

Docket No.: 50-413

October 21, 1986

Mr. H. B. Tucker, Vice President
Nuclear Production Department
Duke Power Company
422 South Church Street
Charlotte, North Carolina 28242

Dear Mr. Tucker:

Subject: Issuance of Amendment No. 16 to Facility Operating License NPF-35
Catawba Nuclear Station, Unit 1

The Nuclear Regulatory Commission has issued the enclosed Amendment No. 16 to Facility Operating License NPF-35 for the Catawba Nuclear Station, Unit 1. This amendment is in response to your letter dated August 6, 1986. The other change requested in that letter for Catawba Unit 2 is still under staff review and will be addressed in future correspondence.

The amendment changes a license condition and Attachment 1 to NPF-35 to incorporate the recommendations and conclusions contained in the NRC staff's Safety Evaluation Report on Operability/Reliability of Emergency Diesel Generators Manufactured by Transamerica Delaval, Inc. published as NUREG-1216. The amendment is effective as of its date of issuance.

A copy of the related safety evaluation supporting Amendment No. 16 to Facility Operating License NPF-35 is enclosed.

Notice of issuance will be included in the Commission's next bi-weekly Federal Register notice.

Sincerely,

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Kahtan Jabbour, Project Manager
PWR Project Directorate #4
Division of PWR Licensing-A

Enclosures:

1. Amendment No. 16 to NPF-35
2. Safety Evaluation

cc w/encl:

See next page

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Mr. H. B. Tucker
Duke Power Company

Catawba Nuclear Station

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

DUKE POWER COMPANY

NORTH CAROLINA ELECTRIC MEMBERSHIP CORPORATION

SALUDA RIVER ELECTRIC COOPERATIVE, INC.

DOCKET NO. 50-413

CATAWBA NUCLEAR STATION, UNIT 1

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 16
License No. NPF-35

1. The Nuclear Regulatory Commission (the Commission) has found that:
 - A. The application for amendment to the Catawba Nuclear Station, Unit 1 (the facility) Facility Operating License No. NPF-35 filed by the Duke Power Company acting for itself, North Carolina Electric Membership Corporation and Saluda River Electric Cooperative, Inc., (licensees) dated August 6, 1986, complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act) and the Commission's regulations as set forth in 10 CFR Chapter I;
 - B. The facility will operate in conformity with the application, as amended, the provisions of the Act, and the regulations of the Commission;
 - C. There is reasonable assurance: (i) that the activities authorized by this amendment can be conducted without endangering the health and safety of the public, and (ii) that such activities will be conducted in compliance with the Commission's regulations set forth in 10 CFR Chapter I;
 - D. The issuance of this license amendment will not be inimical to the common defense and security or to the health and safety of the public;
 - E. The issuance of this amendment is in accordance with 10 CFR Part 51 of the Commission's regulations and all applicable requirements have been satisfied.

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2. Accordingly, Facility Operating License No. NPF-35 is hereby changed as follows:

A. Change paragraph 2.C.(20) to read as follows:

Transamerica Delaval, Inc. (TDI) Diesel Generators (Section 8.3.1 SSER #4, NUREG-1216)

Duke Power Company shall implement the TDI diesel requirements as specified in Attachment 1 into its maintenance and surveillance program. Attachment 1 is hereby incorporated into this license.

B. Change Attachment 1 to NPF-35 to read as follows:

Duke Power Company shall comply with the following requirements related to the TDI diesel engines for Catawba Unit 1.

1. Changes to the maintenance/surveillance program for the TDI diesel engines, as identified in the licensee's submittals of August 1 and September 11, 1986, shall be subject to the provisions of 10 CFR 50.59. The frequency of the major engine overhauls referred to in the license conditions below shall be consistent with Section IV.1. "Overhaul Frequency," in Revision 2 of Appendix II of the Design Review/Quality Revalidation Report which was transmitted by letter dated May 1, 1986, from J. B. George, Owners Group, to H. R. Denton, NRC.
2. Connecting rod assemblies shall be subjected to the following inspections at each major engine overhaul:
 - (a) The surfaces of the rack teeth should be inspected for signs of fretting. If fretting has occurred, it should be subject to an engineering evaluation for appropriate corrective action.
 - (b) All connecting rod bolts should be lubricated in accordance with the engine manufacturer's instructions and torqued to the specifications of the manufacturer. The lengths of the two pairs of bolts above the crankpin should be measured ultrasonically before and after tensioning.
 - (c) The lengths of the two pairs of bolts above the crankpin should be remeasured ultrasonically before detensioning and disassembly of the bolts. If bolt tension is less than 93% of the value at installation, the cause should be determined, appropriate corrective action should be taken, and the interval between checks of bolt tension should be reevaluated.

