



PUBLIC SERVICE COMPANY OF COLORADO

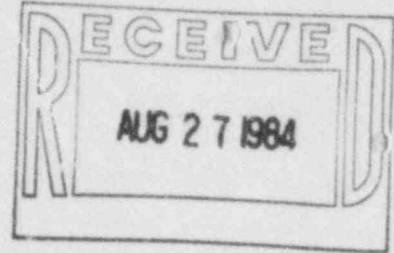
P. O. BOX 840 · DENVER, COLORADO 80201

OSCAR R. LEE
VICE PRESIDENT

August 22, 1984
Fort St. Vrain
Unit #1
P-84310

50-267

Mr. E. H. Johnson, Chief
Reactor Projects Branch 1
Region IV
Nuclear Regulatory Commission
611 Ryan Plaza Drive, Suite 1000
Arlington, TX 76011



SUBJECT: PCRV Pressurization
Above 100 PSIA

- REFERENCES: 1) G-84215, Johnson to Lee,
Dated June 28, 1984
- 2) P-84188, Lee To Johnson,
Dated June 26, 1984

Dear Mr. Johnson:

As recognized in your letter of June 28, 1984 (Reference 1), PCRV pressurization is required to facilitate moisture removal from the primary coolant helium. However, in accordance with our current agreement, we have been limited to 100 psia or less pending investigation and resolution of the experienced control rod scram failures (Reference 2). Moisture removal has progressed as far as possible under this condition and further PCRV pressurization is now required to continue the moisture removal process. Previous experience with the type of water ingress event experienced has shown that moisture removal from the bottom head Kaowool insulation can be enhanced significantly by increasing reactor coolant temperature, flow, and pressure. Therefore, we are requesting relief from the 100 psia restriction to allow for continued moisture removal.

This relief will not affect any of our previous commitments related to satisfactory resolution of the problems associated with the control rod scram functions and Nuclear Regulatory Commission approval prior to reactor startup.

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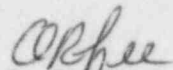
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Further PCRV pressurization would of course be accomplished in accordance with the Technical Specification requirements regarding operability of the PCRV safety valve, primary and secondary penetration closures, hold down plates, and penetration pressurization system, along with the restrictions on internal maintenance (Sections 4.2.7 and 4.5.2). As there are no Technical Specification requirements relating PCRV pressure to control rod operability (Section 4.1.2), and engineering judgement has not identified any safety concerns under the proposed or existing conditions, the requested relief is not seen to affect nor be impacted by the control rod scram failures.

If you have any questions or require any further clarifications, please contact Mr. Jack Gahm of my staff at (303) 785-2223. Your timely response on this matter would be appreciated.

Very truly yours,


O. R. Lee
Vice President
Electric Production

ORL/djm