

J. C. HOBBS
2507 COUNTRY CLUB PRADO, CORAL GABLES, FLORIDA
~~80 WOOD STREET, FAIRBURN, OHIO~~

April 11, 1973

Dixy Lee Ray, Chairman
Atomic Energy Commission of United States of America
Germantown, Maryland

Dear Sir:

Eleven men were injured by the preventable accident
in the Florida Power and Light Nuclear Unit Number Three late
in 1971

The Six Structural Design Defects which caused the
piping explosion in the 12, "Safety" Valve System have not
been corrected.

The "repairs" are less reliable than the original.

Ignorance of basic engineering; Law Suit between the
Power Co. and the Designers and the refusal to even listen to
help from sources of Scientific facts seem to be reasons for
two black outs affecting millions in South East Florida.

Today, the announcement of the licensing of the second
Nuclear Unit #4 forces me on behalf of Safety to call the
situation to your attention and ask that all licenses be
suspended until Safety is assured. Copies of my offers to
help are attached.

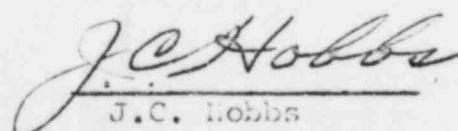
Cooperation can Secure Safety in record time.

My simple solutions worked in the Wars of 1914-1941
and Atomic Defenses.

Please advise when action may be expected.

Rec'd Off. Dir. of Reg.
Date 4/19/73
Time 11:00

Yours truly,


J.C. Hobbs

8306020625 730604
PDR ADOCK 05000250
S PDR

5579

J. C. HOBBS

2507 COUNTRY CLUB PRADO, CORAL GABLES, FLORIDA
-63 WOOD STREET, PAINESVILLE, OHIO

February 14, 1972

Mr. Clark Cook (Public Relations)
F.P. & L.
4600 Flager St.
Miami, Florida

Dear Clark:

I had hoped for a report from you on Georges condition and advice concerning a non business visit to the hospital.

Turkey Point news is very upsetting. The "corrective" measure is worse in an important respect than the original and fully confirms my impression that the detail designers do not understand the problem. The report received, indicated that thicker metal is being used. That is a fatal mistake which 99 of every hundred would normally make under the conditions. [1914 to 1972] -- Proofs are available.

The whole design of the Safty Valve System incorporates unnecessary hazards to life and unwarranted costs which can be quickly and quietly explained and terminated.

Turnkey does not guarantee safety, and best results. Will you arrange for a conference with anybody having authority to make corrections?

Yours truly,


J.C. Hobbs

P.S. I remain obligated to my country and its people. My services are free. The less publicity the better.

No answer.

February 8, 1972

Mr. George Kinsman V.P. FP&L

Dear George:

I have read your letter carefully and discovered no hope in it for recovering the losses to FP&L to date or near future. The political atmosphere is such that you can ill afford such losses.'

Your turnkey policy is good only as far as it provides the best services to the public. -- Customers, Citizens and Nation. It did not prevent the explosion which an hour later could have killed innocent workmen. Delay and correction expense must ultimately be paid for by your Stockholders. Customers are not to blame.

My sixty years in Public Services witnessed numerous similar circumstances where independant contractural turnkey responsibility was inadequate. Full cooperation of all concerned succeeded to the point of absolute safety, earlier completion, increased efficiency and greatly decreased costs. Full cooperation of All concerned got benefits for All.

The Manufacturers, Engineers and Researchers each and all are handicapped for lack of complete on the job operating conditions and experience. Bechtel and all its experts and Research friends cannot be expected to know as much as the Utility operators should know, having close association with equipment and other Utilities from coast to coast.

After going into Chemical Industries I was welcomed by the Utility groups in their technical sessions and was able to contribute a considerable number of major new components which I pioneered. I sold power to the Cleveland Electric Illuminating Co. My developments helped all the major manufacturers of power equipment. Utilities, Industries and the Navy.

On land and sea, rescue responsibility extends to every one in position to help. Am extremely busy but never too busy.

Sincerely yours,

J.C. Hobbs

JCH/lt

J. C. HOBBS

2507 COUNTRY CLUB PRADO, CORAL GABLES, FLORIDA
60 WOOD STREET, PAINESVILLE, OHIO

February 1, 1972

Mr. George Kinsman V.P. FP&L

Dear George:

Reactions to my offer to help are not understood. All my contributions are Gifts, to protect my fellow citizens of the Nation. The picture and story of the fortunate Turkey Point pipe failure indicates serious trouble.

Conventional engineering had failed years ago, quick diagnosis paid off beyond belief in the Top Secret Atomic Projects. Months of time and thirty million dollars cash on piping alone were saved by the New Plan for Oak Ridge, made on my first day. Sixty days later another \$30 million was saved by valve inventions. Piping and Valves are involved at Turkey Point.

Experience and Scientific know-how is offered covering thirty years pioneering, in Electric Power Design, Construction and Operation, with steam pressures to 2,500 psi and 1,000 Fah. Steampurity 99,999,998%, reliability 100%. Atomic Design covered over-all features of Oak Ridge and details on each critical feature. Eight hundred miles of Piping, 57,000 valves of sixty different types and sizes for each specific function to insure at least a year of performance in sealed cells. All inventions have been perfect, and are used in succeeding plants.

