

ACCELERATED DISTRIBUTION DEMONSTRATION SYSTEM

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR:9010260213 DOC.DATE: 90/10/19 NOTARIZED: NO DOCKET #
 FACIL:50-316 Donald C. Cook Nuclear Power Plant, Unit 2, Indiana & 05000316
 AUTH.NAME AUTHOR AFFILIATION
 ALEXICH,M.P. Indiana Michigan Power Co.
 RECIP.NAME RECIPIENT AFFILIATION
 MURLEY,T.E. NRC - No Detailed Affiliation Given

SUBJECT: Discusses statys of util thimble tube testing program
 initially committed to in util 881026 ltr.

DISTRIBUTION CODE: A001D COPIES RECEIVED:LTTR 1 ENCL 0 SIZE: 2
 TITLE: OR Submittal: General Distribution

NOTES:

	RECIPIENT		COPIES			RECIPIENT		COPIES	
	ID CODE/NAME		LTTR	ENCL		ID CODE/NAME		LTTR	ENCL
	PD3-1 LA		1	1		PD3-1 PD		1	1
	COLBURN,T.		2	2					
INTERNAL:	NRR/DET/ECMB 9H		1	1		NRR/DOEA/OTSB11		1	1
	NRR/DST 8E2		1	1		NRR/DST/SELB 8D		1	1
	NRR/DST/SICB 7E		1	1		NRR/DST/SRXB 8E		1	1
	NUDOCS-ABSTRACT		1	1		OC/LEMB		1	0
	OGC/HDS1		1	0		<u>REG FILE</u> 01		1	1
	RES/DSIR/EIB		1	1					
EXTERNAL:	NRC PDR		1	1		NSIC		1	1

NOTE TO ALL "RIDS" RECIPIENTS:

PLEASE HELP US TO REDUCE WASTE! CONTACT THE DOCUMENT CONTROL DESK,
 ROOM P1-37 (EXT. 20079) TO ELIMINATE YOUR NAME FROM DISTRIBUTION
 LISTS FOR DOCUMENTS YOU DON'T NEED!

TOTAL NUMBER OF COPIES REQUIRED: LTTR 17 ENCL 18



AEP:NRC:1059A

Donald C. Cook Nuclear Plant Unit 2
License No. DPR-74
Docket No. 50-316
THIMBLE TUBE TESTING PROGRAM

U.S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington; D.C. 20555

Attn: T. E. Murley

October 19, 1990

Dear Dr. Murley:

In our letter AEP:NRC:1059 dated October 26, 1988, we committed to provide a thimble tube testing program for Unit 2 based on eddy current results obtained during our summer 1990 refueling outage. This letter identifies our program to examine the Unit 2 thimble tubes in the future. The Unit 1 thimble tube testing program will be provided at a later date as promised in AEP:NRC:1059.

On August 29, 1990, we met with members of your staff to discuss the results of the Unit 2 summer 1990 eddy current test. The proceedings of that meeting are summarized in a memorandum to our docket by Mr. Timothy Colburn of your staff dated September 13, 1990.

At that meeting, we presented evidence of apparent "accelerated" wear of the Unit 2 thimble tubes. After one cycle of operation with newly installed thimble tubes, ten thimble tubes were worn enough, including one failure, to warrant replacement. Nineteen additional tubes were worn enough to warrant repositioning to realign wear surfaces to a location which is free of wear. In addition, we committed:

- 1) To replace ten thimble tubes and axially reposition 19 other thimble tubes;
- 2) To re-examine all Unit 2 thimble tubes during the next refueling outage, currently scheduled for winter 1992;

030099

9010260213 901019
PDR ADDCK 05000316
P PNU

A001
40



[Faint, illegible text or markings in the upper middle section of the page.]

[A single line of faint, illegible text located in the lower middle section of the page.]

- 3) To consider re-examining Unit 2 thimble tubes prior to the next refueling outage if an outage of sufficient duration were to occur prior to the next refueling outage and if the results of Unit 1 eddy current testing or Unit 2 operational experience indicated that such an earlier re-examination of Unit 2 thimble tubes would be warranted;
- 4) To provide the staff with Unit 1 eddy current test results following the upcoming Unit 1 refueling outage; and
- 5) To provide the staff with the results of our root cause analysis and long-term recommendations which we indicated would be completed in early 1991.

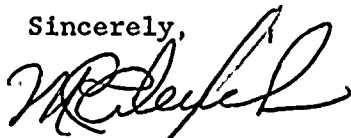
Since that meeting, the ten thimble tubes have been replaced and 19 thimble tubes have been repositioned. Also, each of these 29 thimble tubes were eddy current tested to provide baseline information for subsequent examinations.

We are still evaluating the root cause of our thimble tube wear. Our root cause analysis is on hold until we examine the Unit 1 thimble tubes. Comparison of the Unit 1 wear data with the Unit 2 data should provide adequate insight to the nature of our thimble tube wear problems.

Finally, with regard to a Unit 2 thimble tube inspection program, we will fulfill our commitments as outlined above. In addition, we will continue to re-examine the Unit 2 thimble tubes and replace or reposition thimble tubes as is necessary during each refueling outage until cyclic wear rates are reduced to reasonable levels as a result of an engineered long-term solution to this problem. At that time, this inspection program will be reviewed and, if necessary or prudent, revised. We will inform you of any such change.

This document has been prepared following Corporate procedures that incorporate a reasonable set of controls to ensure its accuracy and completeness prior to signature by the undersigned.

Sincerely,



M. P. Alexich
Vice President

ldp

cc: D. H. Williams, Jr.
A. A. Blind - Bridgman
J. R. Padgett
G. Charnoff
A. B. Davis - Region III
NRC Resident Inspector - Bridgman
NFEM Section Chief

