



UNITED STATES  
- NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

May 31, 1978

Dockets Nos. 50-317 ✓  
and 50-318

Captain Keith B. Schumacher  
Captain of the Port of Baltimore  
U. S. Custom House  
Baltimore, Maryland 21202

Dear Captain Schumacher:

This is to request your assistance in assuring the safety of the Calvert Cliffs Nuclear Power Plant (CCNPP) from any hazard resulting from an accident of a LNG carrier at or near the Cove Point Offshore Facility (CPOF) operated by Columbia LNG Corporation. We appreciate the direct communication you have afforded us on this subject in meetings held at your office on April 1 and May 18, 1978.

Although our safety evaluation is not complete, our review to date indicates that the approach of a laden LNG carrier closer than about 5 Km to CCNPP results in a potential unacceptable level of risk. Therefore, we request that you as the Captain of the Port (COTP), impose the six LNG Practices, contained in the enclosure to this letter, on the LNG carriers. These practices are essentially the product of our May 18, 1978 discussions.

We understand that these LNG practices may be modified by the COTP in an urgent situation when such action is necessary in the interest of LNG carrier safety. We request that the Coast Guard notify the IIRC Division of Operating Reactors project manager for CCNPP or DOR duty officer as soon as practical in such cases. These individuals can be reached at any time through our central switchboard, telephone number (301) 492-7000.

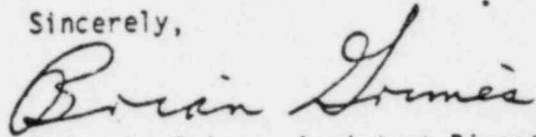
Baltimore Gas and Electric has received a tentative commitment from Columbia LNG Corporation to be notified of any LNG release. At the May 18, 1978 meeting we discussed the possibility of the Coast Guard also notifying the CCNPP control room in the case of any release as a backup. The normal contact would be the Shift Supervisor, telephone number (301) 234-7932. We request that such notification be included in the appropriate Coast Guard procedure.

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We also request that you reconsider allowing any LNG carriers to perform shallow water maneuvers close to CCNPP. We believe that other parts of the Chesapeake Bay should be equally suitable for training maneuvers without affecting the assessed risk for CCNPP.

It is our intention to address your reply to this letter in our Safety Evaluation due to be completed by June 13, 1978. If you have questions on this subject, please contact R. W. Reid or E. L. Conner, of our staff, at (301) 492-7435.

Sincerely,



Brian K. Grimes, Assistant Director  
for Engineering and Projects  
Division of Operating Reactors

Enclosure:  
LNG Practices

cc: See next page

cc:

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## ENCLOSURE

### LNG Practices

1. LNG carriers should not approach the CPOF unless weather conditions are within limits set by the COTP (Chesapeake Bay Oplan III-B) for moving LNG carriers. The conditions for safe transfer of cargo must be expected to fall within the Oplan limits.
2. Laden LNG carriers\* should not approach closer to the CCNPP than is necessary and should approach CPOF by the most direct route that can be safely executed.
3. While laden, LNG carriers should not attempt to moor to the CPOF unless assisted by tugs of a size and number deemed appropriate by the COTP for a safe docking, consistent with weather and tide conditions.
4. While laden LNG carriers are moored at the CPOF, tugs or other assistant craft should be available to carry out actions proposed in the El Paso Emergency Plan.
5. In the event of an emergency disconnect or if a situation occurs when a LNG carrier must depart the CPOF with equipment operating at less than 100% operability, the LNG carrier shall attempt to maneuver so as not to be upwind of the CCNPP, allowing for extraordinary weather and tidal conditions and other accepted safety practices.
6. The COTP will not change any of its regulations affecting the interaction between the CPOF and CCNPP without attempting to notify the NRC and allowing a reasonable time for response consistent with the interest of nuclear safety.

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\* A "laden LNG carrier" is defined as any carrier containing more than 4000 cubic meters of LNG.