

Collecting Proposals for the Future Use of the Historic Vessel NS Savannah Public Comments
January-March 2021

#	COMMENTOR	COMMENT	RESPONSE
133-0114	Project Liberty Ship - Dick Sterne	<p>Project Liberty Ship is an all-volunteer 501 C (3) organization which owns, maintains, and operates the World War II Liberty Ship SS JOHN W. BROWN as a living history memorial to the merchant mariners, Naval Armed Guard and shipyard workers who made it possible to supply the allied war machine at great risk to themselves. Project Liberty Ship has a 30 plus year track record of successfully maintaining, operating, and sailing a historic merchant vessel, with over 2 million volunteer hours invested so far. The organization has a substantial membership and support base, substantial financial assets, and no debt. We are proof that it can be done.</p> <p>On behalf of Project Liberty Ship and its members, we urge MARAD to preserve the Nuclear Ship Savannah as an intact structure along with preserving as much of her historic fabric as possible given the operational requirements of nuclear decommissioning. The NS SAVANNAH is already well recognized for her historic status as the pinnacle of merchant maritime steam plant development, her place as a showpiece of the Atoms for Peace program and her distinctive design by designation as a National Historic Landmark. This is a prior Federal recognition that the Savannah is worthy and deserving of preservation and should be given great weight in any decision regarding her disposition by MARAD.</p> <p>MARAD has maintained the NS SAVANNAH for many years at great cost in taxpayer dollars and continues to spend substantial amounts for her nuclear decommissioning including interior renovations for contractors and shipyard hull maintenance. The funds expended on this historic vessel represent an investment by the taxpayers of the United States which should not be thrown away by disposing of the Savannah as scrap or "preserving" her in name only as a reef or dive attraction which will only be seen by a tiny fraction of the people. We believe that the NS Savannah is worthy, not only of preservation, but of being available for public display and visitation.</p> <p>Project Liberty Ship urges MARAD to work quickly to identify any interested governmental agency, including itself, or private organization which would be willing individually or in partnership to take on the project of preserving and displaying the NS SAVANNAH. We believe that it is important that potential partners or organizations be identified early so that they can have adequate time to develop an effective business plan, arrange funding and coordinate with MARAD prior to the date of turn over. Project Liberty Ship is interested in advising and assisting any agency or organization which is selected to preserve and display her. Project Liberty Ship would like to propose the establishment of a National Merchant Marine Museum in Baltimore, MD which would include the NS SAVANNAH, SS JOHN W. BROWN, and perhaps other historically significant vessels at the same pier with a museum building for the display of maritime and shipbuilding related artifacts. This proposal would require governmental support and funding along with that of the private sector. We envision that various maritime academies, shipping, and shipbuilding businesses, maritime and ship building unions and other interested parties could be solicited for funding and support of such a project.</p>	substantive
133-0121	James Blackburn, III	<p>I believe the NS Savannah should return to it's namesake port to be preserved as a museum ship.</p> <p>There are 2 museum forts that have frontage on the Savannah River and could incorporate the ship into their existing museums. Fort Pulaski (Federally owned) and Fort Jackson (owned by Coastal Heritage Society) There is also an area on the north side of Hutchinson Island that would be a good bething location with some modifications. It would be near the state owned Savannah Convention Center.</p>	non-substantive
133-0119	Rob and Lynna Meakins	<p>The MARAD-2020-0133 'Savannah' is a one of a kind showcase of technology that will NEVER be recreated. This vessel needs to be preserved for future generations to learn from, and to see first-hand the ground breaking technology. This ship would bring so much to a museum and offer visitors a unique experience. Sinking the Savannah would take away from her ability to teach and only provide a dive tour. To scrap the Savannah would remove her footprint from history forever, and our history is being erased too quickly. There should be a way found to keep this vessel around for everyone to see and experience. I believe the Savannah should have a home in a museum found for her and to display this unique ship in such a way that visitors can see the cutting-edge technology she represents for her time.</p>	non-substantive

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133-0108	Michael D. Sternfeld LTC, AUS (Ret.)	<p>I recommend that for the purposes of clearly documenting United States maritime history in the 20th Century that the historic vessel NS Savannah be saved from being broken up for scrap. Transportation History isn't only taught in class rooms and museums. This is a very important concept. Preservation of actual vessels and other examples of transportation hardware such as railroad equipment and freight trucks is very important. Preservation brings home "To the Public at Large" what our nation was actually doing in a given time period.</p> <p>I credit my own career arc to a Grandfather and Father who took me to see both historic and actually functioning maritime vessels and railroad equipment when I was a youth growing up in the 1950s and 1960s. I was able to appreciate the size and often the actual workings of these important examples of industrial equipment. It is one thing to talk about the bridge of a ship and another thing to take a youth onto the bridge of a ship and let that youth have a hands on experience. It does not matter if the youth is a young man or a young women. The educational experience of that youth being hands on is the same. I later would work as a GS12 for the Department of The Navy, Naval Sea Systems and Command and then moved into the railroad industry and completed a 20 plus year career with Amtrak. I have 3 daughters, I did my best to take them with me "to work" when safe and to other sites that were important to my transportation career. One went on to become a commissioned officer in the US Army and is a Multifunction Logistician who has served with distinction in logistics roles in the US and overseas. Another went on to become a full time US Coast Guard civilian employee at the GS12 level. A third works in private industry and adds to her employers profit by knowing how to best utilize the best methods of priority cargo delivery. The Historic Vessel NS Savannah, a one of a kind nuclear powered 20th century US maritime cargo vessel must to be preserved so that future generations of Americans can see how the United States was maintaining its commercial and war reserve deep sea cargo shipping capabilities during the critical years of the Cold War.</p>	
133-0135	Timothy Hamill, USMM	The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time. Please save the NS Savannah.	non-substantive
133-0109	Michael D. Sternfeld LTC, AUS (Ret.)	Same as 133-0108	non-substantive
133-0134	Jackie Sanders	Please save the Savannah! Nautical and US Navy history needs her!	non-substantive
133-0115	Sheila M. Sova Proud Daughter of a WWII USMM Congressional Gold Medal Recipient	<p>I toured the SS SAVANNAH three years ago with four World War II Merchant Marine Veterans. They were like kids in a candy shop. This ship is living history as all of us felt throwback to the 1960s. I have a whole collection of photographs and I felt like I was walking back in time.</p> <p>This ship is history and should not be scrapped. Someone could make a large amount of money of half of it if they used it as a party ship. I understand alcohol is not permitted on the ship however, the ship would be an amazing place to rent out for daytime birthday parties, bridal showers, baby showers and even teenage birthday parties! I can't imagine how much fun it would be to be on a ship like this for a birthday or anniversary party. Dinner can be catered in so as not to wear down the kitchen equipment.</p> <p>Even if it were open up simply for tours, with a small charge of \$10 to view the ship, it would be an amazing historic tour. I am not a huge shipping theorist but truly enjoyed walking back in time and seeing the iconic orange and turquoise colors throughout the ship. The RCA television set was a very familiar surprise for me-as well.</p> <p>Please don't destroy living history. Our country is full of distraction of beautiful things such as the SS United States rusting away in Philadelphia Pennsylvania. Don't</p>	non-substantive
133-0133	Kirby Marchand Barbara Marchand	<p>My wife and I recently had the opportunity to tour the "Ships of the Sea Maritime Museum" in Savannah, GA. There, we got to see several models and a film clip about the NS Savannah.</p> <p>What a beautiful and historic ship. We would strongly suggest making the ship into a nautical museum, which would allow generations of Americans to actually go onboard and see this remarkable ship, whose potential was never realized in civilian service, but is overwhelmingly used in our US Navy.</p>	non-substantive
133-0120	Warren D. Huff	I think the NS Savannah would make an excellent artificial reef.	non-substantive

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133-0107	Steven Curtis	It would be a travesty to destroy this icon of history in the US. It is well-known that the public has a negative view toward anything nuclear, but, as a nuclear science expert, I know that is only because of incorrect indoctrination and a lack of proper public education on the subject. It is quite proper to remove the reactor, send it to Idaho (just like the Nuclear Navy reactors) and recycle it to use as future fuel (probably in fast reactors). Please focus on preserving this important part of US history.	non-substantive
133-0131	Eric Schiff	Regarding the Savannah: Scrap the ship. Do not hesitate. It was never meant to live forever. Everything about it is old, dated and likely contaminated with other materials like asbestos. Break up this ship to avoid any future costs to taxpayers or causing it to become a burden on some otherwise well intentioned non-profit that will only look to the government to bail it out.	non-substantive
133-0132	Captain Todd Bailey, Ret.	Thank you for the opportunity to comment on the fate of the N.S. Savannah. It is my belief that the best use of this vessel would be to devote it to maritime training. While the general design as a break bulk cargo ship is antiquated, there is still a great deal of potential for deck seamanship, navigation and watch standing even as a static platform. Obviously some equipment upgrades would be required however this should be easily handled. The hardest part would be to find a maritime academy or other training facility to accept the Savannah as a training aid. Should that be the case, I would suggest the museum ship option be the alternative. As a retired Merchant Mariner I would be sad to see this piece of history scrapped or turned into a home for fish. I have seen too many of the ships I spent my life working aboard turned into razor blades or Toyotas. Too much of our maritime history has been cast aside and forgotten. I applaud our governments efforts to retain the Savannah in some sort of useful capacity.	substantive
133-0116	Tom Clune USMMA – Class of 1992 Acta Non Verba	As an important symbol of American ingenuity, this vessel should be preserved for future generations. The NS Savannah should be a permanent museum alongside the USS Intrepid in New York City. I personally would like to see her a part of the American Merchant Marine Museum in Kings Point NY. The Kings Point location would allow midshipmen and students from the US Merchant Marine Academy and SUNY Maritime to use as a training vessel. The vessel could be equipped with the best simulators for additional training. This vessel is of historical importance and should be preserved not matter where in the United States of America.	substantive
133-0111	Shawn Saez	Greetings. I wish to inform/express MARAD of my desire/interest regarding the future disposition of the NS Savannah. I've had a lifelong fascination with the NS Savannah that began when I read an article about the ship in a book published by the National Geographic Society when I was about 8 or 9 years old. That article not only sparked my interest in the ship, but it also got me interested in the concept of nuclear power. The NS Savannah is a truly unique vessel, which (in my opinion) makes her a priceless historic treasure that must be preserved for future generations. Having been aboard her twice for public tours, I can tell you that while reading about her and viewing photos of her in books/video is fascinating and informative, there's simply no substitute for being able to actually go aboard her to walk her decks, explore her spaces, to directly view and touch her features, to literally feel the presence of her history....to stand right where the reactor operators once controlled systems that harnessed the power of the atom for peaceful purposes. There can be no substitute for getting to walk into one of her passenger staterooms, tour her dining room and kitchen, to walk up to the bar with it's unique wine rack representing the Table of Nuclides, or to have a seat in her passenger lounge or to walk her promenade to get a true feel and appreciation of what it was like to be one of the few who were privileged enough to make a voyage aboard her as a passenger. Same goes for exploring the crew's living spaces, the bridge, chart room, radio room, cargo bays and cargo handling areas on her main weather deck to appreciate what life for a crewmember was like. I can also tell you that I was totally awestruck when I was able to directly view the reactor compartment and see the many layers of steel, concrete, lead and redwood that make up her reactor containment vessel on my last visit. To actually set foot into the space where the reactor was was like walking on the hallowed ground of a Civil War battlefield, standing aboard the USS Arizona Memorial at Pearl Harbor and looking down on the tragic wreck, standing in the area where the bomb went off at Hiroshima. or standing on the spot where the Japanese surrendered aboard the USS Missouri.	non-substantive

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		(cont'd) Being able to actually set foot where history was made, to see, feel, smell and hear it all....that's what makes history become ALIVE, and not just a paragraph or an article in a book, magazine or video. Our great nation has produced many ships that have made incredible history, but sadly, many of the most unique and truly historic ships have been lost forever to the scrapper's torch. The World War II aircraft carrier USS Enterprise...the battleships that survived the Pearl Harbor attack and went on to help win the war...the first "supercarrier" USS Forrestal...the last hospitalship USS Sanctuary, and so many other truly monumental vessels....all lost forever. We now have the chance to avoid losing another priceless historic treasure if the NS Savannah is preserved and put on display. I truly wish that the NRC would grant the ship an exemption from the requirement that all of her nuclear components be removed, but since that's not going to happen, I hope that perhaps a full scale mockup of her reactor can be constructed in the space where her real reactor is currently sited so that future visitors can see and truly appreciate the technological wonder that once powered this beautiful vessel. I know that preserving and maintaining/operating a ship as a museum can be very expensive, but as far as I'm concerned, given the unique status that the NS Savannah holds, she must be preserved. Whatever means can be established to preserve her, a way must be found to do so. Failure to do so will result in yet another truly priceless part of our nation's history being lost forever, depriving future generations of the chance to truly experience and appreciate one of the most beautiful and historic ships the United States has ever built. Let's not make that tragic mistake. By whatever way, by whatever means, please ensure that the NS Savannah is preserved and opened to the public. Thank you for your time and consideration.	
133-0112	Whitney Anderson	I am strongly in favor of retaining NS Savannah as a museum ship, either under the purview of MARAD, or another Federal or private entity. I had the pleasure of touring the ship several years ago, and although I have toured many museum ships over the years, I have never seen its equal. It is a stunning representation of a past era, and from the salon the engine rooms, everything is perfectly preserved. In addition, it is the only American nuclear merchant vessel ever commissioned, and as such, it captures a unique moment in American innovation, as well as the spirit of the nuclear age. It would be an absolute shame to see such a pristine vessel, with so much historical interest, be dismantled. I think it should be preserved in perpetuity, for future generations to enjoy. Thank you for your consideration, and I hope I am able to take my family to visit NS Savannah again, sometime soon.	non-substantive
133-0130	Anant Rajagopal	In reference to public comments for the use or disposition of the NS Savannah, my opinion in the matter is to preserve the vessel intact as a museum ship after completion of all decommissioning activities. This is due to the following reasons: 1. NS Savannah is a historically significant vessel, and is one of a very small number of civilian nuclear vessels built till date. 2. The contribution of NS Savannah towards demonstration of the peaceful uses of nuclear power has been significant, and has played a part in shaping public perception towards nuclear power.	non-substantive
133-0128	Reid Sprague	Thank you for this opportunity to comment! I would like to register my support for preserving NS SAVANNAH as representative of peaceful use of atomic power and as an essential - and absolutely unique - piece of American maritime history. I am not just asking for MARAD to do something, but will personally be glad to support it. Please consider any option to keep this beautiful example of our history alive!	non-substantive
133-0129	Arthur J. Cole	The Nuclear Ship Savannah should be preserved as a multi-purpose, publicly accessible, museum ship. The NS Savannah is a completely unique vessel with unparalleled historic importance. Besides being the centerpiece of President Eisenhower's Atoms for Peace initiative, the Savannah is a true example of America's forward-looking mindset; the belief that anything can be done, and we can do it.	non-substantive

