



U.S. Department
of Transportation

Maritime
Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

February 8, 2006
Advance via Email

U.S. Nuclear Regulatory Commission
ATTN: Alexander Adams
Mail Stop 012-G13
Washington, DC 20555-0001

**Subject: License NS-1, Docket No. 50-238; Submittal of revised
N.S. SAVANNAH Port Operating Plans re. Drydocking**

Dear Mr. Adams:

In accordance with my letter of January 27, I have enclosed revised Port Operating Plans for the ports of Tampa, Florida; Charleston, South Carolina; and Hampton Roads (includes Portsmouth, Norfolk and Newport News), Virginia. The port operating plans have been revised in whole, and have been numerically re-sequenced from previous editions. Please note, however, that the technical content of these revised plans is substantially the same as earlier editions.

As I noted in my previous letter, the availability of commercial drydocking facilities remains quite tight due to industrial disruption in the Gulf Coast region. To date we have not seen any need to shift the anticipated drydocking schedule, however, and SAVANNAH remains scheduled for May-June 2006.

Please feel free to contact me if you have any questions or comments regarding this activity, or the Port Operating Plans in particular.

Sincerely,

Erhard W. Koehler
Senior Technical Advisor, N.S. SAVANNAH

Enclosures

A020

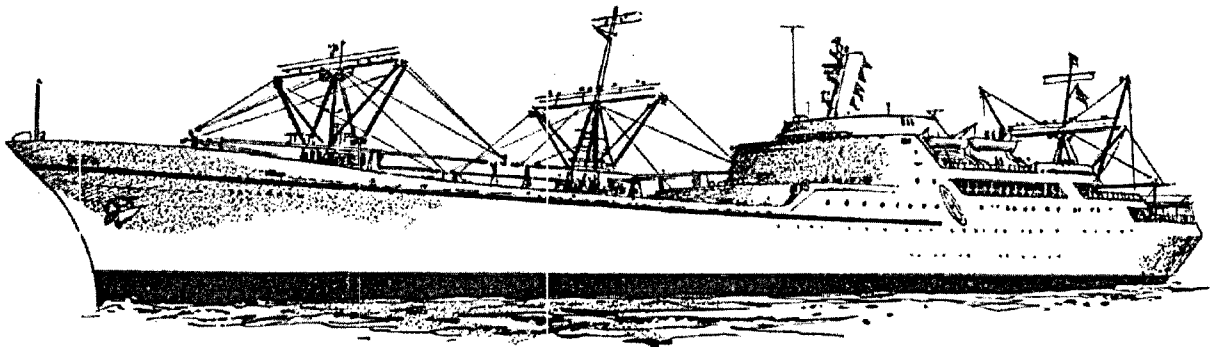
N.S. SAVANNAH Port Operating Plan Submittal
License NS-1, Docket No. 50-238
February 8, 2006

E. Koehler\ek\02-08-2006

cc: MAR-600, 610 (rf, wc), 610.1, 610.2, 610.3, 610.4, 611, 612, 613,
614
MRG-7100, 7600 (fh), 7700
General Health Physics (J. Davis)
U.S. Army Humphreys Engineer Center (D. Breeden)
Keystone Shipping Services (L. Cavaliere, L. Flink)



**U.S. Department of Transportation
Maritime Administration
Office of Ship Operations**



N.S. SAVANNAH

**Port Operating Plan
CHARLESTON, SC**

STS -- 004 -- A2
02-08-2006

Prepared by:
Volpe National Transportation Systems Center
for
SAVANNAH Technical Staff



Annex 2 - Port of Charleston, South Carolina

INTRODUCTION

Port Operating Plans for the Nuclear Ship SAVANNAH are prepared in accordance with the Port Operations Criteria, Appendix A to Facility License NS-1 Technical Specifications. Each individual plan is listed as an annex to the Port Operations Criteria. This report is Annex 2, and covers the port of Charleston, South Carolina. The content of this report is updated as of January 2006.

