



PSEG Public Service
Electric and Gas
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Robert L. Mittl General Manager
Nuclear Assurance and Regulation

November 5, 1984

Director of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
7920 Norfolk Avenue
Bethesda, MD 20814

Attention: Mr. Albert Schwencer, Chief
Licensing Branch 2
Division of Licensing

Gentlemen:

RESPONSE TO HEAVY LOADS - PHASE I
HOPE CREEK GENERATING STATION
DOCKET NO. 50-354

Pursuant to discussions with the NRC staff (ASB) on
October 29, 1984, attached are revisions to HCGS FSAR Table
9.1-10 and Section 9.1.5.6. These revisions will be
incorporated into Amendment 9 to the HCGS FSAR.

Should you have any questions in this regard, please contact
us.

Very truly yours,

Attachment

C D. H. Wagner (w/attach)
USNRC Licensing Project Manager

Mr. W. H. Bateman (w/attach)
USNRC Senior Resident Inspector

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NOTES:

(1) Exclusion criteria:

- A. This crane is located in a building or structure that contains no safety-related or safe shutdown equipment.
- B. This crane's load path does not pass over any safety-related or safe shutdown equipment on the floor below or on the next lower elevation.
- C. Although this crane's capacity is greater than 1200 pounds, its dedicated load is lighter than 1200 pounds.

(2) Design standards:

- a. ANSI B30.2.0 Overhead and Gantry Cranes (Top Running Bridge, Multiple Girder)
- b. CMAA 70 Electric Overhead Traveling Cranes
- c. FMI 100 Electric Wire Rope Hoists
- d. ANSI B30.16 Overhead Hoists (Underhung)
- e. ANSI B30.11 Monorail Systems and Underhung Cranes

(3) Seismically secured (designed so that all parts remain in place under 7g horizontal and vertical seismic accelerations, and equipped with positive restraints and locking devices)

(4) The design also uses ANSI B30.17 (Overhead and Gantry Cranes - Top Running Bridge, Single Girder Underhung Hoist) as a guide.

(5) For the purposes of this table safety related is defined as "required for plant shutdown or decay heat removal".

* (6) This hoist will be borrowed from another location when needed. The monorail capacity is shown. *The ~~minimum~~ rated capacity of each Item 41 hoist will be ^{not less than} 5 tons. The hoist design standards will include ANSI B30.16 and the applicable criteria of Chapter 2-1 of ANSI B30.2-1976 and CMAA-70.*

lift to ensure that it is clear, reviews the specific load handling procedure before the lift, and provides direction to the crane operator to ensure that the prescribed path is followed. The specific load handling procedures clearly define the duties and responsibilities of the operator, the signalman, and any other members of the load handling party.

The appropriate polar crane load path is temporarily marked with rope or pylons to provide a visual reference for the operator. If it is not possible to temporarily mark the load path, permanent or temporary match marks are used to assist in positioning the bridge and/or trolley for the lift. The method of marking the load path is defined in each specific load handling procedure.

* The reactor building polar crane is the only non-exempt cab-operated crane at HCGS. Other non-exempt cranes, except for the main steam tunnel underhung crane, are simple hoists on monorails where the load path cannot vary. Most lifts are short lifts where movement is limited to one coordinate axis in addition to the vertical. As described in Section 9.1.5.2.2.f, each of the monorails for the main steam tunnel underhung crane is mounted on end trucks that provide the capability for load movement in both coordinate axes in addition to the vertical. For these non-exempt, non-cab-operated hoists the specific load handling procedures define whether a signalman is used and whether the load path will be marked. (monorail)

Acceptance Criterion 2 also refers to ANS 57.1, which in Paragraph 6.2.1.1(a) requires that the auxiliary fuel-handling crane be provided with an underload interlock that is actuated upon a reduction in load while lowering, to prevent any further downward travel.

At HCGS, the polar crane auxiliary hoist functions as the auxiliary fuel-handling crane. It does not have an underload interlock since it was purchased before ANS 57.1 was issued. The fuel pool gates are the only heavy loads normally handled over the fuel pool. A single-failure proof handling system lifts the gates, and any other nonroutine heavy loads that must be carried over the spent fuel pool.

9.1.6 REFERENCES