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133-0141	Capt. Joseph E. Hood	<p>The Savannah must be kept and preserved as a testament to the once great maritime power that was the US Merchant Marine. Although the lovely Savannah never carried a "can" (a container) another great American shipping proponent Malcom Mclean would introduce that industry changing technology later, the Savannah proved and stood for American innovation at the time to all the world.</p> <p>Coming after the Big U and her Blue Riband accolade that told the world who owned the seas in peace and war. The Savannah with her svelte lines and promising progressive power plant utilizing the atomic energy that brought the WW II to an end and peace again around the world. A progressive clean energy power plant that is still in safe use today but, was not championed as it should've been for commercial trade purposes.</p> <p>Sure, there were literally oceans of stormy political objections and fear of the great "what if" that has not occurred. Conceding back then was a loss to America's sovereignty of the oceans and the clean frontiers that the Savannah and her demonstrational power plant would've carried this country forward onto new horizons of bold leadership. The Savannah was a "Peace Ship" declared President Eisenhower, "for the goodwill of men everywhere".</p> <p>Scrapping the Savannah would be not only a great loss of a symbol of what really made America great but, an acknowledgment that our collective history is to be lost and only preserved in books and photographs.</p> <p>Steel is real to touch, to be able to see and walk about the decks and passageways, to look back at what was once not only modern but, a pathway to a cleaner, safer propulsion era that was missed is reason enough to keep her intact and painted for those who never knew her to get to and all she promised.</p> <p>SAVE THE SAVANNAH from the breakers MARAD!</p>	non-substantive
133-0118	Robert McLean	<p>One cannot save every ship, but I am glad that some of them are saved.</p> <p>There is nothing that shows the strength of this nation like the artifacts of war, commerce, innovation and trade. NS Savannah is a beauty among ships, and as the first nuclear-powered merchant ship demonstrator and manifestation of the President Eisenhower's "Atoms for Peace" initiative, this elegantly styled "peace ship" has great potential as a museum well into the future.</p> <p>The problem with ships is that they are in constant need of a berth, and require certain significant upkeep. A project such as the upkeep berthing and organization of NS Savannah into a Smithsonian Institution Museum display stretches the vision and budget of that institution, which actually operates on a relatively small budget. I cannot speak for them any longer as I have been retired for about ten years, but I believe I can understand their budget and priorities. I can think of no scenario in which the Smithsonian's National Museum of American History could imagine taking on such a project, aside from a partnership (Smithsonian Affiliation) with another organization specializing in the care of large ships presently. More than likely, the Smithsonian Institution (without the affiliate program) would opt out of such a huge direct responsibility, unless it had in its long range plans a separate maritime museum yet to be realized or defined. Should we take the high road and offer her to museum visitors of the future, it would be fitting that she come with a dowry- a basic berthing and operating expense fund. In this way, organizations that do sponsor large ships of a historic nature might be inclined to take her on as a project and integrate her into their stable of ships.</p> <p>Naturally a berth in perpetuity would necessarily need to be in a port city.</p> <p>Washington DC does not come up on my radar as an ideal location for this display, save for maybe the Navy Yard, but there she would be in stark contrast to United States naval power artifacts and quite possibly would not physically fit into a berth there.</p>	substantive

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		(cont'd) The Washington Channel might provide a possibility for display but my current thinking is that for lack of infrastructure this would be unlikely. Other choices might include the Alexandria Virginia waterfront, or the National Harbor Commercial Complex, but there would have to be a great incentive to include her there, and the recruitment or creation of an organization to care for her. Having the name Savannah, the port of Savannah, Georgia might have some interest in her as she was named after the SS Savannah, which was named after the port city. A ship museum there could reflect the history of both Savannahs, and the history of the port of Savannah Georgia. Other port cities on the East coast, such as Philadelphia PA/Camden NJ, New York, and Baltimore all have some form of a museum ship's presence on display. The key would be to determine which place would have special interest and which museum ship operation would have the inclination, staff, long vision and expertise to manage her care into perpetuity. The same could be said for more distant United States ports that might be able to muster a response to such a proposal. Her present location in Baltimore has her as neighbors of the Liberty Ship SS John Brown, an organization with nautically trained staff who operate and care for the Brown and are familiar with the operation, upkeep and movement of full-sized ship. With a stipend for berthing and upkeep these folks might be ideal candidates to act as stewards for the time being, assuming that is of interest to their organization. Details and contact information for that organization can be found at: https://www.ssjohnwbrown.org/ . I have no current affiliation with the SS John Brown. Two or more years ago I had a one year membership with them which enabled me to travel onboard during on a location shift under tow from one berth to another. I have no current affiliation with Smithsonian Institution, save for retirement from them and belonging to an alumni (e:mail and Facebook) group.	
133-0110	Herman Rohrman	Please save the Savannah	non-substantive
133-0113	Helen Bently Park	[No Actual Comment Submitted]	N/A
133-0117	Paul Judice CDR USN Retired	Thanks for allowing my input into the decision making process for NS SAVANNAH. Reading the history of the SAVANNAH and being a retired Navy veteran, my recommendation is transfer the ship to the National Parks and Wildlife or similar government agency or Georgia state agency because of it's namesake. The has the potential to be utilized to support training of various organizations, such as the Naval Sea Cadets, Sea Scouts, Boy Scouts, High School, Military Schools, Colleges and University NROTC/JROTC programs. With increase in International Maritime importing/exporting of goods, the ship can be used as training platform for loading/unloading of various type of cargo. Myself, a maritime instructor in high school would honor to have this vessel permanently based in Houston Ship Channel for training of my students. There other schools in the Houston area (that teach Maritime/Supply Chain Logistics) which could also benefit from the valuable training that could be gained onboard the ship. Making the ship a Museum, in which it could support various events such as weddings, retirement ceremonies, maritime conferences/gatherings, etc. The vessel can be used as a lab for various experiment programs, especially if isolationism is required. Another option of consideration is placing some sort of manufacturing plant onboard vessel. Unsure the level of radiation throughout the vessel, but with the dramatic increase of homelessness, especially because of the current pandemic, the ship can be utilized as permanent shelter. There should be no consideration of making it a man made reef or dismantling, in my opinion. It would be an honor to become a member of the board in deciding the fate of this historic vessel. Thank you very much again for allowing me to provide an input. <u>Am looking forward to the final decision</u>	non-substantive
133-0124	David K. Anderson	N/V Savannah is a national treasure and a piece of nautical history. I am not qualified to comment nor make recommendations on using her as a museum or for some type of public attraction (I have no idea about the logistics nor the economics of how to start or operate such a use). My only comment is that she should not be broken up or sunk as some kind of artificial reef. She should be restored and preserved. I'm certain you'll receive proposals, hopefully some of them full-blown, detailed concepts, as to how to renovate and maintain her, but I feel strongly that she should be used for public enjoyment as a piece of history, and not visited from the platform of some glass-bottomed boat. Consider a similar restoration and public use of another national maritime treasure, the S/S United States.	non-substantive
133-0125	Daniel Callender	Whilst I am in Australia I firmly believe that preserving the NS Savannah is important. She is one of the most historic merchant ships not just in America but worldwide. She pioneered the use of nuclear propulsion in merchant ships which unfortunately didn't take off.	non-substantive

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133-0017	Daniel Callender	Whilst i am in Australia i firmly believe that preserving the NS Savannah is important. She is one of the most historic merchant ships not just in America but worldwide. She pioneered the use of nuclear propulsion in merchant ships which unfortunately didnt take off.	non-substantive
133-0126	Matthew Abbott	I am in favor of this ship being used as a museum ship and for educational purposes.	non-substantive
133-0127	Ronald Coles	Please save the NS Savannah as our first and only nuclear ship. A fitting end would be as a museum ship for all time. Thanks.	non-substantive
133-0123	David Mohre, Jr.	<p>The ship should be retained as a national science and technology public education platform, possibly aligned with the Smithsonian Institute. The ship was built to educate, thus the layout of the ship promotes easy understanding of ship construction; maritime propulsion; nuclear reactor design and control; logistics (shipping); long distance communications; etc.</p> <p>It's current location in Baltimore is not conducive to this arrangement, as Baltimore is not a heavily travelled tourist destination (I am a Baltimore native) and currently is only open a couple of times a year.</p> <p>A location near Washington DC, along the Potomac would make it available to numerous visitors, as DC has a significant tourist trade that far exceeds Baltimore, or it's previous location at Patriot's Point. Closeness to Baltimore provides retention of some of the volunteer staff that support current, but infrequent, public openings.</p> <p>Other cities, that have large scale tourist volume; existing maritime tourist destinations; and engineering schools , such as New York and Boston, to name two, should also be considered.</p> <p>Another option would be the National Maritime Academy (King's Point) or one of the more viable state maritime schools.</p>	substantive
133-0122	Justin Harts	The preservation of N/S SAVANNAH should be a high priority for the American people. I fully support any efforts to turn the ship into a museum ship as a living classroom for future generations of Americans. Please save this ship!!!	non-substantive
133-0136	Alicia Tyrell	<p>Please increase the funds for the nuclear cargo ship Savannah located in Baltimore Harbor</p> <p>She is a unique part of history and is very indicative of the age in which she was built. There is nothing quite like this ship and it tells a history of an age and a technology boom that should not be forgotten.</p>	non-substantive
133-0137	John P Burkert	The NS Savannah is a historically significant vessel, representing the addition of a new nuclear era and the closing of the traditional cargo ship era. When the Savannah was proposed and built in the 1950s, nuclear energy was considered to be the ideal source of power for vehicles and vessels, thus the construction of a nuclear vessel as a demonstration of this energy source naturally followed. Over time, it became apparent that nuclear energy, for all that it was, apparently was not the immediate energy panacea that it was thought to be. Costs of operation, crew training mandates, other factors - each of which made ship's operation safe but more expensive - were forced to compete with transport utilizing cheap oil. The challenges of nuclear energy of course continue today, but the Savannah was an important first step in nuclear power adaptation. On that basis alone, the vessel is of historic significance. The Savannah offers further historic significance of equal value. In 1956, the world of shipping changed when Malcolm McLean developed the concept of containerized shipping. Until that date, cargo was loaded on pallets, even by hand, into traditional ship's holds. The ships were constructed as they always had been, seeking sleek lines to improve performance. The Savannah was constructed to that model. But containerized shipping demands not those curved, sleek lines but long straight sides to maximize the number of containers aboard. The Savannah was constructed and placed into service to a cargo model that at that time or soon after, no longer existed. She may have been the last, certainly the best, example of late 19th and early 20th Century cargo ships, beautiful to look at but out of date as a cargo vessel virtually the first day she sailed. The Savannah is currently docked in Baltimore. Baltimore is a historic port city with many other historic vessels and features on display to the general public, including the operating Liberty Ship John W. Brown and the numerous vessels and other nautical exhibits of Historic Ships in Baltimore. The Savannah should stay in Baltimore as a continuing part of the city's maritime heritage	substantive

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		(cont'd) Critically, the Savannah has developed a valuable human resources, essential for the long term health of any exhibition. There exists a "crew" of local and regional supporters that maintain and improve her for use as a historic treasure. Of course, docking and maintaining the ship over time is not an inexpensive nor necessarily easy process, thus efforts to secure a permanent site for the ship ought to be considered and perhaps funded through the process of transferring the Savannah to a non profit, local Baltimore organization. It is my understanding that the John W Brown has recently faced and found dockage and local support, similar to what the Savannah will require. In summary, maintaining and displaying the N S Savannah is an important step in maintaining an historic record of shipping in the 20th Century. An investment in this ship, in Baltimore, makes a valuable contribution to both the community and to the nautical record.	
133-0163	Randy Pike	The NS Savannah is a National treasure and should be saved and displayed as a tribute to the mission she was intended.	non-substantive
133-0156	Michael Maleno	The NSS Savannah is a unique ship that needs to be preserved as a floating museum. It represents the early years of nuclear power and how nuclear power could have peaceful applications. The design is a very beautiful looking vessel. It is a unique piece of maritime history and her story needs to be told. That story is best told while touring that ship. Thank you for your consideration. I am a 1976 graduate of the United States Merchant Marine Academy and held license as a deck officer. I have also spent the past 30 years working in the nuclear power industry.	non-substantive
133-0157	Jason Cowden	The NS Savannah is a truly unique ship as she is the only one of its kind ever built. Her design is sleek and functional. She stands as a monument to Eisenhower's Atoms for Peace initiative. As a museum piece added to another maritime museum, she can be used to teach a multitude of subjects. She is symbolic of an era and evolution of ship building. She can inform people about the atomic age. She was both a cargo and passenger ship. Her interior is an homage to retro design. Savannah is a treasure.	non-substantive
133-0165	William Siebert	I most strongly advise against removing the Savannah from public view. This is a national treasure that should be preserved for future generations and all present a view of history that is all but forgotten!	non-substantive
133-0164	Larry Kenworthy	Please consider the attached comments regarding the future of the NS Savannah. Comments on the Future of the NS Savannah The NS Savannah was and remains a realization of the ideal that nuclear energy can be used to achieve an advancement of quality of life of and on this earth. This ideal was envisioned by many, but was made tangible by America's conceiving, building and sailing of the Savannah to the seaports of the world. The Savannah attracted great interest and gained great admiration through these voyages. Today, the Savannah continues to draw hundreds of visitors during periodic open-house events, especially on National Maritime Days. Preserving the Savannah as a reminder of America's initiative in advancing the benefits of nuclear energy is important historically. Important also is the reminder of the role nuclear energy plays in everyday life as gained by visitors to the NS Savannah. Some thoughts on the future use of the NS Savannah: Consider permanently locating the NS Savannah at the USMMA, Kings Point, NY. There, the Savannah should remain available for public visitation, especially on National Maritime Days. Part of the vessel's upkeep could be performed by the academy cadets and by visitations of cadets from other maritime academies. The ship could provide additional classroom and conference room space. The availability of the engine room machinery, steering gear, and deck machinery could supplement the training of engineering cadets in overhaul and repair. The presence of the ship should attract increased visitation of the academy and reinforce the appreciation of the history and importance of the US Merchant Marine.	substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0172	Brian N. Griffin Chief Engineer U.S. Merchant Marine	<p>As a current Merchant Mariner and USMMA grad, I strongly urge the saving of NS Savannah for the purpose of preserving and promoting the maritime interests of the United States. As a maritime nation facing unprecedented decline of our maritime commercial and economic power, the federal government must make investments, like saving Savannah, to achieve the objectives of MARAD while nestled under the umbrella of the National Security Strategy - maintaining our maritime power. The awareness of our maritime history and industry contributes to strengthening its future the same way grants encourage STEM and astronauts visiting schools enhances the future of NASA. But beside the latent preservation of past accomplishment, Savannah can actively serve as a valuable event facility, tourism attraction, and training platform at the same time, making it truly a multi-mission vessel. The millions required to do this have a much higher return on investment for America than many other current projects. We are not at risk of losing our technology or aerospace or agriculture industries, but we are already in a downward spiral with our maritime industry, and thus this should be a priority. And rather than compete with other MARAD projects, Savannah should be justification for extra funds to support the shift to a maritime focus. This maritime attention is becoming more popular today with news out of the Pentagon of shifting more budget to the Navy because of the importance of the maritime domain. While there are several worthwhile options for preservation, I shall focus on just 1: Establish Savannah as a static platform at USMMA, New York This is worth the investment in Kings Point waterfront infrastructure necessary to support. Here are the objectives which would be achieved: 1. Provide a training platform for USMMA midshipmen. From future deck officers on a full-size bridge to the engine room serving as a giant training lab, Savannah would provide to Kings Point what it lacks in not having a full-size training vessel. This proper ship is a better platform for teaching anchoring, mooring, how to trace electrical problems, and how engineering systems work together to form a functional propulsion plant (steam, oil, water, electricity, etc).</p> <p>The added space would take burden off of the current, old facilities on campus. 2. Enhance the American Merchant Marine Museum. Savannah should be the showpiece and main attraction of the museum, which is its logical home. Savannah is already featured at the museum and across the Kings Point campus, home to everything from original drawings to original reactor components. The fledgling museum needs this ship just as much as the ship needs a home like the museum. This wouldn't require an extensive staff. The Hikawa Maru in Yokohama, Japan should be the example to follow. It is a vessel of comparable size with frequent visitors yet minimal staff. A draw for the Merchant Marine Museum is also a draw for Kings Point and the maritime industry at large. More attention for the school means more competition, which means more talent in incoming classes, and ultimately the Merchant Marine itself. Plus as far as museum ships go, being within sight of NYC observation decks beats many other potential U.S. ports for Savannah. 3. Serve as event venue. The existing common spaces (lounge and dining rooms) should be renovated to create a unique maritime event space in the highly sought after NYC / Long Island area. On a daily basis, the event space would be useful for campus conferences, lectures, leadership meetings, and award ceremonies. Again, this provides new space for Kings Point without having to break ground on new construction. The revolutionary Savannah would be a symbol of Kings Point and ultimately the maritime industry, which showcases a storied past and a promising future, all wrapped up in one icon. Additional Considerations: a. Part of the challenge for Savannah is the maintenance and upkeep to keep it viable. Having it at a MARAD facility surrounded by experienced mariners (professors & staff) and energetic cadets is just what is needed to keep the ship in good shape. Performing preservation on the ship could easily be worked into cadet routines for extra credit, spirit missions, or restriction duty. b. Savannah won't work as a viable hotel and there isn't enough draw as a standalone museum ship to pay the bills. Future struggles from the economy to pandemics could disrupt a future use for this ship, but not if it primarily</p>	substantive

