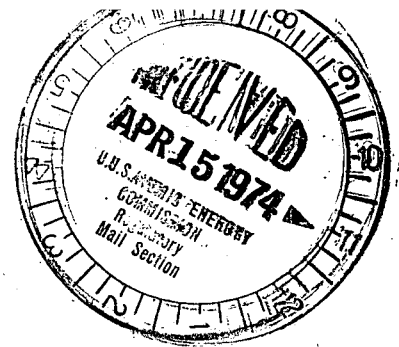




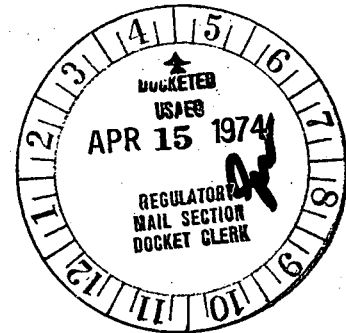
Consolidated Edison Company of New York, Inc.
4 Irving Place, New York, NY 10003



April 10, 1974

Re: Indian Point Unit No. 2
AEC Docket No. 50-247
A.O. 4-2-13

Mr. James P. O'Reilly, Director
Directorate of Regulatory Operations
Region I
U. S. Atomic Energy Commission
631 Park Avenue
King of Prussia, Pa. 19406



Dear Mr. O'Reilly:

In accordance with the Technical Specifications of Facility
Operating License No. DPR-26, the attached initial report of
an Abnormal Occurrence is submitted.

Walter Stein

Walter Stein
Manager - Nuclear Power
Generation Department

TML/mo

cc/ John F. O'Leary ←

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1. Report Number: 50-247 / 4-2-13
- 2a. Report Date: April 10, 1974
- 2b. Occurrence Date: April 7, 1974
3. Facility: Indian Point Unit No. 2
4. Identification of Occurrence:

This occurrence is the type defined by Technical Specification 1.8.d and relates to a malfunction of No. 22 Emergency Diesel Generator.

5. Conditions Prior to Occurrence:

Prior to the occurrence, Unit No. 2 was in the process of being returned to service following an unscheduled shutdown due to a trip initiated at Buchanan Substation. The turbine-generator was at synchronous speed and was about to be synchronized to the bus.

6. Description of Occurrence:

On April 7, 1974, at 12 Noon, during the ascent to power following the unscheduled shutdown referred to above, the Unit No. 2 reactor was shut down automatically due to high water level in No. 21 steam generator. Immediately following the reactor trip, a safety injection signal was generated due to a combination of low Tav_g in the Reactor Coolant System and spurious high steam flow signals.

Emergency Diesel Generator No. 22 started automatically in response to the safety injection signal, but then tripped out due to loss-of-field relay protection. (A similar occurrence was reported as AO-4-2-11).

7. Description of Apparent Cause of Occurrence:

The cause of the occurrence is presently under investigation.

8. Analysis of Occurrence:

A preliminary review of this occurrence indicates that the safety implications are not significant. Emergency Diesels Nos. 21 and 23 did properly respond to the safety injection signal, and the safety analysis which requires emergency diesel protection is based on the assumption that only two of the three installed diesel generators will be available for service.

9. Corrective Action:

Although the subject Diesel-Generator performed properly during a test conducted immediately after the failure described herein, a thorough investigation into the cause of the failure is being conducted since the malfunction of this diesel is similar to that reported as AO-4-2-11.

10. Notification:

Mr. Anthony Fasano of the Region I RO Office was notified of this occurrence by John M. Makepeace at 3:30 P.M. on April 8, 1974 by telephone.