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D000/3243

TRANSFERRED TO OTHER AGENCY
TRANSFER FOR DIRECT REPLY - DOE
CHRON

ML69B

US Spent Fuel Team Daily Fax Saturday, May 4, 1996

TO: CHERIE FITZGERALD, US DOE NN-42 1 202 586 2323 FROM: KEN AMES, DOE SITE MONITOR 850 2 381 2473

Daily Action Item List

- Modify two grapples for lower gripping of fuel rods - Jeff had both of them finished by lunch time and they were leak tested and installed in the pool. He did an exceptional job.
- Work station #2
    - Finish conditioning canister 79 - I reported that this can was finished yesterday, but there was still a little left to do and this morning, the can had somehow ingested a considerable quantity of water. However, it was finished today and is now in the rack.
- Jib cranes on bridge
    - Finish mounting second jib crane - finished.
- 260 underwater filter units
    - Determine cause of electrical problems and start units - One unit was started, but it appears that the motor is burnt out on the second one.
- Air compressors
    - Move second air compressor over beside first unit near back door - finished, site personnel did the grunt work.
    - Plumb air supply to second Sandpiper® pump so that fuel cleaning and sludge vacuuming can occur simultaneously - Butch was able to complete this job, but had to do a lot of improvising on pipe fittings. We will make a list of fittings up Monday for Neal to bring in.

There were no rods cleaned or loaded today. Site personnel spent the day moving baskets in pool #2 to make room for empty baskets. They also did some basket cleaning and moved the sludge vacuuming hose and head to pool #2. This work cut water clarity quite a bit, so it is good that we have a day for it to re-clarify before going back to work.

Chuck Taylor did not arrive in DPRK today. After talking with the team and with Cherie, we have decided to send John Newey home on schedule and continue without a dedicated HP person until Chuck arrives. I can do the EPD logging; radiation control procedures are well established and known by the workers, and if an unusual situation arises, Dixon Parker can be pressed into service since he has a degree in Health Physics.

We did not have our afternoon meeting with the Chief Engineer today; he left the site about 5pm. I am very hopeful that on Monday, with the modified grippers operational and care in handling stressed to the workers, that we will once again be able to start loading

D000 13744

05/08/96 06:01 ☎202 586 2323 DOE - NN-42 →→→ V CAROTENUTO ☑002/002
'96-05-08 12:54 PYONGYANG-KOREA 812473 T-050 P.01

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TRANSFER FOR DIRECT REPLY - DOE

CHRON

NC170

US Spent Fuel Team Daily Fax **Tuesday, May 7, 1996**

TO: CHERIE FITZGERALD, US DOE NN-42 1 202 586 2323 **FROM: KEN AMES, DOE SITE MONITOR 850 2 381 2473**

Daily Action Item List

1. Condition open canister (0-43) loaded yesterday at work station #4. - Dixon worked most of the day with the crew and is teaching them not just what to do, but why.
2. Clean and can rods in either open canister or gridded canister at work station #1. - Butch
   spite of the two dropped rods. Butch is doing an excellent job and has the respect of the workers he is training. It is not going as quickly as we'd like, but I think by the time Butch finishes with them, they'll be capable of good work with little supervision.
3. Install open canister at work station #3. - Dixon also trained the site crew on this job and now they're capable of loading canisters into the work stations.
4. Load canister 0-43 into rack. - finished, also done by site workers. I was watching this and there was an anxious moment when it looked like they were going to wipe out the 260 with the loaded canister, but they didn't hit it real hard and no harm was done.

This morning we arrived to find 3 of our 6 underwater lights out. All were working at the end of the day yesterday. All are powered by U.S. generator power. On one, the plastic housing had been crushed. On another, someone had attempted to incorrectly open the housing and twisted the wires until they broke. The third was a burnt-out bulb. Fortunately, we have a good supply of bulbs and other replacement parts, but having to face this kind of problem when we were expecting to get right to work is disappointing.

While Butch was working on lights, the crew put a rod with no top fitting into the rod cleaning station, contrary to procedure, and lost the rod when the operator opened the grapple to try to get a better bite. So Butch's next job after fixing the lights was to fish the rod out of the cleaning station, which he did successfully. About the time he got the rod out, there was a loud noise of compressed air escaping by the back door. One of the big doors had gotten loose and the wind swung it against the end of the compressor, breaking the ball valve at the compressor tank outlet. By the end of the day, the site workers had relocated the compressors to where they were safe from the door.

Later in the morning, one of Butch's pupils had stuck his rod into the ring to see how well it was grappled. He assumed that the rod was bottomed against the platform and opened the grapple. But it was the grapple that was bottomed against the ring and the rod quickly made its way to the bottom of the pool. It will have to be picked up with the side grapple, but at least it's not out of reach. In the afternoon meeting, the Chief Engineer came wanting to change the procedure to examine rods for proper grappling at the fuel basket and at the brush station, not just the ring. I pointed out to him that both rods dropped had been dropped because the grapple had been opened by the operator, but I did give permission for the operators to re-aim the camera at the fuel basket as long as they're careful not to hit the rear of the camera against the collimator or other structures. It is almost impossible to re-aim it at the brush station without whacking the camera on the collimator, so we agreed that this would not be done.

