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TELEPHONE
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May 11, 1984

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Attention: Ms. E. G. Adensam, Chief
Licensing Branch No. 4

Re: Catawba Nuclear Station
Docket Nos. 50-413 and 50-414

Dear Mr. Denton:

Section 9.1.5 of the Catawba Safety Evaluation Report discusses License Condition 16, Compliance with NUREG-0612. The following supplements previously submitted information.

1. Special Lifting Devices - My letter of August 6, 1982 identified certain special lifting devices which would be used inside containment and in the spent fuel pool area as still under review. Note 9 for each of the respective tables has been revised to reflect the completion of the review and is attached.

   My letter of April 19,1984 discussed load tests for special lifting devices. The following corrections should be noted:

Device	Design Capacity	Test	Performed by
RCP Motor Lifting Rig	87,600 lbs	110,000 lbs	Duke Power
CRDM Missile Shield Lifting Device	129,000 lbs	193,500 lbs	Duke Power

2. Lifting Devices (Not Specially Designed) - Note 1 to the tables referenced above has been revised to note compliance with ANSI B30.9-1971.

3. Crane Design - As discussed in my letter of April 19, 1984, hoists identified as RO11 and RO12 have been identified as under-hung cranes and, therefore, CMAA-70 is not applicable. It has also been determined that these cranes were not designed to ANSI B30.11. However, since cranes RO11 and RO12 do not handle heavy loads over spent fuel or piping systems required for safe shutdown (as shown on attached FSAR Figures 1.2.2-15 and 6.7-1), it is concluded that the requirements of NUREG-0612 Section 2.3.7 are not applicable.

Very truly yours,

H. B. Tucker /BS

Hal B. Tucker

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cc: Mr. James P. O'Reilly, Regional Administrator
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NRC Resident Inspector
Catawba Nuclear Station

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Catawba Nuclear Station
Notes to Table II
Reactor Building
Control of Heavy Loads
(NUREG-0612)

(1) The lifting devices used in handling these loads consist of the appropriate size and number of chain-falls, chokers, and slings as determined by the rigger. This equipment is procured and maintained in accordance with ANSI B30.9-1971.

In making his selection, the rigger draws on his experience and the Elementary and Advance Rigger Training provided at the Duke Power Company Training Center. Choker and sling sizing is determined by the estimated weight of the load. If additional information is needed, the Riggers Handbook is used. All lifts are made by qualified people who, by experience and/or training,are cognizant in the movement of loads.

(2) These specifications do not apply to the design of monorails or jib cranes. Our monorails are jib cranes are designed in accordance with the applicable AISC Code and/or OSHA Code of Federal Regulations, Part 1910.179.

(3) The safe load path of a monorail can only be the verticle projection of the monorail on the underlying floor. For this reason, it is unnecessary to perform this work.

(4) The safe load path of these jib cranes can only be the vertical projection of the radius of curvature on the underlying floor since the small radius of curvature produces only one set path. For this reason, it is unnecessary to perform this work.

(5) Safe load paths for the Fuel Building and Reactor Building cranes will not be painted on the floor at the station due to the floor being covered by plastic.

(6) This crane is only used on the diesel generators. No safe load paths will be established for this crane due to the diesel generators being directly underneath and the vase amount of generator parts that must be moved by this crane.

(7) A procedure or station directive has been written or is in the process of being written, which will cover applicable load handling operations.

(8) The equipment access hatches and manway covers were designed so that their weight would not exceed the load limit of the hoist, monorail, or jib crane being used in applicable load handling operations.

(9) These special lifting devices were discussed in an April 19, 1984 letter to H. R. Denton, from H. B. Tucker.

(10) Each equipment load listed for the polar crane has a specific storage point. The polar crane will lower the equipment to the same point each time. For this reason, it is unnecessary to perform this work.

(11) There will be no safe load paths for this crane due to it requiring access to all parts of the ice condensers. For this reason, it is unnecessary to perform this work.

Catawba Nuclear Station
Notes to Table II
Auxiliary Building
Spent Fuel Pool Area
Control of Heavy Loads
(NUREG-0612)

(1) The lifting devices used in handling these loads consist of the appropriate size and number of chain-falls, chokers, and slings as determined by the rigger. This equipment is procured and maintained in accordance with ANSI B30.9-1971.

In making his selection, the rigger draws on his experience and the Elementary and Advance Rigger Training provided at the Duke Power Company Training Center. Choker and sling sizing is determined by the estimated weight of the load. If additional information is needed, the Riggers Handbook is used. All lifts are made by qualified people who, by experience and/or training, are cognizant in the movement of loads.

(2) These specifications do not apply to the design of monorails or jib cranes. Our monorails and jib cranes are designed in accordance with the applicable AISC Code and/or OSHA Code of Federal Regulations, Part 1910.179.

