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UNITED STATES OF AMERICA

NUCLEAR REGULATORY COMMISSION

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PUBLIC MEETING ON NUCLEAR SHIP SAVANNAH LICENSE TERMINATION PLAN

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WEDNESDAY,

MAY 8, 2024

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The meeting was convened 5:59 p.m. EDT, Lynn Ronewicz, Facilitator, presiding.

PRESENT:

TANYA HOOD, Licencing Project Manager

ERHARD KOEHLER, Senior Technical Advisor, N.S. SAVANNAH

JANE MARSHALL, Director, Division of Decommissioning, Uranium Recovery, and Waste Program

LYNN RONEWICZ, Facilitator

LINDA GERSEY

NATE FUGUET

DIANA DIAZ TORO

JEAN TREFETHEN

EMIL TABAKOV

LOUIS CAPONI

SHAUN ANDERSON
ANDREW TAVERNA
NADIYAH MORGAN
JEN WHITMAN
STEVE WYMAN
NIKKI WARNEK
JANE MARSHALL
NEIL SHEEHAN
ANTHONY DIMITRIADIS

ALSO PRESENT:

JUSTIN LONG
ROB JACKSON
JOHN HICKMAN
ANNE JENNINGS
LEE DUBOIS
LORI GLANDER
DAVID MINGES
JACK FLETCHER
ZEDRA TAYLOR
LINA PLANUTYTE
JOHN DAMM
RUTH CHES
JOHN WIEGAND
ROBERT SHERANKO

LISA MILES

RICHARD SCHIAPPACASSE

WENDY COBLE

ANTHONY MARGAN

ANNA HOLLOWAY

JOHN KELLY

CORNELIA MUELLER

NADIA GLUCKSBERG

MICHAEL HAMBY

GAIL MARRCUS

CYNTHIA BEAROR

WILLIAM MCCREADY

MICHAEL TINKEL

RONALD THURLOW

MATTHEW ARSENAULT

PAUL JOHNSTON

SCOTT GINTER

LARRY BOING

KEN EGBUNA

WILLIAM FOWLER

HILTRUD KOEHLER

P-R-O-C-E-E-D-I-N-G-S

5:59 p.m.

MS. HOOD: All right and welcome. My name is Tanya Hood. I'm the licensing project manager for the Decommissioning of Nuclear Ship Savannah. This is a meeting that is being held between the United States Nuclear Regulatory Commission and the United States Maritime Administration. This is also to look at their license Termination Plan, to have a discussion related to that document. You will get more insight as we go along about where to locate that information.

This meeting is a common gathering meeting for the public. It is scheduled to be held between 6:00 p.m. and 7:30 p.m.. We have members of the public to get the opportunity to have your voices concerned with the NRC at this meeting. This gives us the opportunity to hear what your concerns are, give you a chance to make sure that we understand what you are asking, and give you the chance to have your comments asked at this time.

This is also, so that you're aware, some acronyms. We do our best to stay away from acronyms, but there are a few that you will hear. The Nuclear Regulatory Commission will be referenced as the NRC. The Maritime Administration will sometimes be

referenced as MARAD. We will also hear the License Termination Plan sometimes referenced as the LTP. So those are a few acronyms that you will consistently hear along the way.

At this time, I ask those that are members of the public that are in the room, I ask you to sign in because the sign-in sheet gives us an opportunity to make certain that we're accountable in the event of an emergency. If there is an emergency -- there's people logging on and off to the online meeting -- this is a hybrid meeting that is being transcribed.

With this I wanted to also share that for those that are in person, if there is an emergency, we would like for you to make certain that you follow the instructions that are given. And I'm going to ask Erhard Koehler, the senior technical advisor for the NS Savannah to come and give you that information and to let you know where the restrooms are as well.

Mr. Erhard?

MR. KOEHLER: All right, thank you, Tanya.

Welcome, everybody, to the Nuclear Ship Savannah. It's our great pleasure to host you on board for this License Termination Plan meeting. This space was equipped for this purpose. The design origanted with Al Adams from NRR at NRC, the new

office of Nuclear Reactor Regulation back 20-some-years ago. So it's been a long time coming and we're happy to be here.

Everybody's who's on the ship tonight, virtually everybody that's on the ship tonight is in this room. If there should be an emergency during the meeting, we have Nick Walsh and Caleb Soon from our staff who will go and investigate the emergency. It will likely be an alarm sounding. They will act as the first responders to go and investigate the condition. We will shelter in place in this room until I am notified by radio as to what the position of the problem may be.

In the event of an actual emergency, for example, a fire, then we would evacuate the ship, basically either the way that we came on board, or if the path were blocked we would go outside and we would use of the exterior egress ladders. So there's no work going on elsewhere; the chances of something happening should be fairly remote, but again, if that should occur, simply stay in here. I will give you direction and then we'll get you out safely.

As far as the restrooms are concerned, if at some point during the meeting you need to leave and go to the restroom, you're going to exit the room in

the back and simply go straight out through the glass door on the lefthand side of the window wall in the veranda. You'll take a ladder down on the lefthand side of the ship and the restrooms will be right there. So if you need assistance getting there, several members of the staff can assist you getting there. All right, thank you.

MS. HOOD: Thank you so much for that. So I want to be mindful that we do have a connection issue for those that are online. We will connect back with the online portion of the meeting when we get there. But at this moment I would like to have Jane Marshall, our Division Director, come and give you opening remarks. Jane?

MS. MARSHALL: Thanks, Tanya. As Tanya mentioned, I'm Jane Marshall. I'm the director for the Division of Decommissioning, Uranium Recovery and Waste Programs at the US Nuclear Regulatory Commission.

The NS Savannah or Nuclear Ship Savannah, is the world's first nuclear-powered merchant ship. When it was launched in 1959 as a demonstration ship and a signature element of President Eisenhaur's Atoms for Peace program, the Nuclear Regulatory Commission's predecessor, the Atomic Energy Commission, was there

to oversee that.

I now have the pleasure of overseeing the public's opportunity to participate in the decommissioning process. The purpose of today's meeting is to describe the NRC's License Termination process, the License Termination Plan for the Savannah, and to accept public comments. The License Termination Plan was submitted as a supplement to the updated Final Safety Analysis Report and is required to demonstrate compliance with NRC Decommissioning and License Termination requirements.

This meeting is provided prior to NRC's approval or denial of the licensed amendment. If the License Termination Plan passes the approval process, the NRC will approve it by a license amendment and then MARAD would finish implementation. After that, NRC will move on to License Termination. During this meeting NRC staff will provide insight about the decommissioning process and regulatory oversight and inspection program. The licensee, MARAD, will provide an overview of their progress and insight about their endstate considerations.

