

REPORT OF ABNORMAL OCCURRENCE AND/OR INCIDENT
NRC DISTRIBUTION FOR PART 50 DOCKET MATERIAL
 (TEMPORARY FORM)

CONTROL NO: **14113**
 FILE: INCIDENT REPORT FILE

FROM: Duke Power Co. Charlotte, N.C. William O. Parker		DATE OF DOC 12-18-75	DATE REC'D 12-22-75	LTR XXX	TWX	RPT	OTHER XXX
TO: Benard C. Rusche		ORIG 1 Signed	CC	OTHER	SENT AEC PDR SENT LOCAL PDR		
CLASS	UNCLASS XXX	PROP INFO	INPUT	NO CYS REC'D 1	DOCKET NO: 50-269/270 (287)		
DESCRIPTION: Ltr. re their ltr. 5-23-75 and our ltr. of 9-24-75....Furnishing additional info regarding Un-usual Event # 270/75-7 regarding measured reactor coolant flow.....				ENCLOSURES:			
PLANT NAME: Oconee 1, 2, 3				FOR ACTION/INFORMATION VCR 12-30-75			

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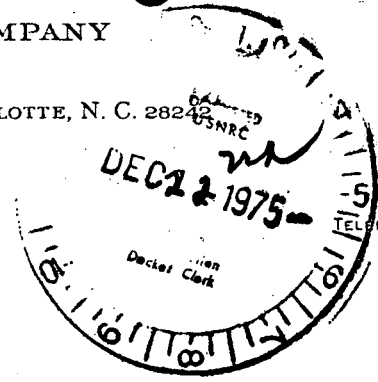
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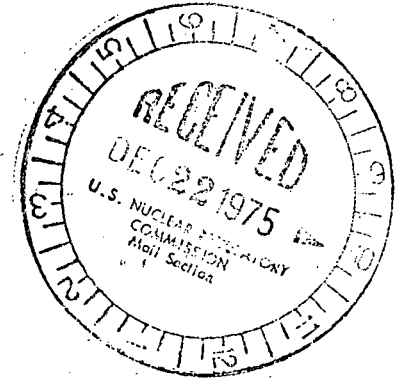
TELEPHONE: AREA 704
373-4083

December 18, 1975

Mr. Benard C. Rusche
Director of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Attention: Mr. R. A. Purple

Re: Oconee Nuclear Station
Docket Nos. 50-269, -270, -287



Dear Sir:

In a May 23, 1975 letter to Mr. Norman C. Moseley, NRC Office of Inspection and Enforcement Region II, a report of primary reactor coolant flow in excess of design value was reported as Unusual Event UE-270/75-7. It was stated that the value of primary reactor coolant flow at which fuel assembly lift could be expected to occur was 112.1 percent of design flow. This value did not include information which had been obtained from the Post-Irradiation Examination of Oconee Unit 1, Cycle 1 fuel. The measured reactor coolant flow for Oconee Unit 2 has been determined to be 111.5 percent of design flow.

Mr. R. A. Purple's letter dated September 24, 1975 requested that additional information be provided concerning the predicted margin to core lift. It was requested that the results of the post-irradiated analysis of Oconee Unit 1, Cycle 1 fuel be included in the predicted margin calculations. The requested information, which also supplements Unusual Event Report UE-270/75-7, is provided in the following discussion.

The maximum allowable system flow rate with respect to lift is dependent upon a number of parameters. These are holddown spring characteristics, fuel assembly characteristics, fuel assembly weight, whole core mix of different fuel assembly types, power level and core leakage flow. Therefore, the lift limit is not a simple function of holddown spring type, but must be calculated for each specific situation, taking into account all of these factors.

Mr. Benard C. Rusche

December 18, 1975

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Current calculations, which include feedback from Oconee Unit 1 holddown spring measurements made at the end of Cycle 1, indicate that fuel assembly lift will not occur below the following limits:

Maximum Allowable System Flow Rate (% of 352,000 GPM)

<u>Cycle</u>	<u>Unit 1</u>	<u>Unit 2</u>	<u>Unit 3</u>
1	---	112	115
2	112	113	116
3	112	113	116
4	116	120	120
5	120	120	120

As can be seen from the above data, the present margin to core lift is satisfactory, and this margin will be considerably increased as older fuel designs are replaced by the newer designs. In addition, the examinations requested of Oconee Unit 2 fuel assemblies to provide confirmatory evidence that fuel assembly motion is not occurring will be performed at the next scheduled refueling.

Very truly yours,

William O. Parker Jr.

William O. Parker, Jr. WAH

MST:mmb

CC Mr. Norman C. Moseley