#	COMMENTOR	COMMENT	RESPONSE
		<p>(cont'd) serves a physical purpose for MARAD at the U.S. Merchant Marine Academy. Here it wouldn't have to turn a commercial profit in order to pay dividends to the U.S. maritime industry. c. The Long Island Sound and local climate is easier for maintaining a minimally-staffed ship than other ports, which are prone to hurricanes, harbor ice, or merely large waves. d. Operating costs would be less at Kings Point by using the 24/7 security which already exists, and keeping other costs in-house rather than having to seek and manage commercial contractors. e. The investment in an adequate pier with sufficient dredging for Savannah is worthwhile for USMMA in the long-term. This could provide an opportunity for future visits from the training ships of other schools. It could also support a NSMV ship in the future if conditions change and the country wants to build more and allocate one to Kings Point. f. The hillside Kings Point campus, recreational boats sailing down the Long Island Sound, or drive over the Throgs Neck Bridge would all provide perfect views of the Savannah - far superior to a warehouse pier in the industrial part of a port city. Savannah is all about the aesthetics - her swept lines, white hull, iconic atomic markings, and silhouette. Her visibility from the outside is as important as what she contains within, and much of that exterior would be wasted in other options in other cities. Nobody wants to post an Instagram photo of themselves on the bridge wing with a grain silo in the background, but with the NYC skyline in the background, it will attract attention. Accepting incremental loss after incremental loss is how our proud nation's maritime industry has eroded so far. We must draw the line at where that stops. We must start supporting the National Security Strategy and the push to re-establish America's maritime industry and world power. If we dispose of Savannah, then we are not serious, as a nation, in maintaining our Merchant Marine. For the price of one F-15EX jet that a 29-year-old is going to ditch into a mountain in Colorado, we can transform an industry, a school, a museum, and create something that will be known by hundreds of thousands of people. I urge the saving and the thriving of NS Savannah.</p>	
133-0176	Bruce D Sherman	<p>I am a retired Chief Engineer of Motor Vessels, and Third Assistant Engineer of Steam and Gas Turbine Vessels. I am a Maritime educator having written 3 difference USCG approved courses. I am also on the USCG committee that evaluates the testing done by the coast guard.</p> <p>I live in and grew up in the city of Seattle. My grandfather was born on his father's clipper ship in Singapore Harbor, so we do go back a few generations of seagoing. In 1962, my Dad, who had been in the Navy in the Second World War, took me down to the waterfront during the Seattle Worlds Fair. The Savannah was docked there and we were allowed to go on her and tour her spaces. Of course, she was clean as a whistle, and we couldn't go in the engine spaces but I was hooked. What a gorgeous ship. Eventually, I decided to live the seagoing life.</p> <p>After college in the midwest, I headed back to Baltimore to train to become a Marine Engineer. I worked on ships or more than 30 years, and have another ten years of teaching, currently at Crawford Nautical School.</p> <p>Please, do whatever you can to preserve the Savannah. Not only is she unique as far as her engine, but her hull and superstructure were a standardized MARAD design in the 60's. The last of the "pretty" ships with curves and long extended bows.</p> <p>If you need Maritime types to be on a decision board, or if there is any way I can help, please let me know. I tried to see the Savannah last time I was in Baltimore, but it didn't work out.</p> <p>This ship is actually worth saving, and we should absolutely do it.</p>	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
NOT IN DOCKET	David Talton Jr	<p>As a maritime business professional, energy consultant and published historian specializing in American history, I consider the NS SAVANNAH to be a critical keystone to our Nation's proud maritime history and tradition of technological advancement. It is for that reason that I hope the NS SAVANNAH will be spared from the scrap yard as well as the ocean floor. Her mission is as relevant today as it was decades ago when she first set out onto the seas to herald the atomic age amid the hopes of a more peaceful and prosperous world. Our nation finds itself once more at that all too familiar crossroad. An intersection in which we can retreat into the ways of the past, wander aimlessly down an unknown and feckless path, or push forward into the realm once tread before where energy independence and economic advancement are ensured. The need to embrace nuclear energy is an absolute. If environmental stewardship is to be the continued sentiment of the public, to which I believe is the correct course of action, then nuclear energy is the only efficient, reliable, and economical form of base load electrical generation. With that being said, the general population is by and large wholly uneducated on the reality of nuclear energy. They instead have been drowned in a deluge of negative messaging that unfairly casts a pall upon the benefits of harnessing the power of fission. What is needed is a renewed approach to educate those fresh minds that embark upon the world as students, as well as an opportunity for generations firmly planted in adulthood to learn the truth through a lens of entertainment. I therefore recommend that the NS SAVANNAH be reintroduced to the American people following her decommissioning, through a project that builds upon the hallmark work thus far completed by her dedicated preservation staff. Let the NS SAVANNAH continue to fulfill its mission and fuel the future of the United States of America.</p>	substantive
NOT IN DOCKET	Marie Lawson	<p>One of the key aspects of the Savannah that's of interest to me is her utility in inspiring future generations of engineers and shipbuilders. Savannah is perfectly poised to serve as a museum ship to inspire American youth to explore STEM and/or maritime careers. And this goal is one that is urgently needed at this time, in order to recruit a new generation of young engineers to meet our nation's infrastructure, defense, industrial, and healthcare challenges. Thanks to the restoration efforts of the NS Savannah Association, she is in extraordinarily beautiful condition, restored to her original mid-1960's appearance both inside and out. She was designed from the outset with cantilevered gallery viewing windows to show off her engineering spaces. She's climate controlled and has modern fire/smoke detectors and alarms, and has excellent provisions for both normal and emergency personnel entry and exit.</p> <p>In short - she has much to teach the American public, she presents an attractive and engaging face (by design, courtesy of the Atoms for Peace project which designed her to be an ambassador to the public), and she meets modern safety standards. I remember well the key experiences I enjoyed as a child which inspired me to my present career path in power electronics design for naval applications (a field experiencing a dangerous scarcity in young engineers who choose it, or who are even aware of its existence). These included tours of museum ships such as the USS Ling, the USS Intrepid, the USS New Jersey, and so on. NS Savannah more than deserves to join their ranks as an exciting destination for young people (and indeed for people of all ages) to be exposed to inspiring STEM history. As a final note, Savannah's unique history in safe, peaceful use of nuclear power is particularly relevant at this time, as the United States begins to look seriously at the use of safe nuclear power generation in order to reduce greenhouse gas emissions and to modernize our electrical grid. There is much in common between the modern Small Modular Reactor and NS Savannah's modest PWR nuclear plant design. Therefore, here too is a field where we need young engineers to be inspired to study.</p>	non-substantive
NOT IN DOCKET	Frank Johnston	Resubmitting comment by Marie Lawson	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
NOT IN DOCKET	Bob Sheranko	<p>I do not know the answer but I do believe there is a solution somewhere to maintain the great legacy of the SAVANNAH. I have been closely associated with SAVANNAH since early 2006 with much of that time serving on board SAVANNAH. It is a true historical monument to American ingenuity. It is one of a kind and one of a kinds may not have the glamour of a new shiny something or other. But they are worthy. The biggest impediment is the carrying charges for a metal object in the water. I have seen other historical vessels in layup in a friendly environment. I would not like to see Savannah</p> <p>land locked but better there that used to make razor blades. Savannah is a connection to people and places otherwise lost. My friend Eric Hosen once said "Never sell a book, musical instrument, hand-tool, or gun (or old ship!) You'll forget why you did it and what you did with the money, and you'll always wish you hadn't." So I don't know the right answer but I hope we do not give up. Can we be bold and take a risk to make us proud of the future of SAVANNAH?</p>	substantive
NOT IN DOCKET	Thomas Carroll	<p>The N.S. Savannah was declared a National Historic Landmark by Act of Congress in 1982. It's historical origins are unique; the Savannah is the most enduring expression of President Dwight D. Eisenhower's Atoms for Peace Program of the 1950s. Atoms for Peace is itself historically significant, articulated as the Cold War with the Soviet Union was escalating in the years immediately following World War II. That program was notable for its internationalism, emphasizing the proliferation of peaceful applications of a significant new energy source, a counterpoint to the contemporary development of atomic weaponry at that time.</p> <p>A number of individuals who participated in the development of the N.S. Savannah program had firsthand experience of World War II, especially within the European Theater, and remained distressed by the toll taken on human life and on European society in that struggle. By their own testimony, the N.S. Savannah program offered an opportunity for a redemptive engagement in the midst of an escalating arms race, then unfolding in the lingering shadows cast by the war. The N.S. Savannah project was conceived as an openly peaceable rather than secret military program, whose successes were publicized and shared worldwide.</p> <p>Crew members who sailed aboard the Savannah, along with project leadership, understood and embraced their educative mission as they visited the world's ports, serving as peacetime ambassadors for a pathbreaking technology whose potential to transform commercial shipping and commerce -- and international relations in the immediate post WWII period -- was increasingly evident. While in active service, the N.S. Savannah achieved the operational goals set for the program, successfully demonstrating the feasibility of nuclear-powered commercial shipping, within the overarching framework of the peaceable uses of nuclear power.</p> <p>Since being taken out of active service in 1972, the Savannah was berthed for some time with the Reserve Fleet at Newport News, where she was consigned to "junk" status. But two notable berthing exceptions during the post-1972 period are relevant, each of which helps clarify options regarding the future status of the ship.</p>	substantive
		<p>(cont'd) The N.S. Savannah had been acquired by the Naval and Maritime Museum at Patriots Point near Charleston, South Carolina in 1981, joining their roster of museum ships. Notably, that museum is operated by the Patriots Point Development Authority, a State agency which was ultimately unable to muster the financial resources required to maintain the Savannah. Following a major storm, the Authority was compelled to deaccession the Savannah and release the ship from their fleet. The experience at Patriots Point underlines the risks and liabilities associated with consigning the ship to the care of a State agency or other quasi-State development authority. Other efforts to acquire the ship under State or local auspices -- for example the nascent effort undertaken to acquire the ship for her namesake port at Savannah, Georgia -- were also unsuccessful. Another, more productive location for the ship has been at Canton, Baltimore Harbor, where the Savannah has been berthed for deaccessioning since 2007. Beginning in 2007 and continuing to the present, the ship has undergone significant renovation in tandem with the official deaccessioning process, and has hosted numerous professional and public events (annual Maritime Day celebrations, maritime conferences, and other programs). The ship has also been open for private and public tours. During its time in Baltimore the Savannah has been slowly but steadily transformed into an exemplary and highly functional educational facility and meeting space, and has become widely recognized and feted as a symbol of US technological ingenuity and leadership. As the physical renovation of historic spaces aboard ship was underway, Savannah program staff reached out to accession a wealth of relevant documents and artifacts, assembling them into a comprehensive research collection, and preserving them aboard ship under state-of-the-art archival conditions. In addition, staff have enlivened the archival collections with a far-reaching program of oral history interviews, supplemented by archival research at distant repositories whose holdings include significant N.S. Savannah records and documentary materials.</p>	

