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February 17, 1984

Mr. James L. Kelley
Chairman
Atomic Safety and Licensing
Board Panel
U.S. Nuclear Regulatory
Commission
Washington, D.C. 20555

Dr. Paul W. Purdom
235 Columbia Drive
Decatur, Georgia 30030

Dr. Richard F. Foster
P.O. Box 4263
Sunriver, Oregon 97702

Re: Duke Power Company, et al. (Catawba
Nuclear Station, Units 1 and 2),
Docket Nos. 50-413, 50-414

Gentlemen:

The Board now has pending before it a decision with respect to Palmetto Alliance's motion for a new contention with respect to the Transamerica Delaval diesel generators at Catawba. In light of that, we believe we should bring to the Board's attention that, in the course of long-term durability tests being conducted with the 1-A diesel generator at Catawba, certain matters have occurred with respect to one cylinder head, one or more valve pushrods, one of the two turbochargers on the engine, and a fuel oil injection pump nozzle.

More specifically, a minor amount of cylinder head leakage was noted during a run; when the engine was shut down it was discovered, during the week of February 5, that there was a slight crack in that cylinder head. Also during that week, the pushrods for diesel generator 1-A were checked, and it was determined that some had flaws in the welds joining the ball to the pipe. We would note that all the pushrods on diesel generator 1-A were subsequently replaced with pushrods

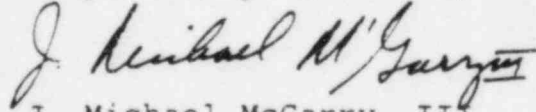
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of an improved design. During the same week, one of the turbochargers showed excessive wear on the rear bearing due to inadequate lubrication, a lube oil drain line leak, and a rupture of the lube oil prelude line for that turbocharger. Finally, during this run, a fuel oil injection pump nozzle was found to be cracked.

It should be noted that, with the exception of the fuel oil injection pump nozzle, these matters are similar in nature to matters found with other TDI diesels, as reflected in the February 2, 1984 "Report of Meeting with Representatives of the Transamerica Delaval, Inc. (TDI) Emergency Diesel Generator Owner's Group" which was served on the parties to this proceeding. It is Applicants' view, however, that none of these matters have a significant bearing on the operational reliability of the diesel.

Respectfully submitted,


J. Michael McGarry, III

cc: All Parties
(Hand delivered to Kelley and Guild)