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NUCLEAR REGULATORY COMMISSION

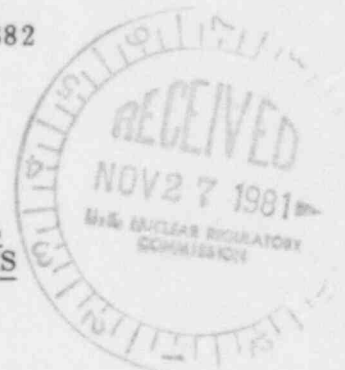
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OFFICE OF SECRETARY
CLERKING & SERVICE
BRANCHBEFORE THE ATOMIC SAFETY & LICENSING BOARD

In the Matter of

LOUISIANA POWER & LIGHT COMPANY

Docket No. 50-382

(Waterford Steam Electric Station
Unit 3)JOINT INTERVENORS' AMENDED AND SUPPLEMENTAL
ANSWERS TO ISSUE 17 AND ISSUE 26 INTERROGATORIESInterrogatory 17-2:

Hearings held before the Joint Legislative Committee on Natural Resources on May 14, 1981 pointed up the inadequacy of present evacuation plans. The hearings featured Thomas Creaghan, management coordinator for the Office of Emergency Preparedness, and Joe Colson, also of the preparedness office. A copy of the newspaper article on the hearing is included, as Exhibit 1.

Particulars of criticism of the present evacuation plan are as follows:

(1) Inadequate Roads.

Joint Intervenors believe that a 2.5 mile road is necessary from the new Mississippi River bridge at Luling to the Airline Highway. Also, Joint Intervenors believe that the two lane route Louisiana 3127 should be four laned.

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In St. John the Baptist Parish, Joint Intervenors believe that six new roads are necessary. One road between Highway 61 and I-10, and five roads making the evacuation of Laplace subdivisions to Highway 51 (see newspaper article, attached as Exhibit 2).

(2) Inadequate Procedures

Joint Intervenors believe that inadequate procedures have been set up for the evacuation of the following types of people:

- (a) all people without vehicles
- (b) schoolchildren
- (c) aged or crippled
- (d) sick and hospitalized
- (e) imprisoned

(3) Inadequate Testing

Joint Intervenors believe that inadequate testing has been made in the following particulars:

- (a) No testing of warning system that has to contact 90% of the population in 15 minutes.
- (b) No testing of evacuation times.

Interrogatory 17-4:

Peter Cleary, Citizens for a Better Environment, Staff Physicist -- Richard Pollack, Director of Critical Mass Energy Project -- Ron Lanoue, Critical Mass Energy Project -- Bertram Madere, Civil Defense Director of St. John the Baptist Parish -- Warren Landry, St. Charles Parish Councilman-at-large -- Joel Chaisson, St. Charles Parish Representative -- John Lucas, Civil Defense Director of St. Charles Parish.

Interrogatory 26-2:

Refer to 17-2 (3) (a) and (b). Since inadequate testing has been done, there is no way to judge the adequacy of decision making capabilities.

Interrogatory 26-4:

Refer to 17-4.

Interrogatory 26-6:

Refer to 17-2 (3) (a). Since there has been no testing of the system under emergency conditions, there is no way for Joint Intervenors to judge. Joint Intervenors request that we be given official notification of any testing procedure and be allowed to participate as observer.

Interrogatory 26-8:

See 17-4.

Interrogatory 26-10:

Refer to 17-2 (3) (b). Since there has been no testing, it is impossible to judge the adequacy of the communication system. Joint Intervenors request that we be allowed to participate in any testing procedure as observer.

Interrogatory 26-12:

Refer to 17-4.

Respectfully submitted,

GILLESPIE & JONES

BY

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N-evacuation plan called inadequate

By CHARLES M. HARGRODER
Capital Bureau

BATON ROUGE — Evacuation routes in the congested area around Waterford III, Louisiana Power & Light Company's nuclear power plant at Taft, La., are not adequate, a state Office of Emergency Preparedness spokesman said Thursday.

Thomas Creaghan, management coordinator for the preparedness agency, told a nuclear power study subcommittee of the Joint Legislative Committee on Natural Resources that an evacuation plan has been devised.

However, he said, "We work with what we have. I think we did the best job with the routes we had."

Creaghan did not elaborate on the present roadway system near the nuclear plant, situated adjacent to the Mississippi River in St. Charles Parish. The only access to the plant is a road parallel to the river. Many industries are situated in the area, and the river road is the only means of evacuation.

