

NRC FORM 699 (9-2003)		U.S. NUCLEAR REGULATORY COMMISSION		DATE
CONVERSATION RECORD				07/21/2011
				TIME
NAME OF PERSON(S) CONTACTED OR IN CONTACT WITH YOU		TELEPHONE NO.		TYPE OF CONVERSATION <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input checked="" type="checkbox"/> TELEPHONE <input checked="" type="checkbox"/> INCOMING <input type="checkbox"/> OUTGOING
Jayant Bondre, Ahmad Salih and Kamran Tavassoli		410-910-6541		
ORGANIZATION				
Transnuclear				
SUBJECT				
Concrete Cracking in Spent Fuel Storage Modules				
SUMMARY (Continue on Page 2)				
<p>Transnuclear (TN) called in response to an e-mail from Chris Allen to Kamran Tavassoli on June 29, 2011. The e-mail, which briefly outlined the situation of the Three Mile Island Unit-2 (TMI-2) Independent Spent Fuel Storage Installation (ISFSI) reported in ML11097A028 (page 12 of Enclosure 2), was reviewed to provide a starting point for the telephone call. TN was then informed that they had been contacted in the hope of obtaining insight into how pervasive the problem of cracking concrete in spent fuel storage modules might be not only because they are a major supplier of concrete Horizontal Storage Modules (HSMs), but also because they held the license for the HSMs utilized at the TMI-2 ISFSI. TN was informed that a review of drawings for their licensed designs appeared to indicate that the use of thru hole penetrations in the roof slab was a unique design feature of the TMI-2 HSMs. They were then queried as to the accuracy of this assessment.</p> <p>TN responded that, although the TMI-2 HSMs were unique in design, the use of thru hole penetrations in HSM roof slabs was used in other designs. TN explained that the HSM design (Docket 72-1004) employed in Idaho had been modified to employ thru hole bolt penetrations to secure the roof to the HSM body in lieu of the original bracket and bolt system which is located on the interior of the HSM. TN stated that they had tried to obtain more information on the TMI-2 ISFSI concrete cracking situation and to offer their services, but the Department of Energy apparently had not required their assistance. TN went on to say that thru hole penetrations in the HSM roof slab is standard for another of their HSM designs (Docket 72-1029), but that they had not been notified of cracking problems with their customer in southern California utilizing the Docket 72-1029 HSM design. They also mentioned that the ISFSI located at the Millstone plant used a Docket 72-1004 design which had been modified to use thru hole penetrations similar to those in the Docket 72-1029 design, and that they were working to resolve issues with cracks at a single location in the roof slab of one HSM at the Millstone ISFSI.</p> <p>Finally, TN announced they were evaluating the need to include aging management recommendations as part of their future license renewal efforts for Docket 72-1004. The call was concluded at approximately 4:30 P.M. EST.</p>				
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ACTION REQUIRED				
NAME OF PERSON DOCUMENTING CONVERSATION		SIGNATURE		DATE
Chris Allen		<i>William C. Allen</i>		07/22/2011
ACTION TAKEN				
TITLE OF PERSON TAKING ACTION		SIGNATURE OF PERSON TAKING ACTION		DATE