

JERSEY CENTRAL POWER & LIGHT COMPANY
OYSTER CREEK NUCLEAR GENERATING STATION

Application for a Full Term License

DOCKET NO. 50-219
SUPPLEMENT NO. 5
to
AMENDMENT NO. 68

This Supplement to the Application for a Full Term License for the Oyster Creek Nuclear Generating Station is in response to the April 3, 1973 letter concerning the cask drop protection system, proposed by the applicant to mitigate the consequences of the postulated cask drop accident, and includes additional information presented to members of the Regulatory Staff at a meeting on March 16, 1973.

As stated in the April 3, 1973 letter, concurrence with and satisfaction of the conditions given results in Regulatory Staff approval of this proposed plant modification.

JERSEY CENTRAL POWER & LIGHT COMPANY

BY *Joseph P. ...*
Vice President

STATE OF NEW JERSEY)
)
COUNTY OF MORRIS)

Sworn to and subscribed to before me this 2nd day of May 1973.

Marion P. Bawiec
Notary Public

asb

MARION P. BAWIEC
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires Jan. 21, 1974

The proposed fuel cask drop protection system for the Oyster Creek Nuclear Generating Station is described in Supplement Nos. 1, 2 and 3 to the application for a full-term license dated October 6, 1972, December 12, 1972, and January 9, 1973, respectively. By Mr. D. J. Skovholt's letter of April 3, 1973, the cask drop protection system was approved by the Regulatory Staff as an "acceptable and appropriate plant modification to prevent loss of integrity of the fuel pool and damage to stored spent fuel" subject to several conditions. Jersey Central concurs with the conditions given in Mr. Skovholt's letter of April 3, 1973, and will take appropriate action to ensure that all conditions are satisfied prior to handling of a spent fuel shipping cask in the plant. With regard to condition No. 6 of Mr. Skovholt's letter concerning controls to prevent crane overtravel during cask transfer operations, the specific controls to be provided are discussed on page 3 of this supplement.

Also, as requested in Mr. Skovholt's letter of April 3, 1973, the following information is provided for record purposes to update our application and cover the planned cask drop protection system modifications discussed during the March 16, 1973, meeting between the Regulatory Staff and Jersey Central representatives.

a. Opening in Top Plate

The opening in the top plate has been increased from 116 inches to 120 inches as shown in Figure 1. As a result of this change, the minimum diametral clearance for inserting the 110-inch diameter cask base plate into the cask drop protection system is increased from 6 inches to 10 inches. The effective diametral clearance is 12 inches when chamfers on the plates are considered. Tapered transition pieces are provided between the 120-inch diameter opening in the top plate and the 117-inch effective diameter inside the upper guide cylinder. All other details of the upper guide cylinder are the same as described in previous submittals (i. e., Supplement Nos. 1 and 2). Since the portion of the upper guide cylinder affected by this change is above the water level of the spent fuel pool, this change will have no effect on the hydraulic performance of the cask drop protection system as presented in Supplement Nos. 1 and 2.

