

NOV 29 1983

Docket
File

50-413/414

12

MEMORANDUM FOR: Thomas M. Novak, Assistant Director for Licensing
Division of Licensing

FROM: R. Wayne Houston, Assistant Director for Reactor Safety
Division of Systems Integration

SUBJECT: ICSB INPUT FOR NEXT CATAWBA SSER

Plant Name: Catawba 1 & 2
 Docket No.: 50-413/414
 Licensing Status: OL
 Responsible Branch: LB #4
 Project Manager: K. Jabbour
 Review Branch: ICSB
 Review Status: Complete

DESIGNATED ORIGINAL

Certified By

Cheryl Thompson

The enclosed information is provided, as input for the next Catawba SSER, to close out Open Item 12 and Confirmatory Items 27 and 33 listed in the Catawba SER dated February 1983.

Original Signed By
R. Wayne Houston

R. Wayne Houston, Assistant Director
for Reactor Safety
Division of Systems Integration

Enclosure:
As stated

cc: R. Mattson
E. Adensam
K. Jabbour

Contact:
F. Burrows, ICSB
X29455

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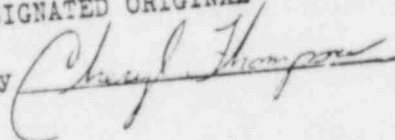
OFFICE	ICSB/DSI	ICSB/DSI	ICSB/DSI	ADRS/DSI		
SURNAME	F. Burrows:ct	T. Dunning	F. Rosa	R. Houston		
DATE	11/25/83	11/28/83	11/29/83	11/29/83		

7.4.2.4 LOSS OF BOTH RHR TRAINS RESULTING FROM A SINGLE INSTRUMENT BUS FAILURE

In the SER, the staff indicated that the applicant had been requested to provide the basis that, during decay heat removal, the loss of both RHR trains due to an instrument bus failure does not pose a safety significant issue. The applicants' letter of October 13, 1983 provided a description of their analysis which showed that under conservative assumptions adequate time well in excess of twenty minutes is available for the operator to take the necessary action to reestablish residual heat removal by either restoring power to at least one train of RHR or providing decay heat removal via the steam generators or the chemical and volume control system. Based on its review, the staff finds the design acceptable.

DESIGNATED ORIGINAL

Certified By



7.3.2.7 TEST OF ENGINEERED SAFEGUARDS P-4 INTERLOCK

In the SER, the staff indicated that the applicant was permanently installing a voltage indicator to facilitate testing of the P-4 interlock and minimize the possibility of accidental shorting or grounding of this safety system circuit. The applicant's letter of October 13, 1983 stated that the voltmeter installation has been completed. We therefore consider this matter closed.

7.6.2.3 UPPER HEAD INJECTION MANUAL CONTROL

In the SER, the staff indicated that the applicant would provide a safety-grade manual closure capability for the UHI accumulator isolation valves. The applicant's letter of August 1, 1983 provided electrical diagrams which detail the design modification and confirm the design change. We have reviewed the information provided and find it satisfactory. We consider this matter closed.