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FILE NO 24566.3

DIRECT DIAL NO 202 955-1564

August 21, 1984

In the Matter of
Long Island Lighting Company
(Shoreham Nuclear Power Station, Unit 1)
Docket No. 50-322-1 (OL)

Hon. Lawrence Brenner, Esq.
Administrative Judge
Atomic Safety and Licensing
Board
U.S. Nuclear Regulatory
Commission
Washington, D.C. 20555

Hon. Dr. Peter A. Morris
Administrative Judge
Atomic Safety and Licensing
Board
U.S. Nuclear Regulatory
Commission
Washington, D.C. 20555

Hon. Dr. George A. Ferguson
Administrative Judge
School of Engineering
Howard University
2300 - 6th Street, N.W.
Washington, D.C. 20059

List of Errata for Lilco's Testimony

Dear Administrative Judges:

I am enclosing a list of errata for Lilco's testimony on crankshafts, cylinder heads, pistons and cylinder blocks. In those instances where corrections are made to exhibits, a copy of the corrected exhibit is attached to this letter.

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PDR ADDOCK 05000322
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Crankshafts

Testimony of McCarthy, Johnson, Montgomery and Chen

Page 4, Line 13--The word "industry" should read "industries."

Page 41, Line 18--The phrase "would my opinion" should read "would be my opinion."

Crankshafts

Testimony of Wells, Johnson, Wachob, Seaman, Cimino and Burrell on Shot-Peening

Page 11, Line 15--The word "insure" should read "ensure."

Page 16, Line 13--"Exhibit #C-33" should read "Exhibit #C-31." After the reference to "Exhibit #C-31," the following sentence should be inserted: "LILCO's ultrasonic testing as well as magnetic particle and liquid penetrant testing likewise revealed no relevant inclusions or voids. See Exhibit #C-33 and Exhibit #C-32, respectively."

Page 17, Line 9--The word "journels" should read "journals."

Cylinder Heads

Testimony of Seaman, Youngling, Kammeyer, Wells, Swanger, Wallace, Mathews and Pischinger

Page 12--The word "occured" should read "occurred."

Page 47, Lines 13 and 14--The words "predominently" should read "predominantly."

Page 78, Line 21--The phrase "in hort" should read "in short."

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Pistons

Testimony of McCarthy, Pischinger,
Seaman, Swanger and Youngling

Page 23, Line 17--"Exhibit P-9" should read "Exhibit P-10."

Page 31, Line 18--"Exhibit P-9" should read "Exhibit P-10."

Cylinder Blocks

Testimony of McCarthy, Rau, Wells, Wachob,
Johnson, Taylor, Seaman, Youngling and Schuster

Page 12, Lines 18, 19 and 20--The phrase "and 92.5 hours occurred at load levels between 100% and 110% of full load" should read "63 hours occurred at load levels between 100% and 110%, and 29.5 hours were in excess of 110% load."

Page 29, Line 26--The word "the" should be deleted between the words "whether" and "differences."

Page 30, Line 21--The word "graphite" should be inserted between "widmanstaetten" and "is."

Page 37, Line 20--"Exhibit B-41" should read "Exhibit B-43."

Page 37, Line 23--"38 ksi" should read "33 ksi."

Page 40, Line 7--"Exhibit Q" should read "Exhibit B-44."

Page 52, Line 19--The word "loss" should read "law."

Page 63, Line 14--The word "minimal" should be inserted before the words "crack extension."

Page 72, Line 19--The words "Technical Specifications" should be replaced with "operating procedures."

Page 76, Line 19--The word "incapable" should read "capable."

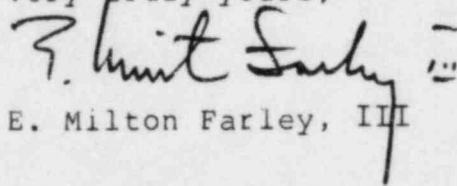
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Exhibits B-13, B-14, B-15, B-26, B-49 and B-50 should be replaced with the corrected versions attached to this letter.

Thank you for your consideration of this matter.

Very truly yours,

A handwritten signature in cursive script that reads "E. Milton Farley, III". The signature is written in dark ink and is positioned above the typed name.

