

craft workforce - at that time that can be managed effectively
 Best meas. of productivity ^(com's) from sustained install rates for
 a particular project compared to industry avg.

Status of eng., design + procurement - is ahead of constr.
 except on pipe hangers. This is a critical
 area in completing the plant for prep testing

Turnovers + prep testing - There is a well-defined
 and agreed turnover boundary +
 there are sequences + dates for
 ea. syst. turnover & it is agreed
 with the inst. organizations. Question
 might be that some of these turnovers
 are leading to excessive exceptions
 that must be resolved ^{before} after testing
 has commenced.

Normal prep testing of major
 safety systems will usually avg
 18-24 mths incomplete, including
 acceptance tests

~~consultants~~
~~MHB was hired~~

MHB consultants were hired by Mass. State
~~Authority~~ to make a determination on Embrock's
 construction completion dates.

8511070409 851029
 PDR FOIA
 SHOLLY85-669 PDR

not two full shifts overly optimistic about
 one shift with selective work shift - not
 full craft workforce

AI

- * They have severe limits on overtime because of budget & it is starting to show ~~for~~ not functional.
- * Applicant was up front with their problems
lead procurement
- * Data from engineers involved on the pipe problem with leverage. It was going to be 150,000 ^{man-hours} if all of it has to replace (large & small bore)
- * Pipe supports, may have a small delay on not functional

Write up our letter. Try to pull together about me & talk about to say why we are comfortable

limitation on money expenditure.
large bore have and
small " "

HVAC

Insulation

Painting

Housekeeping

Statement about verification which gives us higher confidence of success
i.e. it will not be a major
decision or mistake. To date
this is OK

Identify their problem areas

Sept 4, 1985

- Summary since the last cash flow forecast (3/84)
~~Last~~ and Startup in 8/84.

Any additional handouts expected

1070 BIP ^{needed} to fuel load

approx 220 BIPs turned over in last yr.

- Heating, stairwell lighting, the odds ends
are the BIP in many ~~of~~ buildings

Areas under Mgt. Level

- HVAC completion
- Cable & cory masonry
- Emer. Plans -
- Project mgt. Transition

Assumptions based on funding problems
resolved by end of 9/85. Spending rate 8×10^6
per wk and assuming it will be at this
rate.

- Have a 3 level sched. sept.

Level 1 - is overall project status
Level 2 - intermediate level of detail - it
is a level - used in internal
communication with engineering

Level 3 - identifies ^{at} commodity level what is
remaining for sept.

1,030,156
 880,249
 253,000

253
 180
 73

- Cargo Tracking System - tracks all cargo for
 hot functional

- Phase 3 is an integrate system test

for HFT need 42.

PT-40 is controlling procedure that to 13
 other parts

- Majority original design work is being done
 in Phila. ~ 200 engineers involved
 Engineers on site are to support construction

- Updating as-built dwg needed
 for station ops - where are they, how
 have you been doing
 3 types of dwg being prepared by sta.
 op staff: P&ID, logic dwg &
 wiring diagram



- FSAR Review

* PAP SCOT - Piping & Support analysis
 Recorulation only started ~ 5%

- Paint qualification in containment
 has been tied down

- Send response to IVE on NPSH

PSB site visit Sept 18, 19420 - is this ok with you?

1. What do MRF stand for? (Pg. 2.1-4)
2. (pg 2.1-4) Which work has the pot for deferment to comm. op or effectively
1st shift, plus selected 2nd shift
3. (pg 2.1-4) How has work been worked (add 1st + 2nd shift hours)
4. Sect 1.2 "Testing Schedule" has to be identical (?) to Sect 1.3 "Percent Completion" - what's significance of this? What are they saying here
5. Chart on pg 2.2-1. Is this chart suppose to show me all the buildings that are near to be closed out ~~for~~ for HFT? Note that a number of them were suppose to be closed out at the end of 6/85. Did they make it? Yes
6. Pg 2.3-5 What is "Involvement Summary" mean? Give example & what does "Any Required Install Rate" mean. Does it mean the rate to meet the 4/30/86 completion date? (What is the installed version to be higher than the original required as a number of these shorts).
7. Pg 2.3-10 What are tube trays?
8. (pg 2.3-14)
9. Pg 2.3-12 What is the minimum amount of time for the Gregory road site?
10. Pg 2.3-16 What is this that suppose to show me

