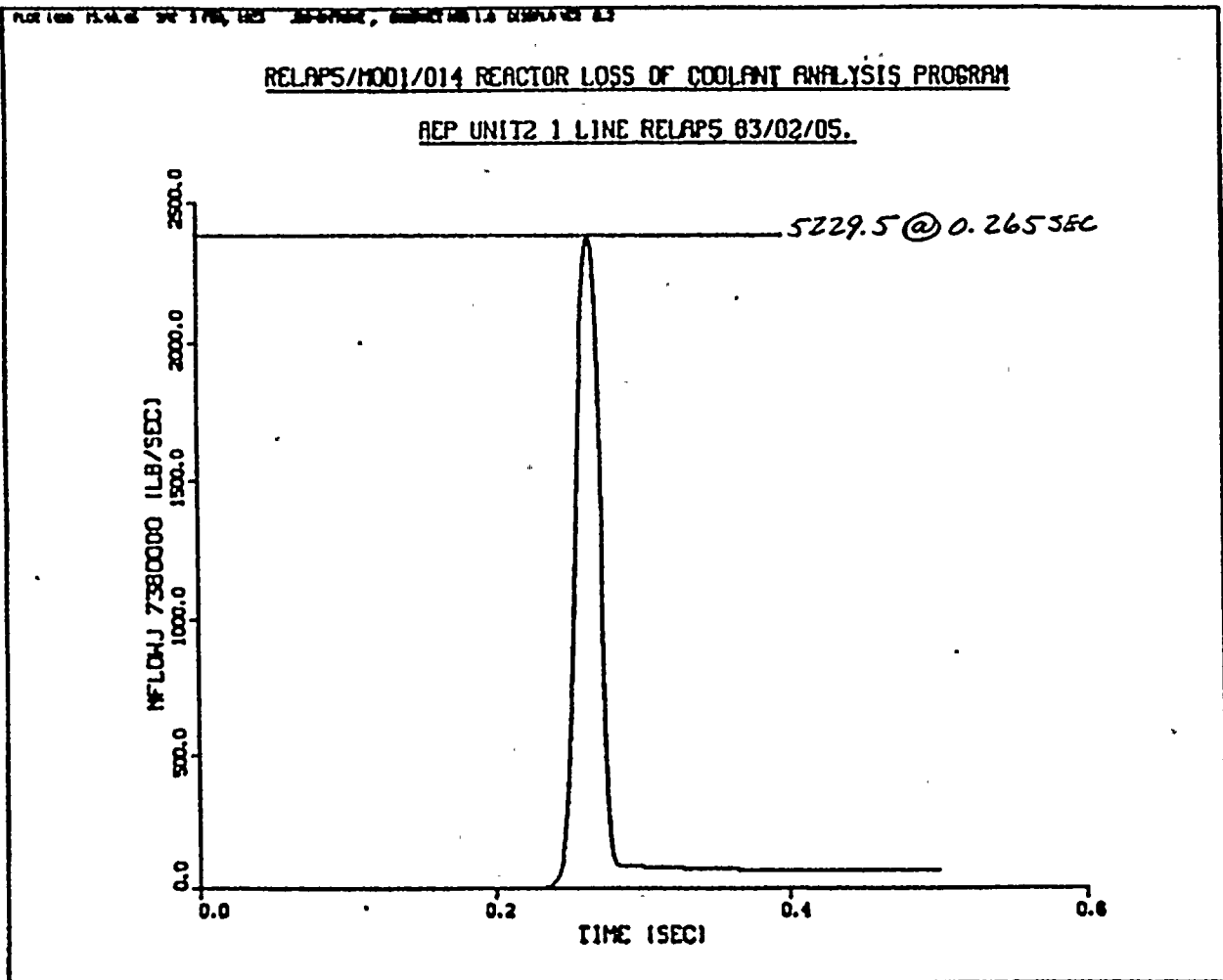


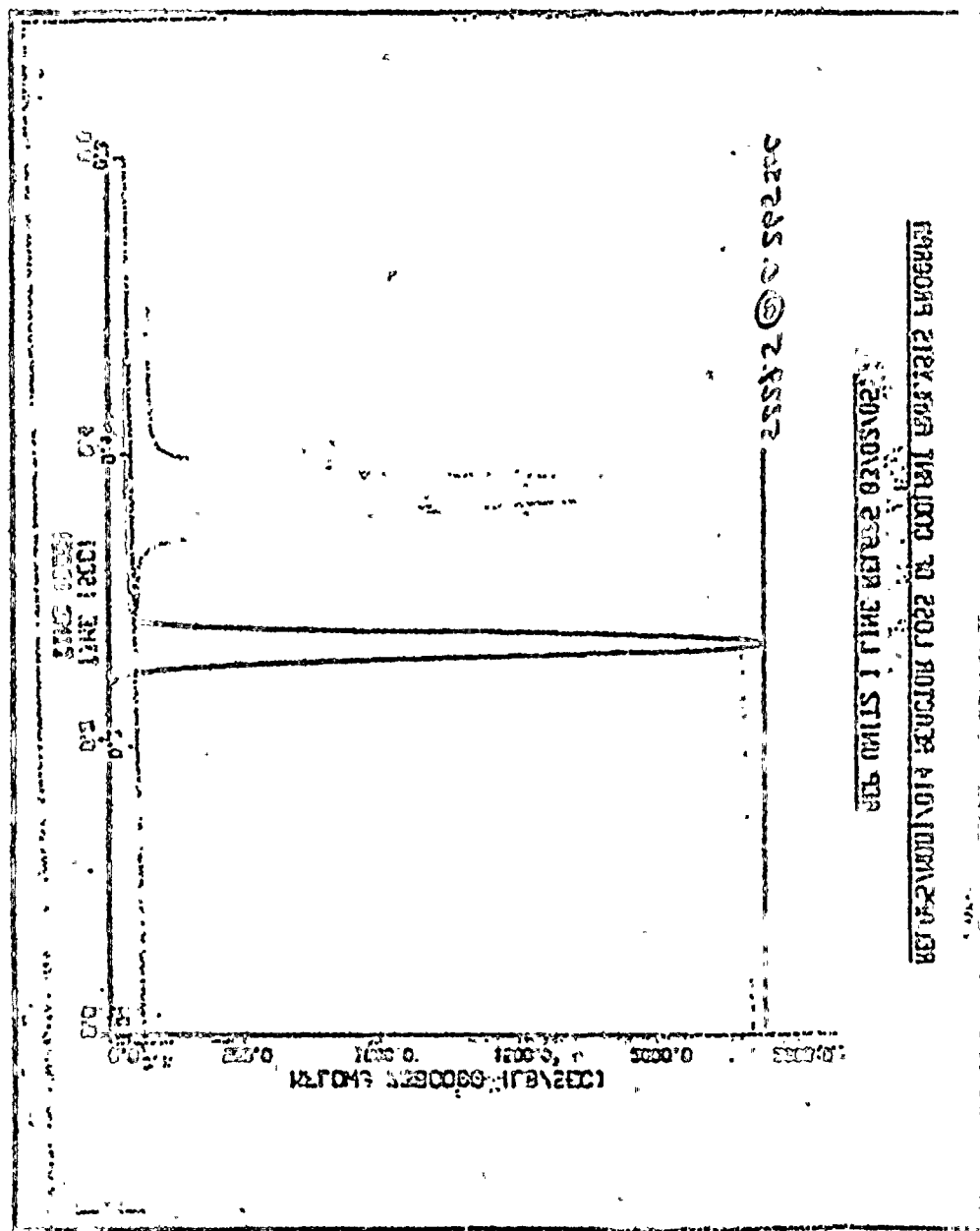