LOCATION AND GENERAL DESCRIPTION¹

Charleston Harbor is 264 miles southwestward of Cape Hatteras and 65 miles northeastward of Savannah River. The areas generally to the east and southeast of Charleston Harbor are used extensively by the U.S. Navy and other military services to conduct various types of surface, subsurface, and aircraft training exercises.

Charleston, the largest city and port in South Carolina, is at the confluence of Cooper and Ashley Rivers. The distance from the end of the jetties to the southernmost wharves at Charleston is about 7 miles.

The entrance to Charleston Harbor is between converging jetties which extend nearly 3 miles seaward. Prominent to the northward of the entrance are several tanks on Sullivans Island and one on Isle of Palms, and the Charleston Light.

Anchorage

The principal anchorage for deep-draft vessels is in the triangle westward of the junction of Rebellion Reach of the main channel with South Channel. (See 33 CFR 110.173 for limits and regulations).

Tides and Currents

The mean range of tide at Charleston and Fort Sumter is about 5 feet. At Fort Sumter the tides occur about 10 minutes earlier than at Charleston. (See Tide Tables for daily predictions). It is reported that northeasterly winds or storms of long duration can increase tides by 2 to 3 feet. Increases in tide level can also be expected with southerly winds and falling barometric pressure. Westerly winds and rising pressure tend to reduce tide levels.

¹ Department of Commerce, NOAA, Coast Pilot 4, 37th edition, Chapter 6.

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Off the entrance to Charleston Harbor the tidal currents are rotary with velocities of about 1 knot. Near the entrance of the jetties the current sets fair with the channel at strengths of flood and ebb and can be expected to set across the channel with a velocity of about 0.2 knot about 3 hours after strength of flood and ebb, setting northeastward and southwestward, respectively.

Weather

The temperate climate is modified by its exposure to the ocean. Summers are warm and humid. This is the rainiest season but most of the precipitation falls as brief, heavy showers or thunderstorms. Prevailing winds are generally southerly in summer and spring, compared to the more frequent northerlies of fall and winter. Gales are infrequent and are most likely associated with local spring storms or hurricanes, which may also produce severe thunderstorms and tornadoes. From late September through early November weather is often sunny and pleasant except for the threat of a hurricane, which also exists in summer.

The National Weather Service Office is at the Municipal Airport about 12 miles outside of the city and barometers may be compared there.

Repairs

Detyens Shipyard, Inc., offers drydocking services at its facilities at the former Navy Yard, and at Cainhoy on the upper Wando River. Another commercial repair facility with a 1,000-ton capacity marine railway is on the south side of Stono River on the Intracoastal Waterway at Mile 476.4.

Several shops, on the waterfront, can make above the waterline hull repairs, and repairs to gasoline and diesel engines and electronic equipment anywhere in the harbor; the largest shafts that can be produced are 30 feet by 48 inches. Wrecking and salvage gear is available at Charleston for normal operations and special equipment can be brought in.

PORT ADMINISTRATION AND SERVICES

The South Carolina State Ports Authority (SCSPA) owns and operates 3 port facilities: The Port of Charleston, the Port of Georgetown and the Port of Port Royal. These facilities are owner-operated terminals, meaning the SCSPA owns the terminals and operates them with its own staff.

South Carolina State Ports Authority
176 Concord Street
Charleston, SC 29401
(800) 577-4656

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U.S. COAST GUARD

Marine Safety Office, Charleston
Captain of the Port: Capt. John Cameron
196 Tradd Street Charleston, SC 29401-1899
Main Telephone: (843) 720-3240
Port Security & Operations: (843) 720-3270

TUG SERVICE

The contracted towing company will be responsible for providing sufficient assisting tugs during transits, maneuvering, docking and undocking. Towing companies in the Charleston area capable of providing towing services include but are not limited to:

Moran Towing of Charleston
2075 Thompson Avenue, Suite 200
North Charleston, SC 29405
Tel: (843) 529-3000
Fax: (843) 529-3030

McAllister Towing of Charleston, Inc.
P.O. Box 1738
Charleston, SC 29402
Tel: (843) 577-6449
Fax: (843) 577-4768

PILOT SERVICE

Pilotage is compulsory for all foreign vessels and for all U.S. vessels under register in the foreign trade. This compulsory pilotage is regulated pursuant to 46 USC 8501 and Title 54, Chapter 15 of the 1976 South Carolina Code, as amended, and Chapter 136 of the South Carolina Code of Regulations.