Rep. Joel Chaisson, D-Destrehan, who has been critical of safety precautions and possible problems connected with operations of the new power plant, declared "We need good roads, good plans, and Waterford III is getting ready to open."

Chaisson and Sen. Ron Landry, D-LaPlace, both took the Office of Emergency Preparedness to task for not having made recommendations concerning a lack of adequate plans to protect the public from possible accidents at the nuclear power plant.

"We haven't been doing anything in the past," agreed Joe Colson, new director of the office. "It was much worse than I expected."

But Colson assured the committee the office is working toward closer communication with local Civil Defense officials and others and developing a plan for a central "one-voice" authority to advise the public how to respond to emergencies.

Anne Trunk, a member of the Kemeny Commission that investigated the Three Mile Island, Pa., nuclear disaster, told the committee that a lack of one official source of information in that incident caused the greatest damage.

"News reporting was terrible," Trunk said. "We depended on the media to tell us the honest truth. None of the stories were the same. (They) were not putting it correctly."

"The (utility) company was not set up for this accident" and had no prepared information, no public relations representative, and as a result the information to the public was not accurate, she said.

Trunk said a small town of 15,000 was overrun by 750 news representatives who exaggerated the problem and frightened local residents.

"It was safe for them, but not for us," she said.

As for the federal Nuclear Regulatory Commission, "I wanted it reorganized from top to bottom." The commission is now doing a better job of inspection of plants under construction and those in operation, she said.

Earlier, Dr. Gordon R. Thompson, staff scientist of the Union of Concerned Scientists, charged that nuclear plants have the potential for severe accidents, but that the Nuclear Regulatory Commission has been unable to state the consequences of a major disaster.

blanket right to veto any repository, the other one gave the state the right to veto only a repository for "long term" storage of nuclear waste. Both agreements bore the signatures of

U.S. honors La. right to veto N-waste dump

By GEORGE HAGER
Washington Bureau

WASHINGTON — The Energy Department will stand by Louisiana's blanket right to veto nuclear waste

"Ace is the place with the Helpful Hardware Man"

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34.99 SKIL

3/8" Cordless, 2-Spd. Reversing Drill

It operates 100 & 300 RPM both forward and reverse. Recharges in only 3 hours.

24.99

19 Pc. 3/8" Socket Set

1/4" to 3/8" drive sockets. 19 Pc. Metric.

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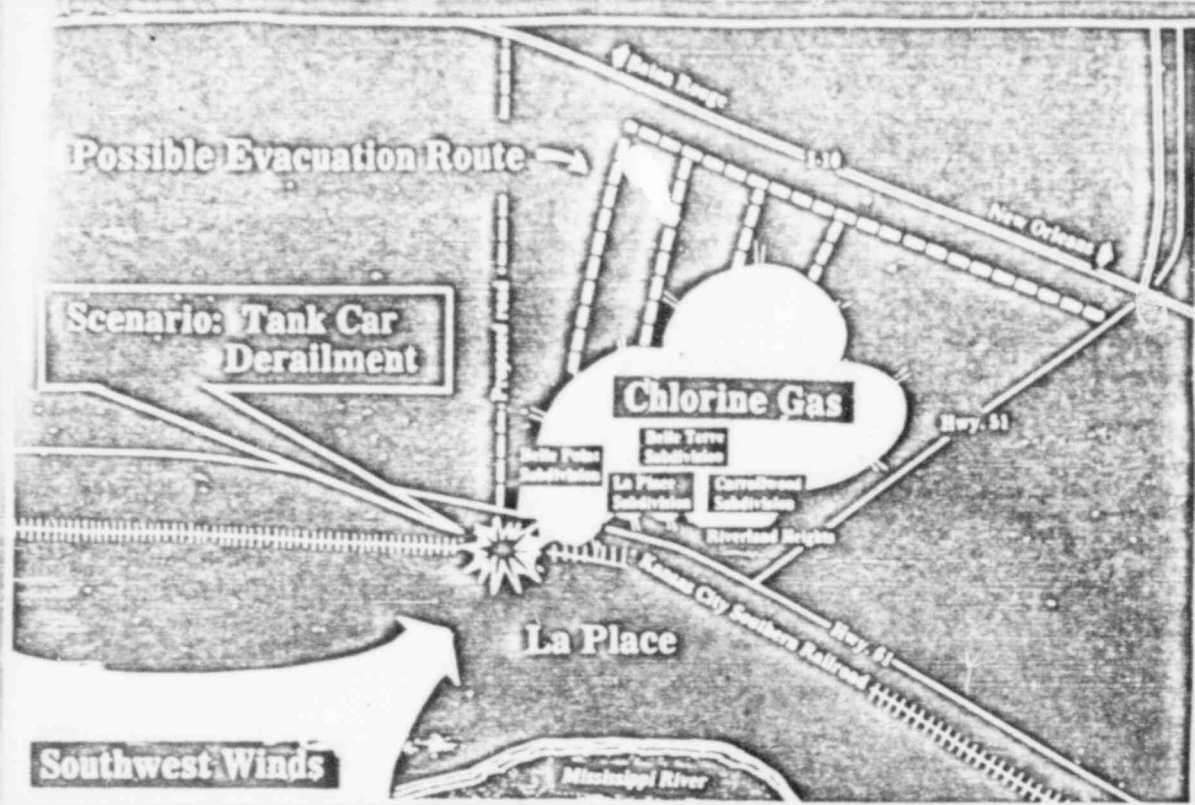
150 Watt Outdoor Flood Light

