

APR 30 1975

Memo to File

Thru: D. L. Caphton, Senior Reactor Inspector
OIE:I, Reactor Operations Branch

OYSTER CREEK PARTIAL 8 x 8 FUEL LOADING - 1975 OUTAGE

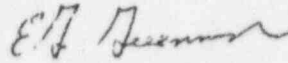
REFERENCE: MEMO TO FILE GREENMAN THRU CAPHTON DATED APRIL 17, 1975

J. T. Carroll called me at 3:45 p.m. April 28, 1975, to inform me that delays previously encountered in the refueling outage schedule had been picked up and that he intended to commence shutdown margin testing on the 4 to 12 p.m. shift April 28. Mr. Carroll stated that the PORC and GORB had reviewed the 8 x 8 fuel loading and low power physics testing with the conclusion that no unreviewed safety question existed. I did not address PORC and GORB review, but I informed Mr. Carroll that our posture with respect to the startup mode and pulling rods was unchanged. Mr. Carroll stated that this information was understood. I further stated that we would contact R.L. with respect to the JCP&L submittals and recontact the site before the end of the day.

We discussed the issue with Walt Paulson, the R. L. Project Manager. Walt informed me that he had asked GPU to send him a safety analysis which as of April 28, had not been received. Walt said that he would discuss the matter with his management and recontact IE. I recontacted the site and informed Carroll that I had no further information at that time. I also discussed my rationale again with Carroll. He acknowledged a clear understanding.

Subsequent to these conversations a conference call was set up with Messrs. Lear, Paulson, Brunner, Caphton, and Greenman, as a follow up to the call of Dreher to Lear. Topics discussed included Paulson's memorandum to file, dated February 10, 1975, ECCS criteria, startup definition and Regulatory Guide 1.68. Mr. Lear acknowledged that he supports IE:I recommendation with respect to startup definition. Following this conversation, Paulson recontacted E. J. Brunner and discussed the ECCS order to JCP&L dated December 27, 1974. The cover letter to the licensee clearly states that since the current analysis was based upon presently authorized fuel loading patterns, any modification of fuel design or core configuration which affects the basis for the analysis will require staff approval.

D. L. Caphton also contacted D. Ross, Manager Nuclear Generating Stations, and apprised him of the OIE:I position that Oyster Creek was not authorized to take the mode switch out of refuel with the partial loading of 8 x 8 Exxon fuel. Mr. Ross acknowledged this information stating that the mode switch would remain in refuel until this matter was resolved. Appropriate HQ contacts were made concerning this subject.



E. G. Greenman
Reactor Inspector

cc's: J. P. O'Reilly
E. J. Brunner
D. L. Caphton