After that we invite you to share your comments and ask questions of the NRC staff. We hope everyone has an opportunity to ask any questions you

had and to provide comments. This meeting is scheduled to conclude by 7:30 this evening. We appreciate you taking your time today to meet with us and discuss the License Termination Plan for the NS Savannah.

I've also been informed that this is our first meeting aboard ship for the Nuclear Regulatory Commission. So thanks for joining us for that first for the NRC. With that, I'll turn it back over to Tanya Hood.

MS. HOOD: Thank you, Jane. So we would like to have the rest of the introductions take place at this time. We will start in-person with the NRC staff simply stating your name and your title. Then we will have the MARAD team introduce themselves with name and title. From there I will turn the meeting over to Lynn Ronewicz. She is our facilitator online.

She will ask the members of the NRC to begin with their name and title, and then the members of MARAD to say their name and title. At the end of that Lynn will give us some logistics associated with this meeting and then we will begin the presentation.

So I will start in-person by asking Nikki Warnek, our current branch chief for the decommissioning branch.

MS. WARNEK: Hi, my name is Nikki Warnek and I'm the acting chief of Reactor Decommissioning branch.

MR. DIMITRIADIS: Hi, good afternoon, I'm Anthony Dimitriadis. I'm the branch chief responsible for decommissioning 6:08 reactor HB in Region 1.

MR. CAPONI: Hi, my name's Louis Caponi, I'm a risk analyst.

MR. WYMAN: Steve Wyman, I'm the branch chief for the source manager protection branch.

MR. SHEEHAN: I'm Neil Sheehan, public affairs office of the -- Region One Office

PARTICIPANT: -- Office of Professional Affairs for the Nuclear Regulatory Commission over in headquarters down in Rockville.

MS. TORO: Hi, I'm Diana Diaz Toro. I'm an environmental project manager in headquarters. Thank you.

MR. TABAKOV: Hi, I'm Emil Tabakov. I'm financial analyst at NRC.

MR. PERRY: Hello, I'm Jack Perry, I'm a senior project manager at the Reactor Decommissioning Branch, but for this project I'm the backup VM to Tanya.

MS. HOOD: Thank you. Erhard, you can

begin with MARAD.

MR. KOEHLER: Good evening. My name is Erhard Koehler, I'm the senior technical advisor for the Maritime Administration Act as the licensee. We have a combination of direct employees and contractor staff here. I'm going to begin with Jay and the rest of the front row.

MR. TARZEY: Yes, hi, I'm Jay Tarzey. I'm the chairman of the Nuclear Ship Savannah Joint Venture. That's the company that's doing the decommissioning for the ship, contracted by MARAD.

MR. EGBUNA: My name is Ken Egbuna. I'm the assembly for MARAD ship construction and ship disposal.

MR. MOORE: I'm Chris Moore. I'm the senior advisor for strategics.

MR. DEROYCE: I'm Eric DeRoyce. I'm the License Termination Plan manager for the contractor that's supplying the services to MARAD.

MR. OSBORNE: My name is John Osborne. I'm the licensing compliance manager and a contractor to Jay Tarzey.

PARTICIPANT: -- Certified Health Physicist with RSCS and packing support for decommissioning needs.

MR. MACKLEROY: I'm Mark Mackleroy, I'm the head of safety here on the nuclear --

MR. MARGAN: I'm Tony Margan, and I'm a field inspector. I'm a contractor working for the Maritime Administration.

MR. KOEHLER: Nick?

MR. WALSH: Yep, I'm Nick Walsh, I'm a nuclear advisor with the RSCS.

MR. KOEHLER: Don?

MR. MCGEE: I'm Don McGee, I provide independent oversight for MARAD.

MR. KOEHLER: And Caleb.

MR. SOON: Caleb Soon with MARAD, Decommissioning Fireman.

MS. HOOD: Thank you. And now, Lynn, I'll turn it over to you for the online introduction.

MS. RONEWICZ: Okay, first of all, do we have any government officials online, and if so, please go ahead and state your name and title.

MR. TAVERNA: Hello, my name is Andrew Taverna. I'm a decommissioning inspector for the Region 1 Office. You can see Tony Dimitriadis is on, and it all comes from, he's my boss. I've been with the NRC for approximately three years. Thank you.

MS. RONEWICZ: Any other NRC employees

online who would like to introduce themselves? Okay, any MARAD and persons who are online and would like to introduce themselves?

MS. HOLLOWAY: Hi, this is Anna Holloway, Supervisor and Historian with MARAD.

MS. RONEWICZ: Thank you. Are there any others?

MS. MILES: Hi, this is Lisa Miles, I'm a contract specialist for the Savannah project.

MS. COLBY: I'm Linda Colby acting for the preservation officer that Anna will now be taking over for at MARAD.

MR. JOHNSTON: I'm Paul Johnston. I serve on the decommissioning panel and I'm Curator of Maritime History at the Smithsonian.

MR. ARSENAULT: Hi, I'm Matt Arsenault, Decommissioning Project Manager for RSCS.

MR. THURLOW: Ronald Thurlow with Nuclear Ship Support Services contracted at MARAD.

MR. WEIGAND: I'm John Weigand, Former Decommissioner and Program Manager working for Erhard, and currently supporting him as a contracting advising engineer.

MS. JENNINGS: Hi, I'm Anne Jennings, I'm working with MARAD as a contractor to support them on

the National Historic Preservation Act Compliance for the ship.

MS. RONEWICZ: Okay, are there any others online?

MR. DUDEK: Yes, my name is Michael Dudek. I'm a licensing project manager for X Energy.

MR. MCCREADY: Yes, this is Robbie McCready. I'm working with MARAD for field inspections. I'm online as well.

MS. RONEWICZ: Thank you. Anybody else? Okay, we'll look forward then. So good evening, everyone. Welcome to this hybrid meeting and thank you for attending.

My name is Lynn Ronewicz, and I will be assisting with meeting facilitation. I would like to reiterate that this meeting is being transcribed. Please keep yourself muted unless you have been called on to speak or have a speaking role. And please do not turn your camera on unless you are speaking and then remember to turn your camera off. This will save bandwidth and allow the focus of the meeting to be on the individual who is presenting or speaking.