The state pilotage regulatory agency is the Commissioners of Pilotage, Port of Charleston, P.O. Box 20096, Charleston, SC 29413; telephone 843-577-8659.

Both Federal and State pilotage is available form the Charleston Branch Pilots Association, 6 Concord Street, Charleston, SC 29401, telephone 843-577-6695, fax 843-577-0632. The Association maintains two offshore pilot boats.

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POLICE SERVICE

In case of emergency, the designated industrial facility can call on their local police department. Some police departments also have marine units who could also be contacted in case of an emergency.

FIRE DEPARTMENT SERVICE

In case of fire, the designated industrial facility can call on their local fire department for emergency.

SECURITY

MARAD retains ultimate responsibility of the NS SAVANNAH under the Nuclear Regulatory Commission (NRC) license.

TRANSIT OPERATIONS

Charleston Harbor, 264 miles southwestward of Cape Hatteras and 65 miles northeastward of Savannah River, is the approach to the city of Charleston and to the Cooper, Wando and Ashely Rivers.

The entrance to Charleston Harbor is between converging jetties which extend nearly 3 miles seaward. An opening in the south jetty is marked by buoys. A Federal project provides for a channel 47 feet deep over the Bar (Ft. Sumter Range) and through the Harbor entrance and, thence 45 feet deep into the major reaches of Cooper River, Wando River and Town Creek to Goose Creek, 13.6 miles above the mouth; and a connecting channel into Shipyard Creek 32 feet deep. A 35-foot Navy-maintained channel extends from the head of the Federal project in the Cooper River.

The areas generally to the east and southeast of Charleston Harbor are used extensively by the U.S. Navy and other military services to conduct various types of surface, subsurface, and aircraft training exercises.

The danger area of a former World War II minefield is off entrance to Charleston Harbor. The area is open to unrestricted surface navigation but all vessels are cautioned not to anchor, dredge, trawl, lay cables, bottom, or conduct any similar type of operation because of residual danger from mines on the bottom.

The U.S. Coast Guard Captain of the Port, Charleston has established a regulated navigation area which extends northeastward and southeastward along the northern side of the entrance channel

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from Charleston Entrance Channel Lighted Buoy 16 (See 33 CFR 165.714 for limits and regulations). This regulated navigation area is for the CSS HUNLEY, a submarine wreck sunk off the coast of Charleston. In order to prevent damage to the submarine, a regulated navigation area is needed to protect the vessel, considered property of the United States government, from being disturbed.

All vessels and persons are prohibited from anchoring, diving, laying cable or conducting salvage operations in this zone except as authorized by the Captain of the Port.

TRANSIT SUMMARY

The exact transit will depend on the industrial facility or berth selected.

