

NRC FORM 699 (9-2003)		U.S. NUCLEAR REGULATORY COMMISSION		DATE 02/02/2009
CONVERSATION RECORD				TIME 3:00pm
NAME OF PERSON(S) CONTACTED OR IN CONTACT WITH YOU Stefan Anton, Tammy Morin, Debu Mitra Majumdar		TELEPHONE NO. 856-797-0900		TYPE OF CONVERSATION <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input checked="" type="checkbox"/> TELEPHONE <input type="checkbox"/> INCOMING <input checked="" type="checkbox"/> OUTGOING
ORGANIZATION HOLTEC INTERNATIONAL INC.				
SUBJECT HI-STAR 60 and HI-STAR 180 THERMAL ISSUES				
SUMMARY (Continue on Page 2)				
NRC ATTENDEES: JoAnn Ireland, Peter Lien, Nathan Sanfilippo, Pierre Saverot				
<p>During the January 21, 2009 meeting with Holtec on the HI-STAR 180 package application, staff raised a question on the new temperature profile reduced by 10 to 20 degrees C across the entire cask. The question was not satisfactorily answered due to time constraints during the meeting.</p> <p>This teleconference call was set up to (i) have a full explanation of the changes made to achieve a "cooler" design, (ii) progress on the acceptance review of the HI-STAR 180 package application and (iii) facilitate at the same time the current review of the HI-STAR 60 package.</p> <p>Holtec explained the following:</p> <ul style="list-style-type: none"> - Density, specific heat and a conservative thermal conductivity of the honeycomb crushed material is now available and used for the impact limiters while aluminum properties and thermal conductivity of air were previously used. - A bright annealed stainless steel overlay is now specified for all impact limiter exposed surfaces with an emissivity (absorbivity) of 0.25 while an emissivity of 0.587 was previously used for the impact limiter outer surfaces. - An insulating board is now placed between the impact limiter and the cask ends to provide sufficient margins of safety for the lid seals. <p>No changes were made to the thermal radiation models. The Fuel Impact Attenuator was not modeled thermally and there is helium in that space. The thermal conductivity of the impact limiter is assumed to be that of air in the weakest direction (radial direction) while the thermal conductivities in the axial and tangential directions are that of the crushed material.</p>				
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ACTION REQUIRED None				
NAME OF PERSON DOCUMENTING CONVERSATION Pierre Saverot		SIGNATURE 		DATE 02/04/2009
ACTION TAKEN				
TITLE OF PERSON TAKING ACTION		SIGNATURE OF PERSON TAKING ACTION		DATE