

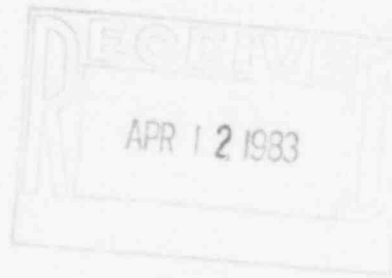
The Light company

Houston Lighting & Power P.O. Box 1700 Houston, Texas 77001 (713) 228-9211

April 6, 1983
ST-HL-AE-941
File Number: G12.126

Mr. John T. Collins
Regional Administrator, Region IV
Nuclear Regulatory Commission
611 Ryan Plaza Dr., Suite 1000
Arlington, Texas 76012

Dear Mr. Collins:



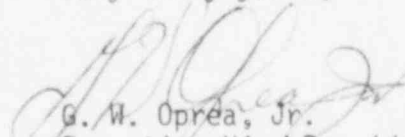
IE-27

South Texas Project
Units 1 & 2
Docket Nos. STN 50-498, STN 50-499
Final Report Concerning the Essential Cooling
Water Strainer Backwash Discharge Line

On July 23, 1982, pursuant to 10CFR50.55(e), Houston Lighting & Power Company (HL&P) notified your office of an item concerning the Essential Cooling Water (ECW) self-cleaning strainer backwash discharge lines. Attached is the Final Report which identifies the corrective actions to be implemented.

If you should have any questions concerning this item, please contact Michael E. Powell at (713) 877-3281.

Very truly yours,


G. W. Oprea, Jr.
Executive Vice-President

MEP/enb

Attachment

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S PDR

Houston Lighting & Power Company

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Washington, D. C. 20555

Revision Date 12-20-82

Final Report Concerning the
Essential Cooling Water
Strainer Backwash Discharge Line

I. Summary

Six (6) non-nuclear safety (NNS) lines were identified as important for the proper functioning of the safety-related Essential Cooling Water System (ECWS). As presently designed, these lines have the potential to drain significant amounts of water from the Essential Cooling Pond (ECP) and inhibit the ability of the ECWS to cool the safety-related components serviced by the ECWS. The resolution of this problem is outlined in Section III of this report.

II. Description of the Deficiency

Refer to Section II of the interim report which was transmitted to the NRC on August 19, 1982 as an attachment to letter ST-HL-AE-872.

III. Corrective Action

In our letter of August 19, 1982, HL&P identified several alternatives for corrective actions which were under review. The final recommended corrective action is as follows:

- (a) The backwash lines shall be installed as presently designed.
- (b) A second (emergency) backwash line shall be installed for each train. These lines shall be safety class 3/seismic Category I.
- (c) The emergency backwash lines shall be valved closed until needed.
- (d) The emergency backwash lines shall be routed from the self-cleaning strainers through the pond side wall of the ECP intake structure where they will terminate.
- (e) The ECP level shall be monitored using instrumentation from the existing design. If for any reason these instruments are not functional, the ECP level shall be monitored visually.
- (f) If the ECP level cannot be maintained above the minimum normal level, the emergency backwash lines shall be valved open and the normal backwash lines shall be valved closed. This operator action will be taken within 24 hours after the level falls below the minimum normal level. Leakage for a 24-hour period will not create a safety hazard. Appropriate inspections would be undertaken to determine the cause for the below minimum normal level situation.
- (g) When the pond level has been restored to normal, the backwash flow will be switched back to the normal backwash lines unless it was determined that the normal backwash lines had failed. In that event, the emergency lines will be used while repairs are made.

The changes outlined above will insure that the subject NNS lines will be isolated and the safety class 3/seismic Category I backwash lines will be in use whenever the ECP level is at, or lower than, the initial level assumed for analysis of the ECP.

IV. Recurrence Control

Refer to section IV of the interim report which was transmitted to the NRC on August 19, 1982 as an attachment to letter ST-HL-AE-872.

V. Safety Analysis

Refer to section V of the interim report which was transmitted to the NRC on August 19, 1982 as an attachment to letter ST-HL-AE-872.