William J. Cahill
Vice President

Consolidated Edison Company of New York, Inc.
4 Irving Place, New York, N Y 10003
Telephone (212) 460-3819

December 28 , 1979

Re: Indian Point Unit No. 2
Docket No. 50-247

Director of Nuclear Reactor Regulation
ATTN: Mr. A. Schwencer, Chief
Operating Reactors Branch No. 1
Division of Operating Reactors
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Mr. Schwencer:

My letter of November 27, 1979 informed the NRC of low pressure turbine disc cracking observed in units similar to Indian Point 2 and summarized our analysis of the information given to us by Westinghouse. Since then, the NRC met on December 17 with Westinghouse and licensees to discuss the situation and on December 20 Westinghouse provided the NRC with updated information and revised evaluations on disc cracking. Westinghouse summarized this information by telephone to us on December 21, 1979 and transmitted it to us on December 26, 1979.

We have reviewed this information and Westinghouse's recommendation to inspect the turbine by next spring. Our turbine was inspected in late June and early July of this year. No external evidence of disc cracking or stress corrosion was found after thorough visual examination of the discs and mag particle inspection of the rim. This contrasts to experience at units where rim cracking tends to be present when hub cracks are found. We attribute our good inspection results to careful chemistry control and we believe that projections of crack growth in units subject to severe stress corrosion environment are not applicable to our unit.

Nevertheless, we are planning to inspect the unit promptly and have initiated preparations for a unit shutdown and inspection starting January 15. We also plan to conduct a check of the turbine trip

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system this weekend which will be repeated weekly between now and the January 15 inspection. We will also limit, between now and January 15, turbine load and back pressure so as to not exceed a ratio of computed crack depth to critical crack size of 1.0. These load and back pressure conditions will also limit overspeed to 118%.

We will transmit to you within the next few days more detailed technical information which is not immediately available.

Very truly yours,

William J. Cahill, Jr.

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Vice President