This meeting is also being conducted through the use of Microsoft Teams. Should you have trouble with the Teams application I recommend that

you first use the Microsoft Teams link provided in the meeting notice, as opposed to the Microsoft Teams app, disconnect and try to reconnect to this Teams meeting, or use the teleconference number that has also been provided in the meeting notice to listen to this meeting.

When we get to the Question and Answer portion of the meeting, we will start with any questions and comments from people joining us in person, and then we'll go to the virtual attendees. If you're on the phone you will be pressing star-five on your phone to raise your hand, and then star-six to unmute your virtual connection.

A court reporter is transcribing this meeting, or else we are transcribing it. All questions/comments are to be made verbally for the court reporter to transcribe if they are attending, unless the Teams chat has been disabled. I will repeat these instructions when we get to the Q&A period.

And now I'll just turn this back over to Tanya Hood.

MS. HOOD: Thank you, Lynn, I appreciate that. The meeting agenda will follow as it has been presented in the public. We will begin with a

presentation for decommissioning, processing and experience, then we will move on to an inspector presentation for the decommissioning reactor inspector, Andrew Taverna.

And I'll turn the meeting over to Erhard Koehler for the licensee's presentation, and then we'll come back and wrap that up with a presentation from the NRC giving insights to the public about how you can participate with the public comment process and information related to the LTP review. Afterwards, we will go back into a virtual space where Lynn Ronewicz will support the public comment discussions with questions and comments at that time, and we'll close out with closing remarks from Jane Marshall, and then the meeting will be done. So thank you so much for your patience with all of the introductions and the beginning logistics associated with this meeting.

Our mission is closely tied to enhancing the decommissioning process. The NRC oversees each stage of the decommissioning radiological cleanup, and may conduct final surveys to verify the site meets the criteria that we have for our agency. Once the NRC terminates the license, the bulk of the site is then available to be repurposed as identified by the

licensee in accordance with state and local approvals. We will have the NRC continue to provide oversight for the decommissioning activities through that entire process.

Next slide. This slide shows a graph of how much the NRC has already gone through decommissioning. We have got over 20 years of experience decommissioning over 80 particular sites related to the material sites, research test reactors and power reactors. Even though the Nuclear Ship Savannah is a ship, it is still a part of the process of what we have as an agency continue to do.

The United States Nuclear Regulatory Commission is the only one worldwide combined that has the most decommissioning experience. And we will take that experience and continue to move through the process through our technical review. Next slide.

The notification is the beginning of the reactor decommissioning process. The initial notification for permanent cessation in operations and permanent removal of the fuel from the reactor is required to begin this process. NS Savannah provided us that information initially in 1971 of their intent to decommission. The fuel was removed from the reactor in 1971, and a possession-only license was

issued in 1976.

The submittal of their Post-Shutdown Decommissioning Activities Report, which is often listed as a Decommissioning Report, was initially submitted to the agency, December of 2006. That was withdrawn and the current submittal that we have for their licensing basis was updated and provided to us December of 2008. That began a public meeting to have the public have comments and questions associated with what they call the PSDAR, the Post-Shutdown Decommissioning Activities Report, and that public meeting is similar to what we're having here today.

We are now at a space where the License Termination Plan, which was submitted to the agency October 23 of 2023. The staff is still in the midst of that technical review. I will give you more insight as we go through this presentation about how to access that License Termination Plan and how you can provide your public comments associated with it.

Next slide. Each nuclear power reactor licensee is required to submit the License Termination Plan prior or along with an application to terminate their license, at least two years prior to termination. It includes these areas: the site characterization, which is used to understand the

environmental and radiological conditions of the NS Savannah, and to prepare for the cleanup associated with it.

Identification and planning remaining dismantling activities that is associated with the decontamination and dismantling of the items associated with the plant to get it to its final configuration; the plans for the site remediation, this describes how the NS Savannah intends to remediate any residual radioactive activity so that the property may be released under unrestricted conditions.

And then a detailed plan associated with the final radiation survey. This demonstrates to the NRC that their radioactive materials do not exceed the NRC criteria for termination of the license. Then there's the updated site-specific decommissioning cost estimates that is provided to us so that we can assure that there is enough funding to adequately release the site for decommissioning without any concerns. Then there's the supplements to the environmental report. This includes an evaluation of the site-specific environmental impacts of decommissioning activities that's associated with the decommissioning for the site and what is expecting around this area. This is

to association any changes from the original submittal so that we can see what is occurring in real time and support us along the way for our review. The staff has looked at these items as well, and we continue to look at as we go through our review.

The NS Savannah is planning to conduct a safe dismantling and decommissioning, indicating that their radiological criteria for a dosage that they are working towards is 15 millirem per year, so that they can properly release the ship for unrestricted conditions and license termination. Under the NRC's decommissioning regulations, a site is considered acceptable with a 25 millirem per year criteria. This includes all exposure pathways, as well as ensuring that any residual activity has been reduced to levels as low as necessarily achievable.

For comparison, for those individuals that typically go to the doctor. A lot of what we receive from the average American is about 620 millirem per year. Half of that comes from your medical elements that you're dealing with. To give a closer number to what we're working towards, if you're an individual that lives in an older brick home, we have about 100 millirem per year coming from the background radiation associated with it.

So the goal that MARAD has associated with their dose criteria meets what the NRC is asking for, when you see what is typically given on a regular basis to the average American. Next slide.

The Nuclear Ship Savannah is a unique facility. It is the only floating power plant. NRC's criteria for release is established with the dosage that I just finished sharing with you, but we do not prescribe any site-specific end use for that ship. That is up to the licensee to make a determination about what they would like to do. But once the NRC has completed its review and terminates the license, then the licensee is free to release the ship without restrictions. Next slide.

And now that concludes my particular portion. I will turn it over online to the Reactor Decommissioning Inspector, Andrew Taverna. Andrew?

MR. TAVERNA: Thank you, Tanya. So for my portion of the presentation, I will be giving a general overview of how we can conduct inspections as released to decommissioning. Next slide, please.

So for the decommissioning inspection program, it is based on the licensee meeting NRC regulations, license-based documents and guidance documents, such as MARAD's, as appropriate. The

program office MSS will perform licensing reviews and safety evaluations of those license amendments. Regional inspectors like myself, we perform documentation reviews and onsite inspections to ensure that the site is following regulations and following license requirements. We document the inspection and then special report along with any violations that might be found.

Enforcement actions, if any, will be taken for violations in accordance with NRC enforcement policy. Next slide, please.

So we inspect using inspection -- Chapter 2545, Research and Test Reaction Special Program. When the site enters into the program, we perform oversight and verification of decommissioning project at the site. Then the decommissioning special program ends when the license is terminated at the site. Next slide, please.

