GULF STATES UTILITIES COMPANY
RIVER BEND STATION POST OFFICE BOX 220 ST. FRANCISVILLE, LOUISIANA 70775
AREA CODE 504 635-6094 346-8651

July 8, 1985
RBG- 21486
File No. G9.5

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Mr. Denton:

River Bend Station - Unit 1
Docket No. 50-458

Enclosed for your review (Enclosure 2) are revisions to the River Bend Station Final Safety Analysis Report (FSAR) Chapter 3 and 9. Enclosure 1 provides a discussion of each of these revisions including their effect, if any, on the Safety Evaluation Report and the proposed Technical Specifications. These revisions will be included in a future FSAR amendment.

Sincerely,

J. E. Booker

J. E. Booker
Manager-Engineering,
Nuclear Fuels & Licensing
River Bend Nuclear Group

JEB/ERG/je

Enclosures (2)

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ENCLOSURE 1

A. Table 3.2-1 and Page 9.5-17 have been revised to show an ASME III class break for backpressure regulating valves and some associated piping in the standby diesel generator fuel oil storage and transfer systems. This revision may affect the SER (Page 9-56), but no impact is expected on the proposed Technical Specifications.

B. Table 3.2-1, Page 9.5-39 and Figs. 9.5-6 and 7 have been revised to show non-ASME classification of some components in the diesel generator combustible air intake and exhaust systems. This revision may affect the SER (Page 9-66), but no impact is expected on the proposed Technical Specifications.

TABLE 3.2-1 (Cont)

	Safety[1] Class	Seismic[2] Category	Quality[3] Assurance Category	Tornado[4] Protection Designation	Location[5]	Scope[6] of Supply	Design[7] Detail	Notes
3. Cable, with safety functions	3	NA	B	E	-	P	S	
4. Fuel Oil Storage and Transfer System								
a. Fuel oil storage tanks	3	I	B	E	S	P	S	
b. Fuel oil day tanks	3	I	B	E	S	P	S	
c. Pumps								
HPCS diesel generator	3	I	B	E	S	GE	GE	
Standby diesel generator	3	I	B	E	S	P	V	
d. Pump motors	3	I	B	E	S	P	V	
e. Piping	3	I	B	E	S	P	S	(45) x
f. Valves	3	I	B	E	S	P	V	(45) x
5. Cooling Water System - HPCS Diesel-Generator								(34) (8) 13
a. Water expansion tank	3	I	B	E	S	GE	V	
b. Heat exchanger	3	I	B	E	S	GE	V	
c. Oil cooler	3	I	B	E	S	GE	V	
d. Pumps	3	I	B	E	S	GE	V	
e. Piping and valves, integral with engine	NNS	I	S	E	S	GE	V	
f. Piping, other	3	I	B	E	S	P	S	
g. Valves, other	3	I	B	E	S	P	V	
h. Flexible connections	3	I	B	E	S	GE	V	
6. Cooling Water System - Standby Diesel-Generator								(34) (8) 13
a. Standpipe	3	I	B	E	S	P	V	
b. Heat exchanger	3	I	B	E	S	P	V	
c. Lube oil cooler	3	I	B	E	S	P	V	
d. Pump	3	I	B	E	S	P	V	
e. Piping and valves, integral with engine	NNS	I	S	E	S	P	V	
f. Piping, other	3	I	B	E	S	P	S	
g. Valves, other	3	I	B	E	S	P	V	
7. Starting System - HPCS Diesel-Generator								(34) (8) 13
a. Air receivers	3	I	B	E	S	GE	V	
b. Air compressors	3	I	B	E	S	GE	V	
c. Aftercooler, air to air	3	I	B	E	S	GE	V	
d. Piping and valves, integral with engine	NNS	I	S	E	S	GE	V	
e. Piping, other	3	I	B	E	S	P	S	
f. Valves, other	3	I	B	E	S	P	V	
g. Flexible connections	3	I	B	E	S	GE	V	
8. Starting System - Standby Diesel-Generator								(34) (8) 13
a. Air receivers	3	I	B	E	S	P	V	
b. Air compressors	NNS	NA	S	E	S	P	V	

