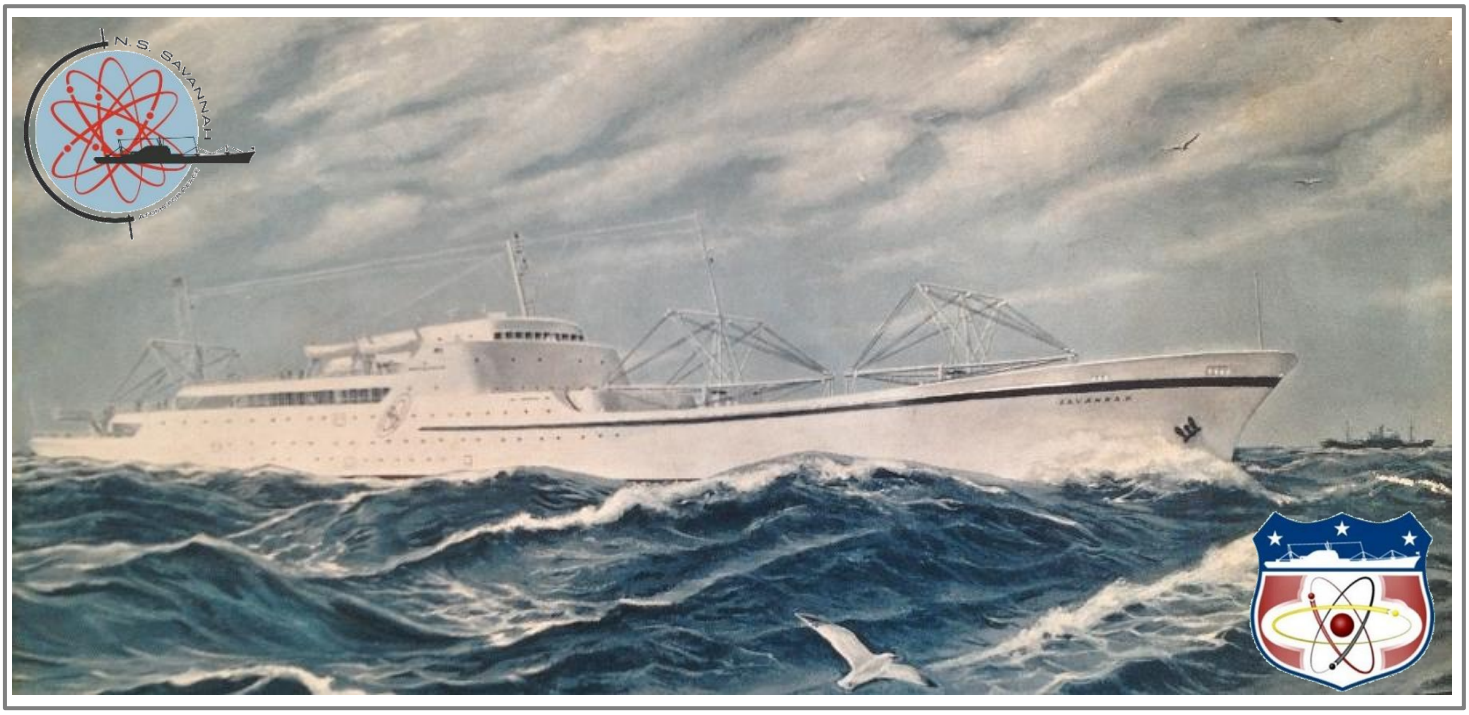


NEWSLETTER OF THE NS SAVANNAH ASSOCIATION QUARTER 1 - 2023

NS Savannah Association, Inc.
7507 Ashby Lane Unit M, Alexandria, VA 22315-5214

The NS Savannah Association, Inc. is a 501(c)(3) organization

MESSAGE FROM THE EDITOR

Now that the decommissioning of the NS Savannah is well underway MARAD is getting started working out the process of what to do with her after the NRC license is terminated. More information about that can be found in the recent Programmatic Agreement dated Dec. 9, 2022. A link is provided on page 8.

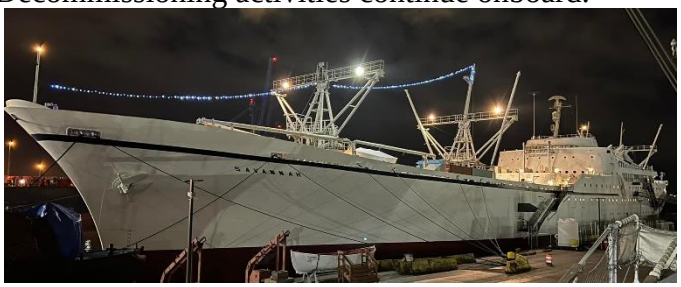
Accordingly, the NS Savannah Association's main focus has taken a shift toward working to ensure Savannah's future is a bright one. Your continued support of the Association and our mission is more important than ever. Please take a moment to renew your membership for 2023. Details are on page 12.

Please forward this newsletter to others who are interested in the NS Savannah and extend to them an invitation to join the NS Savannah Association.

IN THIS ISSUE

AT PIER 13

Decommissioning activities continue onboard.