The objective of the inspection program is to obtain information through direct observations to document, and documentation reviews, and verification of licensee activities. And that is just to determine whether the site is being decommissioned safely and that site operations and license termination activities are in conformance with applicable

regulatory requirements. And not just regulatory requirements, but site licensing basis, licensee commitments and --

Next slide, please. So our inspection is very, I would say, very intrusive. Decommissioning work that we inspect uses a variety of activities and a review of licensee programs. We assess them by looking at various activities, such as site status, modifications, maintenance, surveillance, transportation and radiation protection. The amounts and complexity of decommissioning work, as it increases so does the number of our inspections. So if there's a significant safety risk, significant safety activities at a site, we really want to focus our attention on those as well. If there's nothing really going on at the site, we reduce our onsite observations.

Next slide, please. Special planning and effort, so we kind of try to develop a sort of master inspection plan in advance. We start with activities that the NRC may undertake and we try and coordinate that with the program office. One caveat I see with decommissioning, unlike operating the reactors, decommissioning schedule can slide. So as the inspectors are trying to be flexible, we have a team

of inspectors so if I can't be at a certain activity that I want to observe, I try to coordinate with another inspector to have them go and see that particular activity.

Again, I coordinate that with the program office and then we're in communication with the site. We have monthly calls with the site to understand what's going on at the site. The inspection effort includes reviewing licensee correspondence. We ask for documents related to site activities that we're going to see. We look at previous inspections, we look at previous inspection reports, and also include talking to other inspectors that have been at the site previously. Once we finish our planning and we perform the inspection and we identify any findings or violations. We communicate that to the licensee during an exit meeting. Again, like I said before, violations are handled in the course with NRC enforcement policy.

Next slide, please. This is my last slide. So after an inspection is completed, we get with NRC management and we go over what we did for the inspection and we debrief them if we have any violations or issues of concern. We issue an inspection report within 30 to 45 days after the

inspection is complete. When we exit, that's when the clock starts. 30 days are for solo inspections, 45 days are for team inspections.

As you can see on the slide here, you can go to that link and search the docket number provided there to look at previous documents associated with the NS Savannah. That concludes my portion of the presentation. Ill turn it over to Erhard Koehler. Thank you.

MS. HOOD: Thank you. Erhard.

MR. KOEHLER: Okay, somebody start the timer. I've been told I have 15 minutes, maybe 20 if I'm lucky, and that would be a world record for me. I have a number of slides that are historical in nature. We're going to kind of gloss over them a little bit. The presentation is available on the MARAD website. It would be available on the NRC website. There are copies for people here in the room. And so for those of you online you should be able to download it.

Let's get to the next slide, please. This presentation is not intended to duplicate material that has previously been docketed. So you can see that we have had a number of other meetings beginning with that PSDAR back in 2009. We've had a number of

pre-submittal meetings with NRC where the presentation materials are docketed. We have a couple of follow-ups that I'm not certain whether they're on the docket, but if somebody asks I'm sure we could provide them. So these are good references if you search Atoms and look for those to get a sense of where decommissioning progressed from 2009 to present.

Next. I'm going to talk a little bit about the facility history and milestones, an overview of our decommissioning process and the progress, and in particular, as this is a national historic landmark, the implications of historic preservation, consultation and compliance with the National Historic Preservation Act and state considerations, understanding that MARAD has several possible end states for the ship, but a preferred outcome of preservation. And then in that how we demonstrate compliance with the license termination radiological criteria.

Next please. The mentioned ship is a national historic landmark. It possesses tremendous significance. It is the signature remnant of the Atoms for Peace program, and I would be remiss if I didn't remark that so much of what NRC does, so much of what the United States does in the peaceful uses of

nuclear technology, that the world uses nuclear technology peacefully stem from President Eisenhower's 1953 Atoms for Peace speech. And we are sitting in the Eisenhower Room, named in his honor in 2009 for that groundbreaking work that he did and as the inspiration for this ship.

Savannah is a relic. It dates back, it was proposed in 1955, it was authorized by an act of congress in 1956, it was constructed through the latter part of the 1950s and went into service in 1962.

Next. In context, it is a first generation site. So you can see on this slide a number of other first generation facilities. The Manhattan Project Facility that began it all, U.S.S. Nautilus, just a handful of years before Savannah, was the first nuclear power ship to demonstrate that this technology could be used to make a ship move. The shipping port nuclear generating station in Pennsylvania in 1957, the radioactive wand used to trigger the construction of shipping port was the same one used to trigger the construction of Savannah the following year and other first generation sites.

This is really the last one left other than Ledden, which is preserved as a museum in

Murmansk, a hotbed of tourism in Murmansk, Russia. The U.S.S. Enterprise will be decommissioned by the Navy in next decade or so. Of course, Nautilus is preserved up in Groton, Connecticut. Next.

Savannah was an extremely successful program. Do not let the myths and legends of the internet confuse you or take you down any other road. Savannah had specific things it was intended to explore. It explored them all and answered most of them. The fact that there were not second and third generation nuclear ships following Savannah had more to do with politics and finances than anything about the Savannah program in and of itself. So it was an extremely successful government RND program that was ended in 1970 because the federal government had had far greater needs for the money that was being expended, Apollo, Vietnam, Great Society, among them.

Next. The reactor operating history and the licensing history presented here up to the possession-only license in 1976 - one thing I will say is that you can see the defueling completion date in December 1971, was retroactively declared to be the permanent cessation of operations. In 1971 there was no such thing as permanent cessation of operations. In 1971 there were not decommissioning rules. There

were no regulations, there was no guidance. That didn't happen until 1974. And so we actually declared that date in PSDAR to be the defacto permanent cessation of operations, which established that 60-year time frame that Tanya spoke about in her presentation. And we have, of course, combined use of safe store and Decon to get to this state.

Post-operation, Savannah was a museum. It was intended to be a museum in Savannah, Georgia. That did not work out. It was a museum in South Carolina for 13 years. I repossessed it in 1994, and I've been with it ever since. But we anticipated that the ship would go into a much longer extended period of safe store in 1994, that it would go into our reserve fleet in Virginia, and we would basically all retire before anybody did anything with it again. That didn't work because 9/11 happened.

Although 9/11 did not have a direct nexus to NS Savannah, the federal government in the wake of 9/11 looked at all sorts of different vulnerabilities and had to address those vulnerabilities, and one of them was this floating, old nuclear power plant in the middle of the James River in Virginia, and so Administrator Schubert in February 2002, which was 22 years ago, decided to decommission. We are finally

here. Next.

