



Public Service of New Hampshire

SEABROOK STATION
Engineering Office:
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November 29, 1983

SBN- 586
T.F. Q2.2.2/Q2.2.3

United States Nuclear Regulatory Commission
Region I
631 Park Avenue
King of Prussia, PA 19406

Attention: Mr. Richard W. Starostecki, Director
Division of Project and Resident Programs

References: (a) Construction Permits CPPR-135 and CPPR-136, Docket
Nos. 50-443 and 50-444
(b) Telecon of September 23, 1983, V. L. Killpack to
W. J. Lazarus (NRC, Region I)
(c) PSNH letter, dated September 28, 1983, "Potentially
Reportable 10CFR21 Item; Gould Unitized Starters",
J. DeVincentis to Director, Region I

Subject: Final 10CFR21 Report; Gould Unitized Starters

Dear Sir:

On September 28, 1983, a potentially reportable 10CFR21 item was filed [Reference (c)] regarding the failure of spare Gould unitized starters to be provided with the correct wire and wiring terminations. As a result of further investigations, we have determined that this item is not reportable under 10CFR21.

The following information is provided:

Description of the Deficiency:

Four Gould unitized starters were supplied by Brown Boveri Electric, Inc., as spare parts for a Class 1E Motor Control Center (MCC) as reported by Reference (c). The qualification report, which was based on the engineering specification for the equipment, indicated ring lug termination and 90°C rated wiring. However, compression-type terminations and 60°C wiring were actually supplied in these parts.

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The problem was found when Startup Test personnel noticed the discrepancy while replacing a failed starter in an MCC undergoing test. This MCC was in a non-nuclear system, but, due to conservatism in design and procurement, was required to contain wiring identical to that used for Class 1E MCCs.

Analysis of Safety Implications:

Although the qualification report identified ring lug termination, this was provided to meet an engineering specification requirement (Specification No. 9763-006-143-1, Section 2.4.8.2), and was based on a preference for ease in maintenance and testing. There is no reason to believe that an equivalent compression termination would have failed in any postulated accident (including SSE).

With regard to wiring being 60°C instead of 90°C; the 90°C was also identified in the qualification report and was provided to meet a specification requirement (Specification No. 9763-006-143-1, Section 2.4.8.1), which was based on a preference for conservatism and additional margin. Since the MCCs are located in a mild environment, there is no reason to believe that a 60°C wire would have failed in any postulated accident.

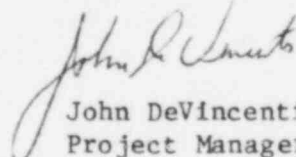
Corrective Action Being Taken:

All Gould spare starters have been checked for the proper wiring as have all installed starters in Class 1E MCCs. As reported in Reference (c), the problem has been isolated to the four starters supplied under Purchase Order Number 180512. The starters in question will be rewired with the correct wiring and will be controlled in accordance with the applicable site non-conformance and corrective action procedures. In addition, a review of the station receipt inspection program and the procurement documentation for future spare parts orders has been conducted.

In summary, it should be noted that this problem was detected by qualified personnel performing their routine duties in the course of the construction of Seabrook Station and that adequate controls were in place for the identification and disposition of this problem. This is considered to be the final report on this item.

Very truly yours,

YANKEE ATOMIC ELECTRIC COMPANY


John DeVincentis
Project Manager

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Attachment

cc: Atomic Safety and Licensing Board Service List

Director, Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555