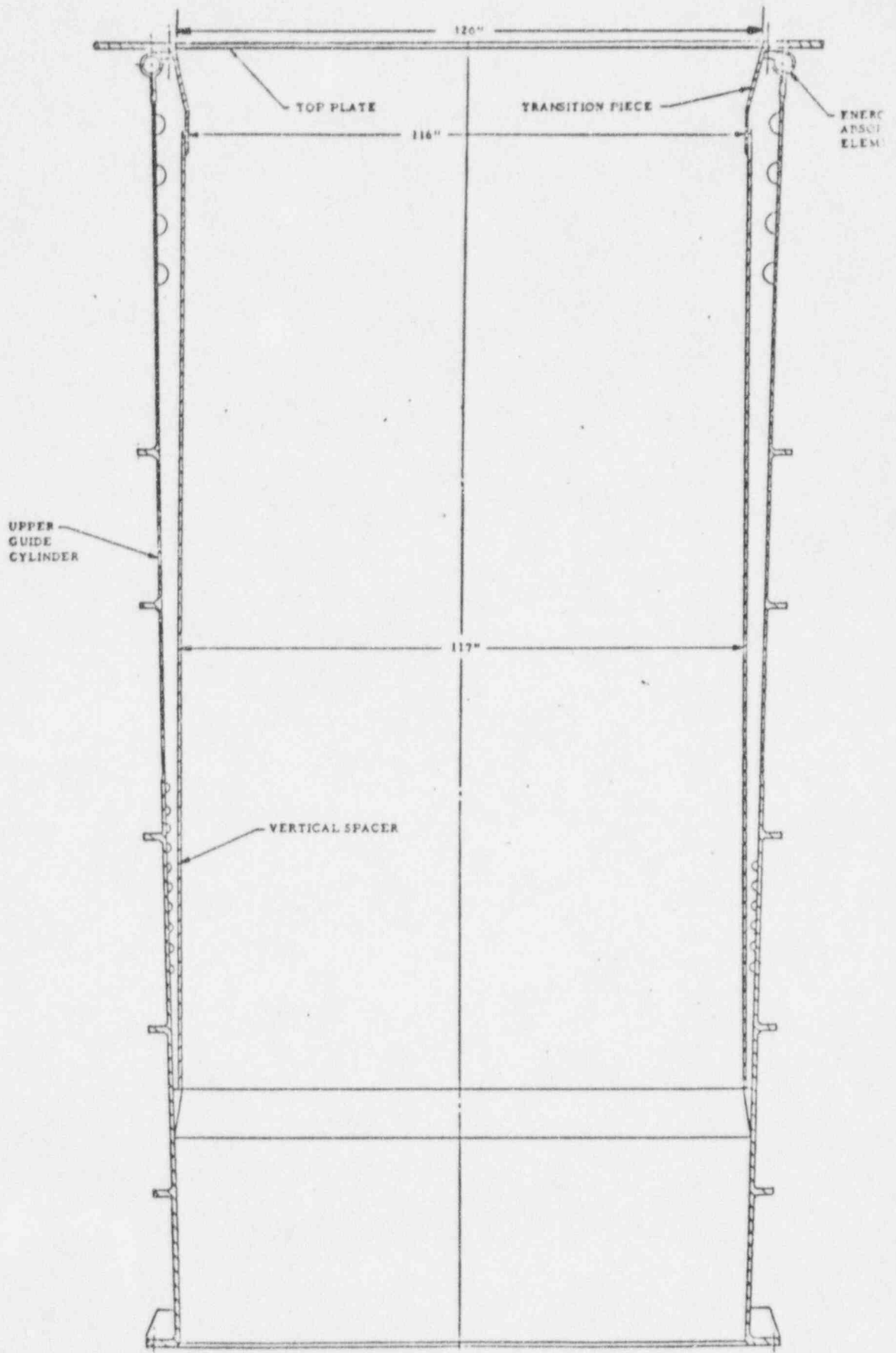
b. Transfer Path

The transfer path for the cask centerline to be used in conjunction with the 120-inch diameter opening in the top plate is shown in Figure 2. The controlled path width of 6 inches for cask travel in the north-south and east-west directions is the same as indicated in Supplement Nos. 1 and 2. As shown in Figure 2, the location of the cask centerline will be controlled within a 6-inch diameter circle during the approach of the cask to the center of the upper guide cylinder. This

provides a margin of 3 inches in all directions between the controlled insertion diameter of 6 inches and the available insertion diameter of 12 inches. Visual aids consisting of guide lines and/or light weight guide fences as indicated in Figure III-4 of our September 29, 1972, report, transmitted as part of Supplement No. 1, will be used to control the motion of the cask centerline to the prescribed transfer path. In addition, in response to condition 6 of Mr. Skovholt's letter, mechanical rail stops will be installed to prevent overtravel of the crane during cask transfer operations. Stops will be mounted on the bridge rails to prevent crane overtravel in the north and south directions and on the trolley rails to prevent overtravel in the west direction.