Hobbs
Major Navy and Industrial Operations performed likewise. If a thousand of my inventions were taken out of service, Atomic Production would cease, Electric Power, black out, Industries would falter, and Navy and National Security would be crippled.

Five years post grad campus studies, and rare Top Achievement degrees in Applied Sciences from Carnegie, five years on the faculty and 32 years on the Executive Committee of the Board of Trustees made up of leaders in Industry, Presidents of U.S. Steel, Bethelham Steel, General Motors, V.P. head of Scientific Labs of A.T. & T., Sec. of Treas. Mellon and others, helped me.

I have been an active member of a dozen Scientific Societies, A.S.M.E. 1912, Fellow 1941, Power Committee 5 years.

I am a Licensed Professional Engineer in five fields, Mech., Elec., Chem., Civil, Structural. I was Advisor on Advanced Scientific Design for Navy for 8 years. I have never spent one cent for publicity, not even for cards when G.M. and V.P. of leading Corporations. Results alone count. I recommend simple, safe piping design and greatly improved valves, at less cost. Details on request.

I will be available to help secure safety.

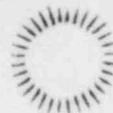
Sincerely, *JCH*

Answered 2/3/72

Re: FLORIDA POWER & LIGHT PIPING DISASTERS

RE -- from G.C. Hobbs

1. The fortunate start up piping explosion at Turkey Point in 1971 injured eleven but killed none: it occurred prior to the start of a new construction day.
2. A similar piping explosion in a Georgia power plant killed three.
3. Another explosion occurred in Carolina.
4. The Turkey Point accident occurred with a steam pressure of only 1,000 pounds per square inch. The piping had just previously tested O.K. with cold water at 1,500 p.s.i. fifty percent greater than the explosion pressure of only 1,000 p.s.i.
5. Failure was not caused by pressure but thermal stress not recognized by F.P. & L. or by their consultant contractor. They only admitted "deficient" design. It was actually a defective dangerous design, combined with a dangerous procedure.
6. The "repair" based on wrong diagnosis incorporates the same features which caused the first disaster.
7. It should not be put into operation even if more careful test procedures are successful. Piping should be ignorant and fool proof.
8. None of the subject "Safety" Valve Piping" is needed! When removed it cannot explode!
9. A simple Safety System costs nothing for piping: none is needed, but a healthy respect for the unchangeable expansion laws of nature is a must.
10. The benefit of sixty years of successful major pioneer performance, with pressures and temperatures twice as high, is offered for sincere consideration.
11. Copies of offers and rejections without reasons are attached.
12. Suggestions for securing Safety and Public Benefits are needed.



FLORIDA POWER & LIGHT COMPANY

June 15, 1972

Mr. J. C. Hobbs
2507 Country Club Prado
Coral Gables, Florida

Dear Mr. Hobbs:

Thank you for your letter and the information you delivered to the office Tuesday evening.

I read with interest your thoughts on Turkey Point and I want you to know that we appreciate your offer to be of assistance.

I have taken the liberty of forwarding your letter to the folks directly concerned with these matters, and I am sure they will be in touch with you if we can utilize your services.

With best wishes.

Sincerely yours,

Marshall McDonald
President

MMCD:bjc

File 12-110

J. C. HOBBS

2507 COUNTRY CLUB PRADO, CORAL GABLES, FLORIDA
69 WOOD STREET, PAINESVILLE, OHIO

June 13, 1972

Mr. Marshall McDonald, Chief Executive Officer
Florida Power & Light Company
Miami, Florida

Dear Sir:

Ever since the fortunate pipe failure at Turkey Point on Dec. 2, 1971 which killed no one but injured too many; I have endeavored to make my sixty years of successful pioneer know-how in the Electric Power, Atomic and related fields, available on a gratis basis. Copies of previous letters provide additional facts.

No others concerned have recognized the causes and rectified the design. Reported repairs are not the right answers. The delay of seven months has already cost millions. It need not continue.

Oak Ridge, the first successful Top Secret Atomic Plant had a similar history. "Pure" Scientists worked years, gave up as impossible and urged termination. Projects were transferred to the Army Engineers in 1942 without any proven process. The Army determined in August 1943 to secure someone with a success record in the several related fields. Sept. 9, I began alone in bare office guarded by Army. Less than four hours later I took my process design to the Chief Engineer. He accepted immediately and stated "The original looks foolish." Inventions were furnished as needed.

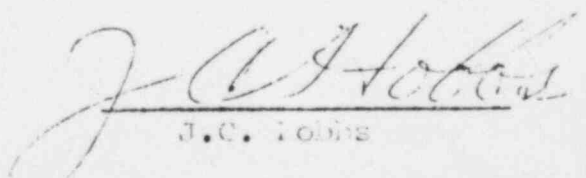
Turkey Point problems are similar. Safe, Economical, Successful Design is needed. All the Safety Valve piping can and should be eliminated. Pressures of 2,500 psi and temperatures of 1,000 deg. fah. have been trouble free for 35 years in the pioneer plant I designed, built and operated beginning in 1936. Turkey Point piping failed at 1,000 psi and less than 550 deg. fah.

Service is gratis. Moral obligation forces my rescue efforts ahead of other national developments. I am my brothers keeper.

A quick, quiet first person inspection of Status quo with one of your staff and a few hours to write the prescription is all that is required to start the short correction procedures.

An early response will be appreciated.

At your service,


J.C. Hobbs