

September 17, 1988

UNITED STATES OF AMERICA  
NUCLEAR REGULATORY COMMISSION  
before the  
ATOMIC SAFETY AND LICENSING BOARD

In the Matter of )

PUBLIC SERVICE COMPANY OF )  
NEW HAMPSHIRE, et al. )

(Seabrook Station, Units 1 and 2) )

)  
)  
) Docket Nos. 50-443-OL-1  
) 50-444-OL-1  
) (On-Site Emergency  
) Planning and Safety  
) Issues)  
)  
)

AFFIDAVIT OF EDWARD W. DESMARAIS

I, Edward W. Desmarais, being on oath, depose and say as follows:

1. I am a member of the Independent Review Team for New Hampshire Yankee. Since January, of 1988 I have had responsibility as Project Manager for the Massachusetts Public Alert and Notification System. A statement of my professional qualifications is attached hereto and marked "A."

2. The purpose of this affidavit is to address allegations in Contention Bases A.1, A.5, A.9, A.10, A.11, B.1, B.3 and B.4. The allegations I address are: (1) message coverage will not be provided at the sound pressure levels required in NUREG-0654 (2) the time needed to accomplish the

alerting function with VANS will exceed 15 minutes [Basis A.5]; (3) echo conditions from sound overlap will render any voice message unintelligible [Basis A.9]; (4) the Applicants have not indicated under what circumstances the message mode will be used [Basis A.10]; (5) the Applicants have not indicated when and under what circumstances the tone alert mode will be used [Basis A.10]; (6) there are insufficient drivers to insure availability and reliability of VANS [Basis A.11]; (7) Helicopter Availability [Basis B.1]; (8) Airborne Alert System tone duration and coverage [Basis B.3] and (9) intelligibility of informational messages utilized by the Airborne Alert System sirens [Basis B.4].

#### Basis A.1: Siren Voice Message Coverage

3. The "Seabrook Station Public Alert and Notification System FEMA-REP-10 Design Report," submitted to FEMA, Region I, described the means by which siren tone coverage would be provided to those portions of the Seabrook Station plume exposure pathway EPZ within New Hampshire and Massachusetts. However, it is clear from this report (e.g. p. 1-17, copy attached and marked "B") that the siren tone coverage for that portion of the EPZ within Massachusetts is based on the coverage being provided by the Vehicular Alert and Notification System (VANS) vehicles. The additional siren tone coverage from the pole-mounted New Hampshire siren system was not used in determining the siren tone sound coverage for that portion of the EPZ within Massachusetts.

4. As provided in the Design Report for Seabrook Station at page 2-14, dual sirens are employed on the VANS vehicles. As also provided therein, at page 2-15, these sirens are capable of functioning as either a siren or a public address device. The Design Report, at page 2-6, clearly states "the siren tone is used to provide the alert function at all siren locations" [copies of pages 2-6, 2-14 and 2-15 attached and marked "C"].

5. The SPMC does not contemplate the use of sirens in the message mode. The use of only the siren tone to provide the alert function for VANS is consistent with the concept of operations described in the SPMC in Section 3.2.5 [copy attached and marked "D"]. SPMC Section 3.2.5 also describes when and under what circumstances the siren alerting tone will be used.

6. In order to eliminate potential confusion regarding the theoretically potential use of the siren's public address mode, Section 3.6.1.E of the SPMC was revised in Amendment 6, deleting any reference to this mode of operation.

7. Under the SPMC, and as stated in the FEMA-REP. 10 Design Report at pp. 1-2 and 2-6, the means for obtaining information and instructional messages is via the universally accepted use of EBS radio broadcasts. [See Also NUREG-0654, Rev 1, Appendix 3, Concept of Operations at 3-2] Thus the public address capability of the sirens is not being used to satisfy any regulatory requirement.

#### Basis A.5: Time to Implement VANS

8. New Hampshire Yankee has conducted a series of tests to ensure that the VANS vehicles can accomplish their alerting function within the 15 minute design objective cited in 10 C.F.R. 50 App. E(D3). The 15 minute interval is composed of deployment time and siren activation time.

9. As described above in paragraphs 4-7 the siren voice or public address mode is not used under the SPMC to provide an initial alerting signal to the public or to provide information or instructional messages to the public (i.e., this is done by EBS). Therefore no time is needed or required by regulation to provide a message over the siren loud speaker system with the 15-minute design objective cited in 10 CFR 50 Appendix E. As such the duration for siren activation to provide the alert signal (i.e., siren tone) is 3 minutes.

10. If the siren activation signal is transmitted prior to the siren being set up, the signal will be stored and then the siren will automatically begin to sound once it is set up. When the siren activates, the alerting signal has a duration of 3 minutes.

11. Deployment time is the combination of the time required to alert the driver (driver alert), dispatch the VANS vehicles (dispatch time), travel the route (transit time), and raise the siren at the acoustic location (setup



time). Twelve minutes is available to accomplish these four steps.

12. The VANS vehicles are kept at several staging areas. No more than three VANS vehicles are stationed at any one staging area. The drivers work in shift rotation so that the staging areas will be manned at all times when Seabrook is licensed for full power operation.

13. As discussed in more detail in the Affidavit of Travis N. Beard, tests were conducted for dispatch and setup times. As provided therein at paragraphs 7 and 8, the tests demonstrated the design objective of dispatching the VANS in less than 40 seconds and setting up the VANS on average in less than a minute.

14. A testing program has also been implemented to determine the travel times between staging areas and acoustic locations. Under this testing program transit time data has been collected for the Spring and Summer of 1988.

15. For acoustic locations 1-15, the transit time objective is 10 minutes (i.e., 15 minutes less 3 minutes for siren activation and 2 minutes for alert, dispatch and setup). The transit time objective for acoustic location 16, as discussed in paragraphs 25 through 29 below, is 15 minutes.

16. In each of these transit test programs, approximately 50 runs per data collection period were made on each route between a staging area and an acoustic location.

The runs were made in a truck similar in size and weight to the VANS vehicle.

17. The transit studies were each conducted over a period of several weeks and the runs themselves were run throughout the day and night. This resulted in a wide range of traffic, weather, and road conditions upon which to evaluate the transit times.

18. The results of these studies are summarized in the following two tables.

19. For acoustic locations VL-02 through VL-15, 1201 transit runs were made. During these runs various road conditions were encountered including rain, darkness, and heavy traffic. Only 2 runs exceeded the 10-minute objective and in both cases anomalous road conditions existed. Thus for acoustic locations VL-02 through VL-15 transit times can be accomplished within the 10-minute objective. These results have been corroborated by the Massachusetts Attorney General time study done on Saturday, July 30, 1988 (copy attached and marked "E").

20. The route from the staging area to acoustic location VL-01, a distance of 4.7 miles, was run 98 times. During these runs various road conditions were encountered including rain, darkness, and heavy traffic. The 10-minute transit objective was exceeded six times. The conditions that existed on these runs were:

1 run:	dump truck on road (working on sewer line installation)	10:05
1 run:	fireworks at Hampton Beach	10:51
4 runs:	summer weekends	10:10, 11:00, 14:08, 17:07

21. The first two delays listed may be considered anomalous conditions. The four summer runs showed a consistency that New Hampshire Yankee has responded to by providing a satellite staging area closer to acoustic location VL-01.

22. A satellite staging area at  
is within 0.6 miles of acoustic location VL-01 and will be manned on summer weekends. This station will be manned continuously from early evening Friday until late evening Sunday between May 15 and September 15. The satellite staging area will also be manned on Memorial Day, July 4th and Labor Day.

23. Due to the short transit distance between the Satellite Staging Area and acoustic location VL-01, the transit time will be less than 10 minutes even during the summer weekend traffic conditions. This is especially true since the route to be taken will not encounter vehicles associated with beach traffic.

Thus:	
Driver Alert	10 seconds
Dispatch Time	Less than 40 seconds
Transit Time	Less than ten minutes (for Acoustic Locations VL-01 to VL-15)
Setup Time	Less than one minute
Total Deployment Time	Less than twelve minutes
Siren Activation Time	Three Minutes
Total Time	Less than fifteen minutes

24. The effects of winter adverse weather were evaluated by Mr. Lieberman. His results showed that winter adverse weather which occurred about 5% of the time could

delay a few of the VANS by 1.5 minutes or less. This delay is 10% or less of the 15 minute design objective. Given the low probability of this nominal delay, the design objective of 15 minutes has been achieved.

