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June 25, 1984

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

Gentlemen:

The Board in its Memorandum and Order of February 27, 1984, requested that the parties keep it advised of "any additional problems that may arise with the Catawba TDI diesels." [p. 3]. In addition to their initial letter to the Board of February 17, 1984, Applicants also, in their March 29, 1984 letter, provided the Board an update of the site-specific problems which have occurred with the diesel generators at Catawba. That previous correspondence included as an enclosure the handout which Applicants provided to the NRC at the March 21, 1984 meeting on Applicants' testing and inspection program. The Board subsequently modified the language of its sua sponte contention to focus specifically on the problems that actually occurred with Catawba's TDI diesels (Tr. 12633-34).

Subsequent to our last update, the inspection program described in the handout has been substantially completed with respect to diesel 1-A. A report dated June 1, 1984, providing details of most of the results of the long-term run of diesel 1-A and the inspection following its teardown, has been prepared and sent to the NRC staff. Intervenors and the other parties have been provided copies of the report. A copy of the report is enclosed for the Board. The report speaks for itself. However, during the inspection effort minor cracks were detected in four of the type AN piston skirts in the region where an internal circumferential reinforcing rib intersects the piston pin boss; also two subcover castings were found to have cracks in an intake rocker arm pedestal. In addition the June 1, report discusses further two matters previously reported to the Board, that is, cylinder head cracks (one in diesel 1-A and one in 1-B) resulting in small jacket water leaks into the fuel injector cavity, and turbocharger thrust bearing wear due to poor lubrication. The June 1 report also discusses other minor conditions noted: (1) chipped and cracked edges

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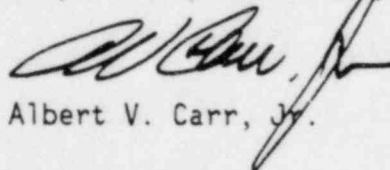
of rocker arm sockets; (2) chipped and removed valve stem chrome plate; (3) jammed air start valve adjusting nut; and (4) several bolts on the fuel/lube oil tripple clamp were found to have heads broken off or cracks, due to under- or over-torquing.

As a result of the inspection effort, Applicants are replacing the type AN piston skirts with type AE. With the exception of this matter, the inspection results were excellent. Many of the major problems experienced with other TDI diesel engines did not occur in the Catawba 1-A engine. For example, the Catawba diesels did not experience failed crankshafts, cracked connecting rod-crankpin bearing shells, connecting rod box cracks, or cracked cylinder blocks.

In Applicants' view, none of the matters detected in the inspection effort constitute a condition which would render diesel 1-A unable to perform its intended function. All are in the process of being corrected, either by replacement of components or in certain instances - such as lubrication of turbocharger bearings - through design changes.

Applicants will keep the Board informed of any subsequent site-specific problems.

Respectfully submitted,



Albert V. Carr, Jr.

Attachment
c: All Parties (w/o attach.)