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DOCKET NOS. 50-266, 50-301, AND 72-005
DRY STORAGE OF SPENT FUEL SUMMARY REPORT
POINT BEACH NUCLEAR PLANT, UNITS 1 AND 2

This letter provides the summary report required by Section 1.3.3, Interior VCC Surface Inspection, of Attachment A, Conditions For System Use, of the Dry Fuel Storage (DFS) Certificate of Compliance (C of C) for the Ventilated Storage Cask (VSC-24) system.

Section 1.3.3 requires that the Ventilated Concrete Cask (VCC) interior surfaces and the Multi-assembly Sealed Basket (MSB) exterior surfaces of the first Ventilated Storage Cask (VSC) placed in service at each site be inspected after every five years of service to identify potential air flow blockage and material degradation. A letter report summarizing the findings shall be submitted within 30 days. This letter transmits a summary report of the inspection of the first VSC placed in service at the Point Beach Nuclear Plant (PBNP) (VSC Serial Number WVSC-24-01). VSC Serial number WVSC-24-01 was placed in service at PBNP on December 16, 1995.

On June 19, 2001, a remote visual inspection of the VCC interior surfaces was performed. Surfaces inspected included the VCC cooling air flow paths, the VCC liner interior and the MSB exterior. The summary report concludes: (1) the VSC cooling paths were free of air flow blockage; (2) the VCC interior surfaces and the MSB exterior surfaces were in good condition and considered to be normal for the VSC service environment and the specified materials of construction described in the SAR; and, (3) that no degradation mechanisms affecting system performance were identified. A more detailed description of the inspection is included as Attachment 1.

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SUMMARY OF COMMITMENTS

This letter contains no new commitments and no revisions to existing commitments.

Sincerely,

A handwritten signature in black ink, appearing to read "T. J. Webb", written in a cursive style.

T. J. Webb
Director, Licensing

LAS/jlk

Attachment

cc: Administrator, Region III, USNRC
Project Manager, NRR, USNRC
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ATTACHMENT

Nuclear Management Company
Point Beach Nuclear Plant
Dockets 72-005, 50-266, 50-301

**DRY STORAGE OF SPENT FUEL
SUMMARY REPORT**

DRY STORAGE OF SPENT FUEL SUMMARY REPORT

PURPOSE

This report summarizes the results of the Ventilated Concrete Cask (VCC) interior surface inspection conducted on Ventilated Storage Cask (VSC) Serial number WVSC-24-01, the first VSC-24 cask placed in service at Point Beach Nuclear Plant (PBNP). The VCC interior surfaces and the Multi-assembly Sealed Basket (MSB) exterior surfaces of the first VSC placed in service are required to be inspected after every five years in service. The requirements are delineated in Section 1.3.3 of the VSC-24 Certificate of Compliance.

DISCUSSION

The VSC air flow cooling path surfaces that were inspected are the VCC air inlet and air outlet assemblies, the VCC interior, and the MSB exterior. The VCC inlet, outlet, and interior surfaces are coated with Carboline Carbo Zinc (CZ)-11 inorganic zinc primer, and the MSB exterior surfaces are coated with a two-part coating system consisting of a CZ-11 base coat and a Keeler and Long E-1-7155 epoxy enamel top coat.

The inspection was conducted under the direction of the Nondestructive Evaluation (NDE) group at PBNP. The services of Everest VIT, a remote imaging technology company, were used in conducting the exam. Everest VIT had previously conducted the five-year inspection of the first cask loaded at the Palisades Plant. A VT level II NDE inspector conducted the exam, with results reviewed on site by a VT level III qualified person.

Inspection Equipment

The inspection was performed with a Visual Inspection Technologies FC400 Video probe (10mm diameter x 20 ft long x 4-way articulating video probe 4mm f1.4 lens) using a FC400 300W light source to illuminate the surfaces for inspection. A monitor was used to view the surfaces and a Super Video Home Systems (SVHS) recorder was used to provide a video record of the inspection.

Inspection Methodology

Access for the inspection of the VCC interior and the MSB exterior surface was achieved through the four (4) VCC air outlet assemblies located near the top of the VCC. The video probe was inserted through the screen on the outside of the air outlet assemblies then lowered down through the annulus area between the VCC liner interior and the MSB exterior surface. The probe continued to be lowered through the air inlet hole in the floor of the VCC and on into the air inlet assembly.

Inspection Results

The results are summarized below for the VSC cooling path (inlet, annulus, outlet) surfaces inspected.

Air Inlet Assembly Interior Surfaces

The air inlet assemblies, from the protective screen to the air inlet hole in the floor of the VCC, were found to be free of blockage. The surfaces remain coated with no evidence of loss of coating or onset of corrosion. In some "corner" areas out of the flow of the air stream, a few dead flies and some wispy cobweb-type material is evident, but this creates no adverse effect.

Air Outlet Assembly Interior Surfaces

The air outlet assemblies from the protective screen to the VCC/MSB annulus were free of blockage. The surfaces remain coated with no evidence of loss of coating or onset of corrosion.

VCC/MSB Annulus

The VCC/MSB annulus from the air outlet assemblies to the air inlet hole in the floor of the VCC was free of blockage.

- VCC Liner Interior Surface

The VCC liner interior surface remains coated with no evidence of loss of coating or onset of corrosion. Some streaking on top of the coating in the vertical direction was evident, and can be attributed to some ingress of water containing cementitious residue during the concrete pour of the VCC during construction. There is no adverse effect from this streaking.

- MSB Exterior Surface

The MSB liner exterior surface remains coated with no evidence of loss of coating or onset of corrosion. In some areas, streaking on top of the epoxy coating in the vertical direction was evident, and can best be attributed, by our judgement, to slight soapy residue remaining on the MSB after decontamination following removal of the MSB from the Spent Fuel Pool during the loading process. There is no adverse effect from this streaking.

SUMMARY EVALUATION

Evaluation of the results from the VCC interior inspection on VSC Serial Number WVSC-24-01 after five years of service indicates the following:

- The internal air flow paths inside the VCC were found to be free of obstruction. This is consistent with daily thermal performance monitoring data. Thus, there is indication that the thermal performance of the cask has not degraded and that the cask is operating properly.

- The MSB shell exterior is in excellent material condition with no evidence of loss of coating or corrosion activity.
- The VCC liner interior surface is in excellent material condition with no evidence of loss of coating or corrosion activity.
- The very minor foreign materials found during the inspection, described above, are of no concern as they neither affect the air flow stream into, around, and out of the cask, nor do they pose any threat to the material condition of the VSC-24 system.

CONCLUSION

The VSC cooling paths were found to be free of air flow blockage. The VCC air inlet and air outlet assemblies, the VCC interior surface, and the MSB exterior surface were inspected and were found to be in excellent condition. The inspection did not identify any degradation mechanisms affecting system performance.

The VSC was found to be performing as described in the SAR and no additional degradation mechanisms affecting system performance were identified.