

Sept. 26, '02

Timothy E. Howe
c/o
Mike Lavar

Chap. - Rules + Procedures
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U. A. N. R.C.
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Dear Tim,

On Thursday of last week, you
had a public meeting in Charlotte
N.C. I really enjoyed talking
with all of you & I

I want to thank you each
for honestly being interested in
our comments. You'll really
have quite a job. It must
be something to know the
choices made now will affect
so many people's futures
ahead of us.

In my oral comments,
I spoke of the N. A. American
a nuclear powered commercial
ship. I didn't make clear what

the letter N. A. stands for.

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APP1

T. Johnson

(T-3)

The N stands for nuclear and the S stands for ship. Usually the initials preceding a ship's name are S.S. These two letters stand for: steam ship.

I'm wondering: couldn't the immobilization program be used to make the P.U. extremely difficult to be used again? I ask that because: immobilizing the P.U. creates less ^{WASTE} (than the M.O.R. program) for future generations not to have to contend with. Immobilization is cheaper to build and there is less transporting of P.U.

As a laid off pipe welder, I couldn't work on a M.O.R. plant because the bomb grade P.U. would make nuclear reactors much harder to control, and more deadly in a melt-down.

Since no private insurance company will insure a uranium fueled reactor, there's no way that the U.S.N.R.C.

should license nuclear reactors to
use bomb grade pu. at any
percentage.

Respectfully

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