25. The transit time from the staging area to acoustic location VL-16, a distance of 6.7 miles, requires more than the 10 minutes. During the transit studies 98 runs to acoustic location VL-16 were made. The average transit times for the Spring and Summer studies were 12:15 and 11:42, respectively. This result has been corroborated by the Massachusetts Attorney General time study done on July 30, 1988 (copy attached and marked "E"). No run exceeded 15 minutes.

26. The area covered by the siren at acoustic location VL-16 is at a distance of ten to eleven miles from Seabrook at the edge of the EPZ in the                      direction. The population in this area reaches a maximum of 401 on summer weekdays which is less than 0.2 percent of the total EPZ population, located within an area of approximately 3 square miles. See Attachment F.

27. Based upon the transit studies, the transit time of the VANS to acoustic location VL-16 can be accomplished within 15 minutes (16:20 during 5% of time when winter adverse road conditions exist).

28. The Seabrook Station FEMA-REP-10 Design Report at p. 2-5, 2-6 commits to having siren activation at acoustic

location 16 completed within 20 minutes, [copy attached and marked VL-G] and has been presented to FEMA for evaluation on this basis.

**Basis A.9: Siren Voice Mode Intelligibility**

29. The siren voice or public address mode is not used under the SPMC to provide an initial alerting signal to the public, or to provide information or instructional messages to the public, as described above in paragraphs 4-7. Thus, the public address capability of the sirens is not being used to satisfy any regulatory requirement.

**Basis A.10: Use of Siren Tone and Message Modes**

30. Since the public address mode is not used for alert and notification of the public, it would be inconsistent for the SPMC or the FEMA-REP-10 Design Report to identify any circumstance when the message mode will be used.

31. SPMC Section 3.2.5 sets forth when and under what circumstances the sirens in the tone mode will be used.

**Basis A.11: Adequate Staffing to Insure Availability and Reliability of VANS**

32. In my deposition taken by the Attorney General on July 28, 1988, at pages 148 through 152 [copy attached and marked "H"], I indicated that New Hampshire Yankee would staff the staging areas with the requisite number of drivers on a 24-hour basis.

33. As demonstrated to the Mass AG during discovery, during training, by numerous tests and through inspections by NRC Region 1 the prototype VANS vehicles has worked reliably

with one operator. In addition, as described in the Affidavit of Travis N. Beard, this was also demonstrated during recent dispatch and setup timing tests. The prototype VANS vehicles is comparable in all relevant aspects to the VANS vehicle to be used. Finally, all VANS drivers and supervisors receive extensive VANS training and periodic re-training to ensure that the VANS system can reliably accomplish the alerting function within the 15-minute guidance cited in FEMA-REP-10.

34. New Hampshire Yankee will staff each VANS shift with 20 drivers and 1 supervisor. This complement provides one full-time supervisor for administrative duties and assignments and four supplemental drivers to carry out administrative duties, re-training, periodic surveillance, and, if necessary, to cover absences due to sickness or vacations.

35. The 20 drivers will be assigned by the supervisor to ensure that one driver per VANS vehicle is always at each staging area. One driver at each staging area is assigned as a "working foreman" to coordinate activities at the staging area and to report to the shift supervisor.

36. New Hampshire Yankee will have five shifts, each with 20 drivers and one supervisor, to ensure continuous 24-hour per day coverage seven days per week.

37. The design features of the VANS provide that, once deployed, the VANS vehicles function as a fixed siren system.



38. In addition to the 16 primary VANS vehicles continually staffed as described above, New Hampshire Yankee will have 6 additional, VANS vehicles as part of the VANS fleet. For planning purposes two of these vehicles are assumed to be unavailable because of periodic routine maintenance and surveillance, as VANS vehicles are rotated back to Seabrook Station from the staging areas for maintenance and then rotated back out into the field. The remaining four VANS vehicles will be kept in a constant readiness state at Seabrook Station. These vehicles provide backup capability in the event that a primary VANS vehicle fails.

39. New Hampshire Yankee maintains continuous 24-hour staffing on-site. Four backup drivers will be assigned to each shift. They will perform their normal shift functions until activated to perform their functions as backup VANS drivers. It should be understood that these VANS drivers are in addition to the normal VANS shift complement of 20 drivers. These VANS drivers will receive the same training and periodic re-training as the primary VANS drivers. If required, these shift personnel may also augment the primary VANS drivers to ensure 24-hour reliable system availability.

**Basis B.1: Helicopter Availability During Poor Weather**

40. The VANS systems is designed to be an effective and rapid means of notifying the Massachusetts portion of the EP2

under all anticipated weather conditions (except the worst blizzards).

41. The back-up VANS are available immediately in case a primary VANS becomes debilitated. These back-up VANS are available under all anticipated weather conditions (except the worst blizzards).

42. As a back-up to the back-up VANS, a helicopter is available to be used at the discretion of the NHY ORO Director as necessary, weather permitting, in accordance with Procedure 2.13 of the SPMC. The helicopter would perform whatever alerting mission the NHY ORO Director assigned to it.

**Basis B.3: Airborne System Tone Duration and Coverage**

43. The SPMC does not contemplate the use of the helicopter siren system as a primary or back-up public alerting system. Therefore this system is not used to satisfy any regulatory criteria or guidance concerning tone duration or coverage. The helicopter siren system was constructed prior to the development of the VANS and since it already exists it is referenced in the SPMC procedures for information only and to be used only as a second back-up to VANS.

**Basis B.4: Airborne Alert Voice-Mode Intelligibility**

44. The SPMC does not contemplate the use of the voice or message mode for the Airborne Alert system. To eliminate any confusion regarding use of the Airborne Alert's public

address mode as an alerting function, IP 2.15 will be revised in the next Amendment of the SPMC to delete any references to this mode of operation which were erroneously passed over in the revisions made in Amendment 6.

*E. W. Desmarais*

Edward W. Desmarais

September 17, 1988

The above-subscribed Edward W. Desmarais appeared before me and made oath that he had read the foregoing affidavit and that the statements set forth therein are true to the best of his knowledge.

Before me,

*Mary T. Battaglia*

Notary Public  
My Commission Expires:

MARY T. BATTAGLIA, Notary Public  
My Commission Expires September 15, 1994

EDWARD W. DESMARAIS

PROFESSIONAL EXPERIENCE:

1979 to  
Present

PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE

Seabrook, NH

Independent Review Team

Member of Executive Management staff group tasked with comprehensive, critical, external and internal corporate issue evaluation and recommended strategy and policy proposal. Additional activities include facilitating inter-division activity implementation and executive management representation on specific assignments.

Configuration Management Manager

Engineering Subdivision of New Hampshire Yankee responsible for engineering and design activities at Seabrook Station.

Responsibilities and accomplishments include: Developing and implementing short and long term business plans, completing requisite control programs and procedures, group management of five departments with a staff that exceeded 250 professionals, transfer and control of over 1,500,000 engineering records and business and analytical computer applications and establishing a subdivision training program. All activities completed ahead of schedule and under budget.

Lead Special Projects Engineer

Engineering Services Department of the Production Subdivision responsible for engineering activities at Seabrook Station.

Responsibilities and accomplishments include: Proposing and implementing computer aided design and drafting, establishing an integrated programs approach for administrative control of all Station activities, completing the New Hampshire Yankee Design Control Program, conducting and participating in management audits, supervising the Project Engineering Group, department budget preparation and cost center tracking and establishing the Station Planning and Scheduling Group.

1978 to  
1979

GENERAL ELECTRIC COMPANY

Philadelphia, PA

Project Manager

Installation and Service Engineering. Responsible for Project Management and Engineering Design activities for utilities within the service region.

Responsibilities and accomplishments included: Project management, supervision of professionals and union craft labor, engineering design and analysis, project mobilization, procurement, schedule and budget compliance.

EDWARD W. DESMARAIS

1974 to  
1978STONE & WEBSTER ENGINEERING CORPORATION

Boston, MA

Senior Field Engineer

Construction division. Responsible for construction and startup of power generating facilities.