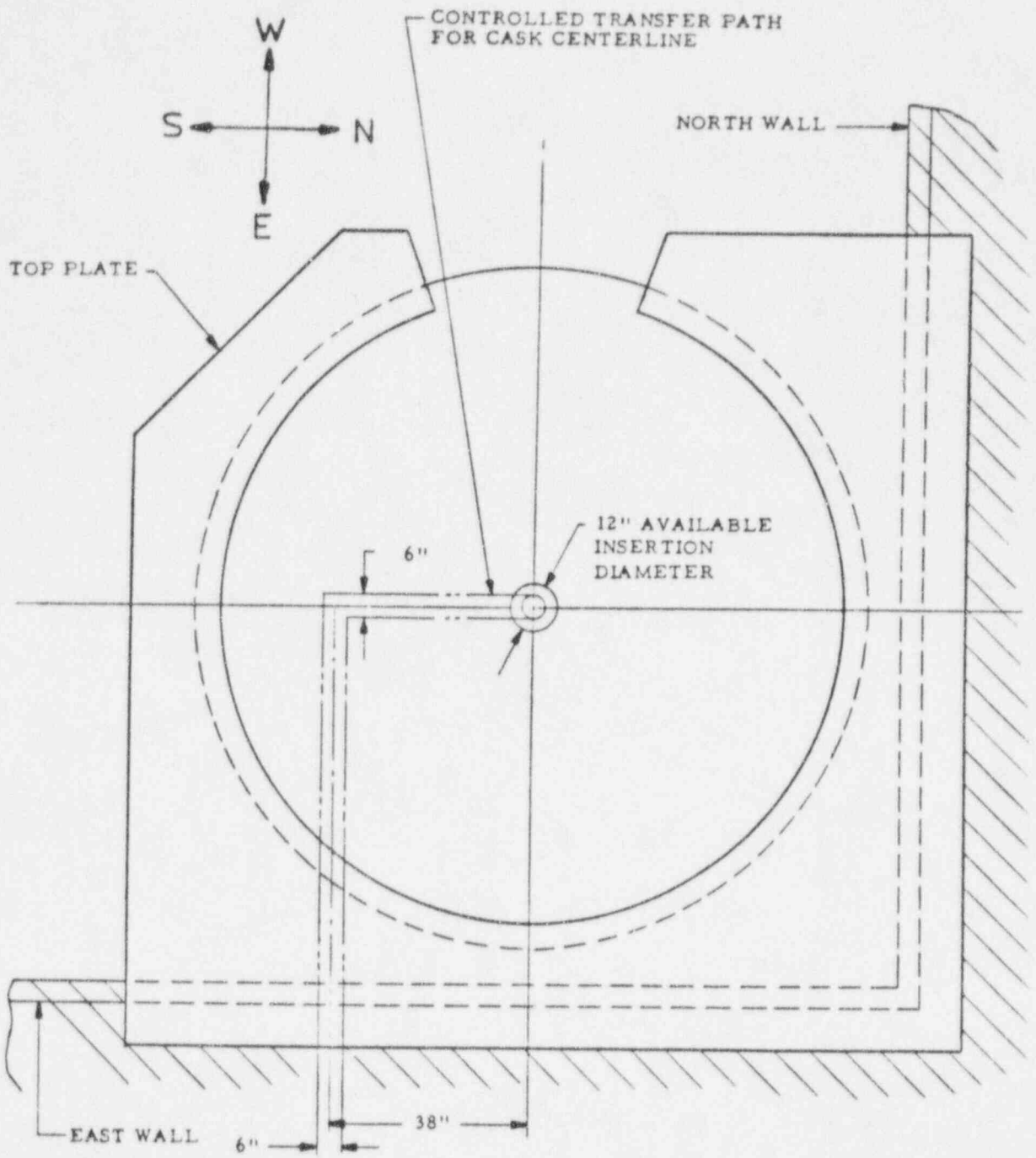
c. Crane Inspection

In an effort to receive further clarification on the intent of condition 8 of Mr. Skovholt's letter, it was ascertained in telephone conversations with members of the Regulatory Staff that the crane inspection procedures and inspection frequency should be based solely upon the requirements of OSHA and B30.2.0.



CROSS SECTION THROUGH UPPER GUIDE CYLINDER
 FIGURE 1

C



TRANSFER PATH FOR CASK CENTERLINE

FIGURE 2