Inexpensive way to protect your home from intruders.

18.99

6' Air Cord Extension

3-wire ground. 9 Cord. 2



Map shows scarcity of escape routes for St. John residents if noxious chemicals escape

It Could Happen Anytime

BY JIM HODGE
New Orleans Bureau

Editor's note: The following description of the accident is based on a report from a local newspaper. The accident is based on a test run in a St. John Parish emergency drill in 1973.

The scene — broken only occasionally by the noise of a rescue worker added to the scene.

These investigators, who didn't reach the scene until after the cloud had done its damage, gave the following account of the train-truck collision near the LaPlace area.

The driver of the gasoline truck, whose name is being withheld, apparently did not see the oncoming train because of high weeds.

The train struck the truck broadside at about 10:15 a.m., cutting it in half. A fire resulted, and the petroleum continued to burn out of control.

The impact of the collision caused two tank cars to derail, one carrying chlorine, the other a pesticide.

The gas truck exploded about seven minutes after the wreck, knocking out the nearby electrical transformer for the LaPlace area.

Flying debris punctured the chlorine car, causing the release of its 30,000 gallons.

The chlorine rose and formed a huge mushroom cloud, then settled to the ground. The gas is two and half times heavier than air.

Pushed by 3 to 5 mph winds out of the southwest, the yellow-green cloud began moving slowly toward LaPlace.

Authorities began evacuating the town eastward, using all four lanes of Airline, after the first radio report.

They had no more than 20 minutes to evacuate residents.

Deputies drove through the streets using bull horns to urge immediate evacuation.

Almost immediately, Airline Highway — the lone escape route for the thousands of residents of Belle Pointe, LaPlace Park, Belle Terre, Carrollwood and Riverland Heights subdivisions — was jammed with traffic.

Rescue workers said police the confusion and panic pushed when the ominous yellow-green cloud appeared in the distance.

Trucks left their cars idling in the streets and began running.

Students and their parents were reluctant to leave until they were urged. Most never were.

Masses of persons in various stages of dress were seen running into the wooded areas, urging all slower-moving family members or friends.

Some were slowed by an arsenal of personal possessions.

Thirty minutes after the release, the cloud reached the LaPlace courthouse building, requiring all radio communication to go through the St. John Civil Defense office.

In 20 minutes, it was all over.

Planning Will Help

St. John Parish Civil Defense Director Bert Madore is concerned that the hypothetical disaster described in the accompanying story could become reality.

He is convinced that a major chemical release, like the one described, "would claim the lives of at least half of LaPlace."

All of the factors are there, he believes.

Madore has urged parish officials to replace St. John's antiquated warning system, and to construct additional evacuation routes.

For about \$100,000, he said, the parish could purchase an outdoor warning system for the LaPlace-Reserve area.

In LaPlace, Madore said, an escape route is badly needed parallel to I-10, connecting the streets

of the four or five LaPlace subdivisions to LA 51.

In Reserve, there's a need for additional roads connecting River Road and Airline Highway.

The financially strapped St. John Police Jury turned back Madore's request last year, allocating only \$11,500 for civil defense.

By comparison, the St. Charles Civil Defense office operates with a computer and an \$80,000 budget.

Madore believes this failure to act could result in disaster.

The St. Charles-St. John parish area is crowded with refineries and chemical plants. Hazardous cargo is transported through the parish 24 hours a day by truck, rail and on the river.

One other consideration. A nuclear power plant will soon be in operation less than six miles from LaPlace.

A second pier will be placed 500 feet out in the river and will be the most difficult to build, Garrido says.

THE THIRD PIER will be at the West Bank river levee at the water's edge and a fourth pier will be 470 feet from the water generally in a square bounded by Brooklyn, Teché, Branger and Lawrence streets.