#	COMMENTOR	COMMENT	RESPONSE
		(cont'd) These repositories are located variously at Washington, D.C. and College Park, Maryland; Galveston, Texas; Iowa City, Iowa; Pasadena, California, and the Eisenhower Presidential Library at Abilene, Kansas, among other places. The research process has contributed numerous materials to the shipboard archives, and has enhanced historical understanding and public appreciation of the significance of the N.S. Savannah program. Given the variety of placements following removal from active service – periodic languishing in the Reserve Fleet; temporary museum status at a State-operated facility; and berthing at Baltimore for deaccessioning, it's clear that the most appropriate and productive future for the N.S. Savannah following completion of decommissioning is to establish the vessel as an educational museum ship, in keeping with the Savannah's singular historical profile, and in fulfillment of its role as a National Historic Landmark. A "museum ship" Savannah should be consigned to the care of a responsible and well-resourced federal agency, such as the US Maritime Administration, or the National Park Service. I strongly recommend this option over sinking or dismantling the ship, or consigning her to a State agency, quasi-State agency, or non-profit organization, those other, much less desirable and potentially wasteful options as identified in the "Collecting Proposals for Future Use of the Historic Vessel NS Savannah".	
NOT IN DOCKET	Rosemarie Merritt	I believe that the Savannah should be preserved for future generations as evidence of the evolution of Technology in the Military, as well as of Maritime History. With so much of our Nation's history being erased in the name of Political Correctness, it would be a crime to destroy this piece of history with so much to offer both historically and scientifically.	non-substantive
NOT IN DOCKET	Greg Merritt	I'm writing you about the future of the N/S Savannah. She has been in the loving hands of Marad for many years now and from what I have seen she is in great condition and is ready to make her return as a museum ship in a port city. Her past highlights a great era in American shipbuilding and design and it would be a shame to lose her now after all these years. Her next step should be a Museum ship for current and future generations to enjoy. Thank you for your time and efforts.	non-substantive
NOT IN DOCKET	Walter F. Mathers	Baltimore doesn't need another museum ship. What the City of Baltimore, and surrounding counties, could use is a ready-made platform to encourage investment of people in the Port of Baltimore and the many allied industries which serve the port. Baltimore, as you already know, has a number of deep-water piers that could accommodate SAVANNAH. We also have a number of interested parties. Many of them are taking a wait-and-see position. Institutions of higher learning are keeping tabs on what is happening with SAVANNAH. SAVANNAH can continue to serve as an off-site facility for MARAD and other Federal government agencies as conference space continues to become harder to secure in the District of Columbia. Other governmental agencies have used SAVANNAH for training purposes leading up to the current pandemic. A big selling point for a community is that SAVANNAH recently underwent a drydocking at Philadelphia and, with state-of-the-art polymers, and her not putting to sea, her hull could be good for another 40 or 50 years prior to another pull-out.	substantive
NOT IN DOCKET	Dick Sterne	The NS Savannah already has Federal recognition as a historical landmark, she is the world's first commercial nuclear powered ship and a centerpiece of the Atoms for Peace program, her distinctive design and decor is a unique reflection of mid-century modern design concepts. These reasons alone should indicate the desirability of preserving this one of a kind vessel. MARAD has preserved and maintained the NS Savannah for many years at great cost to the taxpayers, recently there have been great expenditures to maintain her hull and perform extensive modifications for the convenience of MARAD's de-nuclearization contractors. The amount of money spent on this process represents a taxpayer investment that demands preservation. Preservation should include availability for public access and not "preservation" in name only as an inaccessible vessel or a sunken dive reef. MARAD should work expeditiously to identify federal and other governmental agencies along with private partners to preserve and display the Savannah upon completion of the required nuclear decommissioning. It would be desirable to identify a preservation plan or partnership without undue delay so that there can be coordination between MARAD and the preservation group prior to the end of denuclearization regarding future financing, dockage and other required subjects.	substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0193	Brad Schlegel	<p>Please save the NS Savannah! What the city and surrounding counties could use is a platform to encourage investment of people in the Port of Baltimore and the many allied industries which serve the port. The NS SAVANNAH, a self-contained passenger and cargo merchant ship, layberthed at Baltimore since 2008, could provide a ready-made setting for encouraging maritime careers, via conference or supervised experience. Uncle Sam may be willing to maintain ownership of the vessel, therefore remaining responsible for its upkeep. We have a number of piers at Baltimore that could accommodate SAVANNAH. Now for the nitty-gritty for how Uncle Sam might be putting SAVANNAH back to work. The United States Maritime Administration (MARAD) may attempt to manage NS SAVANNAH under a public-private partnership. If MARAD decides not to transfer SAVANNAH to another entity within the Federal government (such as the National Park Service), but still wishes that it be maintained due to its historical importance, MARAD may seek to transfer the vessel to a party outside of the Federal government in one of a number of ways.</p> <p>Public-private partnerships could fall into two general categories:</p> <p>1. The first involves retention of the SAVANNAH by an entity that could be created by Congress specifically to receive and maintain the vessel. Such an entity could include a trust, a government corporation, or a non-profit organization.</p> <p>This option would require a future act of Congress to create the entity in question, and the entity's exact contours would need to be determined. Ideally, this entity would manage SAVANNAH in such a way as to be financially self-sufficient.</p> <p>2. The second type of public-private partnership would involve a contractual partnership with an outside group. MARAD might attempt to enter into agreements with outside groups, where the recipient group would operate (albeit not under her own power) and maintain the vessel and MARAD would provide assistance.</p>	substantive
52	Gordon R Skillman NS Savannah, 1966 - 1969	<p>I was one of the engineering crew members on the NS Savannah - for three years, 1966 - 1969. Prior to becoming part of the Savannah program I had already been licensed by the US Coast Guard as a Marine Engineer and had license time on my Coast Guard license. Watch standing on the Savannah's nuclear reactor (NS-1) required the watch stander to have a Reactor Operator's license issued by the US Atomic Energy Commission. I earned my Reactor Operator's License for NS-1 in 1967 and my Senior Reactor Operators License for NS-1 in 1969. Counting all voyages and all sea time aboard her, I lived on the Savannah as a crew member for over two and a half years. The half year not aboard her is when I traveled to Galveston, TX to prepare procedures for and then participate in her nuclear core shuffle and nuclear refueling. Following refueling I sailed aboard her as an engineering officer for approximately another year. Responding to the request for comments on the future of the Savannah, I offer the following: Several years ago it seemed inevitable that the Savannah was destined for a scrap yard, there to be met by a cutting torch. Sometime later the long-wished-for idea of preserving the Savannah as a museum, or stationary exhibit, seemed to gain momentum, with the idea that there would most likely be a municipal or industrial community eager to exhibit and protect her. That prospect seemed particularly bright because of the extraordinary work and effort that the Marad crew in Baltimore, under Erhard Koehler, had and has accomplished, to return the Savannah to excellent physical condition. My view is that in the course of time potential future owners, or stewards, recognize the magnitude, complexity, and uncertainty of the Savannah's future expense and upkeep. Ship memorial projects do not generally age well. Any ship memorial project is expensive. A ship memorial project of a nuclear merchant ship will likely be more complex and expensive than anticipated. A large ship memorial project is very expensive. As an example, please see the once prestigious and always impressive SS United States, moored to one pier in Philadelphia for years, virtually abandoned and decaying.</p>	substantive

#	COMMENTOR	COMMENT	RESPONSE
		<p>(cont'd) What began as a grand idea to preserve or repurpose the SS United States has resulted in her ownership being passed from owner to owner, each with an initial positive vision for her bright future, who then backed away from the original plan as recognition of the huge and unpredictable investment to which they would be obligated became clear. With little financial support, and with the ever-constant fiscal obligations of upkeep and maintenance, the SS United States provides an example of what will most likely become the Savannah's future. Unless, and that is a significant condition, and if, the NS Savannah were to be adopted by a serious and committed long term entity, assigned a permanent home in a dry environment (not dependent upon buoyancy for stability) and where she is neither regulated by nor obligated to maritime regulations (US Coast Guard) or other maritime (Port Authority) obligations, and therefore specifically subject to well understood land-based public accommodation guidelines (Hotel, Hospitality and social event regulations), she could then have a potentially bright and stable future. As a physical asset, she provides a striking and unique property that could be a spacious meeting and teaching facility. Her physical size, her bold, and prominent, cutter bow, and a classic cruiser stern, and her retro -1950s ambiance, is a selling point. Her cavernous holds 2, 3, 4 and 7, once used for both peacetime and Viet-Nam War cargos, could be modified to accommodate venue or lecture spaces. Her generous deck spaces could provide fresh air meeting locations. Her inboard common spaces and staterooms could be used for small group meeting or instruction locations. She has excellent potential features for on-board food service, and excellent current access for accommodating catered meal service. She has electrical, ventilation, and firefighting systems in place. Her original sewage and water supply systems that could be upgraded to accommodate large venues. She also has reasonable, though dated, engine room equipment and features that could provide training for basic mechanical instruction.</p> <p>Alternately, however, should no entity want her, I'd rather see her remain as a fully intact Mariner Class cargo ship (C4-S-1A), as drawn up by the Eisenhower administration, and as launched from New York Ship in Camden, New Jersey, and be surgically and mercifully scuttled in a prominent off shore location where she can be visited as a safe once-nuclear asset, gracefully placed in an artificial reef somewhere off of our US coast, providing life support and safe habitation for sea creatures. I communicate this opinion with great reserve and personal conflict, but I do so because I prefer to not see her dismembered, see her as an abandoned and rusting steel hull, or see her as a partial corpse, incrementally winched ashore by chains, blocks and cables, and then cut into metal scraps in a muddy graving yard somewhere in the US or overseas. Her primary mission as an example of President Eisenhower's 'Atoms for Peace' program is commonly forgotten. For years critics have pointed to the Savannah as an example of an uneconomical and expensive experiment in maritime commerce. I acknowledge the criticism, and respond that her mission was never to be a cheap source of maritime transport, but, rather, to show the world what nuclear energy can do in the pursuit of peace. Her demonstration of the peaceful use of nuclear energy is not disputed. Her mission has been successfully accomplished.</p>	
133-0192	Fred Blonder	I have visited NS Savannah several times since her arrival at Pier 13 in Baltimore, and have attended several of the events held aboard her. I would like to see her become a permanent fixture in or near the Baltimore Harbor, and open to the public on the same basis as the other ships (Constellation/Taney/Torsk) currently maintained as museum ships.	non-substantive
0133-0195	Ulis Fleming	<p>It is with great hope that the historic, and one of a kind vessel, Nuclear Ship Savannah disposition is smoothly transitioned from it's current status to a full museum ship for which future generations of may learn from and enjoy. Where children will be able to walk aboard this important living history monument of peaceful nuclear power possibilities and dream of their own technical education and future.</p> <p>Thank you for taking the time to consider my comments and I look forward to seeing the historic Nuclear Ship Savannah continue to educate the world of its mission of</p>	non-substantive
133-0196	John Vilgos	<p>I am writing to express my views on the future of the NS Savannah once the nuclear power plant is dismantled.</p> <p>I would hope that MARAD will consider the ship worthy of preservation as a possible museum ship or other such use. She is a wonderful ship, a historical ship, an important link between nuclear weapons and peaceful uses of nuclear power.</p> <p>Of course, I am prejudiced. She was my first ship as a cadet from Kings Point. She was a good ship, and I learned much from my time on the ship.</p>	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0191	Betty Ferres	I am writing to you about my support for keeping the NS SAVANNAH in Baltimore, Maryland. She is a beautiful ship and is a registered National Historical Landmark that has been in Baltimore for the past 13 years. As a registered landmark, she could bring in revenue for the city by featuring tours and perhaps have a gift shop selling souvenirs, and possibly even a few snacks such as canned or bottled soda or juices and bags of chips or cookies. I've seen some of the photos of her and she appears to be in excellent condition for such events. That's just one suggestion. Her beauty also adds more prestige to Baltimores' INNER HARBOR since she is the world's first nuclear-powered merchant ship. Please do not send her somewhere else. We love her here in Baltimore!	non-substantive
133-0197	Lyn Raabe	The United States Maritime Administration (MARAD) may attempt to manage NS SAVANNAH under a public-private partnership. If MARAD decides not to transfer SAVANNAH to another entity within the Federal government (such as the National Park Service), but still wishes that it be maintained due to its historical importance, MARAD may seek to transfer the vessel to a party outside of the Federal government in one of a number of ways. Public-private partnerships could fall into two general categories: 1. The first involves retention of the SAVANNAH by an entity that could be created by Congress specifically to receive and maintain the vessel. Such an entity could include a trust, a government corporation, or a non-profit organization. This option would require a future act of Congress to create the entity in question, and the entity's exact contours would need to be determined. Ideally, this entity would manage SAVANNAH in such a way as to be financially self-sufficient. 2. The second type of public-private partnership would involve a contractual partnership with an outside group. MARAD might attempt to enter into agreements with outside groups, where the recipient group would operate (albeit not under her own power) and maintain the vessel and MARAD would provide assistance. This could be a great opportunity for Baltimore to promote a program for the people & future of the city.	non-substantive
0133-0190	Norman George	Pursuant to the Notice and request for comments published in the Federal Register on January 13, I am writing to urge the preservation of the NS SAVANNAH. This ship is a one-of-a-kind piece of unique and irreplaceable maritime history which deserves to be preserved for her legacy and the benefit of future generations. I can propose no specific recommendations, but I believe the public-private partnership option discussed in the Notice would be most successful. As SAVANNAH was a government, and not a commercial or privately-owned vessel, it seems only fair and appropriate that federal funding should underlie her preservation. However, the right private institution or organization could be expected to contribute significantly to financing and management. As a young boy, I toured SAVANNAH in Los Angeles Harbor, probably on one of her first national voyages. She contributed to my love of ships which led to a 45-year career in the maritime industry, at sea and ashore. It is my fervent hope that SAVANNAH can be saved.	substantive
133-0194	Harold McPherson	Save this ship. This ship must be preserved for the unique History it had. Must be saved for future generations.	non-substantive
NOT IN DOCKET	John Ihnacik	Being aboard the NS Savannah was my first association with the maritime world. I was the technical staff Business Risk Manager for nearly one year. As an engineer, when I first saw the ship I could immediately observe that it is special. It's graceful lines and numerous reverse bends in the structure were obvious signs that the ship was conceived as a special project. It is very different from the floating boxes built after it. The Savannah deserves to be preserved as much a work of art as engineering.	non-substantive
NOT IN DOCKET	David Rietmann	See letter	Submitted after close of comment period.