11. Pg 2.4-2, Note that painting inside containment will require ~ 24 ~~days~~ painters working around the clock for ~~every day~~ to finish within .8 yr (the time for fuel load)
12. Pg 2.4-3 Is this sig. work to complete in cont. for HFT? YES. (Look at heading of last col.)
13. Pg 2.5-2 What is the significance of this table. How do I use it to tell me what? How does it fit into telling me what the story is for completing the jet for fuel load.



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

Docket No.: 50-443

Mr. Robert J. Harrison
President and Chief Executive Officer
Public Service Company of New Hampshire
Post Office Box 330
Manchester, New Hampshire 03105

Dear Mr. Harrison:

SUBJECT: SUMMARY OF SEPTEMBER 4 AND 5, 1985 CASELOAD FORECAST PANEL VISIT

By letter dated May 24, 1985, the NRC informed Public Service Company of New Hampshire (PSNH) that we planned a Caseload Forecast Panel visit at the Seabrook site on July 9, 10, and 11, 1985. To facilitate our assessment, we requested that PSNH respond to 20 questions relating to the detailed status of construction and preparation for fuel load at Seabrook. By letter dated June 14, 1985, PSNH requested the staff reschedule the visit to September 4, 5 and 6, 1985 and the staff agreed to this request. PSNH provided the requested information to the May 24, 1985 letter by letter dated August 19, 1985.

On September 4, 1985, the NRC Caseload Forecast Panel visited the Seabrook site for the purpose of reviewing construction progress and obtaining information for assessing PSNH's projected fuel load date.

At a meeting preceding the plant tour PSNH discussed the status of the construction completion and presented the panel with the then current Seabrook Project Milestone Network dated August 30, 1985, (Enclosure 1). That schedule identified a PSNH projected fuel load date of June 30, 1986.

The Caseload Forecast Panel toured the facility on September 5, 1985 with PSNH representatives to observe the construction status and preparations for preoperational and hot functional testing. Following the tour the staff met briefly with PSNH and discussed the progress of Seabrook's preoperational testing program as compared with the schedule of actual completion of those tests at Callaway and Wolf Creek ~~vs. Seabrook. PSNH provided some information which allowed the staff to compare the relative progress of the preoperational acceptance tests at Callaway and Wolf Creek (Enclosure 2).~~

Based on our review of material provided by PSNH and our observations during the September 4 and 5, 1985 site visit, the Caseload Forecast Panel has concluded that completion of the Seabrook Station, Unit 1 construction in the April-June 1986 time frame is achievable. While arriving at this conclusion, the panel recognizes that some contingency has been allowed in the preoperational and startup testing programs. However, a high degree of successful completion in a timely manner will be required by PSNH to conclude these programs within the projected range of dates.

