

April 2, 1982

SBN-249
T.F. B 7.1.6

United States Nuclear Regulatory Commission
Washington, D. C. 20555

Attention: Mr. Harold Denton, Director
Office of Nuclear Reactor Regulation

Reference: (a) Construction Permits CPPR-135 and CPPR-136, Docket Nos.
50-443 and 50-444

Subject: Meeting Notes; Seabrook Station Unit 1 Fuel Load Date

Dear Sir:

On Thursday, March 25, 1982, we met with members of your staff to present the basis of our November 28, 1983 projected fuel load date for Seabrook Station Unit 1. The meeting was requested by the NRC Staff because your Case Load Forecast Panel (CLFP), using industry average rates, projected a December, 1984 fuel load date. However, during the meeting your staff acknowledged that recent construction progress at Seabrook was substantially greater than industry average rates.

The following summarizes the information presented by the applicant in support of the November 28, 1983 fuel load date:

1. The manual work force has increased by over 15% since the September, 1981 CLFP review.
2. The peak projected work force has increased by nearly 30% since the September, 1981 CLFP review.
3. The quantities of bulk commodities presented in the September, 1981 CLFP review have been essentially verified.
4. Projected installation rates of commodities have been demonstrated.
5. Site engineering forces have been reorganized to more promptly respond to construction concerns.
6. The project schedule (CPM) has been restructured from bulk quantities and zones to a more detailed systems-oriented network. Thereby providing the necessary information for construction to support the startup program.

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7. Senior management of UE&C, PSNH, and Yankee are actively involved in the project. In addition, the Yankee Project Team has substantial experience in construction of nuclear power plants.

Additional concerns were addressed in support of maintaining the current NRC review schedule irrespective of which projected fuel load date is correct. They were as follows:

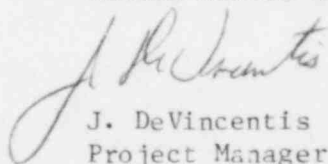
1. There is substantial uncertainty in the hearing process. The current NRC review schedule does not provide sufficient time for hearings prior to fuel load.
2. The NRC licensing process, which is well underway, may take substantially longer than currently scheduled; thereby impacting the scheduled fuel load date.
3. To interrupt the ongoing licensing process would be a grossly inefficient use of limited resources.

At the conclusion of the meeting, Mr. Denton stated that the NRC would continue on the current licensing schedule at least until the Draft Environmental Statement (DES) and the Draft Safety Evaluation Report (DSER) are published. He also stated that subsequent to publishing these reports that a CFP review would be conducted to re-evaluate their projected fuel load date. In addition, the Office of the Executive Legal Director would be requested to provide an estimate of the hearing duration based on pre-hearing actions to date.

Mr. D. N. Merrill, PSNH Executive Vice President, agreed to re-evaluate critical path construction activities on a schedule consistent with the above NRC actions.

Very truly yours,

YANKEE ATOMIC ELECTRIC COMPANY


J. DeVincentis
Project Manager

JDV:dad

Attachment

March 25, 1982

ATTENDANCE LIST

R. Purple	NRC/NRR	Department Director/DC
J. DeVincentis	YAEC	Project Manager
H. T. Tracy	YAEC	Director of Construction
D. N. Merrill	PSNH	Executive Vice President
A. M. Ebner	UE&C	Project Manager
B. B. Beckley	PSNH	Manager, Nuclear Projects
D. G. McLain	YAEC	Startup Manager
W. P. Johnson	YAEC	Vice President
R. P. Pizzuti	YAEC	Construction Manager
R. B. Cheyne	UE&C	Project Controls Mgr.
W. H. Lovelace	NRC	Engineer (CFP)
R. L. Tedesco	NRR/DOL	Project Manager
D. G. Eisenhut	NRC	Director - DL
L. Wheeler	NRR/DOL	Project Manager
J. Austin	NRC/OELD	Technical Assistant
B. Perlis	NRC/OELD	Hearing Attorney
M. Fallon	SAPL	
E. Reis	OELD	
F. Miraglia	NRC/DOL/LBB	Branch Chief
H. Denton	NRC/NRR	Director