

May 9, 1985

UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION

DOCKETED
USNRC

BEFORE THE ATOMIC SAFETY AND LICENSING BOARD

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In The Matter Of)
)
VIRGINIA ELECTRIC AND)
POWER COMPANY) Docket Nos. 50-338/339-OLA-1
)
(North Anna Power)
Station, Units 1 and 2))

OFFICE OF SECRETARY
DOCKETING & SERVICE
BRANCH

TESTIMONY OF JOSEPH M. PICKWORTH

I.

Introduction

My name is Joseph M. Pickworth. I am the Refueling Senior Reactor Operator for Virginia Power's Surry Power Station in Surry, Virginia.

I am responsible for the total inventory of nuclear fuel (both new and spent fuel) and any movement of such fuel in or out of the Surry Power Station, as well as for overseeing the implementation of the handling procedures that pertain to such fuel movement, which I helped develop. I have worked for Virginia Power since 1975, starting out as a Quality Control inspector, and switching in 1979 to the Operations Department. In 1982 I became involved in refueling operations, specifically with fuel test programs and fuel shipping programs. My resume is attached to this testimony as Appendix 1.

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I have been asked to address that portion of Concerned Citizens of Louisa County's (CCLC) Consolidated Contention 1 dealing with human error. My testimony, in summary, is that Virginia Power employees are trained to properly implement Surry's cask handling procedures, thereby minimizing the likelihood of any human error in preparing casks for shipment.

II.

Development of the Cask Handling Procedures

The Surry cask handling procedures were developed after experience gained from handling two different spent fuel casks -- the model NLI 1/2 National Lead Industries cask and the model 8L Transnuclear cask, the cask to be used for the Surry-to-North Anna Shipments.

In 1983, I participated in a cask handling exercise involving the National Lead cask, as well as in the actual shipment of a dozen fuel pins to the Battelle Laboratory using that cask. In addition, in August 1983 I went to the AGNS facility in Barnwell, South Carolina, along with several of my colleagues who will be participating in the upcoming Surry shipment. There we obtained both hands-on experience with the model 8L Transnuclear cask, and training from Transnuclear in the use of the cask. After this experience, we identified potential problems specific to cask handling at Surry. The Surry cask handling procedures were subsequently developed

using (1) the National Lead and Transnuclear generic cask handling procedures, (2) the operating manual for the Transnuclear model 8L cask, and (3) the hands-on experience gained with the Transnuclear and National Lead casks.

III.

The Training Program For Cask Handling

As is evident from its training program for cask handling, Virginia Power is committed to the safe handling of spent fuel at the Surry and North Anna Power Stations. The employees that will be involved in shipping the Surry fuel have had seven hours of class room instruction in cask handling and have become certified crane operators after completing an 80-hour course in crane operation and rigging given by the Crane/MIT Operator School. These employees obtained the experience with the Transnuclear cask previously mentioned at Barnwell, South Carolina. Additionally, these employees have gone through a "dry run" (without fuel) that took place at Surry in November 1983. Finally, a refresher course will be given this summer, informing employees of any minor changes in procedures. I am confident that Virginia Power employees are properly trained to implement the cask handling procedures and that the casks will be prepared for shipment without significant error.

IV.

The Quality Assurance Program at Surry

Virginia Power's Quality Assurance Program is involved in all integrity tests of the spent fuel cavity including (1) drying tests to insure that the fuel remains dry; (2) the torquing of the bolts on the lid and other penetrations leading to the fuel cavity; (3) the testing of the pressure inside the fuel cavity; and (4) the testing of the "O-ring" seal on the cask lid and on all other penetrations into the fuel cavity. Thus, whenever a step affecting safety is taken that requires that its performance be verified by readings of pressure, torque, etc., these values are designated as "QC" holdpoints in the cask handling procedures and must be confirmed by a Quality Control inspector.

Additionally, after the cask is loaded onto the truck and ready to leave the site, the Quality Assurance team ensures (1) that the truck contains the proper placard identifying radioactive material in accordance with DOT and ANSI standards, (2) that the required radiation surveys are done, and (3) that inspections of the truck and the trailer are carried out.

These Quality Assurance checks provide added confidence that the casks will be prepared for shipment without significant error.

V.

Conclusion

The Surry cask handling procedures were developed after significant experience handling spent fuel casks. Virginia Power employees have been properly trained to implement these procedures, and Virginia Power's Quality Assurance Program provides an additional layer of confidence that these procedures will be properly implemented. These factors make it unlikely that any significant error will occur during the preparation of the casks for shipment from Surry to North Anna.

JOSEPH M. PICKWORTHEDUCATION

Civilian: Youngstown University (3 years completed);
Tidewater Community College,
Associate Degree in Science and Accounting

Military: Military Equipment School

POSITION

Refueling Senior Operator for Surry Power
Station in Surry, Virginia.

EXPERIENCE

Civilian: 1979 to present

Virginia Electric and Power Company (Virginia Power). As Refueling Senior Reactor Operator, I am responsible for the total inventory of nuclear fuel and any movement of nuclear fuel in or out of the Surry Power Station. I joined the Operations Department and obtained my Senior Reactor Operator license in 1979. In 1982 I became involved with refueling operations, including fuel test programs and fuel shipping programs.

1975 to 1979

Virginia Power and Electric Company Quality Control Inspector.

Military: Electrician's Mate First Class, United States Navy. Eight years active service completed. My service experience included training of personnel; supervision of maintenance and repair of new systems and equipment; supervision of installation, tests and inspections of new equipment and systems; maintenance and operation of electrical power units and auxiliaries associated with conventional and nuclear power plants; history record maintenance of electrical and mechanical systems and components; and developing procedures for quality control of maintenance/repair of nuclear power plants.