

TAC No: MB-7808

ORIGINAL DUE DT: 03/25/03

TICKET NO: 020030043

FROM:  
Coatingsvm

DOC DT: 02/24/03

NRR RCVD DATE: 02/25/03

TO:

Lamb

FOR SIGNATURE OF :

\*\* YEL \*\*

DESC:

Massive coating failures at Nuclear Power Plants

ROUTING:

Collins  
Borchardt  
Sheron  
Case  
NRR Mailroom

ASSIGNED TO:

CONTACT:

DLPM

Zwolinski

SPECIAL INSTRUCTIONS OR REMARKS:

TAC No: MB 7808

**From:** <Coatingsvm@aol.com>  
**To:** <JGL1@nrc.gov>  
**Date:** 2/24/03 2:40PM  
**Subject:** Fwd: GSI-191 Status

**From:** <Coatingsvm@aol.com>  
**To:** <JGP1@nrc.gov>  
**Date:** 2/24/03 9:01AM  
**Subject:** GSI-191 Status

Mr. Lamb,

Thank you for your letter of 2/04/03 re: subject. I appreciate being kept informed of the progress of this issue. I also am glad to see that my input is being entered into the record. I want to stay on record as having told the NRC for years, as a former nuclear coatings engineer, that massive coating failures at many nuclear plants could very likely impair ECCS, in the event of a DBA/LOCA.

I have reviewed the parametric studies and the actions taken by the NRC. I still see plenty of evidence that debris is a potential problem at many plants, and that the NRC is depending on individual plants and public input for containment of any problems. I understand that the NRC has done some testing of coatings used in nuclear plants, and that those tests show that debris potential is minimal from those coatings. Based on my testing of "qualified" and "unqualified" coatings, both of which exist in large quantities in nuclear plants, there will very likely be large quantities of both, should an accident occur. I do not think there has been proper evaluation of "as-existing" coatings. I also think that present, on-going plant practices of inspection, and spot repairs and touch-up, only adds to the potential problem.

Public meetings and public input are important, but they do not fix existing flaws.

Input from those with vested financial interests should not be the only source of information considered by the NRC. If the NRC is to gain public confidence, they must occasionally take strong actions, independent of plants and self-interest groups, particularly when public safety is at risk.

Unfortunately, we won't know how effective ECCS is until there is an accident. So, hopefully we will never know. However, if ECCS is needed, there are many reasons (scientific) to believe there will be major interference (from debris) problems. I would urge the NRC to take immediate action to at least do some real testing, on existing coatings, to determine whether my concerns have merit, or not. Just a test.

Thanks, Lanson Rogers