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January 19, 1983

Director, Office of Nuclear Reactor Regulation
Attention: D. M. Crutchfield, Chief
Operating Reactors Branch No. 5
Division of Licensing
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

Gentlemen:

Subject: Docket No. 50-206
NUREG-0612, Control of Heavy Loads at Nuclear Power Plants
San Onofre Nuclear Generating Station
Unit 1

References:

1. Letter, D. G. Eisenhut, NRC, to All Licensees of Operating Plants, Control of Heavy Loads, December 22, 1980

2. Letter, K. P. Baskin, SCE, to D. M. Crutchfield, NRC, NUREG-0612, Control of Heavy Loads at Nuclear Power Plants, February 5, 1982

3. Letter, K. P. Baskin, SCE, to D. M. Crutchfield, NRC, NUREG-0612, Control of Heavy Loads at Nuclear Power Plants, April 1, 1982

4. Letter, K. P. Baskin, SCE, to D. M. Crutchfield, NRC, NUREG-0612, Control of Heavy Loads at Nuclear Power Plants, July 6, 1982

5. Letter, K. P. Baskin, SCE, to D. M. Crutchfield, NRC, NUREG-0612, Control of Heavy Loads at Nuclear Power Plants, Supplemental Information, October 21, 1982

6. Letter, R. W. Krieger, SCE, to D. M. Crutchfield, NRC, NUREG-0612, Control of Heavy Loads at Nuclear Power Plants, October 5, 1982

7. Letter, D. M. Crutchfield, NRC, to R. Dietch, SCE, Control of Heavy Loads, NUREG-0612, San Onofre Unit 1, August 3, 1982

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Reference 1 forwarded to us the request for additional information on the control of heavy loads and NUREG-0612, Control of Heavy Loads at Nuclear Power Plants. We responded to this request by the information transmitted in References 2, 3, and 4, with the interim, six-month and nine-month reports respectively. Reference 5 provided you with additional information as our Supplemental Information Report (SIR). We have defined action items which will be implemented to decrease the probability of a load handling incident at San Onofre Unit 1. As indicated in Reference 6, we have already implemented the crane and load handling procedures for San Onofre Unit 1 as of October 1, 1982.

The purpose of this correspondence is to provide you with the status of the three remaining action items. References 3 and 4 provided you with the six and nine-month reports and defined all of the actions necessary to upgrade our cranes, lift rigs, and structures to meet the requirements of NUREG-0612. The following schedule information is offered on the remaining modifications at San Onofre Unit 1.

1. Reference 3 indicated that the trolley stops may not meet the current CMAA-70 requirements. We stated in Reference 5 that these stops have been verified to perform adequately through their operating history. Reference 7 stated that: "CMAA-70, Article 4.12 provides substantial guidance for the design and installation of bridge and trolley bumpers and stops for cranes which operate near the end of bridge and trolley travel. No similar guidance is provided in EOCI-61. This variation is not expected to be of significance for cranes subject to this review since these cranes are not expected to be operated under load at substantial bridge or trolley speed near the end of travel. Further, the guidance of CMAA-70 constitutes the codification of the same good engineering practice that would have been used in the design of cranes built to EOCI-61 specifications." We are in agreement with this assessment and do not see a need to modify the crane stops. Therefore, no modifications to the crane trolley stops are planned.

2. Reference 4 indicated that lift rigs will be constructed for the reactor coolant pump motors and equipment hatches in containment in order to reduce the probability of a load drop. We have completed conceptual engineering, and we are currently preparing bid specifications for this modification, which will require compliance with NUREG-0612 and ANSI N14.6-1978. We will advise you of an exact completion date when the proposals are received, evaluated and a contract awarded to the successful bidder. It is currently expected that we will complete our bid evaluation and issue a purchase order to the successful bidder by September 1, 1983, at which time we will advise you of the completion date for this modification.

3. Reference 4 indicated that the north turbine deck will require a modification to enable certain heavy loads to be carried onto the safe load path area without having the potential to affect systems and equipment under the deck. We have completed conceptual engineering and have determined that a steel decking material will be installed under the turbine deck to preclude interaction of any scabbed concrete with the systems under the turbine deck. We intend to integrate the installation of the steel decking material with those modifications identified during the SEP Integrated Assessment, currently expected to be completed approximately mid-1983. Accordingly, we will advise you at that time of the completion date for the installation.

If you have any questions regarding the above discussed schedule, please let me know.

Very truly yours,

RW Krieger for KP Baskin