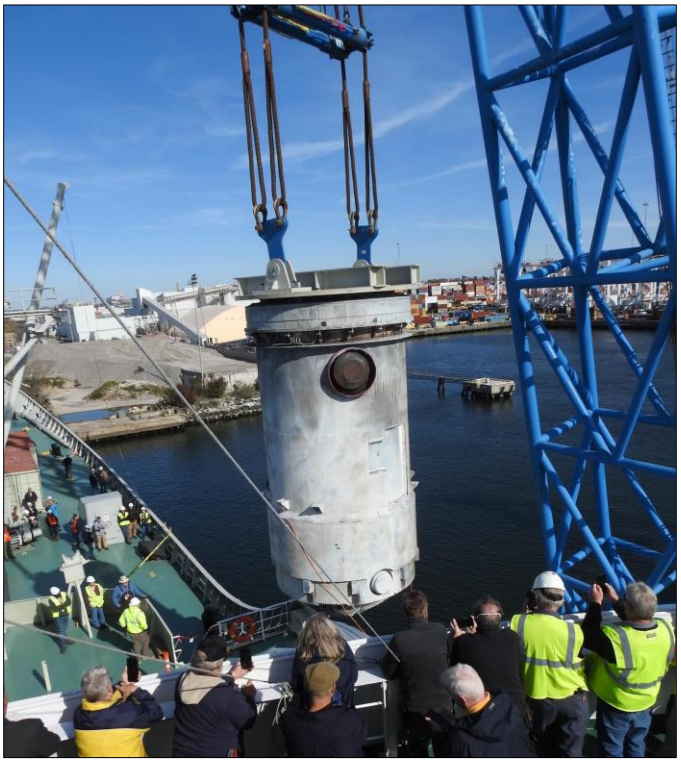


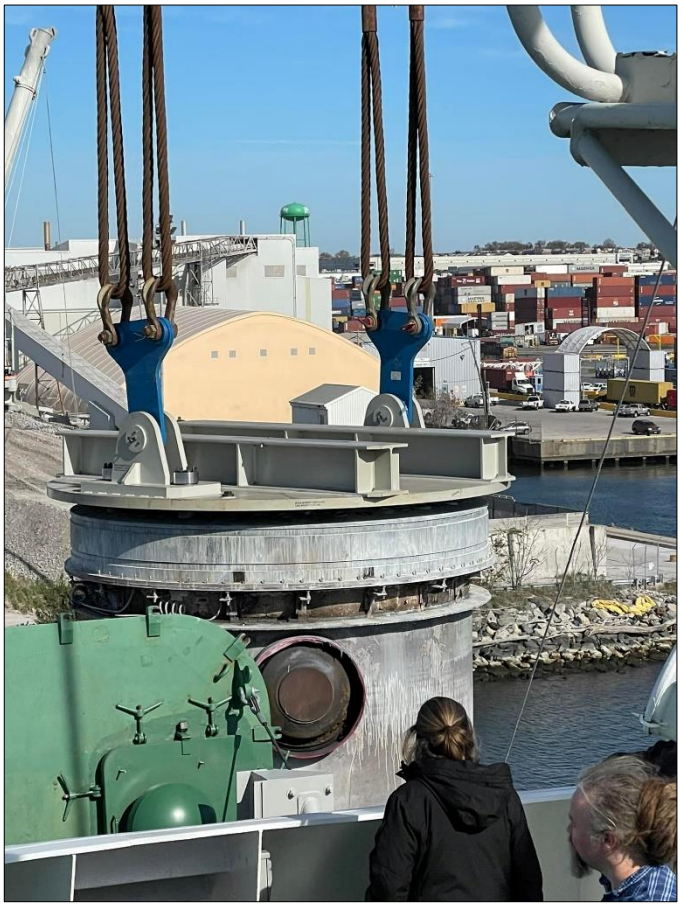
The Mission of the NS Savannah Association

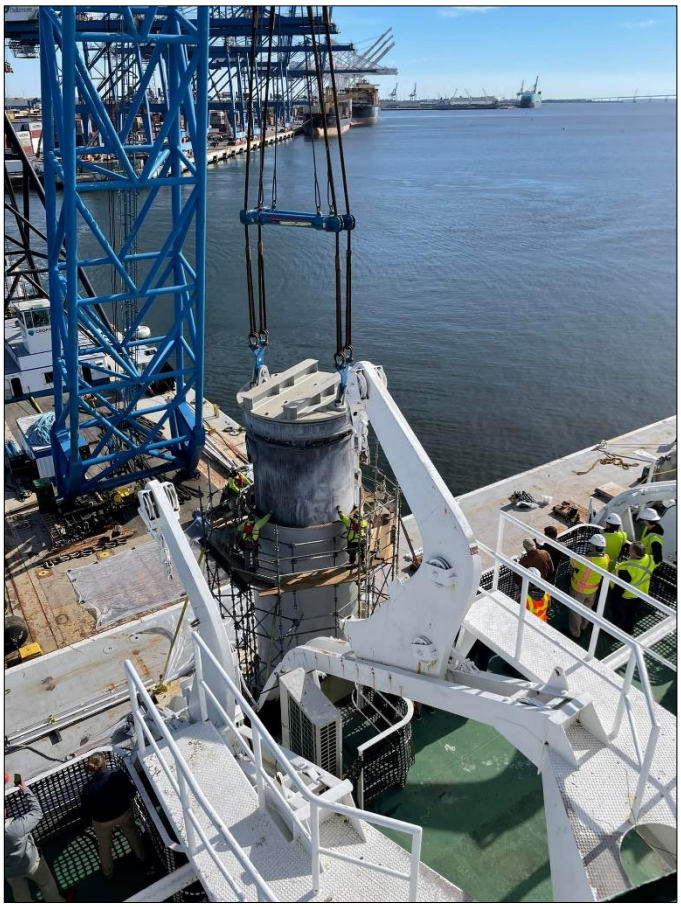
Take whatever action is necessary to preserve and protect the NS Savannah; To educate the public about the importance and historical significance of the NS Savannah and the restoration projects appropriate thereto; To support continued and expanded access to the vessel by the public and to place aboard such displays and artifacts concerning the NS Savannah as are deemed appropriate by the vessel owner and the NS Savannah Association; To undertake specific limited scope restoration and preservation tasks with the full concurrence of the vessel owner; and To do everything necessary, proper, advisable or convenient for the accomplishment of the above purposes.

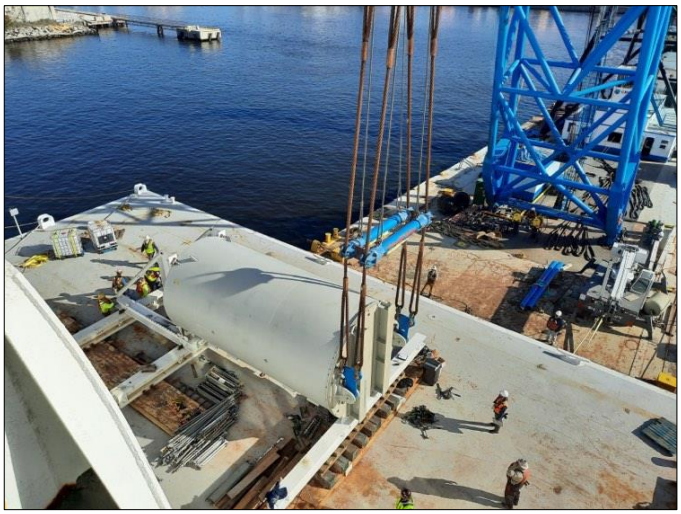
NS SAVANNAH DECOMMISSIONING PHOTOS

A recent milestone in the ongoing decommissioning of NS Savannah was the removal of the reactor pressure vessel on Tuesday, November 8, 2022.





