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August 17, 1983

BY HAND

James A. Laurenson, Chairman
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Dr. Jerry R. Kline
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U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Mr. Frederick J. Shon
Atomic Safety and Licensing Board
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Gentlemen:

Yesterday LILCO sent to you, for your information, two LILCO reports concerning the recent crankshaft failure in Emergency Diesel Generator 102. Mr. Christman's letter which accompanied the reports asserted that the diesel development should have no impact on the emergency planning schedule to be set by this Board. The County agrees with that conclusion of Mr. Christman -- because the schedule must be fair from the standpoint of providing the County and other parties with an opportunity to prove its case -- but has the following additional observations.

First, we enclose copies of the reports filed yesterday by the NRC Staff and the County relating to the crankshaft failure. Second, while the details concerning the crankshaft failure are not yet known, and the full impact on completion of the plant and readiness for fuel load will likely not be known for weeks or months, one thing can be said with confidence: the plant's completion and readiness for fuel load clearly has been delayed significantly by the crankshaft failure. Thus, if the emergency planning schedule being considered by the Board was to any extent impacted by LILCO's

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previous prediction of readiness to load fuel by early October 1983, the new events certainly eliminate the basis for any such impact.

In addition, Mr. Christman's letter of August 16 indicates that LILCO believes there is no need to adjust the emergency planning schedule previously proposed by LILCO to the Board. We find this surprising in light of discovery developments which have occurred since the prehearing conference of August 9.

LILCO's proposed discovery period was premised on LILCO's preference "that all the parties forego the taking of depositions altogether." LILCO noted, however, that "if the intervenors insist on taking depositions, LILCO will find it necessary to take a number of depositions as well." (LILCO's Recommendations to the Board for Prehearing and Hearing Procedures, at 5-6, n.1) Under the LILCO proposed schedule, all depositions were to be completed by September 9. (Id. at 3)

We were informed yesterday by LILCO's counsel that LILCO now tentatively wishes to depose a total of 21 of the County's witnesses and other persons. No estimate of the duration of the depositions was provided. Counsel for the parties intend to meet on August 18 to: (a) determine how and when to schedule the 21 depositions now proposed by LILCO and the depositions of the 27 Staff, FEMA and LILCO personnel whom the County indicated on August 4 it wished to depose; and (b) attempt to resolve discovery disputes.

As we noted both in Suffolk County's Response to ASLB Request for Parties' Views on Emergency Planning Matters (at 11-15 and 18) and at the prehearing conference (Tr. 329), the discovery schedule proposed by the County assumed that only the County would conduct discovery depositions. The schedule proposed by the County was very tight; even with its assumption that only the County would conduct depositions, it contemplated that a deposition would be taken on every business day but 5 from August 29 to October 21.

Accordingly, the County requests that in setting the final discovery schedule, the Board take into account the need to adjust (a) LILCO's proposed schedule to allow for the fact that now LILCO as well as the County will pursue deposition discovery, and (b) the County's proposed schedule by adding to the deposition

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period in that schedule the additional time necessary to
accommodate the 21 depositions which LILCO now proposes to
conduct.

Sincerely,


Karla J. Letsche

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Attachments
cc: Service List

UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION

BEFORE THE ATOMIC SAFETY AND LICENSING BOARD

In the Matter of)

LONG ISLAND LIGHTING COMPANY)

(Shoham Nuclear Power Station,
Unit 1))

) Docket No. 50-322 O.L.
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SUFFOLK COUNTY FILING REGARDING
SCHEDULE FOR DIESEL GENERATOR CONTENTION

Suffolk County is in receipt of the "LILCO Report and Request for Temporary Deferral," dated August 15, 1983. Suffolk County concurs in LILCO's request and adds only the following:

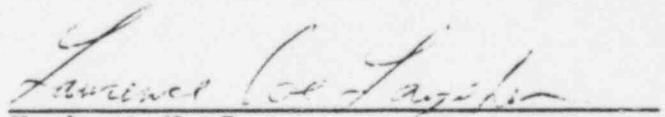
(1) It is unclear at this time the precise nexus of the new crankshaft development to either the cylinder head cracking issues or to the vibration issue. The County understands that the failure occurred when Diesel 102 was being tested with the new heads which had been installed, raising at least a possibility that there is a connection between the failure and the new cylinder heads. Also, the LILCO report, as well as a New York Times article (copy attached), state that the failure involved or was accompanied by excessive vibration. This raises the possibility of a direct relationship to the vibration issue. Until a failure analysis is conducted and the cause(s) is(are) determined, no precise conclusions can be drawn. However, it certainly appears

possible that any testimony which now is filed might need to be changed in light of data which will become available in the future.

