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HAL B. TUCKER VICE PRESIDENT NUCLEAR PRODUCTION

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TELEPHONE (704) 373-4531

Mr. James P. O'Reilly, Regional Administrator U. S. Nuclear Regulatory Commission Region II 101 Marietta Street, NW, Suite 2900 Atlanta, Georgia 30323

Re: Catawba Nuclear Station Units 1 and 2 Docket Nos. 50-413 and 50-414

Dear Mr. O'Reilly:

My letter of April 11, 1984 concerning Significant Deficiency No. 413-414/81-11 stated that all modifications and repairs for Unit 1 were completed and that Unit 2 repairs would be completed by June 15, 1984. Please find attached a supplemental response describing additional problems and corrective actions that will delay the completion of the Unit 2 work until August 15, 1984.

Very truly yours,

Hal B. Tucker

LTP/php

Attachment

cc: Director
Office of Inspection & Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

NRC Resident Inspector Catawba Nuclear Station

Palmetto Alliance 2135½ Devine Street Columbia, South Carolina 29205 INPO Records Center Suite 1500 1100 Circle 75 Parkway Atlanta, Georgia 30339

Mr. Robert Guild, Esq. Attorney-at-Law P. O. Box 12097 Charleston, South Carolina 29412

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Catawba Nuclear Station Supplement to Final Report Significant Deficiency Report No. 413-414/81-11

This problem concerns the failure of Borg-Warner Gate Valves to cycle due to the valve disc becoming wedged between the body guides. As previously reported, all Unit 1 valves affected by this problem were modified by Borg-Warner to correct the problem.

However, after modification by Borg-Warner, valve 2CAllA failed to cycle due to the disc becoming wedged between the body guides. This was documented on NCI 18439. The valve has subsequently been repaired and is now functioning correctly. It was determined that the problem resulted because Borg-Warner did not adequately modify the gate guides of this valve. All ten of the Unit 1 valves referenced on NCI 18439 have been cycled and were all found to operate correctly. The remaining Unit 2 valves must be tested, by stroking the valve several times with the EMO, to assure they were properly modified by Borg-Warner. The additional testing required to close this item will be completed by August 15, 1984 for all Unit 2 valves affected.