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June 8, 1973

Mr. F.E. Kruesi  
Director of Regulatory Operations  
U.S. Atomic Energy Commission  
Washington, D.C. 20545

Dear Mr. Kruesi;

Thank you very much indeed for your prompt answer to my last letter. It is a great relief to my nervous system to know that work is proceeding which is intended to make the safety valve system safer. The copy of DOE 71 - 12 is very helpful in confirming two things, No. 1, The original design was defective. No. 2, the design engineers did not understand the extreme serious stresses due to the differences in temperatures of closely connected areas.

My first impression after merely glancing over the report just received is very upsetting, because the size of the weakness cut in the 26" pipe has been increased and the thickness of the safety valve flanges for the temperature strain have also been increased.

These two things under some conditions of start ups or shut downs can cause trouble.

My interest in this subject is for the safety and welfare of the public and for that reason I would be morally guilty if I did not do everything possible.

I do not have the available energy or time to go back to scientific teaching by mail of the apparently large group of experts who have erroneously misrepresented the safety of


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the installations but because I have had and still have very close connections with Babcock and Wilcox Corp., Westinghouse, Crane, General Electric, A.B.C. and others, I have deliberately refrained from going direct to any of these who might be directly concerned until after the local Public Utility have in effect closed their doors in my face. I have waited for hours in a waiting room of the Florida Power & Light only to receive a visit from the secretary of the top official that the offices were closed and the executive for whom I had been waiting had gone out of the building.

Efforts since then have been equally fruitless.

In order to help I would appreciate the names of the manufactures involved and the person in each who would be expected to protect the public.

Sincerely,

  
J.C. Hobbs.