

## BEFORE THE ATOMIC SAFETY AND LICENSING BOARD

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In the matter of )  
 LONG ISLAND LIGHTING COMPANY, )

(Shoreham Nuclear Power )  
 Station, Unit 1) )

DOCKET NO. 50-332-OL

COPY

DEPOSITION OF MAURICE H. LOWREY

May 10, 1984



REPORTED BY:  
 JOAN MARIE COLUMBINI, CSR NO. 5435

TOOKER & ANTZ  
 CERTIFIED SHORTHAND REPORTERS  
 631 MARKET STREET, SUITE 925  
 SAN FRANCISCO, CALIFORNIA 94105  
 415/392-0650

COMPUTERIZED  
 TRANSCRIPT

FREDERIC R. TOOKER

8412130216 841101  
 PDR ADOCK 05000322  
 G PDR

KEMBLE ANTZ

1           A.    We had experience, if you will, with deep stud  
2 cylinder head bosses in the R5 V-12 engine. The  
3 experience was positive, and thus, we applied it for  
4 commonality of design, if you will, to the R4 series of  
5 engines.

6           Q.    What was the effect of that design change?

7           A.    In my judgment, the effect is to remove the  
8 stress field caused by the torquing of the cylinder head  
9 stud nuts farther away from the landing upon which the  
10 cylinder liner rests.

11          Q.    Would that effect be to make the cylinder block  
12 stronger?

13          A.    Not stronger as such, less sensitive to fatigue  
14 effects, in my opinion.

15          Q.    What fatigue effects are you speaking of?

16          A.    I speak of the effect on the block top caused  
17 by the relatively low cyclic forces applied by combustion  
18 pressure.

19          Q.    Is that what is normally referred to as  
20 mechanical stress?

21          A.    Yes.

22          Q.    Approximately when was this design change in  
23 the block made?

24          A.    To the best of my recollection, the last two  
25 months of 1983.

26          Q.    Were any other changes made in the design of  
27 the cylinder block potentially applicable to the R48  
28 engine in the last four years?

1 A. Not that I can recall.

2 Q. Did the lengthening of the cylinder head bosses  
3 involve a thickening of the material of the cylinder  
4 block?

5 A. Not to my knowledge, except in that area where  
6 the boss lengthening occurred.

7 Q. In that particular area, what was the extent of  
8 the thickening, approximately?

9 A. Again, if memory serves me correctly,  
10 approximately five and a half inches.

11 Q. Did the thickening of the cylinder block in  
12 that area increase the weight of the block?

13 A. Yes, sir.

14 Q. By approximately how much?

15 A. I don't really know.

16 Q. Was the change in the design of the cylinder  
17 block that you have just referred to made in response to  
18 any problems experienced with the prior design block?

19 MR. SMITH: I believe the question has already  
20 been asked and answered. I think this witness testified  
21 that as a result of the experience with the RV5.

22 MR. DYNNEP: Q. Can you answer the question?

23 A. Would you say again please, sir?

24 Q. Yes.

25 Was the change in the design of the cylinder  
26 block made at all in response to any problems experienced  
27 with the prior designed block?

28 A. It was my judgment that the deepening, if you

1 will, or lengthening of the head stud bosses would reduce  
2 the possibility of cracking noticed around the head stud  
3 bosses of the previous block.

4 Q. To what extent was cracking in the area of the  
5 head stud bosses in the prior design cylinder block  
6 experienced?

7 A. You will have to give me your meaning of  
8 "experience," please.

9 Q. Certainly.

10 Were you aware of problems in cracking in that  
11 area experienced by Delaval R4 engines in the field?

12 A. Yes, I was.

13 Q. Was that problem of cracking recorded in  
14 documents that you saw?

15 A. In documents that I prepared.

16 Q. How did you come to prepare those documents?

17 A. As a result of various field trips that I had  
18 made and records that I had made during those field trips  
19 and in the normal course of recording those field trips.

20 Q. In approximately how many engines in the field  
21 did you note cracking in that portion of the cylinder  
22 block?

23 MR. SMITH: What time period are we talking  
24 about?

25 MR. DYNNER: Whatever time period he is  
26 referring to with respect to the reports that he prepared.  
27 Do you understand the question?

28 THE WITNESS: Would you repeat?