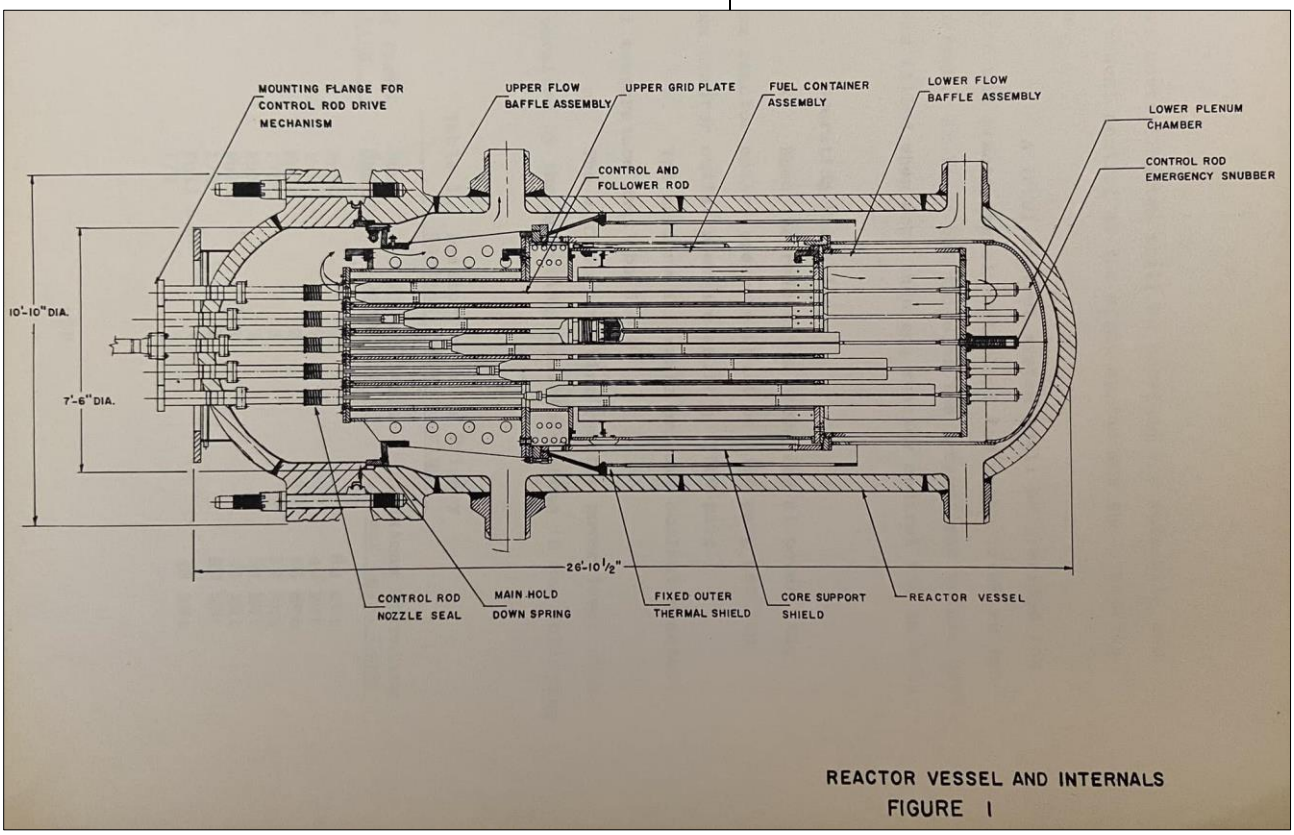




Photos previous page and above by Cornelia Mueller

Photos above by Bob Adams

Reactor Pressure Vessel diagram courtesy of William Davis



SAVANNAH TECHNICAL STAFF

The Savannah Technical Staff held a brief memorial ceremony at the conclusion of the morning's operations briefing on November 8th to honor several people who were important in the creation, operation, and preservation of the NS Savannah. The graphic above was printed as a large magnetic placard and was affixed to Savannah's reactor vessel shipping container before it left Baltimore.

Helen Delich Bentley was a newspaper and television journalist, chair of the Federal Maritime Commission from 1969-1975, and represented Maryland's 2nd congressional district from 1985-1995. She was a strong advocate for trade policies in support of U.S. manufacturing, American shipyards, and the U.S. Merchant Marine fleet. She was in attendance at both the keel laying in May 1958 and the launch in July 1959, as well as when Savannah first arrived in Baltimore for eventual decommissioning in May 2008.

Wayne Britz was a health physics and radiation safety professional. He was a graduate of the U.S. Merchant Marine Academy and was assigned to the NS Savannah. He worked for the U.S. Atomic Energy Commission, and later consulted for several large companies worldwide. He was a past director and president of the NS Savannah Association and lead the efforts to raise funds for the installation of historically accurate wooden handrails for Savannah's upper decks.

Robert Falk was a nuclear engineer and project manager in the US electric utility industry. He worked for the US Maritime Administration and became Decommissioning Program Manager with the Savannah Technical Staff. His early involvement brought the necessary expertise to enable the program to get up and running and allowed the current license termination plan to gain the foothold needed for eventual success.

Lars Flink was Port Engineer for Keystone Shipping when Keystone served as general agent for Savannah before there was an integrated services contract. He was an experienced marine professional who brought those many needed skills to Savannah and helped set the stage for future decommissioning activities.

