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Docket No. 50-322

Mr. John D. Leonard, Jr.
Vice President-- Nuclear Operations
Long Island Lighting Company
Shoreham Nuclear Power Station
P.O. Box 618, North Country Road
Wading River, New York 11792

Dear Mr. Leonard:

SUBJECT: TDI DIESEL GENERATORS - SHOREHAM NUCLEAR POWER STATION

The NRC staff and its contractor, Battelle-Pacific Northwest Laboratory, are continuing their review of the Design Review/Quality Revalidation (DR/QR) Report for Shoreham. To complete this review, we require that you respond to the enclosed request for additional information, no later than June 28, 1985. If you have any questions, please contact Dr. C. Berlinger, (301-492-9794).

Sincerely,

Original signed by:

Walter R. Butler, Chief
Licensing Branch No. 2
Division of Licensing

Enclosure: As stated

cc: See next page

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DATE	06/7/85	06/7/85				



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

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Sincerely,

A handwritten signature in cursive script, reading "Walter R. Butler".

Walter R. Butler, Chief
Licensing Branch No. 2
Division of Licensing

Enclosure: As stated

cc: See next page

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ENCLOSURE

REQUEST FOR INFORMATION
SHOREHAM NUCLEAR POWER STATION
TDI DIESEL GENERATORS

The staff is planning to issue a final SER addressing remaining TDI diesel engine issues at Shoreham in July 1985. This final SER will be based, in part, upon the Design Review/Quality Revalidation (DR/QR) Report issued for the Shoreham EDGs. However, it is the staff's understanding that the DR/QR report does not address a number of problems of a potentially generic nature which have been identified by TDI in recent Part 21 notifications to the staff.

To permit the staff to complete its review and prepare the final SER, LILCo is requested to identify to NRR recent Part 21 reports issued by TDI (since April 1984) which concern problems potentially applicable to Shoreham, but which are not addressed in the Shoreham DR/QR report. For any such Part 21 reports, LILCo should describe the actions it has taken to assess whether these potential problems exist at Shoreham, causes of these problems, short and long term corrective actions to be taken, and implementation schedules. Pending issuance of the final SER by the staff, LILCo should also inform the NRR staff of its actions relative to any future Part 21 notifications from TDI.

Finally, with respect to recently observed problems with Clow Williams-Hagar check valves (Part 21 notifications from TDI dated March 12, March 14, April 4, and April 10, 1985), LILCo is requested to address its actions relative to such valves in the air start system and in other EDG systems.