E. Milton Farley, III

Attachments

cc: Service List

SERVICE LIST

I hereby certify that copies of the attached letter were served this date upon the following by first-class mail, postage prepaid:

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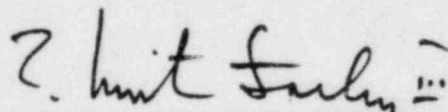
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DATED: August 21, 1984

Exhibit B-13

ENGINE 101 LOAD HISTORY
SHOREHAM NUCLEAR POWER STATION

Event and Date	Hours at Load, L (%)					Total Hours, All Loads
	L<75	75<L<100	L=100	100<L<110	L>110	
Original Crankshaft Hours	164.0	262.5	188.5	--	19.0	634
<u>Crankshaft replaced</u> Restart 12/29/83 Testing Hours	78.0	179.0	20.0	91.0	4.5	372.5
<u>Outage 3/18/84</u> Block Inspection 3/20/84						
Qual. Testing Hours 4/10/84	43.0	10.0	29.5	.5	2.0	85
Total	285.0	451.5	238.0	91.5	25.5	1091.5

Exhibit B-14

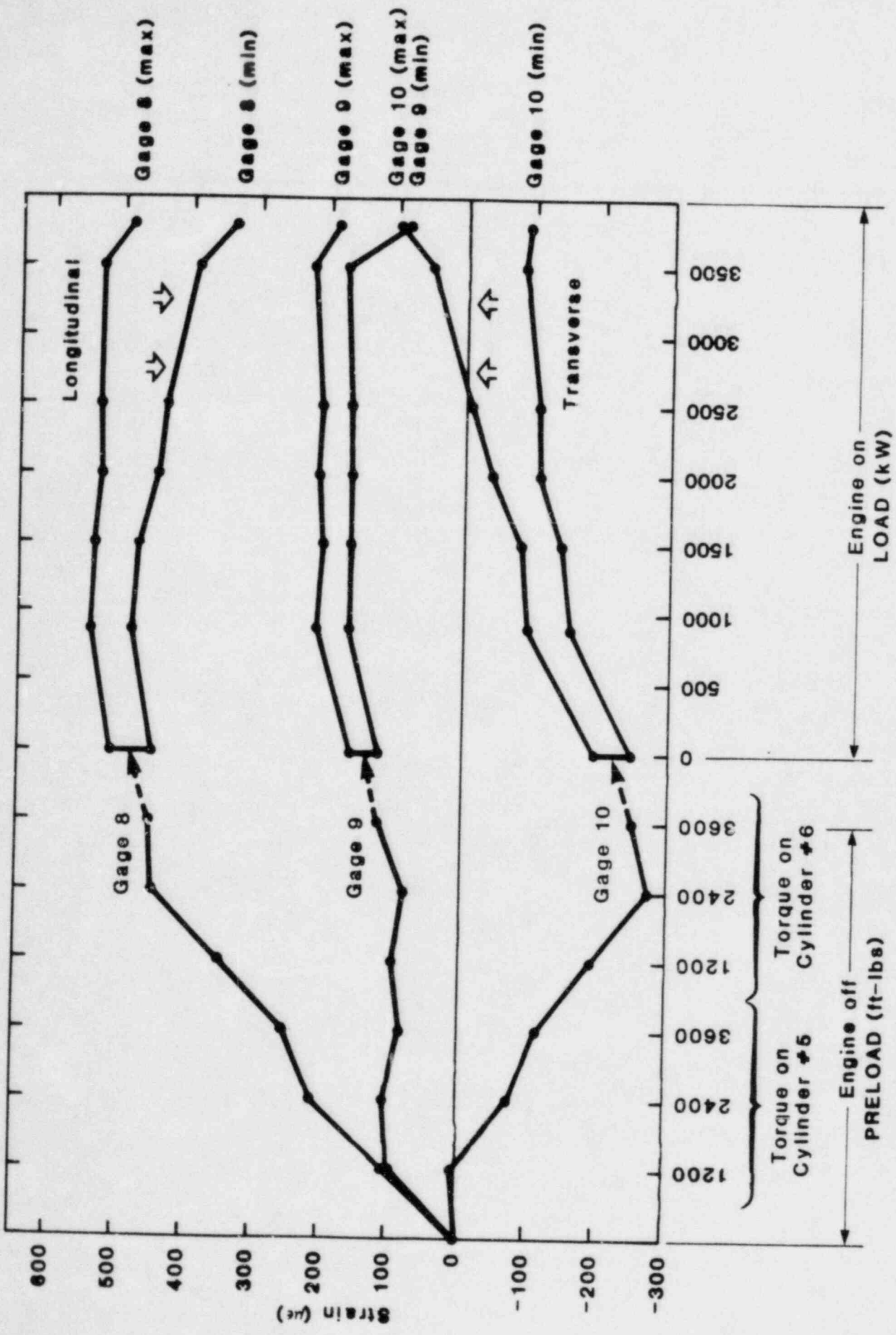
ENGINE 102 LOAD HISTORY
SHOREHAM NUCLEAR POWER STATION

