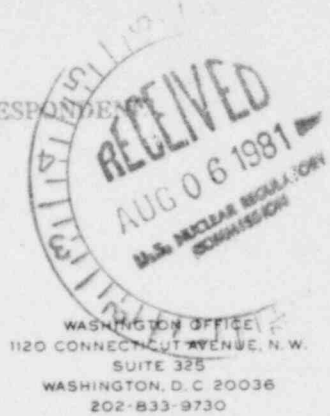


RELATED CORRESPONDENCE

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August 3, 1981

UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION

THE ATOMIC SAFETY AND LICENSING BOARD

In the Matter of)	
)	Docket Nos. 50-237-SP
COMMONWEALTH EDISON COMPANY)	50-249-SP
)	(Spent Fuel Pool
(Dresden Station, Units 2 & 3)))	Modification)

Dear Administrative Judges:

Pursuant to the tenets of full disclosure as articulated by the Appeal Board in Duke Power Company (William B. McGuire Nuclear Station, Units 1 & 2), ALAB-143, 6 AEC 623 (1973), Applicant brings the following information to your attention. In April 1981 during a refueling outage, two dents were made in structural members of the 125 ton overhead crane, which is the crane which would be used to carry out the proposed rack replacement operation. The dents were formed when the crane operator inadvertently raised the six ton reactor vessel head insulation (a very tall load) too high, causing the associated lifting fixture to hit the two overhead horizontal fabricated box girders. The contact left dents about 1-1/4 and 2-3/4 inches deep in the bottom inside corners of the 6 ft. 4-1/4 in. thick fabricated box girders. There was no loss of load, and after a thorough inspection the crane was used for the remainder of the refueling outage. The Dresden spent fuel pools were not involved in any way. The incident was reported to the NRC resident inspector but it was not deemed significant enough to be reportable in a formal Licensee Event Report.

Last week after further investigation by Sergeant & Lundy, the architect-engineer for the plant, it was determined that the dents may require repair. Accordingly, the Station

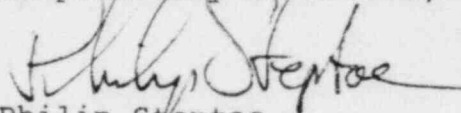
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informed the NRC resident inspector that it will not use the crane to carry any loads greater than one-half the rated capacity of the crane (that is, greater than about 60 tons) or to carry irradiated fuel in the spent fuel cask (about 33 tons), until further evaluation or repairs are made. This temporary, voluntary de-rating would not preclude use of the crane to carry light loads such as the spent fuel racks, which weigh at most 18,000 pounds or 9 tons. (See "Testimony (Affidavit) of Scott C. Pedigo Related to Control of Heavy Loads at Dresden Nuclear Power Station," dated May 4, 1981.)

Although maintenance problems are usually not thought to be of interest to NRC Licensing Boards, this incident is being brought to your attention because it involves the overhead crane, which was discussed in testimony in this proceeding in connection with Intervenor's Contention 6 (Accidents) and Board Question 2 (Unresolved Safety Issues: Control of Heavy Loads Near Spent Fuel).

Respectfully submitted,


Philip Steptoe

PPS/kb

CC: Service List