Sept. 26, '02

Timothy E. Harris
C/O
Mike Lesser
Chief - Rules + Directives
Mail Stop T 6059
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Washington D.C. 20555

4/24/02
67 FR 20183
(33)

Dear Tim,

On thursday of last week, ya'll had a public meeting in Charlotte N.C. I really enjoyed talking with all of ya'll.

I want to thank you each for honestly being interested in our comments. Ya'll really have quite a job. It must be something to know the choices made now will affect so many people centuries ahead of us.

In my oral comments, I spoke of the N.S. Savannah, a nuclear powered commerical ship. I didn't make clear what the letters: N.S. stands for.

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The N. stands for nuclear and the S. stands for ship. Usually the initials preceding a ship's name are S.S. These two letters stand for: steam ship.

I'm wondering: couldn't the immobilization program be used to make the P.U. extremely difficult to be used again? I ask that because: immobilizing the P.U. creates less WASTE (than the M.O.X. program) for future generations not to have to contend with. Immobilization is cheaper to build and there is less transporting of P.U.

As a laid off pipe welder, I couldn't work on a M.O.X. plant because the bomb grade P.U. would make nuclear reactors much harder to control, and more deadly in a melt-down.

Since no private insurance company will insure a uranium fueled reactor, there's no way that the U.S.N.R.C.

should license nuclear reactors to use bomb grade pu. at any percentage.

Respectfully

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