Marvin Gordon was a Marine Surveyor from MARADs South Atlantic Region, now the Division of Atlantic Operations in Norfolk, who helped gather the staff and needed expertise to get Savannah out of the reserve fleet and back to life toward the active posture she exhibits today.

Capt. Moses Hirschkowitz was a mechanical engineer and was involved in the development of the NS Savannah. He later served as a nuclear reactor operator onboard NS Savannah and was Professor Emeritus with the Department of Marine Engineering at the U.S. Merchant Marine Academy. Early in Savannah's decommissioning planning MARAD contacted Capt. Hirschkowitz to provide guidance for the plan of action and how best to proceed with the difficult project.

Fred Hoffman was the superintendent for the James River fleet who helped cure longstanding license violations and build the first Savannah Emergency Radiological Team. He also helped equip and outfit Savannah for removal from the mothball fleet to enable her to be moved to Baltimore in order to begin the decommissioning activities which are ongoing today.

Dr. Zelvin Levine designed the nuclear propulsion system for the NS Savannah while working at Babcock & Wilcox Company. He later served 30 years with the US Maritime Administration as the Director of Advance Ship Operations and saw the MARAD nuclear ship program through to its conclusion. He was the nuclear licensee when

Savannah was removed from Patriots Point in 1994 until his retirement in 1999. He was awarded the Bronze Medal, the Maritime Administration's highest honor, for outstanding performance and leadership in the agency's research and development program.

RAdm. Lauren S. McCready was one of the builders and founders of the United States Merchant Marine Academy. Over a 29-year period he brought the Engineering Department its first accreditation, founded a nuclear engineering curriculum, led the officer training for the first nuclear-powered cargo ship, the NS Savannah, and earned his own Senior Nuclear Reactor Operator's License. In his donated personal papers was found a sketch and the note, "Design a Savannah logo." That sketch is the basis for the Savannah Shield, also known as the McCready Shield.

Bob Moody was a graduate of Maine Maritime Academy and a reactor operator/health physics technician on the NS Savannah. He later spent 42 years in the nuclear industry in various capacities including working with the Nuclear Regulatory Commission. He was a past director and president of the NS Savannah Association and lead the efforts to raise funding for and reupholster Savannah's iconic orange Purser's Square couch and the historic built-in dining room seating.

Joseph H. Seelinger was a graduate of the U.S. Merchant Marine Academy and hired by MARAD as a marine engineer in the Office of Ship Construction. He was introduced to the N.S. Savannah in 1963 when MARAD decided to train its own staff to operate the ship in the event of future conflicts that could jeopardize the ship´s mission. He sailed on the N.S. Savannah during its scheduled voyage to Scandinavia and continued training for a Senior Reactor Operator license. In 1966 he joined MARAD´s Office of Research & Development where he served for 22 years managing a myriad of programs including Oil Pollution Control, Merchant Ship Automation, LNG Technology, and Electronic Data Interchange. In 1988, he transferred to the Office of Ship Operations to manage the Ready Reserve Force maintenance program. He was subsequently appointed Deputy Director of MARAD´s Office of Ship Operations, a position where he chaired the N.S. Savannah Review & Audit Committee.

Gene Simmons was the MARAD Contracting Officer for Savannah from the start of the project in 2002 through to his retirement in 2014. It's impossible to understate the importance of a CO to a federal project, and Gene was among the best there were. Gene was the project's problem solver, and without his steady guiding hand combined with his pragmatism and flexibility, MARAD would have had a much more difficult experience with Savannah. He shepherded us through to the final integrated contract format that we've used since 2013, which has proven itself in decommissioning.

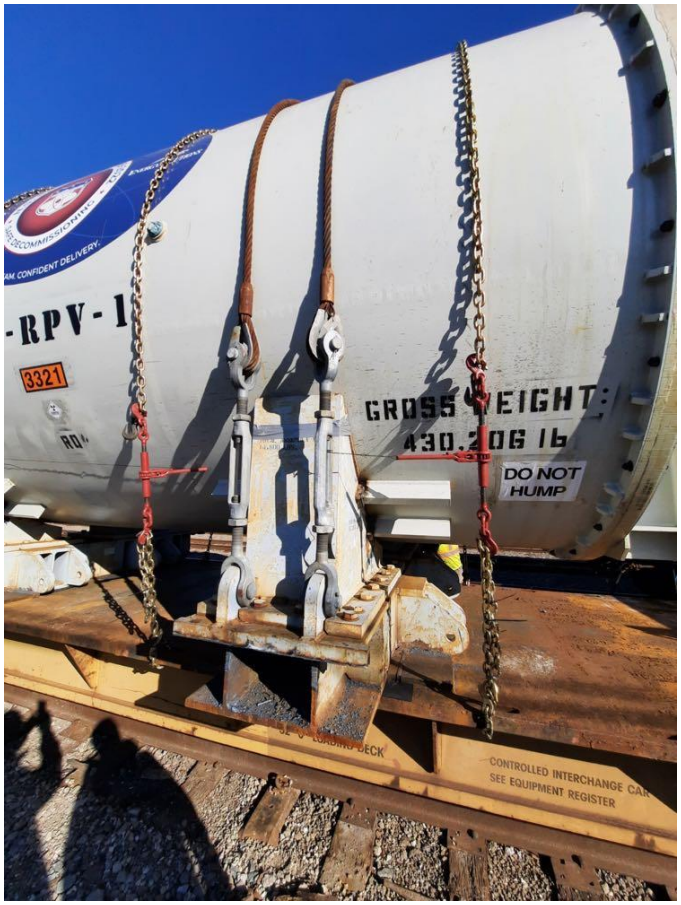
Harvey Story was a nuclear engineer and health physics technician who had worked as a consultant for several large companies dealing with the decontamination and decommissioning of nuclear power plants including the NS Savannah. He was responsible for the initial efforts to put together what became the SafeStor program which formalized the process of overseeing the safety of the ship in that period between fleet removal and decommissioning.

R. Jon Stouky had over 50 years of experience in nuclear-related activities, including safety and risk assessment, decommissioning, and waste management. He was president of a nationally known nuclear waste management and disposal company. He served in several capacities on the NS Savannah shore and shipboard staff dating back to 1961, managed activities on the NS Atomic Servant, and most recently served as Nuclear Advisor for the ship's decommissioning.