Event and Date	Hours at Load, L (%)					Total Hours, All Loads
	L<75	75<L<100	L=100	100<L<110	L>110	
Original Crankshaft Hours	83.0	325.0	259.0	22.0	--	689
<u>Crankshaft Replaced</u> Restart 12-22-83						
Testing Hours	34.5	183.0	36.5	41.0	29.0	324
<u>Outage 2/09/84</u> Block Inspection 2/10/84						
Qual. Testing Hours	90.0	3.5	16.0	--	0.5	110
Block Inspection 3/08/84						
Total Hours	207.5	511.5	311.5	63.0	29.5	1123

Exhibit B-15

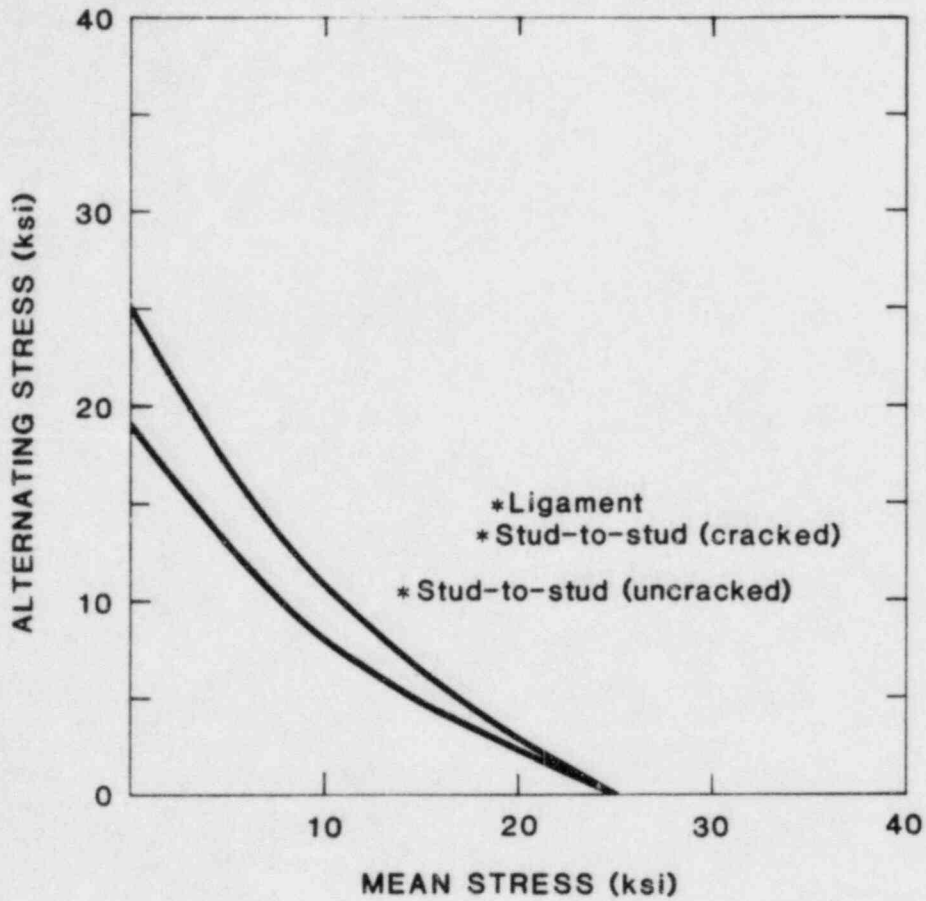
ENGINE 103 LOAD HISTORY
SHOREHAM NUCLEAR POWER STATION

Event and Date	Hours at Load, L (%)					Total Hours, All Loads
	L<75	75<L<100	L=100	100<L<110	L>110	
Original Crankshaft Hours	103.0	432.0	257.0	---	23.0	815
<u>Crankshaft Replaced</u> Restart 12/17/83						
Testing Hours	67.0	170.5	69.0	34.5	6.0	347
<u>Outage 3/11/84</u> Block Inspection 3/11/84						
Qual. Testing Hours	64.5	5.5	24.5	13.0	1.0	108.5
<u>Block Failure 4/14/84</u> Block Inspection 4/16/84						
Total Hours	234.5	608.0	350.5	47.5	30.0	1270.5