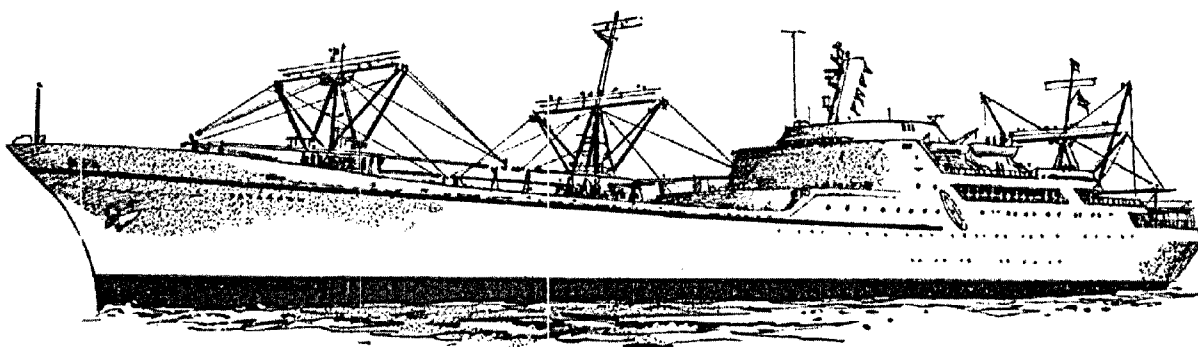
EMERGENCY PLAN

The designated industrial facility will be responsible for providing adequate intrusion, fire and flooding protection while the N.S. SAVANNAH is in its care.

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**U.S. Department of Transportation
Maritime Administration
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N.S. SAVANNAH

**Port Operating Plan
TAMPA, FL**

STS -- 004 -- A6
02-08-2006

Prepared by:
Volpe National Transportation Systems Center
for
SAVANNAH Technical Staff



Annex 6 - Port of Tampa, Florida

INTRODUCTION

Port Operating Plans for the Nuclear Ship SAVANNAH are prepared in accordance with the Port Operations Criteria, Appendix A to Facility License NS-1 Technical Specifications. Each individual plan is listed as an annex to the Port Operations Criteria. This report is Annex 6, and covers the port of Tampa, Florida. The content of this report is updated as of January 2006.

LOCATION AND GENERAL DESCRIPTION ¹

N.S. SAVANNAH has never transited to Tamp FL and based on the current plant status, maintaining tugs on call, designation of a remote anchorage and limitations on transit routes to minimize accident dose to passing ships and members of the general public is no longer required.

Tampa is an important manufacturing, shipping and distribution center at the head of Tampa Bay. It has an expanding economy and sizable cigar, lumber, phosphate, and manufacturing industries. There is considerable foreign and domestic trade in shipments of phosphate rock, petroleum, liquid sulfur, cement, chemicals, cattle, bananas, citrus fruits, grain, scrap iron, machinery, and general cargo.

Tampa Bay, a large natural indentation about midway along the west coast of Florida, is one of the important harbors of the Gulf coast and is easily accessible day or night. The bay extends Northeast for about 20 miles, and is 6 to 7 miles wide. It is the approach to Manatee River, Boca Ciega Bay, Old Tampa Bay, and Hillsborough Bay, and to the cities of St. Petersburg, Port Tampa, East Tampa, Bradenton, Port Manatee, and Tampa.

Anchorage

Vessels with good ground tackle should anchor in the Tampa Anchorages, north of the Tampa Safety Fairway leading to Egmont Channel. An emergency anchorage is south of Mullet Key in depths of 30 to 35 feet; and southwest of Gadsen Point in natural depths of 29 to 32 feet. Explosives and quarantine anchorages are east of Mullet Key, northeast of Papys Point, and south of Interbay Peninsula.

Shoal areas extend seaward from Egmont Key as far as Palantine Shoal, which is 5 miles west of the key and on the south side of Egmont Channel entrance. Palanine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.

1 Department of Commerce, NOAA, Coast Pilot 5, 33rd edition, Chapter 5.

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POP Tampa, FL (STS-004-A6)
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Tides and Currents

The range of tide in Tampa Bay is about 2.2 feet. A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued southwesterly wind raises the water by nearly the same amount and advances the time of high water by as much as one hour.

Weather

Mild winters and warm summers characterize the maritime subtropical climate of Tampa Bay. During the summer, thunderstorms can occur on an average of 86 days, mostly in the later afternoons or evenings during June, July, August, and September.

