

DUKE POWER COMPANY

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January 23, 1984

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

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

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

Dear Mr. Denton:

W. O. Parker, Jr.'s letter of April 30, 1981 requested an extension of time for completion of Catawba Nuclear Station Unit 1 to March 1, 1984. The current construction permit, CPRR-116, reflects this date. March 1, 1984 supported an August 1983 fuel loading.

As stated in W. O. Parker, Jr.'s letter of May 10, 1982, a reassessment of the Unit 1 schedule determined the need to postpone fuel loading from August 1983 to October 1984. The following factors contributed to the delay:

1. Productivity changes due to rework and design changes, and recognizing that productivity drops as the amount of remaining work decreases.
2. Increase in scope of commodity erection. This increase was due to the continuing high level of design additions and changes.
3. A higher than planned level of inspection and operability problems identified as systems were prepared for testing and turnover to Nuclear Production. This, in turn, extended the testing and turnover schedule logic duration.
4. An addition of approximately two months was added to the schedule between the start of Hot Functional Testing and Commercial Operation. This time was added based on McGuire Nuclear Station's experience and Westinghouse recommendations along with additional power escalation testing now required.

My letter of January 26, 1983 discussed a further evaluation of Catawba's Unit 1 schedule determining that a May 1, 1984 fuel loading was feasible. This improvement appeared possible due to the cancellation of two units at Cherokee Nuclear Station, the completion of McGuire Nuclear Station, and completing the safety changes required succeeding the Three Mile Island incident. These factors enabled Duke to shift more experienced workers to Catawba and finish construction with only a few anticipated delays.

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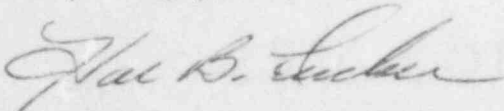
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Subsequent to that assessment, our performance indicates that these plans have a high probability of success. For example, the Steam Generator Hydrostatic Test began on April 14, 1983; the Reactor Coolant Hydrostatic Test started on June 4, 1983; Steam Generator Modifications were completed on September 21, 1983; the Hot Functional Test started on November 9, 1983 and was completed on January 3, 1984; and the Integrated Leak Rate Test started on January 9, 1984 and was completed January 19, 1984.

Therefore, it is requested that the completion date specified in CPRR-116 for Catawba Unit 1 be extended eight months to November 1, 1984. This date will provide contingency for the hearings scheduled before the Atomic Safety and Licensing Board (ASLB) and will support a May 1, 1984 fuel load date.

Very truly yours,



Hal B. Tucker

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