TABLE 3.2-1 (Cont)

	Safety(1) Class	Seismic(2) Category	Quality(3) Assurance Category	Tornado(4) Protection Designation	Location(5)	Scope(6) of Supply	Design(7) Detail	Notes
c. Aftercoolers	NNS	NA	S	E	S	P	V	
d. Air desiccant dryers	NNS	NA	S	E	S	P	V	
e. Piping and valves, integral with engine	NNS	I	S	E	S	P	V	
f. Piping, between engine and air receivers	3	I	B	E	S	P	S	
g. Valves, between engine and air receivers	3	I	B	E	S	P	V	
h. Piping, other	NNS	NA	S	E	S	P	S	
i. Valves, other	NNS	NA	S	E	S	P	V	
j. Flexible connections	3	I	B	E	S	P	V	
9. Lubrication System - HPCS Diesel-Generator								(34)
a. Pumps	3	I	B	E	S	GE	V	
b. Lube oil cooler	3	I	B	E	S	GE	V	
c. Sump pan	3	I	B	E	S	GE	V	
d. Strainer	3	I	B	E	S	GE	V	
e. Filter	3	I	B	E	S	GE	V	
f. Piping and valves, integral with engine	NNS	I	S	E	S	GE	V	
g. Piping, other	3	I	B	E	S	P	S	
h. Valves, other	3	I	B	E	S	P	V	
10. Lubrication System - Standby Diesel-Generator								(34)
a. Lube oil pump (engine-driven)	NNS	I	S	E	S	P	V	
b. Before and after pump	3	I	B	E	S	P	V	
c. Lube oil cooler	3	I	B	E	S	P	V	
d. Sump tank	NNS	I	S	E	S	P	V	
e. Strainers	NNS	I	S	E	S	P	V	
f. Filters	3	I	B	E	S	P	V	
g. Piping and valves, integral with engine	NNS	I	S	E	S	P	V	
h. Piping, other	3	I	B	E	S	P	S	
i. Valves, other	3	I	B	E	S	P	V	
11. Combustion Air Intake and Exhaust System - HPCS Diesel-Generator								
a. Intake and exhaust silencers	3	I	B	E	S	GE	V	
b. Intake air filter	3	I	B	E	S	GE	V	
c. Expansion joints	3	I	B	E	S	GE	V	
d. Piping	3	I	B	E	S	P	S	

TABLE 3.2-1 (Cont)

	Safety(1) Class	Seismic(2) Category	Quality(3) Assurance Category	Tornado(4) Protection Designation	Location(5)	Scope(6) of Supply	Design(7) Detail	Notes
12. Combustion Air Intake and Exhaust System - Standby Diesel-Generator								
a. Intake and exhaust silencers	~~3~~ NNS	I	~~B~~ S	E	S	P	V	
b. Intake air filter	~~3~~ NNS	I	~~B~~ S	E	S	P	V	
c. Expansion joints (intake)	3	I	B	E	S	P	V	
d. Piping	3	I	B	E	S	P	S	
e. Expansion joints (exhaust)	NNS	I	S	E	S	P	S	

7 X

X

TABLE 3.2-1 (Cont)

(42) Piping is seismically supported from the outermost isolation valve to and including the main turbine stop and control valve. 20

(43) Piping is seismically supported from the outermost isolation valve to and including the anchor at the turbine building/auxiliary building interface.