Responsibilities and accomplishments included: Supervision and direction of field engineering and construction activities for piping and instrumentation, HVAC and insulation sub-contractors and second-shift direct supervision of structural and civil erection.

EDUCATION:

Master of Business Administration, New Hampshire College, 1984  
Bachelor of Science Civil Engineering, Rensselaer Polytechnic Institute, 1974.

Registered Professional Engineer - State of New York, 056982, 1979  
- State of New Hampshire, 4886, 1980

PUBLICATIONS:

"Configuration Management", Co-authored with G. Q. Miller, United Engineers & Constructors. Presented at the 1986 ASME Conference.

VOLUNTARY  
ACTIVITIES:

N.W. Hampshire Yankee Speakers Bureau -- A volunteer, outreach organization that addresses civic, business, professional and school groups on a broad range of energy issues.

Board of Directors, Jim Houston Fund -- A non-profit organization providing monetary support for community events and underprivileged individuals.

Board of Directors, Seabrook Employee Fund -- An organization working to promote employee moral through sponsored activities.

Board of Directors, past member, Exeter Youth Hockey.

Seacoast United Way Coordinator

Massachusetts Portion of EPZ

In the event that Seabrook Station declares an immediate SITE AREA EMERGENCY or GENERAL EMERGENCY, the following actions will be taken:

The Seabrook Station Short-Term Emergency Director (STED) will notify the NHY Offsite Response EOC Contact and establish contact with officials of the Commonwealth of Massachusetts through the Massachusetts State Police with the request for authorization to activate the Public Alert and Notification System.

The NHY Offsite Response EOC Contact will direct the dispatch of VANS and operators through communication with each VANS staging area.

Upon receiving authorization, the STED will activate the Massachusetts portion of the Public Alert and Notification System through communication with and direction to the NHY Offsite Response EOC Contact.

The NHY Offsite Response EOC Contact will contact the lead EBS radio station, explain that there is an immediate SITE AREA EMERGENCY (or GENERAL EMERGENCY) and instruct the radio station operator on the appropriate EBS message to commence broadcast based on direction provided by the Seabrook Station Short Term Emergency Director.

The NHY Offsite Response EOC Contact will remotely activate the VANS sirens.

In the case of an escalating emergency, after the NHY Offsite Response Organization is activated the NHY Offsite Response Director will assume Public Alert and Notification System responsibility, including EBS activation, from the Seabrook Station Emergency Response Organization (ERO).



S4 to acoustic location VL-16S. The 3-minute siren activation for this location will be completed within 20 minutes. Since VANS vehicles are deployed at the ALERT emergency classification level, this delayed activation will only occur in an extremely fast-breaking emergency situation and is well within the 45-minute time period provided for in GM AN-1.

Public information and instructional messages will be broadcast over the Emergency Broadcast System (EBS) by designated commercial radio stations (see Chapter 1, Section E.5). A public education program will be maintained to advise people in the EPZ that when the sirens are heard, they should tune to the designated commercial radio stations for information about an emergency.

The electronic sirens have both tone and public-address capability. The siren tone is used to provide the alert function at all siren locations.

Along the public beaches in New Hampshire and Massachusetts, sirens have the capability to provide both alerting tones and public-address messages. A helicopter equipped with loud speakers, capable of tone and voice, is also available to supplement the Massachusetts backup VANS.

To supplement siren system coverage, tone-alert radio receivers will be offered to institutions within the EPZ. The tone-alert radio receivers in each state will be activated by and receive broadcasts from the designated EBS station in that state.

The United States Coast Guard has agreed to provide public alerting for the waterways and the ocean portion of the EPZ. The Department of Interior has agreed to alert people in the Parker River National Wildlife Refuge.

#### Description of the Seabrook Station Emergency Planning Zone

The Seabrook Station EPZ is an irregular shape following jurisdictional

The entire WS-4000 siren design is modular. The power amplifiers, tone generator, radio receiver and decoder, silent test module, trickle-charger, and batteries, as well as the individual loudspeaker drivers, are housed in easily replaceable modules to facilitate field maintenance of the siren.

To ensure full 360° coverage by the siren, the speaker assembly is oscillated back and forth through an angle of about 360°. The horn rotates 360° in one direction, stops, rotates back to the same position, stops, and then rotates in the other direction. This cycle is repeated 2-4 times per minute.

To enhance intelligibility of a voice message when the sirens are used in the public-address mode, the horns are held stationary while the message is broadcast. The horns are then rotated 45°, held stationary again, and the message is re-broadcast.

The control system for the WS-4000 is discussed in Section E.6.2.1.b.

### 3. Dual Whelen Model WS-4000 Electronic Siren System

The Dual Whelen WS-4000 sirens, which basically consist of two WS-4000 sirens mounted side-by-side, are employed on the Vehicular Alert and Notification System (VANS) vehicles. The VANS comprise a fleet of commercially available trucks, each with a telescoping crane capable of raising the centerline of the Dual Whelen WS-4000 siren to a height of 45 feet. Figures A-3 and A-4 are pictures of a VANS vehicle, one picture with the siren system stowed for travel and one picture with the siren system raised. The truck is a heavy-duty vehicle with high ground clearance and dual rear wheels equipped with snow tires. The VANS are maintained at staging areas that are continuously manned.

The Dual Whelen WS-4000 siren is capable of functioning either as a siren or as a public address device. In the public-address mode, voice messages received over radio are amplified and broadcast over the siren speakers. In the siren mode, the output of a tone-generator is amplified and broadcast over the siren speakers. A steady tone of 550 Hz is used as the alerting sound for the Dual WS-4000 in the event of an emergency at the Seabrook Station.

The Dual WS-4000 is among the most powerful electronic siren systems commercially available. Field tests conducted by Wyle Laboratories have shown that the 550 Hz tone generated by the Dual WS-4000 when operated in phase produces a sound level of 134 dBC at 550 Hz at a distance of 100 feet from the siren (see Wyle Research Test Report 88-4 contained in Appendix B).

The Dual WS-4000 siren is composed of a double-projector loudspeaker assembly (See Figure A-5) and electrical cabinets housing the power amplifiers, tone generator, radio receiving unit, decoder and control circuitry, silent test module, and power supply. The speaker section of the Dual WS-4000 siren consists of two vertically arranged arrays of eight individual loudspeaker radial horns/drivers acoustically coupled to each of the two large projectors. The projectors, radial horns/drivers and a motor-driven rotator are suspended on the telescoping crane.

The loudspeaker radial horns/drivers are fed by 16 power amplifiers, each of which feeds one driver. Input to the power amplifiers comes either from the tone-generator or the radio receiver, depending on which mode of siren operation is being used. The redundancy of amplifiers and drivers enhances siren reliability.

### 3.2.5 Public Notification

Upon the determination that a Site Area Emergency or General Emergency is in progress, the NHY Offsite Response Organization will implement procedures to provide a recommendation to officials of the Commonwealth of Massachusetts that notification and clear instructions (including periodic status updates) should be given to the general public. The NHY Offsite Response Organization maintains the capability to activate any of the available public notification means when authorized by the Commonwealth of Massachusetts as described below and detailed in Implementing Procedure (IP) 2.13, Public Alert and Notification System Including EBS Activation, IP 2.15, Airborne Alert Activation and IP 2.16, Vehicular Alert and Notification System.

High-powered sirens are the primary means of providing public alerting to the resident and transient population within the Plume Exposure EPZ within the required 15-minute time criteria. The siren system is comprised of: fixed sirens installed throughout the New Hampshire portion of the Plume Exposure EPZ, and the Vehicular Alert and Notification System (VANS) for the Massachusetts portion of the Plume Exposure EPZ. The VANS is a mobile fixed siren concept providing public alerting within 15 minutes.

The VANS is a truck with a notification cargo package consisting of a lifting device and a whelen siren. VANS vehicles are located throughout or near the Massachusetts portion of the Plume Exposure EPZ at the VANS Staging Areas on a 24 hour (continuous) basis, with VANS operators.

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Upon dispatch of the VANS in an emergency, the vehicles will travel to specific acoustic locations pre-established in order to provide for acceptable coverage of the Plume Exposure EPZ in Massachusetts.

VANS sirens can be remotely activated (normal method) from the NHY Offsite Response EOC, or manually activated, if required, by VANS operators upon direction.

