

MAR 04 1975

DISTRIBUTION:

NRC PDR	JSaltzman
Local PDR	WOMiller
Docket	BScharf (15)
ORB #2 Reading	TJCarter
KRGoller	PCollins
TJCarter	SVarga
DLZiemann	CHebron
PWO' Connor	JBuchanan
RMDiggs	TAbernathy
OELD	
OI&E (3)	
ACRS (12)	
BJones (4)	
NDube	
JMMcGough	

Docket No. 50-293

Boston Edison Company  
 ATTN: Mr. Maurice J. Feldmann  
 Vice President  
 Operations and Engineering  
 800 Boylston Street  
 Boston, Massachusetts 02199

Gentlemen:

Amendment No. 8 to Facility License No. DPR-35, which related to the Pilgrim Nuclear Power Station scram insertion time testing, was issued on January 28, 1975. A typographical error in that amendment has been identified by your staff. To correct this error, the second sentence of the bases on page 91 should be revised to read:

"During use of such patterns, it is judged that testing of the RBM system prior to withdrawal of such rods to assure its operability will assure that improper withdrawal does not occur."

Please replace page 91 with the enclosed corrected page 91.

Sincerely,

Original signed by  
 Dennis L. Ziemann

Dennis L. Ziemann, Chief  
 Operating Reactors Branch #2  
 Division of Reactor Licensing

Enclosure:  
 Corrected page 91

cc w/enclosures:  
 See next page

*Handwritten initials: CR, 11*

OFFICE >	RL:ORB #2 <i>WJ</i>	RL:ORB #2 <i>DLZ</i>			
SURNAME >	PWO' Connor/tc	DLZiemann			
DATE >	3/3/75	3/4/75			

cc w/enclosures:

Mr. Dale G. Stoodley, Counsel  
Boston Edison Company  
800 Boylston Street  
Boston, Massachusetts 02199

Mr. J. Edward Howard, Superintendent  
Nuclear Engineering Department  
Boston Edison Company  
800 Boylston Street  
Boston, Massachusetts 02199

Mr. Grant Baston, Pilgrim Division Head  
Boston Edison Company  
RFD #1 Rocky Hill Road  
Plymouth, Massachusetts 02360

Mr. Winfield M. Sides, Jr.  
Quality Assurance Manager  
800 Boylston Street  
Boston, Massachusetts 02199

Anthony Z. Roisman, Esquire  
Berlin, Roisman and Kessler  
1712 N Street, N. W.  
Washington, D. C. 20036

Plymouth Public Library  
North Street  
Plymouth, Massachusetts 02360

Mr. J. E. Larson  
Senior Licensing Engineer  
and Co-ordinator  
Boston Edison Company  
RFD #1  
Rocky Hill Road  
Plymouth, Massachusetts 02360

BASES:

During reactor operation with certain limiting control rod patterns, the withdrawal of a designated single control rod could result in one or more fuel rods with MCHFR's less than 1.0. During use of such patterns, it is judged that testing of the RBM system prior to withdrawal of such rods to assure its operability will assure that improper withdrawal does not occur. It is the responsibility of the Reactor Engineer to identify these limiting patterns and the designated rods either when the patterns are initially established or as they develop due to the occurrence of inoperable control rods in other than limiting patterns.

C. Scram Insertion Times

The control rod system is designed to bring the reactor subcritical at a rate fast enough to prevent fuel damage; i.e., to prevent the MCHFR from becoming less than 1.0. The limiting power transient is that resulting from a turbine stop valve closure with failure of the turbine bypass system. Analysis of this transient shows that the negative reactivity rates resulting from the scram (FSAR Figure 3.6.14) with the average response of all the drives as given in the above Specification, provide the required protection, and MCHFR remains greater than 1.0.

The scram times for all control rods will be determined at the time of each refueling outage. A representative sample of control rods will be scram tested during each cycle as a periodic check against deterioration of the control rod performance.