- (d) All connecting rod bolts should be visually inspected for thread damage (e.g., galling), and the two pairs of connecting rod bolts above the crankpin should be inspected by magnetic particle testing to verify the continued absence of cracking. All washers used with the bolts should be examined visually for signs of galling or cracking, and replaced if damaged.
 - (e) A visual inspection should be performed of all external surfaces of the link rod box to verify the absence of any signs of service-induced stress.
 - (f) All of the bolt holes in the link rod box should be inspected for thread damage (e.g., galling) or other signs of abnormalities. In addition, the bolt holes subject to the highest stresses (e.g., the pair immediately above the crankpin) should be examined with an appropriate nondestructive method to verify the continued absence of cracking. Any indications should be recorded for engineering evaluation and appropriate corrective action.
3. (a) Cylinder blocks shall be inspected for "ligament" cracks, "stud-to-stud" cracks and "stud-to-end" cracks as defined in a report by Failure Analysis Associates, Inc. (FaAA) entitled "Design Review of TDI R-4 and RV-4 Series Emergency Diesel Generator Cylinder Blocks" (FaAA report no. FaAA-84-9-11.1) and dated December 1984. (Note that the FaAA report specifies additional inspections to be performed for blocks with "known" or "assumed" ligament cracks.) The inspection intervals (i.e., frequency) shall not exceed the intervals calculated using the cumulative damage index model in the subject FaAA report. In addition, inspection methods shall be consistent with or equivalent to those identified in the subject FaAA report.
- (b) In addition to inspections specified in the aforementioned FaAA report, blocks with "known" or "assumed" ligament cracks (as defined in the FaAA report) should be inspected at each refueling outage to determine whether or not cracks have initiated on the top surface, which was exposed because of the removal of two or more cylinder heads. This process should be repeated over several refueling outages until the entire block has been inspected. Liquid penetrant testing or a similarly sensitive nondestructive testing technique should be used to detect cracking, and eddy current testing should be used as appropriate to determine the depth of any cracks discovered.
- (c) If inspection reveals cracks in the cylinder blocks between stud holes of adjacent cylinders ("stud-to-stud" cracks) or "stud-to-end" cracks, this condition shall be reported promptly to the NRC staff and the affected engine shall be considered inoperable. The engine shall not be restored to "operable status" until the proposed disposition and/or corrective actions have been approved by the NRC staff.

4. The following air-roll test shall be performed as specified below, except when the plant is already in an Action Statement of Technical Specification 3/4.8.1, "Electric Power Systems, A.C. Sources":

The engines shall be rolled over with the airstart system and with the cylinder stopcocks open before each planned start, unless that start occurs within 4 hours of a shutdown. The engines shall also be rolled over with the airstart system and with the cylinder stopcocks open after 4 hours, but no more than 8 hours, after engine shutdown and then rolled over once again approximately 24 hours after each shutdown. (If an engine is removed from service for any reason other than the rolling-over procedure before expiration of the 8-hour or 24-hour periods noted above, that engine need not be rolled over while it is out of service. The licensee shall air-roll the engine over with the stopcocks open at the time it is returned to service.) The origin of any water detected in the cylinder must be determined, and any cylinder head that leaks because of a crack shall be replaced. The above-air roll test may be discontinued following the first re-fueling outage subject to the following conditions:

- (a) All cylinder heads are Group III heads (i.e., cast after September 1980).
 - (b) Quality revalidation inspections, as identified in the Design Review/Quality Revalidation report, have been completed for all cylinder heads.
 - (c) Group III heads continue to demonstrate leak-free performance. This should be confirmed with TDI before air-roll tests are discontinued.
5. Periodic inspections of the turbochargers shall include the following:
- (a) The turbocharger thrust bearings should be visually inspected for excessive wear after 40 nonprelubed starts since the previous visual inspection.
 - (b) Turbocharger rotor axial clearance should be measured at each refueling outage to verify compliance with TDI/Elliott specifications. In addition, thrust bearing measurements should be compared with measurements taken previously to determine a need for further inspection or corrective action.
 - (c) Spectrographic and ferrographic engine oil analysis shall be performed quarterly to provide early evidence of bearing degradation. Particular attention should be paid to copper level and particulate size, which could signify thrust bearing degradation.