Repairs

The Port of Tampa has facilities for making all types of hull and engine repairs to vessels of all sizes. Several companies operate waterfront facilities at the port for the repair and conversion of ocean-going vessels, tugs, barges, and small vessels. The largest shipyard, on the east side of Sparkman Channel, has a graving dock that is 907 feet long at the bottom, 150 feet wide, and 22 feet deep over the sill. The largest floating drydock, on the east side of Ybor Channel, has a 5,400 ton capacity, a length of 408 feet, a clear width of 101 feet, and a depth of 26 feet over the keel blocks. The largest marine railway, at the shipyard on the Hillsborough River, has a 400-ton capacity and can haul out vessels to 200 feet long, 45 feet wide, and 8 ½ foot draft. Machine, foundry, carpenter, and electric shops, outfitting wharves, and cranes up to 250 tons are available at shipyards at Tampa.

PORT ADMINISTRATION AND SERVICES

The Port of Tampa is under the direction of the Tampa Port Authority. The Authority is composed of a five-member board appointed by the Governor of Florida.

Tampa Port Authority
International Headquarters
1101 Channelside Drive
Tampa, FL 33602
Telephone: 813-905-7678(PORT)
Fax: 813-905-5109

U.S. COAST GUARD

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Captain of the Port/
Commander, Coast Guard Sector St. Petersburg
600 8th Ave SE
St Petersburg, FL 33701

Operations Officer 727-824-7529
Operations Fax 727-824-7610

24-Hour Watch Command Duty Officer 727-824-7506

TUG SERVICE

The contracted towing company will be responsible for providing sufficient assisting tugs during transits, maneuvering, docking and undocking.

Maritrans Operating Company LP
302 Knights Run Ave.
Tampa, FL 33602
(813) 209-0600

Seabulk Towing, Inc.
Tampa Bay Towing
Phone: 813-248-1123
Fax: 813-248-5735
24-Hour Tug Dispatch: 813-247-3187

PILOT SERVICE

Pilotage is available from Tampa Bay Pilots. The pilot station monitors channels 16, 10, 12 and 13. Pilots board vessels day or night, usually in Egmont Channel. Vessels are requested to enter Egmont Channel and proceed inbound, for pilot boarding between Egmont Channel Lighted Whistle Buoy 9 and Lighted Buoy 10.

Tampa Bay Pilots
1825 Sahlman Drive
Tampa, FL 33605
Tel: (813) 247-3737
Fax: (813) 247-4425

POLICE SERVICE

Police service to most shipyards is provided by their own local police department. Some police

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departments also have marine units who could also be contacted in case of an emergency.

FIRE DEPARTMENT SERVICE

In case of fire, the designated shipyard can call on their local fire department for emergency.

SECURITY

MARAD retains ultimate responsibility of the NS SAVANNAH under the Nuclear Regulatory Commission (NRC) license.

TRANSIT OPERATIONS

The entrance to Tampa Bay, between Mullet Key on the north, and Anna Maria Key on the south, is 4.5 miles wide. Egmont Channel, the main deepwater ship channel, has been dredged through the shoals that extend about 6 miles west of the entrance. Tampa Bay Lighted Buoy T, 13.5 miles west of Egmont Key, is equipped with a racon and marks the approach to the bay. Egmont Channel is marked by high-intensity range lights showing fixed white lights by day and fixed green lights by night which are normally visible approaching Tampa Bay Lighted Buoy T from sea.

A federal project provides for a main channel with depths of 45 feet in the entrance from the Gulf, thence 43 feet to Tampa and 34 feet to Port Tampa. A regulated navigational area has been established to protect vessels from limited water depth in Sparkman Channel caused by an underwater pipeline (see 33 CFR 165.1 through 165.8, 165.10 through 165.13, and 165.752, chapter 2, for limits and regulations).

The main ship channel leads into Tampa Harbor along the east side of Davis Islands. The channel divides off the south end of Harbour Island; Seddon Channel continues northwest to a turning basin at the mouth of Hillsborough River, and Sparkman Channel leads north to the Ybor Turning Basin at the end of Ybor Channel. Garrison Channel, an east-west channel between Harbour Island and the Tampa waterfront, connects the two turning basins.

