Nov 12, 1994
1952 Palisades Dr.
Appleton, WI 54915
phone 414-731-4222

Dear Mr. Hannon,

Thank you so much for letting Mary Sinclair and I hear your Nov 10 meeting with Consumers by telephone. Please send me your summary (and any handouts) from this meeting as well as for the Aug. 25th meeting in Rockville. After reviewing my notes I have the following questions:

1. As I understand it all deficiencies with MSB #5,9,10 now have been identified. What was the "one finding" at the audit on corrective actions that was mentioned at the Nov. 10 meeting? How was it resolved?
2. Are MSB's 5,9,10 now completely fabricated?
3. Are MSBs 5,9,10 now validated by Consumers for use?
4. Can the public get a list of the 194 deficiencies?
5. Please explain completely how the weld flaw in MSB#4 was not found before loading? Did anybody ever check that specific radiograph before loading?
6. How can Consumers assure the public there are no problems with MSB's and VCC's 1 through 3 already loaded?
7. When actually were all component parts of MSB # 4 made?
8. When were component parts for MSB 5–9 made? In other words, please give the date the sleeves, lids, shell, etc. were made, but not yet "put together" to actually "fabricate the cask" (see March 31, 1994 letter from SNC and Nov 25, 1991 letter – SNC wanted to make all the parts before the cask was certified, but just not put them together) Did NRC respond or give approval to this? for #4? for 5 to 9?
9. Will NRC and Consumers have a public meeting near the Palisades site to discuss deficiencies in fabrication before restart?

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10. What is role of NRC in restart? Is it Consumers decision and responsibility?

11. What are the Oct 25 committments on the list to be completed before allowing SNC to resume fabrication of Phase I and Phase II?

12. Please describe the present plan for unloading MSB #4. Has a new cutting process been discovered for the shield lid and shims? Please describe completely and reference any plans for this in previous unloading procedures, SAR, or SER also.

13. Please explain the issue of exposure to workers in unloading MSB #4?

14. Please diagram the shield lid on MSB #4. Is it all in one piece? What is it made of? Where is this shield lid referenced in the SAR and SER?

15. Why has the shield lid been changed in revisions to SAR? How exactly has it been changed? Has NRC reviewed these changes and accepted them?

16. The SAR OA refers to the shield lid as a 2 component system as on p. 3-1 and p 1-9 of SAR OA. WEPCO, however, plans to use a 5 in thick steel plate, a 2 in neutron shield, and a 2½ in steel plate instead of the described SAR system. Please explain and diagram the two lids — the (SAR shield lid and the changed shield lid). Why are they different and who approves this?

17. Does the change in shield lid structure have anything to do with the shield lid shims?

18. Do the SAR shield lid of 2 components as described the one in Palisades casks? all of them?

19. At the Aug. 25 meeting in Rockville there was discussion about the possibility of the shield lid shims falling into the fuel. I assume this meant when the lid was removed, the shims could fall into the assemblies below? Explain this situation and problems possible?

20. WEPCO has stated that "the support ring would prevent the shims from entering the internals of the MSB". Is this true? If so, why any concern for shims getting into fuel

21. At the Aug. 25 th meeting there was discussion inferring the shims needed to be removed before the shield lid was removed and before the cask was under 40 ft. of water. However WEPCO has stated that "the shims are retrievable. They can be retrieved either before the lid is lifted off the MSB or after." Can they be retrieved after? Please explain this in reference to the Aug. 25 discussion?

22. Just how will the shims be removed at Palisades? When?

23. NUTECH people have told me their shield lid has a tighter fit and requires no shims. Is that correct? They said a wedge could be put in to hold the shield lid in a centered position (or wedges — like shims I assume) then the spacing would be checked and tack welded, and wedges removed, before final welding of lid. Is that a possible procedure?

24. Why doesn't the VSC-24 shield lid fit tight enough not to necessitate these various size shims that are difficult to remove?

25. Why can't the shield lid be redesigned to eliminate this unloading problem by not using shims?

26. WEPCO has stated that because of their size and configuration the shims "would not cause any damage to the contents of the MSB nor can they be lost inside". Please verify this statement. It would seem to me if the shims fell into the assemblies, there would be some problems. What? Also if you didn't get the shims out of the assembly area, then when you lifted out an assembly, couldn't a shim or shim part fall into the fuel pool? What effect would that have?

27. If the problem of tearing or cracking at tube sleeve corners was identified in building MSB #1 and this wasn't checked carefully on those fabricated after, then isn't it possible MSB's 1 to 4 have tears or cracks in their sleeves? (Especially considering only 1 in 25 instead of 1 in 5 were even checked for thickness?)

28. What would be SNC's involvement if WEPCO had their own QA program and subcontractors?

29. Does NRC have to approve WEPCO's QA program for cask fabrication? Have they? Does WEPCO become the vendor then and have to give the 45 day notice to fabricate and 90 day notice to use casks?

30. Please list all design details from SAR that weren't clear in SNC QA (specifications, drawings etc.).

31. Doesn't WEPCO have to use SNC directions for building — drawings, instructions, specifications etc.?

32. Can WEPCO change these without consulting SNC? NRC?

33. Please explain all problems related to rebar. (Material, placement, etc. — in which casks? Consumers? Arkansas? Which ones?) Can this be a problem in casks already loaded at Palisades?

Thank you. — Dawn Shillinglaw