

From: <VMBLANCH@aol.com>
To: KPD1.KPP2(ttm)
Date: 7/26/96 11:02am
Subject: OIG REPORT ON MILLSTONE

Mr. Tim Martin
Regional Administrator
USNRC
King of Prussia, PA

Dear Mr. Martin:

I just read a press release from the NRC that stated: In a letter to NMPC officials, NRC Region I Administrator Thomas T. Martin said the licensee's acts of discrimination "are significant, because they could have a chilling effect on other licensee or contractor personnel and deter them from identifying and/or raising safety concerns."

You and your agency are absolutely incredible. You say you are concerned about a chilling effect at a small utility. The recently issued Inspector General's (CASE NO. 96-055) report infers that you and your agency attempted to close out the spent fuel pool issues at Millstone Unit 1 via inspection reports that failed to address the issue. The report further states that the "Region 1 technical staff did not interview GALATIS about his . . . allegations. . . ." Please explain to me how your agency can close an issue without even talking to the individual. We have witnessed these types of actions almost every time a major safety issue is raised with your agency (Rosemount, Condensate Pots, 10 CFR Part 100, Procedure Compliance, etc.) What actions are being taken to review all of the other allegations that were "closed out" using the same tactics?

What are you going to do about the "chilling effect" you created with respect to your handing of the SFP at Millstone and reported by OIG? Did you really intend to close out the issues with inspection reports 94-01 and 94-201 even though these reports did not thoroughly address these issues. Why do our taxpayer and ratepayer dollars have to be given to you for not doing your job? If it weren't for your intentional inactions and attempts to crucify and discredit Galatis, maybe NU and Connecticut wouldn't be in the turmoil we're now in. Can we expect the same type of cover up of the more than 10,000 open items now existing at Millstone?

Please explain to me why anyone with a safety concern would ever bring an issue to the NRC knowing that the agency will make every attempt to pencil these allegations away and but these actions, discredit the individual bringing these concerns.

It appears that the only way we can get issues addressed by your agency is to drag some dead bodies to your door and show your true colors to the world. The FAA IG recently referred to this as "tombstone regulation" which is exactly what the NRC is doing. Maybe if we have a major accident similar to the Value Jet, we can get you to do your job.

What actions are being taken to remove all the people such as David Jaffee,

Rich Barkley, Wayne Lanning, Jack Durr and the other unnamed individuals from further involvement in the Millstone situation? Until some major changes are made, our confidence in your ability to address any safety issues is less than zero.

Your response will be appreciated.

Sincerely,

Paul M. Blanch
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CC: KPD1.KPP2(djv),WND2.WNP3(jnh,jaz),TWD1.TWP4(wjs),W...