A Federal project provides for depths of 34 feet for the main ship channel, Sparkman and Ybor Channels, and Ybor Turning Basin, and 12 feet for Seddon and Garrison Channels. A fixed highway bridge about mid-length of Garrison Channel has a clearance of 10 feet. Another fixed highway bridge near the west end of the channel has clearance of 10 feet.

TRANSIT SUMMARY

The exact transit will depend on the shipyard or berth selected.

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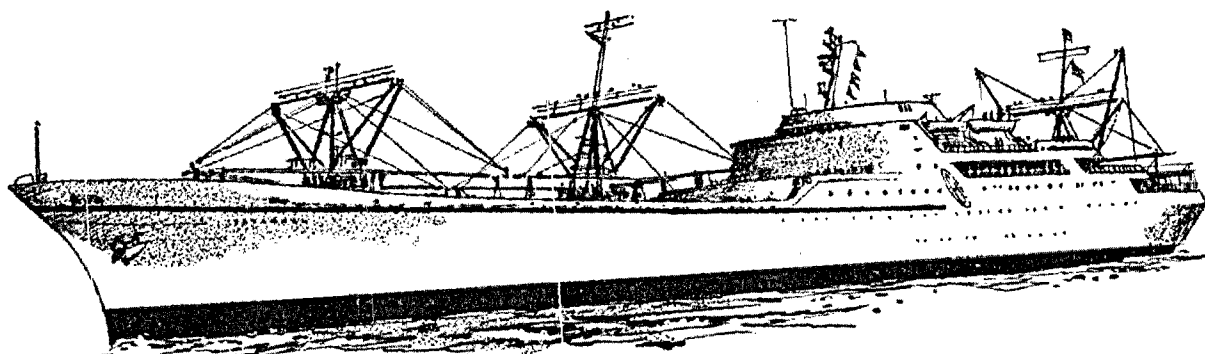
EMERGENCY PLAN

The designated shipyard will be responsible for providing adequate intrusion, fire and flooding protection while the N.S. SAVANNAH is in its care.

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N.S. SAVANNAH

**Port Operating Plan
HAMPTON ROADS & NORFOLK, VA**

STS - 004 - A3
02-08-2006

Prepared by:
Volpe National Transportation Systems Center
for
SAVANNAH Technical Staff



Annex 3 - Port of Hampton Roads and Norfolk, Virginia

INTRODUCTION

Port Operating Plans for the Nuclear Ship SAVANNAH are prepared in accordance with the Port Operations Criteria, Appendix A to Facility License NS-1 Technical Specifications. Each individual plan is listed as an annex to the Port Operations Criteria. This report is Annex 3, and covers the port of Hampton Roads and Norfolk, Virginia. The content of this report is updated as of January 2006.

LOCATION AND GENERAL DESCRIPTION¹

Hampton Roads, at the southwest corner of the Chesapeake Bay, is entered 16 miles westward of the Virginia Capes. It includes the Port of Norfolk, encompassing the cities of Norfolk, Portsmouth, and Chesapeake, and the Port of Newport News, which takes in the cities of Newport News and Hampton.

Hampton Roads is the world's foremost bulk cargo harbor. Coal, petroleum products, grain, sand, and gravel, tobacco, and fertilizer constitute more than 90 percent of the heavy traffic movement by water, although an increasing amount of general cargo is handled by Hampton Roads ports.

Norfolk Harbor comprises a portion of the southern and eastern shores of Hampton Roads and both shores of the Elizabeth River and its Eastern, Southern, and Western Branches, on which the cities of Norfolk, Portsmouth, and Chesapeake are located.

The Chesapeake Bay, the largest inland body of water along the Atlantic coast of the U.S., is 168 miles long with a greatest width of 23 miles. The bay is the approach to Norfolk, Newport News, Baltimore, and many lesser ports. Deep-draft vessels use the Atlantic entrance, which is about 10 miles wide between Fishermans Island on the north and Cape Henry on the south. Medium-draft vessels can enter from Delaware Bay on the north via Chesapeake and Delaware Canal, and light-draft vessels can enter from Albermarle Sound on the south via the Intracoastal Waterway.

