

ATTACHMENT

Docket No. 50-247
LER-82-045/01T-0

Consolidated Edison Co. of N.Y., Inc.
Indian Point Unit No. 2

Video tapes of selected fuel assemblies were obtained during a visual inspection program performed during the current cycle 5/6 refueling and maintenance outage. As a result of the review of videotapes of fuel assembly F-44, Con Edison was informed by the fuel manufacturer, Westinghouse at 3:25 p.m. on November 8 that an upper end plug from one fuel rod was observed to be lodged between the upper ends of adjacent fuel rods within this assembly. The end spring for the affected fuel rod was visible, extending out of the top of the rod, indicating that the fuel pellets remained contained inside the rod. The affected fuel rod is located in row No. 4, second rod in from face No. 1 of the assembly. The subject end plug was observed immediately adjacent to this rod. Additional review of this assembly is still continuing.

The fuel manufacturer has re-reviewed the radiograph of the upper end plug area made during the manufacture of the affected rod. This radiograph shows no evidence of defects.

Assembly No. F-44 has been utilized for two cycles of reactor operation. This assembly was initially inserted into the reactor core at the time of the cycle 3/4 refueling and was operated throughout cycle 4. During the cycle 4/5 refueling outage, the assembly was visually inspected. No detached end plugs or other significant abnormal conditions were identified as a result of this inspection. The assembly was returned to the core and was employed throughout cycle 5 operation.

Assembly No. F-44, which had been scheduled for reuse in Cycle 6, will not be returned to the reactor core. A suitable replacement has been substituted for the affected fuel assembly.

During the current cycle 5/6 outage, an internal inspection of the reactor vessel and steam generator waterboxes was performed. No loose fuel rod end plugs were identified as a result of these inspections.

The feasibility of obtaining additional information as to the cause of this event is under investigation.

Evaluation of the video tapes obtained during this visual fuel inspection program is continuing. Preliminary review indicates that a Region 6 assembly (No. E-06) also has a missing upper end plug with the end spring protruding. Any additional fuel cladding abnormal degradation, discovered as a result of this inspection program, will be discussed in an update to this LER.