(3) The safe load path of a monorail can only be the verticle projection of the monorail on the underlying floor. For this reason, it is unnecessary to perform this work.

(4) The safe load path of these jib cranes can only be the vertical projection of the radius of curvature on the underlying floor since the small radius of curvature produces only one set path. For this reason, it is unnecessary to perform this work.

(5) Safe load paths for the Fuel Building and Reactor Building cranes will not be painted on the floor at the station due to the floor being covered by plastic.

(6) This crane is only used on the diesel generators. No safe load paths will be established for this crane due to the diesel generators being directly underneath and the vast amount of generator parts that must be moved by this crane.

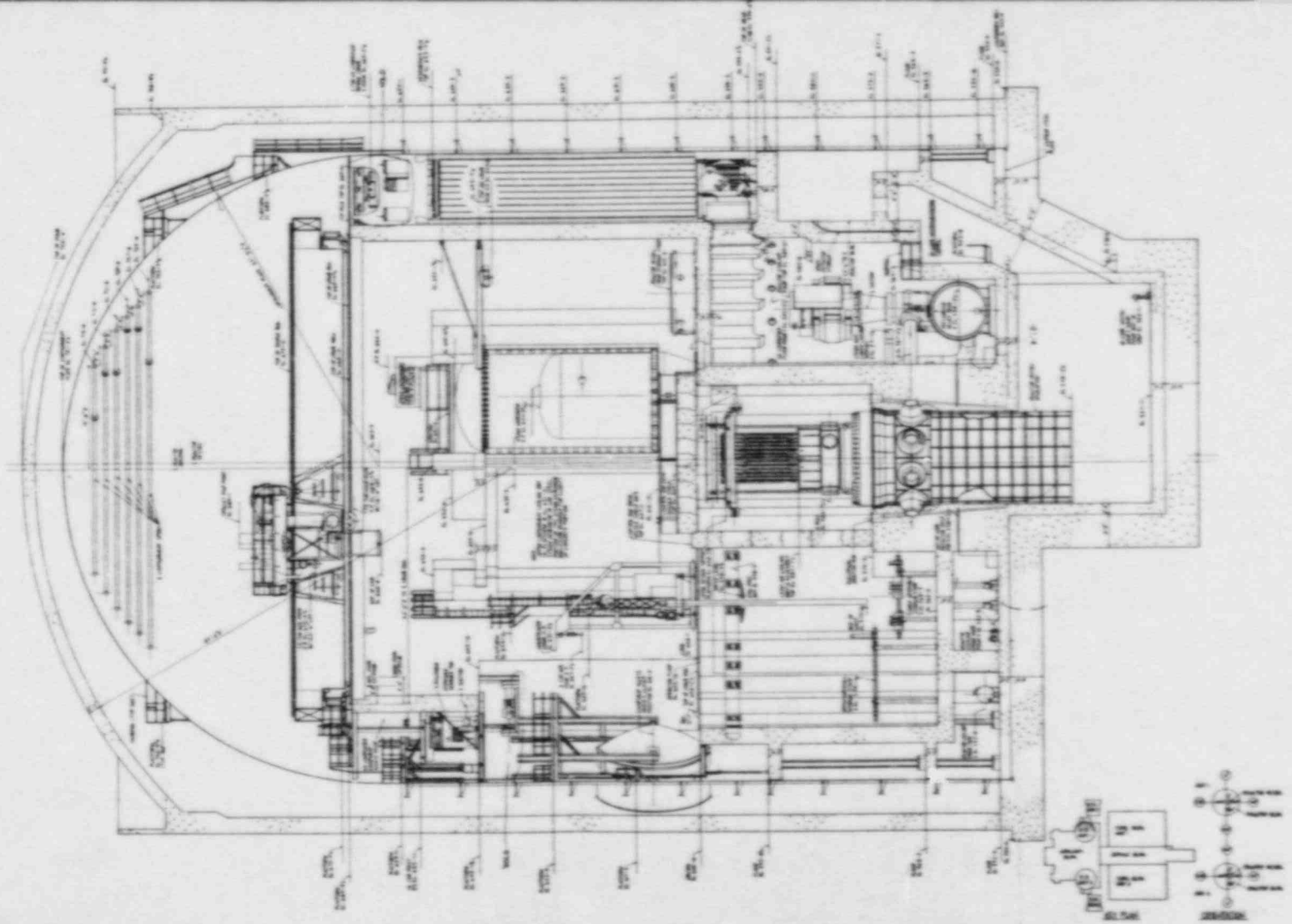
(7) A procedure or station directive has been written or is in the process of being written, which will cover applicable load handling operations.

(8) The equipment access hatches and manway covers were designed so that their weight would not exceed the load limit of the hoist, monorail, or jib crane being used in applicable load handling operations.