(2) In discussions with NRC Staff personnel, it appears clear that full resolution of the crankshaft problem will take considerable time. Apparently Diesel 102 will need to be physically removed from its present location to an outside location where necessary disassemble/inspection/repair can be performed. The County has been informed by its consultants and by Staff personnel that the entire process is likely to take from several weeks, at a minimum, to several months. In view of the foregoing delays which appear inevitable, a brief deferral of the schedule as proposed by LILCO (i.e., a conference call for late August to discuss future scheduling) until more facts are known seems appropriate. The County suggests that LILCO be required to file a detailed status report with the Board and parties several days prior to any scheduled conference call.

Respectfully submitted,

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August 15, 1983

Crack in a Generator May Delay Shoreham Atom Plant's Opening

By JAMES BARRON

A diesel generator that would supply power in the event of a breakdown at the Shoreham nuclear power plant developed a crack during a test, and an official of the Federal Nuclear Regulatory Commission said yesterday that the problem could delay the plant's opening.

The crack occurred in a crankshaft Friday night during a test of three diesel generators that are designed to supply auxiliary power in case the reactor at the Suffolk County plant has to be shut down in an emergency. The commission must certify that the diesel units will work correctly before the Long Island Lighting Company, owner of the \$3.4 billion plant, can begin generating power there.

"You can be sure there will be a several-week delay, at least," said the commission official, Edward Greenman. "I characterize this as a significant event."

Jan K. Hickman, a Lilco spokesman, said she did not know how soon the generator could be repaired or how the problem would affect Lilco's timetable for the plant. The utility had hoped to put the reactor, which is more than 10 years behind schedule and 10 times over budget, into commercial operation by next spring.

Miss Hickman said Lilco had postponed a major electrical test at Shoreham that had been scheduled for next week. She also said the utility would ask the commission to delay a hearing on the diesel units that was scheduled to begin the week of Aug. 29.

Miss Hickman said it was too soon for Lilco to know how serious the diesel failure was. But Alan Dynner, a lawyer representing Suffolk County, said that, when Lilco's lawyers called him on Saturday to discuss postponing the hearing, "they said a very, very serious occurrence had happened."

"It's the second-worst thing that can happen in a diesel generator," Mr. Dynner said. "They told me it was so serious they were sending their experts back from California, where they had

been preparing testimony for the hearing, and they said they wanted to postpone it because they would all be busy with the broken crankshaft."

The only worse problem in a generator, he indicated, was if the main cylinder block were to come apart.

Miss Hickman said that Lilco had called the company that manufactured the 20-foot-long crankshaft — Transamerica Delaval of California — but did not know how soon a replacement could be shipped to Shoreham, which is about 50 miles from Manhattan on Long Island Sound.

Generator Shut Down Before

In April, the commission fined Lilco \$40,000 for improper procedures in a previous sequence of tests involving the diesel generators. Friday's incident involved the middle diesel unit, known as No. 102. It is the same generator that was shut down earlier this year after cracks were detected in its cylinder heads.

The problem on Friday was noticed shortly after 5 P.M., Miss Hickman said. Operators in the Shoreham control room detected "excessive vibrations" in the generator, she said, and after shutting it down, opened it and looked inside. They found a crack eight inches long and about a quarter of an inch wide on the main engine shaft near the seventh cylinder of the eight-cylinder unit.

The shutdown occurred toward the end of a six-hour test of the 3,500-kilowatt unit. It was being run to produce 3,900 kilowatts, in an overload condition, a test that is required by the commission.

Suffolk officials, who oppose the opening of the Shoreham plant, said they believed the diesel incident would mean a significant delay, and added that the problem underlined their concerns about safety and workmanship at the plant. The county has refused to approve an emergency evacuation plan for the area around the plant, without which the plant cannot go into operation.

Cuomo Signs Law Giving Aid

UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION

BEFORE THE ATOMIC SAFETY AND LICENSING BOARD

In the Matter of)
)
)

LONG ISLAND LIGHTING COMPANY)

(Shoreham Nuclear Power Station,)
Unit 1))
_____)

) Docket No. 50-322 (O.L.)

CERTIFICATE OF SERVICE

I hereby certify that copies of Suffolk County Filing
Regarding Schedule for Diesel Generator Contention have been
served to the following this 15th day of August, 1983 by U.S.
mail, first class, except as otherwise noted.

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DATE: August 15, 1983

* By Hand
** By Telecopy

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