(44) [See letter RBG-21,741 dated July 8, 1985]

(45) All fuel storage and transfer system piping and valves are QA Category B, Seismic Category I, Safety Class 3 except the standby diesel generators fuel oil backpressure regulating valves 1EGF*PCV25A & B and approximately 15 inches of 1" pipe on each side of the valves. Valves 1EGF*PCV25A & B are classified as QA Category B, Seismic Category I, Safety Class 3 non - ASME III stamped components. These valves were procured from the manufacturer recommended by the standby diesel generator supplier and have been satisfactorily used in other standby diesel generator applications using TDI diesels. The 15 inches of 1" pipe on either side of the valve is classified as QA Category B, Seismic Category I, Safety Class 3, non-ASME III stamped pipe. The pipe is procured, designed, analyzed, and installed to the requirements of ASME III.

9.5.3.4 Inspection and Testing Requirements

Normal operation of the lighting system results in easy identification of malfunctions, and continuous routine maintenance and housekeeping ensures reliability. Battery pack units are provided with local test switches to simulate loss of normal ac power. These are tested monthly to ensure operability of the system components.

9.5.4 Diesel Generator Fuel Oil Storage and Transfer System

The plant is provided with two standby diesel generators and one HPCS power supply diesel generator operating on No. 2D diesel fuel oil, with each engine supplied by a separate diesel generator fuel oil storage and transfer system. The standby and HPCS diesel generator fuel oil storage and transfer systems are shown in Fig. 9.5-2a. | 14

9.5.4.1 Design Bases

Each diesel generator fuel oil storage and transfer system is in accordance with the following criteria:

1. The diesel generator fuel oil storage and transfer systems are designed to Safety Class 3 and Seismic Category I requirements.

2. The equipment mounted on the diesel generator is designed and fabricated to the manufacturer's quality assurance standards and Seismic Category I requirements.

3. The diesel generator fuel oil piping, pumps, valves, and oil tanks are designed, constructed, and tested in accordance with ASME Boiler and Pressure Vessel Code, Section III, Safety Class 3, except as noted in Table 3.2-1.

4. The system design incorporates sufficient redundancy to prevent a malfunction or failure of any active or passive component from impairing the capability of the system to supply fuel oil to at least two of the three diesel engines.

5. The diesel generator fuel oil storage and transfer systems are designed so that there is no interconnection with any other onsite fuel oil system.

Individual component safety classifications are listed in Table 3.2-1.

2. Each combustion air intake is designed to reduce continuously contaminating substances such as dirt and larger airborne particulates over the entire time period that emergency power is required, assuming the maximum airborne particulate concentration at the combustion air intake.

3. The DGCAIES is of ~~Safety Class 3 and~~ Seismic Category I design and is housed within a Seismic Category I structure capable of protecting the system from rain, snow, ice, sleet, and missiles. * Piping for the diesel generator combustion air intake and exhaust system is Seismic Category I and is in accordance with ASME Boiler and Pressure Vessel Code, Section III. |X 5

4. Suitable design precautions are taken to preclude degradation of the diesel engine power output due to exhaust gases and other diluents that could reduce the oxygen content of intake air below the acceptable level.