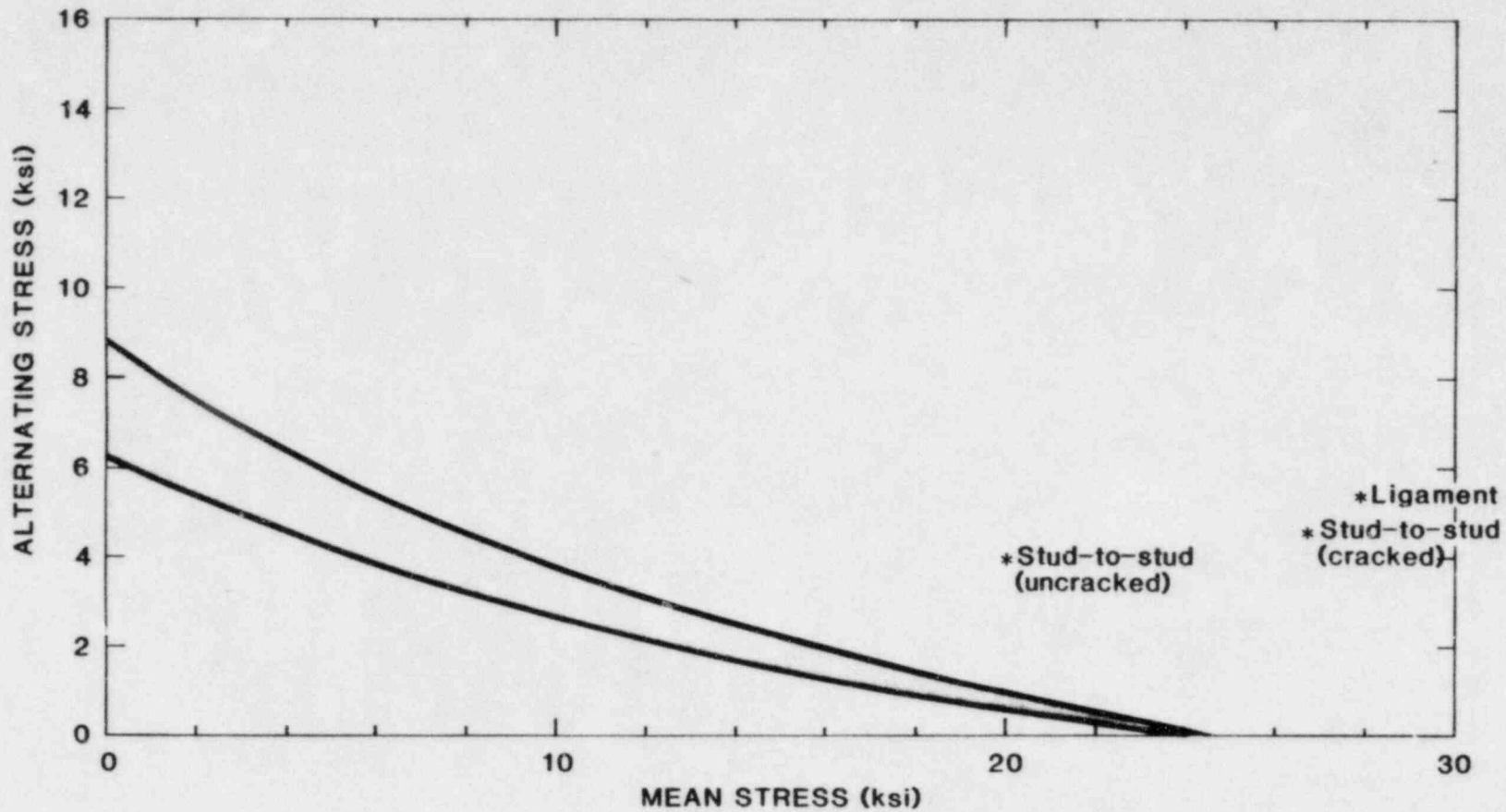
Strain vs. load for Gages 8, 9, and 10 (located on engine centerline).

Exhibit B-49



Goodman-Smith diagram for low cycle fatigue (100 cycles) at 100% load for Shoreham engines DG101 and DG102.

Exhibit B-50



Goodman-Smith diagram for high cycle fatigue (>10⁶ cycles) at 100% load for Shoreham engines DG101 and DG102.

FAA-84-5-4