MARAD is the federal government's agent to dispose of non-military ships, noncombatant ships, both the ships that we own and ships from other agencies. We have principal ways that we can dispose of those ships, primarily ship-raking or recycling, scrapping, as it's known. Sometimes we can sink a ship as an artificial reef, and in rare cases, ships can be preserved. The Maritime Administration has in fact donated a number of vessels over the years that are museum ships today, including the John Brown, which is laying here at Pier 13 near Savannah; that was many years ago.

MARAD has these three possible end states for Savannah, okay? And LTP considers each of these potential end states. However, from the earliest days of the project, virtually from that meeting in February 2002, when the administrator decided to decommission, the next question was what are we going to do with the ship?

And this was kind of a heady time for historic preservation. We had the Preserve America executive order in 2003, and a number of other initiatives that had come out in the Clinton Administration before. So historic preservation was

given great prominence. So a very early decision made by MARAD was that we would seek the preservation of the ship. It did not unduly influence decommissioning because what we ultimately found was that those two things complemented each other very well.

Next. As a federally owned landmark, the highest standards of care under preservation law apply. And so we are charged as part of this process to minimize harm to the landmark. Now decommissioning the dismantlement of the nuclear power plant and its disposal in a low level waste repository would seem the antithesis to minimizing harm. And so finding a middle ground, finding an approach that combined those two was the principal challenge for the project.

Next. We established these principals in 2005 and these have guided the project to the present day, all right? Wherever possible, decommissioning will be undertaken in a manner that fosters future preservation, that we will not create additional big holes in the ship to get stuff out, that if there's an option to be considered, we'll take the option that promotes preservation, and if there are opportunities to improve the ship during decommission , we will use those.

All of the infrastructure modifications,

and I'll talk about that, we've made to the ship over the years, are intended to have some form of adaptive reuse. That adaptive reuse may not occur because the ship may be scrapped, and that is a distinct possibility, but if the ship is preserved, the structures that we built for decommissioning had a second life in that next life.

Next. The decommissioning process is primarily engaged with the nuclear power plant itself. For those of you online, I'm standing at the screen and I'm circling the containment vessel cutaway, which is the right hand of the two cutaways on this slide. And as we'll show later, we were able to preserve some signature remnants of the nuclear power plant that we are confident meet the license termination criteria, and result, in effect, in minimizing the harm to the power plant and providing the possibility for future interpretation.

Next. The project has been ongoing since 2017. We have submitted the License Termination Plan relatively late in the process, near the end of the dismantlement phase. During phase one, which was primarily engineering and planning, we also undertook the infrastructure modification to the ship and we had an opportunity when the ship was dry-docked to remove

some of the components that were near the skin of the ship, that were most easily removed when the ship was out of the water.

That phase completed in 2021. These are some of the infrastructure improvements that were made to the ship, the climate controls that allow our decommissioning workers to work year-round without suffering the heat and cold stress that ocean defines and the need to break productivity. They worked through. There were very few times where we really had to break production in order to take breaks because of either heat or cold.

Improved access and egress, facilities for contractors and staff, restroom facilities so people wouldn't have to leave the ship in order to go to the bathroom, and then they stay on board, that increases productivity. And the training center, which someday might be something else, a theatre or some such thing. Next.

These are a number of photographs, again, of some of the improvements. On the upper left is the portal, the horizontal portal we built into the C.V. to allow for safe access and egress by workers that also turned out to be an excellent material handling path during dismantlement. On the lower left is the

area in Cargo Hold 3 where we established a water collection, a contaminated liquid collection bladder, so that liquids that were trained from systems as they were being dismantled were collected here and then transferred off the ship to tanker trucks that went to Irwin, Tennessee for processing.

And then on the right hand is a vertical stacked photograph of the Cargo Hold 4, material handling and packaging facility, where intermodal containers would be at the bottom of the shot, that's the tank top area of the cargo hold, and at the very top the ribbed structure is the hatch that opens to the weather. And so cranes outside the ship would be able to lower the empty intermodal containers in and raise them out. You can see the stairs in there that allow the workers to access. And difficult to see at the bottom of the picture is actually what we call a heel control system, which is a pair of pumps connected to two ballast tanks on the wings of the ship, that allow us to heel the ship to one side or the other or to keep it on an evenkeel, particularly when we were lifting the reactor vessel to improve clearances. So all very important infrastructure.

Next. Safety, always job one, every job begins with a safety pre-job brief, work planning and

so forth. This happened to be for one of the intermodal lifts. Next.

These were the removal of the buffer seal charge pumps in the dry dock in 2019 in Philadelphia. Next.

This was back in Baltimore where the process began with removing the cupola head and the shield ring. They were on top of the containment vessel. So this was done in 2020 when the ship came back from dry dock. It was lifted with a barge crane that was located off on the starboard side of the ship. The structures themselves are on the pier in storage. They will be replaced on the ship at the end of the project.

Phase two began additional decommissioning, engineering and planning. The detailed plans for dismantlement, for waste material packaging, for transportation, for disposal and the like.

How am I doing on time?

MS. HOOD: Good.

MR. KOEHLER: Good? Okay, all right, talking fast. It's like I'm back in New York.

All right, we began minor component and equipment removals in September of '21. This, by the

way, is the contract that was awarded to NSS Joint Venture, and they have been doing a bangup job. You know, it's RSCS and Energy Solutions as the prime members of the joint venture. So we've been very fortunate to have that deep body of experience at both companies bring to the decommissioning process. And Energy Solutions does not have a monopoly on decommissioning in the United States. I know you like that, and I know some of the other guys do, but they do really well. So we've been well served.

So this all began. We had a major change in approach to how we originally intended to remove structures inside containment. It was proposed in November of '21, we approved it in February '22, and it's really what resulted in the retention, as you will see, of the neutron shield tank outer wall. We surgically extracted the reactor from the center and that was primarily to reduce the occupational risk associated with the dismantlement and disposal of the lead shielding on the outer wall of the neutron shield tank.

Removing the lead that had been heat-treated and fixed to this thing was proving to be a little difficult. When you can't rip and ship it's difficult to do that and it all had to be done by

hand. So it was a very thoughtful change in approach that was made by the contractor that was proposed at MARAD, which we accepted. The end result of that is a tremendous addition to the preserved components inside the plant as we'll see.

