



CONNECTICUT YANKEE ATOMIC POWER COMPANY

HADDAM NECK PLANT

362 INJUN HOLLOW ROAD • EAST HAMPTON, CT 06424-3099

February 19, 1997

Docket No. 50-213

B16185

Nuclear Regulatory Commission
Attn.: Document Control Desk
Washington, DC 20555

Haddam Neck Plant

Request for Additional Information Regarding Moving a Spent Fuel Assembly
and Its Associated Lifting and Handling Components

In a letter dated January 9, 1997¹, the NRC requested additional information from Northeast Utilities (NU) regarding movement of a spent fuel assembly and its associated lifting and handling components. The letter detailed apparent inconsistencies in both the Seabrook and Millstone Unit 3 FSAR as well as the respective plant technical specifications for (1) Millstone Unit 3 and Seabrook regarding the weight of a spent fuel assembly and its associated handling and lifting components and, (2) the impact load for the design of the spent fuel pool storage racks at Seabrook. NU was requested to address the same issues for Millstone Units 1 and 2 and the Haddam Neck Plant. The response provided below is for the Haddam Neck Plant only.

Connecticut Yankee Atomic Power Company (CYAPCO) uses consistent weight considerations that are conservative with respect to fuel movement. All calculations for the accidental drop of a fuel assembly and its associated handling tool have been completed assuming a weight of 2300 lbs. This weight is conservative with respect to the combined weight of the fuel assembly, control rod and handling tool. The Technical Specification limit of 1650 lbs. for loads, other than another fuel assembly, over the fuel assemblies in the storage pool is more restrictive than the weight assumed in the fuel handling accidents.

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¹ P. F. McKee letter to B. D. Kenyon, "Request for Additional Information Regarding Moving a Spent Fuel Assembly and Its Associated Lifting and Handling Components," dated January 9, 1997.

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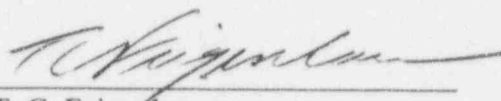
The Technical Specification bases state the nominal weight of a fuel assembly, control rod and handling tool is 1650 lbs. This weight is the basis for the load restriction over the fuel in the spent fuel pool. The maximum total weight, assuming maximum weights of both the fuel assembly and the control rod assemblies, is 1750 lbs. There is some variation in weights from one assembly to another. Only the most recent batch of spent fuel, with a control rod assembly, weighs this much. Previous batches were approximately 50 - 75 pounds lighter. There is also approximately a 25 pound variation in control rod assembly weight. A review of the component weights of the spent fuel assemblies and control rod assemblies, indicates that 1650 pounds is a reasonable *nominal* weight.

The maximum weight of a fuel assembly, control rod and handling tool is approximately 100 pounds greater than the nominal weight, as stated in the Technical Specifications. However, the current analysis of 2300 pounds is conservative with respect to the maximum weight of a fuel assembly, control rod and handling tool. At this time the CY staff is assessing two aspects of this situation: historic reportability and the need for a Technical Specification revision to eliminate any ambiguity.

Until these two issues are resolved, no fuel will be moved in the spent fuel pool.

We trust that the enclosed information adequately addresses the Staff's questions. Should you require any further information, please contact Mr. G. P. van Noordennen at (860)267-3938

Very truly yours,
CONNECTICUT YANKEE ATOMIC POWER COMPANY



T. C. Feigenbaum
Executive Vice President
Chief Nuclear Officer

cc: H. J. Miller, Region I Administrator
M. B. Fairtile, NRC Senior Project Manager, Haddam Neck Plant
W. J. Raymond, Senior Resident Inspector, Haddam Neck Plant
K. T. A. McCarthy, Director, CT DEP Monitoring and Radiation Division