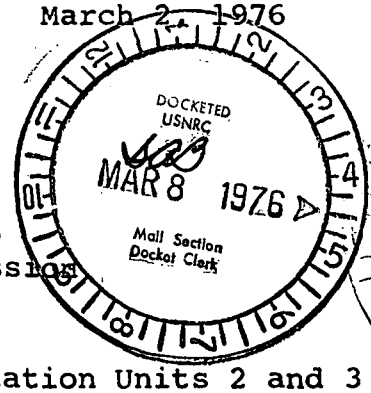
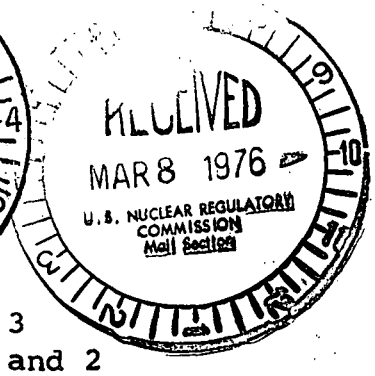
Commonwealth Edison
One First National Plaza, Chicago, Illinois
Address Reply to: Post Office Box 767
Chicago, Illinois 60690

Regulatory File Cy.

March 2, 1976





Mr. Dennis L. Ziemann, Chief
Operating Reactors - Branch 2
Division of Operating Reactors
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Subject: Dresden Station Units 2 and 3
Quad-Cities Station Units 1 and 2
Supplement to Dresden Station Special Report No. 41 and Quad-Cities Station Special Report No. 16, "Reactor Building Crane and Cask Yoke Assembly Modifications",
NRC Docket Nos. 50-237, 50-249, 50-254 and 50-265

Dear Mr. Ziemann:

In response to your letter of January 30, 1976, Commonwealth Edison proposes the following test and inspection procedure which meets the requirements of Section 3.f of the Branch Technical Position 9-1. This supplements the previous commitments in G. A. Abrell's letter of December 8, 1975.

3.f Tests and Inspections

As part of normal plant operations, the fuel handling equipment is inspected for operating conditions prior to each refueling operation. During the operational testing of this equipment, procedures are followed that will affirm the correct performance of the fuel handling system interlocks.

The spent fuel cask crane's redundant main hoist ropes shall be inspected and if required, replaced to assure compliance with ANSI B30.2.0 and with Whiting Corporation's recommendations. The inspection requirements of ANSI B30.2.0 and of Whiting are as follows:

ANSI B30.2.0

All running ropes which are in continuous service should be visually inspected once each working day. For continuous long-term periods of operation, a thorough inspection of all ropes shall be made at least once a month and a full written, dated, and signed report outlining rope condition should be kept

on file. Any signs of rope deterioration which could cause a loss of rope strength, such as those outlined below, shall be noted in the report and a determination made as to whether further use of the rope would create a safety hazard.

a. Reduction of rope diameter below the nominal diameter due to loss of core support, internal or external corrosion, or wear of outside wires

b. A number of broken outside wires and the distribution of the broken wires

c. Excessive wear of outside wires

d. Corroded or broken wires at the rope end connections

e. Corroded, cracked, bent, worn, or improper rope end connections

f. Severe rope kinking, crushing, cutting, or unstranding

Whiting Corporation

Replacement of the rope should be considered when any of the following conditions are present:

a. Twelve (12) randomly distributed broken wires in one lay or four broken wires in one strand of one rope lay

b. Wear of one-third the original diameter of outside individual wire

c. Kinking, crushing, or any other damage resulting in distortion of the rope

d. Evidence of any type of heat damage

e. Reductions from nominal diameter of more than 1/16 inch for a rope diameter from 7/8 inch to 1-1/4 inch, inclusive

A cold proof test will be performed to demonstrate that the spent fuel cask crane can safely and adequately handle 125-ton full rated capacity loads. The cold proof test shall be a 125 percent load test, conducted in accordance with ANSI B30.2.0 requirements.

It is judged that periodic load testing at greater than the design load of 100 tons is unnecessary because this crane is located indoors in a controlled environment. Additional load tests at 125 percent of design load will be conducted in accordance with ANSI B30.2.0 in the event the hoist system is extensively repaired or altered.

Please contact this office if you have additional questions. One (1) signed original and 79 copies are provided for your use.

Very truly yours,

G. A. Abrell
Nuclear Licensing Administrator
Boiling Water Reactors