Anchorage

Numerous general, explosives, naval, and small-craft anchorages are in Hampton Roads and Elizabeth River. (See 33 CFR 110.1 and 110.168 for limits and regulations.)

1 Department of Commerce, NOAA, Coast Pilot 3, 38th edition, Chapter 9.

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Tides and Currents

The mean range of tide is 2.5 feet in Hampton Roads. (See Tide Tables for daily predictions of tides at Sewells Point).

Information for several places in Hampton Roads and Elizabeth River is given in the Tidal Current Tables. The currents are influenced considerably by the winds and at times attain velocities in excess of the tabulated values. The current velocity is about 1.0 knot in Hampton Roads and about 0.6 knot in the Elizabeth River.

Weather

The National Weather Service maintains an office at Norfolk International Airport; barometers in the Hampton Roads area can be compared there or checked by telephone. Hampton Roads is free of ice. In severe winters the upper part of Southern Branch, Elizabeth River, is sometimes closed for short periods.

Norfolk, located in extreme southeastern Virginia, has an average elevation of 13 feet above sea level and almost surrounded by water, has a modified marine climate. The winters are mild, while autumn and spring seasons usually are delightful. Summers, though warm and long, frequently are tempered by cool periods, often associated with northeasterly winds off the Atlantic.

Repairs

Hampton Roads has extensive facilities for drydocking and making major repairs to large deep-draft vessels. The largest floating drydock at Norfolk has a capacity of 54,000 tons, and the largest marine railway can handle 6,000 tons. The shipyard at Newport News is one of the largest and best equipped in the United States; the principal graving dock has a length of 1,600 feet on the keel blocks. There are many other yards that are especially equipped to handle medium-sized and small vessels.

The Norfolk Naval Shipyard is on the Portsmouth side of Southern Branch, 3.5 miles from Lamberts Point, and occupies about 2 miles of waterfront. There are naval restricted areas along this reach. (See 33 CFR 334.290 for limits and regulations).

RESERVE FLEET ADMINISTRATION AND SERVICES

The administration and operation of the James River Reserve Fleet is the responsibility of the U.S. Maritime Administration, an agency of the U.S. Department of Transportation.

James River Reserve Fleet

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U.S. Maritime Administration
Attention: Fleet Superintendent
Drawer C
Fort Eustis, VA 23604
Telephone: (804) 887-3233

U.S. COAST GUARD

Marine Safety Office, Hampton Roads, Virginia
Captain of the Port: Captain Robert O'Brien (757) 668-5503
Port Operations Dept: (757) 668-5550
24 Hour Duty Officer: (757) 668-5555

TUG SERVICE

A large fleet of tugs is available at Norfolk and Newport News to assist in docking or undocking and in shifting within the harbor. Towing companies in the area capable of providing towing services include but are not limited to:

Moran Towing
1901 Brown Avenue
Norfolk, VA 23504
Tel: 757.625.6000
Fax: 757.640.0188

McAllister Towing of Virginia, Inc.
2600 Washington Avenue, Suite 1004
Newport News, VA 23607
Tel: 757.627.3651
Fax: 757.245.5836

PILOT SERVICE

Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels under enrollment in the coastwise trade if they have on board a pilot licensed by the Federal Government to operate in these waters.

The Virginia Pilots Association has an office in Norfolk (757-496-0995) and provides service to any port in Virginia. The Virginia Pilots Association maintains a pilot station at Cape Henry, just north of Cape Henry Light. The pilots monitor VHF-FM channels 11, 16, and 74. Four

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pilot boats are stationed in Lynnhaven Inlet; two are in use at any given time.

POLICE DEPARTMENT SERVICE

In case of emergency, the designated industrial facility can call on their local police department. Some police departments also have marine units who could also be contacted in case of an emergency.

