AVERAGE DAILY UNIT POWER LEVEL

DOCKET NO. 50-346
UNIT Davis-Besse Unit 1
DATE March 9, 1983
COMPLETED BY Bilal Sarsour
TELEPHONE 419-259-5000, Ext. 384

MONTH February, 1983

DAY	AVERAGE DAILY POWER LEVEL (MWe-Net)	DAY	AVERAGE DAILY POWER LEVEL (MWe-Net)
1	0	17	875
2	553	18	869
3	856	19	876
4	877	20	877
5	881	21	877
6	882	22	876
7	881	23	877
8	880	24	875
9	877	25	874
10	876	26	870
11	877	27	877
12	874	28	873
13	877	29	---
14	878	30	
15	876	31	
16	877		

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.

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OPERATING DATA REPORT

DOCKET NO 50-346
DATE March 9, 1983
COMPLETED BY Bilal Sarsour
TELEPHONE 419-259-5000, Ext. 384

OPERATING STATUS

1. Unit Name: Davis-Besse Unit 1
2. Reporting Period: February, 1983
3. Licensed Thermal Power (MWt): 2772
4. Nameplate Rating (Gross MWe): 925
5. Design Electrical Rating (Net MWe): 906
6. Maximum Dependable Capacity (Gross MWe): 918
7. Maximum Dependable Capacity (Net MWe): 874
8. If Changes Occur in Capacity Ratings (Items Number 3 Through 7) Since Last Report, Give Reasons:

Notes

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

	This Month	Yr.-to-Date	Cumulative
11. Hours In Reporting Period	672	1,416	40,177
12. Number Of Hours Reactor Was Critical	668.8	1,089.3	21,984.8
13. Reactor Reserve Shutdown Hours	3.2	313.9	3,678
14. Hours Generator On-Line	650.0	1,064.6	20,824.2
15. Unit Reserve Shutdown Hours	0	0	1,732.5
16. Gross Thermal Energy Generated (MWH)	1,753,290	2,870,295	48,243,056
17. Gross Electrical Energy Generated (MWH)	588,351	964,026	16,069,680
18. Net Electrical Energy Generated (MWH)	558,828	910,661	15,026,101
19. Unit Service Factor	96.7	75.2	51.8
20. Unit Availability Factor	96.7	75.2	56.0
21. Unit Capacity Factor (Using MDC Net)	95.1	73.6	42.8
22. Unit Capacity Factor (Using DER Net)	91.8	71.0	41.3
23. Unit Forced Outage Rate	3.3	24.8	20.7

24. Shutdowns Scheduled Over Next 6 Months (Type, Date, and Duration of Each):

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

	Forecast	Achieved
INITIAL CRITICALITY		
INITIAL ELECTRICITY		
COMMERCIAL OPERATION		

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UNIT SHUTDOWNS AND POWER REDUCTIONS

REPORT MONTH February, 1983

DOCKET NO. 50-346
UNIT NAME Davis-Besse Unit 1
DATE March 9, 1983
COMPLETED BY Bilal Sarsour
TELEPHONE 419-259-5000, Ex. 384

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
2 Cont'd	83 01 18	F	22.0	A	4	NA			The unit remained shutdown to investigate the Main Steam Line 2 isolation valve problem, following a reactor trip.

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-Continuation from Previous Month
5-Load Reduction
9-Other (Explain)

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

5
Exhibit I - Same Source

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OPERATIONAL SUMMARY
FEBRUARY 1983

2/1/83

The unit remained shutdown (the shutdown was initiated on January 18, 1983 due to a trip caused by loss of an instrument power bus and remained shutdown to investigate Main Steam Line 2 isolation valve problems) until 0310 hours on February 1, 1983, when reactor reached criticality.

The turbine generator was synchronized on line at 2200 hours with the moisture separator reheater second stage isolated due to a flange leak.

2/2/83 - 2/28/83

Reactor power was slowly increased and attained 99 percent power at 2200 hours on February 4, 1983.

Reactor power was maintained at approximately 99 percent power for the remainder of the month.

REFUELING INFORMATION DATE: February, 1983

1. Name of facility: Davis-Besse Unit 1

2. Scheduled date for next refueling shutdown: September 3, 1983

3. Scheduled date for restart following refueling: October 29, 1983

4. Will refueling or resumption of operation thereafter require a technical specification change or other license amendment? If answer is yes, what in general will these be? If answer is no, has the reload fuel design and core configuration been reviewed by your Plant Safety Review Committee to determine whether any unreviewed safety questions are associated with the core reload (Ref. 10 CFR Section 50.59)?

   Ans: Expect the Reload Report to require standard reload fuel design Technical Specification changes (3/4.1 Reactivity Control Systems and 3/4.2 Power Distribution Limits).