Major components were removed throughout 2022. The vertical stack inside containment, beginning with a control rod to rod tower; the vessel had several of the internals that protruded above the flat surface of the bolting ring, and then finally the reactor vessel itself removed on November 8, 2022; the same day my granddaughter was born. And then we slipped that reactor vessel through the Howard Street Tunnel in the dead of night a week later, and it went out to Clive in Utah. All of our waste has been sent to the repository in Clive, Utah, with the exception of the water that was processed at Irwin, Tennessee.

The major dismantlement was completed in the spring of last year; we're in a wrap-up now. We went through and did a lot of additional minor interference removals to get the spaces really clean and ready for final status survey. Sometimes it's difficult to get around waterways and things like that, so we removed a lot more cable in the tail-end of phase three. We are finishing it up now with the

removal of grading inside the C.V. where it's being replaced with fiberglass material.

So I have a number of photographs, if we can slide through those. These are workers engaged in the hand dismantlement of systems and components inside. This is in the containment vessel in this series of shots. This is all in the containment vessel on the first level inside the portal.

Next. This is material handling coming out of the portal on the upper left, using that with hand trucks, and then receiving the material in Cargo Hold 4 in the lower two shots. There's a high reach-down on the bottom, which can go up one deck, pick up the waste material and bring it down for loading into the IMs in the intermodals in the lower right photo.

Next. Again, packaging into the intermodals, this is work taking place inside Cargo Hold 4. It was very important to us, the license site boundary for NS Savannah is the ship's perimeter, okay? And so unlike a land-based site where there's quite a bit of property where you can do a number of different things, or you have auxiliary buildings that are cleared out and can be repurposed for other things, we didn't have the luxury of space. We only had the internal volume of the ship.

Anything that would happen off the ship would be very expensive. You can find a mobile license, you can do work off the ship, you can come in with that type of a license. However, you have to find somebody who is willing to rent you the land to do that. You have to ensure that you don't schmutz it up and you have to clean it up at the end. And if you do it in a shipyard, lord forbid, because that's the most expensive place in the world to do work, is in a shipyard.

So we found that - I have five minutes left, she is telling me, wow. Is that five minutes to 15 or 20?

MS. HOOD: To 20.

MR. KOEHLER: Okay, so we did it all inside. Next, next, next. Okay, more cutting up, next. Again, working safely, proper protective equipment going on. Next. Truck crane on the pier to lift the intermodals. Next, load them on the trucks. You will get a copy of all this. There's a video down at Cargo Hold 4. The barge cranes were used for the heavy lifts out of the containment vessel. This is control rod drive tower on the upper left, same photograph with this crane. This is now engaged to work over on the Francis Scott Key Bridge.

This is the reactor removal in November of 2022. We are now in phase three. We submitted the LTP. We are rolling into the final status survey program. We are working towards coordinating a schedule for confirmatory service by Oakridge in the summer of 2024. We continue to have our monthly status meetings with the NRC.

Next. The end state condition. Our consultation under the NHPA was initiated in 2018. We have what's called a programmatic agreement. The NRC is one of the parties to the programmatic agreement. That was signed in March of 2023, which was some months before we submitted the LTP.

I would like to go on the record as saying that the federal agency, in my experience, most interested in preservation of NS Savannah outside of MARAD itself, has been the United States Nuclear Regulatory Commission. And I really want to thank NRC for its deliberative approach to this, the serious nature of it, and the appreciation of NS Savannah as a shared legacy because it was the atomic energy commission forerunner of the NRC that was the joint program partner with the Maritime Administration that created this ship. So it's tremendously appreciated how much the NRC cares for this, just as we do.

So meeting Minimized Harm was using the License Termination criteria, the radiological criteria for release, and determining this plant operated very cleanly. If there were components that we're going to be below the release criteria that we could preserve, seek their preservation.

Next. Whatever we do, scrapping, reefing, preservation, preservation implications with the Toxic Substances Control Act, there is PCBs on the ship, the United States Environmental Protection Agency is engaged in anything we will do. This is the principal reason why we adopted the 15 millirem standard that the EPA likes to use. We can debate that, you know, whether it's appropriate, but they like to use it, and we're using it because we don't want to have conflict with the EPA after the license is terminated.

Next. So where are we today? Tanya talked about background radiation in the United States. This ship protects us from lots of background radiation. You are really receiving less exposure inside the ship than you would get once you leave that ship, and that is from ground sources, waterborne sources, cosmic sources and background radiation. For years, for years, when the ship was a museum, when the ship was operating the reactor was operational, the

exposure to passengers in this room and all the other spaces on this ship, was effectively zero. They didn't wear -- okay? And nothing changed after the plant ceased operating, and nothing has changed with the plant being dismantled and removed. So really, our challenge is to demonstrate of what remains inside the C.V., where do we stand?

Next. So again, we already meet unrestricted release criteria than most other places. Implicit in the release criteria is the possibility that some material remains behind. And our challenge is to demonstrate.

So next. Our end state is that we have some signature components remain.

Next, we looked at these three scenarios. We looked at the people that would be engaged in these three scenarios. We looked at the preservation scenario, the docent that's in the C.V. - counting down, how much time?

MS. HOOD: You have four slides, left, go, go, go.

MR. KOEHLER: What does the docent who stands in the containment vessel for 250 days a year get, plus the zero. The ship raking, the person that's cutting up the plant after it goes to Texas to

be scrapped with its residual contamination. We use extraordinarily conservative numbers. We ridiculously over-expose the workers that were doing that work, and we demonstrate that in dismantling that remaining residual radioactive material, the worker is not exposed beyond the 15 millirem per year limit.

In the reefing scenario, which is plausible, but less likely, by statute, anybody can ask and we can give a ship to be reefed. We have policies that say we don't do ships that are of this vintage because of the presence of PCBs. That doesn't prevent somebody from wanting to remove all the PCBs. It doesn't prevent the power of a lone congressman from New Jersey, you know, who might want to dive on it. And so we had to at least consider it.

We went the extra mile. The purpose of artificial reefs is primarily to support commercial fishing. It is not for sport diving. And so we came up with a residential fisherman scenario to kind of parallel the residential farmer which is not appropriate to Savannah. And we demonstrate that in the reefing scenario, again, we meet the radiological release criteria.

Next. All right, couple last pictures, I think. These are some of the dismantlement shots.

This is before and after. So this is before, this is after. Next.

Again, before and after. You can see the state of the spaces virtually bare steel.

Next. And this is underneath the containment vessel, and after, virtually bare steel. Just the cat walk, some of the temporary lights and so forth.

Next. This is inside containment before, including the asbestos flagging that's now gone.

Next. Clean steel. All right, next.