FIRE DEPARTMENT SERVICE

In case of fire, the designated industrial facility can call on their local fire department for emergency.

SECURITY

MARAD retains ultimate responsibility of the N.S. SAVANNAH under the Nuclear Regulatory Commission (NRC) license.

TRANSIT OPERATIONS

For its relocation from JRRF, the N.S. Savannah will depart Buoy 23 and head through the Rocklanding Shoal Channel and under the James River Bridge. If an industrial facility in Hampton Roads is selected, the vessel will then proceed through the Hampton Roads bridge-tunnel via Entrance Reach. If an industrial facility in Baltimore is selected, the vessel will then proceed under tow through the Thimble Shoal Channel to the Lower Chesapeake Bay and proceed up the Bay. If an industrial facility in another East Coast port is selected, the vessel will then proceed under tow through the Thimble Shoal Channel to the Lower Chesapeake Bay to the Atlantic Ocean.

The Fifth Coast Guard District Commander has established a Regulated Navigation Area in the waters of the Chesapeake Bay entrance and Hampton Roads, VA and adjacent waters. The Coast Guard may control vessel traffic in an area which is determined to have hazardous conditions, by issuing regulations:

- (a) Specifying times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters;
- (b) Establishing vessel size, speed, draft limitations, and operating conditions; and
- (c) Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have particular operating characteristics or capabilities which are considered necessary for safe operation under the circumstances. (See 33 CFR 165.501 for additional limits and restrictions.)

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The Coast Guard Captain of the Port Hampton Roads Zone has established a Security Zone (See 33 CFR 165.503) for all navigable waters of the Captain of the Port Hampton Roads zone (defined in 33 CFR 3.25-10) within 500 yards around a vessel carrying a CDC, while vessel carrying CDC is transiting, moored or anchored. No vessel may approach within 500 yards of a vessel carrying a CDC within the Captain of the Port Hampton Roads zone, unless traveling at the minimum speed necessary to navigate safely. In addition, the COTP has established a Security Zone in the waters surrounding the Newport News Naval Shipyard. (See 33 CFR 165.504 for limits and restrictions.)

The Army Corps of Engineers has designated danger zones and restricted areas throughout the Hampton Roads area. (See 33 CFR 334.280 to 334.400 for limits and restrictions.).

TRANSIT SITE EVALUATION

The N.S. Savannah will depart the Reserve Fleet berth through Rocklanding Shoal Channel under the James River Bridge. The Rocklanding Shoal Channel is 5.5 miles long with a controlling depth of 24 feet and a width of 300 feet. The vessel will proceed under the James River Bridge for 9.5 miles and up the James River to the Newport News Channel. Newport News Channel has a controlling depth of 43.5 feet and a width of 800 feet. The vessel will continue through the Newport News Channel for a distance of 4 miles to Entrance Reach. Entrance Reach forms a junction with the Newport News Channel and Norfolk Harbor Reach about 0.65 miles northwest of Sewells Point. Entrance Reach extends in a Northeast-Southwest direction for a distance of about 1.4 miles and is 1500 feet wide with a controlling depth of 40 feet.

From the Entrance Reach, the vessel will enter the Thimble Shoal Channel and proceed seaward for approximately 11 miles. The approach is deep and unobstructed with a controlling depth of 55 feet. The main channel width of 1,000 feet is supplemented on each side by an auxiliary channel of 450 feet width with a minimum controlling depth of 32 feet.

TRANSIT SUMMARY AND BERTH

The exact transit inside will depend on the industrial facility or berth selected.

During the transit from the Reserve Fleet within the waters of Hampton Roads, there are no population exposure restrictions since the decommissioned vessel contains no volatile or liquid radioactive materials (i.e., in the absence of nuclear fuel there is no fission product inventory on board).

EMERGENCY PLAN

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The designated industrial facility will be responsible for providing adequate intrusion, fire and flooding protection while the N.S. SAVANNAH is in its care.

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