

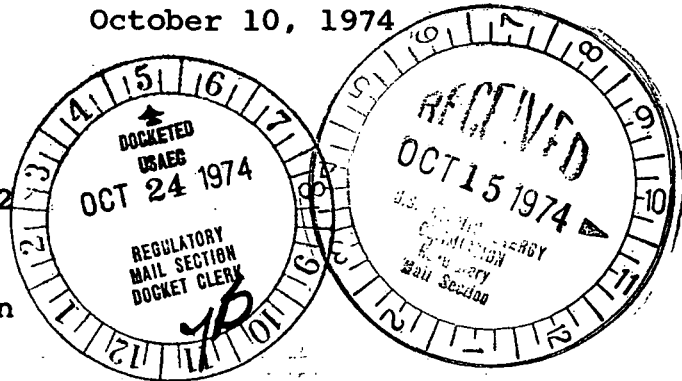


Commonwealth Edison
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Address Reply to: Post Office Box 767
Chicago, Illinois 60690

Regulatory Docket File

October 10, 1974

Mr. D. L. Ziemann, Chief
Operation Reactors - Branch 2
Directorate of Licensing
Office of Regulation
U.S. Atomic Energy Commission
Washington, D.C. 20545



Subject: Dresden Unit 3 Spent Fuel Shipping
Cask Handling - AEC Dkt 50-249

Dear Mr. Ziemann:

The Dresden Unit 2 Spent Fuel Storage Pool currently contains slightly more than one full core of spent fuel. The pool has space for only approximately 1.6 cores of fuel; therefore, in the event it becomes necessary to unload the entire reactor core, fuel must be removed from the Spent Fuel Storage Pool. It was anticipated on May 31, 1973, when Dresden Station Special Report No. 28 was submitted, that the spent fuel in the Dresden Unit 2 pool would be shipped to the General Electric Company, Midwest Fuel Recovery Plant, (MFRP) during summer and fall 1973. Due to delays in obtaining a suitable cask for shipping the fuel and a refueling outage on Dresden Unit 3, we were not ready to ship fuel to MFRP until summer 1974. General Electric Company has recently notified us that MFRP is no longer available to receive the fuel, because the reprocessing plant has not operated and the receiving pool at MFRP is full. It is expected that removal of the fuel to offsite storage or reprocessing will not be possible for several years. As an interim measure to provide if necessary the ability to unload the Dresden Unit 2 reactor core promptly, we are considering plans to move fuel from the Dresden Unit 2 to the Dresden Unit 3 spent fuel pool using an IF-300 cask.

A review of the existing cask handling procedure for Dresden Station indicates that only minor modifications are required to make that procedure applicable to the transfer of spent fuel between Units 2 and 3. The analysis presented in Addendum A to Dresden Station Special Report No. 28 is applicable to both Units 2 and 3. Therefore, the procedure need only be modified to allow for the transfer of the IF-300 cask between the two pools.

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This transfer will be carried out along the path shown in the attached Sargent and Lundy drawing B-603. This path provides for the initial loading of spent fuel in the Dresden Unit 2 fuel pool (18 assemblies per load) and subsequent transfer to the Dresden Unit 3 pool per the current procedure for (1) raising and lowering the cask, (2) lateral motion of the cask on the operating floor, and (3) decontamination of the cask while above the fuel pool. The total decontamination of the cask will not be carried out until all transfer is over, unless the cask surface is contaminated to a level that is judged to be unacceptable. The existing requirements for maximum lift height of the cask (613' 6") as well as trolley and bridge speed will be followed. The only detail change to be incorporated is found in Dresden Special Report No. 28, Addendum D, Section 4.11 where the valves identified in lines 4 and 5 of the asterisked note refer only to Unit 2. The applicable Unit 3 valves are No. 3-1904-5-27 and No. 3-1901-14 respectively.

It is planned, if necessary, to use the IF-300 cask to transfer spent fuel assemblies from the Dresden Unit 2 to the Dresden Unit 3 Spent Fuel Storage Pool. The above evaluation justifying use of the IF-300 at Dresden Unit 3 is based on the applicability of Dresden Station Special Report No. 28 to Unit 3. This evaluation and use of an IF-300 cask at Dresden Unit 3 have been reviewed by Onsite and Offsite and approved as creating no unreviewed safety considerations as defined by 10 CFR Part 50.59; however, knowing of your interest in this matter expressed in your letter dated March 6, 1974, this plan and evaluation are submitted for your information.

One signed original and 39 copies are submitted.