#	COMMENTOR	COMMENT	RESPONSE
NOT IN DOCKET	Tom Scardino	<p>The directions given at https://www.federalregister.gov/documents/2021/01/13/2021-00527/collecting-proposals-for-future-use-of-the-historic-vessel-ns-savannah for making comments are incomplete.</p> <p>The regulations.gov site gives no option for or instructions for making comments.</p> <p>ADDRESSES:</p> <p>You may submit comments identified by DOT Docket Number MARAD-2020-0133 by any one of the following methods:</p> <ul style="list-style-type: none"> · Federal eRulemaking Portal: Go to http://www.regulations.gov. Search MARAD-2020-0133 and follow the instructions for submitting comments. · Email: Rulemakings.MARAD@dot.gov. Include MARAD-2020-0133 in the subject line of the message and provide your comments in the body of the email or as an attachment. · Mail or Hand Delivery: Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is: U.S. Department of Transportation, MARAD-2020-0133, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. <p>My comment:</p> <p>The vessel NS Savannah is an important, and beautiful, example of maritime engineering, design and nuclear science, and should be preserved for the public to learn from and enjoy.</p> <p>Our stunning achievements as a people – as exemplified in the NS Savannah – must by all means be celebrated and preserved for future generations of Americans to see and appreciate.</p>	non-substantive
133-0003	Anonymous	<p>I am an architecture student and I find the NS Savannah to be an interesting ship that is worth maintaining as a museum ship. Being the world's first nuclear powered merchant vessel, the ship has a lot of important significance and should be maintained through a public-private partnership. I feel that in addition to Baltimore, locations that should be considered as options for preserving the ship include Wilmington, Delaware; Savannah, Georgia; West Palm Beach, Florida; Jacksonville, Florida; and Portland, Maine. Savannah, Georgia would be a good location as the city is the ship's namesake and it would be quite fitting for such a ship to be preserved there. In the case of Wilmington, Delaware or West Palm Beach, Florida, the ship would become the defining symbol of the city and draw tourism to either of those two cities. In Wilmington's case, the ship could draw tourism in conjunction with a possible Biden Presidential Library, especially if the two are close to each other like was the case with the USS Lexington and Texas State Aquarium in Corpus Christi, Texas. Finally, in the case of Jacksonville, Florida or Portland, Maine, the ship would draw additional tourism to cities that already have a fair amount of tourism. I really hope that the ship will continue to be preserved as a museum ship and live on for generations to come</p>	substantive
133-0004	Nicholas Kromann	<p>NS Savannah is an irreplaceable and unique piece of US maritime and nuclear history. She should be preserved by the most reliable means available, be that by a federal agency, private organization, or some cooperation between the two. She should be open to the public, or at least the most historically significant parts of her should be.</p>	non-substantive
133-0005	Eric Miller	<p>I would like to see the Nuclear Ship Savannah preserved and made into some kind of a museum. I went aboard NS Savannah during Baltimore Fleet Week in October 2018 and found it fascinating. It seems to me this is a unique and also beautiful ship with much interesting history. I don't know the best way to accomplish this goal but I would like to see it happen.</p>	non-substantive
133-0023	Jeffrey LeBlanc	<p>In my opinion she should be preserved intact after her nuclear decommissioning as the important piece of Maritime history that she is. I would also be interested in volunteering my time in her restoration as a museum ship.</p>	non-substantive
133-0027	Jeffrey Mangold	<p>I never had the good fortune to sail on this ship, but see the need to restore and preserve the this vessel for future generations.</p> <p>I never had the good fortune to sail on this ship, but see the need to restore and preserve the this vessel for future generations.</p>	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0029	Nicholas Wokanovicz	Good Day. In regards to the N.S. Savannah, I would very much like to see the vessel turned into a museum ship dedicated to the history of the Merchant Marine. There are very few museums dedicated to this subject in the US and the Savannah is an incredibly significant ship in the history of the merchant marine. It would be very beneficial to be able to tour the ship and see not only the very first nuclear powered merchant ship, but also what a general cargo ship of yester years looks like and to see the advancement in cargo technologies since then. As far as location of the vessel, there are many east coast ports that would be happy to have another attraction added to their port, and by converting the ship into a merchant marine museum, you would not only attract those who are interested in the particular vessel, but also in the merchant history as well, including international merchant sailors. I believe the ship should be saved and that it would be such a waste to scrap such a significant piece of merchant history and would be a failure to seize the opportunity to create a museum dedicated to a subject not previously put on large display before. Thank you for your time.	non-substantive
133-0028	Adam Ligo	As a nuclear engineer, I believe that the NS Savannah represents a crucial point in the history of American nuclear technology, as well as a possible path forward to reducing emissions due to shipping. As such, I believe the Savannah should be donated to an organization that will maintain the vessel as a museum ship so that it may be experienced by future generations.	non-substantive
133-0031	Matt Bailey	Respectfully requesting she be saved as a museum ship. Such a wonder piece of maritime history. In a world where everything seems disposable, our rich history should not be one	non-substantive
133-0032	Patrick Oroark	The Savannah is a piece of maritime history. I would absolutely love to see her preserved as a museum.	non-substantive
133-0035	S. Paul George Raichur	Preservation As A Museum Ship.	non-substantive
133-0036	Bill Van Loo	Please preserve the Savannah as a museum ship. It would be a shame to lose such a historic vessel.	non-substantive
133-0010	Gerry MCGovern	<p>I strongly recommend relocating the NS Savannah to Camden, NJ. She was built in Camden, NJ. Many of the families of those that built her still live in the area. Camden has been going through a huge revitalization since 1989. She could be berthed at Becket St. Terminal behind the USS New Jersey Museum. She will be at an active cargo terminal that can have an active display warehouse right next to her that can contain a museum within that covers cargo operations, the history of the port, ship construction and other great items. The NS Savannah was constructed literally right down river from this location. There is a tremendous opportunity to teach generations to come about the history of how the waterfront changed, how freight was moved from sailing vessels, steamships and diesel vessels and the great nuclear experiment represented by the NS Savannah. Camden can move their new community boat building program into the warehouse with the museum items to be an active program.</p> <p>The location is supported by easy access by car (I-676), Ferry (Riverlink ferry), water taxi service, (Penn's Landing Water taxi), train (Patco High Speed Line), PHL International airport and multiple bridges from Philly with direct access to the waterfront. The ship can be promoted by both Philly and Camden waterfronts. There is also waterfront development corporations that promote both waterfronts extensively with a huge tourism trade.</p> <p>The Delaware River is fresh water! (The USS Olympia would not be here today if she had been sitting in salt water all these years). Currently, in the Philadelphia/Camden harbor is the USS Olympia, submarine USS Becuna, Independence Seaport Museum (with workshop on the water projects), USS New Jersey, Tug Jupiter, tall ship Gazela, waterfront parks on both side of the river, Aquarium in Camden, new Hilton hotel on the waterfront in Camden and a workforce with a tremendous amount of experience with maintaining museum ships.</p>	substantive
133-0021	Seattle Fireboat Duwamish	The NS Savanah is a historic ship and needs to be preserved for future generations of Americans it is a beautifully designed ship and one of a kind to lose this ship would be a great loss to the United States of America	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0020	Lincoln McRae	I remember when this vessel was built, and several of my classmates went into the Savannah Program" I saw her in Galveston being refueled. And knew several that sailed on her. She is part of our Maritime History, and a tribute to American Ingenuity and productivity. The vessel should be preserved as a National Monument, and a tribute to mariners everywhere. She could be utilized as a convention center, possibly designated a museum. The vessels has some of the finest lines I have ever seen in vessel design. Possibly a school ship ? I was aboard her one time while she was at the James River Reserve Fleet, I still remember that. And am grateful to have had the opportunity. Possibly a high end Bed and Breakfast. Realizing that the reactors would need to be removed. However the reality at this juncture your flat screen TV is likely more of a danger. We let the SS United States rot alongside a pier in Phila, inspite of efforts to save her. Another unprecedented engineering marvel. We should have learned our lesson. Let us not make that mistake again.	non-substantive
133-0006	Maurice Byan	Our maritime history must be preserved and what better way than to have the Nuclear Vessel Savannah as a floating museum.	non-substantive
131-0012	James Foote	As an electronics technician schooled in the time of vacuum tubes, i also worked at Texaco research facility in Glenham, New York. A facility built in the 40's thru the 70's. Caused my experience touring the Savana was a trip down memory lane. The smell of old technology, the feeling of the old construction cannot be experienced in any modern facility. The reactor control room cannot be experienced anywhere else except thru old movies. But to be able to see it and see the construction is an education in itself. My hopes is that the Savannah is kept in Baltimore as a museum and/or educational facility.	non-substantive
131-0008	Brad Poulter	I would love to see the ship preserved as a museum ship and open to the public.	non-substantive
133-0013	Daryl Miller	Please save the NS Savannah. She is a find ship and icon of Baltimore. When coming into Baltimore by water we always swing over and admire her beauty from the waterline. My family regularly attended the National Maritime Day at pier 13 Canton to see all the vessels there and tour the Savanah. It wouldnt be the same without the Savannah there to see and experience. Even when she was taken to Philadelphia for work numerous boaters like myself came out to watch her be towed and free from her mooring. It was quite a sight to behold and numerous Facebook groups and boaters tracked her all the way up the Chesapeake and through the C&D. Please save this icon for Baltimore, we dont have much left and this is one of the few things keeping me coming back to visit.	non-substantive
133-0022	Allen Tweddle	...this ship, a most important part of our maritime and nuclear history, needs to be saved in a maritime museum that will have the heart and resources to accept...	non-substantive
133-0026	James Adams	I beleive the NS Savannah is a very important element of the USA maritime history. It would be extremely usefull as a museum ship to inform and refresh upcomming generations of the great ingenuity and significant milestones made throughout the usa's maritime history, The history and acomplishments of the NS Savannah serve to remind mankind of a time when progress was aimed towards peaceful and environmentally freindly endeavors and not of forcefull and aggressive progress. The NS Savannah should indeed be saved intact to remind and inform future generations of a truly irreplaceable period of time in the USA's maritime history.	non-substantive
133-0030	Anonymous Anonymous	Hello, I am writing to ask you to preserve the NS Savannah as a museum ship dedicated to the history of the Merchant Marine. The vessel is a significant part of merchant history and an excellent example of cutting edge technology from the 1950's. I believe her transition to a museum ship would be a great choice for her as there is no large museum in the U.S. specifically dedicated to the merchant marine and the vessel has plenty of room to create many unique exhibits. It would truly be a waste to scrap such an incredible vessel when there is so much opportunity to create tourism to a community and to create interest in a subject not well previously put on display to the public. It would be a museum to honor the dedication and sacrifice of merchant sailors of past as well as present. Thank you.	non-substantive
133-0034	Wade Wilson	I believe that the NS Savanah should be saved by all means necessary as a museum ship in any port willing and able to save her from the scrapyard.	non-substantive
133-0025	James White	Please save the "Savannah" as a museum ship. Like the "Jeremiah O'Brien", "John Brown", "American Victory", "Lane Victory" she is a symbol of America's past golden era of maritime supremacy and shipbuilding excellence. I believe she could survive with volunteer maintenance crewing and donations. Also, we need a WW2 T-2 tanker if we could find one. Thank you.	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0024	Lewis Palmer	The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.	non-substantive
133-0033	Gary Wayne	This ship needs to be preserved as a floating museum. She is unique. I have visited her and she's in amazing condition, we need to keep her around.	non-substantive
133-0019	Kris Hopkins	A true piece of US Maritime history. I would like to suggest her becoming some sort of training vessel for future mariners in the US. I for one would volunteer to help in the project.	substantive
133-0018	Matt Prior	The NS Savannah is one of only 4 Nuclear Powered cargo ships ever built. It was a first for the United States. The ships lines alone are a thing of beauty, it would be a waste for MARAD to scrap it. It would be nice to find some space in Savannah, GA for her to become a museum. Eisenhower's Peace Ship maybe able to teach us how safe nuclear energy is in the United States.	non-substantive
133-0037	Douglas Steyer	Many decommissioned power plants, and industrial sites were converted throughout the world to Cultural Centers. In case of the NS Savannah, the cargo hulls could be converted to multiple levels and facilities could become places for Art and Photo Galleries/Expositions, multi-purpose rooms for the community, non-for profits office base, a place for seminars and conferences, remote center for local schools and universities, small theater halls, food court, etc., and the ship museum (of course), etc. For a city with deteriorating downtown areas but with a waterfront, a restored NS Savannah could become not only a usable facility but also a significant attraction without taking land real estate that needs to be reassigned, purchased, built, etc. In a nutshell, all you need is a dock and a parking lot, and of course, resources to reconvert her to a glorious long term usable facility. I'm sure the right developer would love to entertain such project once a proper location is identified. Actually, a contest for such a design Cultural Center among suitable cities could generate part of those resources.	substantive
133-0007	Pim van Wijngaarden	I certainly hope NS Savannah will be preserved as a Museum Ship for generations to come. Personally I like the idea of having the Park service involved, maybe in combination with a volunteer organization like USS Cassin Young in Boston. I don't know how the JaxNavalMuseum would feel about it, but I think it would be mutually beneficial for the Savannah to share the pier with the Gearing-class destroyer USS Orleck, once she gets to Jacksonville, FL. It would definitely increase traffic for both of them Also obviously, Savannah, GA would be nice <u>Anything but the scrappers torch!</u>	substantive
133-0014	David Hamilton	It should be made into a museum ship, as its one-of-a-kind and part of our history. Shes also a beautiful ship.	non-substantive
133-0016	Scott Silvers	The NS Savannah is an important piece of US and Maritime history and must be preserved as a museum ship. As she is one of only 4 nuclear powered civilian ships, of which only one other, the Russian built Lenin, still exists, it's critical that she not be scrapped.	non-substantive
133-0009	Ron Coles	This ship has a very historical start and it would be sadness to destroy our greatness.	non-substantive
133-0015	Christopher Weuve	Ss Savannah is an important part of our history and heritage. She should be a museum ship.	non-substantive
133-0011	Anthony Ward	What an amazing this it would be to see this ship preserved and to be able to visit and experience such a piece of maritime history! This .. and the SS United States, of course!	non-substantive
133-0038	Gregory Orright	This vessel is important to our nations history! I agree with the other individuals who have commented on this matter regarding the fact that this ship should in fact be open to the public as a museum. Thank your for your time and consideration. - Gregory	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0040	Alex Naughton	I feel that the unique Savannah nuclear ship should be preserved for future generations as a visitor attraction to tell the story of President Eisenhower's nuclear initiative and as a platform for cultural exchange. While nuclear propulsion has not had widespread take up in passenger ships she still is a maritime pioneer. She is also an icon of technological development and design achievement. As such she is of global significance and interest so MARAD needs to take into her global influence when they make this decision. Displaying this beautiful ship with public access as a visitor attraction and platform for global debate and dialogue on nuclear industry and climate change / zero emission transport in a high profile waterfront location would be an amazing thing to behold and I am sure many would be keen to see this	non-substantive
133-0039	Malcolm Brown	Too much of our global maritime legacy has been lost on the beaches and slipways of the world's scrapyards and it would be another loss if such an iconic part of maritime history followed a similar fate. NS Savannah should be preserved for this and future generations to appreciate what a landmark she is marine propulsion design and development.	non-substantive
133-0041	Laura Parsons	My father, Cecil Benson Jr, sailed on the Savannah, from 1965-1970, first as second mate, and then as Chief Mate. He also served in the role as advance person; he would tour ports the Savannah might visit, and research and prepare the Port Operating Plan before the ship's visit. My family has quite an archive of information from his time on the ship, including a fascinating interview that he did for the N.S. Savannah Oral History Project in 2012, that has helped me learn about the ship and my Dad's years sailing with the program. We tried to coordinate a trip to take my Dad to visit her in Baltimore prior to his death in 2018, coordinating a visit was difficult, for various reasons, including the fact that the ship was not available to visit very often. I would love to see the ship established as a museum, there is much to learn about her role in maritime history, as well as that period of time in the United States.	non-substantive
133-0043	JOSEPH SEMON	Build a graving dock for display, put the ship in, pump it out, this would allow a permanent dry display condition and allow visitors to walk underneath and guarantee that the ship will never sink nor need further dry-docking for hull maintenance. Something similar has been done before on other museum ships. The former USS North Carolina has had a cofferdam built around its berth where the water level can be raised and lowered but this is not a dry display however another	substantive
133-0042	Mike Driscoll	I have no idea how, but I hope it becomes a museum ship.	non-substantive
133-0044	Kathleen Orrson	This piece of history should be preserved as a museum ship Baltimore is a beautiful maritime city and would help with adding more tourists.	non-substantive
133-0049	Olof Scott	The NS Savannah was the experience that led me to an early career in the nuclear power industry. I worked on this historic ship at New York Shipbuilding Corp. during the summer of 1961 between my freshman and sophomore college years, developing a Current Ship Maintenance Program before the ship was moved to Virginia for nuclear fueling and startup. After receiving my bachelor degree in physics and an MS in nuclear engineering, I worked ten years during the late 60s through the 70s in first generation nuclear projects: 1) Operations Engineer on the S3G prototype at GEs Knolls Atomic Power Laboratory Kesselring Site; 2) Lead Nuclear Engineer for Seabrook Nuclear Power Station project of Public Service Co. of NH in early design phase; 3) Project Engineer/Project Manager for Westinghouse Nuclear Energy Systems on the Surry and North Anna Nuclear Power Stations of Virginia Electric Power Co. In no circumstances should the NS Savannah be scrapped or scuttled for an artificial reef. It should be preserved for its wonderful naval architecture and its role in late 20th century maritime history through whatever project best fits that goal.	non-substantive
133-0047	Trevor Casper	I am a U.S. citizen and a graduate student currently pursuing a Master's degree in nuclear engineering in Idaho, and I want to voice my support for the preservation of the NS Savannah as a museum. Regardless of whatever government or private entity oversees its transformation into a publicly-accessible museum, this ship has educational value to future generations. Nuclear energy has been increasingly in the spotlight in recent years as a powerful tool to combat climate change and avoid the other emissions associated with fossil fuel energy. Though the scientific community is developing reactor types now that are far more more advanced than that found in the Savannah, this ship serves as a reminder of the great potential that nuclear power has as a zero-emission power source for peaceful uses outside the military. As next-generation reactors and other reactor types like small-modular reactors and microreactors are developed in the coming years we will see many opportunities for nuclear energy to be utilized in new ways in the power sector and in industry. The existence of the Savannah as a public museum will provide a forward-looking perspective and help a public that has historically distrusted nuclear power to better appreciate the unique possibilities nuclear energy provides our world today. It would be a shame to lose this public educational opportunity by disposing of the vessel.	substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0048	Bruce Schnitzler	Cutting the vessel up for scrap or sinking it as an artificial reef should be the least desirable options. The preferred option should be to maintain the vessel as a floating museum.	non-substantive
133-0046	Edward Kee	Please retain the Savannah as a museum and potential training site.	non-substantive
133-0050	Ted Buehring	As long as the ship is sea worthy, convert it to a green fuel power plant(s) and return it to service supplying the various US Navy ports & ships at sea. This would be a cheaper option than buying a new ship.	substantive
133-0045	Anonymous Anonymous	This decommissioning was funded without a proper decommissioning cost estimate and may be significantly overfunded for "decommissioning". As part of the decommissioning plan and approach by the management team was to develop the plan and funding to allow them to use some of the decommissioning funds to refurbish the ship under the guise of actual "decommissioning". This is highly unethical. However, I do think making the ship a museum is great idea. However, using decommissioning funds to support the goal is questionable. For my protection will remain anonymous.	non-substantive
133-0051	Gail H. Marcus	I have had the privilege of touring the N.S. Savannah several times, and I would love to see others have that benefit as well. It is a slice of history that should not be forgotten. So I would strongly recommend that some way be found to make it a museum, or put it in a museum, where it will be open to the public.	non-substantive
133-0052	Richard Schaller	We have lost so many historically significant buildings and engineering marvels. It would be a tragedy to lose the Savannah to the scrap yard or sinking as an artificial reef. This technological icon should be preserved and used as a way to educate the public and inspire future generations of engineers. I urge you to preserve the Savannah as a museum and tell her story to the public. History needs to be preserved not relegated to old pictures and a few paragraphs in a history book.	non-substantive
133-0053	George Kyle	Too much history has been lost for future generations. As a National Historic Landmark the vessel should be preserved. A ship is meant to be used and maintained. A state maritime academy donation would burden some local government with upkeep of a national landmark. If a way can be found for the ship to serve as a training facility for a state maritime academy but maintained by federal (nationwide) support, that would be ideal.	non-substantive
133-0054	Michael Freeman	HAS ANYONE MENTION TO TURN IT INTO HOTEL? LIKE THEY DID QUEEN MARY AT LONG BEACH,CA. MOVE IT IF NECESSARY TO MORE SUITABLE PORT/LOCATION. I ACTUAL WORK AT BWX TECHNOLOGIES,THAT BUILT THE ORIGINAL REACTOR THAT WAS PUT IN THAT SHIP. PLEASE DONT DESTROY IT. DO SOMETHING GOOD WITH IT.	non-substantive
133-0055	Wayne Gordon	Would wish above all else that the NS Savannah would be preserved as a historical ship at some port, but hopefully somewhere in Baltimore. Since its arrival at Pier 13, about 12 years ago, a lot of work has already gone into restoring the inside of the ship to what it looked like when it was new. It would be a shame to waste all that time and effort just to throw it away. I know that funds are tight (they almost always are), but this is a one of a kind ship and it needs to be preserved, by whatever way is possible.	non-substantive
133-0056	David Allison	As such an important part of America's nuclear history, it should be preserved as a museum!!! If a state will take it and make into a museum, then great. The last thing that should be done with it is to have it scuttled, and used an artificial reef, or cut it up for scrap.	non-substantive
133-0057	Greg Trieber	The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.	non-substantive
133-0062	Mark Bigelow	Due the unique propulsion system for a merchant vessel, and that ship is such a beautiful example of mid-20th-century modern ship design, I believe that preserving NS Savannah would be a travesty. There are many military vessel preserved from all eras of American military history but very few ships of the Merchant Marine have been saved for future generations to see and learn from.	non-substantive
133-0059	Eric Deutsch	It would be a very sad and unnecessary loss to all to scrap this beautiful vessel! I have toured the ship twice and would like to tour again! I would even volunteer some time to help maintain her! I watched the Blue Angels from her aft deck several years ago! The vessel is a modern marvel that this and future generations can learn from! At the rate this Country is going we will have no history to study or learn from in the future! The NS Savannah is a one of a kind important piece of maritime, Atomic and humanitarian history! Please S.O.S!	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0066	Jelani Hall	The NS Savannah is a truly unique ship and the only one of her kind. This ship has a lot to offer not only historically but it could offer to the future as well. The world is facing unprecedented change currently and a ship like the Savannah could offer help in solving climate issues.	non-substantive
133-0064	Yvind Mojolt	<p>The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.</p> <p>As a university lecturer in Norway this ship fascinates and impresses still after all these years, i have a small lecture about her in my steam engineering subject, and we do not know for sure if nuclear propulsion on merchant ships will come back. I do think so.</p>	non-substantive
133-0058	Daniel Joliceur	It would be a shame to lose such a unique and important piece of both Maritime and Nuclear Power related history. Either through a federal agency, a private organization, or a partnership between the two, NS Savannah should be preserved and open to the public as a historical artifact.	non-substantive
133-0073	James Armstrong	As a retired Merchant Mariner, and US Navy veteran, I think it would be a tragic mistake to scrap an amazing piece of our history such as the Savannah. She was the first nuclear merchant ship in the world, and a major statement for the United States that were moving to the future.	non-substantive
133-0068	William O'Brien	<p>I sailed 40 years as an American Merchant Seaman. Started our Wiper, worked my way up to Chief Electrician.</p> <p>History is important for our future. Folks will be inspired. What is inspiration worth? We won't be around to tell it. Save the Savannah.</p> <p>It's worth it.</p>	non-substantive
133-0074	Mike Wicklein	<p>The NS Savannah is a unique historic vessel. There is no other example of this style and type of ship. Her intended purpose when launched was to help represent the Atoms for Peace program around the world and that mission remains noteworthy and inspiring. Using this vessel as a reef has no heart, soul or imagination. I have been on board during Maritime Day and with school groups and have witnessed the excited reactions and interesting questions from students and senior citizens alike.</p> <p>The ship is a hands on educational resource for STEAM students at many grade levels and a Cold War/Nuclear exhibit for history students. This is one of the few places you can experience a nuclear control room and power plant first hand. The ship could be utilized for all manner of special events, from weddings to seminars, conferences & training. Event planners are always looking for unique venues. This is a one of a kind ship. In Baltimore the only other historic vessel that can provide as much space for events is the SS John W Brown. The Savannah has been the heart of Maritime Day Celebrations in Baltimore for years. It is a valuable part of Baltimore's collection of historic ships that spans over 200 years of US Maritime history. A group of student interns mentored by me, produced this video on the NS Savannah.</p> <p>https://www.youtube.com/watch?v=_nrDj7fHMD4 This ship should be preserved and utilized, not turned into a reef.</p>	substantive
133-0070	Claire Catarius	<p>Save the NS Savannah. She is important!</p> <p>The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.</p>	non-substantive
133-0071	Chris Cahill	The ship should be saved and utilized as a museum demonstrating the atom for peace initiative.	non-substantive
133-0075	Kate Griffin	<p>The Savannah is a truly one of a kind ship, and MUST be preserved as a museum, either publicly or privately. The Port of Baltimore would benefit from having such a ship museum.</p> <p>Most of the world has such a poor opinion of atomic energy, and the Savannah showcases this technology. Keeping her alive as a museum ship would help the public understand the benefits of atomic energy. Please save the ship as a museum!!</p>	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0061	Stephen Lehman	It is critically important that the Savannah be preserved. She is a unique ship and a physical reminder of the Atoms for Peace program, a significant part of the Eisenhower administration policy. It is also a beautiful piece of maritime architecture. Losing her would be a loss the world. She is as important as Eiffel Tower, the TWA Terminal, Grand Central Station in New York, or Chicagos Millennium Park. She will be a major draw and benefit to any waterfront. She is of interest to historians, engineers, artists and many others.	non-substantive
133-0065	Donald Kinsey	Offer to fund a suitable pier at Mariners Museum in Newport News Va. for a permanent public display of this vessel	substantive
131-0063	Alan Morris	This ship certainly represents a unique piece of history. Once COVID is past us I would certainly pay to tour.	non-substantive
133-0067	Captain Manuel A. Subda, Master Mariner, retired	<p>I am a retired US Master Mariner. I have seen the erosion of the US maritime industry throughout my entire career. Although ns Savannah was not designed to be a commercial success, she did then, and still does represent the epitome of marine engineering and naval architectural style. If our industry is ever going to be revitalized, ns Savannah could have a significant role to play in educating the public. Should the US deep sea Merchant Marine become extinct, ns Savannahs role would be even more important.</p> <p>The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.</p> <p>SAVE NS SAVANNAH!</p>	non-substantive
133-0060	Edward Weglein	The Savannah is a one of a kind ship that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.	non-substantive
133-0069	Hans Amador	The NS Savannah like other first of her kind ships built in the US of A reflects the can do ingenuity of American industry. I have sailed on the first RO/RO and the first gas turbine powered ship and I was always proud of that fact. It is my sincere hope that MARAD recognizes the historical significance of this vessel and she is turned into a museum.	non-substantive
131-0092	Steve Maddox	We believe the Savannah is an important part of maritime history and shoul be preserved.	non-substantive
133-0089	Joseph Zuccaro	<p>I also would like to see the Nuclear Ship Savannah preserved and made into some kind of floating museum. I went aboard NS Savannah during Baltimore Maritime Day i and found her fascinating.</p> <p>It seems to me this is a unique and also beautiful ship with much interesting history. This is an incredible opportunity to spotlight a unique period of time and a one-of-a-kind vessel.</p>	non-substantive
133-0076	Jim Welkos	Please save the Savannah. She is a national treasure and a first of it's kind	non-substantive
133-0077	Joseph Stouky	What a piece of engineering history we have here! I first visited the N.S. Savannah in 2013 during a national maritime day! I was stunned by the wonderful condition of the ship! It looked like it could still sail today! I think it would be a shame to sink or scrap this wonderful piece of American ingenuity! I know of no other merchant ship that shows our ability to think outside the box! I believe that this ship should be turned into a museum or at the very least be stationed at a museum where the public is able to board and explore this truly unique piece of American history!	non-substantive
133-0078	Jacob Doyle	Don't scrap or reef; this ship is a critical part of our maritime history...it should be preserved for future generations.	non-substantive
133-0083	R Lee Anne Ward	This is regarding future use of this vessel. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.	non-substantive

