

JUL 05 1985

MEMORANDUM FOR: Commissioner Asselstine

FROM: William J. Dircks
Executive Director for Operations

SUBJECT: BOARD NOTIFICATION 85-063: TDI DIESEL GENERATOR AIR
START CHECK VALVE CRACKS AT SHOREHAM

This is in response to your memorandum of June 20, 1985, in which you asked why it took essentially two months to issue the subject Board Notification.

When the TDI Project Group was formed in January 1984, the staff intended to provide the Commission and the Boards with copies of all information relating to TDI problems. (See for example BN-84-020, dtd 2/13/84; BN-84-051, dtd 3/12/84; BN-84-053, dtd 3/12/84; and BN-85-018, dtd 2/22/85.) However, it soon became apparent that this practice would literally deluge the Commission and the Boards with large amounts of technical information that would not necessarily be relevant to issues before the Commission or the Boards. It was, therefore, decided to carefully consider TDI issues as they arose, and to more carefully screen the material for relevance.

The Project Group was aware of the problems with the Williams-Gauge check valves before PNO-I-85-22 was issued, and was discussing this concern with the TDI Owners Group. It was not until May 15, 1985, however, that the Project Group determined that the issue of the valves should be brought to the attention of the Commission and the Boards. Because new information was arriving and being evaluated while the Board Notification was being prepared, it was updated several times. This updating process, in an attempt to provide the latest and most useful information in reality caused the delay in issuing the Board Notification.

The staff policy is to issue Board Notifications as soon as possible, without waiting for final resolution of an issue. In this case, however, the resolution of the technical issues was proceeding so quickly and in parallel with the preparation of the Board Notification that our efforts to prevent the dissemination of stale information caused the delays. The staff has reviewed the process that was followed in the case and will be taking steps to improve its performance in keeping the Commission and the Boards apprised of significant information in a timely fashion.

(Signed) William J. Dircks

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Executive Director for Operations

cc: Chairman Palladino
Commissioner Bernthal
Commissioner Zech

OGC
OPE
SECY

A. Rosenthal
M. Cutchin

*Previously concurred:

LB#2/DL/LA LB#2/DL/PM LB#2/DL/BC AD/L/DL D/DL
*EHylton *RCaruso:lb *WButler *THlovak *HThompson
06/27/85 06/27/85 06/27/85 06/28/85 07/01/85

Contact: R. Caruso X28392

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WDircks
06/27/85
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*CBerlinger
06/27/85

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WASHINGTON, D. C. 20555

EDO PRINCIPAL CORRESPONDENCE CONTROL

FROM:

DUE: 07/03/85

EDO CONTROL: 000752

DOC DT: 06/20/85

FINAL REPLY:

COMMISSIONER ASSELSTINE

TO:

DIRCKS

FOR SIGNATURE OF:

** PRIORITY **

SECY NO:

EXECUTIVE DIRECTOR

DESC:

ROUTING:

BOARD NOTIFICATION 85-063 TDI DIESEL AIR START
CHECK VALVE CRACKS AT SHOREHAM

DIRCKS
ROE
REHM
STELLO
MURLEY

DATE: 06/21/85

ASSIGNED TO: NRR

CONTACT: DENTON

SPECIAL INSTRUCTIONS OR REMARKS:

NRR rec'd 6/24/85-HS

ACTION

H. Thompson, DL

*Novak
Coord w/ Brady*

*cys to: DEisenhut
H Denton
JPAS*