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DUKE POWER COMPANY

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Regulatory

File Cv.

POWER BUILDING 422 South Ghurch Street, Charlotte, N. C. 28201



Duke Power Company is filing herewith Amendment No. 30 to its Application for

Licenses for the Oconee Nuclear Station, which is under construction pursuant to provisional construction permits CPPR-33, -34, and -35 issued by the Commission on November 6, 1967. This filing includes three (3) signed original copies of the Amendment with attachments and seventy (70) copies of Revision No. 18 to the Oconee Final Safety Analysis Report, which was filed as Amendment No. 7 on June 2, 1969.

The Amendment is in a format designed to keep current the application and the Final Safety Analysis Report. Please insert the revised pages as replacements for existing pages in the seventy-three (73) copies of the Final Safety Analysis Report (Serial Nos. 1-73), as per the attached tabulation identified as FSAR Revision No. 18.

This revision to the FSAR includes responses to Mr. R. C. DeYoung's letters of December 6, 1971, which concerned the "Description of Cause and Correction of Damage to the Control Rod Drive Mechanisms During the Preoperational Testing of Oconee No. 1," report and January 26, 1972 which concerned separation of redundant instrumentation and control cables.

To address the letter of December 6, 1971, FSAR Section 3.2.4.3.1 was revised and Technical Specification 3.1.10 was added to set limits on the reactor coolant maximum permissible total gas concentration as a function of reactor coolant system pressure and temperature. Also, we confirm that the autoclave trips used to establish the threshold of damage as a function . of feet of water displaced by gas at 2,000, 400, and 0 psig were 100 percent withdrawal trips. With the exception of one control rod drive mechanism,

Dr. Peter A. Morris, Director Page 2 March 10, 1972

S/N-17, all control rod drive mechanisms identified in the above-mentioned report on Pages A-9 through A-33 will not be used in Oconee Unit 1.

The December 6, 1971 letter also requested that control rod drive mechanism minimum trip times be added with supporting bases to the Technical Specifications. The CRDM has been tested under normal temperature and pressure conditions with varying water levels in the mechanism. The results of these tests indicate that minimum trip time specification is not a practical method of determining that the mechanism is not full of water. The periodic venting of the highest point of the reactor head (center CRDM) will verify that gas accumulation during operation is not a problem.

To address the concerns of the letter of January 26, 1972, FSAR Section 8 has been revised.

Supplement 5, which had been initially submitted to apply to Unit 1 only, has been removed. The material previously included in Supplement 5 has been added to the body of the FSAR and now applies to Units 1, 2, and 3.

Sincerely,

A. C. Thies

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