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August 8, 1984

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Attention: Ms. E.G. Adensam, Chief
Licensing Branch No. 4

Re: Catawba Nuclear Station
Docket Nos. 50-413 and 50-414

Dear Mr. Denton:

This letter is in reponse to one of the TDI emergency diesel engine issues raised by NRC and Battelle personnel during a visit to the Catawba Nuclear Station on July 26, 1984. The attachments contain the responses promised by August 8, 1984 and a revision to our August 1, 1984 letter.

Please call me if I can be of further service.

Very truly yours,

HAL B. TUCKER *BY [Signature]*

Hal B. Tucker, Vice President
Nuclear Production

HBT:WWG:rmn

Attachment

cc: Mr. James P. O'Reilly, Regional Administrator
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August 8, 1984
Mr. Harold R. Denton
Page 2

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Catawba Nuclear Station

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R.L. Gill - WC-17
W.H. Owen - PB-3

ATTACHMENT 1
August 8, 1984

Responses to NRC Questions and Recommendations at the July 26, 1984 meeting at Catawba Nuclear Station Concerning Diesel Engines.

1. Revision to August 1, 1984 response:

In the August 1, 1984 response, item 2 described the specific lubricating oil grade to be used. This should be changed to read Exxon Tro-Mar SD-40 rather than the Mobil Product. Both products meet TDI's new recommendations.

2. Identification of Cylinder Heads on 1A and 1B Engines:

Item: NRC requested that the cylinder heads used on Catawba 1A and 1B diesels be identified by groups as described on page 1-2 of the May 1984 report prepared by FaAA entitled "Evaluation of Cylinder Heads of Transamerica Delaval Inc. Series R-4 Diesel Engines".

Discussion: As described in the FaAA report, Group I and II cylinder heads are subject to leakage problems due to manufacturing defects. The FaAA report further describes a program of inspections and periodic engine roll and cylinder venting to ensure that head defects are detected and internal leakage will not adversely affect diesel availability.

Response: Attachment 2 contains the information requested in the July 26, 1984 meeting. The information listed for the 1B engine is as of July 31, 1984. The 1B engine is currently disassembled and the heads are being inspected.

Most of Catawba 1A and 1B engine cylinder heads are in Group II with a small percentage in Group I and III. In any case, all heads have or will be thoroughly examined to verify that defects are not present. In addition, engine roll and cylinder venting procedures will be performed periodically as described in our letter dated July 16, 1984 on this subject.

ATTACHMENT 2
 CATAWBA NUCLEAR STATION
 DIESEL GENERATOR 1A
 CYLINDER HEAD CLASSIFICATION

<u>CYL NO.</u>	<u>BANK (L/R)</u>	<u>FaAA CLASS</u>	<u>MFG. DATE</u>	<u>WT/SN</u>
8	L	I	9/21/78	H13/739W
7	L	I	1/6/78	J5/56D
6	L	II	11/7/78	H62/937W
5	L	II	6/11/79	L77/860D
4	L	II	11/30/78	H96/32D
3	L	III	4/12/82	G89A/417J
2	L	II	11/9/78	H69/949W
1	L	I	1/24/78	J1/44D
8	R	II	12/4/78	H98/44D
7	R	I	9/28/78	H21/767N
6	R	II	11/12/78	H59/916W
5	R	II	11/9/78	H71/959W
4	R	II	12/6/78	J6/56D
3	R	II	11/7/78	H63/937W
2	R	II	11/1/78	H55/910W
1	R	II	11/27/78	H89/18D

DIESEL GENERATOR 1B
 CYLINDER HEAD CLASSIFICATION

<u>CYL NO.</u>	<u>BANK (L/R)</u>	<u>FaAA CLASS</u>	<u>MFG. DATE</u>	<u>WT/SN</u>
8	L	III	4/19/82	H18/446J
7	L	II	11/9/78	H74/959W
6	L	II	8/3/79	M61/97E
5	L	II	11/15/78	H76/975W
4	L	II	10/19/78	H42/859W
3	L	II	11/21/78	H48/4D
2	L	II	10/24/78	H45/878W
1	L	II	11/2/78	H57/916W
8	R	III	8/18/83	J66/270K
7	R	*	*	*
6	R	II	11/16/78	H82/984W
5	R	II	10/3/78	H26/786W
4	R	I	9/21/78	H12/739W
3	R	II	11/16/78	H79/984W
2	R	II	11/28/78	H91/22D
1	R	II	11/8/78	H68/942W

*NOTE: Diesel engine 1B is currently disassembled. Upon reassembly, cylinder head 7R will be replaced with a class II or III head.