

DUKE POWER COMPANY

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VICE PRESIDENT
NUCLEAR PRODUCTION

TELEPHONE
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May 31, 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 Nos. 50-413 and 50-414

Dear Mr. Denton:

On September 30, 1983 representatives from Duke Power Company and the NRC Staff met at the NRC's offices in Bethesda, Maryland to discuss License Condition 18, Internal Corrosion Protection for Fuel Oil Storage Tanks. Summaries of the meeting were documented in my letter of November 11, 1983 and in the Staff's memo dated November 25, 1983.

It has been Duke's position that appropriate design and operating features have been provided to minimize internal corrosion of the buried fuel oil tanks and that extensive experience has identified no problems with uncoated tanks.

In order to provide the NRC Staff with additional justification for not internally coating the fuel oil storage tanks at Catawba, a survey was conducted to assess the experience of other Duke facilities and local industry.

Duke Experience

Buried fuel oil storage tanks at Duke's Cliffside and Allen Steam Stations have been inspected. The Cliffside-5 lower fuel oil tank was inspected in April 1977. There was no sign of rust within the 50,000 gallon tank after six years of service. The two fuel oil storage tanks at the Allen Steam Station were cleaned during July 1964 following approximately seven years of service. These inspections revealed the interior surfaces to be in excellent condition with no evidence of rusting or pitting except in the access standpipe where light rusting had occurred.

Local Industry

A recent survey was conducted of local industries that owned large buried fuel oil storage tanks. Of the ten industries contacted, none had internally coated tanks and none had experienced problems with internal corrosion of the tanks. A list of the industries contacted is attached.

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Based on the previous submittals, meetings, and discussions with other owners of buried fuel oil storage tanks, it is concluded that internal corrosion of buried fuel oil storage tanks is not a safety-significant problem. It is therefore requested that this item be closed in a future supplement to the Catawba SER.

Very truly yours,

H. B. Tucker

Hal B. Tucker

ROS/php

Attachment

cc: Mr. James P. O'Reilly, Regional Administrator
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30303

NRC Resident Inspector
Catawba Nuclear Station

Mr. Robert Guild, Esq.
Attorney-at-Law
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Charleston, South Carolina 29412

Palmetto Alliance
2135 1/2 Devine Street
Columbia, South Carolina 29205

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

Mr. E. D. Grant
Gulf States Utilities Company
P. O. Box 2951
Beaumont, Texas 77704

Catawba Nuclear Station
Survey of Local Owners of Buried Fuel Oil
Storage Tanks
May 1984

Carolina Petroleum Dist.
4 - 30,000 gallon tanks
No internal coatings
No problems

F&R Oil Company
15,000 gallon tank
No internal coating
No problems (20-30 years)

Hardy Oil, Inc.
20,000 gallon tank
No internal coating
No problems

Memorial Hospital (Maintenance)
3 - 22,000 gallon tanks
1 - 5,000 gallon tank
1 - 4,000 gallon tank
1 - 400 gallon tank
No internal coating
No problems

Mercy Hospital (Maintenance)
4 - 20,000 gallon tanks
No internal coating
No problems

Frederickson Motor Express Corp.
8 - 10,000 gallon tanks
No internal coatings
No problems

Thurston Motor Lines (Mr. Finch)
12,000 gallon tank
8,000 gallon tank
6,000 gallon tank
probably no internal coating
no problems

Pilot Freight
1 - 10,000 gallon tank
3 - 8,000 gallon tanks
probably no internal coating
no problems

Charlotte/Douglas Airport (Maintenance)
10,000 gallon tank
5,000 gallon tank
probably no internal coating
only 1 problem with condensation
getting into 5,000 gallon tank

Presbyterian Hospital (Maintenance -
John Cannon)
4 - 25,000 gallon tanks (9 years old)
no internal coatings
no problems