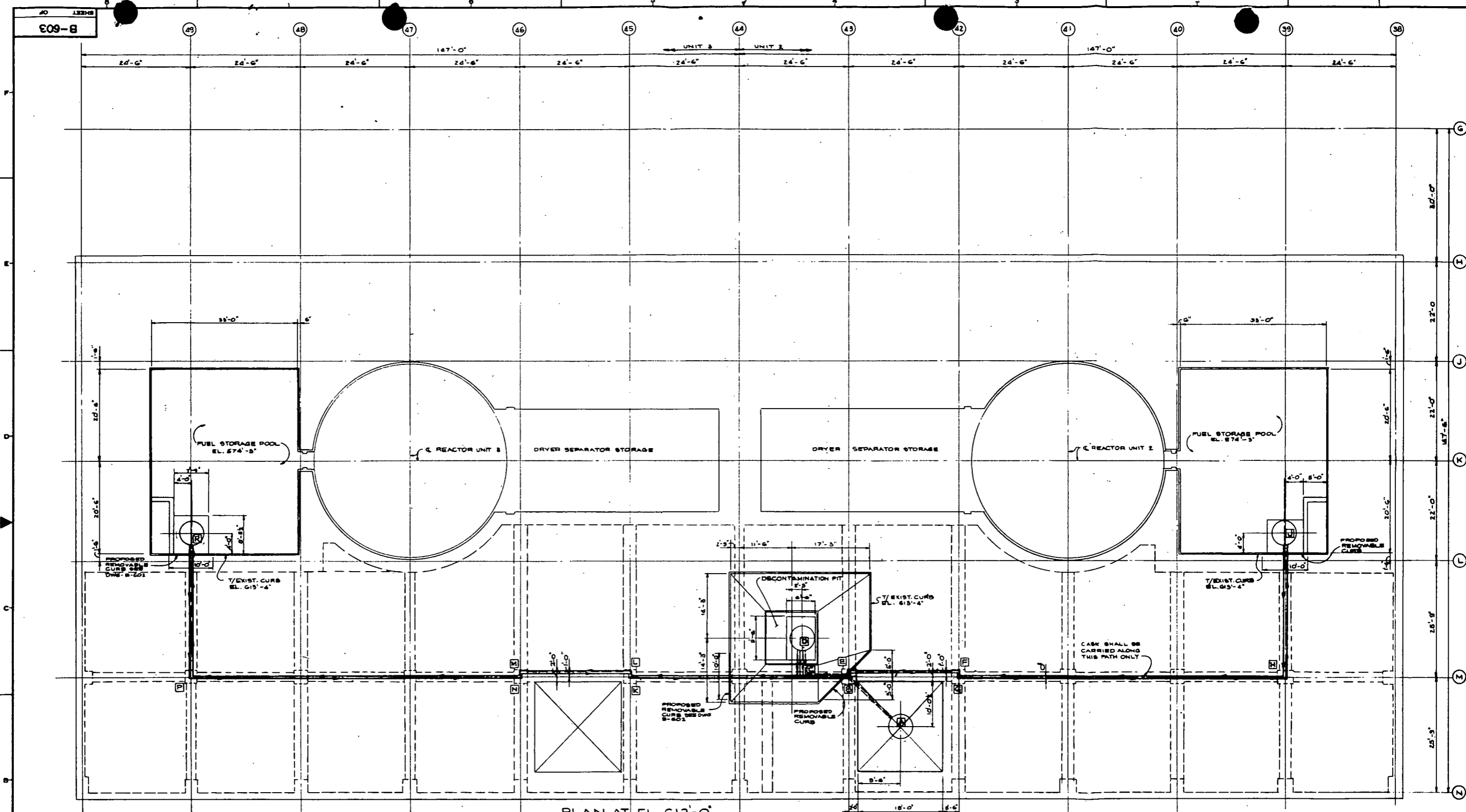
Very truly yours,



J. S. Abel

Nuclear Licensing Administrator
Boiling Water Reactors

Enclosures



PLAN AT EL. 613'-0"

GENERALIZED PROCEDURE FOR BRINGING IN IF 300 FUEL CASK AND TRANSFERING SPENT FUEL FROM UNIT 2 SPENT FUEL POOL TO UNIT 3 SPENT FUEL POOL