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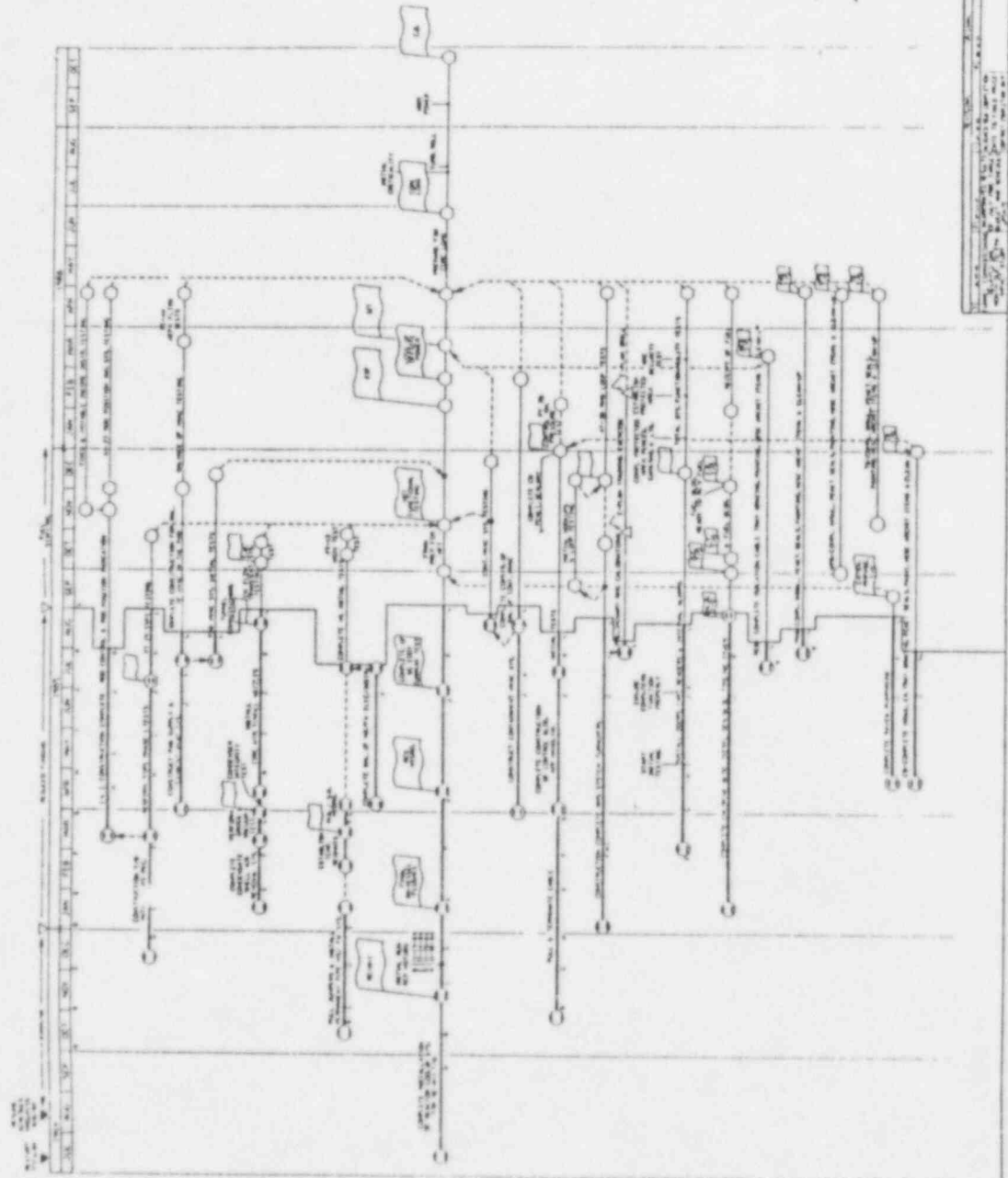
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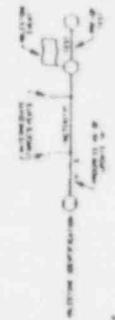
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A-3