(d) The nozzle ring components and inlet guide vanes should be visually inspected at each refueling outage for missing parts or parts showing distress on a one-turbocharger-per-refueling-outage basis. In addition, these inspections should be performed for all turbochargers at each turbocharger overhaul (i.e., at approximately 5-year intervals). If any missing parts or distress is noted, the entire ring assembly should be replaced and the subject turbocharger should be reinspected at the next refueling outage.

3. This license amendment is effective as of its date of issuance.

FOR THE NUCLEAR REGULATORY COMMISSION

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Kahtan Jabbour, Project Manager
PWR Project Directorate No. 4
Division of PWR Licensing-A

Date of Issuance: October 21, 1986

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

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION
RELATED TO AMENDMENT NO.16 TO FACILITY OPERATING LICENSE NPF-35

CATAWBA NUCLEAR STATION, UNIT 1

DUKE POWER COMPANY, ET AL.

I. INTRODUCTION

By letter dated August 6, 1986, Duke Power Company, et al., (the licensee) proposed that License Condition 2.C.(20) of Catawba Unit 1 Facility Operating License NPF-35, Attachment 1 to NPF-35, and Attachment 1 to Catawba Unit 2 Facility Operating License NPF-52 be amended to incorporate the recommendations and conclusions contained in the NRC Staff's Safety Evaluation Report (SER) on Operability/Reliability of Emergency Diesel Generators Manufactured by Trans-america Delaval, Inc.," transmitted to the licensee by letter dated July 2, 1986. In August 1986, the essential portions of that SER were published as NUREG-1216. Thus, NUREG-1216 documents the staff's evaluation of the TDI Diesel Generator Owners Group Program.

NUREG-1216 states that:

"The staff concludes that implementation of the Owners Group recommendations plus additional actions as identified herein will establish the adequacy of the TDI diesel generators for nuclear standby service as required by General Design Criterion 17 of Appendix A to 10 CFR 50. The staff further concludes that these actions will ensure that the design and manufacturing quality of the TDI engines is within the range normally assumed for diesel engines designed and manufactured in accordance with 10 CFR 50, Appendix B. Continued reliability and operability of the TDI engines for the life of the facilities will be ensured by implementation of the maintenance/surveillance program described herein."

This amendment to NPF-35 approves for Catawba Unit 1 the main changes requested by the licensee in its letter of August 6, 1986. The amendment to NPF-52 requested for Catawba Unit 2 is still under staff review and is outside the scope of this amendment.

II. EVALUATION

1. License Condition for Catawba Unit 1

In NPF-35 as issued on January 17, 1985, License Condition 2.C.(20) regarding the TDI Diesel Generators stated that:

"Prior to startup following the first refueling outage, Duke Power Company shall implement the TDI Owners' Group recommendations."

Furthermore, Attachment 1 to NPF-35 as issued on January 17, 1985, stated that:

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"Prior to February 5, 1985, Duke Power Company (DPC) shall have implemented, to the satisfaction of the staff, the TDI diesel generator maintenance and surveillance program committed to in DPC letters dated July 16, October 9, and December 5, 1984, which is in accordance with the staff's SER transmitted to DPC by letter dated August 14, 1984."

The amendment to the above License Condition in NPF-35 would be accomplished by making it similar to License Condition 2.C.(11) of Catawba Unit 2 Facility Operating License NPF-52 issued on May 15, 1985, because the same issue is applicable to both Units. Thus, the proposed License Condition 2.C.(20) to be incorporated in NPF-35 would then read:

"Duke Power Company shall implement the TDI diesel requirements as specified in Attachment 1 into its maintenance and surveillance program. Attachment 1 is hereby incorporated into this license."

The amendment to NPF-35 Attachment 1 would be accomplished by using the applicable sample license conditions as stated in Appendix B of NUREG-1216. Attachment 1 would then read:

"Duke Power Company shall comply with the following requirements related to the TDI diesel engines for Catawba Unit 1.

1. Changes to the maintenance and surveillance program for the TDI diesel engines, as identified in the licensee's submittals of August 1 and September 11, 1986, shall be subject to the provisions of 10 CFR 50.59.

The frequency of the major engine overhauls referred to in the license conditions below shall be consistent with Section IV.1, "Overhaul Frequency," in Revision 2 of Appendix II of the Design Review/Quality Revalidation Report which was transmitted by letter dated May 1, 1986, from J. B. George, Owners Group, to H. R. Denton, NRC.

