

M. I. LEWIS
6504 BRADFORD TERR.
PHILA, PA. 19149

Edward L Jordan

Dear Sir;

IE info notice 84-89 states Stress Corrosion cracking was the cause of the cracks in the jet pumps at PECos facility.

I have studied the PECo reports and letters. Although IGSCC is not ruled out, neither is IGSCC proven. In fact fabrication or preexisting cracks could also be the cause of the cracking as well as IGSCC.

The info notice is misleading in that it appears that

1. IGSCC is proven
2. no other source of the cracking need be investigated at PECo or any other plant.'
3. PECo's submittals appear to be taken at face value without independent testing and verification. This leads to the suggestion that whatever a licensee submits will be accepted without question by the NRC-which is probably true.

Hoping that you plan to correct these items,

M. I. Lewis 12/19/84

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Q PDR

Warnings from a dangerous reactor.

Doctors and psychiatrists warn that many people practice 'denial.' We know something is dangerous and we refuse to admit to it.

The regulators and builders of Limerick nuclear Generating Station are practicing denial.

Inspection Reports are continuously coming out of the NRC about deficiencies and other problems at the Limerick facility. Some of these deficiencies appear minor paperwork problems. Unhappily, minor paperwork problems often hide very serious safety problems.

This was particularly true at Diablo Canyon. An engineer found that some blueprints had been read backwards. Luckily, he had the knowledge to see that reading the blueprints backward would affect the installation and the seismic capability of the entire reactor.

Some deficiencies appear serious on their face. These are reclassified as unresolved issues or open issues. The NRC classifies safety related deficiencies as violations. Violations are also graded for seriousness.

The NRC determines the classification and the extent of seriousness. Too often the NRC is most lenient and even reduces fines for the most serious violations.

The NRC fined the GPU, owner of TMI, only a matter of one or two hundred thousand dollars for all the problems indicated in the TMI#2 accident.

The same friendly relationship appears here at Limerick between the regulators and the regulated. The few fines at Limerick have received little attention.

Nobody can come on sight without the Licensee's approval. So-called independent groups such as the Advisory Committee on Reactor Safeguards are actually paid by the NRC. Also the ACRS even has a retired PECO engineer on it. Needless to say, such independent views are questionable.

WHAT CAN YOU DO?

Everything.

1. Get copies and explanatory letters from the NRC of these reports.
2. Bring the attention of Congress, Department of Justice, and experts to these problems.
3. Contact me, Marvin Lewis, 289-5964, if you have some technical information about Limerick.

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INFORMATION FROM INSPECTION REPORTS

<u>Report number</u>	<u>Violation</u>	<u>Unresolved items</u>	<u>Open issues</u>	<u>Other</u>
50-352/84-59				discrepancies
84-60 and 84-13				procedures not revised
84-55		x		
84-51			x	
84-56		x		
84-58				followup needed
84-50				fuel rod procedure not ok'd.
84-49 and 84-12	x			
84-46		x		
84-42		x		
84-47		x		deficiencies and unacceptable
84-29	x	x	x	test exception
84-44				
84-27	4	x		
84-33			x	construction deficiency
84-31		x		
84-41				many deficiencies
84-31			x	confusing writing
84-36 and 353/84-10		x	x	
84-34				test change notice (TCN)
84-16				lack of communication b/n shifts.
84-35			x	
84-26 and 353 /84-09	2			
Board Notification 84-142 Pipeline hazards				many deficiencies
84-30				

Please note that this list only contains letters from NRC to Peco for the months of August, September, October and November. There are issues still being generated and there are issues still open from months and years previous to the letters in the above list. Also the list does not demonstrate all deficiencies in these letters.

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