In the event that a VANS siren failure occurs, additional backup VANS vehicles are maintained (continuously) at the Backup VANS Staging Area to provide independent coverage for specific acoustic locations.

In addition, an Airborne Alert System consisting of a helicopter mounted siren system is maintained in a state of readiness, continuously, at Seabrook Station. Upon direction, the helicopter may be dispatched to accomplish backup public notifications.

Table 3.2-3 summarizes the number, sound ratings, and locations, by municipality, of the sirens in the Plume Exposure EPZ. Siren locations are illustrated on maps of the Plume Exposure EPZ found in Appendix A.

Transients in the Parker River National Wildlife Refuge on Plum Island will be provided supplemental notification through the U.S. Department of the Interior. Notification of the EPZ waterways, under U.S. Coast Guard jurisdiction, will be carried out by the U.S. Coast Guard. Through the State of New Hampshire RERP, the U.S. Coast Guard is initially notified at a NOTIFICATION OF UNUSUAL EVENT to allow for preliminary inventory of available resources so that, if it becomes necessary, protective actions for waterways may be instituted. Inland waterways are covered by the siren system.

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Through an extensive public education program (Section 3.7 and 7.5), the public will be instructed that, upon hearing the sirens, they should listen to local radio stations for information and instructional messages broadcast over the EBS radio network.

To supplement the public alerting functions provided by the siren system, tone-alert radio receivers will be offered to be distributed to schools, day care centers, nursing homes, hospitals, medical facilities, campgrounds, businesses with 50 or more employees at one location, and other selected facilities, prior to full power operation of Seabrook Station.

The designated EBS radio station tests its EBS signal generation once a week. The weekly test will enable special facilities to determine whether their receivers are functioning properly.

The operational authority for public notification rests with the State and Local Emergency Response Directors. The NHY Offsite Response Organization maintains the capability to initiate the public notification process. Both the NHY Offsite Response EOC and the Seabrook Station Control Room are equipped with a siren activation encoder.

In cases where the NHY Offsite Response EOC is manned by the NHY Offsite Response Director and the Public Notification Coordinator, the following actions will be taken to make public notifications.

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The NHY Offsite Response Director, upon authorization from officials of the Commonwealth of Massachusetts, as described in Implementing Procedure 2.14, Emergency Response Assessment, will direct public notifications to be made using the Public Alert and Notification System, including EBS. The Public Notification Coordinator will communicate with the State of New Hampshire and the Commonwealth of Massachusetts to coordinate EBS messages and timing of the Massachusetts siren system with that of New Hampshire, as feasible. The lead EBS radio station will be provided with the approved EBS message(s) and instructed to commence broadcast. Concurrent with activation of the EBS, the Communication Coordinator will activate the siren system which consists of a Vehicular Alert and Notification System, using the siren activation encoder in the NHY Offsite Response EOC. Additional backup methods are available for public alerting, including manual activation of VANS sirens, dispatch of Backup VANS vehicles and an airborne alert system which consists of a helicopter mounted siren system.

Various supplemental notification methods will also be implemented by the NHY Offsite Response Organization and support organizations. The NHY Offsite Response Director will verify the State of New Hampshire's initial notification to the U.S. Coast Guard and the Federal Aviation Administration. The U.S. Coast Guard is responsible for notification of transients in waters under their jurisdiction, and the FAA is responsible for notifying and restricting air traffic in the area. Transients at the Parker River National Wildlife Refuge on Plum Island will receive supplemental notification by the U.S. Department of the Interior. The NHY Offsite Response Organization also maintains the capability to notify public and private schools, day care centers, nursing homes, hospitals, medical facilities, and other special facilities.



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ties. In addition, supplemental notification of the hearing-impaired population with door-to-door notification by Route Guides will be implemented, as necessary. NHY Offsite Response Organization supplemental notification activities will be coordinated by the Special Population Coordinator, and the School Coordinator as described in Implementing Procedure 1.9, School Coordinator/School Liaisons, Implementing Procedure 1.10, Special Population Coordinator/Special Population Liaisons, Implementing Procedure 2.1, Notification of Emergency Response Personnel and Support Organizations, and Implementing Procedure 2.7, Special Population Protective Actions.

In the event that Seabrook Station declares an immediate Site Area Emergency or General Emergency with a recommendation for sheltering or evacuation, the following actions will be taken. The NHY Offsite Response EOC Contact will direct the dispatch of VANS vehicles by VANS operators through communication with each VANS Staging Area.

A. The Seabrook Station Short-Term Emergency Director (STED) will establish contact with officials of the Commonwealth of Massachusetts through the Massachusetts State Police immediately, with the recommendation and request for authorization to activate the public alert and notification system.

Upon receiving this authorization, the STED will activate the Massachusetts portion of the Public Alert and Notification System through communication with and direction to the NHY Offsite Response EOC Contact.

1. The NHY Offsite Response EOC Contact will contact the EBS radio station and provide the authentication code. He will explain that there is an immediate Site Area Emergency (or General Emergency) and instruct the

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radio station operator on the appropriate EBS message to commence broadcast based on direction provided by the Seabrook Station Short Term Emergency Director.

2. The NHY Offsite Response EOC Contact will remotely activate the VANS concurrent with the EBS activation.

Upon activation at the NHY Offsite Response EOC, the NHY Offsite Response Director will notify the Seabrook Station Emergency Coordinator (Seabrook Station Short-Term Emergency Director, Site Emergency Director or EOF Coordinator that the NHY Offsite Response Director is assuming Public Alert and Notification System including EBS activation responsibility.

Additional information regarding public notification is provided in Section 3.7; Implementing Procedure 2.1, Notification of Emergency Response Personnel and Support Organizations; Implementing Procedure 2.12, Public Information - News Releases and Rumor Control; Implementing Procedure 2.13, Public Alert and Notification System including EBS Activation; Implementing Procedure 2.14, Emergency Response Assessment; Implementing Procedure 2.15, Airborne Alert Activation; Implementing Procedure 2.16, Vehicular Alert and Notification System in addition to the Seabrook Station Radiological Emergency Plan.

MOBILIZATION SCHEME

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - NOTIFICATION OF UNUSUAL EVENT

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations
Notification of Unusual Event	NHY Offsite Response EOC Contact (NHY Offsite Response Organization Pager System)	NHY Offsite Response Director Assistant Offsite Response Directors Emergency Preparedness Advisor Radiological Health Advisor Public Notification Coordinator Public Information Advisor Massachusetts State Liaisons Local EOC Liaison Coordinator Communication Coordinator Reception Center Coordinator Evacuation Support Coordinator Support Services Coordinator Technical Advisor Accident Assessment Coordinator Exposure Control Coordinator Monitoring/Decontamination Leaders Public Information Coordinator Assistant Reception Center Coordinator NAS Communicator Staging Area Leader Special Population Coordinator School Coordinator Bus Company Liaison Evacuation Support Dispatchers	
	NHY Offsite Response EOC Contact (VANS Alarm System)	VANS Operators	
	Seabrook Station Security	Backup VANS Operators Helicopter Pilot	

Note: NHY Offsite Response Organization personnel will remain on Stand-by status.

Desmarais Attachment D, 7 of 23

TABLE 3.2-1  
(continued)

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - ALERT

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations
Alert	NHY Offsite Response EOC Contact (NHY Offsite Response Organization Pager System)	<ul style="list-style-type: none"> <li>*NHY Offsite Response Director</li> <li>*Assistant Offsite Response Directors</li> <li>*Emergency Preparedness Advisor</li> <li>*Radiological Health Advisor</li> <li>*Public Notification Coordinator</li> <li>*Public Information Advisor</li> <li>*Massachusetts State Liaisons</li> <li>*Local EOC Liaison Coordinator</li> <li>*Communication Coordinator</li> <li>*Reception Center Coordinator</li> <li>*Evacuation Support Coordinator</li> <li>*Support Services Coordinator</li> <li>*Technical Advisor</li> <li>*Accident Assessment Coordinator</li> <li>*Exposure Control Coordinator</li> <li>*Monitoring/Decontamination Leaders</li> <li>*Public Information Coordinator</li> <li>*Assistant Reception Center Coordinator</li> <li>*NAS Communicator</li> <li>*Staging Area Leader</li> <li>*Special Population Coordinator</li> <li>*School Coordinator</li> <li>*Bus Company Liaison</li> <li>*Evacuation Support Dispatchers</li> </ul>	
	NHY Offsite Response EOC Contact (VANS Alarm System)	VANS Operators	
	Seabrook Station Security	Backup VANS Operators Helicopter Pilot	

Note: NHY Offsite Response Organization personnel marked with an asterisk (\*) report to their preassigned duty stations when notified. All other personnel remain on stand-by status.

