

Exhibit II

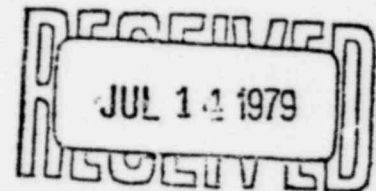
PUBLIC SERVICE COMPANY OF OKLAHOMA A CENTRAL AND SOUTH WEST COMPANY

P.O. BOX 201 / TULSA, OKLAHOMA 74102 / (918) 583-3611

Public Service Company of Oklahoma
Black Fox Station



July 10, 1979



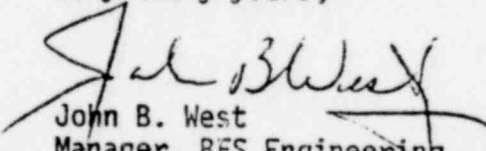
Mr. Joseph Gallo
Isham, Lincoln & Beale
1050 17th St. N.W., 7th Floor
Washington, D. C. 20036

Dear Mr. Gallo:

Supplementing my June 7 transmittal of information on the status of BFS containment vessel design alternatives is the attached letter from Black & Veatch containing their current recommendation for reducing dynamic loads on piping due to containment vessel response.

Black & Veatch presented their recommendation at a BFS management meeting on June 20 at which time PSO concurred with their recommendation to change the basis of their design effort to the extended foundation mat. It is my understanding that, subsequent to the June 20th meeting, Mr. Vaughn Conrad indicated to you that a revision of the B&V recommendation had been made and the attached letter would be transmitted to you outlining our present direction and design status.

Very truly yours,


John B. West
Manager, BFS Engineering

POOR
ORIGINAL

JBW:dm

Attachment
cc: T.N. Ewing
G.W. Muench
J.K. Martin
E.A. Maas
C.J. Ross-Black & Veatch

7909270037

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CENTRAL AND SOUTH WEST SYSTEM

Central Power and Light
Corpus Christi, Texas

Public Service Company of Oklahoma
Tulsa, Oklahoma

Southwestern Electric Power
Shreveport, Louisiana

West Texas Utilities
Arlene, Texas

BLACK & VEATCH
CONSULTING ENGINEERS

X6212DIN28865
TEL. (913) 967-2000
TELEX 42-6263

1500 MEADOW LAKE PARKWAY
MAILING ADDRESS: P. O. BOX NO. 8405
KANSAS CITY, MISSOURI 64114

Public Service Company of Oklahoma
Black Fox Station
Reactor Building - Containment Vessel

B&V Project 6212
File: 6212.215.3230.21 ϕ
July 6, 1979
Ref: 6212DIN28227

Public Service Company of Oklahoma
P. O. Box 201
Tulsa, OK 74102

Attention: Dr. J. B. West
Manager, BFS Engineering

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JUL 9 1979

PROJECT
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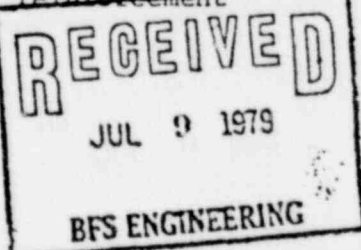
Gentlemen:

This letter supplements our letter dated June 5, 1979, which addresses the status of our design efforts regarding the phenomena of containment vessel ringing.

In accordance with our recommendations as provided in the above referenced letter, design activities from June 5, 1979, through June 20, 1979, were directed toward use of a strutted containment vessel. In parallel to these activities we continued our review of the feasibility of other potential options.

As a result of this review, we have developed and now recommend the use of a modification of the extended foundation mat option as described in our June 5, 1979, letter. In our opinion, the modified extended mat option offers considerably more design margin than the strutted containment option. It also provides a more economic solution and is compatible with the current schedule. The revised extended foundation mat option is based upon uncoupling the extended mat support from the Shield Building, thereby simplifying design interface between the structures and allowing Shield Building construction to proceed as originally planned.

We have discussed the revised option with your staff on June 20, 1979. Based upon their concurrence at that meeting we have subsequently redirected our design efforts. Accordingly, we are proceeding with the development of revised structural response data and incorporation of the extended mat design into the Containment Vessel and the foundation mat. Modifications to the existing structural design will include additional vertical reinforcement.



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Public Service Company of Oklahoma 2
Dr. J. B. West

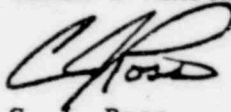
B&V Project 6212
July 6, 1979

in the foundation mat outside the Containment Vessel and a change from Containment Vessel hoop stiffeners to vertical stiffeners. The extended foundation mat concrete will be placed following erection of the Shield Building and Containment Vessel to the top of the suppression pool area.

Should you have any questions regarding this matter, please contact us.

Very truly yours,

BLACK & VEATCH



C. J. Ross

DFG:dlw