

NORTHEAST UTILITIES



THE CONNECTICUT LIGHT AND POWER COMPANY
WESTERN MASSACHUSETTS ELECTRIC COMPANY
HOLYOKE WATER POWER COMPANY
NORTHEAST UTILITIES SERVICE COMPANY
NORTHEAST NUCLEAR ENERGY COMPANY

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July 12, 1985

Docket No. 50-423
B11593

Director of Nuclear Reactor Regulation
Mr. B. J. Youngblood, Chief
Licensing Branch No. 1
Division of Licensing
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Reference: (1) B. J. Youngblood, letter to W. G. Council, Issuance of Safety Evaluation Report (NUREG-1031), Millstone Nuclear Power Station, Unit No. 3, dated August 2, 1984.

Gentlemen:

Millstone Nuclear Power Station, Unit No. 3
Response to Safety Evaluation Report (SER) Confirmatory Item 58

Attached is Northeast Nuclear Energy Company's (NNECO) response to SER Confirmatory Item 58 concerning the emergency diesel generator fuel oil storage and transfer system (SER System 9.5.4.2). Figure 8.3-1 (sheets 5 and 6) provides a listing of the loads to be shed or placed onto the bus and when they are to be shed or placed onto the bus. Figure 8.3-1 is provided as it will appear in Amendment 14 to the FSAR.

We trust this information will fully resolve the Staff's concerns regarding Confirmatory Item 58. However, if you have further questions, please contact our licensing representative directly.

Very truly yours,

NORTHEAST NUCLEAR ENERGY COMPANY

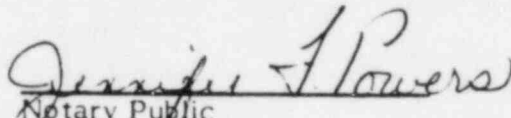
A handwritten signature in dark ink, appearing to read 'J. F. Opeka', written over a horizontal line.
J. F. Opeka
Senior Vice President

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STATE OF CONNECTICUT)
) ss. Berlin
COUNTY OF HARTFORD)

Then personally appeared before me J. F. Opeka, who being duly sworn, did state that he is Senior Vice President of Northeast Nuclear Energy Company, an Applicant herein, that he is authorized to execute and file the foregoing information in the name and on behalf of the Applicants herein and that the statements contained in said information are true and correct to the best of his knowledge and belief.


Notary Public
My Commission Expires March 31, 1989

cc: Ms. E. L. Doolittle, NRC Project Manager
Mr. R. Giardina, Power Systems Branch
Mr. A. R. Ungaro, Power Systems Branch
Mr. M. Srinivasan, Power Systems Branch, Chief

SER Confirmatory Item 58 - Emergency Diesel Engine Fuel Oil Storage and Transfer System

In SER Section 9.5.4.2, the staff requested further information regarding the emergency diesel generator load-shedding/fuel capacity analysis. The purpose of this analysis is to demonstrate that, with a reduction of loads, the emergency diesel generators will have the capability to be operated continuously for a minimum period of 5-1/2 days with margin that allows approximately 6 days.

Response

The emergency diesel generator load-shedding/fuel capacity analysis indicates that 8 hours into the worst case fuel consumption accident, which is a DBA coincident with an LOP, the loads may be reduced to approximately 60% of rated capacity on Train A and to approximately 35% on Train B. The load on Train A remains constant where the load on Train B would increase to approximately 60% at 20 hours and fluctuate between 35% and 60% of rated load thereafter. As requested by the staff, please find attached the Emergency Diesel Generator Load-Shedding Tables which provide a listing of the loads to be shed or placed onto the bus and at what point in the transient this is to be accomplished.

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