Last slide, I think, next to last slide. So what we have, what have we got left? We have something that doesn't exist anywhere else in the world. We have the signature components of a nuclear power plant in their native state capable of being released and capable of visitation and interpretation in the future.

If that doesn't sell the ship, I don't know what will. If the ship survives, this is a remarkable thing that we've done. If the ship doesn't survive, we should at least get an award. So again, nowhere else in the world can you ever see this, all right? Because on the Nautilus it's hidden. On the Lennon it's hidden, and everywhere else that it might

exist it's still in service. I believe that's my last slide. Thank you.

MS. HOOD: So for those that are listening, we are conscious of time because this public meeting is for the public. We want to give you enough information so that you can get an idea of what's happening with what we're doing with the License Termination Plan. What's happening with the type of review, insight about the ship, so that your comments that you'll provide will be informed. We also want to ensure that we give you enough time to ask your comments and questions when we get to that portion of the meeting.

But before we get there, I still have another presentation. So to go over the License Termination Plan with you, as previously stated, the license termination submittal was submitted to the NRC October 23, 2023. It is currently available at the NRC's Agency Documents Assessment and Management System. We had that as an acronym ADAMS.

You can locate that at the Nuclear Regulatory Commissions website. When you go to the website, I'd like for you to select at the top tab Document Library. That will take you to the public ADAMS. There you can look up the accession number

associated with the License Termination Plan as ML23298A041. The NRC has already done the acceptance review of this submittal. That is located under accession number ML23352A371.

For those that do not have access to ADAMS, you have the opportunity to give us a call. There's a 1-800 number: 1-800-397-4209. There is also a local 301 number. And this information is available for you with the slides that are associated with this public meeting schedule. The slide presentation that we are currently showing now as a slide presentation that was provided to you by the licensee are on that meeting schedule. You can also email us at PDR, Papa-Delta-Romeo, at NRC.gov.

There is a hearing opportunity available with this license submittal. It closes May 28, 2024. The comment period, which also supports us being here giving you more insight associated with this review, closes June 3, 2024.

Next slide, please. The License Termination process is an activity that describes what the NRC is reviewing regarding the performance of a final status survey that demonstrates to the licensee the criteria that the licensee has met the NRC's criteria for decommissioning. The final status survey

consists of scans and surveys, direct measurements and physical sample collections and analysis.

The final status surveys are done to demonstrate to the NRC that residual radioactive material and the facilities attributable to past license conditions do not exceed the NRC's criteria. You have already heard from the license and information has been provided by Erhard that this plant, when it was running, was already below our current criteria and what they are licensing to for their projection is the 15 millirem per year which is EPA's criteria, which is still below the NRC's quite specific criteria.

The NRC staff reviews the final status survey design as part of the License Termination Plan review, and to determine whether the survey design is adequate for demonstrating compliance with the radiological criteria for license termination. The final status survey results are compiled in a final status survey report that the NRC used and compares to the NRC's confirmatory survey. That is an independent survey that the NRC does for our compliance measures. When the license is terminated, if it is terminated, and it will do so when it meets the site release criteria that we have.

Next slide. For those that are needing access to the information associated with the license termination plan, you can find that information on the NRC web by going to the policy ADAMS that I stated initially. We have also placed this information inside of the federal registered notice. That notice can be accessed on Regulations.gov. You can go there and place the docket number in the search field: NRC-2024-0060. We published the information in the federal register on April 3, 2024, and you will see in there where you have the opportunity as the public to place your comments. Those comments are due to the NRC by June 3, 2024.

Next slide, please. And now we are at the comment and question portion and we've given enough time for the public to ask your questions. We will start with any questions that we have that are in the room, and then we will move online where Lynn Ronewicz will run the discussion points for the public meeting and give any insights associated with that.

I'm going to turn the meeting over to Lynn. She will run the next portion of this. Thank you for being here at this time. Lynn?

MS. RONEWICZ: Thank you. As Tanya said, we'll now go to questions or comments within the scope

of this meeting. We are first going to ask those joining us in person if they have any questions for the NRC staff and then we will go to the virtual attendees. I will call on you by name in order of hands raised.

Please remember to speak loudly and clearly, stating your name first. And if you are affiliated with any entity, please state that entity. If you dialed in by phone, please raise your hand by pressing star-five and then once called on, press star-six to unmute yourself.

For accessibility purposes, you may turn on the closed captioning for this meeting by selecting the three dots on the top of your screen where it says More. From the dropdown menu, depending on your version of Microsoft Teams, you can select Language and Speech or accessibility to turn on live captions. Again, please keep your microphones muted unless you are speaking.

So at this time we are first going to go in the room. I see hands raised, but first we're going to go to those in person to ask if they have any questions or comments in the room before we go to online.

MS. HOOD: There are no hands being raised

in the room at this time, Lynn. You can begin with those that are online.

MS. RONEWICZ: Okay, so it looks like David Allard. Please go ahead with your question or comment.

MR. ALLARD: Hi folks, David Allard. I'm the vice-chair of the Three-Mile-Island Unit Two decommissioning, vice-chair of the Community Advisory Panel for decommissioning CMY Unit Two. Tanya, nice job, Andrew, Erhard, really good job there with you here. Just a quick question regarding the license.

Andrew mentioned that the termination is under research reactor, research test reactor protocol. Erhard, you mentioned that it was a power reactor, which I guess technically the reactor was a power reactor; for a ship, very unique. Just wondering what the decision was, and I think I know the answer, but what the decision was for going the research test reactor route.

MS. HOOD: So thank you for the question. One of the reasons why the NRC initially designated it as a research test reactor is because at the time when the Atomic Energy Commission was partnering with the government to put the ship together, it was considered a test reactor even though it has actively had a

pressurized water reactor associated with it. So that was to give us an idea as an agency, how we can look at it, get some determinations, but once we made that as a legacy element, we let that remain, the parameters associated with the inspection is what was already prepared and shared with you in the presentation that Andrew Taverna has. We still do a quality inspection associated with it even though it is currently on paper labeled as a research test reactor. We were aware of what type of reactor was located on the ship when it was active. Hopefully that supports your response.

MR. ALLARD: Great, thanks. One quick follow-up question. Regarding Erhard going for the 15 millrem versus the 25, we could talk about that offline, but by going to 15 millirem, and this is really a question for the NRC, do you consider that 15 millrem basically satisfying the ALARA requirement for the 25 millirem plus ALARA by going through 15 millirem criteria. Thanks.

MR. DIMITRIADIS: Hey Dave, this is Tony Dimitriadis, the branch chief.