Stanley D. Wheatley graduated from the US Merchant Marine Academy, served in the US Navy, and was Chief Engineer on NS Savannah's maiden Atlantic voyage in 1964. He was among the first group of engineers to receive training as prospective Savannah reactor operators, assisted in preliminary testing of shipboard engineering systems, and took part in the final testing and sea trials. At his last visit to Savannah for Maritime Day 2019 he was honored by MARAD Administrator Adm. Mark Buzby when he proclaimed, "It's actually not my ship, it's Chief Stan Wheatley's ship. This is your ship, Chief."

REACTOR BEGINS ITS FINAL JOURNEY

NS Savannah's reactor pressure vessel began its final journey to the Utah storage facility on November 22, 2022, at approximately 6:00 am.



NOTE FROM AL KEMPF, JR.

Al Kempf, Jr. served as Third Mate aboard the NS Savannah during much of the time that Captain Arnold "Pete" Block was Master.

An interesting note that involved one of the voyages where we spent a few days in fog while crossing the Atlantic. That always drove the mates mad as we had to keep a constant watch on the radars, adjusting the gain and the range up and down to make sure that we were not missing anything. At the end of 4 hours your neck was sore and I swear that our heads were going in clockwise circles from following the sweep of the radar. We used both of the radars so it was back and forth from one side of the bridge to the other.

Well, the Captain's chair was designed so that Captain Block could sit in the chair and just look over his shoulder and see the radar scope. The radar had a small flat section on the top of the console that had a small box for the grease pencils used for on the screen plotting, but it also had room to set a coffee cup or two.

On one crossing Mate Mark Halloran was nearing the end of his watch and was getting frustrated at running back and forth between the radars and he took his cigarette (Mates were allowed to smoke on watch if they smoked) and he muttered something and threw the cigarette butt into the coffee cup. Always the gentleman, Captain Block just turned his head and said "Mr. Halloran, if you must do that, I wish you would use your coffee cup and not mine."

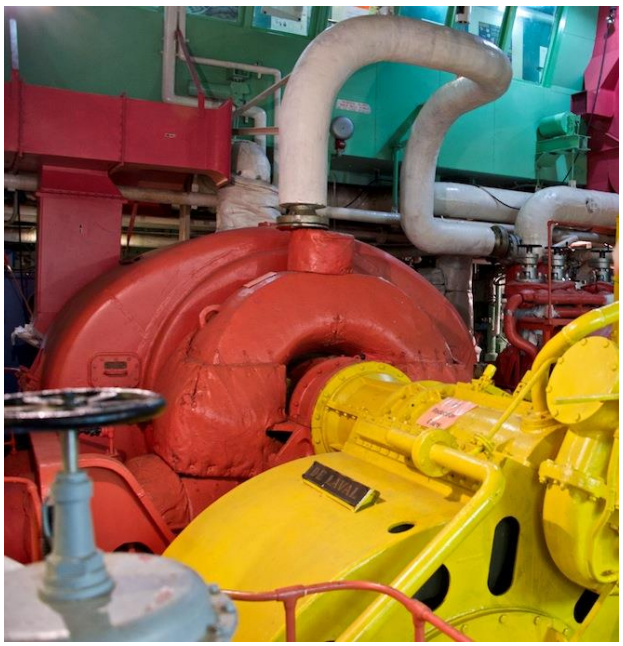
LARRY'S UNOFFICIAL GUIDE TO NS SAVANNAH

Larry Kenworthy, member of the NSSA Board of Directors, provides glimpses of his behind-the-scenes routine from the years 1965 to 1970 as he served onboard NS Savannah as Reactor Operator.

Dairy Farms and the NS Savannah

A dairy farm is painted white. The Savannah is painted white. But in thinking about the sleek and nuclear-powered Savannah, it is unlikely that any association with dairy farms would come to mind. Unless there was some other commonality. It turns out there is – De Laval.

In 1887 Gustav de Laval of Sweden patented his cream separator. The following year, the De Laval Cream Separator Company was founded in New York City. The cream separator uses the centrifugal force created in a spinning bowl to separate milk and cream, taking advantage of their different densities. This same principle is employed in the design and manufacture of centrifugal separators for the removal of water and solid contaminants from lubricating oils and diesel fuel oils, again based on their different densities. The Savannah's main lube oil purifier and diesel fuel purifier were both manufactured and supplied by the De Laval Cream Separator Company.

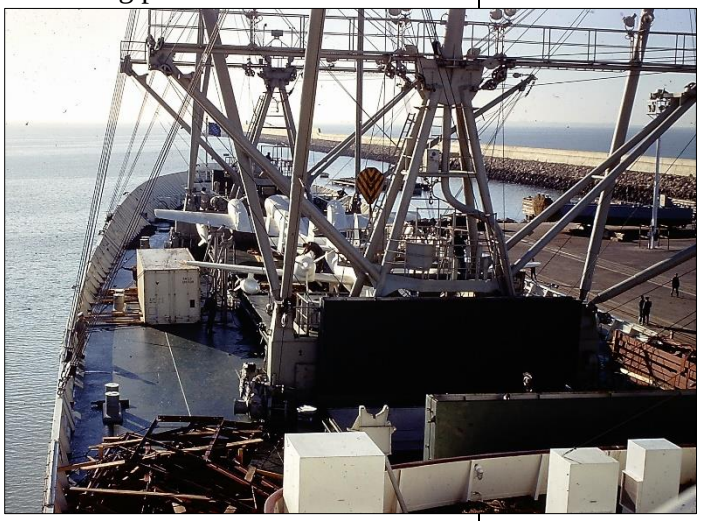


Gustav de Laval also founded the De Laval Steam Turbine Company in 1901. This company supplied the Savannah's 22,000 HP steam turbine main engine and reduction gear.