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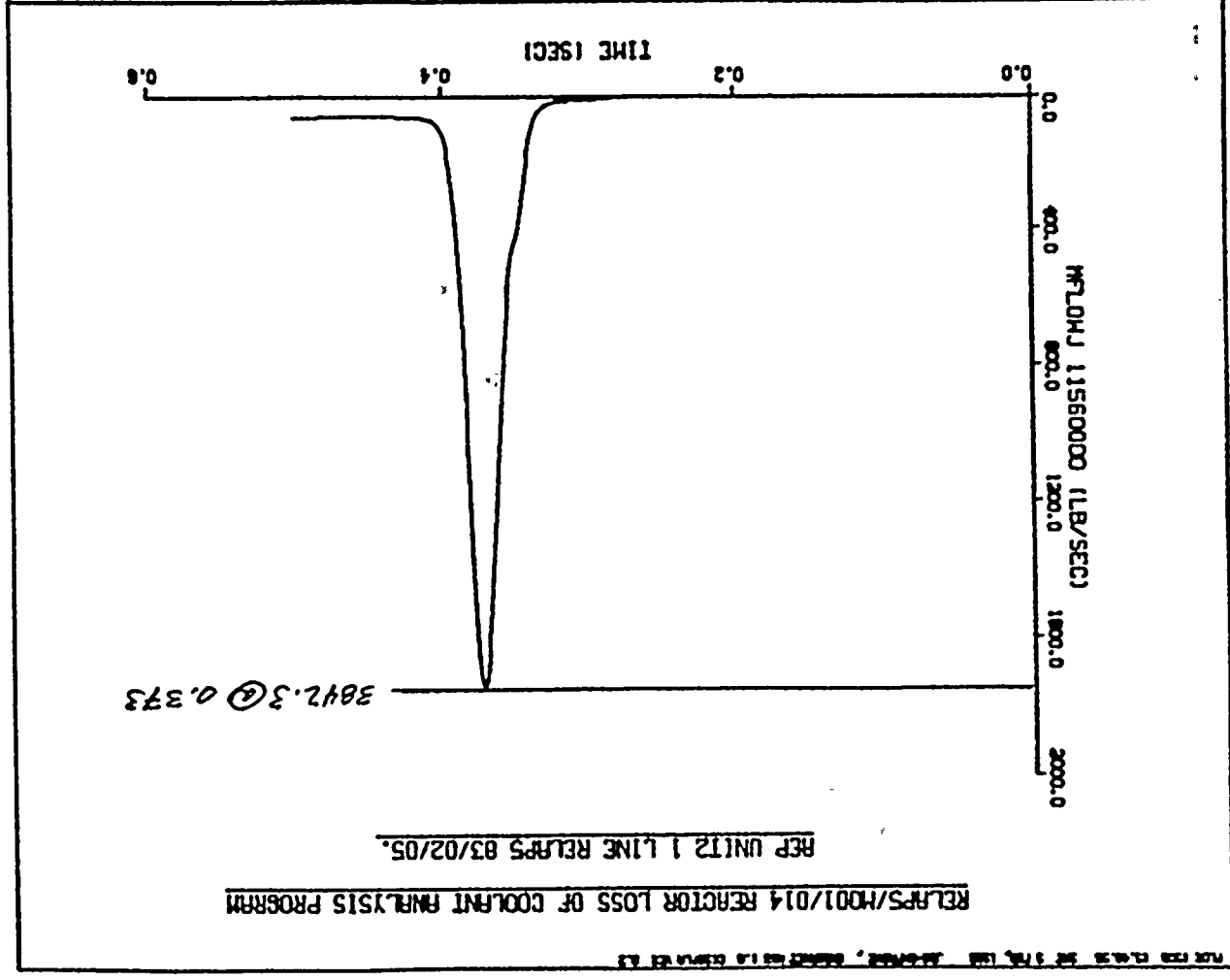


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INVESTMENT  
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1.500-1 RECORD BOOK