MR. ALLARD: Hi Tony.

MR. DIMITRIADIS: How are you? Good, good question. If you consider the 15 millirem, so you

know the regulatory limit for us is 25 millirem plus ALARA. So for MARAD to go to 15 is well within the ALARA we believe.

MR. ALLARD: Okay, thanks. Thanks, Tony, cheers. Thank you, folks.

MS. RONEWICZ: Thank you, and we're waiting for any other hands raised. Any other additional questions or comments.

MS. RONEWICZ: So far no hands raised. Did anybody in the room have anything at all or nothing at all in the room?

MS. HOOD: Nothing at all in the room at this time.

MR. FLETCHER: I just have a question. I'm not sure of the answer, but I was reading that in like a 2013 article, it said the ship is operating on a $2 million budget. Do you have any sense of how that would - I assume it's changed, but how it would change further after the License Termination Plan?

MS. HOOD: That's a question for you to answer.

MR. KOEHLER: Okay, money. All right, Chris? Oh yeah, you need to state your name.

MR. FLETCHER: I'm Jack Fletcher.

MR. KOEHLER: Jack Fletcher, okay. So

Jack, the Savannah for its entire history, with the exception of the brief interlude when it was a museum in South Carolina, was been on the federal budget. Our baseline services budget today is about $3 million a year; that's what we ask for. That covers the cost of the labors facility, it covers the cost of our personnel to do the basic minimum standards of keeping the ship safe at the berth. The ship is the primary safety boundary element of the nuclear power plant, so keeping it safe and secure and in good mental condition is, we believe, we define as an element of the license activities. And keeping the lights on, the utility cost, and so on and so forth.

Ironically enough, back in the 1960s, the budget for the ship was about $3 million a year. So we think that that's pretty good, you know? It's not too much off of inflation. Of course, we're not sailing around the world anymore. That amount of money is for a federal ship-keeping staff and the federal government keeping the lights on and so on and so forth.

If the ship goes into a preservation scenario, there are a number of different ways that that number might come down. It depends on how an entity would staff the ship. Usually there's quite a

few volunteers and far fewer paid staff. They might not have to pay a lease, a full commercial-rate lease for the pier. We're probably not going to get much of a break on the electricity though.

So the budget could down by as much as half depending on different scenarios for some alternate user, but at the present time we're at about 3 million a year.

MR. TABAKOV: And I from NRC -

MS. HOOD: Emil, say your name.

MR. TABAKOV: Oh, Emil Tabakov. I'm the financial analyst, and that is the prediction right now for the next three years, about that much. So we found it reasonable and we did a cost estimate that we need to make sure that they can be --

MR. KOEHLER: Thank you.

MS. RONEWICZ: Okay, we're going back online to see does anybody have any questions or comments online? If so, please raise your hand. John Kelly, please go ahead. John Kelly, you can. Are you able to unmute yourself?

MR. KELLY: John Kelly, former president. I was just curious how the NRC be engaged. Is it from MARAD or is this -

MS. HOOD: Can you repeat the question?

We did not understand it.

MR. KELLY: Yes. So the NRC trying to be license termination reviews, is that being funded by MARAD or is that within the NRC's budget itself?

MS. HOOD: It's a combination question. The Nuclear Regulatory Commission receives its budget from Congress. Our licensees pay fees associated with the review of what the Nuclear Regulatory Commission does. At that time, when we get budgeted, our budget comes from Congress, but the licensee does pay fees that go into the bucket that reimburses elements of what the NRC gets paid. Does that help support you?

MR. KOEHLER: I think I can offer a follow-up.

MR. FLETCHER: So the Department of Transportation -

MR. KOEHLER: John?

MR. FLETCHER: Yes.

MR. KOEHLER: John, this is Erhard. I can add to that slightly. So those of you who are feds or former feds, or appreciate federal budgeting, know that there's this thing called the Anti-Deficiency Act. And the Anti-Deficiency Act generally holds that one federal agency will not pay another federal agency for services.

Well, back in around the middle 2000s, the Department of Energy had this little thing going on called Yucca Mountain. That was supposed to be licensed by the Nuclear Regulatory Commission, and that was consuming an awful lot of the NRC's budget. So the Energy Policy Act of 2005 introduced this little tweak that said federal licensees will now pay fees for NRC inspections. We don't care what the Anti-Deficiency Act says. You're going to pay fees.

And I think that was really supposed to be for the DOE, but it wound up catching us and a few others as well. So MARAD has been paying fees since 2005, and believe me, I've had to explain that to more than a few budget officers over the years. This is what the law says. So yes, we do pay fees and we're very proud to do so.

MS. HOOD: Thank you, Erhard. Appreciate that, Erhard. John, does that support your response?

MS. RONEWICZ: Okay, we're waiting for any other hands raised online, and of course, if anybody else has anything in the room, feel free to speak up.

MS. HOOD: There are no other questions in the room.

MS. RONEWICZ: Okay, no hands raised, but why don't we give it just a few more seconds or so

just to see if anybody has any questions before I turn it back over to you, Tanya, to close it out. So far no hands raised. It looks like we have no other questions or comments, Tanya.

MS. HOOD: Thank you so much for that, Lynn.

And with that, we want to say thank you. Thank you so much for participating in this public meeting related to the comments associated with License Termination Plan for the Nuclear Ship Savannah. I will now turn the meeting over to Jane Marshall for our closing remarks.

MS. MARSHALL: Thank you, Tanya. So I get the pleasure of both opening and closing the meeting this evening. I'd like to thank you for taking your time to join us here onboard the ship whether in-person or virtually this evening. Thanks for the questions and the discussion. I was really pleased to hear as many historians as are online and the preservation aspect with the ship. Again, as Tanya mentioned, we invite you to provide your comments online on this topic, or if you have other questions you can also contact the Nuclear Regulatory Commission staff.

With that, the meeting is adjourned.

Thank you.

MS. HOOD: There's one more thing. We will adjourn shortly. But I want to give an opportunity to ensure that if there's any final comments associated with what the court reporter needs, and to let those of the public know that there is a feedback form that sis available for this meeting. It will more likely show up like 7:35 because it is scheduled to show up at the end of the time period associated with this meeting. You can go to the Nuclear Regulatory Commission where you went to register. You will see under the meeting feedback form there will be a link. In that link you can get your comments about this meeting. For the comments associated with License Termination Plan, you have to go to Regulations.gov to provide your comments there.

(Whereupon, the above-entitled matter went off the record at 7:11 p.m.)