A NOTE FROM GORDON SKILLMAN

In late summer 1967 the Savannah loaded, from either Savannah, GA or Brunswick, GA, two special duty Grumman OV-1 Mohawks, (See image) each with extended classified electronic warfare surveillance booms, and with long range fuel tanks. Both were coated with strippable coating, each fully encapsulated except for hold-down toggles and landing gear. Each was secured with hold-own cables that connected wing hold down points to pad-eyes welded by the Savannah's crew to Savannah's hatch covers #2 and #3. Accompanying the two aircraft was a large cargo box. Securing of the Mohawks and the cargo box was the final cargo-loading preparation for our immediate departure to the Far East with our destination Subic Bay in the Philippines.

As the Mohawks were lowered onto the hatch covers and being made secure, two US Army E-6 Technical Sergeants boarded the ship, each in full uniform, each armed with a sidearm 45, and each with a briefcase and cable locked to his wrist. Except for a brief instruction as to sleeping quarters and eating accommodations, neither of these two gentlemen engaged in additional conversation with any crew member. They did speak with each other. At all times, night and day, either one or the other was in direct line-of-sight of the two Mohawks. Neither was ever out of line-of-sight of those two airplanes, from the minute the plane's wheels hit the hatch covers until the planes were off-loaded in Subic. The E6's made a 'sitting place' on the #5 hatch coaming, aft of the break water, where they had unrestricted visibility of the two airplanes. (See image)



From the US East Coast to Subic Bay is about 11,000 miles; the voyage is ~1,600 miles down the East Coast to the Panama Canal, through the Canal, then another 9,300 miles across the Pacific, Great Circle, and ~25 days total transit time. For that entire timespan, night or day, rain or shine, one or the other of the E6's was perched on the reactor hatch-coaming (break water shown at bottom of image) watching the two airplanes. The E6's relieved each other at mealtime, sitting alone at one of the tables in the Officer's mess.

The Savannah's engineering watch crew included a Senior Reactor Operator, a Reactor Operator, a Steam Plant Operator, and an Outside Man, all licensed, all qualified Reactor Operators. The SRO maintained control of the watch, and the other three engineers rotated weekly through the three (RO, SPO and Outside Man) positions. The SRO and the RO remained in the Control Room; the Steam Plant Operator remained in the Engine Room. The Outside Man attended to all outside equipment including the emergency diesel compartment, the Control Rod Drive compartment, the chemical addition spaces, the steering gear room above the rudder, the stabilizers if in use. The Outside Man was also responsible for the visual verification of the navigation lighting. The Outside Engineer confirmed visibility the ship's running light-check on the 0000-0400 watch - requiring a hike to the ship's bow, from which one could visually confirm, by looking aft, the Port Navigation light by seeing the P (red glow), the Starboard S (green glow), and the 2 mast heads (white glow). None of those lights are visible from the bridge, except in deep fog where the fog enables a glow. Hence, the Outside Man was required to walk by the Mohawks twice nightly, make the visual verification, and call the bridge to report. And every night for the entire westbound trip, down the Atlantic Coast, through the Caribbean, through the Panama Canal, and across the Pacific, when passing the Mohawks to and from the ship's bow, the E6 would tap, yell, bang on something, to remind us to stand clear of the Mohawks.

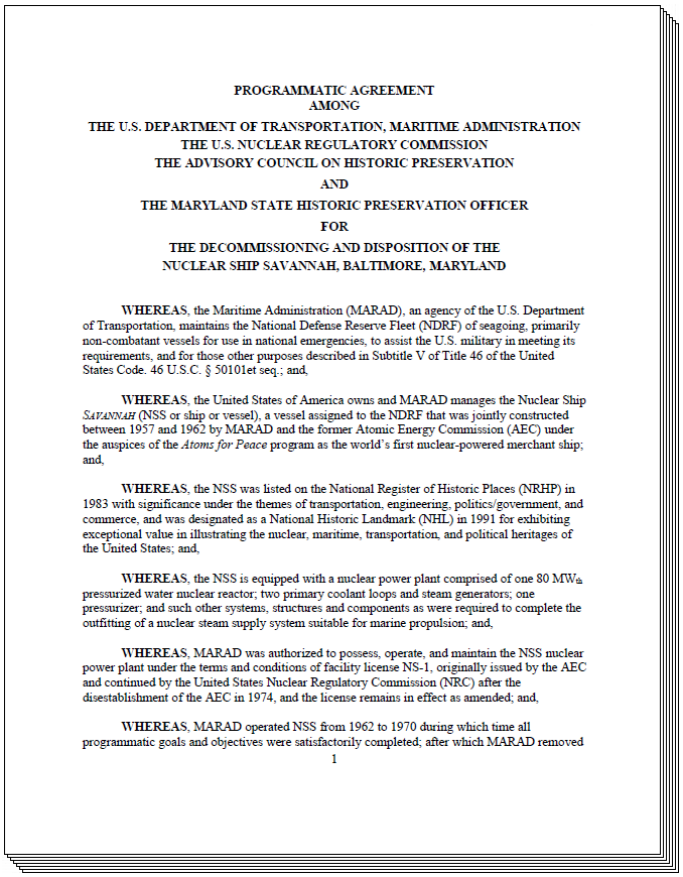
Upon arrival in Subic Bay, the Navy secured along' side a medium sized water-borne crane with an accompanying small barge. Quietly and without fanfare, the two Mohawks were lifted from the hatch covers, lowered to the small barge and secured; and as quietly, the two E6's exited the ship by walking down the gangway.

We never heard another word about the Mohawks, the E6's, or their mission. What we did learn, by witnessing, is that these two soldiers maintained their 'attention to duty' flawlessly - the two Mohawks were never out of their line of sight for nearly a month. And the two gentlemen never broke their silence.