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133-0084	Ray Scurr	NS Savannah should be preserved similar to the other historic ships in Baltimore Harbor. Ideally she would remain at Pier 13 and be used for scheduled events, such as weddings or reunions or simply happy hours. This would help offset the cost of keeping her secure. Please do not scrap her as she is a unique example of our US history. Find another way.	non-substantive
133-0080	Stephen Carr	The NS Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time. As a Merchant Mariner (involved with ships since 1977) from a family of Mariners (3 older brothers, cousins, and father & uncle who served during WWII), I feel it would be an injustice not to preserve Savannahs legacy for future generations.	non-substantive
133-0082	Mark Bassler	I have been following NS Savanna for many years. I would like to see her preserved in history. She was a marvel in American Engineering when first built. The first nuclear powered vessel in the U.S. Merchant Marine. I feel that in preserving this great ship after the reactor plant is decommissioned is in the best interest of the United States. She will serve well as a Maritime Museum. She is a testament to nuclear power in our merchant ships.	non-substantive
133-0087	Peter Eagleton	Please conserve this historic ship so it can be preserved for future generations! Please don't let her become a scuba attraction ike other bistoric vessels. Please save her!	non-substantive
133-0093	Robert Burke	The Savannah is a unique showcase of engineering and technology that will never be duplicated. This vessel, our countrys first nuclear powered merchant vessel, needs to be preserved. Future generations can learn from and witness the innovative technology up close. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would relegate her to a footnote in history books. To scrap the Savannah would remove her footprint from history forever. All avenues need to be explored to keep this vessel in existence for all to see and experience. I believe the Savannah should be part of tourist attraction like the one in Galveston, TX where the Battleship Texas found new life.	non-substantive
133-0094	Capt. Brett Sause	The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.	non-substantive
133-0095	Douglas Davis	NS Savannah Comments to MARADFebruary 24, 2021 1.NS Savannah is an internationally recognized symbol of President Eisenhowers Atoms for Peace Program. 2.NS Savannah demonstrated the viability of commercial nuclear power at sea. 3.The design and location of the nuclear power plant allowed passengers to safely sail on a nuclear power ship without concern of exposure to radiation and radioactive materials. 4.The ships hull design is a unique, well-crafted design, and it is eye catching and visually pleasing. It is a majestic vessel. 5.The NS Savannah entertains and tours many hundreds of visitors and hosts official ceremonies each May during the annual National Maritime Day (weekend) celebration in Baltimore. 6.There continues to be periodic requests for small group tours of the ship. The NS Savannah is viewed as a destination to visit and tour. 7.There has been concerted, continuing efforts to maintain the ship structure and appearances as a Maritime legacy show piece in Baltimore Harbor. 8.Designating the NS Savannah as a museum will preserve an especially important part of the United States Maritime history, culture, and innovation.	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0088	Tom Eckhart	The NS Savannah is an important artifact of the Cold War (as a reminder that America today uses nuclear energy for peaceful purposes). The ship was the center piece of President's Eisenhower's Atom for Peace. Preserving the ship as a model for what America has achieved (when energy is used unwisely or for dangerous applications) is as important in our world today, as it was when proposed in 1952. While an inefficient cargo ship (due to aesthetic design and through inappropriate use of manpower), it remains a reminder that cargo transport by sea need not be achieved through fuels which are not environmentally clean today.	non-substantive
133-0090	Jeffrey Mangold	copied this comment because it is exactly how I feel: The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.	non-substantive
133-0091	James McGowen	I would like to see the N/S Savannah preserved and not recycled or reefed. Savannah is a unique, historical vessel and it would be a shame to see her lost forever.	non-substantive
133-0081	Erica Denner	A really fun ship to tour. Particularly love the dining/bar area with the tables with the nuclear symbol. NS SAVANNAH should definitely be preserved! She is & should remain a living piece of history.	non-substantive
133-0079	Anonymous	Save the Savannah! Keep her afloat and make here a great destination that highlights the role of the US Merchant Mariner to those who board her.	non-substantive
133-0086	Peter Knego	With the SAVANNAH's outstanding architecture and historic merit, it is my hope to see her retained for future generations to enjoy as a static attraction or perhaps even a floating classroom, either under MARAD's or a private stewardship. The ship has been beautifully restored in recent years and is almost ready to take on such a role "as is", which makes her a much more viable option than other historic ships in need of vast refits. There is absolutely nothing like SAVANNAH on this planet and to see her demolished or reefed would be a sad and disgraceful end.	non-substantive
133-0085	Constatine Frangos	I have visited the Savannah on a number of occasions. This is truly unique and beautiful ship with important historical significance. It must be preserved and turned into a museum.	non-substantive
133-0096	Richard Jagger	There are plans for a permanent berth for the museum ship "SS John W. Brown" at the former location of the Bethlehem Steel Shipyard in Baltimore. If the NS Savannah were relocated and preserved at the same pier it could become an important Maritime History landmark. Revenue from admissions would assist in the maintenance of both vessels. An example is Patriots Point museum in Charleston, SC.	substantive
133-0097	Lincoln McRae	This vessel NS Savannah should be preserved as a national monument. She was a remarkable example of American leadership, initiative, strength and skill. Accomplishments of this magnitude should preserved for generations to come. Never forget our origins, and notable accomplishments. Unfortunately there are so few of US citizens that have any idea that a US Merchant Marine exists it will not get a lot of public support.. In the scheme of things all the money that is spent frivolously and foolishly by our government, saving this piece of American history should be a priority.. It should be a monument in honor of the American Merchant Mariners that gave their lives when called on by our country to serve.	non-substantive
133-0098	Richard Sterne	This vessel NS Savannah should be preserved as a national monument. She was a remarkable example of American leadership, initiative, strength and skill. Accomplishments of this magnitude should preserved for generations to come. Never forget our origins, and notable accomplishments. Unfortunately there are so few of US citizens that have any idea that a US Merchant Marine exists it will not get a lot of public support.. In the scheme of things all the money that is spent frivolously and foolishly by our government, saving this piece of American history should be a priority.. It should be a monument in honor of the American Merchant Mariners that gave their lives when called on by our country to serve.	non-substantive
133-0102	Anonymous	The Savannah was so cutting edge at the time and helped progress so many things used today it would truly be sad to let such history be forgotten. We should always remember that how we got forward was by the invention and determination of those that came before. Preservation her should not even be a question.	non-substantive
133-0103	Donald Heinbuch	Please preserve this historic ship. Its a testament to this countrys ingenuity and leadership in technology on a global scale. Ive attended ceremonies on this ship and have found this setting to be patriot and inspirational. Please preserve this precious piece of history.	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0100	Mary Ann Cannon	My Father was a Chief Engineer on the NS Savannah. I grew up understanding and admiring the historical significance this vessel played in our atomic history. I completely support the preservation of this vessel and that her future should be that of a museum to showcase the technology and advancements of the time. The ship is a beautiful example of art and engineering with her sleek lines and beautiful interior meant to host state dignitaries. Perseve this Maritime history and honor all those that served on board and all those that designed and built her.	non-substantive
133-0101	Bruce Muntz	I have been following the Nuclear Ship Savannah for over 50 years.I first read about the ship in our Weekly Reader when I was in elementary school . At the time I lived in Gibbstown, NJ just outside of Camben, NJ where the ship was built. Over the years I have met many of the engineers who eventually became officers . In 1971 I had the opportunity to work at Todd Shipyards, Inc., Galveston, Texas on the deactivation of the NS Savannah. From 2009 - 2016 I was on the Board Of Directors for the Nuclear Ship Savannah Association.. We all worked so hard to preserve this beautiful ship. Its beautiful, well maintained and a historic landmark. Hopefully will find a permanent location . I would suggest looking into Port Everglades, Ft.Lauderdale, Fl. It would be a perfect visitor attraction . They have a huge convention center and many of the cruise ships use that port. Its also just minutes from the Ft.Lauderdale Hollywood International Airport.	non-substantive
133-0099	Phil DeBenedetto	The NS Savannah should again be used as a Museum Ship. There are many restored areas of the ship and it has been maintained in good condition. As a museum it could be used as a static exhibit and also used for public events and the the passenger areas as a hotel. In addition the public areas could be rented for events such as weddings & other group gatherings. The is a similar operation in Rotterdam with the SS Rotterdam. The NS Savannah is a smaller ship than similar operations such as the Queen Mary and the Rotterdam and would have a better chance to make money or break even.	substantive
133-0105	Capt. Christopher Hendrickson	I am an American Merchant Mariner. Currently I sail as Master of a container ship in international trade. The NS Savannah is a historically significant vessel which must be preserved for future generations. I was a young boy when I first visited this magnificent ship when she was part of the Patriots Point museum in Charleston, SC. It had a lasting effect on me and made me want to make a career at sea. I later had the opportunity to visit her during Labor Day about 7 years ago while in Baltimore taking some continuing ed classes. She is as significant as the John Brown (which she is docked next to) and stands the test of time as the most beautiful Merchant Vessel ever built in my humble opinion. Please find a way to protect and preserve her. We have already effectively lost the S.S. United States. Please don't let this other gem of history slip away to the scrap heap.	non-substantive
133-0104	Robert Adams	MARAD must pursue all available means to ensure NS Savannah is preserved to inspire future generations, something she has done since the day she was launched. Her strikingly beautiful design is unmatched in the world and she represents significant engineering milestones. She is also one of the few, if not the last remaining non-war time conventional (pre containerization) cargo ships. As an artifact of Eisenhowers Atoms for Peace program, she held out an olive branch at a time the world was teetering on the brink of destruction, she was the United States roving ambassador for the peaceful use of nuclear power. Unlike many potential museum ships, Savannah housing a nuclear reactor has had the side effect of her being very well maintained. Her hull is in excellent shape having just been dry docked. Decommissioning activities are actually improving her viability for future use, as many areas can be repurposed as meeting and exhibition spaces among other possible uses with little or no modification. It should also be noted that there will be no visible evidence that the reactor has been removed. MARAD has a substantial investment in the ship, it would be a terrible waste for her not to continue to educate and inspire. Whatever her next role is, be it museum ship, science and technology center, maritime training or other use, NS Savannah would be ready, the day she arrives at her permanent home, to plug in the power and begin welcoming visitors aboard, she will be about as turnkey as you can get. We must not deprive generations to come of the inspiration Savannah provides.	substantive
133-0106	Alexis Mitsou	It is a shame to loose this ship.a wonder of a ship. She has so much to offer the future. She well deserves to become a museum. I hope you can find it in your hearts to let us keep her for the future. Never will there be another like her. With kindest regards Retired career seaman	non-substantive

