



UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION
ATOMIC SAFETY AND LICENSING BOARD PANEL
WASHINGTON, D.C.

IN THE MATTER OF:

ALI DIESEL GENERATORS OWNERS GROUP

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The meeting in the above-entitled matter convened, pursuant to notice, on July 11, 1984, at 8:35 a.m., in the 22nd Floor Conference Room of the Wachovia Bank Building, 400 South Tryon Street, Charlotte, North Carolina, Carl H. Berlinger, presiding.

1 standards.

2 MR. HENRIKSEN: The question was: What
3 was the difference between --

4 MR. RAY: It has been said that that
5 analysis was conservative. It got down to -- you
6 said the stress levels were high. How would they
7 compare? Apparently you're very familiar with
8 Lloyd's. You're saying they're high. What is
9 acceptable? They're higher than what would be
10 acceptable by Lloyd's or what? We have no bench-
11 mark.

12 We have done, again, significant
13 analysis by differing methods that have been
14 benchmarked against strain gauge evaluations,
15 against torsionographs, and benchmarked against a
16 failed crankshaft, which failures tell you an
17 awful lot about a particular component. I would
18 submit that that far exceeds what is typically
19 done on a crankshaft.

20 MR. BERLINGER: Also, NRC does not
21 require the use of Lloyd's and specifically
22 references LLMA, and we would not propose to
23 require that this design be compared to Lloyd's.
24 I don't know whether we really need any
25 additional discussion relative to what standard

1 to use as a basis for licensing or approval of
2 these crankshafts.

3 MR. SAKSLIN: Perhaps we got off on the
4 wrong foot. The calculations should have been
5 performed for the true typical load levels the
6 engines would see. We would be outside the
7 discussion from the start.

8 MR. BERLINGER: Let me get back to the
9 question on the thought which we're going to get
10 a response from the Owners Group, and that was:
11 what kind of information would be available
12 relative to operation at lower loads as far as
13 the crankshaft analysis, design analysis is
14 concerned?

15 MR. RAY: I believe Shoreham has
16 already submitted their load and their plant
17 specific response as far as the loadings are
18 concerned, I believe. I think you have MP&L's
19 response. Does it have the loadings that are
20 expected on the engines?

21 MR. CLONINGER: Yes.

22 MR. RAY: Was your question about the
23 loads on the specific plants or --

24 MR. BERLINGER: No, it was more
25 directed towards the torsional analysis.

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