(9) As discussed in Section 9.1.2.3 of the Catawba FSAR, the main hoist of the cask-handling crane is prevented from traveling over the spent fuel pool by mechanical stops and, thus, will not affect the spent fuel in the spent fuel storage pool. Therefore, the requirements of NUREG-0612 for special lifting devices is not applicable.

(10) Each equipment load listed for the polar crane has a specific storage point. The polar crane will lower the equipment to the same point each time. For this reason, it is unnecessary to perform this work.

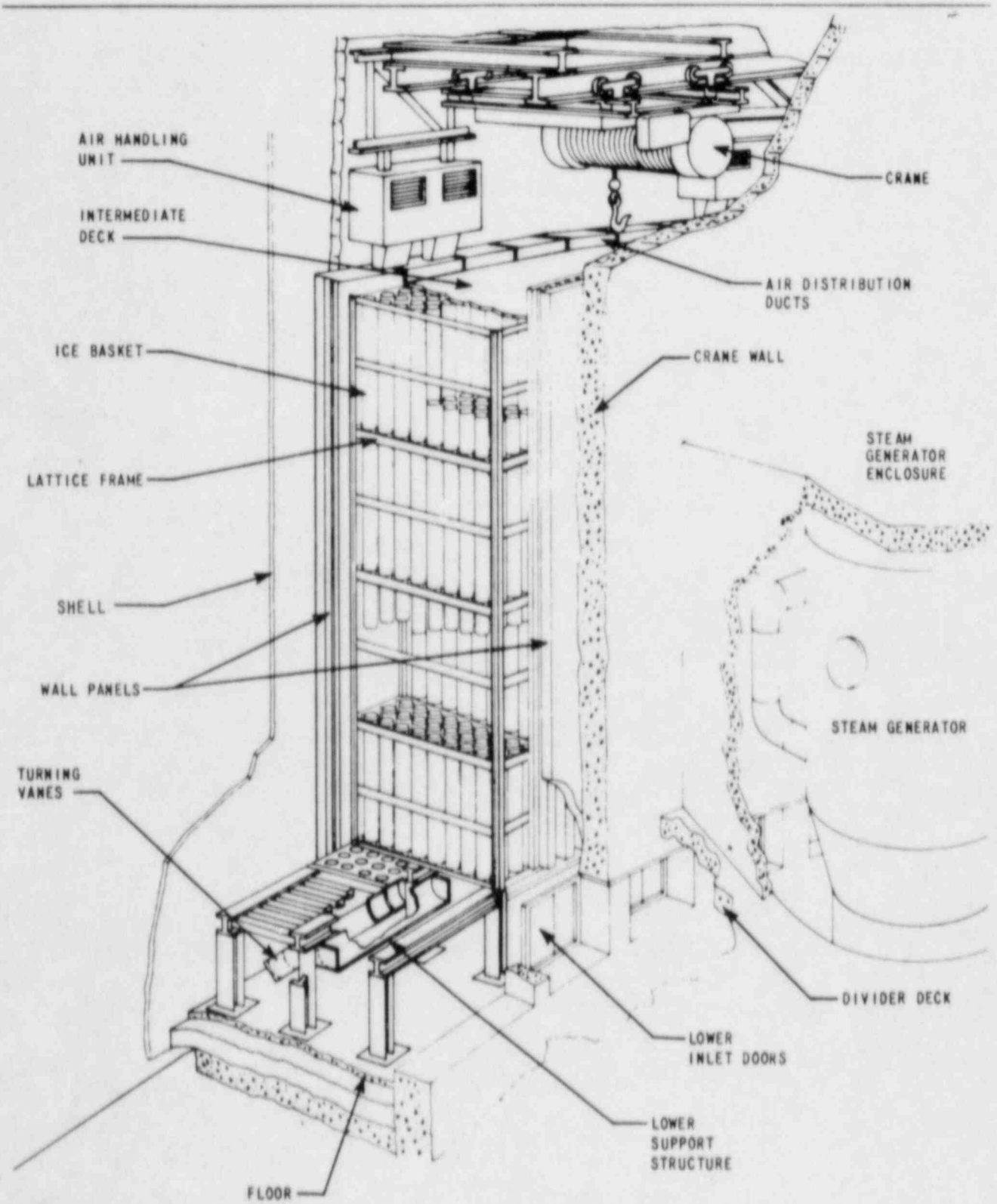
(11) There will be no safe load paths for this crane due to it requiring access to all parts of the ice condensers. For this reason, it is unnecessary to perform this work.



GENERAL ARRANGEMENT CONTAINMENT
AND REACTOR BUILDING SECTION

CATAWBA NUCLEAR STATION

Figure 1.2.2-15



ISOMETRIC OF ICE CONDENSER

CATAWBA NUCLEAR STATION

Figure 6.7-1