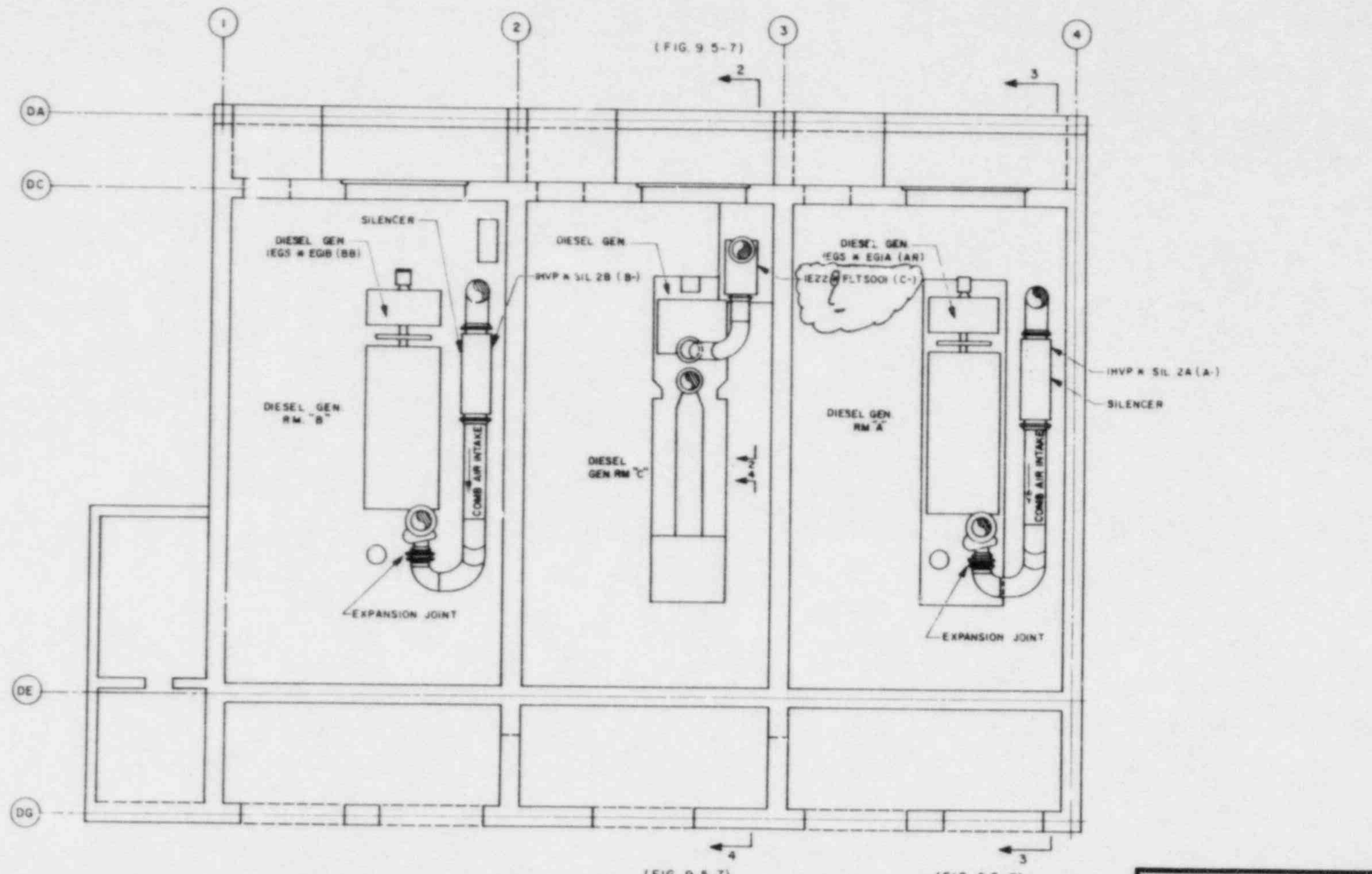
5. Each DGCAIES is sized and physically arranged so that no degradation of engine function is experienced when the diesel generator set is required to operate continuously at the maximum rated output.

6. The DGCAIES will be evaluated for the consequences of moderate energy line breaks in accordance with the guidelines given in Section 3.6. The moderate energy lines installed in the diesel generator room are the air start piping and components, and the standby service water piping and components. There are no high energy lines which could affect the system. 5

9.5.8.2 System Description

The configuration of the DGCAIES is shown in Fig. 9.5-6 and 9.5-7, and its location within the diesel generator building is shown in Fig. 1.2-28. The DGCAIES consists of the following components and associated piping and expansion joints:

1. Intake air filter
2. Intake air silencer (Standby diesel generators only)
3. Exhaust silencer.



PLAN EL. 98'-0"

1X

FIGURE 9.5-6

PHYSICAL LOCATIONS OF DIESEL GENERATORS COMBUSTION AIR INTAKE AND EXHAUST DUCTS EL 98'-0"