GR Skillman Engineer/Reactor Operator
NS Savannah - 1966-1969

U.S. Department of Transportation
Maritime Administration

PROGRAMMATIC AGREEMENT FOR NS SAVANNAH POSTED FOR PUBLIC COMMENT



PROGRAMMATIC AGREEMENT
AMONG
THE U.S. DEPARTMENT OF TRANSPORTATION, MARITIME ADMINISTRATION
THE U.S. NUCLEAR REGULATORY COMMISSION
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
AND
THE MARYLAND STATE HISTORIC PRESERVATION OFFICER
FOR
THE DECOMMISSIONING AND DISPOSITION OF THE
NUCLEAR SHIP SAVANNAH, BALTIMORE, MARYLAND

WHEREAS, the Maritime Administration (MARAD), an agency of the U.S. Department of Transportation, maintains the National Defense Reserve Fleet (NDRF) of seagoing, primarily non-combatant vessels for use in national emergencies, to assist the U.S. military in meeting its requirements, and for those other purposes described in Subtitle V of Title 46 of the United States Code. 46 U.S.C. § 50101et seq.; and,

WHEREAS, the United States of America owns and MARAD manages the Nuclear Ship *SAVANNAH* (NSS or ship or vessel), a vessel assigned to the NDRF that was jointly constructed between 1957 and 1962 by MARAD and the former Atomic Energy Commission (AEC) under the auspices of the *Atoms for Peace* program as the world's first nuclear-powered merchant ship; and,

WHEREAS, the NSS was listed on the National Register of Historic Places (NRHP) in 1983 with significance under the themes of transportation, engineering, politics/government, and commerce, and was designated as a National Historic Landmark (NHL) in 1991 for exhibiting exceptional value in illustrating the nuclear, maritime, transportation, and political heritages of the United States; and,

WHEREAS, the NSS is equipped with a nuclear power plant comprised of one 80 MW_{th} pressurized water nuclear reactor; two primary coolant loops and steam generators; one pressurizer; and such other systems, structures and components as were required to complete the outfitting of a nuclear steam supply system suitable for marine propulsion; and,

WHEREAS, MARAD was authorized to possess, operate, and maintain the NSS nuclear power plant under the terms and conditions of facility license NS-1, originally issued by the AEC and continued by the United States Nuclear Regulatory Commission (NRC) after the disestablishment of the AEC in 1974, and the license remains in effect as amended; and,

WHEREAS, MARAD operated NSS from 1962 to 1970 during which time all programmatic goals and objectives were satisfactorily completed; after which MARAD removed

1

The Maritime Administration (MARAD) has drafted a Programmatic Agreement (PA) among the Nuclear Regulatory Commission (NRC), the Advisory Council on Historic Preservation (ACHP), and the Maryland State Historic Preservation Office (SHPO), regarding the decommissioning and disposition of the Nuclear Ship Savannah.

MARAD is inviting the public to comment on the draft PA. Please provide any comments to NS Savannah Senior Technical Advisor, Erhard Koehler at Erhard.Koehler@dot.gov by January 31, 2023.

The full agreement may be downloaded here:

https://www.maritime.dot.gov/sites/marad.dot.gov/files/2022-12/Programmatic%20Agreement%20for%20NS%20Savannah.pdf

Advisory Council on Historic Preservation

PROPOSED DISPOSAL AND DECOMMISSIONING OF NUCLEAR SHIP SAVANNAH BY MARITIME ADMINISTRATION

Case Details

Baltimore, Maryland

The Maritime Administration (MARAD) plans to decommission and dispose of the obsolete nuclear powered cargo vessel NS Savannah. The decommissioning will require the termination of the vessels existing NRC license, which will entail the removal off all contaminated materials from the vessel.

The decommissioning will result in the removal and/or modification of various contributing spaces within the vessel. After decommissioning, MARAD will seek to dispose of the vessel either through donation to another party or scrapping. The entire process is expected to take several years.

MARAD intends to initiate consultation for the decommissioning and disposal process through the development of a programmatic agreement. ACHP participation in this case is warranted because the project may have substantial impacts to historic properties and it presents the potential for procedural problems.

Agency Involved:
Agency
Maritime Administration

Federal Point of Contact:
Douglas Burnett, Chief Counsel
douglas.burnett@dot.gov

U.S. Department of Transportation
Maritime Administration
Progress Report

Executive Order 13287 "Preserve America"
Section 3: Improving Federal Agency
Planning and Accountability

National Historic Landmark
N/S *Savannah*

MARAD owns the Department of Transportation's (DOT) only actively-managed National Historic Landmark (NHL). The Nuclear Ship *Savannah*, the world's first nuclear-powered merchant ship, was designed and constructed in the late 1950s as a signature element of President Dwight D. Eisenhower's *Atoms for Peace* initiative. *Savannah*'s nuclear facilities are licensed and inspected by the U.S. Nuclear Regulatory Commission (NRC). The ship is maintained at a layberth facility in Baltimore Maryland under a contract with GRP Silo. Inc., at their Canton Marine Terminal[1]. The layberthing contract was renewed in June 2020 for a five-year term. Under the conditions of the NRC license, MARAD must complete the decommissioning (remediation, dismantlement, and disposal – a process known as DECON) of the ship's nuclear facilities by December 2031. Since 2008, *Savannah* has been opened for periodic public access, group tours and events, and inter-governmental training exercises.

N.S. *Savannah* Stewardship

MARAD meets its primary NHL stewardship obligations while acting within the broad framework of its NRC license. *Savannah*'s exterior perimeter envelope is the licensed site boundary and the ship itself is the principal structure that contains and protects the nuclear facilities. The ship provides the support infrastructure for personnel who maintain the ship and administer the license, and consequently the ship is kept in good, clean material condition without water ingress or other forms of environmental deterioration. Repairs and maintenance are performed using traditional and customary marine techniques and materials appropriate for a ship of *Savannah*'s vintage. Renovations use like-materials wherever possible (e.g., upholstery or wall coverings), and original fabric samples are saved and spaces are documented prior to the work.

The 2017 Section 3 report described renovations to the ship's four primary public spaces. Although no new renovations have been funded or carried out since then, numerous alterations have been made to support decommissioning activities. Wherever practical, these alterations are reversible; however, many are either semi-permanent, or relatively impracticable to reverse. In such cases, care has been taken to construct alterations in a manner that is architecturally-compatible with the existing ship fabric.

Savannah was drydocked for exterior hull inspection and maintenance over a six-month period from September 2019 through February 2020. This shipyard availability was performed at the former Philadelphia Naval Shipyard, not far from where *Savannah* was built in Camden, N.J. This marked the first time that *Savannah* has moved since 2008, and the first time the ship has transited the Delaware River since 1970. The condition of the ship's hull is stable when compared with prior drydock inspections in 2008 and 1994. The ship's impressed current cathodic protection system has been completely renewed, and should provide sufficient corrosion protection to the underwater hull.