SELECTED POWER / TABLE

DESCRIPTION	WATTAGE	WATTAGE	WATTAGE
MAIN BUSBAR	1000	1000	1000
FEEDER 1	100	100	100
FEEDER 2	100	100	100
FEEDER 3	100	100	100
FEEDER 4	100	100	100
FEEDER 5	100	100	100
FEEDER 6	100	100	100
FEEDER 7	100	100	100
FEEDER 8	100	100	100
FEEDER 9	100	100	100
FEEDER 10	100	100	100
FEEDER 11	100	100	100
FEEDER 12	100	100	100
FEEDER 13	100	100	100
FEEDER 14	100	100	100
FEEDER 15	100	100	100
FEEDER 16	100	100	100
FEEDER 17	100	100	100
FEEDER 18	100	100	100
FEEDER 19	100	100	100
FEEDER 20	100	100	100
FEEDER 21	100	100	100
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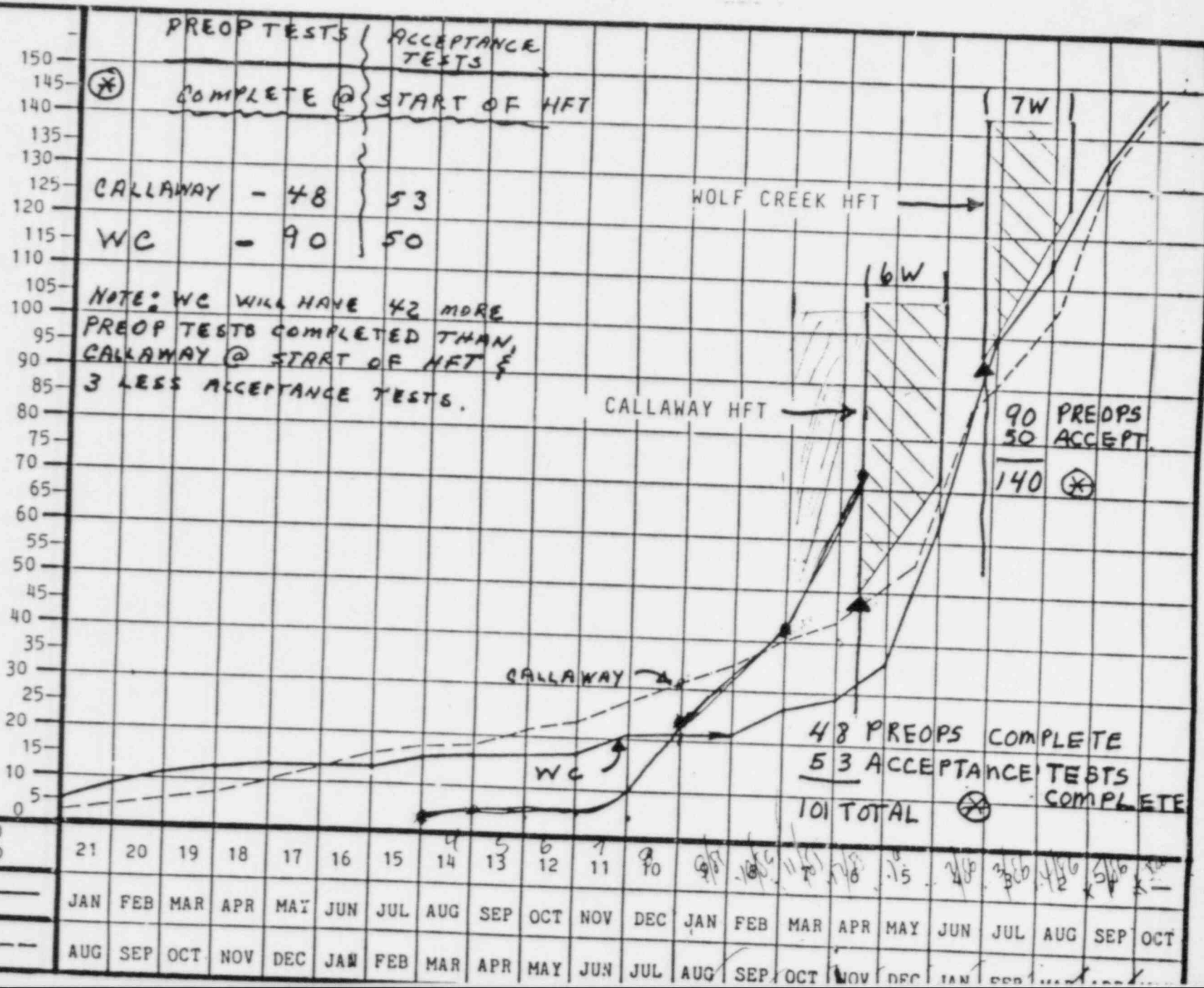
PROJECT 1988 SCHEDULE PROJECT
FOR SEPARATION SYSTEM
UNIT 1 & COMMON
PROGRESS 1-80 AUG 30 1988

