



SEABROOK STATION
Engineering Office

Public Service of New Hampshire

New Hampshire Yankee Division

January 13, 1986

SBN- 923
T.F. Q2.2.2

United States Nuclear Regulatory Commission
Region I
631 Park Avenue
King of Prussia, PA 19406

Attention: Mr. Richard W. Starostecki, Director
Division of Project and Resident Programs

References: (a) Construction Permits CPPR-135 and CPPR-136, Docket
Nos. 50-443 and 50-444
(b) PSNH Letter SBN-874, dated September 18, 1985, "Interim
10CFR50.55(e) Report; Service Water System Spool Linings,
Pipe Inserts and Valve Liner/Seats," J. DeVincentis to
R. W. Starostecki

Subject: Interim 10CFR50.55(e) Report: Service Water System Spool
Linings, Pipe Inserts and Valve Liner/Seats (CDR 85-00-13)

Dear Sir:

In Reference (b), we reported a 10CFR50.55(e) deficiency regarding the
failure of Service Water System spool linings, piping inserts and valve
liner/seats.

Description of Deficiency

During the startup testing of the Service Water System, it was discovered
that:

- o Some polyurethane linings in pipe spools downstream of throttling
valves had become detached.
- o Some valve liners and seats were found cracked or bubbled.
- o A polyurethane insert from the flanged end of the cement-lined pipe,
adjacent to a safety-related valve, detached and wrapped around the
butterfly disc preventing the valve from closing.

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Safety Implications

These deficiencies could cause the flow in either cooling train served by the cooling tower to become degraded and inhibit the function of the system.

Corrective Action

After investigation of the failures, a modification program was developed which incorporated materials that have been successfully used in other nuclear power plants.

Corrective actions included:

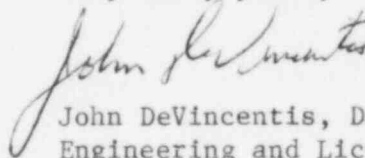
- o Replacing linings in polyurethane lined spools.
- o Modifying butterfly valve seat design.
- o Replacing polyurethane inserts at the flanged ends of cement lined pipe.

These corrective actions have been completed and the system returned to service to support continued plant testing.

At an appropriate time prior to fuel loading, after sufficient system operation, we will examine representative portions of the modifications. This examination will serve to demonstrate the durability of the modifications and the ability of the system to perform its safety function during plant operation.

At the conclusion of this examination, we will transmit a final report on this item.

Very truly yours,



John DeVincentis, Director
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cc: Atomic Safety and Licensing Board Service List

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