Desmarais Attachment D, 8 of 23

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - ALERT

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations
Alert (cont.)	NHY Offsite Response EOC Contact (METS)/Utility Dispatchers	<ul style="list-style-type: none"> <li>*Field Team Dispatcher</li> <li>*Dose Assessment Technician</li> <li>*Public Information Staff</li> <li>*Media Relations/Rumor Control Liaison</li> <li>*Media Relations/Rumor Control Supervisor</li> <li>*Rumor Control Assistants</li> <li>*Media Relations Assistants</li> <li>*Public Information Administrative Staff</li> <li>*Media Center Administrative Staff</li> <li>*Joint Telephone Information Center Administrative Staff</li> <li>*Local EOC Liaisons</li> <li>*Telephone Operator</li> <li>*Massachusetts Governmental Interface Communicators</li> <li>*Telephone Technician</li> <li>*Radio Repair Technician</li> <li>*Radio Operators</li> <li>*Transfer Point Dispatchers</li> <li>*Special Vehicle Dispatchers</li> <li>*Special Population Liaisons</li> <li>*School Liaisons</li> <li>*Bus Dispatchers</li> <li>*Field Monitoring Teams</li> <li>*Trailer Drivers</li> <li>*Dosimetry Recordkeepers</li> <li>*Administrative Staff</li> <li>*Staging Area Administrative Staff</li> <li>*Security</li> <li>*Staging Area Security Reception Center Leaders</li> <li>Reception Center Staff</li> <li>EFW Monitoring/Decontamination Personnel</li> <li>Reception Center Monitoring/Decontamination Personnel</li> </ul>	<ul style="list-style-type: none"> <li>Public Service of New Hampshire Utility Dispatcher</li> <li>Massachusetts Electric Company Utility Dispatcher</li> <li>Yankee Atomic Electric Company Utility Dispatcher</li> </ul>

Note: NHY Offsite Response Organization personnel marked with an asterisk (\*) report to their preassigned duty stations when notified. All other personnel remain on stand-by status.

TABLE 3.2-1  
(continued)

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - ALERT

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations	
Alert (cont.)	NHY Offsite Response EOC Contact (METS); Utility Dispatchers	Traffic Guides		
		Route Guides		
		Sample Collection Teams		
	NHY Offsite Response EOC Contact		+ Amesbury Dispatcher	
			+ Merrimac Dispatcher	
			+ Newbury Dispatcher	
		+ Newburyport Dispatcher		
		+ Salisbury Dispatcher		
		+ West Newbury Dispatcher		
			U.S. Department of the Interior Fish and Wildlife Services at Parker River National Wildlife Refuge on Plum Island	
	Public Notification Coordinator		W EBS Radio Station	
	Staging Area Leader		X Snow Removal Companies	
	School Liaisons		X Private and Public Schools	
	Special Population Liaisons		X Nursing Homes X Day Care Centers X Special Facilities X Hospitals	

- Notes: 1. NHY Offsite Response Organization personnel marked with an asterisk (\*) report to their preassigned duty stations when notified. All other personnel remain on stand-by status.
2. + Local Notification/Verification
3. X Notifications will be made upon arrival at emergency response facilities.

TABLE 3.2-1  
(continued)

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - SITE AREA EMERGENCY AND GENERAL EMERGENCY

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations
Alert (cont.)	Special Population Coordinator		X Ambulance Companies X Host Hospitals, Host Nursing Home X MS-1 Hospitals
	Bus Company Liaison		X Bus Companies
	Reception Center Coordinator		X Reception Centers, Congregate X Care Centers X American Red Cross
	Evacuation Support Coordinator		X Helicopter Company
	Transfer Point Dispatcher		X Road Crew Yards
Site Area Emergency and General Emergency	NHY Offsite Response EOC Contact or NAS Communicator (NHY Offsite Response Organization Pager System)	*NHY Offsite Response Director *Assistant Offsite Response Directors *Emergency Preparedness Advisor *Radiological Health Advisor *Public Notification Coordinator *Public Information Advisor *Massachusetts State Liaisons *Local EOC Liaison Coordinator *Communication Coordinator *Reception Center Coordinator *Evacuation Support Coordinator *Support Services Coordinator *Technical Advisor	

- Notes: 1. NHY Offsite Response Organization personnel marked with an asterisk (\*) report to their preassigned duty stations when notified. All other personnel remain on stand-by status.  
2. X Notifications will be made upon arrival at emergency response facilities.



TABLE 3.2-1  
(continued)

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - SITE AREA EMERGENCY AND GENERAL EMERGENCY

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations
Site Area Emergency and General Emergency (cont.)	NHY Offsite Response EOC Contact or NAS Communicator (NHY Offsite Response Organization Pager System)	*Accident Assessment Coordinator *Exposure Control Coordinator *Monitoring/Decontamination Leaders *Public Information Coordinator *Assistant Reception Center Coordinator *NAS Communicator *Staging Area Leader *Special Population Coordinator *School Coordinator *Bus Company Liaison *Evacuation Support Dispatchers VANS Operators	
	NHY Offsite Response EOC Contact (VANS Alarm System)		
	Seabrook Station Security	Backup VANS Operators Helicopter Pilot	
	NHY Offsite Response EOC Contact or NAS Communicator (METS)/ Utility Dispatchers	*Field Team Dispatcher *Dose Assessment Technician *Public Information Staff *Media Relations/Rumor Control Liaison *Media Relations/Rumor Control Supervisor *Rumor Control Assistants *Media Relations Assistants *Public Information Administrative Staff *Media Center Administrative Staff *Joint Telephone Information Center Administrative Staff *Local EOC Liaisons *Telephone Operator *Massachusetts Governmental Interface Communicators *Telephone Technician	Public Service of New Hampshire Utility Dispatchers Massachusetts Electric Company Utility Dispatchers Yankee Atomic Electric Company Utility Dispatchers

Note: NHY Offsite Response Organization personnel marked with an asterisk (\*) report to their preassigned duty station when notified. All other personnel remain on stand-by status.

TABLE 3.2-1  
(continued)

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - SITE AREA EMERGENCY AND GENERAL EMERGENCY

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations
Site Area Emergency and General Emergency (cont.)	NHY Offsite Response EOC Contact or NAS Communicator (METS)/ Utility Dispatchers	<ul style="list-style-type: none"> <li>*Radio Repair Technician</li> <li>*Radio Operators</li> <li>*Transfer Point Dispatchers</li> <li>*Special Vehicle Dispatchers</li> <li>*Special Population Liaisons</li> <li>*School Liaisons</li> <li>*Bus Dispatchers</li> <li>*Field Monitoring Teams</li> <li>*Trailer Drivers</li> <li>*Dosimetry Recordkeepers</li> <li>*Administrative Staff</li> <li>*Staging Area Administrative Staff</li> <li>*Security</li> <li>*Staging Area Security</li> <li>*Reception Center Leaders</li> <li>*Reception Center Staff</li> <li>*EWF Monitoring/Decontamination Personnel</li> <li>*Reception Center Monitoring/Decontamination Personnel</li> <li>*Traffic Guides</li> <li>*Route Guides</li> <li>*Sample Collection Teams</li> </ul>	<ul style="list-style-type: none"> <li>+ Amesbury Dispatcher</li> <li>+ Merrimac Dispatcher</li> <li>+ Newbury Dispatcher</li> <li>+ Newburyport Dispatcher</li> <li>+ Salisbury Dispatcher</li> <li>+ West Newbury Dispatcher</li> </ul>
	NHY Offsite Response EOC Contact or NAS Communicator		

- Notes: 1. NHY Offsite Response Organization personnel marked with an asterisk (\*) report to their preassigned duty stations when notified. All other personnel remain on stand-by status.  
 2. + Local Notification/Verification

TABLE 3.2-1  
(continued)

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - SITE AREA EMERGENCY AND GENERAL EMERGENCY

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations
	NHY Offsite Response EOC Contact or NAS Communicator		U.S. Department of the Interior Fish and Wildlife Services at Parker River National Wildlife Refuge on Plum Island
Site Area Emergency and General Emergency (cont.)	Public Notification Coordinator		X EBS Radio Station
	Accident Assessment Coordinator		X Yankee Atomic Electric Company
	Assistant Offsite Response Director, Support Liaison		* Yankee Atomic Electric Company
	Staging Area Leader		X Snow Removal Companies
	School Liaisons		++ Private and Public Schools
	Special Population Liaisons		++ Nursing Homes ++ Day Care Centers ++ Special Facilities ++ Hospitals Special Population
	Route Guides		X Hearing-Impaired Individuals

- Notes: 1. NHY Offsite Response Organization personnel marked with an asterisk (\*) report to their preassigned duty stations when notified. All other personnel remain on stand-by status.
2. X Notifications will be made upon arrival at emergency response facilities.
3. \* Notification will be made several hours subsequent to activation of NHY Offsite Response Organization to request manpower support through the Yankee Mutual Assistance Plan.
4. ++ This denotes facilities at which tone-alert radios provide initial notification at Site Area Emergency and General Emergency. Additional contacts will be made to confirm notification.

