

Exelon

Nuclear

I.2.3

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 Date: 7/24/01

Urgent For Review Please Comment Please Reply Please Recycle

Comments:

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CONDITION REPORT

CR#: D2001-03684

ORIGINATOR

TITLE Discrepancy in Spent Fuel Storage Cask MPC#007
 EVENT DATE 07/12/2001 EVENT TIME 10:00
 DISCOVERY DATE 07/12/2001 DISCOVERY TIME 10:00
 UNIT 01 UNIT MODE N % POWER N/A SYSTEM 97
 FACILITY DRE EMP TYPE B LOCATION OTHER
 DISCOVERED BY Mike Nakashima
 EQUIPMENT RELATED:
 EPN 2/3-0874-3 MODEL#: Serial Number 0 MANUFACTURER: Holtec International
 EQUIP NAME: MPC 68 LIMITS EXCEEDED: Configuration

OCCURRED/DISCOVERED WHILE PERFORMING:

AR#	WR# 000321101	WR TASK# 03
SURV #	RWP #	CHL/RIN #
OOS #	PCE #	OTHER
		OTHER DESCRIPTION

CONDITION DESCRIPTION/RECOMMENDED IMPROVEMENT

While preparing the spent fuel cask Multi-Purpose Canister (MPC) for fuel loading, spacers were being placed in the bottom of each fuel cell in the MPC. Prior to spacer placement, a visual observation of each cell was being performed. An object was observed in cell 52. Initial evaluation concluded that the spacer would not fully seat in the bottom of the cell. The cell depth is approximately 14 feet.

A survey with a camera revealed a piece of metal in the bottom of the cell. The metal could not be removed using conventional means.

Work location was on the Reactor Building Refuel Floor cask decon pad. Cask is intended for storage on the Interim Spent Fuel Storage Installation (ISFSI).

KNOWLEDGEABLE PERSONS Richard Ralph, Ben Christel

IMMEDIATE ACTION TAKEN

Did not place bottom spacer in the cell. Contacted Supervisor.

AR #	WR #	WR TASK#
TIF/TRR #	PROCEDURE #	ER #
HOLD TAG #	REJECT TAG #	

JUL-24-01 08:09am FROM-EALUN

↑63065/432/

1-222 P.003/008 F-486

ORIGINATOR Ken Purdy

EXT 3571

DEPT OI:H

ORIGINATED DATE 07/12/2001

07/18/2001 1:22:37 PM

CONDITION REPORT (Cont'd)

CR #: D2001-03684

SUPERVISOR

CONDITION STATEMENT

The material discovered in the bottom of cell 53 rendered the MPC not usable at this time pending a more detailed review.

WHY IT HAPPENED

The camera survey of the bottom of the cell revealed a piece of metal. The piece of metal could not be dislodged using hand tools. The piece of metal appears to be beneath the fuel basket. The fuel basket is the MPC internal structure that holds the fuel. Visual inspection of the adjacent space in the MPC revealed a vertical piece of metal that slanted toward the fuel basket until contacting it at the bottom of the MPC.

Conversation with the supplier, Holtec, identified a possible cause to be an Aluminum heat conducting insert. The heat conducting insert is placed in the MPC prior to final assembly. Then the fuel basket is lowered into the MPC. Apparently an aluminum insert or some other metal was caught beneath the fuel basket during final assembly.

PROPOSED SOLUTION

The MPC will not be used until a detailed assessment can be completed. The MPC will be removed from the transfer cask and replaced with another one.

This condition extends to all MPCs supplied by Holtec. Therefore the next MPC to be used will be inspected for similar conditions. There are seven MPCs already delivered to Dresden, serial numbers 8,9,16,17,18,19 and 20. Recommend an ATI assigned to R. Ralph, due 8/24/01 to inspect MPC serial numbers 8,9,16,17, 19 and 20 for foreign material and internal configuration. This inspection may be documented on DFP 0800-75, HI-STAR 100 and MPC Receipt Inspection.

Recommend ATI to Christel, due 8/10/01, to revise DFP 0800-75, HI-STAR 100 and MPC Receipt Inspection, to include a more detailed internal MPC inspection.

Recommend that a more detailed evaluation of the safety significance of this discrepancy be made and a review of reportability under 10 CFR 72.75(b)(2), regarding defects in an ISFSI SSC that is important to safety. This is comparable to a 10 CFR 21 report.

SIGNIFICANCE LEVEL 2

EVALUATION CLASS C

SHIFT MGR/SRO REVIEW REQUIRED Yes

DEFENSE N/A

PRECURSOR N/A

SUPERVISOR Richard O Ralph

DATE 07/12/2001

SHIFT ENGINEER/SRO DESIGNEE REVIEW

REPORTABLE IF YES, REPORTABILITY MANUAL SECTION AND
 INITIATE A "NON" WITHIN ONE WORKING DAY
 NO YES

EQUIPMENT OPERABLE? NO YES OPERABILITY DOCUMENTATION NO YES
 N/A (CONTACT ENGINEERING FOR
 OPERABILITY DOCUMENTATION)

LCOAR # ENTERED

FFD CONCERN? NO YES QUARANTINE NO YES

PROMPT INVESTIGATION NO YES ATTACHMENTS NO YES

COMMENTS

Reviewed item for reportability. Ref reportability manual section 1.20 and 1.24 and 10 CFR 50.72. There is no fuel in the cask, it was being prepared for use. Reg assurance review above defect and report per section 1.24 if revealed as a reportable under this section.

SHIFT ENGINEER/DESIGNEE Richard E GadboisDATE 07/12/2001

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