



UNITED STATES
NUCLEAR REGULATORY COMMISSION
REGION II
101 MARIETTA STREET, N.W.
ATLANTA, GEORGIA 30323

Report Nos.: 50-269/89-33, 50-270/89-33, and 50-287/89-33

Licensee: Duke Power Company
422 South Church Street
Charlotte, NC 28242

Docket Nos.: 50-269, 50-270,
and 50-287

License Nos.: DPR-38, DPR-47, and
DPR-55

Facility Name: Oconee 1, 2, and 3

Inspection Conducted: September 30, 1989

Inspector: J. D. Fennis, Safeguards Inspector

11/15/89
Date Signed

Approved by: D. R. McGuire, Section Chief
Safeguards Section
Nuclear Materials Safety and Safeguards Branch
Division of Radiation Safety and Safeguards

11/15/89
Date Signed

SUMMARY

Scope:

This routine, announced inspection was conducted in the areas of physical protection of a shipment of irradiated reactor fuel.

Results:

In the areas inspected, violations or deviations were not identified.

REPORT DETAILS

1. Persons Contacted

Licensee Employees

*T. Smith, Radioactive Material Control Supervisor, Oconee Nuclear Station (ONS)

*V. McCormic, Fuel Handling Supervisor, ONS

Other Organizations

J. C. Hurt, Driver, Tri-State Motor Transit Co.

T. R. Hensen, Escort, Tri-State Motor Transit Co.

*Attended exit interview

2. Physical Protection of Shipments of Irradiated Fuel (81310)

The inspector verified that the licensee had notified the States of North and South Carolina, the Commonwealth of Virginia, and the Nuclear Regulatory Commission of the shipment within the required time limits. The written notification contained the information required by 10 CFR 73.37(f). The licensee had also taken action to provide in-transit protection as required by 10 CFR 73.37(d).

The shipment consisted of one NLI-1/2 cask containing irradiated reactor fuel. The cask was placed on a flat bed trailer and covered with a metal mesh personnel barrier. Prior to the shipment's departure, the inspector measured radiation levels at the outer surface of the personnel barrier. The highest reading noted was 1.36 mR/hr beta-gamma. Radiation levels in the normally-occupied portion of the tractor were not measurably different than area background radiation levels.

The shipment's departure was delayed six hours past the originally scheduled time due to difficulties in decontaminating the cask. The licensee reported that they had worked essentially around the clock since receiving the cask to clean it up.

There was some confusion noted concerning areas along the route requiring special escorts. Personnel at the site were aware of and had information concerning one such area in South Carolina, but were not familiar with arrangements made for a second area in Virginia. The driver and escort knew about the Virginia escort, but not the area in South Carolina. This fragmentation of information appeared to have been caused by the fact that Duke Power made the South Carolina arrangements, but relied on the shipment receiver to make arrangements in Virginia. While information concerning both special escorts was known to Duke Power's General Office, the site was not fully informed.

No violations were identified in this area.

3. Exit Interview

An exit interview was held on September 30, 1989, with those persons denoted in paragraph one. The licensee was informed that no violations were identified.