

OPERATING DATA REPORT

DOCKET NO. 50-247
 DATE 11-2-82
 COMPLETED BY E. Eich
 TELEPHONE 914-526-5155

OPERATING STATUS

1. Unit Name: Indian Point Unit No. 2
 2. Reporting Period: October, 1982
 3. Licensed Thermal Power (MWt): 2758
 4. Nameplate Rating (Gross MWe): 1013
 5. Design Electrical Rating (Net MWe): 873
 6. Maximum Dependable Capacity (Gross MWe): 885
 7. Maximum Dependable Capacity (Net MWe): 849
 8. If Changes Occur in Capacity Ratings (Items Number 3 Through 7) Since Last Report, Give Reasons:

 9. Power Level To Which Restricted, If Any (Net MWe): _____
 10. Reasons For Restrictions, If Any: _____

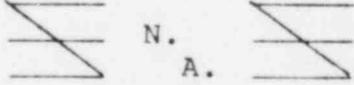
Notes
 Unit remains in the cold shutdown condition for the Cycle 5/6 refueling and maintenance outage.

	This Month	Yr.-to-Date	Cumulative
11. Hours In Reporting Period	745	7296	73081
12. Number Of Hours Reactor Was Critical	0	5773.65	48095.18
13. Reactor Reserve Shutdown Hours	0	51.08	1578.51
14. Hours Generator On-Line	0	5728.30	46839.30
15. Unit Reserve Shutdown Hours	0	0	0
16. Gross Thermal Energy Generated (MWH)	0	15122101	121436676
17. Gross Electrical Energy Generated (MWH)	0	4663410	37502726
18. Net Electrical Energy Generated (MWH)	-2039	4456474	35741130
19. Unit Service Factor	0	78.5	64.1
20. Unit Availability Factor	0	78.5	64.1
21. Unit Capacity Factor (Using MDC Net)	0	71.5	56.9
22. Unit Capacity Factor (Using DER Net)	0	71.0	56.0
23. Unit Forced Outage Rate	0	7.3	9.8

24. Shutdowns Scheduled Over Next 6 Months (Type, Date, and Duration of Each):
Unit presently shutdown for refueling and maintenance.

25. If Shut Down At End Of Report Period, Estimated Date of Startup: 12/23/82
 26. Units In Test Status (Prior to Commercial Operation):

INITIAL CRITICALITY
 INITIAL ELECTRICITY
 COMMERCIAL OPERATION



AVERAGE DAILY UNIT POWER LEVEL

DOCKET NO. 50-247
 UNIT I.P. Unit #2
 DATE 11/2/82
 COMPLETED BY E. Eich
 TELEPHONE 914-526-5155

MONTH OCTOBER

DAY	AVERAGE DAILY POWER LEVEL (MWe-Net)	DAY	AVERAGE DAILY POWER LEVEL (MWe-Net)
1	<u>0</u>	17	<u>0</u>
2	<u>0</u>	18	<u>0</u>
3	<u>0</u>	19	<u>0</u>
4	<u>0</u>	20	<u>0</u>
5	<u>0</u>	21	<u>0</u>
6	<u>0</u>	22	<u>0</u>
7	<u>0</u>	23	<u>0</u>
8	<u>0</u>	24	<u>0</u>
9	<u>0</u>	25	<u>0</u>
10	<u>0</u>	26	<u>0</u>
11	<u>0</u>	27	<u>0</u>
12	<u>0</u>	28	<u>0</u>
13	<u>0</u>	29	<u>0</u>
14	<u>0</u>	30	<u>0</u>
15	<u>0</u>	31	<u>0</u>
16	<u>0</u>		

INSTRUCTIONS

On this format, list the average daily unit power level in MWe-Net for each day in the reporting month. Compute to the nearest whole megawatt.

UNIT SHUTDOWNS AND POWER REDUCTIONS

DOCKET NO. 50-247

UNIT NAME I.P. Unit No. 2

DATE 11/2/82

COMPLETED BY E. Eich

TELEPHONE 914-526-5155

REPORT MONTH OCTOBER 1982

No.	Date	Type ¹	Duration (Hours)	Reason ²	Method of Shutting Down Reactor ³	Licensee Event Report #	System Code ⁴	Component Code ⁵	Cause & Corrective Action to Prevent Recurrence
8	9/18/82	S	745	C	1	None	XX	XXXXXXXX	Refueling and maintenance outage, continued from September

¹
F - Forced
S - Scheduled

²
Reason:
A-Equipment Failure (Explain)
B-Maintenance or Test
C-Refueling
D-Regulatory Restriction
E-Operator Training & License Examination
F-Administrative
G-Operational Error (Explain)
H-Other (Explain)

³
Method:
1-Manual
2-Manual Scram.
3-Automatic Scram.
4-Other (Explain)

⁴
Exhibit G - Instructions for Preparation of Data Entry Sheets for Licensee Event Report (LER) (NURIG-0161)

⁵
Exhibit I - Same Source

SUMMARY OF OPERATING EXPERIENCE

Docket No. 50-247

Date: 11/07/82

Completed by: J. Curry

Telephone: (914) 526-5235

Indian Point Unit No. 2 began the month of October in the cold shutdown condition for the Cycle 5/6 refueling and maintenance outage.

Sludge lancing of the secondary side of the steam generators was completed on October 3, 1982. Following detensioning of the reactor vessel head studs, the water level in the reactor coolant system was lowered to the nozzle centerline and the primary manways on the steam generators removed to permit eddy current testing of the tubes and replacement of several loop RTDS.

Inspection of the blade discs on the low pressure turbine spindles detected no indications on Nos. 22 and 23 spindles. Some disc keyway indications were detected in No. 21 spindle and replacement with a spare spindle is planned this outage. Magnetic particle inspection of the low pressure turbine blading revealed several root cracks in the blades of each low pressure spindle. Replacement of these blades was initiated during the report period.

All three high pressure feedwater heaters were removed and preparations made for the installation of replacements. The new heaters employ stainless steel tubes instead of the original copper-nickel tubes. In addition, the moisture separator tube bundles will be removed and replaced with bundles employing stainless steel tubes.

During the report period replacement of Nos. 21 and 24 RCP motors was performed. These motors are of the modified design.

The steam generator tube inspection program was completed during the month and a total of twenty-two steam generator tubes were plugged after evaluation of inspection results. An inspection of the "J" tubes in No. 21 steam generator did not reveal any evidence of wall thinning.

Ultrasonic testing of the steam generator upper shell to transition cone girth weld detected indications in Steam Generators' Nos. 22 and 23 welds. Further evaluations by visual and radiographic techniques confirmed that the indications were caused by some undercutting at the inner weld. The condition is fully acceptable and it has been concluded that no repair work is required and the steam generators are acceptable for continued service.

The replacement for pressurizer spray control valve 455A has been welded in place.

Chemical cleaning and inspection of the fan cooler unit cooling coils is continuing and flushing of the associated service water piping is underway.

At the end of the reporting period, the primary sides of the steam generators were closed, the water level in the reactor coolant system brought to the reactor vessel flange area and the head removed and placed on the refueling floor support stand. The refueling cavity was filled and the upper internals removed in preparation for fuel shuffling.