[1] The layberth location has not changed since the 2017 report; the pier was sold to a new owner who assumed the layberthing contract.

N.S. *Savannah* Decommissioning

MARAD's NRC license for *Savannah*'s nuclear power plant has been in effect since 1965. MARAD removed the ship from service in 1970, and defueled it in 1971; the defueling action was later determined to be permanent. Under current regulations, a nuclear power plant must complete decommissioning and terminate its NRC license within sixty (60) years of permanent cessation of operations. For *Savannah*, the 60-year deadline is December 3, 2031.

NS *Savannah* leaving Philadelphia under tow, en route to Baltimore on February 13, 2020. Photo by Erhard Koehler.

The Consolidated Appropriations Acts for FY 2017 and FY 2018 provided MARAD with full funding to begin its Decommissioning (DECON) project. DECON is one of several decommissioning methods allowed by the NRC that defines the end of the nuclear facility's lifecycle. The NRC controls the DECON process and it is designed to meet license termination and site release requirements without restrictions. MARAD's DECON project has three defined phases, and an approximate duration of seven years; the project formally began on October 1, 2017, and is nominally expected to complete in CY 2024.

Phase I is essentially complete at the time this report was submitted. It was principally geared toward engineering and planning for the subsequent Phase II controlled dismantlement of the nuclear reactor and its primary, secondary, and auxiliary systems, structures, and components. Phase I work also modified the ship's interior structures and cargo holds to provide working space for contractors, and facilities for waste material handling and packaging. Phase III is an administrative phase in which confirmatory surveys and remediation are performed immediately before license termination.

The *Savannah* DECON will remove the NHL's significant character-defining feature; its nuclear power plant, which makes the normal outcomes of the NRC DECON-License Termination dismantlement and disposal process, and the NHPA's requirement to minimize harm to NHLs seem incompatible. MARAD has been aware of this since decommissioning planning began in earnest around 2003, and its project plans have always been guided by the following four principles:

- Wherever possible, decommissioning activities are undertaken in a manner that fosters future preservation;
- All dismantlement activities will use existing ship accesses to minimize impacts to adjacent structure;
- Whenever an option is presented or evaluated, the path that promotes preservation is taken;
- Opportunities to improve the ship concurrent with decommissioning are exercised.

DECON of a conventional land-based nuclear power plant is an inherently destructive process, especially because the land-based structures have little or no potential for future use. Sites are often restored to a green field condition. In the case of *Savannah*, however, the potential for reuse of the ship after decommissioning exists, especially considering that it served as a museum ship earlier in its career[2]. MARAD understood early in the project that the clearest path to regulatory success in decommissioning was to emulate the process used for landside plants. The principles were articulated as this process became better understood, and application methods were developed.

As noted in the stewardship section, MARAD's primary focus is NRC license compliance; the principles, therefore, describe how landside DECON is performed on *Savannah*, with a preservation-conscious approach.

For example, the first principle – *decommissioning activities are undertaken in a manner that fosters future preservation* – reflects MARAD's license requirement to maintain and use those original systems that have applicability during decommissioning, or to install replacement systems with similar function. MARAD deliberately decided to keep the decommissioning activities within the ship's hull as much as possible, and to keep external infrastructure to the bare minimum. These were practical decisions; in the first case, it kept all activities within the NRC-licensed boundary[3], thus avoiding regulatory conflicts with other federal (e.g., U.S. Coast Guard), state, and local entities that do not exist in landside DECON projects.

In the second case, by keeping offsite (pierside) requirements to the minimum necessary for safe berthing, crane service, truck loading, and parking, MARAD avoided the great expense of a commercial shipyard as a decommissioning site. The flow down from these decisions was to adapt and convert the ship's interior volume for the temporary services required for decommissioning. The infrastructure built for these purposes is permanent, or semi-permanent, and can easily be adapted for other uses once DECON is complete and the license is terminated. In particular, the life safety and fire protection systems installed to protect decommissioning workers will suit any future use of the vessel in a preservation context. The remaining principles have similar nexuses with decommissioning and preservation objectives.

MARAD is engaged in active consultation among the NRC, the National Park Service (NPS), the ACHP, and the Maryland Historical Trust acting as the Maryland State Historic Preservation Officer, and expects to enter into a Programmatic Agreement in late 2020 or early 2021, that identifies agency responsibilities and mitigation options in compliance with Section 106 of the NHPA.

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[2] Patriots Point Naval and Maritime Museum in Mt. Pleasant, S.C. chartered *Savannah* from 1981 – 1994.

[3] The ship's hull is the NRC licensed site boundary. All activities within the boundary are under the sole cognizance of the NRC.

N/S SAVANNAH ASSOCIATION, INC.

Your membership will help with our efforts to restore, preserve, and protect the N/S Savannah. Funds raised provide for ongoing restoration projects aboard ship and increased publicity to build awareness of our efforts.

The N/S Savannah Association, Inc. is a 501(c)(3) charitable organization registered with the Internal Revenue Service; all gifts, membership dues, and donations are tax deductible to the fullest extent allowed by law.

2023 MEMBERSHIP RENEWAL FORM

Member:

Name: _____

Address: _____

City: _____

State: _____ ZIP+4: _____

e-mail: _____

Membership Dues: $25.00

Donation: _____

Total Enclosed: _____

☐ I'd like to become more involved in the association.

Do you or a family member have a historical connection to the N/S Savannah? We would enjoy hearing about it.

_____

_____

_____

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_____

How would you like to pay your membership?

You may mail this statement and a check to:

N/S Savannah Association, Inc.
James Turso, Treasurer
7507 Ashby Lane Unit M
Alexandria, VA 22315-5214

Or you may pay via PayPal at the following link:

http://ns-savannah.org/nssa.pl?page=join

The membership period is the 2023 calendar year.

Keep in touch with the Association to know what's happening on the N.S. Savannah

www.facebook.com/groups/1515654775297727
www.facebook.com/NS-Savannah-Association/189545004443298/

www.ns-savannah.org/