

Docket No. 50-220

Niagara Mohawk Power Corporation
ATTN: Mr. Philip D. Raymond
Vice President - Engineering
300 Erie Boulevard West
Syracuse, New York 13202

Gentlemen:

Your letter dated July 26, 1973, described the design of a proposed modification of the Nine Mile Point Unit 1 (NMP-1) reactor building crane to provide a redundant hoisting system and crane movement controls. Your letter dated January 25, 1974, regarding your proposal states that you plan to begin installation of the modification in July 1974. During our review of the proposed modifications we have had a number of discussions with your staff including a meeting in Bethesda, Maryland, on September 26, 1973.

We have completed our review and although the proposed modification of the crane is not completely designed against single failure, there is an additional feature provided in the NMP-1 spent fuel pool that offsets the concern associated with dropping the fuel cask during handling. This additional feature is the Cask Drop Protection System which we reviewed and authorized in our letter to you dated August 15, 1973. On the basis of our review, we have concluded that the modifications proposed in your letter dated July 26, 1973, do not involve an unreviewed safety question although they do not fully satisfy the single failure criteria. However, the proposed modifications are acceptable provided that (1) the trolley and the hoist are provided with variable speed controls, and (2) that the rope reeving system and fleet angles and sheave size conform to Paragraph Nos. M.4, M.5 and M.6 of the AISE Standard No. 6 - 1969 for ropes, reeving and sheave sizes.

Sincerely,

Karl R. Goller
Assistant Director
for Operating Reactors
Directorate of Licensing

Niagara Mohawk Power Corporation - 2 -

cc: Arvin E. Upton, Esquire
 LeBoeuf, Lamb, Leiby & MacRae
 1757 N Street, N. W.
 Washington, D. C. 20036

Anthony Z. Roisman, Esquire
 Berlin, Roisman and Kessler
 1712 N Street, N. W.
 Washington, D. C. 20036

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JUN 24 1974

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Vice President - Engineering
300 Erie Boulevard West
Syracuse, New York 13202

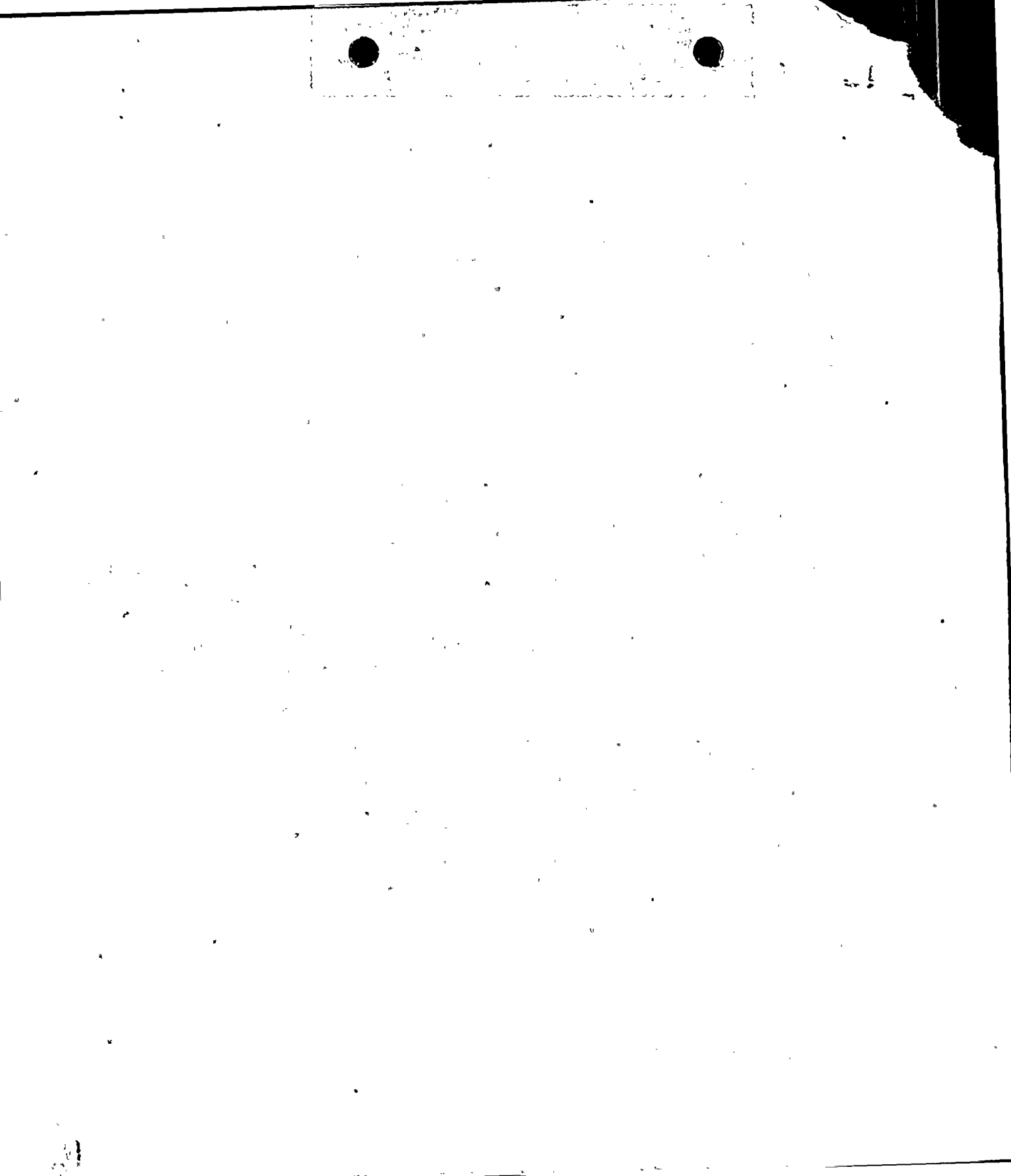
Gentlemen:

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We have completed our review and although the proposed modification of the crane is not completely designed against single failure, there is an additional feature provided in the NMP-1 spent fuel pool that offsets the concern associated with dropping the fuel cask during handling. This additional feature is the Cask Drop Protection System which we reviewed and authorized in our letter to you dated August 15, 1973. On the basis of our review, we have concluded that the modifications proposed in your letter dated July 26, 1973, would be acceptable provided that (1) the trolley and the hoist are provided with variable speed controls, and (2) that the rope reeving system and fleet angles and sheave size conform to Paragraph Nos. M.4, M.5 and M.6 of the AISE Standard No. 6 - 1969 for ropes, reeving and sheave sizes.

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Please advise us as to (1) whether you will incorporate these features in the design, (2) your schedule for implementing all modifications associated with the reactor building crane system and (3) what cask handling activities will occur during this period.

Sincerely,

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Karl R. Goller
Assistant Director
for Operating Reactors
Directorate of Licensing

cc: Arvin E. Upton, Esquire
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DATE	6/21/74	6/21/74	6/22/74	6/24/74		

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