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November 2, 1982

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Attention: Ms. E. G. Adansam, Chief
Licensing Branch No. 4

Re: Catawba Nuclear Station
Docket Nos. 50-413 and 50-414

Dear Mr. Denton:

On October 13, 1982, representatives from Duke Power Company met with the NRC/Power Systems Branch at the NRC's office in Bethesda, Maryland. The purpose of this meeting was to discuss open items related to the Power Systems review of the Catawba FSAR.

The attached meeting summary (Attachment 1) provides a brief summary of the discussion and the status of each of the agenda items. A list of attendees is provided as Attachment 2.

Very truly yours,

H. B. Tucker /mw

Hal B. Tucker

ROS/php
Attachment

cc: Mr. James P. O'Reilly, Regional Administrator
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

Mr. P. K. Van Doorn
NRC Resident Inspector
Catawba Nuclear Station

Mr. Robert Guild, Esq.
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cc: Palmetto Alliance
2135½ Devine Street
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Mr. Jesse L. Riley
Carolina Environmental Study Group
854 Henley Place
Charlotte, North Carolina 28207

Mr. Henry A. Presler, Chairman
Charlotte-Mecklenburg Environmental Coalition
943 Henley Place
Charlotte, North Carolina 28207

Attachment 1

NRC/Power Systems Branch
Review Meeting on Catawba FSAR
October 13, 1982

The following is a brief summary of the discussion and status of each of the agenda items:

430.60 Tornado missile protection for fuel oil storage and transfer system.

Following discussion of Duke's capability of refilling the fuel oil storage tanks, Duke agreed to revise the FSAR to provide further discussion of fill capabilities as well as the effects of tornado missiles on the fuel oil tank vents.

430.61 Fuel oil tank internal corrosion protection.

It was Duke's position that an internal tank coating would not be reliable if applied to the fuel oil tanks since the tanks were filled with fuel oil several years ago. Furthermore, adequate protection for the tanks is assured by the Technical Specifications which require that the tanks be kept essentially full and that the tanks be sampled for water and sediment. In addition, Duke discussed the systems provided for sampling and filtering the fuel oil.

Duke agreed to provide a revised response to this question which would address the various provisions for protecting the fuel oil storage tanks including an analysis of the potential for condensation inside the tanks.

430.62 Quality group classification and engine mounted piping design.

Part a - Duke agreed to provide a statement from Delaval indicating that the engine mounted piping is equivalent to B31.1

Part b - Various diesel components were discussed.

Tank fill - Duke stated that this is Class 3. The staff found this acceptable.

Strainer connection - Duke agreed to clarify.

Valves - The staff agreed to consider redundant level alarms, redundant trips or a dedicated operator in lieu of qualified valves in the fuel oil recirculation system.

Lube Oil Sump - Duke noted that the sump had sufficient capacity for seven days operation without refilling. This will be clarified in the FSAR. Duke also agreed to address the recommendations of IE Circular 80-05, Emergency Diesel-Generator Lubricating Oil Addition and Onsite Supply.

Air Starting System - Duke agreed to delineate which valves are engine mounted and which are not.

430.63 Conformance to ANSI N195 and Regulatory Guide 1.137.

Duke agreed to provide further discussion of the degree of conformance for the design of the fuel oil storage and transfer system.

In regards to sampling requirements, the staff noted that the V. C. Summer Technical Specifications reflected the NRC's current requirements. Duke agreed to review the Summer Tech Specs and then arrange for further discussions.

430.64 Effect of circulating water lines on fuel oil system.

Duke agreed to revise their response to further discuss the effects of a circulating water line break on the fuel oil system piping and electrical cables.

430.79 Diesel generator air starting description.

Duke discussed the qualification of the components of the starting air system and agreed to provide further discussion in the FSAR.

430.86 Diesel generator clean lube oil storage and transfer system description.

Following a discussion of design features and administrative controls for proper operation of the clean lube oil system, Duke agreed to address IE Circular 80-05 and to consider modification to the clean lube oil storage tank that would minimize the possibility of transferring water to the lube oil sump. The staff requested that Duke commit to include in-station procedures measures similar to those planned for protection of the fuel oil storage tank (i.e., periodic cleaning, water removal, and level maintenance).

430.89 Dust control.

Since the Catawba Diesel intakes are at essentially ground level, the staff requested a more detailed description of dust control measures during construction and operation (i.e., architectural features, cabinet design and administrative controls). Duke agreed to revise the response in the FSAR.

430.90 Diesel generator intake and exhaust protection from natural phenomena, fire, gases, etc.

Duke described the design features of the Diesel Generator Building Ventilation System that would preclude the back flow of smoke or carbon dioxide. Duke agreed to supplement the current FSAR response to discuss pressure drops and damper capacities of the ventilation system.

Following a discussion of measures to protect the diesel intake and exhaust structures from accumulations of ice, snow, or debris, the staff recommended that

Duke consider modifications to these structures that would provide for a horizontal intake/exhaust. Duke agreed to consider this approach. Duke further agreed to provide an analysis of the maximum 24 hour water accumulation in the intake structure (a redesign of the intake would negate this request).

430.98 Circulating water inleakage to condenser.

Duke has committed to follow the recommendations of the Steam Generator Owners Group as discussed in response to question 282.1. A copy of this response was provided to the staff.

430.104 Inservice inspection of the turbine bypass system.

The staff clarified their position stating that the condenser dump valves should be cycled (with the respective block valve closed) on a quarterly basis. Duke agreed to investigate the feasibility of this test. It was further agreed that this test would be performed only when the interval since the last unit startup would exceed the quarterly test interval since these valves are tested during each unit startup.

Other Items

Fuel oil delivery during adverse weather - Duke agreed to revise the discussion in FSAR Section 9.5.4.3 to address this concern.

Diesel generator operation during adverse environmental conditions - The staff requested that Duke provide the environmental parameters (temperature, barometric pressure and humidity) that were specified in the purchase specification. Duke was also asked to determine if the 1981-82 winter low temperature exceeded previous assumptions (FSAR Table 2.3.2-1) and if so, what impact that would have.

Duke agreed to provide revised FSAR responses to the above questions by the end of October, 1982.

Attachment 2

DUKE POWER COMPANY

Meeting with NRC on Power Systems Questions
10/13/82 - MNBB-611Q

Attendee	Organization
K. N. Jabbour	NRC/DL/LB#4
R. O. Sharpe	Duke Power
Robert J. Giardina	NRC/DSI/PSB
A. R. Ungaro	NRC/DSI/PSB
M. A. Miller	NRC/DL/LB#4
B. G. Foley	Duke Power
R. L. Misenheimer	Duke Power
P. M. White	Duke Power
J. M. Lines	Duke Power
M. L. Childers	Duke Power