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133-0140	John Piehl	The Savannah is a one of a kind showcase of technology that will never be recreated. This vessel needs to be preserved for future generations to learn from and to see the ground breaking technology first hand. This ship would bring so much to a museum and offer the visitor a unique experience. Sinking the Savannah would take away from her ability to teach, only provide a dive tour. To scrap the Savannah would remove her footprint from history forever. There should be a way found to keep this vessel around for all to see and experience. I believe the Savannah should have a museum home found for her and to display the ship in such a way that visitors can see the cutting edge technology she represents for her time.	non-substantive
133-0138	Melvin Tate	It would be very nice to see this historic vessel preserved for future generations to see. There was only one commercial nuclear power ship ever made, that is still in existence. The ship should be a museum that could be used to teach about nuclear power and modern clean ways to use it.	non-substantive
133-0139	Anonymous Anonymous	Please save the beautiful ship Savanah as an historical museum. She is much too unique to destroy.	non-substantive
133-0142	Kelly Michals	<p>The NS Savannah is a treasure, and as much as possible should be done to preserve it for public use and visitation. As a historical piece it is one of a kind, and as a ship it is absolutely beautiful and emblematic of a classic era of Americana.</p> <p>Nuclear tourism is also very much on the rise. Places like the Trinity Site have been seeing ever increasing visitation on open house days, the new Manhattan Project National Park sites are growing, and historical events like the Plowshare Projects are becoming ever more widely known and visited, the Nevada Test Site tours are booked a year in advance, even disasters like Broken Arrows and Chernobyl are now a part of the zeitgeist. If more people knew about it, Savannah could and should be a showpiece of both nuclear history and maritime history.</p> <p>I would not take its time at Patriots Point as evidence that the public finds the Savannah uninteresting, Patriots Point has a long history of leaving its "lesser" ships to rot in favor of the carrier. I find their stewardship poor, and more irreplaceable parts of history should not be lost due to mismanagement.</p> <p>Ships are expensive, there's no doubt about that. But no amount of money could bring Savannah back if we let it go now.</p> <p>Loosing the Savannah would be a massive failure to protecting history and serving future generations. Everything possible should be done to keep Savannah with us for the public to visit and learn about. Losing it would be losing a singular irreplaceable part of history forever, joining a long list of things from before my time that I will never get to see because no one fought to save them</p>	substantive
133-0146	James D. Horton	This magnificent ship needs a home. Someone has offered such and it certainly should be considerid.	non-substantive
133-0143	Robert McLewee	Savannah should be saved for future generations as a learning tool to see what life was like in the early years of the Cold War and the positive uses for nuclear power, just as her Atoms for Peace intent worked.	non-substantive
133-0145	Wally W	The Savannah is still a magnificent vessel with a long and impressive history. Ive had the pleasure of touring the vessel several years ago. As a retired nuclear power plant worker, this vessel is of interest to me and many others in the nuclear industry. I had hoped the Savannah would fine s permanent home in Baltimores Inner Harbor after nuclear decommissioning.	non-substantive
133-0152	Timothy Cassidy	The NS Savannah is an important piece of American history. While not ultimately a commercial success she was the first nuclear powered merchant ship and one of only four ever built. When I was on active duty as a naval officer in the late 70's/early 80's on a ship homeported at the Charleston Naval Station, we would pass the Savannah on our way up the Cooper River to load or offload weapons at the Naval Weapons Station. NS Savannah is one of the most aesthetically beautiful ships ever built. Following my my active duty Navy service I completed a 30 year career in commercial nuclear power. One of the instructors at the Seabrook Nuclear power Station where I worked was on the commissioning crew of the NS Savannah (and also a graduate of my alma mater Maine Maritime Academy) and I always loved hearing about his time serving aboard. BOTTON LINE is the the NS Savannah at the very least should be a museum ship like many of the WW2 battleships and NOT be sent to the scrapyard.	non-substantive
133-0151	William J. Hallsen	NS Savannah is a beautiful example of STEM! She also is a work of art, definitely worthy of preservation as a tribute to the United States Merchant Mariners who were bold and willing to accept the challenges of trying nuclear propulsion on a merchant ship. Please make every effort to preserve her.	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0149	Charles Harvilicz	I first saw the Savannah in Manila, Philippines, back in 1973. I was there on duty in the U.S. Navy. She was a real beauty. She was the only Nuclear Powered Commercial Ship I ever saw, and believe me, I saw a Bunch in my time. A Particularly Beautiful Design. Please, please, PLEASE so not scrap her. Make her a U.S. Monument of what this nation is capable of, when we put our minds to it. Beauty in form and Function. !	non-substantive
133-0150	David Hill	This ship was a first in the peaceful uses of atomic energy in America. The technology used within her construction and operation is without competition. The historical value present in the NS Savannah should be kept intact for future generations to enjoy in a manner that is consistent with other historical ships in America. Currently working as Docent aboard the USS Midway, giving tours to the public who have an interest in ships, the NS Savannah would be most welcome. My experience, having been a visitor aboard the NS Savannah when the ship was open to visitors at Patriot's Point, South Carolina in 1994, I have fond memories of what the museum NS Savannah was and can appreciate every consideration to what the ship might become. Co-location near a MARAD berth or mooring that can be suitable for this display may be considered for many metropolitan cities that already have berths and accommodated like other successful Maritime Museums.	substantive
133-0144	David Petty	<p>The NS Savannah is an iconic piece of American Merchant Marine history that should be preserved for future generations. As a Merchant Mariner and the son of a Merchant Mariner who survived WWII on PQ 17 her preservation is key to providing future generations the ability to gain a sense of the criticality of a solid Merchant Marine. The SS John Brown in Baltimore is a classic example of this necessity. Liberty ships supplied the UK and Europe with the needed supplies and material to sustain nations in crisis. We projected Americas presence deep into the Pacific. America built ships then at a rate which was and still is unheard of and turned the tide of WWII. We became a global power because of a strong sea presence, not only warships but the ability to project America anywhere on the globe and reliably support that presence at a moments notice. We have become accustomed to the complacency of next day air and a burgeoning global community that makes it seem that the globe is shrinking. It is not! A large percentage of the worlds goods travel by ship and relegating our maritime roots to simply being a man made reef for aquatic creatures is unthinkable.</p> <p>The NS Savannah has been professionally maintained and was built to show the potential of nuclear power rather than a commercially viable vessel she still epitomizes the American ethic of independence. There are several vessels that are now museum pieces; SS American Victory, SS John Brown (still operating with a fantastic group of volunteers who lovingly maintain her!) SS Jeremiah OBrien and the many US Naval vessels that still provide a glimpse of Americas sea independence are still afloat to ensure that future generations do not lose sight of the importance of a strong sea presence.</p> <p>I hope that a future for the NS Savannah would be where the public could have access and her presence will serve to educate future generations of the criticality of a strong Merchant Marine. A potential location may possibly be Mallory Pier at USMMA. She could afford future Mariners the experience of maintaining a</p>	substantive
133-0147	Reid Sprague	The SAVANNAH is uniquely historic - as a ship, as a peaceful maritime use of atomic power, as a technical achievement, as an irreplaceable piece of American maritime history! Many Americans wish to save her - as an American mariner I feel that letting her go to scrap would be an act of historical disrespect and would impoverish our national memory. Please save NS SAVANNAH and let her come to a new home in the Delaware River as a combination Museum Ship and conference center. Thank you!	substantive
133-0148	Walter Naef	<p>I spent 40 years in the maritime industry on the water and ashore. I was glad to see the Savannah arrive to a lay berth in Baltimore harbor where I finished the last five years of my career. I have had the opportunity to relate the history of the vessel as we passed her while sailing my own boat. She is a vital part of our marine history and, as such, should be a preserved.</p> <p>I am requesting that MARAD take whatever actions necessary to ensure the salvation of the USA Savannah.</p> <p>Thank you for your favorable attention to this request.</p>	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0155	Steve Haverty	I believe that the Savannah should be saved and preserved as a museum and interactive educational facility that showcases both old and new maritime technology, careers, and the history of United States Maritime history. The cargo holds of the ship supply a great deal of useable and convertible space to create thousands of square feet of display, research and community spaces while having to minimally affect the current habitable and historic structure and vintage artifacts contained within the engineering, berthing and navigational spaces. With so many people within the government and in the private sector stating how our maritime capability is greatly reduced and forgotten the Savannah once was a showpiece of US Maritime ingenuity and technological prowess, by being both a museum and display space for our maritime capability it can once again serve as an ambassador to the nation and world to help people understand the need, and capability of a strong maritime force but also serve to prove and educate the masses about careers and skills in the maritime world that can help recruit future personnel to man and operate or ships into the future.	non-substantive
133-0162	Robert Silva	It would be a shame to destroy another part of our Maritime history by removing the Savannah from you roles. The ship represents the beginning of nuclear energy in the maritime industry. From where we began to today. Her design/lines are a architectural delight to the eye. I personally waited years to board her and was extremely impressed on how she was kept and the interior of the ship. Sending her to the scrap yards is just destroying history.	non-substantive
133-0160	Chet Robbins	MARAD has done an exceptional job of enhancing and maintaining the NS Savannah. I concur with all of the proposals that MARAD has set forth with the exception of the last proposal of scrapping or making an artificial reef. I have followed the history of the NS Savannah since its inception in the late 1950's while I was in high school and college. I still have a National Geographic magazine highlighting the Savannah from that time period. At the same time, I had started upon my seagoing career, never imagining I would later be assigned to this beautiful ship. My time on the Savannah was the highlight of my 20 year seagoing career. After retiring from the Merchant Marine I became the Administrative Director for the National Liberty Ship Memorial, that owns and operates the historic World War II Liberty ship, SS Jeremiah O'Brien, located at Fisherman's Wharf, San Francisco. The most frequent comment made by the thousands of visitors that boarded the O'Brien was, "Thank you for saving this important piece of history". MARAD is aware that the Savannah is a very important piece of history and MUST be	non-substantive
133-0153	David J. Ring, Jr.	The NS SAVANNAH is a unique part of our history, the first and only nuclear merchant ship in the world. It's also a very beautiful ship. We were the envy of the world when she was launched, and continued to be so until she was retired. She deserves preservation as a museum and presentation space to preserve our maritime heritage.	non-substantive
133-0159	Anthony Miller	The NS Savannah should be saved as a museum ship and training ship. Perhaps she could be fitted with Diesel/Electric propulsion and used much like the Coast Guard uses the Eagle.	non-substantive
133-0168	Maritime Academy Charter School	See attached letter.	substantive
133-0166	Basmati Reese	MARAD should scrap or reef the ship. The NHPA does not require preservation; it requires mitigation of adverse effect. MARAD could mitigate the scrapping by	non-substantive
133-0167	David Adams	The NS Savannah is an incredibly unique historical artifact. From its engineering to its interior design, it provides an incredible lens through which an often overlooked time in American maritime history can be seen. The NS Savannah should absolutely be maintained intact.	non-substantive
133-0161	Andrew Kopke	Hello, I have been on the ship many times with my late father, a Marine engineer. During the visits we pondered many possibilities. If possible, the ship might be re-powered using package placed in one of the cargo hold(s), The Emergency Generators has very few hours on it and could be brought back to life. The ship has many office's and large rooms. It would be the perfect floating classroom. Many possibilities and the ship is an American icon	non-substantive
133-0158	Mitchell Smith	This ship should be preserved. Possibly even restored and used as a training ship.	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0154	Kenneth Anonymous	Respectfully request the preservation of the N.S. Savannah. Please turn into a museum ship or a way to inform and educate the public about the history of this historic ship. We need to use our current resources in the fullest extent possible, and by preserving history and educating the public is the best way in the fate of N.S. Savannah. Thank you.	non-substantive
133-0169	Wes Imlay	I believe the NS Savannah represents a piece of maritime history that should be preserved. There is a chance to make a unique opportunity to combine the hotel quality of the Queen Mary in Long Beach with the SS American Victory in Tampa. A self sustaining museum ship would be possible with the right planning and location. With its position in history the Savannah would be used for the education and enjoyment of future generations.	non-substantive
133-0170	Steve Roquemore	I believe that the NS SAVANNAH is a valuable part of American and Maritime history and should be preserved for future generations. Uniqueness of this ship makes it unreplaceable by any other and once removed a part of history will for ever be forgotten.	non-substantive
133-0173	Baltimore & Chesapeake Bay Ship Watchers - facebook group	For us, as a group based in Baltimore where the Savannah is currently berthed, it would be a shame if this ship wasn't maintained as a way for people to experience the past, learn from it, and just enjoy her architecture, exterior, and interior. Perhaps some kind of quasi public partnership? We support anything that doesn't involve scrapping or "reefing" this ship.	non-substantive
133-0174	Douglas Brown	Please preserve the NS Savannah as a museum and educational ship.	non-substantive
133-0171	Ted Bauer	I have spent many hours on the NS Savannah supporting its Amateur Radio Club station, K3SAV, and Boy Scouts JOTA (Jamboree On The Air) events. The ship is already, in many places aboard, in museum condition. She has already been serving as a museum ship and has participated in a number of Museum Ships Weekend events as well as having served as a host for Baltimore's Fleet Weeks. So preserving her to continue in that tradition makes sense. The NS Savannah is a piece of US maritime history, being the first nuclear powered commercial vessel. She was built under the Eisenhower Atoms for Peace Program. Commissioned in 1959 she carried both passengers and cargo. It would be shameful to lose this piece of our country's history to the scrapyard.	non-substantive
133-0175	Jay Dimig	please preserve this priceless ship.	non-substantive
133-0178	anonymous	I believe N.S. Savannah should be preserved both as a museum and as a symbol of human engineering	non-substantive
133-0177	Gary Willerton	This ship, the NS Savanna needs to be preserved for future generations to see and learn from!	non-substantive
133-0179	Joseph Heath	I believe that the NS Savannah should be preserved as a museum ship and a monument to both the American Merchant Marine and the American agencies, industries, and people who helped to chart the course in the early days of the American atomic energy sector. The history of this ship not only helps to highlight the versatility and ingenuity of both the American Industry and the Merchant Marine, but also serves as one of the best surviving examples of the Atoms for Peace projects which helped to pave the way for current peaceful use of atomic energy. As a museum ship public ownership through the Smithsonian would be an amazing way to preserve the history and significance of this vessel as well as having it open to the public as a resource for learning about the Merchant Marine and the early days of the nuclear program in America. Being able to physically interact with the ship would be a great asset to the general public and would carry on the ships original mission, to educate the general public on the peaceful use of nuclear energy, and undoubtedly inspire future generations of both merchant sailors and nuclear	non-substantive
133-0182	Michael Peterson	I believe it must be saved. It is Maritime history. A museum is one option , being able to hold special events . I also think it is capable of being a hotel.	non-substantive
133-0188	Roger Moody	The n/s Savannah became an important part of the maritime history of the U.S. as scientific advances made the feasible the use of atomic power for commercial purposes. President Eisenhower's 1955 Atoms for Peace program featured the n/s Savannah to carry the concept the the U.S. and the world. Additionally, the ship is an aesthetic gem for its mid-century design, and it warrants preservation for that reason as well. If it has not yet been offered to U.S. cities, that step should be taken to determine whether it could be acquired by one of them as a tourist attraction/destination for it's unique maritime history.	non-substantive