TABLE 3.2-1  
(continued)

PERSONS/GROUPS/ORGANIZATIONS NOTIFIED - SITE AREA EMERGENCY AND GENERAL EMERGENCY

Emergency Class	Responsible Notifier	NHY Offsite Response Organization Personnel	Other Organizations
Site Area Emergency and General Emergency (cont.)	Special Population Coordinator		X Ambulance Companies X MS-1 Hospitals X Host Hospitals X Host Nursing Homes
	Bus Company Liaison		X Bus Companies
	Reception Center Coordinator		X Reception Centers, Congregate Care Centers X American Red Cross
	Evacuation Support Coordinator		X Helicopter Company
	Transfer Point Dispatcher		X Road Crew Yards
	Bus Company Managers		* Bus Drivers
	Ambulance Company Managers		* Ambulance Drivers, Special Vehicle Drivers
	Road Crew Managers		* Road Crews

- Notes: 1. NHY Offsite Response Organization personnel marked with an asterisk (\*) report to their preassigned duty stations when notified. All other personnel remain on stand-by status.  
2. X Notifications will be made upon arrival at emergency response facilities.

ACTIVATION LEVELS FOR EMERGENCY  
RESPONSE FACILITIES

Emergency Response Facility	Unusual Event	Alert	Site Area Emergency	General Emergency
NHY Offsite Response EOC Contact Point	●	●	●	●
Seabrook Station EOF		●	●	●
NHY Offsite Response EOC		●	●	●
Staging Area		●	●	●
Media Center		●	●	●
Monitoring Trailers			●	●
Emergency Worker Facility (EWF)			●	●
Reception Centers			●	●

## Notes:

The NHY Offsite Response EOC Contact Point is staffed on a 24-hour basis year round.

Amendment 5

TABLE 3.2-3  
SUMMARY OF SIREN LOCATIONS

<u>Community</u>	<u>Numbers of Sirens</u>			<u>Total</u>
	<u>123 dB</u>	<u>115 dB</u>	<u>134 dB</u>	
<u>Massachusetts</u>				
Amesbury	[Details of acoustic locations are provided within FEMA REP-10 report]			
Merrimac				
Newbury				
Newburyport				
Salisbury				
West Newbury				
Other				
MA Totals *	<u>0</u>	<u>0</u>	<u>16</u>	<u>16</u>
<u>New Hampshire</u>				
Brentwood	5			5
East Kingston	4			4
Exeter	8	2		10
Greenland	3	1		4
Hampton	9	1		10
Hampton Falls	3	1		4
Kensington	3	3		6
Kingston	4			4
New Castle	1			1
Newfields	2			2
Newton	5			5
North Hampton	6			6
Portsmouth	8			8
Rye	7			7
Seabrook	7	1		8
South Hampton	3	1		4
Stratham	<u>4</u>	<u>2</u>		<u>6</u>
NH Totals	<u>82</u>	<u>12</u>	<u>-</u>	<u>94</u>
GRAND TOTALS	111	19	16	110

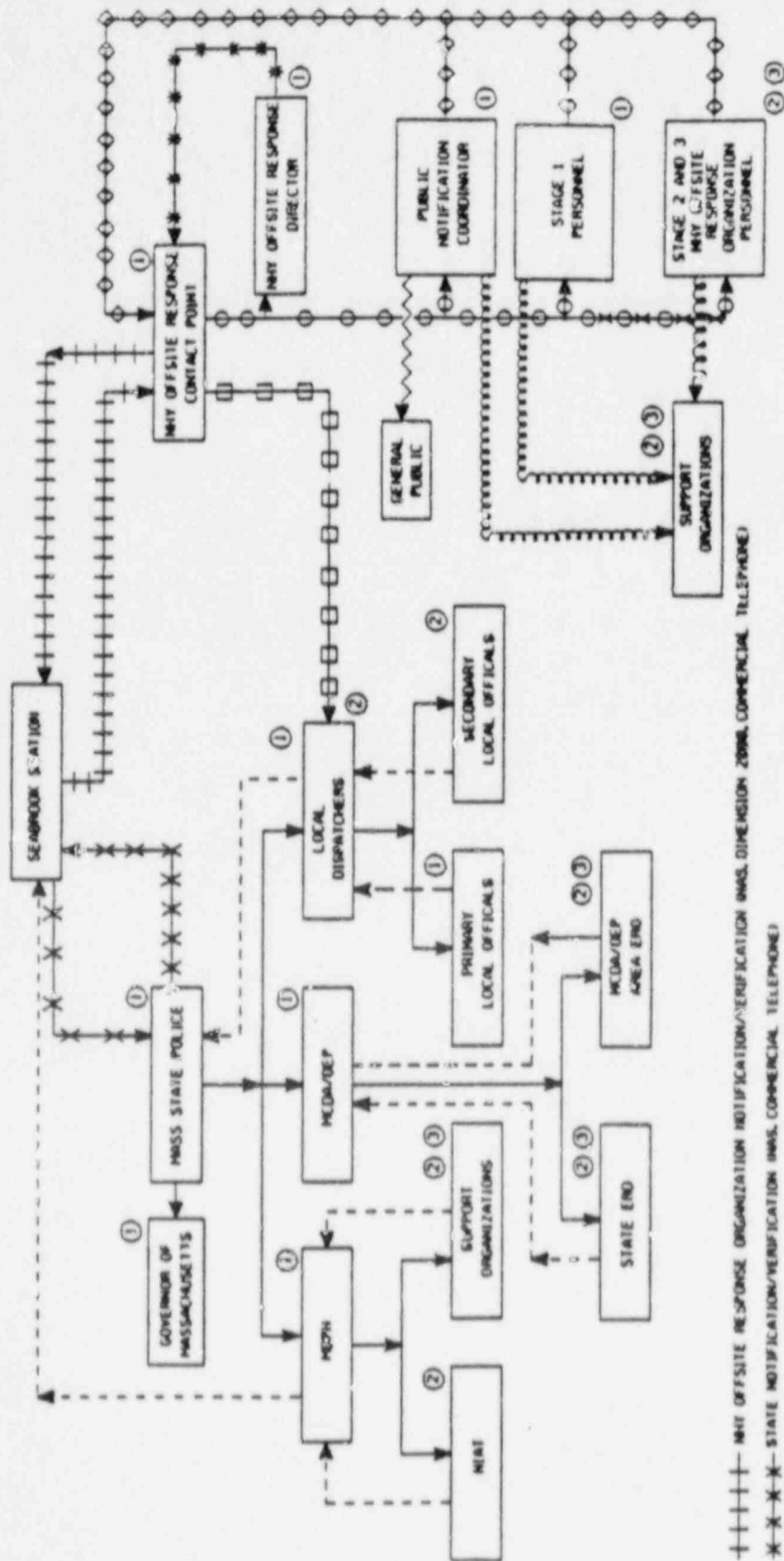
NOTE:

\*Mobile sirens will be deployed for public alerting.

