

DUKE POWER COMPANY

P.O. BOX 33189  
CHARLOTTE, N.C. 28242

HAL B. TUCKER  
VICE PRESIDENT  
NUCLEAR PRODUCTION

TELEPHONE  
(704) 373-4531

December 26, 1985

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

Attention: Mr. B. J. Youngblood, Project Director  
PWR Project Directorate No. 4

Re: Catawba Nuclear Station, Units 1 and 2  
Docket Nos. 50-413 and 50-414  
Proof and Review Technical Specifications

Dear Mr. Denton:

This letter supplements information regarding Figure 3.2-3, "Reactor Coolant System Total Flow Rate Versus R" presented in my November 8, 1985 letter.

Section 3.2.3 of Revision 4 to the Standard Technical Specifications (STS) included an  $R_2$  factor.  $R_2$ , as defined in the STS, allowed for the inclusion of a penalty for rod bow on DNBR only. Thus, knowing the "as measured" values of  $F_{\Delta H}^N$  and RCS flow allowed for "tradeoffs" in excess of R equal to 1.0 for the purpose of offsetting the rod bow DNBR penalty (see attached STS Rev. 4 Figure 3.2-3 which clearly shows the operation region for  $R_2$ ).

Section 3.2.3 of Draft Revision 5 to the STS and the Catawba Technical Specifications have taken into account fuel rod bowing. Credit is provided in Figure 3.2-3 to offset the reduction in the generic margin associated with rod bow. The removal of the  $R_2$  factor has the effect of making operation outside the LOCA LIMIT line but inside the DNB LIMIT line unacceptable no matter what the actual Rod Bow Penalty is. Therefore, the DNB LIMIT line no longer serves a purpose and should be deleted from the Catawba Technical Specifications. This line should also be removed from the Draft Rev. 5 STS.

Very truly yours,

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PDR ADOCK 05000413  
P PDR

*H.B. Tucker*

Hal B. Tucker

RWO:slb

Attachment

*Add:*

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Mr. Harold R. Denton, Director  
December 26, 1985  
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cc: Dr. J. Nelson Grace, Regional Administrator  
U. S. Nuclear Regulatory Commission  
Region II  
101 Marietta Street, NW, Suite 2900  
Atlanta, Georgia 30323

NRC Resident Inspector  
Catawba Nuclear Station

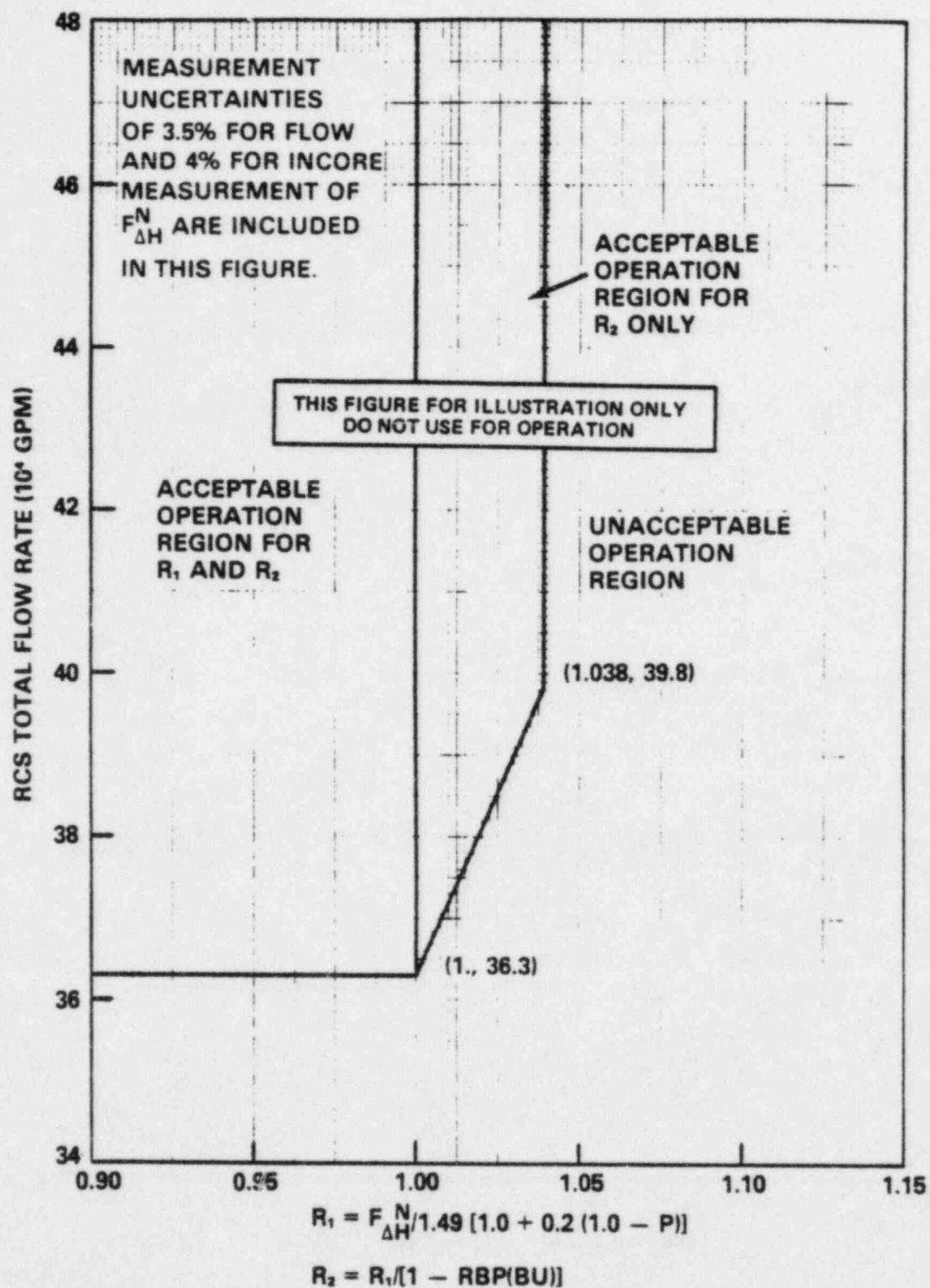


FIGURE 3.2.3 RCS TOTAL FLOWRATE VERSUS R — FOUR LOOPS IN OPERATION