#	COMMENTOR	COMMENT	RESPONSE
133-0185	Alvin Kempf	The NS Savannah is a irreplaceable part of United States History. Yes, she was the first nuclear powered merchant ship, she operated without any harm to anyone, and she was inspiring. Possibly even more important she was an embodiment of President Eisenhower's Atoms for Peace program. With everyone living in the shadow of the atomic weapons President Eisenhower proved that there were non military uses for the awesome power of the atom. She was designed as a showpiece and a demonstrator of the possible, She belongs to the American People, and deserves to be respectfully saved just as the Apollo modules, Space Shuttles, and several other Merchant ships. With the reactor and its components removed she should be preserved as a milestone in the growth and progress of the United States.	non-substantive
133-0186	Rebecca Allen	Please preserve the Savannah and make it a museum ship. Its historical significance makes it a perfect candidate for preservation, and the nation would incur a huge loss if it was destroyed.	non-substantive
133-0187	Anonymous	The NS Savannah represents the pioneering spirit and drive of the United States Merchant Marine. The ship should be preserved to showcase how American engineering and engineering can drive an industry to new heights. The ship must be preserved after dismantling the nuclear systems amd it must be stationed as part of a museum display.	non-substantive
133-0189	Michael Moan	The NS Savannah is a one of kind example of American technology that expresses the best of what our country has to offer the world, the peaceful use of the ground-breaking discovery of atomic power. It is a showpiece of mid-century modern design inside and out that exhibits art and architecture of it's day that is still greatly admired. Her travels and reception around the world are to this day unrivaled. This ship is an American masterpiece and monument that should be fully restored and preserved for contemporary enjoyment, education and commercial use. She should be paired with government, educational institution(s) and a commercial operator that will work together in the appropriate setting to achieve all of the above. My suggestion would be the home state of one of her long-time captains Arnold R. (Pete) Block, Jr. Providence, RI. The state has a commercial harbor, several non-profit institutions, colleges and universities of both national and international stature and a vibrant cultural and commercial maritime history. Thank you.	substantive
133-0180	Anonymous	This vessel has much more value as an engineering and military historical artifact than it does as scrap. This is a formal request from a citizen to retain this ship in its whole form.	non-substantive
133-0200	Jonathan Manuel	I personally hope to see the NS Savannah preserved as a museum ship to tell the story of the Atoms for Peace program for generations to come. Personally, all the options that involve preserving her have excellent merits and I'd support any of them. I'll admit I am quite interested in the potential of the Smithsonian Institution preserving the ship or getting the Park Service involved in preservation with another organization on a similar model as USS Cassin Young. Location wise it would be most interesting to see her operated alongside SS John W Brown as a way to increase visitation to both ships, alternatively Savannah itself could benefit from having such a storied ship docked there. Really for me, anything but the scrapper's torch or reefing would be a fitting fate for the ship.	substantive
133-0199	Tracy Longbons	I have four years experience of managing a floating historic ship and two subsequent years of trying to establish two other historic ship museums. Unfortunately on this later effort, this was where there wasn't anything of this type of venue for over two hundred miles, so we were fighting both ignorance and lack of appreciation for what these venues can bring to an area. Even with the metrics and tons of data from HNSA and other organizations, we failed to stimulate any interest in this type of project. That said, as this ship is the ONLY one of her kind ever built by the US, it holds many marketing and publicity draws that are already natural beneficial to this specific vessel. So the best way forward is to make sure that if the gov't intends to really pursue options for preserving this in a viable manner, that it solicit proposals from a combination of both a state level government and private cooperative that would jointly operate it. City level gov't wont have enough fiscal or political capacity to maintain this for the life cycle it should operate. Most states are even iffy, unless they get it locked in by legislation for long term management. SC, MA, & TX all have support models that should be analyzed as previous functioning models. Optimally, this could be a beacon for STEM, maritime, and just about all sorts of manufacturing industries, and should get supported by both federal and state gov't and a proven non-profit organization. It should be targeting middle school through graduate school education programs, with exhibits on nuclear power utilization, physics, engineering, math, chemistry, and any other educational subject that is utilized on board a ship. This is how one can get the gov't support, but borrowing from Walt Disney, also go after industry & education institution support, especially on establishing and preserving exhibits for those respective industries & subject matters.	substantive

#	COMMENTOR	COMMENT	RESPONSE
		(cont'd) Looking at this from a macro level, Charleston & Houston have a lot of indigenous naval and maritime industries, with corresponding historic ship organizations nearby, but they also have exposures to hurricanes. Boston has some of the same experience base, but has the northern winters. Mitigation plans would need to be developed and part of the proposal. A study of why Walt picked Florida 60 yrs ago has some still valid lessons for why the ship should be based east of the Rockies. In any event, we as a country should really examine and actively solicit proposals for preserving this ship as both a recognition of our past accomplishments <u>but also building our future capabilities</u>	
133-0198	Cornelia Mueller	I have been a volunteer docent on board the NS SAVANNAH for the past few years while she has been docked at Pier 13, Baltimore MD. Even in her present state, visiting her during recent Maritime Days, visitors are awed seeing a moment in time of an American flagged passenger ship, parents and grandparents showing the children and grandchildren a passenger/cargo ship where often their parents or grandparents served or showing the next generation sea history that has been preserved to some extent. The ship has hosted maritime society meetings, overseas visitors and scientists that want to see a window to the past and a living monument to the use of nuclear power for peace as was President Eisenhower's intention. I would hate to see the ship just scrapped or dumped into the sea as an undersea reef. She needs to be preserved hopefully as a private partnership yet to be determined. We saw the ship towed to and back from the Philadelphia drydock and what a magnificent sight to see her, although under tow, on the C&D Canal. Please allow the NS SAVANNAH to live as a future museum and/or event location for all to enjoy for the next generation	non-substantive