Amendment 5

FIGURE 3.2-1

INITIAL NOTIFICATION SCHEME



- ① NOTIFICATION OF UNUSUAL EVENT AND/OR HIGHER ECL
- ② ALERT AND/OR HIGHER ECL
- ③ SITE AREA EMERGENCY AND/OR GENERAL EMERGENCY

- +++++ MAY OFFSITE RESPONSE ORGANIZATION NOTIFICATION (MMS, DIMENSION ZONE, COMMERCIAL TELEPHONE)
- \*-x-x-x STATE NOTIFICATION/VERIFICATION (MMS, COMMERCIAL TELEPHONE)
- o-o-o-o MAY OFFSITE RESPONSE ORGANIZATION PAGER SYSTEM NOTIFICATION
- o-x-x-x MAY OFFSITE RESPONSE ORGANIZATION PETS NOTIFICATION
- o-o-o-o LOCAL NOTIFICATION/VERIFICATION (COMMERCIAL TELEPHONE, RADIO LINKS)
- o-o-o-o COMMERCIAL TELEPHONE VERIFICATION
- o-o-o-o PETS VERIFICATION
- STATE NOTIFICATION (COMMERCIAL TELEPHONE, RADIO LINKS)
- - - - STATE VERIFICATION (COMMERCIAL TELEPHONE, RADIO LINKS)
- o-o-o-o COMMERCIAL TELEPHONE NOTIFICATION
- o-o-o-o PUBLIC ALERT AND NOTIFICATION SYSTEM INCLUDING EBS

REVISION 11

FIGURE 3.2-2

STATE NOTIFICATION FACT SHEET

BLOCK 1. "THIS IS: \_\_\_\_\_ (NAME) \_\_\_\_\_ (TITLE)

AT SEABROOK STATION, SEABROOK, NEW HAMPSHIRE."

TIME DECLARED \_\_\_\_\_  
TIME TERMINATED \_\_\_\_\_

BLOCK 2. WE HAVE DECLARED A(N):

- UNUSUAL EVENT                       SITE AREA EMERGENCY
- ALERT                                       GENERAL EMERGENCY

BLOCK 3. WE RECOMMEND THE FOLLOWING:

- NO PROTECTIVE ACTIONS RECOMMENDED (GO TO BLOCK 4).

NEW HAMPSHIRE		
SHELTER	EVACUATE	
( )	( )	SEABROOK
( )	( )	HAMPTON FALLS
( )	( )	HAMPTON
( )	( )	KENSINGTON
( )	( )	SOUTH HAMPTON
( )	( )	NORTH HAMPTON
( )	( )	BRENTWOOD
( )	( )	EAST KINGSTON
( )	( )	EXETER
( )	( )	KINGSTON
( )	( )	NEWFIELDS
( )	( )	NEWTON
( )	( )	STRATHAM
( )	( )	GREENLAND
( )	( )	NEW CASTLE
( )	( )	PORTSMOUTH
( )	( )	RYE

MASSACHUSETTS		
SHELTER	EVACUATE	
( )	( )	AMESBURY
( )	( )	SALISBURY
( )	( )	MERRIMAC
( )	( )	NEWBURY
( )	( )	NEWBURYPORT
( )	( )	W. NEWBURY

BEACHES (Between May 15 and September 15)

- EVACUATE
- ( ) Seabrook Beach
  - ( ) Hampton Beach

- CLOSE
- ( ) Parker River National Wildlife Refuge
  - ( ) Plum Island Beach
  - ( ) Salisbury Beach

BLOCK 4. THE EMERGENCY  HAS BEEN TERMINATED  IS CONTINUING

BLOCK 5. A RELEASE OF RADIOACTIVITY  HAS NOT OCCURRED  HAS BEEN TERMINATED  
 IS CONTINUING





Amendment 2

FIGURE 3.2-3

## FOLLOW-UP INFORMATION FORM

To be completed by SIED to the extent information is known. Only steps 1-5a are necessary when issuing a termination update.

1. Name of Communicator: \_\_\_\_\_
2. Location: Seabrook Station, Seabrook, New Hampshire
3. Classification Level:
 

<input type="checkbox"/>	Unusual Event	<input type="checkbox"/>	General Emergency
<input type="checkbox"/>	Alert	<input type="checkbox"/>	"The Emergency has
<input type="checkbox"/>	Site Area Emergency	<input type="checkbox"/>	Been Terminated"
4. Declaration Date: \_\_\_\_\_ Declaration Time: \_\_\_\_\_  
Termination Date: \_\_\_\_\_ Termination Time: \_\_\_\_\_
5. Brief Description of Event:  
\_\_\_\_\_  
\_\_\_\_\_
- 5a. Brief Description of reason(s) for termination  
\_\_\_\_\_  
\_\_\_\_\_

Meteorological Information

6. Windspeed \_\_\_\_\_ mph Upper  
(C0784) Lower  
(C0783)
7. Wind Direction FROM \_\_\_\_\_ (degrees) (C0786) (C0785)
8. Stability Class (Circle)
 

Upper Delta- T (C0788)	-1.74	-1.55	-1.37	-0.46	1.36	3.64	
	A	B	C	D	E	F	G
Lower Delta-T (C0787)	-1.12	-1.0	-0.89	-0.30	0.88	2.34	

9. Precipitation [ ] Yes [ ] No

Radioactive Release Rate (NA if none, or not available)

10. Radioactivity [ ] Has [ ] Has not been released
11. Noble Gas Release Rate: \_\_\_\_\_ uCi/sec (RDMS)
12. Iodine Release Rate: \_\_\_\_\_ uCi/sec
13. Particulate Release Rate: \_\_\_\_\_ uCi/sec

Amendment 2

FIGURE 3.2-3

FOLLOW-UP INFORMATION FORM  
(continued)

14. Time release started: \_\_\_\_\_
15. Release Terminated: [ ] Yes [ ] No [ ] N/A
16. Time release terminated: \_\_\_\_\_
17. Estimated total release duration: \_\_\_\_\_ hours.

Offsite Exposure Data

18. Whole-body dose rate (mR/hr)
19. Thyroid dose rate (mR/hr)
20. Whole-body dose (mrem)  
(Step #17 x #18)
21. Thyroid dose (mrem)  
(Step #17 x #19)

Site Boundary	2 mi.	5 mi.	10 mi.

22. Surface Spill Information: Volume: \_\_\_\_\_ liters  
Concentration: \_\_\_\_\_ uCi/ml  
Location: \_\_\_\_\_
23. Surface Contamination: a. Onsite: \_\_\_\_\_ dpm/100cm<sup>2</sup>  
Location: \_\_\_\_\_
- b. Offsite: \_\_\_\_\_ dpm/100cm<sup>2</sup>  
Location: \_\_\_\_\_



ATTORNEY WORK PRODUCT  
PRIVILEGED & CONFIDENTIAL

Pamela Talbot  
Nancy Mason

TIMING OF VANS ROUTES  
(July 30, 1988)

Route 1 (8:14 a.m.) VL-06

2.9 miles (designated as recorded on mileage marker in car)  
3.20 time (designated hereinafter in minutes and seconds)

traffic - light  
weather - misty

Route 2 (8:32 a.m.) VL-08

3.4 miles  
6.10 time

traffic - light  
weather - misty  
access road - very narrow, not regularly used, swampy  
in places

Route 3 (9:24 a.m.) VL-09

3.5 miles  
8.20 time

traffic - light  
weather - overcast  
access road - one lane

Route 4 (10:06 a.m.) VL-16S

6.5 miles  
11.30 time

traffic - light to moderate  
weather - off and on showers  
acoustical area - very residential, unclear if  
acoustic location is flag pole,  
common, or the open field. (if  
open field - no access from road)

Route 5 (11:18 a.m.)

VL-02

2.5 miles  
5.55 time

traffic - light  
weather - rainy  
residential area - acoustic location was a parking lot which could be crowded on a nice day.

Route 6 (11:50 a.m.)

VL-03

1.0 miles  
3.10 time

traffic - light  
weather - pouring rain  
acoustic area - (adjacent to grave yard) very small, five cars already parked there, access from main road is a very narrow dirt road.

Route 7 (12:49 p.m.)

VL-15

1.9 miles  
4.0 time

traffic - light  
weather - drizzle

Route 8 (1:03 p.m.)

