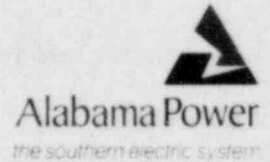


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R. P. McDonald
Senior Vice President-
~~XXXXXXXXXX~~
Flintridge Building



May 15, 1984

Docket Nos. 50-348
50-364

Director, Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

Attention: Mr. S. A. Varga

Joseph M. Farley Nuclear Plant - Units 1 and 2
Control of Heavy Loads - Phase 1
Response to NRC Request for Information

Gentlemen:

In response to Alabama Power Company letters dated March 15 and June 1, 1982, the NRC Staff requested additional information related to NUREG-0612, "Request for Information; Control of Heavy Loads - Phase 1", by letter dated April 9, 1984. Attached is the Alabama Power Company response to the NRC Staff request.

If there are any questions, please advise.

Yours truly,

R. P. McDonald

RPM/CJS:grs-D1

Attachment

cc: Mr. L. B. Long
Mr. J. P. O'Reilly
Mr. E. A. Reeves
Mr. W. H. Bradford

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Attachment

Response to NRC Staff Request for Information
Dated April 9, 1984
Control of Heavy Loads

NRC Concern:

1. The use of a signalman and procedures in addition to floor markings of travel paths during crane movement.

Alabama Power Company Response:

Alabama Power Company concurs with the NRC Staff and will modify the Farley Nuclear Plant procedures to require the use of a signalman for handling heavy loads with the polar crane who utilizes existing procedures which specify safe load paths. The only other cranes inside containment capable of carrying heavy loads over the reactor vessel have the power removed in accordance with maintenance procedures while the reactor vessel head is removed and fuel is in the reactor vessel. Since these cranes can not lift heavy loads when the vessel head is removed with fuel in the reactor vessel, a signalman is not needed for these cranes. The provision for a signalman in accordance with the NRC guidance obviates the need for marking safe load paths on the floor. This approach is consistent with the guidelines provided by the NRC.

NRC Concern:

2. For the special lifting devices, APCo did not provide sufficient information relating to load tests or equivalency and the continuing compliance program.

Alabama Power Company Response:

Alabama Power Company concurs with the NRC Staff on the need for greater specificity in addressing the assurance of load carrying capability of special lifting devices. The special lifting devices of interest are:

- 1) The vessel head lifting rig.
- 2) The vessel internals lifting rig.

Alabama Power Company hereby commits to the inspection of the critical load bearing welds of the lifting rigs for these devices. Such inspections are scheduled to begin at the Unit 1 8th refueling outage and Unit 2 5th refueling outage. Subsequent examinations will be conducted as a part of the Inservice Inspection (ISI) Program such that critical load bearing welds are examined within the ten year ISI interval. The next two (2) refueling outages will be used to prepare the critical load bearing welds of the head lifting rig and vessel internals lifting rig of each Unit for surface examinations. It is recognized that even with the critical load bearing welds properly prepared for examination, (paint removal and polishing of welds) the NDE and subsequent repainting of the inspected weld (for protection from borated water) will remain on the critical path of the refueling outages.

Interim Refueling Operation with the head and vessel internals lifting rigs during the next 2 (two) refueling outages is justified because:

- 1) The lifting devices are visually inspected prior to each use.
- 2) The lifting devices have been used infrequently; therefore, their service is substantially less severe than that considered for the type of lifting device for which ANSI N14.6 was originally prepared.
- 3) The Unit 2 internals lifting rig was load tested to meet OSHA requirements (i.e. 125% load test).

This approach is consistent with the guidelines provided by the NRC.