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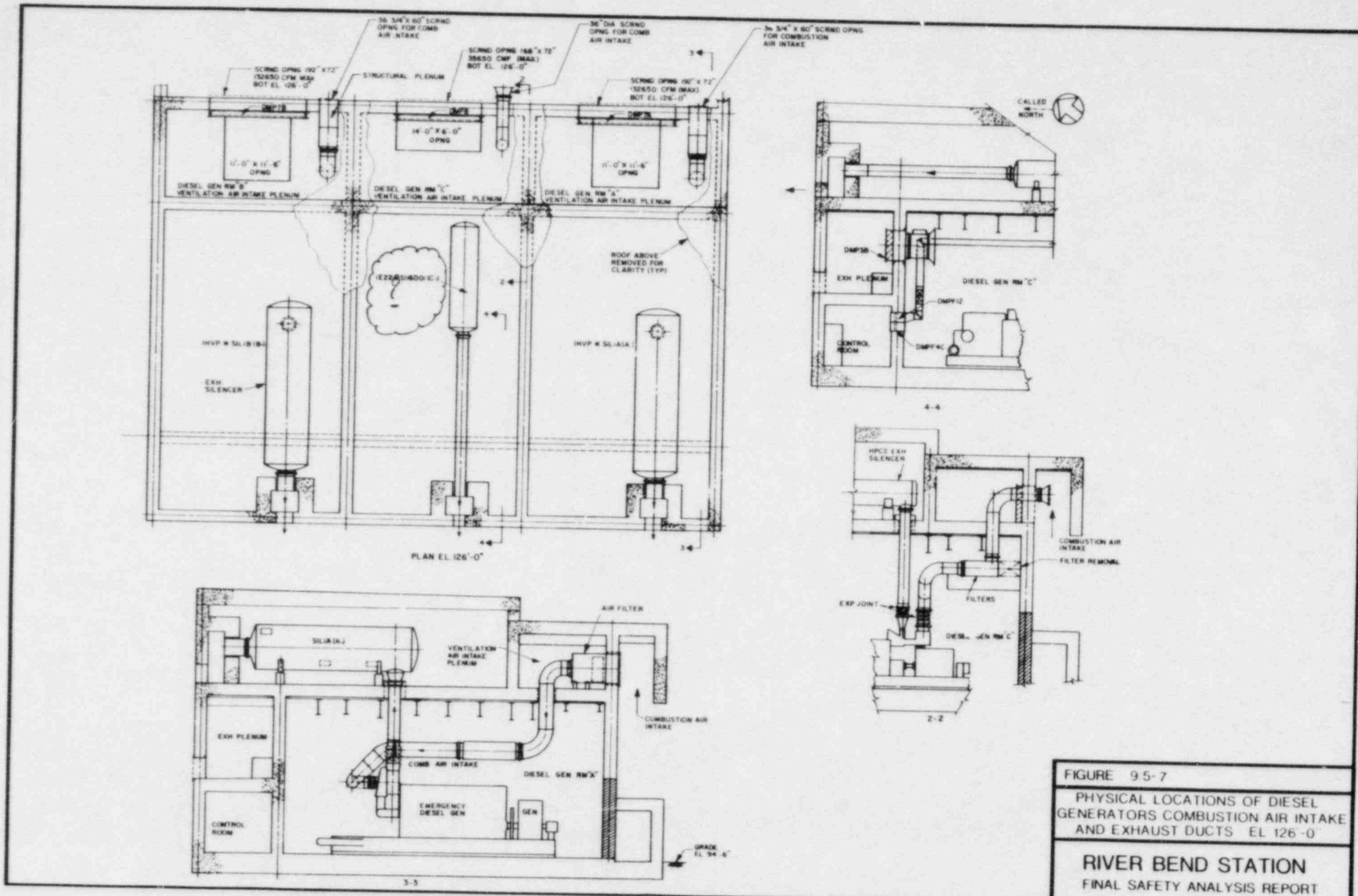

FIGURE 9.5-7

PHYSICAL LOCATIONS OF DIESEL GENERATORS COMBUSTION AIR INTAKE AND EXHAUST DUCTS EL 126'-0"

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