VL-01

4.5 miles  
13.15 time

traffic - light to moderate  
weather - drizzle  
acoustic area - apparently a grassy area right in the middle of a main interstecion which would be very congested on a nice day.

Route 9 (3:59 p.m.)

VL-07

2.1 miles  
3.20 time

traffic - light to moderate  
weather - hazy  
acoustic area - apparently, a steep incline off the  
shoulder of the road, also gate to  
staging area (warehouse) is locked.

Route 10 (4:12 p.m.)

6.1 miles  
8.15 time

VL-13

traffic - moderate  
weather - sunny

Route 11 (4:47 p.m.)

5.0 miles  
8.50 time

VL-12

traffic - light  
weather - sunny  
acoustic area - appears to be the sidewalk, unclear  
how a big truck will situate itself.

Route 12 (5:41 p.m.)

0.4 miles  
1.0 time

VL-14

traffic - light  
weather - sunny  
Route map was totally off.

Route 13 (5:45 p.m.)

3.6 miles  
7.25 time

VL-11

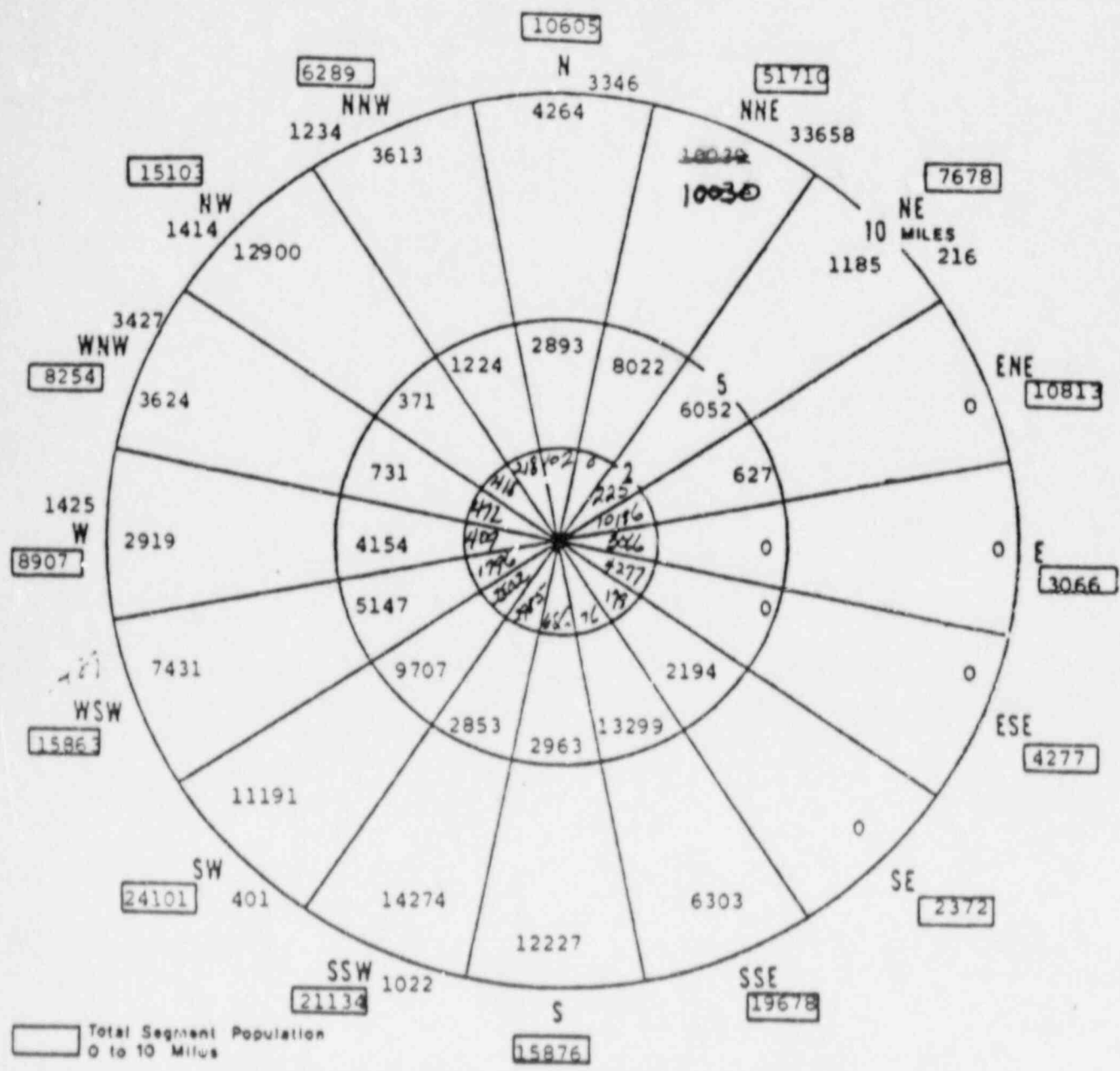
traffic - light  
weather - sunny  
road - very bumpy

Route 14 (6:22 p.m.)

2.9 miles  
7.35 time

VL-10

traffic - light  
weather - clear  
road - narrow and very bumpy



POPULATION TOTALS			
RING MILES	RING POPULATION	TOTAL MILES	CUMULATIVE POPULATION
0-2	27896	0-2	27896
2-5	60237	0-5	88133
5-10	89961	0-10	178094
10-B	47632	0-B	225726

Figure 10-7c. Scenarios 3 and 4: Summer Weekday <sup>TOTAL</sup> Population



On an annual basis, New Hampshire Yankee will field inspect each of the nine described areas to verify that they have remained uninhabited.

A total of 110 electronic siren locations are used in the EPZ to perform the primary public alerting function. Of these, 94 sirens are permanently mounted in the New Hampshire portion of the EPZ. For Massachusetts, VANS vehicles are deployed to sixteen acoustic locations from six continuously-manned staging areas. One of these sixteen locations is a special case as discussed below.

Four VANS vehicles will be assigned for VANS backup and vehicle maintenance and will be located near Seabrook Station. Upon notification from the NHY Offsite Response EOC Contact of a failed VANS, a backup VANS will be deployed to the failed acoustic location.

Fixed sirens in the State of New Hampshire will be activated from the Rockingham County Dispatch Center in Brentwood, NH. VANS for Massachusetts are dispatched and activated from the NHY Offsite Response EOC in Newington, NH by the NHY ORO.

There is a geographical area at the southwest edge of the Massachusetts portion of the EPZ, outside the 10-mile radius, that is not subjected to 60 dBC coverage by the primary fifteen VANS acoustic locations within 15 minutes. This geographical area is approximately a rectangle bounded on the Northeast by the 10-mile radius, the Southwest by the EPZ boundary, the Northwest by the Merrimack River, and the Southeast by the Western edge of Little Crane Pond.

In accordance with the "Interpretations" section of FEMA Guidance Memorandum AN-1[6], the populated portions of this geographical area will be provided acoustic coverage by 1 VANS vehicle dispatched from staging area

S4 to acoustic location VL-16S. The 3-minute siren activation for this location will be completed within 20 minutes. Since VANS vehicles are deployed at the ALERT emergency classification level, this delayed activation will only occur in an extremely fast-breaking emergency situation and is well within the 45-minute time period provided for in GM AN-1.

Public information and instructional messages will be broadcast over the Emergency Broadcast System (EBS) by designated commercial radio stations (see Chapter 1, Section E.5). A public education program will be maintained to advise people in the EPZ that when the sirens are heard, they should tune to the designated commercial radio stations for information about an emergency.

The electronic sirens have both tone and public-address capability. The siren tone is used to provide the alert function at all siren locations.

Along the public beaches in New Hampshire and Massachusetts, sirens have the capability to provide both alerting tones and public-address messages. A helicopter equipped with loud speakers, capable of tone and voice, is also available to supplement the Massachusetts backup VANS.

To supplement siren system coverage, tone-alert radio receivers will be offered to institutions within the EPZ. The tone-alert radio receivers in each state will be activated by and receive broadcasts from the designated EBS station in that state.

The United States Coast Guard has agreed to provide public alerting for the waterways and the ocean portion of the EPZ. The Department of Interior has agreed to alert people in the Parker River National Wildlife Refuge.

#### Description of the Seabrook Station Emergency Planning Zone

The Seabrook Station EPZ is an irregular shape following jurisdictional