- | | | | |
|---|---|--|--|
| <p>NOTE: INNER (OUTER DOORS SHALL NOT BE OPENED AT THE SAME TIME.</p> <ol style="list-style-type: none"> 1. OPEN OUTER DOORS AT ACCESS BUILDING. 2. POSITION TRACKMOBILE (FUEL CAR BETWEEN INNER AND OUTER DOORS. 3. CLOSE OUTER DOORS. 4. BACK TRACKMOBILE (FUEL CAR TO OUTER DOORS. 5. OPEN INNER DOORS. 6. TRACKMOBILE POSITIONS FUEL CAR UNDER HATCH. 7. SET CAR BRAKES (PLACE WHEEL CHOCKS. 8. RAISE CASK FROM RAILCAR. 9. LIFT CASK THROUGH HATCH TO G' ABOVE OPERATING FLOOR BUT NEVER MORE THAN G' AND FOLLOW PATH A,B,C,D TO DECONTA- | <ol style="list-style-type: none"> 10. WASH CASK IF REQUIRED, SEE STEP 21. 11. LIFT CASK AND FOLLOW PATH D,C,A,E,F,G,H,J, TO UNIT 2 SPENT FUEL POOL, LOWER AND PLACE CASK AT THE DESIGNATED AREA. 12. LOAD FUEL INTO THE CASK FROM SPENT FUEL RACKS OF UNIT 2. 13. FOLLOW PATH J,N,A,F,S,B,K,L,M,N,P, TO UNIT 3 SPENT FUEL POOL AND LOWER CASK TO THE BOTTOM OF THE POOL AT LOCATION SHOWN. 14. UNLOAD FUEL FROM CASK (STORE THEM INTO STORAGE RACKS IN SPENT FUEL POOL OF UNIT 3. 15. AFTER UNLOADING LIFT CASK TO G' ABOVE OPERATING FLOOR LEVEL AND FOLLOW PATH | <ol style="list-style-type: none"> 16. R,N,M,L,K,S,E,F,G,H,J TO SPENT FUEL POOL OF UNIT 2, LOWER AND PLACE CASK AT THE DESIGNATED AREA AS MARKED ON DRAWINGS. 17. REPEAT STEPS 12 THRU 15 UNTILL ALL FUEL HAS BEEN TRANSFERRED FROM SPENT FUEL POOL UNIT 2 TO SPENT FUEL POOL UNIT 3. 18. AFTER ALL THE FUEL HAS BEEN TRANSFERRED FROM SPENT FUEL POOL OF UNIT 2 TO THAT OF UNIT 3, LIFT CASK AND FOLLOW R,E,N,M,L,K,C,D TO DECONTAMINATION PIT, LOWER AND PLACE CASK AS SHOWN ON THIS DRAWING. 19. DECONTAMINATE THE CASK IN THE DECON. PIT. 20. AFTER DECONTAMINATION OF THE CASK, THE CASK WILL BE TAKEN OUT OF THE BUILDING BY FOLLOWING PATH D,C,B,A AND | <ol style="list-style-type: none"> 21. LOWERING IT THROUGH THE HATCH TO WAITING RAILCAR BELOW AND PLACING IT IN TRAVELING POSITION ON TO THE RAILCAR. 22. REVERSE STEPS 1 THROUGH 9 TO REMOVE CASK FROM REACTOR BUILDING OVER THE DECONTAMINATION PIT. THE CASK MAY BE RAISED UP TO 9' FOR DECONTAMINATION PURPOSES, BUT NO MORE THAN 9'. REF DRESDEN STATION DETAIL PROCEDURE |
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REFERENCE DRAWINGS

1. FOR MODIFICATION OF REMOVABLE CURBS SEE DWG. S-602
2. FOR MODIFICATION OF DECONTAMINATION PIT SEE DWG. S-976
3. FOR LOCATIONS OF FUEL RACKS IN SPENT FUEL POOLS OF UNITS 2 & 3 SEE DWG. S-975
4. FOR MODIFICATION OF GRAPPLES SEE DWG.
5. FOR ACCESS OF IF 300 FUEL CASK TO REACTOR BUILDING SEE DWG. S-999

DRAWING RELEASE RECORD					DRAWING RELEASE RECORD					PROJECT NUMBER		SHEET							
REV.	SPEC. NO.	DATE	DRAWN	CHECKED	ENGR. APPROVAL	DESCRIPTION	FILM	REV.	SPEC. NO.	DATE	DRAWN	CHECKED	ENGR. APPROVAL	DESCRIPTION	FILM	PROJECT NUMBER	SCALE	DRAWING NO.	REV.
		3-19-74	M.T. BACANI			FOR REFERENCE										4717	1'-0"	B-603	

IF 300 FUEL CASK
FUEL TRANSFER LAYOUT UNIT 2&3
DRESDEN NUCLEAR POWER STATION
COMMONWEALTH EDISON CO.
CHICAGO ILLINOIS

SARGENT & LUNDY
ENGINEERS
CHICAGO

DRAWING NO. **B-603**
SHEET OF