


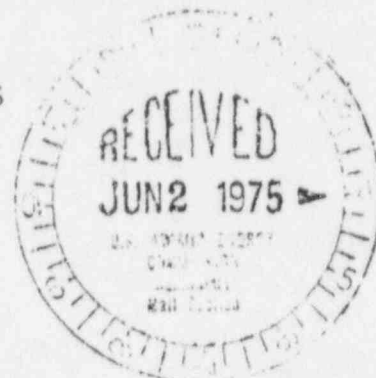
Jersey Central Power & Light Company



MADISON AVENUE AT PUNCH BOWL ROAD • MORRISTOWN, N. J. 07960 • 201-539-6111

MEMBER OF THE
General  Public Utilities Corporation SYSTEM

May 29, 1975



Mr. A. Giambusso, Director
Division of Reactor Licensing
U.S. Nuclear Regulatory Commission
Washington, DC 20555

Dear Mr. Giambusso:

SUBJECT: OYSTER CREEK NUCLEAR GENERATING STATION
DOCKET NO. 50-219
SAFETY COMMITTEE REVIEW OF TECHNICAL
SPECIFICATION CHANGE REQUEST NO. 37 (REVISION NO. 1)

This is to inform you that the Plant Operations Review Committee and the General Office Review Board have completed their review of the subject Technical Specification Change Request and have determined that there are no unreviewed safety questions associated with it.

Very truly yours,

Ivan R. Finrock, Jr.
Vice President

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TO: File

MAY 28 1975

OYSTER CREEK
DOCKET NO. 50-219
SPECIAL SITE VISIT WITH EP-4 on APRIL 29, 1975

Purpose

A request was made by U. S. Congressman Wm. Hughes, N. J. and Mr. Graham, State Division of Marine Service, N.J. to delay the action required by the Final Environmental Statement in removing the untreated wood (associated with the marinas on Oyster Creek) until after the coming season. Reasons given for the requested delay were: (1) Many of the boat owners had difficulty in obtaining suitable berths for their boats this year and (2) the community would suffer economic difficulties because of loss of business.

Participants

USNRC

Robert Bores, Radiation Specialist, IE:I
Wm. Regan, Chief, Environmental Projects-4
Roby Bevan, Environmental Project Manager for OC
John Bolen, Biologist, RL-Technical Review

GPU

T. M. Crimmins, Jr., Manager, Safety & Licensing
R. G. Hyland, Engineer-Senior, Safety & Licensing
A. J. Turanski, Environmental Engineer

SITE TOUR

The site tour was divided into two parts, the first involved the GPU personnel and consisted of a review of the shipworm activities as seen by boat along the discharge canal. Untreated wood along the canal showed considerable shipworm evidence and included the first several private boat slips along the lagoons beyond the commercial marinas toward the Bay. Treated wood was seen to slow the shipworm activity. The stump removal operations conducted by the contractor (Parker), were reviewed and were estimated to require another week to finish. JCP&L personnel reported that they were having difficulty in obtaining the necessary permits from the Army Corps of Engineers to backfill the banks along Oyster Creek with rock for stabilization. (In the areas of cedar swamp, this backfilling is also necessary to cover exposed wood to prevent exposure to future shipworm activity. In these areas, one stump abutts another until well away from the discharge canal.) EP-4 said they would talk to the Army Corps in regard to this.

W.F.C.
Boras/jd Stehr
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In the second phase of the tour the NRC personnel, without GPU accompaniment, visited each of the three marinas bought by JCP&L and talked individually with

Mr. Kurtz - Oyster Creek Marina
Mr. Baumgarten - Sands Point Marina
Mr. DiPalo - Briar Wood Basin

Each was asked (1) Do all your customers have berths for their boats this year? (2) Are you willing or can you operate your marina for this season? (3) Are you aware of any serious economic problems in the community as a result of the marina sales?

1. The answer to the first question was: About 95% of the boat owners had made arrangements for berthing their boats this season. Those not making arrangements apparently did not try. Most of the customers preferred not to leave because as the marina operators said, "they (the latter) had the best marinas and services in the area." They also said these boat owners probably "bumped" some other customers from their berths at other marinas.
2. All of the marina operators said they were unwilling to operate their marinas another season. Several reasons were given by all. (a) Considerable repair had to be done to get the marinas through the season. NRC personnel verified the damage to the pilings and docks currently standing. (b) The liability risks were too great to operate the marinas without the repairs. (c) Most had already committed or sold their equipment to other marinas. (d) At this date most of their customers had new berthing arrangements for the season, hence, no customers.
3. The marina operators said they thought that some of the businesses in the area would suffer from the loss of the marinas. They named Makay's Superette and Liquor Store as the one place that made the loudest noises in this regard, but also mentioned several local bars and restaurants. With regard to Makay's, one of the marina operators pointed out that while crying hardship, the owner is opening a second location in Waretown, so that, business cannot be that bad. The NRC talked briefly with a clerk at Makay's. He indicated that he expected to be hurt but not to the point of going out of business. The marina operators also stated that many businesses in the area had expanded within the last couple of years in anticipation of lots of construction workers from the Forked River site. Since this hasn't materialized yet, some of these businesses are already hurting because of their increased investments and debts.

NRC, EP is expected to deny Congressman Hughes' request for a delay in the removal of the wood associated with the marinas.

R. J. Bores
Radiation Specialist

cc: Stehr
Greeman