

DUKE POWER COMPANY

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HAL B. TUCKER
VICE PRESIDENT
NUCLEAR PRODUCTION

TELEPHONE
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November 20, 1984

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

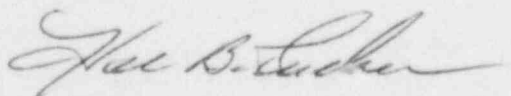
Attention: Ms. E. G. Adensam, Chief
Licensing Branch No. 4

Re: Catawba Nuclear Station
Docket No. 50-413
Technical Specification

Dear Mr. Denton:

Please find attached additional justification for granting the Amendment Request dated October 29, 1984 and supplemented by my letter of November 13, 1984. This additional justification includes a modification to the completion date for which it is anticipated that the Cathodic Protection System will be made operable.

Very truly yours,



Hal B. Tucker

RWO:slb

Attachments

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

Robert Guild, Esq.
P. O. Box 12097
Charleston, South Carolina 29412

NRC Resident Inspector
Catawba Nuclear Station

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cc: Mr. Jesse L. Riley
Carolina Environmental Study Group
854 Henley Place
Charlotte, North Carolina 28207

Palmetto Alliance
2135½ Devine Street
Columbia, South Carolina 29205

CATAWBA NUCLEAR STATION
CATHODIC PROTECTION

We are presently in the initial checkout, testing, and fine tuning stage for the Catawba Site Cathodic Protection System. One of the areas protected by this system includes the diesel fuel oil tanks and piping.

Our first priority is to fine-tune the Cathodic Protection System in the area of the Unit 1 diesel fuel oil tanks. Due to the congestion of piping in this area, there is only a slight possibility that the fine-tuning process might result in the installation of a Cathodic Protection System dedicated to the diesel fuel oil tanks and piping.

Due to the tedious, time consuming process normally required to fine-tune such a Cathodic Protection System, it is reasonable to expect that the system in the area of the diesel fuel oil tanks and piping will be fine-tuned and providing the desired levels of protection by June 1, 1985.

Therefore, we request an extension of the operational date for Cathodic Protection on the Unit 1 diesel fuel oil tanks and piping from issuance of the 5% power license to June 1, 1985. We believe that this request is reasonable because:

- 1) The level of corrosion activity at the site is in no way affected by the operation or inoperation of any of the plant systems, except the Cathodic Protection System itself.
- 2) The schedule extension requested for fine-tuning the Unit 1 diesel fuel oil tanks and piping area Cathodic Protection System will allow adequate time for completion of the testing and fine tuning of the system, and for the installation of remedial measures if any are found to be required.

We also believe that the level of corrosion which might have occurred to this point in time or will occur prior to June 1, 1985 on the diesel fuel tanks is of no concern because:

- 1) An ultrasonic test of a buried fuel oil storage tank at Duke's Lee Steam Station indicated a corrosion rate of 0.00021 inches/year. At that rate the 1/32 inch corrosion allowance would be used up in approximately 147 years. This tank had been in the ground for 34 years and does not have cathodic protection. The inspection of this tank was described in an October 2, 1984 letter from H. B. Tucker to H. R. Denton.

Based on this inspection, we would expect the natural corrosion experienced on the diesel fuel oil tanks at Catawba to be minimal and of no concern.

- 2) The soil resistivity in the area is relatively high which naturally deters corrosion activity.