5. Scheduled date(s) for submitting proposed licensing action and supporting information: July, 1983

6. Important licensing considerations associated with refueling, e.g., new or different fuel design or supplier, unreviewed design or performance analysis methods, significant changes in fuel design, new operating procedures.

   Ans: None identified to date.

7. The number of fuel assemblies (a) in the core and (b) in the spent fuel storage pool.

   (a) 177 (b) 92 - Spent Fuel Assemblies

8. The present licensed spent fuel pool storage capacity and the size of any increase in licensed storage capacity that has been requested or is planned, in number of fuel assemblies.

   Present: 735 Increase size by: 0 (zero)

9. The projected date of the last refueling that can be discharged to the spent fuel pool assuming the present licensed capacity.

   Date: 1992 - assuming ability to unload the entire core into the spent fuel pool is maintained.

COMPLETED FACILITY CHANGE REQUEST

FCR NO: 82-117

SYSTEM: Containment Air Sampling Isolation

COMPONENT: Motor MV5010C

CHANGE, TEST OR EXPERIMENT: On August 8, 1982, the work implemented by this FCR was completed. Motor MV5010C, rated at 230 VAC, was replaced with a motor rated at 460 VAC, with all other motor characteristics remaining the same. The existing 3 KVA 480/240 VAC transformer mounted at motor control center YF2 was used to provide the power step-up to MV5010C.

REASON FOR CHANGE: A 230 VAC motor was not available to replace motor MV5010C, but a 460 VAC motor was. The transformer to step-up power to the 460 VAC motor was available in the same motor control center as the reversing starter which supplies valve motor MV5010C. This transformer was recently spared in-place by FCR 81-146.

SAFETY EVALUATION: This modification called for replacing the existing motor (rated 230 VAC) for containment air isolation valve, HV5010C, with a motor rated at 460 VAC.

One safety function of valve HV5010C is to achieve containment isolation on a Safety Features Actuation System Incident Level 1 condition. A second safety function of this valve is to provide a path for post-accident containment air sampling.

The replacement motor, rated at 460 VAC, has the same horsepower as the replaced motor. This will provide enough torque to obtain proper closure of the valve to achieve containment isolation. This will also provide sufficient torque to open it for post-accident monitoring.

The higher voltage rating will result in lower current. The cables used are qualified for the higher voltage. The new motor is qualified for the proposed modification. The 460 VAC power supply was provided by utilizing the existing 3 KVA 480/240 VAC transformer presently mounted in motor control center YF2.

Since the replacement motor and the power supply for the motor were qualified for the intended application, the safety function of HV5010C is not affected.

Hence, no unreviewed safety question is involved.

COMPLETED FACILITY CHANGE REQUEST

FCR NO: 82-122

SYSTEM: Containment Air Sampling Isolation

COMPONENT: Motors MV5010B and MV5011A

CHANGE, TEST OR EXPERIMENT: FCR 82-122 was implemented to replace motor MV5010B with motor MV5011A. A 460 VAC motor was then installed to replace the 230 VAC motor MV5011A with all other motor characteristics remaining the same. An existing transformer, 3 KVA, 480/240 VAC, located at motor control center YE2 was utilized to step-up power to the replacement motor. The work was completed August 10, 1982.

REASON FOR CHANGE: At the time this FCR was implemented, a 230 VAC motor was not immediately available for exact replacement, but a 460 VAC motor was. The transformer to step-up power to the 460 VAC motor was available in the same motor control center as the reversing starter which supplies motor MV5011A. This transformer was recently spared in place by FCR 81-146.

SAFETY EVALUATION: This modification called for replacing the existing motor (rated at 230 VAC) for containment air sample valve, HV5011A, with a motor rated at 460 VAC. The replaced motor was used as a substitute for the motor for another containment air sample valve, HV5010B.

One safety function of valves HV5010B and HV5011A is to achieve containment isolation on a Safety Feature Actuation System Incident Level 1 condition. A second safety funtion of these valves is to proivde a path for post-accident containment air sampling.

The replacement motor, rated at 460 VAC, has the same horsepower as the replaced motor. This will provide enough torque to obtain closure of valve HV5011A to achieve containment isolation. This will also provide enough torque to open it for post-accident monitoring.

The higher voltage rating will result in a lower current. The cables used are qualified for the higher voltage. The new motor is qualified for the modification. The 460 VAC power supply is provided by utilizing the existing 3 KVA, 480/240 VAC transformer presently installed in motor control center YE2.

Since the replacement motor for HV5010B is similar to its existing motor, the safety function of this valve has not been affected. Also the replacement motor for HV5011A and its power supply were qualified for the intended application. The safety function of this valve is not affected.

Hence, no unreviewed safety question is involved.