NRC staff feedback on Blue Energy White Paper BE-IMSWP-02-P, "Blue Energy Integrated Monopile System," Revision 0

1. The [[ ]] the Integrated Monopile System (IMS) is [[ ]] in Figure 1. However, the [[ ]] the text of the White Paper.

2. As stated in Section 3.1 "Classification of IMS Structures, Systems and Components," the [[ ]] is a non-safety-related Seismic Category II structure that does not directly provide structural support to the containment vessel or other Safety-Related SSCs within the IMS. The staff notes that [[ ]] from flowing into the [[ ]] and should be designed to withstand the lateral stresses generated. Additional discussion will be useful to show [[ ]]

3. As stated in Section 3.1 "Classification of IMS Structures, Systems and Components," the [[ ]] is a non-safety-related Seismic Category II structure as the [[ ]] is not needed to provide structural support for the IMS. However, in the absence of [[ ]] Additional discussion will be useful to show that [[ ]] would not be a safety-related structure.

4. As stated in Section 3.2 "Site General Layout and Monopile Arrangement," the [[ ]] It is not clear if this [[ ]] Further, it is unclear whether [[ ]] Providing at least the range [[ ]] will be useful.

5. As stated in Section 3.3, IMS [[ ]], the IMS will have [[ ]] Addressing the following questions will be useful: (1) Is there any experience in other industries using monopiles with [[ ]]; (2) Could construction of [[ ]] through the subsurface materials be a challenge due to variation of stiffness of the subsurface materials?; (3) What would be the minimum [[ ]]; and (4) Are there any limitations on [[ ]]

6. As stated in Section 3.4.1, the [[ ]] the IMS is [[ ]] Addressing the following questions will be useful: (1) Will there be any restrictions on stiffness of the subsurface materials to [[ ]]?; and (2) Will there be any pilot borings within the footprint of the monopile to identify and characterize different strata the monopile will be encountering?