We had planned to try loading rods at two work stations today but had to settle for one because

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ED TO BE UNCLASSIFIED
CE OF CLASSIFICATION HS-3B
DR DATE: 2/3/2004
Baker

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TRANSFER FOR DIRECT REPLY - DOE

CHRON MW71

US Spent Fuel Team Daily Fax

Wednesday, May 8, 1996

TO: CHERIE FITZGERALD, US DOE NN-42 1 202 586 2323 FROM: KEN AMES, DOE SITE MONITOR 850 2 301 2473

Daily Action Item List

1. Finish loading gridded canister #80 at work station #1. - finished. It was difficult to tell how many rods were in this canister when it was full, because the one loaded into the #1 position was the rod that broke and fell between the grid plates. Two other rods without top fittings also fell below the top grid plate. Our guys said there were 18 full rods and one partial in this canister. The lid is on, the canister was moved to the overpack at work station #2, and two purge cycles have been completed. Before the end of the day, gridded canister #74 was installed at work station #1 and the operators under Butch's guidance had begun loading more rods. Total rods for the day - about 15.
2. Repair damage to compressor. - finished.
3. Clean and can rods in either open canister or gridded canister at work station #4. - Dixon worked with these operators until late in the day and, with his guidance, they loaded about 9 rods, emptying basket #105 except for one small broken-off piece of rod in the bottom.
4. Re-rig sludge vacuuming strainer and suction line for vacuuming sludge from pool #2. - This came up as a high-priority item at the afternoon meeting, because the operators have not yet cleaned the area where they want to put empty basket #105 and the others that will be emptied in the near future. Mike and Dixon tore into this job and had it completed by the end of the day.

One of the things we learned grappling rods today is that the special grapple for headless rods doesn't work as well as the Jeff-modified grapple for rods with heads. Even with this grapple, it is very difficult to hold on to headless rods, most of which have no cladding at the top. Even with as much air pressure as we could get out of the small compressor at the platform, Butch said it was impossible to get an adequate grip on the bare rods. Tomorrow we'll try higher pressure air from the big compressors. Three rods were dropped, but Butch says it's not the operator's fault—he dropped one himself. We also ascertained that any rod without a head is a risk to fall below the top grid plate and we have accordingly started loading any rod without a head into one of the open canisters. With the results we've seen on number of rods in open canisters and the fact that we have more open canisters at the site than gridded ones, this change is a win-win.

This morning I shot photographs and video of the work and in the afternoon I developed the roll I'd shot. The negatives look fine, but I have to admit it's a lot more hassle than Jim's digital camera. If one of my replacements is planning to develop film, it would be a good idea to bring fresh developer. The bleach and stabilizer will last for awhile. Also bring sleeves for the negatives.

Chuck Taylor arrived today and is getting a feel for the place. He says he's not prepared to pay for the diesel fuel used to run the Water Treatment System. I guess I'll pay this week, but next week maybe Randy can.

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NUCLEAR INFORMATION

SKE MPM DFP LGH KRA CAT

CONFIRMED TO BE UNCLASSIFIED
DOE OFFICE OF CLASSIFICATION HS-93
T. Sieler T. Sieler DR DATE: 2/3/2009

U.S. spent fuel team (DOE) Weekly Summaries

2008000 2437

D000 13746

05/10/96 07:06 ☎202 586 2323 RA Libby →→→ V CAROTENUTO 002/003
'96-05-10 20:38 PYONGYANG-KOREA 812473 T-058 P.02

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TRANSFER FOR DIRECT REPLY - DOE

CHRC 7U12

US Spent Fuel Team Daily Fax Thursday, May 9, 1996

TO: CHERIE FITZGERALD, US DOE NN-42 1 202 586 2323 FROM: KEN AMES, DOE SITE MONITOR 850 2 381 2473

Rods canned today: 16 Rods canned to date: 127 Canisters loaded into racks to date: 3

Daily Action Item List

1. Continue loading canisters at work station #4. This morning the operators started loading rods from basket 171 at work station #3 into canisters at work station #4. This procedure was discussed at yesterday's meeting and OK'd by the IAEA. But late in the morning, the Chief Engineer came out to the work platform and said that it was not allowed to move rods from one work station to another and proceeded to remove two of the rods just canned back to work station #3. What we're trying to accomplish is to have as few cans opened at once as possible because of the time involved in

D000/3747

07/19/96 12:52 ☎202 586 2323 RA Libby →→→ V CAROTENUTO ☒002/011
'96-07-19 20:50 PYONGYANG-KOREA 850-2-3814423 1-331 P.01

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CHRON 1/10
(1 of 12)

D000 13748

07/19/96 12:53 ☎202 586 2323 RA Libby →→→ V CAROTENUTO 003/011
96-07-19 21:28 PYONGYANG-KOREA 850-2-3814423 1-335 P.02

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2/10

NU13A

		DAILY ROD PROCESS DATA					
		DATE:	Friday July 19, 1996			rods 66	cans 4
STATION NUMBER	BASKET NUMBER	CANISTER NUMBER	LID INSTALLED	CANISTER LOCATION	NUMBER OF RODS		
					PREVIOUS	TODAY	TOTAL
1	63	O-180	YES	O	4	18	22
	100	O-194	YES	2-A-6	21		21
	63	O-198	NO	G			0
							0
							0
							0
2	98	O-179	YES	2-A-8	20		20
	98	O-195	NO	G	7	8	15
	98	O-23	NO	O			0
							0
							0
							0
3	208	O-177	YES	2-A-7	22		22
	208	O-196	YES	O	10	12	22
	208	O-191	NO	G			0
							0
							0
							0
4	99	O-193	NO	2-D-1	22	3	25
	99	O-197	YES	O		6	6
	101	O-197	YES	O		19	19
	101	O-199	NO	G			0
							0
							0
N/A		S2	NO	R8	14	0	14
		S3	NO	R8	0	0	0
		S4	NO	R8	0	0	0
				TOTAL WHOLE RODS		66	

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