



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

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WASHINGTON, D.C. 20590
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7 NOV 1979

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Mr. Ralph Birkel
Nuclear Regulatory Commission
Office of Nuclear Reactor Regulation
Washington, D.C. 20555

Dear Mr. Birkel:

Pursuant to the USCG/USAEC memorandum of understanding of January 4, 1974 for Regulation of Floating Nuclear Power Plants, the comments contained in enclosure (1) are forwarded in response to Offshore Power Systems letter SE-79-022 of July 9, 1979.

Sincerely,

JOHN STEWART
Rear Admiral, USCG
Chief of Staff

- Encl: (1) USCG Response to OPS ltr SE-79-022 of July 9, 1979
(2) Copy of OPS ltr SE-79-022 of July 9, 1979

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ADD:
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POOR ORIGINAL

U.S. Coast Guard Comments in Response to Offshore
Power Systems letter SE-79-022 of July 9, 1979

The Offshore Power Systems (OPS) Inc. inquiry solicited information regarding mobilization and deployment of Coast Guard vessels in response to an emergency at a Floating Nuclear Plant (FNP). Particular concern was expressed for the logistics of transporting the large influx of people in the event of an accident at the FNP.

The Coast Guard does have the responsibility for providing search and rescue assistance to vessels and aircraft in distress on or over waters of the U.S. coasts. In recent years, the increase of offshore activities outside of the field of transportation has created new demands on Coast Guard services.

In the event of a nuclear accident at an FNP, in addition to assuring that emergency assistance is provided for the personnel at the facility, the Coast Guard would probably establish a "safety zone", in accordance with the Ports and Waterways Safety Act, as amended, around the FNP. The enforcement of the safety zone would be to provide increased perimeter security for the FNP from the influx of spectators, facilitate the movement of important service vessel traffic in and out of the FNP, and reduce the safety hazard to vessels and other facilities in the area not involved with the FNP. It is anticipated that the Coast Guard would be called upon by NRC or other federal agencies to assist in transporting initial investigating teams to an FNP accident site.

The nature of Coast Guard vessel and aircraft deployment on multi-program missions preclude the commitment of specific types, sizes, or number of units for FNP contingency planning. Activities such as the offshore oil industry provide for both the routine and emergency transportation needs of their personnel. For example, either contracted or company owned helicopter or vessel ambulance services are arranged by the industry. It is recommended that a contingency requirement to cover a possible accident at an FNP be covered by some such contractual arrangement.

However, the Coast Guard has always been ready to provide a backup in an emergency when the limits of private enterprise have been exceeded or if a major disaster occurs. Since the OPS inquiry did not identify any specific FNP potential sites, the following are typical Coast Guard units

Enclosure (1)

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in standby or patrol status at frequent intervals along the U.S. East and Gulf Coasts:

Coast Guard Vessels

<u>Type</u>	<u>Pass. Cap.</u>	<u>Speed</u>
41' Utility Boat	12	22
44' Motor Lifeboat	12	12
82' Patrol Boat	24	18

Coast Guard Helicopters

<u>Type</u>	<u>Pass Cap.</u>	<u>Speed</u>
HH-52 Short Range Helicopter	3	80 knots
HH-3 Medium Range Helicopter	20	110 knots

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SE-79-022

Offshore Power Systems

8000 Arlington Expressway
Box 8000, Jacksonville, Florida 32211

904-724-7700
Telex: 568406

July 9, 1979

• Commanding Officer
U. S. Coast Guard Base
P. O. Box 385
Mayport, FL 32267

Attention: Operations

Dear Sir:

Pursuant to my telephone conversation on May 13, 1979 with Bruce Barton of your Operations Department, I am forwarding this letter to solicit responses to a few questions regarding mobilization and deployment of USCG vessels in an emergency. Our company is engaged in the design and manufacture of Floating Nuclear Plants (FNP). Because of the recent accident at the unit 2 generating plant on Three Mile Island (TMI) we are conducting an in-house evaluation of the ramifications of such an accident occurring at an offshore generating station. Please note that this exercise by OPS is not an indication of any expectation of such an accident occurring at any FNP site. Our intent is to explore some of the pertinent operational concerns generated by the TMI accident relative to our design. One of the concerns we are evaluating is the logistics of transporting the large influx of people at the time of such an accident, even though we do not anticipate the number of people allowed access to the FNP site to be anywhere near the 4200 to 4500 people reported to have converged on TMI.

We have identified several sources of vessels that could be mobilized and deployed in the aforementioned action and the USCG is one of them. In order to help us formulate a strategy for the mobilization and deployment action, I

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ENCLOSURE(2)

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I would appreciate your answers to the following questions:

- 1) Can the USCG vessels be deployed in an emergency at a Floating Nuclear Plant located three miles offshore?
- 2) If the answer to question 1) is yes, what are the speed ranges of the vessels that can be deployed?
- 3) What are the passenger-carrying capacities of the vessels that can be deployed?
- 4) What is generally your average reaction time to an emergency call?
- 5) What is the maximum sea state in which the various vessels can operate, in terms of transporting people to and from an FNP?

Please specify approximately the wave height and wind speed.

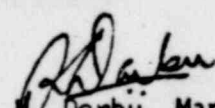
- 6) Would you say that your vessels are readily available in the Gulf and the East Coast areas?

To answer questions one through five, assume that the FNP is moored 3 miles offshore.

Any additional information that you consider pertinent to our investigation regarding Coast Guard response and involvement in postulated emergencies of this nature, would also be quite helpful.

Your cooperation in this matter will be appreciated.

Sincerely,


V. E. Dorbu, Manager
Naval and Marine Engineering

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