

From: Justin Poole
Sent: Friday, January 16, 2009 10:32 AM
To: 'james.costedio@fpl.com'
Subject: DRAFT - RAI questions for Unit 2 SG Tube Inpsection Report - DRAFT

ADAMSAccessionNumber: ML0902100523

Jim,

By letter dated September 16, 2008 (ML082590073), FPL Energy Point Beach, LLC, submitted information pertaining to the 2008 steam generator tube inspections performed at Point Beach Nuclear Plant, Unit 2, during the 29th refueling outage.

The Steam Generator Tube Integrity and Chemical Engineering Branch has reviewed and determined that additional information is required to complete the evaluation. We would like to discuss the questions, in draft form below, with you in a conference call.

This e-mail aims solely to prepare you and others for the proposed conference call. It does not convey a formal NRC staff position, and it does not formally request for additional information.

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1. For each refueling outage or steam generator (SG) tube inspection since installation of the SGs, please provide the cumulative effective full power months that the SGs have operated.
2. On page 1 of enclosure 1 for the September 16, 2008 letter, it is stated that the tubes are on a 1.0687-inch triangular pitch. On page 1 of enclosure 1 for the October 13, 2004 letter (ML042990532) it is stated that the tube pitch and pattern is 1.234" Triangular. Please clarify.
3. Please confirm that the only service induced indications detected were those listed.
4. Other than foreign object search and retrieval (FOSAR), please discuss the scope and results of any other secondary side inspections. In addition, please discuss the results of your 2006 inspection of the SG B steam drum, upper internals, feedrings, and integrated J-nozzles, as discussed in your February 19, 2007 letter (ML070590203)
5. In the area around Row 81, Column 42, a possible loose part (PLP) was reported but this area could not be visually inspected. Please discuss how you assessed that tube

integrity would be maintained at this location until the next inspection. In addition, please clarify whether any loose parts (other than those specifically mentioned in your report) were found in either SG.

6. In section "c" you imply that 100% of the dings in the freespan that are greater than or equal to 5 volts were inspected with a +Point™ probe. In addition, this section also implies that all dings/dents in the U-bend and at tube supports were inspected with a +Point™ probe. Please confirm these inspections were performed since they were not reported in section "a" of your report.
7. Wear indications at the anti-vibration bars (AVBs) and at the tube supports were reported for the first time during your 2008 inspections. Please discuss any insights on why these indications appeared to have initiated after ~10 years of operation (e.g., any power uprates or changes in secondary flow conditions).

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