



Wisconsin Electric POWER COMPANY
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April 6, 1984

Mr. H. R. Denton, Director
Office of Nuclear Reactor Regulation
U. S. NUCLEAR REGULATORY COMMISSION
Washington, D. C. 20555

Attention: Mr. J. R. Miller, Chief
Operating Reactors, Branch 3

Gentlemen:

DOCKET NO. 50-266
VALVE INTEGRITY CHECKS AND ROD DROP TEST
POINT BEACH NUCLEAR PLANT, UNIT 1

As a result of concerns with the possible presence of debris or split pin parts in the Point Beach Nuclear Plant Unit 1 pressure isolation valves between the reactor coolant system and safety injection system, tests were performed on April 3, 1984 to measure the leak tightness of the below listed check valves and decay heat removal isolation valves. At our March 28, 1984 meeting with members of your staff we had agreed to provide a written confirmation of these tests. The results of the check valve leak check were as follows:

<u>Valve</u>	<u>Leak Rate</u> <u>GPM</u>	<u>Valve</u>	<u>Leak Rate</u> <u>GPM</u>	<u>Valve</u>	<u>Leak Rate</u> <u>GPM</u>
845A	0	845E	0	853C	0
845B	0	845F	0	853D	0
845C	0	853A	0	867A	0
845D	0	853B	0	867B	0

These leak rates also meet the acceptance criteria of Technical Specification Table 15.4.16-1.

Upon securing the decay heat removal system, suction valves MOV-700 and MOV-701 were leak checked on April 5. Each valve was individually subjected to a differential pressure of 250 psid. The pressure on the low-pressure side of the valve was monitored for any increase. No pressure increase was detected and it was concluded that there was no significant leakage through

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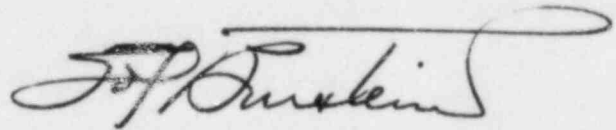
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the valves. Return isolation valve MOV-720 was checked shut by position indication. Based on the above checks, operation of these isolation valves was verified.

We also agreed at the March 28 meeting to confirm the satisfactory results of the cold and hot rod drop tests and rod stepping check. We have completed the cold rod drop tests and rod stepping check and expect to finish the hot rod tests during the evening of April 6. The cold rod tests were satisfactory and all drop times were within Technical Specification limits. In order to provide this letter to you prior to unit startup, as requested this morning by Mr. Colburn of your staff, we are submitting this letter with the information presently available. Should we experience any difficulties with the hot rod tests, we will notify the NRC Resident Inspector and amend this report in a follow-up letter as appropriate.

If you have any questions concerning these results, please feel free to call.

Very truly yours,



Executive Vice President

Sol Burstein

Copy to NRC Resident Inspector