

February 22, 1980

Dr. Roger Mattson
Director
Nuclear System Safety Division
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

55-270

Dear Dr. Mattson:

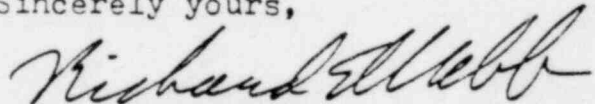
An article which appeared in the Manchester Guardian, October 25, 1979, by M. Shoja Etemad, who is supposed to be a nuclear engineer and expert in two-phase flow in France, and who is an authority, it is alleged, on Westinghouse design PWRs, alleges that as a result of the Three Mile Island Accident (possibly) "plant after plant is now being re-equipped with a more powerful safety injection system."

Is it true that after TMI occurred, that is, after March 28, 1979, the safety injection systems are being changed to provide for a more powerful emergency coolant injection, which injects coolant at a greater rate of flow or with a greater reservoir of coolant, or both or whatever?

I would like to know whether the emergency core cooling systems for PWRs* have been changed in any way after the TMI accident occurred and what are the changes, if any, and what are the scientific and technical reasons and analytical basis for such changes; and have a copy of the pertinent ~~appropriate~~ reports related to such changes.

*PWS in general;
B&W, Westinghouse,
and C.E.*

Sincerely yours,



Richard E. Webb, Ph.D.

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