Garrido, state bridge design engineer, said the pier in the river will pose a problem because it must be made a caisson, or watertight enclosure. The contractor is going to have to order

and state's David C. Tre Development. The suit was filed in Coast Guard was in violation of the suit that defendants' bridge was a bad faith. Concerned working in contracts, a work orders.

Political Act — Ja

By United Press International

The Rev. Jesse Jackson, saying the shooting Thursday of Urban League President Vernon Jordan was a political act to cause trouble, Sunday workers in New Orleans that "riot provocateurs" are misleading the black community.

Jackson, head of Operation PUSH (People United to Save Humanity), said both right-wingers and left-

A Shrimper's Day in the Gulf

BY TOM FRAZER
New Orleans Bureau

A dairy-rice hull mussel was sinking in the water as Elmer Helmer guided his motor skiff at cruising speed.

He was moving with the same instinctive sureness a fisherman would use to get a drink of water from a polystyrene container turning on the

two enormous [raw] boards was dropped over the stern. It was not to drag behind the boat on two 150-foot lines.

Helmer's vessel, "Minda," was slowed to a crawl as the carefully adjusted boards stretched open the mouth of the net and caused it to dig towards the bottom.

HELMER REVEALED a silly way to separate the remaining fish from the shrimp. Using an enormous tall fiberglass container filled with a strong salt solution, Helmer dunked in the seafood mixture. The tiny shrimpers, crawfish and penaeus suddenly floated to the top, while the shrimp sank to the bottom.

The first crew carried two and a half

others could appreciate. He threw his trout in the water to clean it by dragging it along the surface behind his boat. But an unexpected current took it into the propeller.

There was nothing to do but for Helmer to strip off his boots and shirt and dive overboard to try to untangle the fishy wound system from the propeller. "It would take half a day to



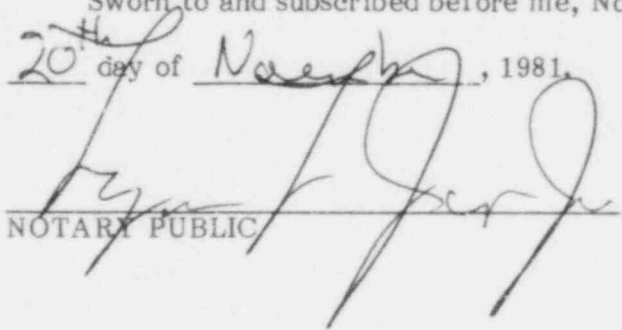
STATE OF LOUISIANA

PARISH OF JEFFERSON

BEFORE ME, the undersigned, did appear GARY L. GROESCH, a person of the full age of majority and a resident of the Parish of Orleans, who did declare on oath that Joint Intervenor's Amended and Supplemental Answers to Issue 17 and Issue 26 Interrogatories filed herein are true and correct to the best of his knowledge, information and belief.


GARY L. GROESCH

Sworn to and subscribed before me, Notary, this
20th day of November, 1981.


NOTARY PUBLIC

UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION

BEFORE THE ATOMIC SAFETY & LICENSING BOARD

In the Matter of

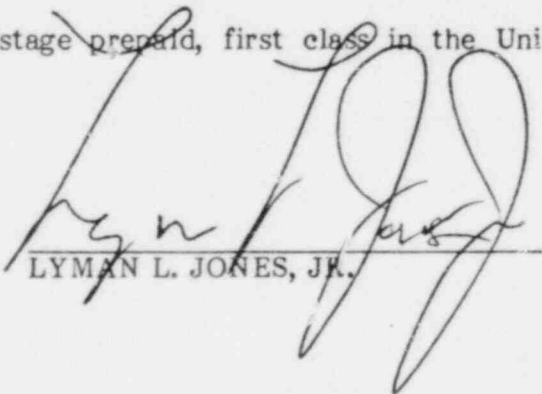
LOUISIANA POWER & LIGHT COMPANY

Docket No. 50-382

(Waterford Steam Electric Station
Unit 3)

CERTIFICATE OF SERVICE

I hereby certify that on November 20, 1981, I mailed copies of Save Our Wetlands, Inc. and Oystershell Alliance, Inc.'s, JOINT INTERVENORS AMENDED AND SUPPLEMENTAL ANSWERS TO ISSUE 17 AND ISSUE 26 INTERROGATORIES to all individuals or entities appearing on the attached Service List, postage prepaid, first class in the United States Mail.


LYMAN L. JONES, JR.

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