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MEMORANDUM FOR: Richard H. Waller, Director  
Division of Engineering

THRU: William V. Johnston, Assistant Director  
Materials, Chemical and Environmental Technology  
Division of Engineering

FROM: B. D. Liaw, Chief  
Materials Engineering Branch  
Division of Engineering

SUBJECT: GRAND GULF UNIT 1 TECHNICAL SPECIFICATIONS

As requested by your memorandum dated February 27, 1984, the Materials Engineering Branch, Division of Engineering, has re-reviewed the Grand Gulf Unit 1 Technical Specifications. The sections reviewed were 4.0.5, B.4.0.5 and 3/4 4.6 on pages 3/4 4.4 -17 through 3/4 4.4 -20. Sections 4.0.5 and B.4.0.5 address inservice inspection of components and inservice testing of pumps and valves. We have reviewed the inservice inspection portion of Sections 4.0.5 and B.4.0.5. The inservice testing portion of Sections 4.0.5 and B.4.0.5 are the responsibility of the Mechanical Engineering Branch.

The portions of technical specifications sections 4.0.5, B.4.0.5 and 3/4 4.6 that we have reviewed were derived from the staff's analyses, and evaluation of Grand Gulf Final Safety Report Sections 5.2.4, 5.3.1, 5.3.2, 6.6, and amendments thereto. Hence, the Grand Gulf Unit 1 Technical Specifications comply with Section 50.36 of 10 CFR 50.

However, as we indicated in a memorandum from B. D. Liaw to C. O. Thomas dated December 15, 1983 (attached), the pressure-temperature limits in Figure 3.4.6.1-1 do not comply with the closure flange pressure temperature safety margins in Paragraph IV, A.2 of Appendix G, 10 CFR 50, which became effective on July 26, 1983. We will be sending to all licensees/applicants a generic letter informing them of the revised regulatory requirements. In accordance with that letter, the pressure-temperature limit curves in Figure 3.4.6.1-1 may require revision.

Submitted by

B. D. Liaw, Chief  
Materials Engineering Branch  
Division of Engineering

Attachment: As stated

cc: See Page 2

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D

Grand Gulf

Order

1. Staff questioned reliability of TDI diesel
2. While no diesels at 5% would not significantly increase risk, any risk would be reduced if on sight power enhanced.
3. In view of the questionable reliability of the TDI diesel, it was in the public interest to resolve the question promptly by inspection.
4. The licensee did not want to inspect the diesels until after greater than 5% license issued.
5. Therefore, it was concluded that it was in the public interest to require that a TDI diesel with the longest hours be inspected and in view of the low risk at 5% do it before proceeding above 5%.
6. In addition since no diesels at 5% power would not significantly increase the risk and the margin of safety could be increased by adding T.S. to the gas turbine system, it was concluded that shutdown under a 72 hour LCO is not required.
7. The end result being 1 questionable TDI and 1 reliable gas turbine system was better than 2 questionable TDI.

8. The order was made immediately effective because public health, safety and interest required:
  - a. prompt inspection
  - b. increased reliability

Exemptions

1. While 1 TDI and 1 gas turbine is better than 2 TDI neither meets GDC-17.
2. Therefore, told licensee to provide within 7 days and exemption analysis meeting Shoreham order or in the alternative shut down.
3. In view of the lack of immediate safety hazard based on staff's 5% analysis and gas turbine enhancement did not believe an immediate effective shut down was required.
4. Therefore, exercised prosecutorial discretion to allow for time to file exemption.