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RELATED CORRESPONDENCE

UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

February 28, 1985

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Washington, D.C. 20555

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In the Matter of  
LONG ISLAND LIGHTING COMPANY  
(Shoreham Nuclear Power Station, Unit 1)  
Docket No. 50-322-1 (OL)

Dear Administrative Judges:

On February 21, 1985, the Licensing Board inquired as to the status of inspections and investigations being conducted by the Offices of Investigations (OI), Nuclear Reactor Regulation (NRR) and Inspection and Enforcement (I&E) regarding TDI diesel generators. (See Tr. 28,242-53). As the Board noted, the last status reports were contained in memorandas from OI (Ben Hayes) and NRR/I&E (Harold Denton) dated March 12, 1984 and April 20, 1984, respectively, which were forwarded to the Board and parties through this office.

OI has verbally advised OELD that there is no change in the status of the investigation since their above-referenced memorandum. They also indicated that they would further advise this office as to whether they could state when actual field work will commence and whether they are now able to relate any particulars at this time without compromising their investigation. Although I advised them of the date by which this Board requested reply to its inquiries, we have received no reply as yet. I will convey the information to the Board and parties when it is received from OI.

With respect to NRR/I&E, I am enclosing a memorandum from Dr. Carl Berliner dated February 28, 1985 which updates Mr. Denton's above-referenced memorandum. As the Board knows, Dr. Berliner will be returning as a witness on March 5, 1985 and will be available at that time,

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or any other time convenient to the Board, to answer any additional questions the Board may have regarding this matter.

Sincerely,

*Bernard M. Bordenick*

Bernard M. Bordenick  
Counsel for NRC Staff

Enclosure: As stated

cc: with enclosure  
Service List



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

February 28, 1985

Memorandum For: Edwin J. Reis  
Assistant Chief Hearing Counsel, OELD

From: C. Berlinger  
Group Leader TDI Project, DL, NRR

SUBJECT: STATUS OF SHOREHAM INSPECTIONS AND INVESTIGATIONS

On Thursday, February 21, 1985, Judge Brenner requested that the staff provide an update of the status of the ongoing investigations and/or inspections related to TDI, as they concerned the TDI diesel engines at Shoreham. (See Tr. 28, 242-53). The purpose of this memo is to provide you with such information, which you may forward to the Board.

You should realize, however, that because of the way the TDI project group was structured last year, we do not have any information about the status of the OI investigation which B. Hayes discussed in his March 12, 1984 memo to G. Cunningham. In January, 1984, the Staff decided to separate the TDI effort into two parts. One effort would address technical and safety matters alone, and would be done in NRR. Other non-safety aspects would be handled by OI. Given the owner's group independent DRQR effort, we considered that problems with QA/QC at TDI would not have to be addressed as part of the NRR review to determine whether the engine is suitable for nuclear operation, but that these TDI QA/QC problems would be addressed and resolved in a separate action by I&E. We still think that approach is valid.

In splitting up the work, however, we did not foreclose the possibility that there might be some interaction between the different offices within the Commission. Indeed, Mr. Hayes recognized this in his March 12 memo where he stated that he would notify NRR if any significant safety information were to be developed during the course of his investigation. Similarly, NRR is committed to notify OI if it identifies information which should be included in the investigation.

As head of the TDI Project Group, I am the central point of contact for all technical issues associated with TDI diesel engines. In the course of reviewing technical problems I continually assess the need for investigative assistance by OI and I&E, and I have, in fact, referred several items to OI for its consideration. We also keep I&E and OI informed by sending them copies of all the reports we receive and issue.

With regard to the examples mentioned by the Board on February 21, 1985 such as the welded block cracks and the existence of the Widmanstaetten graphite in the original DG103 block, we feel that it is exactly these sorts of problems which should be identified by the DRQR program. The owner's group and LILCo proposed to verify the design and manufacturing quality of the engine components independently, with minimal dependence on TDI records. It is our understanding that this would and has included independent verification of the material properties of critical engine components, including the blocks.

Finally, it is very difficult to factor into our evaluation any undetected problems. The purpose of testing and inspections is to identify problems, but we cannot judge their significance until they have been identified. As Mr. Denton described in his April 20, 1984 memo to Mr. Cunningham, future generic problems identified by TDI should be reported under the 10 C.F.R. Part 21 program. We cannot, of course, guarantee that TDI will fully comply with the Part 21 program, but we feel that with the attention that has been focused on TDI problems in the past year, the existence of future problems will be widely disseminated. In fact, TDI and the utilities have continued to actively inform the NRC of new problems through their participation in the 10 CFR Part 21 program.

If the Board has any additional questions about these matters, I would be pleased to answer them verbally at the hearings next week.

  
C. Berlinger