2. Connecting rod assemblies shall be subjected to the following inspections at each major engine overhaul:
 - (a) The surfaces of the rack teeth should be inspected for signs of fretting. If fretting has occurred, it should be subject to an engineering evaluation for appropriate corrective action.
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2. Justification for the Proposed Changes

As discussed in NUREG-1216, the staff has concluded that resolution of the TDI diesel generator issue involves implementation of an acceptable Phase I program as identified in Section 2.1 of NUREG-1216, an acceptable Phase II program as identified in Section 2.2 of NUREG-1216, and implementation of an acceptable maintenance and surveillance program as identified in Section 2.3 of NUREG-1216. The licensee's implementation of each of these phases is discussed below.

(a) Resolution of Phase I

Phase I relates to the resolution of known generic problem areas intended by the Owners Group to serve as a basis for the licensing of plants during the period before completion of Phase II of the Owners Group program. By letters dated August 1, and September 11, 1986, the licensee responded, among other things, to the items in Section 2.1 of NUREG-1216. The licensee's submittals documented past actions and provided the necessary commitments for all items required by Section 2.1 of NUREG-1216. The staff has reviewed these submittals and finds that the licensee has met Section 2.1 of NUREG-1216 requirements for an acceptable Phase I program.

(b) Resolution of Phase II

Phase II relates to design review/quality revalidation of a large set of important engine components to ensure that their design and manufacture, including specifications, quality control and quality assurance, and operational surveillance and maintenance, are adequate. By letter dated November 4, 1985, the licensee documented the Design Review and Quality Revalidation (DR/QR) Review for Catawba Unit 1. The licensee transmitted the results of Quality Revalidation (QR) Inspections to the NRC staff by letters dated June 29, 1984 (diesel 1A), and July 6, 1984 (diesel 1B). As documented in these reports and the August 1, 1986, submittal, the licensee has completed Phase II of the Owners Group recommendations for Unit 1. By letter dated May 19, 1986, the licensee informed the staff of its actions related to three design modifications proposed by the Owners Group. The staff has reviewed these actions and finds that they provide acceptable alternatives for implementing the Owners Group recommendations. Furthermore, the staff finds that the licensee has met Section 2.2 of NUREG-1216 requirements for an acceptable Phase II program.

(c) Resolution of Maintenance and Surveillance Program

This program relates to expanded engine tests and inspections as needed to support Phases I and II. The licensee has implemented the maintenance and

surveillance recommendations developed by the Owners Group in Appendix II, Revision 2, of the DR/QR report for Catawba. Furthermore, the staff proposed the sample license conditions in NUREG-1216 to ensure adequate inspection of certain components. By letter dated August 6, 1986, the licensee proposed a license amendment for Catawba Unit 1 to incorporate the staff's proposed sample license conditions as they are applicable to Catawba Unit 1. The staff has reviewed the licensee's submittals and finds that the licensee has met Section 2.3 of NUREG-1216 requirements for an acceptable maintenance and surveillance program.

III. ENVIRONMENTAL CONSIDERATION

The amendment involves a change in use of facility components located within the restricted area as defined in 10 CFR Part 20 and changes in surveillance requirements. The staff has determined that the amendment involves no significant increase in the amounts, and no significant change in the types, of any effluents that may be released offsite and that there is no significant increase in individual or cumulative occupational exposure. The Commission has previously issued a proposed finding that the amendment involves no significant hazards consideration, and there have been no public comments on such finding. Accordingly, the amendment meets the eligibility criteria for categorical exclusion set forth in 10 CFR Section 51.22(c)(9). Pursuant to 10 CFR 51.22(b) no environmental impact statement or environmental assessment need be prepared in connection with the issuance of the amendment.

IV. CONCLUSION

The Commission made a proposed determination that the amendment involves no significant hazards consideration which was published in the Federal Register (51 FR 30561) on August 27, 1986, and consulted with the state of South Carolina. No public comments were received, and the state of South Carolina did not have any comments. We have concluded, based on the considerations discussed above, that: (1) there is reasonable assurance that the health and safety of the public will not be endangered by operation in the proposed manner, and (2) such activities will be conducted in compliance with the Commission's regulations, and the issuance of the amendment will not be inimical to the common defense and security or to the health and safety of the public.

Principal Contributor: Kahtan Jabbour, PWR#4/DPWR-A

Dated: October 21, 1986

October 21, 1986

AMENDMENT NO. 16 TO FACILITY OPERATING LICENSE NPF-35 -
CATAWBA NUCLEAR POWER STATION, UNIT 1

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Docket File

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