- MAIN BUSBAR
- FEEDER 1
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- FEEDER 99
- FEEDER 100

A-4

RS
5/24/84

NUMBER OF PREOPERATIONAL TESTS



SEABROOK STATION

A.T. PERFORMANCE COMPLETION

RESULTS ACCEPTED

<u>1-AT-3.1</u>	<u>Condensate System</u>	<u>7/31/85</u>
<u>1-AT-4.1</u>	<u>AR-Condenser Vacuum & Integrity</u>	<u>4/24/85</u>
<u>1-AT-4.2</u>	<u>AR-Water Box Priming</u>	<u>4/18/85</u>
<u>1-AT-5.1</u>	<u>CAS-Auxiliary Boiler</u>	<u>9/27/84</u>
<u>1-AT-5.2</u>	<u>CAS-Condensate</u>	<u>5/8/85</u>
<u>1-AT-6.1</u>	<u>Circulating Water Pump Ctl Check</u>	<u>6/26/85</u>
<u>1-AT-7</u>	<u>Secondary Component Cooling</u>	<u>4/4/84</u>
<u>1-AT-12.1</u>	<u>Instrument & Service Air - Plant</u>	<u>2/22/85</u>
<u>1-AT-13.1</u>	<u>Fire Pump Flow Capacity</u>	<u>9/20/84</u>
<u>1-AT-13.2</u>	<u>Fire Pump House HVAC</u>	<u>5/16/84</u>
<u>1-AT-13.8</u>	<u>Transformer Area Fire Protection</u>	<u>4/12/84</u>
<u>1-AT-36</u>	<u>Turbine Steam Seal</u>	<u>4/26/85</u>
<u>1-AT-37</u>	<u>Feedwater Pump Lube Oil</u>	<u>7/31/85</u>
<u>1-AT-38</u>	<u>Auxiliary Boiler</u>	<u>9/1/83</u>
<u>1-AT-39</u>	<u>Lube Oil Transfer & Purification</u>	<u>11/15/84</u>
<u>1-AT-40</u>	<u>Water Treatment</u>	<u>5/16/84</u>
<u>1-AT-41</u>	<u>Main Lube Oil</u>	<u>10/23/84</u>
<u>1-AT-42.2</u>	<u>EHC Fluid</u>	<u>9/20/84</u>
<u>1-AT-43</u>	<u>Generator Seal Oil</u>	<u>9/12/84</u>
<u>1-AT-44</u>	<u>Generator Stator Cooling</u>	<u>5/22/85</u>
<u>1-AT-46.1</u>	<u>Demineralized Water</u>	<u>10/23/84</u>
<u>1-AT-51</u>	<u>Service Building RCA Heat & Vent</u>	<u>7/6/83</u>
<u>1-AT-55.1</u>	<u>Administration Building Ventilation</u>	<u>6/27/83</u>
<u>1-AT-55.3</u>	<u>Administration Building Chilled Wtr</u>	<u>11/24/82</u>
<u>1-AT-60</u>	<u>Generator Leak Test</u>	<u>4/4/84</u>
<u>1-AT-62</u>	<u>Generator H2 & CO2 Gas</u>	<u>1/23/85</u>
<u>1-AT-5.3</u>	<u>CAS S/G Recirc & Wet Layup</u>	<u>8/30/85</u>