



March 27, 1992

U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Attention: Document Control Desk

Subject: Dresden Nuclear Power Station Units 2 and 3,  
Supplemental Information to Confirmatory Action  
Letter CAL-RIII-91-014 Response  
Dresden Docket Nos. 50-237 and 50-249

- Reference: 1. Confirmatory Action Letter CAL-RIII-91-014 dated  
October 22, 1991.
2. Letter, D. Galle to A. Bert Davis, "Resonse to  
Confirmatory Action Letter (CAC), CAL-RIII-91-014,"  
dated December 6, 1991.

The letter of Reference 2 provided the Commonwealth Edison Company response to the Confirmatory Action Letter (CAL) of Reference 1. As a result of discussions between Station Management and the Dresden NRC Senior Resident Inspector, supplemental information relative to our previous response is provided in the attachment to this letter. The modified response provided for item 3 of the CAL recognizes a special circumstance relative to fuel handling which has presented itself at Dresden Station.

If there are any questions or comments regarding this information, please contact Denise Saccomando, Compliance Engineer, at 708/515-7285.

Respectfully,

  
E. J. Kovach *for*  
Nuclear Licensing Manager

Attachment

cc: A. B. Davis, Regional Administrator-Region III  
R. L. Siegel, Project Manager, NRR  
W. G. Rogers, Senior Resident Inspector, Dresden

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ATTACHMENT

CAL-R1111-91-014 requested that Dresden perform the following:

3. Conduct a management critique of the events, determine root cause(s), and establish an immediate corrective action plan to prevent recurrence. We understand that this will include, but not be limited to:
  - d. An evaluation of the performance and adequacy of design of mechanical and electrical equipment (including interlocks as applicable) utilized during the fuel handling process.

Dresden Station's response to the above request stated:

"There were no mechanical or electrical problems with the grapple or mast that contributed to the event. The subsequent failure of the mast is addressed in Section 1.b." and "Dresden is scheduled to have two new grapple systems received by December, 1991. Installation will be complete prior to any fuel handling work subsequent to D3R12, the current Unit 3 refueling outage."

Since this commitment was made, an opportunity has arisen to allow shipment of an EPRI-sponsored fuel sample. The sample consists of six irradiated fuel rods, five water rods, and eight dummy tie rods constituted as a sample fuel assembly including the associated assembly parts. This opportunity exists because of the concurrent availability of the requisite shipping cask and the availability of the testing lab (Babcock and Wilcox) to test the assembly. What follows is a description of the fuel handling equipment availability at Dresden Station and the special measures being taken to allow limited use of the Jet Pump grapple to facilitate the shipment of the EPRI sponsored fuel sample.

The fuel sample assembly is presently located in the U-2 fuel pool. The test assembly is located in the fuel pool storage rack directly adjacent to the shipping cask pad and as a result, the test assembly will not need to be moved over spent fuel. However, U-2 currently has no grapple mast installed since it was moved to the Unit 3 refuel bridge to replace the failed Unit 3 grapple. The new grapple assemblies are on-site but not installed, awaiting the GE field representative's availability.

Due to the lack of a fuel grapple on the Unit 2 refueling bridge, Dresden will use the Frame hoist or the Monorail Hoist with the Jet Pump grapple to move the fuel assembly. A Station Procedure (DFP 800-32) exists which covers use of these hoists for fuel movements within the spent fuel pool. Furthermore, this combination of hoists and the Jet Pump grapple have been used in the past to successfully move fuel. However, for this evolution, a Special Procedure has been written to include specific requirements for fuel movements involving a cask.

The Special Procedure for moving the fuel and the Dresden Fuel Procedure for handling of the fuel cask will be reviewed by the onsite review function. The Fuel Handlers have been trained on all of the equipment which will be used during the operation.