

# Carolina Power & Light Company

Raleigh, North Carolina 27602

April 13, 1971

Dr. Peter A. Morris  
Division of Reactor Licensing  
U. S. Atomic Energy Commission  
Washington, D. C. 20545



Re: Facility License No. DPR-23  
Docket No. 50-261

Dear Dr. Morris:

In response to a request from your Staff, concerning the tests performed on the safety injection system modification to ensure integrity of the system, we submit the following information:

The Company has completed the modifications to the H. B. Robinson Unit No. 2 safety injection system discussed with your Staff on January 22, 1971, and documented in our letter to you of January 25, 1971. The system modifications were required because the as-built system did not fulfill all design performance objectives for accident conditions.

The modifications to the system included:

1. Two additional 3-inch valves, SI-870A and 870B, arranged in parallel, installed in the cold leg SI line downstream on the Boron Injection Tank.
2. A 2-inch cross-connection installed between the two hot leg injection lines just downstream of valves SI-866A and 866B.

A hydrostatic test at 2250 psig was performed satisfactorily on valves SI-870A and 870B and adjacent piping affected by the cold leg modification on February 3, 1971. An operational test at 2335 psig was performed satisfactorily on the cross-connection piping in the hot leg downstream of valves SI-866A and 866B on February 4, 1971.

A flow test was conducted on February 5, 1971, in accordance with an approved procedure to ensure that no obstructions were present in the hot and cold leg injection flow paths. This test verified flow through both SI-870A and 870B and also through the hot leg cross-connection line.

Valves SI-870A and 870B were functionally tested to ensure that the time required to open or close met specifications. The functional test of the valves verified compliance with the specifications.

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Dr. Peter A. Morris

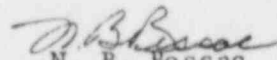
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All socket weld joints were liquid penetrant tested and all butt weld joints were radiographed. All welds were verified to be satisfactory.

We hope that this information concerning the testing conducted on the safety injection system will assist the Staff in assessing the adequacy of this modification.

Yours very truly,



N. B. Bessac

Manager - Nuclear Generation

NBB/msw

cc: Mr. E. E. Utley